



**SCHOOL TRANSPORTATION SAFETY COMMITTEE
AGENDA**

WEDNESDAY, APRIL 1, 2015

9:00 A.M.

310 Court Street

1st Floor Conference Room

Clearwater, FL 33756

- I. **CALL TO ORDER**
- II. **INTRODUCTION AND WELCOME**
- III. **ELECTION OF CHAIRMAN AND VICE CHAIRMAN**
- IV. **APPROVAL OF OCTOBER 1, 2014 MEETING MINUTES**
- V. **INTERSECTION IMPROVEMENTS**
 - A. 131st Street North at 86th Avenue North
 - B. 102nd Avenue North at 137th Street North
- VI. **INTRODUCTION AND/OR INFORMATION FOR THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) – Procedures and Tools**
- VII. **TRANSPORTATION ALTERNATIVES PROGRAM UPDATE**
- VIII. **U.S. HIGHWAY 19 CORRIDOR STUDY**
- IX. **OTHER BUSINESS**
 - A. **STEPS Program**
 - House Bills
 - Summer Bridge/Draft School Crossing Guards
 - 2015-16 Pinellas County School Calendar
 - Hazardous Review Study Distribution Maps
 - B. **School-Related Email Information**
 - Announcement of New Executive Director for Safe Routes to School National Partnership
 - Announcement of 2015 Bike to School Helmet Giveaway
 - C. **Tracking List/Traffic Operations**
 - D. **Other**
- X. **ADJOURNMENT**

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.

Next Meeting (To Be Determined)

STSC AGENDA ITEM III.

ELECTION OF CHAIRMAN AND VICE CHAIRMAN

Susan Latvala had been the Chairman for the last several years. Now that Ms. Latvala is no longer on the Committee, there is a need to elect a Chairman and Vice Chairman.

ATTACHMENT: Membership Listing

ACTION: Elect a Chairman and Vice Chairman for the School Transportation Safety Committee

STSC: 04/01/15

SCHOOL TRANSPORTATION SAFETY COMMITTEE
MEMBERS

Pinellas County School Board	Janet Long Carol Cook Peggy O'Shea
Clearwater	Doreen Hock-DiPolito
Dunedin	Heather Gracy
Gulfport	Mary Stull
Largo	John Carroll
Madeira Beach	Carol V. Reynolds
Oldsmar	Linda Norris
Seminole	John Counts
Safety Harbor	Andy Steingold
St. Petersburg	Bill Dudley
Tarpon Springs	Townsend Tarapani
PSTA	Mark Deighton (Redington Beach)
Citizen	Doug Mullis

STSC AGENDA ITEM IV.

APPROVAL OF MINUTES

The minutes of the October 1, 2014 School Transportation Safety Committee meeting are attached for review and approval.

ATTACHMENT: STSC Minutes of October 1, 2014

ACTION: Approval of Minutes

STSC: 04/01/15

SUMMARY OF SCHOOL TRANSPORTATION SAFETY COMMITTEE MEETING OF OCTOBER 1, 2014

The meeting was held on Wednesday, October 1, 2014, at 9:30 a.m., in the Planning Department Conference Room. Those in attendance were:

Members Present:

Susan Latvala	Pinellas County (Chairman)
Carol Cook	Pinellas County School Board
Bill Dudley	City of St. Petersburg
Doug Mullis	Citizen Representative

Members Absent:

Peggy O'Shea	Pinellas County School Board
Robert Murray	City of Largo
Townsend Tarapani	City of Tarpon Springs
Julie Ward Bujalski	City of Dunedin
Linda Norris	City of Oldsmar
Doreen Hock-DiPolito	City of Clearwater
Mark Deighton	PSTA
Andy Steingold	City of Safety Harbor
John Counts	City of Seminole
Carol Reynolds	City of Madeira Beach
	City of Gulfport

Others Present:

Gina Harvey	Pinellas County DEI
Chelsea Favero	Pinellas County MPO
Sue Miller	Pinellas County MPO
Robert Davis	Pinellas County DEI, T&S, Traffic
Dan Glaser	Pinellas County DEI
Marshall Touchton	Pinellas County Schools
Mike Burke	Pinellas County Schools
Terry Huberty	Pinellas County Schools
Bill Lawrence	Pinellas County Schools
Blake Lyon	Pinellas County Planning and Development Review
Sheila Martin	TBARTA
Cate Lee	City of St. Petersburg
Kathy Gademer	City of Pinellas Park
Carolyn Kuntz	Pinellas County MPO

I. CALL TO ORDER

Chairman Latvala called the meeting to order at 9:34 a.m.

II. INTRODUCTION AND WELCOME

Chairman Latvala welcomed everyone.

III. APPROVAL OF MAY 7, 2014 MEETING MINUTES

Due to the lack of a quorum, no action was taken on the minutes.

IV. LONG RANGE TRANSPORTATION PLAN

A. Long Range Transportation Plan Overview

Chelsea Favero, MPO staff, reviewed a PowerPoint presentation that provided an overview of the 2040 Cost Feasible Long Range Transportation Plan. Pinellas County is almost built out with a well developed and constrained road network. The focus is to look at alternative modes and the management and operations of the existing system. She reviewed the projected growth, land use and transportation coordination, the draft Cost Feasible Plan – revenue summary, management and operations, trail and bike facilities, first steps and the complete plan for the transit component,

planned roadway projects, project prioritization criteria for both State and County projects, committed roadway projects by 2019, and the remaining projects to be completed by 2040, as well as unfunded projects. The next steps include a public comment period that the MPO opened up at their September meeting, ongoing public involvement, and inclusion of the other components of the plan. The MPO will adopt the LRTP in December.

Chairman Latvala asked regarding funding for the residential (neighborhood) roads and Mr. Davis responded the County has a Pavement Preservation Program.

B. Safety and Security Elements

Susan Miller, MPO staff, reviewed a PowerPoint presentation on the Safety and Security Elements. She briefly described the difference between safety and security, which safety is defined as freedom from danger and security is defined as freedom from manmade or a natural disaster. She reviewed the emphasis areas, the crashes by age group and vulnerable users, the 4 E's (engineering, education, enforcement, emergency), project safety checklist, resources to facilitate safety planning, special projects, safety partners, transportation stakeholders, transportation system vulnerability, protecting the transportation infrastructure, the site specific focus areas.

V. 131st STREET AND 86th AVENUE TRAFFIC STUDY

Dan Glaser, Pinellas County Department of Environment and Infrastructure staff, provided information on the 131st Street and 86th Avenue traffic study. Although this area has been studied for 20 years, approximately six months ago, they started looking at this area again due to safety concerns and because a pedestrian was recently hit in January. They are in the process of negotiating a Scope of Services for preliminary engineering to improve three intersections: 131st Street and 86th Avenue, 131st Street and 82nd Avenue, and 125th street and 86th Avenue. There are three schools located in this area: an elementary school, a middle school, and a high school.

Robert Davis, Pinellas County Department of Environment and Infrastructure staff, indicated they will be determining speeds, volumes, and modal breakdown (bicyclists, pedestrians, motorists, etc.). This data is needed to develop a plan for the area. They did a road safety audit to observe what is located or isn't located in this area, which will be the basis for the preliminary engineering report. Since it was discovered that speeding was an issue, Mr. Davis reported they installed four radar speed check signs that flash a yellow signal when someone is going faster than the posted speed limit. The signs record information and that information is downloaded. They discovered that motorists are reducing their speed during school hours without a regulatory component. They will be comparing data from before and after the signs were installed.

Mr. Glaser reported they have engaged the School District staff, as well as the principals from those schools. The preliminary work included a traffic count study and they just received the final report. Once the Scope of Services has been negotiated, it will take approximately six months to finalize the preliminary engineering report (late 2015). The recommendations will then move forward to design, which will take approximately 10 to 12 months (late 2016) and then construction will begin, with a completion in 2017.

Mr. Glaser also reported on a project that was recently completed for Ridgecrest Elementary School. Students were walking through the front entrance to get from Ridgecrest Elementary School to the YMCA located next door because there was no other access. Through a cooperative effort with the School District and the County, there are now two crossings through the fences with crosswalks and speed bumps to provide access to the YMCA.

VI. SCHOOL CONSTRUCTION, OPERATIONAL PROJECTS AND OTHER

- A. Largo High School**
- B. Palm Harbor University High School**
- C. East Lake High School**
- D. Other**

Ms. Harvey indicated these items were covered as part of the Collaborative meeting held just prior to this meeting. She noted there were aerials available, as well as site plan for the Largo High School.

VII. DRIVER EDUCATION PROGRAM

Gina Harvey noted this item was on the agenda at the request of Commissioner Bujalski, who couldn't attend the meeting due to taking her husband to the emergency room.

Carol Cook indicated she discussed this issue with Principal Hepburn of the Dunedin High School, who indicated the school lost two units last year when the units were reallocated. The school looked at how many students were taking drivers ed. When students first signed up for drivers' education, there was a ratio of 1 teacher to 30 students; however, since students need a learner's permit in order to take drivers' education, the numbers were reduced to 1 teach for 11 students. The school couldn't justify having a drivers' education class since they needed to add a class for remediation for Algebra I. The two drivers' education teachers are dual-certified; therefore, one teacher is working with the remediation math and the other teacher is working with autistic students in physical education. The drivers' education program will be offered during the summer but not during the school year due to scheduling and not enough students. Ms. Cook noted that Commissioner Bujalski did discuss this with Principal Hepburn. Ms. Cook added that the School Superintendent has given the principals authority to use their staff as efficiently as possible.

Chairman Latvala and Ms. Cook noted there are other options, such as private drivers' education programs and the ability to take it during the summer.

There was discussion regarding the challenges, the funding issues, and that a lot of private school students use the program during the summer. Ms. Cook noted there are career academic classes being offered at the schools that students are choosing over drivers' education.

VIII. TBARTA SCHOOL POOL UPDATE

Sheila Martin, TBARTA, reviewed a PowerPoint presentation explaining the Regional School Commute Program, including background information, Safe Routes to School Funding, and the fast pass program. She introduced Terry Huberty, Pinellas County Schools, as Pinellas County's coordinator for the program. Ms. Martin provided a brief update about the school fast pass program.

Mr. Huberty noted that he routinely interacts with the principals, which has helped with the school pool program. Once he gets the support of the principal, a school pool coordinator is assigned to the program. He explained the principals have a concern with the title "fast pass program". The principals think the program is unsafe when they see the term "fast." He suggested that TBARTA consider changing the name since the purpose of the program is to assist with arrival and departures. He reported on the schools that have recently participated in the school pool program.

Ms. Martin added that TBARTA is in the process of developing a regional school commute transportation program to be held in late February or early March where they can discuss what can be done as a region.

Chairman Latvala thanked Ms. Martin for her hard work and noted she will be retiring at the end of this year.

IX. OTHER BUSINESS

A. Tracking List/Traffic Operations

Information is included in the agenda packet.

B. STEPS Program

Information is included in the agenda packet.

C. Other

Chairman Latvala indicated this is her last meeting and that she will discuss her replacement and selection of a Chairman with Commissioner Seel. She thanked everyone for their collaboration and working together.

X. ADJOURNMENT

The Committee adjourned at 10:30 a.m.

INTERSECTION IMPROVEMENTS

A. 131st Street North at 86th Avenue North

The overall objective of this project is to provide engineering analysis and recommend improvements for the intersections at: 131st Street North at 82nd Avenue N., 131st Street North at 86th Avenue North, and 125th Street North at 86th Avenue North. These three intersections provide access to four Pinellas County public schools: Bauder Elementary, Seminole Middle School, Seminole High School, and Seminole Vocational School.

A Preliminary Engineering Report (PER) is currently being developed for this project. The PER will consider the following five factors:

1. Alternatives – options for consideration
2. Safety – pedestrians and bicyclists traverse these three intersections
3. Environmental – drainage and habitat
4. Costs – for all alternatives proposed
5. Long Range Transportation Plan (LRTP) consistency – alternatives will be developed with the LRTP in mind

The work completed to date was a traffic count study completed in 2014. A design traffic memorandum developed as a component of the PER was completed in March 2015 to determine existing levels of service at the three intersections and identify modifications that would improve the Level of Service (LOS) for existing (2014) traffic conditions and future (2035) conditions. The consultant under contract to perform this work is expected to provide a draft PER in July 2015.

ATTACHMENT: None

ACTION: None required, informational item

STSC: 04/01/15

INTERSECTION IMPROVEMENTS

B. 102nd Avenue North at 137th Street North

A Preliminary Engineering Report (PER) was prepared to identify potential improvements to the intersection of 102nd Avenue and 137th Street. The objective is to provide intersection improvements that will improve safety, reduce the frequency of crashes, and reduce vehicle delay. In addition to providing intersection improvement recommendations, this study aims to: 1) identify any right-of-way needs, 2) investigate the need for signalization at the intersection, and 3) estimate the construction and any right-of-way costs associated with any recommended improvements.

Four improvement alternatives were developed for consideration in this study. All four alternatives include bicycle lanes, additional sidewalks, and crosswalks. Two include the addition of left-turn lanes in the eastbound and westbound directions along 102nd Avenue. Additionally, a new sidewalk on the north side of 102nd Avenue North was added to the overall design that will connect the intersection from 102nd Avenue at 137th Street North to Oakhurst Road and a new sidewalk from the intersection on the west side of 137th Street North to 104th Avenue Terrace to connect to the existing sidewalk (across from Oakhurst Elementary School).

The final PER should be completed by mid-April 2015 and final design for the improvements by the first quarter of FY 2016.

ATTACHMENT: None

ACTION: None required, informational item

STSC: 04/01/15

STSC AGENDA ITEM VI.

INTRODUCTION AND/OR INFORMATION FOR THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) – Procedures and Tools

Mahshid Arasteh, American Quality Consultants, to provide information for the Florida Department of Transportation (FDOT) Highway Safety Improvement Program.

ATTACHMENTS: 2015 FDOT District 7 Local Safety Project Timeline
HSIP Information

ACTION: None required, informational only

STSC: 04/01/15

Mar 24th ↓ * Apr. 3th

2015 Florida Department of Transportation District 7 HSIP Local Safety Project Timeline

Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16
Attend Safety Summit (01/13/2015)	Complete HSIP Application for FY 2015 - 2020 Candidate Projects are due by May 15th*				Evaluation & Review of candidate projects by Safety Office and Safety Team Complete by (06/19/15)	D7 final Selection of Projects by (07/10/15)	FDOT HQ Safety Office sends approved projects to D7 to be programmed in the FDOT D7 Work Program by (08/14/15)		Notification letters sent to local agencies for approved projects by (10/31/2015)			
Discuss HSIP Funding												Selected projects programmed in FDOT D7 Work Program under final "Hard" lock down 1st week of January
						Send selected projects to FDOT HQ safety Office for funding approval & FHWA for approval by (07/13/15)		Approved HSIP Projects are entered into FDOT D7 Work Program by (09/30/2015)				
					Selection of projects by Safety Team by (06/30/15)							
	Locals work on applications - applications are due: Due May 15th				Local agencies notified of request for additional information on submitted projects.							



WE ARE HERE

* Candidate projects submitted past due date will be considered for the following funding cycle. FDOT Fiscal Year July 1 - June 30

These HSIP processes are discussed in the HSIP Manual, which provides information on topics ranging from core safety concepts to detailed discussions of technical methods for data-driven safety planning. Whether you are a new safety professional or have been working in the safety field for a number of years, the HSIP Manual is a comprehensive highway reference for state and local transportation safety practitioners working on HSIPs and safety projects.

A two-day workshop has also been developed that supplements the HSIP Manual. Workshop participants will learn new procedures and technologies for:

- Analyzing data to identify sites for safety improvement;
- Conducting engineering studies and identifying countermeasures;
- Prioritizing projects; and
- Evaluating the safety effects of projects and programs.

Workshop participants might include state and local transportation professionals in the areas of data collection and analysis, safety management processes, and planning and project management.

The HSIP Manual is available online at: <http://safety.fhwa.dot.gov/hsip>.

Copies of the HSIP Manual can be requested from FHWA's report center at: report.center@dot.gov.

The workshop is available through the National Highway Institute. For more information, visit their web site at: <http://nhi.fhwa.dot.gov>.

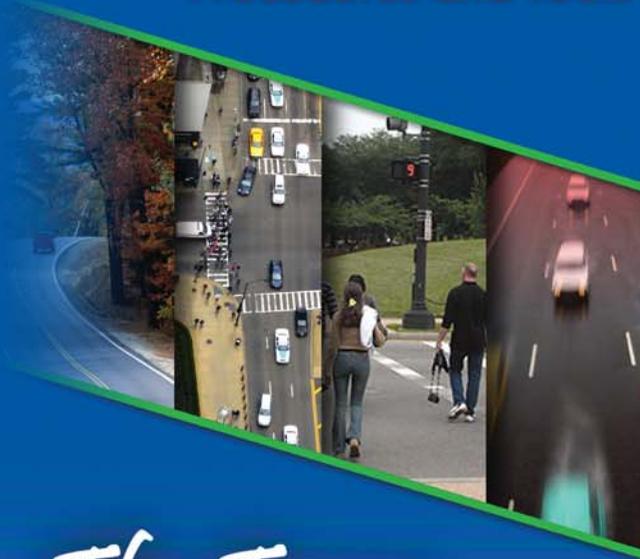
For additional information related to the HSIP Manual or workshop, contact:

Karen Yunk, P.E.
Office of Safety
Federal Highway Administration
609-637-4207
karen.yunk@dot.gov or
<http://safety.fhwa.dot.gov/hsip>

Publication #: FHWA SA-09-030

Highway Safety Improvement Program

Procedures and Tools



*The Focus
is Results*

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The leading cause of death for individuals ages one to 44 in the U.S. is motor vehicle crashes. Motor vehicle crashes place millions of people at risk for death or injury, disproportionately affect the young, and are the leading cause of lost years of productive life.

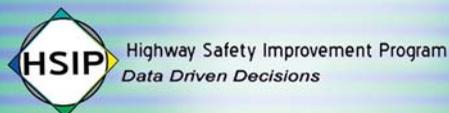
One way to prevent these crashes is by identifying locations with high crash rates or identifying crash patterns on specific roadway types and making safety improvements.

The Highway Safety Improvement Program (HSIP) provides funding to make those critical improvements. With a focus on results, the program emphasizes a data-driven, strategic approach to improving highway safety through infrastructure-related improvements.

The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on public roads.

The HSIP consists of the following programs:

- Strategic Highway Safety Plan (SHSP) – A statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.
- State Highway Safety Improvement Program – Identifies and corrects high crash locations and/or crash patterns on all public roads through infrastructure-related improvements. The states' HSIP should address priorities identified in the SHSP.
- High Risk Rural Roads Program – Identifies and supports improvements on rural roadways (major or minor collector roads or local roads) on which the rate for fatalities and incapacitating injuries exceeds the statewide average.
- Railway-Highway Grade Crossing Program – Identifies and supports safety improvements at railway-highway crossing locations.



U.S. Department of Transportation
Federal Highway Administration

The Highway Safety Improvement Program (HSIP) is a roadway safety management process administered at the state, regional, or local level. The HSIP consists of processes for planning, implementation, and evaluation and involves four basic steps – analyze the data, identify appropriate countermeasures, prioritize and select projects, and evaluate results.

STEP 1: ANALYZE DATA

Data provide evidence that a safety improvement is needed. Crash data is the most common safety data source; however, agencies also use other data sources including, but not limited to, traffic volume, citation/adjudication data, or information from law enforcement and emergency medical services.

The data are analyzed to identify the following:

- 1) Crash patterns that can be addressed with systemic improvements or ones that can be applied on roadways that share a common safety problem; and/or
- 2) Sites with potential for safety improvement.

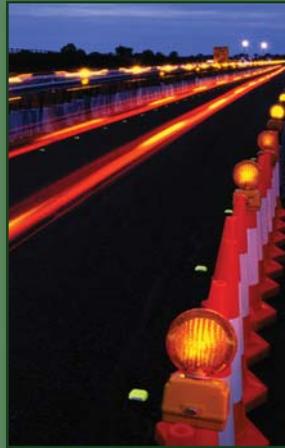
This process helps agencies visualize, examine, explain, and predict the occurrence of motor vehicle crashes. The SHSP uses a data driven approach to identify the state's most serious transportation safety issues, and the findings of the SHSP data analysis may be a good starting point to guide the HSIP problem identification process. For example, if Intersection Safety is an emphasis area in the state SHSP, HSIP planners can obtain the data that has already been collected and further analyze them to identify the sites with potential for safety improvement.

STEP 2: IDENTIFY POTENTIAL COUNTERMEASURES

Once potential sites have been identified, the next step involves selecting the right countermeasure that will improve safety. The following tasks describe how to select appropriate countermeasures:

- Identify the factors that contributed to the crash such as the design of the roadway, problems with the vehicle, the behavior of the road user, and any environmental elements;
- Conduct engineering studies and road safety audits (RSAs) that will further explain the nature and extent of the safety problem through data analysis, and an assessment of conditions or hazards; and
- Assess the effectiveness of potential countermeasures by reviewing the research or examining the strategies and countermeasures in the SHSP.

Consideration should also be given to other road safety solutions beyond engineering countermeasures that can help improve safety such as high visibility enforcement or public outreach and education.



STEP 3: PRIORITIZE AND SELECT PROJECTS

It is not possible to implement every project due to limited resources. Consequently, agencies must prioritize projects based on the overall cost of the countermeasure, its expected effectiveness, and expected service life. The purpose of the prioritization process is to ensure that the maximum safety benefit (i.e., lives saved) will be obtained for the amount of funds invested.

All countermeasures are not created equal particularly when it comes to cost. For instance, the department of transportation has identified a site experiencing a high number of run-off-the road crashes. After reviewing the data and conducting a RSA, the major problem is a tight curve in a roadway. Two effective approaches are considered: one would be to straighten the roadway and eliminate the curve and another is to install curve warning signs and rumble strips to alert motorists to the hazard. A comparison of cost and benefits reveals the second option can achieve the greatest safety benefit for the least cost.

STEP 4: DETERMINE EFFECTIVENESS – EVALUATE!

The ultimate measure of success for any roadway safety management program is a reduction in fatalities and serious injuries. It is important for agencies to know whether their HSIP meets this ultimate test and evaluation is the tool which transforms guesswork into certainty. The benefits of evaluation go beyond determining the effectiveness of an individual countermeasure. Evaluation can be also be used to determine the effectiveness of a single project or a group of projects, or to determine the effectiveness of an entire program.

Evaluation ensures HSIP resources are used effectively, corrects deficiencies in the current program, and can be used to leverage additional resources.



STSC AGENDA ITEM VII.

TRANSPORTATION ALTERNATIVES PROGRAM UPDATE

The Transportation Enhancement (TE), Safe Routes to School (SRTS), and Recreational Trails programs became part of the Transportation Alternatives (TA) Program when the Moving Ahead for Progress for the 21st Century (MAP-21) legislation was passed in 2012. Transportation Enhancement funds in Pinellas County had been used primarily to fund the construction of bicycle and pedestrian facilities. The SRTS Program was designed to help communities address their school transportation needs while encouraging more students to walk or bicycle to school by funding projects such as the construction and installation of sidewalks, shared-use paths, flashing beacons, and median refuge islands.

In accordance with FDOT guidance, Transportation Management Areas (TMA) with multiple MPOs must coordinate and agree upon a single TA Program project priority list for the TMA. The MPO staff from Pinellas, Pasco, and Hillsborough Counties worked together in 2014 to develop the attached TMA-TA priority list. A second, local TA priority list for Pinellas County is also attached and includes information regarding the status of the TA projects. This local TA priority list is used to add projects to the TMA-TA priority list as funding becomes available.

The annual transmittal of priority lists to FDOT will occur two months earlier this year as the Legislature is meeting two months earlier than normal in 2016. As a result, the annual adoption of priority lists will be reviewed by the MPO advisory committees in May this year instead of in August. The MPO will adopt the priority lists in June. The adopted TA Program priority list will be transmitted to FDOT in July. The FDOT will then utilize the adopted priority list in the development of their five-year work program for the next fiscal year.

The TA project criteria most recently used by the MPO advisory committees to rank the projects was applied in 2010. As these criteria are nearly five years old, the MPO will be working with the Technical Coordinating Committee (TCC) to form a subcommittee to review the criteria and recommend any modifications as deemed appropriate. Each of the advisory committees will have an opportunity to review and provide comment on the updated criteria recommended by the TCC subcommittee. After the criteria are reviewed and updated/revised as necessary, it will be utilized for any new project applications. Staff will seek a recommendation from the MPO regarding the acceptance of new applications at their September meeting.

In addition to the local and regional priority lists, attached is a timeline for the TA Program for 2015/16, which provides the schedule for the completion of current applications, ranking of the 2014 projects, and the acceptance of new applications. Additional information about the TA Program is available on the MPO's website at <http://www.pinellascounty.org/mpo/TAPgm.html>. Robert Feigel, MPO staff, will give a presentation on the TA Program and answer any questions.

ATTACHMENTS: TMA-TA Priority List
Local TA Priority List Status Table
TA Timeline

ACTION: Informational item only

STSC: 04/01/15

Tampa Bay TMA
Transportation Alternatives Program Priorities

Note:

Funding targets are illustrative and used to establish a reasonable list of projects for each county in the TMA. Available funding for FY 18 and FY 19 was provided by FDOT District 7.

Available Funding	
FY 18	FY 19
\$1,044,252	\$3,111,996

Pasco County		Target \$580,000 - \$748,000
		Project Total
1	20th St Sidewalk (CR 54 to Henry Road)	\$82,000
2	Safe Routes to Schools	
	Mitty P. Lock Elementary (Wiggins Road Sidewalk)	\$216,000
	Cypress Elementary School (Sweet Bay Court Sidewalk)	\$85,000
	Chasco Elementary School (Galen Wilson Flashing signs and marked crosswalk)	\$54,000
	Cox Elementary School (17th Street Sidewalk / Main St Sidewalk)	\$77,400
	Stuart Middle School (10th St Sidewalk)	\$87,600
3	Massachusetts Avenue Sidewalk (Congress St to downtown New Port Richey)	\$175,200
Pinellas County		Target \$1.4 - \$1.5 million
		Project Total
4	Safe Routes to Schools	
	City of St. Petersburg's Sexton Elementary School - sidewalk project (19th St N from 38th Ave N to 52nd Ave N)	\$406,400
5	City of Largo's West Bay Dr Pinellas Trail Gateway project (intersection of West Bay Dr and 12th St SW)	\$450,000
6	City of Oldsmar's Oldsmar Trail Phase 6 Extension (along Douglas Rd between Racetrack Rd and Tampa Rd)	\$420,000
7	City of Belleair Bluffs' West Bay Dr Crosswalks (West Bay Dr between Bluff View Dr and Indian Rocks Rd)	\$31,000
8	Pinellas County's 62nd Ave N Sidewalk Project (62nd St N to 55th St N)	\$292,400
Hillsborough County		Target \$1.9 - \$2.0 million
		Project Total
9	Safe Routes to Schools	
	Stowers Elem. & Barrington Middle (Boyette Rd Sidewalk)	\$155,000
	Summerfield Elementary (Big Bend Rd and Heritage Green Sidewalk)	\$164,000
	Frost Elementary (Camden Field Pkwy Sidewalk)	\$72,000
	Eisenhower Middle (Old Big Bend Rd Sidewalk)	\$227,000
	Cypress Creek Elem. & Shields Middle (19th Ave NE Sidewalk)	\$170,000
	Nelson Elementary	\$83,000
	Riverview Elementary	\$112,000
10	Columbus Drive Complete Street from Nebraska Ave to 14th Street	\$655,000
11	Floribraska Ave Complete Street from Florida Ave to Nebraska Ave	\$518,000
Pasco County		Target \$580,000 - \$748,000
		Project Total
12	Marine Parkway Sidewalk (U.S. 19 to Grand Blvd – New Port Richey)	\$152,000
13	Grand Blvd Sidewalk (Massachusetts Ave to U.S. 19 – New Port Richey)	\$200,650
14	River Gulf Road Sidewalk only (Grand Blvd to Bayview St via U.S. 19 river bridge underpass – Port Richey)	\$110,000
Pinellas County		Target \$1.4 - \$1.5 million
		Project Total
15	City of St. Petersburg's Bayway South Trail Connection	\$1,100,000
16	City of Dunedin's Michigan Blvd Multi-Use Trail (Pinellas Trail to CR 1)	\$426,500
17	City of St. Petersburg's School Crossing Enhancement Project	\$35,875
Hillsborough County		Target \$1.9 - \$2.0 million
		Project Total
18	46th St walk/bike safety improvements	\$77,000 PE \$442,000 CST
19	Rome Ave walk/bike safety improvements	\$213,000 PE \$1,223,000 CST

Final TA Priorities 10/7/2014

Note: Highlighted projects have been scheduled for funding in the Florida Department of Transportation's fiscal years 2015/16-2019/20 Work Program.

**PINELLAS COUNTY MPO FY 2014/15-2018/19
TRANSPORTATION ALTERNATIVES (TA) PROGRAM PRIORITY LIST
STATUS REPORT**

MPO Priority	TMA Priority	Jurisdiction	Project Description	FPN#	Adoption Year	Status
A	4	City of St. Petersburg	Sexton Elementary School – sidewalk along 19 th St N from 38 th Ave N to 52 nd Ave N	4344971	2013	CST scheduled/funded in the TIP for FY 2018/19
1		City of Oldsmar	Oldsmar Trails - Phase II (Tampa Rd to R.E. Olds Park)	4157383	2006	CST completed
			Oldsmar Trails - Phase III (R.E. Olds Park to Cypress Forest Park)	4157384	2006	CST completed
			Oldsmar Trails - Phase V (Sheffield Park to Curlew Rd)	4157386	2006	CST completed
2		City of St. Petersburg	Treasure Island Causeway/Fred Marquis Pinellas Trail Connection (linking the west end of Treasure Lane to the existing Fred Marquis Pinellas Trail) Phase I - Eastern trail and wayfinding signage Phase II - providing a separated path on Central Ave at Causeway Isles from the east end of Causeway Blvd N to the west end of Causeway Blvd N	4157431	2006	CST deferred from FY 2014/15 to 2017/18 to coordinate with the City's project schedule.
3		City of Largo	Citywide Sidewalk and Trails Initiative (Adrian Ave and Gladys St)	4245329	2007	DGN underway DGN will be completed in June.
4		City of St. Petersburg	Bayway Trail North - Phase II (Gulf Intercoastal Drawbridge to SR 682/Pinellas Bayway)	4245325	2007	CST underway

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MPO Priority	TMA Priority	Jurisdiction	Project Description	FPN#	Adoption Year	Status
5		City of St. Petersburg	Walter Fuller Park (Connection to Fred Marquis Pinellas Trail from Walter Fuller Park at 26th Ave N to the Fred Marquis Pinellas Trail at 22nd Ave N)	4304351	2007	CST underway
6		Pinellas County	Hercules Ave/Greenbriar Blvd Sidewalk - Phase I (Sunset Point Rd to Belcher Rd)	4245642	2007	CST scheduled/funded in the TIP for FY 2015/16
7		City of St. Petersburg	Bicycle Facilities - 30th Ave N (Dr Martin Luther King Jr St N to 58th St N)	4245328	2007	CST scheduled/funded in the TIP for FY 2015/16
8		Pinellas County	Hercules Ave/Greenbriar Blvd Sidewalk - Phase II (Sherwood St to Sunset Point Rd)	4245647	2007	CST scheduled/funded in the TIP for FY 2017/18
9		Pinellas County	Park Blvd/CR 694 ADA Ramp and Sidewalk Improvements (Starkey Rd to 66th St N)	4245644	2007	CST scheduled/funded in the TIP for FY 2016/17
10		City of St. Petersburg	Fred Marquis Pinellas Trail Extension Landscaping (Fred Marquis Pinellas Trail at Central Avenue W to Bayshore Dr)	4245651	2007	CST underway
11		City of St. Petersburg	Bicycle Facilities - Phase II (Bayshore Dr SE from the Fred Marquis Pinellas Trail to Dali Blvd/5th Ave S to 1st Ave S)	4245321	2007	DGN underway. CST scheduled/funded in the TIP for FY 2014/15
12		City of St. Petersburg	Pedestrian Crosswalk Enhancement - Rectangular LED Rapid Flashing Beacons (multiple locations)	4245326	2007	CST underway

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MPO Priority	TMA Priority	Jurisdiction	Project Description	FPN#	Adoption Year	Status
13		Pinellas County	Keene Rd (CR 1) ADA Ramp and Sidewalk Improvements (Main St/SR 580 to Curlew Rd/SR 586)	4245643	2007	DGN underway
14		Pinellas County	Haines Bayshore Rd Sidewalk (US 19 to Sunrise Blvd)	4245646	2007	CST scheduled/funded in the TIP for FY 2015/16
15		City of Clearwater	Druid Trail (Progress Energy Trail to Glen Oaks Park)	4325801	2010	CST scheduled/funded in TIP for FY 2016/17
16		FDOT / Pinellas County MPO	Courtney Campbell Causeway Recreational Trail (Bayshore Blvd to the Pinellas/Hillsborough County line)			
			Bayshore Blvd to E of Tampa Bay Bridge #138	4245613	2010	CST underway
			E of Bridge #138 to Pinellas/Hillsborough County line	4245614	2010	CST underway
17	5	City of Largo	West Bay Dr Pinellas Trail Gateway (intersection of West Bay Dr and 12th St SW)	4344961	2010	Currently ranked number 5 on the Tampa Bay TMA-TA Program Priorities list. FDOT has this project on hold pending LAP certification by the City of Largo.

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MPO Priority	TMA Priority	Jurisdiction	Project Description	FPN#	Adoption Year	Status
18	6	City of Oldsmar	Oldsmar Trail Phase 6 Extension (along Douglas Rd between Racetrack Rd and Tampa Rd)	4157387	2010	CST scheduled/funded in the TIP for FY 2018/19
19	15	City of St. Petersburg	Bayway South Trail Connection (within the City of St Pete and ending at Madonna Blvd) Phase I - North end of Boca Ciega Bridge to SR 682 (54th Ave S) Phase II - South end of Boca Ciega Bridge to the City limits south of Madonna Blvd	4345001	2010	Currently ranked number 15 on the Tampa Bay TMA-TA Program Priorities list. Revised application for Phase II received but incomplete. FDOT needs the City to submit a LAP letter and clearer copy of ROW documentation.
19		City of St. Petersburg	North Bay Trail Extension (Patica Rd and San Martin Blvd between 83rd Ave NE and Gandy Blvd) Phase I - 83rd Ave N to Progress Energy Trail Phase II - North of the Progress Energy Trail to Gandy Blvd	4286011 4286011	2010	FDOT feasibility determination underway
20	16	City of Dunedin	Michigan Blvd Multi-Use Trail (Pinellas Trail to CR 1)	4286011	2010	CST scheduled/funded in the TIP for FY 2018/19

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MPO Priority	TMA Priority	Jurisdiction	Project Description	FPN#	Adoption Year	Status
20		Pinellas County	Park St/Starkey Rd Sidewalk Project (Tyrone Blvd N to East Bay Dr) Phase I - Tyrone Blvd to Bryan Dairy Rd Phase II - Bryan Dairy Rd to East Bay Dr		2010 2010	Application resubmittal received but incomplete. FDOT requires ROW documentation, LAP letter, typcial section and public involvmeent description for the application to be considered to be complete.
21	7	City of Belleair Bluffs	West Bay Dr Crosswalk (West Bay Dr between Bluff View Dr and Indian Rocks Rd)	4286012	2010	FDOT has determined this project to be feasible. It is currently ranked number 7 on the Tampa Bay TMA-TA Program Priorities list.
21		City of St. Petersburg	71st St N Trail - Pinellas Trail Connector (Fred Marquis Pinellas Trail to 38th Ave)		2010	Application resubmittal received but incomplete.
22		City of Dunedin	San Christopher Multi-Use Trail (Pinellas Trail to CR 1)	4286012	2010	Application complete and project is feasible.

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MPO Priority	TMA Priority	Jurisdiction	Project Description	FPN#	Adoption Year	Status
23	8	Pinellas County	62nd Ave N Sidewalk Project (62nd St N to 55th St N)		2010	Currently ranked number 8 on the Tampa Bay TMA-TA Program Priorities list. Application resubmittal received but incomplete. FDOT requires ROW documentation, typical section, public involvement description and a LAP letter for application.
24		City of St. Petersburg	Central Ave Corridor Complete Streets (Dr Martin Luther King Jr St to the western city limits) Phase I - Streetscape Improvements (31st St to 58th St) Phase II - Streetscape Improvements (34th St to 58th St)		2010	Application complete and both phases of the project are feasible.
25		City of Oldsmar	Tampa Rd/SR 584 Trail Overpass (intersection of SR 584/Tampa Rd and St Petersburg Dr)		2010	Additional review required by FDOT.

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MPO Priority	TMA Priority	Jurisdiction	Project Description	FPN#	Adoption Year	Status
26		City of St. Petersburg	Bike Lane Improvements (1st Ave N from Dr Martin Luther King Jr St N to 66th St N and 1st Ave S from Dr Martin Luther King Jr St S to Pasadena Ave S)		2010	Revised application received but incomplete. FDOT requires a clearer copy of ROW documentation, demonstration of public support/involvement, a LAP letter and demonstration of a safety issue.
27		Pinellas County	42nd Ave N Sidewalk Project (46th St N to 35th St N)		2010	Application resubmittal received but incomplete. FDOT requires a LAP letter, demonstration of public support through outreach in the neighborhood, a clearer copy of ROW documetation and demonstration of a safety issue.

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28	17	City of St. Petersburg	School Crossing Enhancements (various locations)		2010	Application Complete. Currently ranked number 17 on the Tampa Bay TMA- TA Program Priorities list.
29		City of St. Petersburg	North Bay Trail and Skyway Trail Hardscape Enhancements (various locations along the Skyway Trail)		2010	Application received and under review.
30		City of St. Petersburg	9th Avenue North Complete Streets (9th Ave N from 66th St to Dr. Martin Luther King Jr St)		2010	Application resubmittal received but incomplete. FDOT requires a clearer copy of ROW documentation, demonstration of public support/involvement, a LAP letter and documentation of a safety issue.
31		City of St. Petersburg	Gandy Boulevard Sidewalk Connections (various locations near Gandy Blvd from 16th St N to Brighton Bay)		2010	Application resubmittal received but considered incomplete. FDOT requires a LAP letter and a clearer copy of ROW documentation.

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32		City of St. Petersburg	18th Avenue South Complete Street (4th Street S to 34th St S)		2010	Application resubmittal received but considered incomplete. FDOT requires a LAP letter, demonstration of public support and a clearer copy of ROW documentation.
32		City of St. Petersburg	St Pete City Trails Priority Sidewalks (between 31st St S and Dr Martin Luther King, Jr St)		2010	Application received but considered incomplete. FDOT requires a LAP letter and a clear copy of ROW documentation.
33		City of Clearwater	Courtney Campbell Causeway Recreational Trail Overpass (SR 60/Gulf-to-Bay Blvd) at Bayshore Blvd		2014	Application received but considered incomplete. FDOT requires a LAP letter, ROW documentation, engineer's estimate and application signature by the City Manager

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33		Pinellas County	Pinellas Bayway Trail Segment (East Shores Blvd to Tierra Verde Bridge)		2014	Application received but considered incomplete. FDOT requires a LAP letter and a clear copy of ROW documentation.
33		City of Gulfport	Multi-Use Trails - Phase 1 (existing Fred Marquis Pinellas Trail Spur Connection/55th St S/Beach Blvd S from Jersey Ave S to 28th Ave S)		2014	Applications received but considered incomplete. FDOT requires an engineer's estimate, typical section, public involvement description, LAP letter and a clear copy of ROW documentation.
			Multi-Use Trails - Phase 2 (existing Skyway Trail Connection to 47th St S/Del Rio Way S)		2014	
			Multi-Use Trails - Phase 3 (31st Ave S from Tifton Dr S to 54th St S/Shore Blvd S)		2014	
			Multi-Use Trails - Phase 4 (Shore Blvd S from 54th St S to 58th St S)		2014	
			Multi-Use Trails - Phase 5 (58th St S from Shore Blvd S to 28th Ave S)		2014	

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34		City of Largo	Citywide Sidewalk and Trails Initiative (Lake Ave to Alt Keene Rd)		2010	Project added to the end of the priority list in 2010 for the purpose of qualifying for other funding sources.
34		Pinellas County	Progress Energy Trail (North Connection) (Chesnut Sr Park to Old Coachman Road/Ream Wilson Trail)		2010	Project added to the end of the priority list in 2010 for the purpose of qualifying for other funding sources.
34		Pinellas County	Progress Energy Trail (South Connection) (aproximately Belleair Rd to 83rd Ave)		2010	Project added to the end of the priority list in 2010 for the purpose of qualifying for other funding sources.

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MPO Priority TMA Priority	Jurisdiction	Project Description	FPN#	Adoption Year	Status
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- 1) Projects numbered as 34 were added to the list for the purpose of qualifying for other potential funding sources.
- 3) Phase V was added to the Oldsmar Trail project pursuant to MPO action regarding the 2006 priority list on September 13, 2006.
- 4) The term "Bicycle Facilities" may include bicycle paths, trails and/or lanes.
- 5) FPN = financial project number; PE = preliminary engineering; CST = construction; DGN = design; ROW = Right-of-Way Acquisition; LAP = Local Agency Program
- 6) The Transportation Enhancement (TE) Program was eliminated and replaced by the Transportation Alternatives (TA) Program under the Moving Ahead for Progress for the 21st Century (MAP-21) legislation passed in 2012. All unfunded projects on the TA Program priority list have been re-submitted on the new TA Program application because the eligibility criteria in the TE Program was changed by the TA Program. The deadline for re-submitting projects on the new TA Program application was July 1, 2014.
- 7) Project A was at the top of the SRTS priority list before the program was combined with the Transportation Enhancements (TE) Program and placed under the TA Program pursuant to MAP 21. This project was added to the top of the TA Program priority list by the MPO at its June 12, 2013 meeting in order to maintain funding eligibility.
- 8) Although landscaping projects are not eligible for funding under the TA Program, project number 10 (Fred Marquis Pinellas Trail Extension Landscaping) was fully funded in FY 2012/13 using Transportation Enhancement (TE) funds before they expired on June 30, 2013.
- 9) Sections of project number 11 (Bicycle Facilities - Phase II) described in the FDOT Work Program in Section 3 of the Pinellas County MPO's Transportation Improvement Program (TIP) were not included in this table. 4th Ave S from 1st St SE to Dr. Martin Luther King Dr. St S; 8th St S from 1st Ave N to Dr. Martin Luther King Dr. St S; and 1st St N from 1st Ave N to 5th Ave N have been completed and SR 687 (4th St N) from SR 694 (Gandy Blvd) to I-275 (SR 93) and SR 686 (Roosevelt Blvd) from 28th St N to N of Gandy Blvd will be completed by another funding source.
- 10) At its June 11, 2014 meeting, the MPO allowed local jurisdictions to add new TA projects to the bottom of the priority list and also allowed project substitutions and modifications.
- 11) Shaded projects are on the TMA-TA Priority List. This local TA priority list is used to add projects to the TMA-TA priority list as funding becomes available. Although both TA priority lists are included in the FY 2014/15- 2018/19 Transportation Improvement Program (TIP), the TMA-TA priority list is the official list used by FDOT to fund TA projects.

Transportation Alternatives (TA) Program Timeline for 2015/2016

Actions	Date/Date Range
1) TCC reviews/approves May 29, 2015 deadline for completion of TA applications and forms subcommittee to update ranking and scoring criteria and recommend priority order of the three unranked 2014 projects*	March 25, 2015
2) TCC reviews/approves ranking and scoring criteria and priority order of 2014 projects recommended by subcommittee	March – April 11, 2015
3) MPO advisory committees review/approve updated criteria and proposed ranking of the 2014 projects	April 2015
4) MPO approves deadline for completion of TA applications	April 08, 2015
5) MPO reviews/approves proposed criteria and ranking of 2014 projects	May 13, 2015
6) MPO advisory committees review/approve Surface Transportation Program (STP) and TMA-TA priority lists as well as updated Pinellas County TA priority list	May 2015
7) Tampa Bay Transportation Management Area (TMA) Leadership Group Review of TMA-TA Priority List	June 05, 2015
8) MPO reviews/approves recommended STP, Pinellas County TA and TMA-TA priority lists	June 10, 2015
9) Transmit adopted priority lists to FDOT (deadline for transmittal moved from October 1 to August 1)	June 2015
10) TCC to recommend MPO authorization of acceptance of new 2015 applications for Pinellas County TA Priority List	August 2015
11) MPO authorizes acceptance of new applications for Pinellas County TA Priority List	September 2015
12) Anticipated deadline for submittal of new TA applications	February 28, 2016
13) 2015 TA applicants present projects to MPO advisory committees. Committees review, score and rank new TA projects and recommend updated Pinellas County priority list to MPO	March – April 2016
14) MPO reviews/approves updated priority list	April – May 2016
15) FDOT makes eligibility/feasibility determinations of new TA applications	May – June 2016
16) MPO advisory committees review/approve STP and TMA-TA priority lists as well as updated Pinellas County TA priority list	August 2016
17) Tampa Bay Transportation Management Area (TMA) Leadership Group Review of TMA-TA Priority List	September 2016
18) MPO reviews/approves recommended STP, Pinellas County TA and TMA-TA priority lists	September 2016
19) Transmit adopted priority lists to FDOT	September 2016

* Three new TA projects added to the priority list in 2014 were added to the bottom of the list unranked, because it was expected at that time that TMA-TA criteria would subsequently be developed and that projects from Pinellas, Pasco and Hillsborough counties would all be ranked according to the new TMA criteria. Regional ranking and scoring criteria were not developed, however, because the consensus was to use existing local TA Program priority lists in the development of the regional TMA-TA priority list as already ranked by each county. The criteria last used to rank Pinellas County's TA projects is nearly five years old. Therefore, given that the regional ranking criteria was not developed as anticipated, ranking and scoring criteria for the three 2014 and subsequent TA projects need to be updated and approved by the MPO.

STSC AGENDA ITEM VIII.

U.S. HIGHWAY 19 CORRIDOR STUDY

The MPO and the Florida Department of Transportation (FDOT) District 7 Office are jointly funding a corridor study of U.S. Highway 19 (U.S. 19) from Gandy Boulevard in Pinellas Park to the Pinellas/Pasco county line. The purpose of the study is to demonstrate how the current and future corridor can be configured to provide safe access for bicyclists and pedestrians, including those who are also transit users, and to provide safety improvement ideas that can be coordinated incrementally to enhance the corridor before, during and after the current and planned construction work on U.S. 19. The final scope includes two parts, one includes tasks that will be funded by the MPO and the other includes FDOT funded tasks. These two parts are attached.

The study will identify short-term improvements and long-term strategies that will be utilized in future FDOT design plans and safety initiatives on the corridor. The MPO-funded portion of the scope includes public outreach for the project, which will include workshops discussions, as well as a project webpage to collect feedback from citizens and stakeholders. This portion of the project will also consist of the collection and summary of data along the corridor and previously completed plans and studies.

The FDOT-funded portion of the scope includes conducting bicycle and pedestrian counts, analyzing socioeconomic data, conducting bus rider surveys, identifying crossing needs and strategies, and identifying and summarizing long term options for safety and access features. MPO staff will bring updates on the project to future advisory committee meetings for review and comment. Representatives of the local governments with jurisdiction along the study corridor, as well as the school board, Pinellas Planning Council, FDOT and the MPO will provide oversight and input throughout the project. The entire project is estimated to be completed by early 2016.

ATTACHMENT: U.S. Highway 19 Corridor Study Scope of Service, including MPO and FDOT-Funded Sections

ACTION: None required, informational item

STSC: 04/01/15

Attachment A

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NOTE: CONSULTANT HAS 5-DAYS TO SIGN WORK ORDER AND RETURN TO PROFESSIONAL SERVICES.

Task Elements

US Highway 19 (US 19) is a regional highway and the most heavily traveled arterial road in Pinellas County. The corridor also carries PSTA Route 19, the busiest route on the bus network in Pinellas County. The cross-section of this roadway, designed to maximize motor-vehicle capacity, combined with relatively broad spacing between traffic signals, limits opportunities for non-motorized users to safely cross the road.

Because of long-standing safety and congestion issues, the Florida Department of Transportation District 7 has been making improvements to the corridor over time. Consistent with the Pinellas MPO's Long Range Transportation Plan, FDOT is in the process of adding lanes and reconstructing the roadway into a grade separated arterial throughout northern Pinellas County, with the segments from the Anclote River to the south included in the cost-feasible plan, and the remaining segment northward to the county line included as an unfunded need. Reconstruction has occurred in phases, with segments between 49th St in Pinellas Park and SR 580 in Clearwater either completed or under heavy construction. The segments currently under construction stretch from Whitney Rd to Drew St and from Sunset Point Rd to Countryside Blvd. Design for the next segment to go into construction from north of SR 580 to north of Curlew Rd is currently underway. For the remaining segments of US 19 from north of Curlew Rd to the Anclote River/Pinellas Trail, design and construction will occur in phases between 2020 through 2040, with the next design phase including the segment from north of Curlew Rd to north of Nebraska Ave. Concurrently, PSTA has put forward plans that include transit service improvements along the corridor, including bus rapid transit service. Transit improvements would increase the use of the corridor by bikes and pedestrians as premium service draws more transit customers to the corridor. However, there are several areas that continue to pose a perceived safety concern for bicycle and pedestrian users that may discourage transit and other multimodal users along the corridor.

There is a strong relationship between safe transportation access and resulting land use patterns. With these infrastructure improvements, local jurisdictions have anticipated changes to the land use pattern along the corridor and are planning accordingly. The City of Clearwater has recently completed its US 19 Corridor Redevelopment Study and is in the process of revising its land use codes to allow more intensive development at specific locations along the corridor. Largo has also done some planning to incorporate multimodal elements and densification into key activity centers, such as at East Bay Drive and US 19. The cities of Pinellas Park, Dunedin, and Tarpon Springs, as well as unincorporated areas of Pinellas County, may also anticipate changes to the land use pattern as the roadway is reconstructed through their jurisdictions. Additionally the Pinellas Planning Council has included mixed use zoning for future land use designations along US 19 in the Pinellas County Comprehensive Plan's Future Land Use Map, adopted in October, 2013. These anticipated changes to the land use pattern will create opportunities for safety improvements that can enable safe access to transit.

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Various mobility demands along the corridor often require that compromises be made to ensure safety for all users. Given the pending reconstruction of portions of the corridor, and the long-term plan for transit improvements, there is a need to ensure that safety and multimodal missions of the Florida Department of Transportation and the Pinellas Metropolitan Planning Organization are addressed through this urban area. The purpose of this task work order will be to demonstrate how the current and future corridor can be configured to provide safe access for planned bus rapid transit, bicycle, and pedestrian access, as well as how safety improvements can be coordinated to incrementally enhance constructability of the planned ultimate US 19 configuration.

The study will work within the designs that have already been completed or substantially progressed to ensure that the reconstruction of US 19 proceeds as scheduled. This task is part of a larger district-wide effort to improve the safety of transit access. Previous task work orders associated with this effort have included safety studies at specific, discrete locations, and case studies of corridors around the nation that have accommodated capacity improvement and transit, while possibly maintaining lower crash rates than are currently present on US 19 and other major roadway corridors that are served by transit. This task will build on these case studies, and may identify additional locations for safety studies regarding a specific location or issue. The corridor limits of the study for this task will include that portion of US 19 in Pinellas County north of the Transit Center at the Shoppes at Park Place in Pinellas Park to the Pinellas/Pasco county line. This location is a logical break point south of where the highway begins to change in characteristic from at-grade urban arterial to grade-separated highway, and allows the study to include data from segments where reconstruction has been complete for some time. Between this point and the Pinellas County line, the characteristics of the highway become more challenging for transit operations, particularly as grade separations begin to affect safe pedestrian crossing for the highway. Given the passenger and operator amenities proposed for the Shoppes at Park Place, it is also a logical location for a time-point for both current and future bus service.

This study will examine possible configurations in several scenarios. These scenarios include short-term improvements that can enhance safety and work with both the existing and proposed configuration, as well as long-term strategies for accommodating safe access to improved transit along the corridor as part of the planned reconstruction to a grade-separated facility. This study will also look at the existing and proposed conditions in comparison to case studies of safety improvements previously developed for similar regional corridors that serve a heavy volume of traffic and also have a substantial transit service. Characteristics of these case study comparisons will be considered for segments of US 19 where they are consistent with the existing or proposed roadway configuration and could be expected to provide a safety benefit. Information from this study shall be construed so as to consider information as available from other FDOT studies, such as those ongoing studies for the intersection of US 19 and Gandy Blvd. Land use characteristics and potential or desired changes in land use will also be considered by this study where they are already documented in a completed study or have been incorporated or are pending incorporation into local legislation, as advised by staff from the Pinellas Planning Council. These land use

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changes could indicate where opportunities exist for safety improvements that could enhance safe access to transit and to adjacent land uses. This effort will be performed in conjunction with ongoing work through FDOT D-7. The tasks being conducted by FDOT on this corridor include demographic research and mapping, safety studies, and identification of appropriate characteristics for crossing treatments and transit access areas. These efforts provided by FDOT D-7 have an approximate value of \$147,554. The project team will coordinate periodically with a project advisory committee that includes FDOT, MPO, PSTA, and other local and regional public agency staff.

Task 1: Miscellaneous Public Outreach Efforts

Task 1.01: Existing Transit Conditions and Projected Baseline Trend. The highest ridership route in the current PSTA network is Route 19. Running from Tarpon Springs to St. Petersburg, it is also the longest route in the system and the only one to traverse nearly the length of Pinellas County. This route is also a priority for operational improvements if funding becomes available to expand transit in the county and is a core-network route for PSTA. The nature of transit along US 19 will continue to change as access along the corridor is modified, particularly for the northern segments. As such, it is useful to develop a clearer understanding of transit operations in the corridor for all stakeholders, including the Pinellas MPO, PSTA, FDOT, and governing entities along the corridor, in order to understand the conditions under which safe access will be needed. The purpose of this task will be to ensure that recommendations for safety improvements are consistent with and build on previously completed plans and studies that affect the US 19 corridor.

a) Data Collection and Summary

- i) A summary table in matrix format will be compiled by staff from the MPO and PPC in conjunction with cities along the corridor that details relevant policy information for land uses along the corridor, including land development regulations and comprehensive plans. The consultant will review this summary to become familiar with desired and allowable land use characteristics along the corridor. This summary table will include the Comprehensive Plans for transit supportive land use policies of jurisdictions for Pinellas County, and the Cities of Pinellas Park, Largo, Clearwater, Dunedin, and Tarpon Springs.

b) Review previously completed plans and studies, as well as design plans to date, as relevant to the current alignment for US 19. Documents include those reviewed in Task 1, and include:

- i) Preferred design alternatives for US 19
- ii) Environmental documentation for US 19 expansion
- iii) The latest iteration of design plans for roadway reconstruction
- iv) PSTA's Transit Development Plan Update
- v) TIGER grant application for ITS operational improvements to benefit transit along US 19
- vi) Clearwater US 19 redevelopment plan transit oriented development component
- vii) Incorporate review from Pinellas County future land use map and comprehensive plan

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- viii) Clearwater future land use map and comprehensive plan
 - ix) Adopted TBARTA Master Plan
 - x) Land use plans and studies for other jurisdictions along the study corridor
- c) Review maps created for Task 1.01.
- i) For the top 5 most active stops on Route 19 (not including the transfer point at Pinellas Park), analyze the number of transfers using data from the most recent on-board survey of ridership.
 - ii) For stops where transfer activity is not driving high ridership, conduct a field review to determine the most active trip generators within 1 mile of the stop.
- d) Review ridership projections for Route 19 from the most recent TDP baseline scenario. Evaluate this estimate against observations from current ridership and ridership data collected for the case studies from a previous task.

Deliverables:

- **Plans review matrix detailing previously completed plans and studies relevant to US 19 corridor**
- **Table showing the top 5 most active stops, an analysis of possible transfer activity at these stops, and a brief report summarizing observations from the field review regarding transit trip generators**
- **Report summarizing ridership evaluation from TDP baseline scenario**

Task 1.02: Small Discussion Group Workshops: Using groups previously established by earlier studies, conduct four discussion group workshops where participants can be interviewed to facilitate collection of public input regarding safety issues for access to the corridor, including bicycles, pedestrians, and transit users. Discussion group workshops shall consist of no more than six individuals for each group.

- a) Workshops will extend invitations for participation from stakeholders, elected or appointed local officials, landowners, and business owners from groups pre-established for other planning studies

Deliverables:

- **List of discussion group workshop invited participants**
- **Four discussion group workshops**
- **Summary table of group workshop input for each group conducted**

Task 1.03: Project Advisory Committee: A project advisory committee will be utilized to monitor and review the project throughout its duration. This advisory committee will be facilitated and hosted by MPO staff and will consist of representatives of the MPO, PSTA, PPC, FDOT District 7, Pinellas County, and the cities of Tarpon Springs, Dunedin, Clearwater, Largo, Pinellas Park, and the

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Pinellas County School System. MPO staff will provide monthly updates on the project and will schedule committee meetings to provide an opportunity for the members to review the consultant findings and recommendations. Monthly updates on the project will also be presented by MPO staff to the MPO Technical Coordinating Committee.

- a) Create up to four PowerPoint presentations and attend up to four corresponding advisory committee meetings to provide project updates and respond to requests previously made by members of the committee.

Deliverables:

- **Up to four PowerPoint presentations for project updates to the technical advisory committee and corresponding attendance at up to four meetings, including presentation of final findings if desired.**

Task 1.04: Project Website: Create a project website as part of tampabaytrafficsafety.com.

- a) Including four website updates (with the intent of issuing one update per quarter) and creation of social media content on a quarterly basis designed to drive web traffic to the project site.
- b) Create a feature in the site to act as a single point of dissemination of project information to interested groups.
- c) Create social media content for key project milestones
 - i) Social media content consists of tweets, Facebook posts, or linked-in group discussions. Social media content generated by the consultant shall be intended for dissemination from accounts owned or maintained by FDOT or MPO staff, and shall be written accordingly. This content may also be used in conjunction with a Mind Mixer site as maintained by the MPO.

Deliverables:

- **Project webpage for inclusion in tampabaytrafficsafety.com**
- **Four sets of tweets, Facebook posts, photos, or linked-in messages for each quarter**
- **A set of tweets, Facebook posts, photos, or linked-in messages for the following project milestones: Project kickoff, creation of renderings, and project completion**

Task 1.05: Meetings: Attend up to six meetings for project updates or other informational items

- a) One project update presentation given to the PSTA board and one advisory committee, at the discretion of PSTA.
- b) One project update presentation to be given to the MPO board and the following committees: TAC, CAC, and BPAC.

Attachment A

Tindale-Oliver & Associates, Inc.
ARA87 – FPN: 402514-1-14-14

Deliverables:

- Project update PowerPoint presentation and attendance at two PSTA board or committee meetings, and at four MPO board or committee meetings

PROJECT MANAGEMENT:

TOA will meet with the MPO Designated Project Manager to review the proposed schedule and deliverables.

SCHEDULE:

A detailed task schedule will be updated as part of the Task Kick-Off Meeting. The overall task will be completed within 52 weeks of notice to proceed.

Task Work Order		Quarter 1	Quarter 2	Quarter 3	Quarter 4
00	Task Work Order Issued				
1.01	Existing Transit Conditions and Projected Baseline Trend				
1.02	Small Discussion Group Workshops				
1.03	Project Advisory Committee				
1.04	Project Website				
1.05	Meetings			 	  

MEMORANDUM

Florida Department of Transportation
District Seven Traffic Operations - MS 7-1300

DATE: December 9, 2014

TO: Jose Vazquez, Professional Services Contract Administrator (M.S. 7-700)

FROM: Elba Lopez, Project Manager

COPIES: Mahmmud Yousef, Linda Allen, Philip Bello, Khoa Nguyen, Steve Drum, Stephen Benson, Ping Hsu, Safety Files

SUBJECT: **FDOT Financial ID No. 254 553-1-32-95**
FAP No. 8886-318 A
Contract No. C-9B41
District Wide Bicycle/Pedestrian Access to Transit Safety Assessment & Improvement Plan

Authorization Assignment Number 12 – Tindale-Oliver & Associates Inc.
Bicycle/Pedestrian Access to Transit Safety Assessment for Existing and Planned Sections of US 19.
(Study Type IV – Misc. DW Safety Studies)

Please find attached a scope of services and agreed man-hours for the above referenced task assignment. This task will be performed in conjunction with the Pinellas MPO, which has assigned \$99,704.74 to provide an inventory of local policy context, a baseline summary of transit operations for the US 19 corridor, as well as public outreach that includes group discussions, committee meetings, and supporting website and social media materials. The efforts provided by the Pinellas MPO have been developed in consultation with FDOT so as to complement and support this task assignment. Please issue a work order for this task assignment.

Thank you for your assistance in this matter.

EL

Attachments

Attachment A

Tindale-Oliver & Associates, Inc.

Contract No.: C-9B41

FAP No.: 8886-318-A

FPN: 254 553-1-32-95

AUTHORIZATION NO. 12

NOTE: CONSULTANT HAS 5-DAYS TO SIGN WORK ORDER AND RETURN TO PROFESSIONAL SERVICES.

Task Elements

US Highway 19 (US 19) is a regional highway and the most heavily traveled arterial road in Pinellas County. The corridor also carries PSTA Route 19, the busiest route on the bus network in Pinellas County. The cross-section of this roadway, designed to maximize motor-vehicle capacity, combined with relatively broad spacing between traffic signals, limits opportunities for non-motorized users to safely cross the road.

Because of long-standing safety and congestion issues, the Florida Department of Transportation District 7 has been making improvements to the corridor over time. Consistent with the Pinellas MPO's Long Range Transportation Plan, FDOT is in the process of adding lanes and reconstructing the roadway into a grade separated arterial throughout northern Pinellas County, with the segments from the Anclote River to the south included in the cost-feasible plan, and the remaining segment northward to the county line included as an unfunded need. Reconstruction has occurred in phases, with segments between 49th St in Pinellas Park and SR 580 in Clearwater either completed or under heavy construction. The segments currently under construction stretch from Whitney Rd to Drew St and from Sunset Point Rd to Countryside Blvd. Design for the next segment to go into construction from north of SR 580 to north of Curlew Rd is currently underway. For the remaining segments of US 19 from north of Curlew Rd to the Anclote River/Pinellas Trail, design and construction will occur in phases between 2020 through 2040, with the next design phase including the segment from north of Curlew Rd to north of Nebraska Ave. Concurrently, PSTA has put forward plans that include transit service improvements along the corridor, including bus rapid transit service. Transit improvements would increase the use of the corridor by bikes and pedestrians as premium service draws more transit customers to the corridor. However, there are several areas that continue to pose a perceived safety concern for bicycle and pedestrian users that may discourage transit and other multimodal users along the corridor.

There is a strong relationship between safe transportation access and resulting land use patterns. With these infrastructure improvements, local jurisdictions have anticipated changes to the land use pattern along the corridor and are planning accordingly. The City of Clearwater has recently completed its US 19 Corridor Redevelopment Study and is in the process of revising its land use codes to allow more intensive development at specific locations along the corridor. Largo has also done some planning to incorporate multimodal elements and densification into key activity centers, such as at East Bay Drive and US 19. The cities of Pinellas Park, Dunedin, and Tarpon Springs, as well as unincorporated areas of Pinellas County, may also anticipate changes to the land use pattern as the roadway is reconstructed through their jurisdictions. Additionally the Pinellas Planning Council has included mixed use zoning for future land use designations along US

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19 in the Pinellas County Comprehensive Plan's Future Land Use Map, adopted in October, 2013. These anticipated changes to the land use pattern will create opportunities for safety improvements that can enable safe access to transit.

Various mobility demands along the corridor often require that compromises be made to ensure safety for all users. Given the pending reconstruction of portions of the corridor, and the long-term plan for transit improvements, there is a need to ensure that safety and multimodal missions of the Florida Department of Transportation are addressed through this urban area. The purpose of this task work order will be to demonstrate how the current and future corridor can be configured to provide safe access for planned bus rapid transit, bicycle, and pedestrian access, as well as how safety improvements can be coordinated to incrementally enhance constructability of the planned ultimate US 19 configuration.

The study will work within the designs that have already been completed or substantially progressed to ensure that the reconstruction of US 19 proceeds as scheduled. This task is part of a larger district-wide effort to improve the safety of transit access. Previous task work orders associated with this effort have included safety studies at specific, discrete locations, and case studies of corridors around the nation that have accommodated capacity improvement and transit, while possibly maintaining lower crash rates than are currently present on US 19 and other major roadway corridors that are served by transit. This task will build on these case studies, and may identify additional locations for safety studies regarding a specific location or issue. The corridor limits of the study for this task will include that portion of US 19 in Pinellas County north of the Transit Center at the Shoppes at Park Place in Pinellas Park to the Pinellas/Pasco county line. This location is a logical break point south of where the highway begins to change in characteristic from at-grade urban arterial to grade-separated highway, and allows the study to include data from segments where reconstruction has been complete for some time. Between this point and the Pinellas County line, the characteristics of the highway become more challenging for transit operations, particularly as grade separations begin to affect safe pedestrian crossing for the highway. Given the passenger and operator amenities proposed for the Shoppes at Park Place, it is also a logical location for a time-point for both current and future bus service.

This study will examine possible configurations in several scenarios. These scenarios include short-term improvements that can enhance safety and work with both the existing and proposed configuration, as well as long-term strategies for accommodating safe access to improved transit along the corridor as part of the planned reconstruction to a grade-separated facility. This study will also look at the existing and proposed conditions in comparison to case studies of safety improvements previously developed for similar regional corridors that serve a heavy volume of traffic and also have a substantial transit service. Characteristics of these case study comparisons will be considered for segments of US 19 where they are consistent with the existing or proposed roadway configuration and could be expected to provide a safety benefit. Information from this study shall be construed so as to consider information as available from other FDOT studies, such

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as those ongoing studies for the intersection of US 19 and Gandy Blvd. Land use characteristics and potential or desired changes in land use will also be considered by this study where they are already documented in a completed study or have been incorporated or are pending incorporation into local legislation, as advised by staff from the Pinellas Planning Council. These land use changes could indicate where opportunities exist for safety improvements that could enhance safe access to transit and to adjacent land uses. This effort will be performed in conjunction with the Pinellas MPO, which has allocated funding to provide a summary matrix of local policy context, a baseline summary of transit operations for the US 19 corridor, as well as public outreach that includes group discussions, committee meetings, and supporting website and social media materials. The project team will coordinate periodically with a project advisory committee that includes FDOT, MPO, PSTA, and other local and regional public agency staff.

Task 01: Evaluating Short-Term, Mid-Term, and Long-Term Pedestrian and Bicycle Crossing Issues

Task 1.01 – Inventory of Existing Conditions and Summary of Data – The existing roadway layout and surrounding land uses along US 19 will be inventoried to serve as a baseline condition. Additionally, proposed configurations from ongoing design efforts or previously completed planning and design efforts will be reviewed and summarized. This information will be compiled for the purpose of establishing the conditions that proposed solutions will work within, along with identifying existing and potential markets needing safe access to transit. Pedestrian traffic and transit usage along the corridor will also be observed and analyzed to prioritize needs for safety improvements providing cross-access for transit users and other bicyclist and pedestrian demands. These data will be compiled in a map series and analyzed with a resultant map that summarizes potential transit access and crossing improvements that may be needed.

- a) Data Collection and Summary
 - i) Conduct pedestrian counts at up to 10 at grade signalized locations along the corridor, as well as up to 5 locations estimated to have high transit or pedestrian activity to complement transit ridership data and identify the extent to which the crossing demand is primarily transit related, non-transit related, or both. Pedestrian counts at intersections will note when a pedestrian is observed to be going to or coming from a bus stop. Counts will consider and build on previously conducted counts where applicable.
- b) Perform analysis on land use and socioeconomic data and create a map series that summarizes potential transit access, land use issues, and needed safety improvements for crossing improvement opportunities.
- c) Conduct an on-board survey of ridership on Route 19 related to bus stop access and origins/destinations
 - i) Create a 1-page questionnaire in English and Spanish for distribution on-board the route.

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- ii) Position an interviewer on-board Route 19 for one morning and one evening peak period or as necessary for 50 surveys to collect information from riders on their experiences in accessing the route.
- d) Coordinate with PSTA supervisors to meet individually with operators who frequently drive Route 19 to discuss their observations of riders and rider habits along the route.
- e) Perform bike/pedestrian counts at locations for existing bike/pedestrian overpasses or underpasses. Locations such as the Pinellas Trail, the Ream Wilson Trail, and the Duke Energy Trail will be included.
 - i) Where bike/pedestrian counts are performed for overpasses or underpasses, observe users and make recommendations for each location regarding how connectivity to surrounding land uses or bike/pedestrian corridors could be improved.
 - ii) Compare counts to previously conducted counts from nearby areas with similar demographics.

Deliverables:

- **Map exhibit showing previous crossing locations, including formerly signalized locations**
- **Map exhibit for existing sanctioned crossing locations that fall into the following categories: at-grade signal, interchange, non-interchange overpass/underpass, pedestrian overpass/underpass**
- **Map exhibit for proposed sanctioned crossing locations that fall into the following categories: at-grade signal, interchange, non-interchange overpass/underpass, pedestrian overpass/underpass**
- **Map exhibit showing the existing and any planned transit transfer points along the corridor**
- **Map exhibit showing average daily boarding and alighting activity by stop and bus load factor through the corridor**
- **Map exhibit for existing land use within 1 mile of corridor**
- **Map exhibit for socioeconomic data within 1 mile of corridor, inclusive of factors associated with environmental justice, such as income and age**
- **Map exhibit showing existing and proposed population and employment density along the corridor**
- **Map exhibit showing recommended locations to provide safe crossing infrastructure based on analysis of collected crossing, socioeconomic, and ridership data**
- **Map exhibit showing pedestrian and bicycle crashes that have occurred along the corridor for the past 15 years**
- **Map exhibit showing auto crashes that have occurred along the corridor for the past 5 years**
- **Review of summary table of transit supportive land use provisions and plans for agencies having jurisdiction over a portion of US 19 or its surrounding land uses**

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- **Survey form in English and Spanish**
- **Summary notes of intercept surveys for Route 19**
- **Summary notes of operator interviews**
- **Report summarizing the findings of pedestrian counts and observations as to how these crossings can improve connectivity to the surrounding land uses**
- **Technical Memorandum summarizing data/analysis inputs and methodology and preliminary conclusions**

Task 1.02: Identify Short-Term Bicycle/Pedestrian Safety Enhancements for Transit Access: In parts of the corridor where reconstruction is more than five years out or where reconstruction has already been completed, short-term solutions that can improve safety and enhance transit access may be warranted. This task will identify locations to be analyzed by future task work orders for transit roadway safety audits for sections where the start of reconstruction is more than five years out, or where reconstruction has already been completed into a grade-separated highway.

- a) Review transit ridership, crash data, and previously completed bike and pedestrian counts.
 - i) Create exhibits showing crash diagrams for locations where more than five crashes have occurred within 1000 feet of each other in the past five years.
 - ii) Locations where there may be a regular desire for bikes and pedestrians to cross US 19 to access transit include current signalized intersections, as well as pairs of bus stops where crossing the highway is necessary to access transit for one direction of the trip. There are more than 76 of these locations along US 19 between the Pinellas County Line and 70th Ave in Pinellas Park, near PSTA's transfer center. To facilitate efficient use of resources, these locations will be identified and ranked based on crash data and transit ridership data. Locations will be identified for possible review based on this ranking. The possible types of locations to be analyzed may include:
 - (1) Signalized highway interchange (single point urban interchange or other types of interchanges)
 - (2) Bus stop pairs at unsignalized locations
 - (3) Bus stop pairs on opposite sides of a limited-access, grade-separated highway (where there is a physical barrier that prevents crossing)
 - (4) Signalized locations with a drop lane (where continuous right turn lanes end)
 - (5) Signalized location without drop lanes
 - (6) Signalized locations for local roads or shopping center driveways

Deliverables:

- **Written report summarizing identified need for safe crossing locations and data for determination of level of risk/potential usage for each location**
- **Crash diagram exhibits**

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Task 1.03: Identify Crossing Needs and Strategies for Segments where Reconstruction is Complete or Pending: The timing, segments, and phasing of the US 19 reconstruction will be reviewed to determine which segments may still be subject to design modification. Other alternatives to grade-separated crossings, signals, or other crossing treatments such as local circulator service will also be considered and evaluated. Segments where design or scoping for future projects are pending will be identified.

- a) Based on data and maps produced in Task 1.01, identify locations that may require additional crossing treatments for roadway segments currently under design to improve crossing safety. Referencing case studies of similar corridors, outline crossing options and cost/benefit for these locations.
 - i) Include consideration of feasibility for nearby crossing points (if any)
 - ii) If nearby crossings are not feasible (too far), then identify crossing options, costs, and determine whether (for planned closures) these can be incorporated into the planned roadway projects designs for the following scenarios:
 - (1) No-Build
 - (2) Bridge
 - (3) Tunnel
 - (4) Pedestrian overpass/underpass
 - iii) Include consideration of existing ridership, pedestrian activity, and typical spacing for premium transit service.
- b) Identify crossing options that may be appropriate for retrofits to facilitate safety improvements for access to transit for segments where reconstruction is complete
- c) Identify locations where a circulator service may provide connectivity for crossings and bus stops between interchanges.
 - i) Document the operating cost assumptions
 - ii) Evaluate the constructability of a grade-separated crossing to generate a planning level cost estimate.
 - iii) Calculate the present value of operating costs compared to the normal useful life of alternative infrastructure.
 - iv) Calculate the cost benefit of the circulator for comparison to other alternative crossing solutions. Include additional benefits of infrastructure, such as longevity and general pedestrian circulation/connectivity issues, and anticipated operating hours of circulator.
- d) Hold a meeting to evaluate potential solutions for crossings at locations identified. Invite representatives from FDOT, the Pinellas MPO, PSTA, and the local city or county having jurisdiction at each location to this meeting. Present the proposed solutions for these locations to the group, including constructability issues, cost/benefit information, and timeline regarding all proposed solutions including tie-ins for land development, circulator services,

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pedestrian overpasses, pedestrian underpasses, and other solutions that may be generated by the recommendation process.

Deliverables:

- **Agenda, attendance, and facilitation for working group meeting**
- **Written report summarizing prioritized recommendations for crossings and cost-benefit calculations for circulator and other crossing options**
- **Summary table and maps showing locations that may require additional crossing treatments. Include an outline of the crossing options at each location**

Task 02: Document Transit Operating Assumptions

Task 2.01: Projected Transit Conditions along the Corridor. This task is concerned with identifying desirable transit alternatives for future consideration along US 19 and what impact each of these alternatives mean for safety treatments that facilitate crossings. A preferred transit alternative will not be identified by this process, but rather a set of alternatives based on observations on the corridor as well as information gathered in a previous task for various case studies of transit along major highways. Implications of these alternatives for safe crossings will be identified to aid in evaluation of safe crossing alternatives for transit. A purpose and need statement will be developed for transit and highway operations, as well as a summary of desired land use changes where they have already been determined by an agency having jurisdiction over land use along the corridor.

- a) Based on the results of Task 01, create a more detailed work plan, project schedule, and outline for deliverables for this task. Meet with the FDOT Project Manager and MPO staff to reach agreement on the work plan, deliverables, and schedule for the task.
- b) Conduct a workshop with PSTA, FDOT, the Pinellas Planning Council and the Pinellas MPO to create a purpose and need statement for US 19 that outlines specific desires for safety, traffic operations, transit operations, bikes, and pedestrians.
 - i) Present map series created in earlier tasks
 - ii) Facilitate the discussion with specific exercises regarding desired safety improvements, mode shift, land use change, safety, and capacity improvements, if applicable.
 - iii) Create comparison table for short- and long-term alternatives that outlines safe access alternatives for:
 - (1) Local bus on frontage roads or limited stop (express) and local bus on frontage roads
 - (2) Rapid bus on highway with stations at interchanges
 - (3) Bus Rapid Transit operating on outside highway lane with stops at or between interchanges or overpasses
 - (4) Bus Rapid Transit operating on inside highway lane with stops at or between interchanges or overpasses

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- iv) Discuss and compare alternatives at the workshop based on socioeconomic data and trends from Task 1 and seek consensus on the appropriate assumptions for safety, transit operations, desired land use changes, and long term planning.
 - v) Refine the general purpose and need statement to capture the desired functionality of the corridor using the input gathered at the workshop.
- c) Summarize desired land use changes for US 19 through the corridor
- i) Create a map exhibit showing proposed land use changes. Identify areas that are envisioned for redevelopment by the Countywide Future Land Use/Comprehensive Plan and local comprehensive plans as summarized in Task 01, as well as corridor specific plans from cities having jurisdiction along the corridor. Identify implications to future crossing and transit operations in this scenario. Identify and summarize components for transit supportive land use changes in the land development codes, comprehensive plans, and future land use plans for agencies having jurisdiction along the corridor. Provide the opportunity for staff from the Pinellas Planning Council to review this map and suggest corrections prior to finalization of the map to ensure consistency with previously adopted plans and the Pinellas Comprehensive Plan.
 - ii) Identify opportunities for partnerships or triggers for capital investments that can provide safe crossing treatments for adjacent segments of US 19 and for transit operations.

Deliverables:

- **Brief purpose and need statement**
- **Summary Report for desired land use changes through the corridor including implications for crossing treatment retrofits**
- **Agenda, attendance, and facilitation for workshop meeting**

Task 2.02 Identify and Summarize Long Term Options for Safety and Access Features:

Coordination of future roadway expansion with proposed safety and transit improvements will enable both FDOT and PSTA to lower capital costs and improve operations and safety in the long run. This task will look at long-term transit operating alternatives and create a selection of possible alternatives based on safety data, case studies, the purpose and needs statement, the proposed design of the reconstruction, and desired multimodal access. Having several alternatives defined in advance of upcoming design projects can allow FDOT, with the help of the designer, to make strategic design choices regarding the future highway layout. Based on previously collected data, it is also possible to outline desired functionality and safe access strategies for possible station types and locations.

- a) Summarize long term options
 - i) Identify longer-term safety, crossing and co-located stop/station operation characteristics based on results from workshop and from results of case studies task. Identify three specific examples of these stations or crossings and how they may be affected by possible

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safety improvements.

- ii) Create graphics packages for possible safety improvements to potential station types identified above that consist of renderings generated for a typical section and plan/birds-eye view showing access characteristics for transit along the highway. Graphics will be created for the three locations identified above that include the short- and long-term alternatives and safety improvements outlined in **Task 2.01** deemed suitable based on the revised purpose and need statement.
 - iii) Create a strategy for phasing and incorporation of safety improvements for current design plans:
 - (1) Describe a hypothetical phasing plan in general conceptual terms for safe access to transit improvements for the scenarios resulting from the workshop as they would relate to elements currently under design or proposed for design.
 - iv) Recommend how proposed short-term or intermediate safety improvements, such as bike/pedestrian-only overpasses or underpasses, could be designed or modified to accommodate the necessary footprint for transit and highway features outlined for each scenario. Note: This task is aimed at demonstrating how to give proposed safety solutions the ability to accommodate for future operations along the corridor without recurring reconstruction, and specifically excludes a NEPA-level analysis/study that will be necessary to construct capital infrastructure for transit using federal funds. It is presumed that the safety alternatives presented in this plan could be included in future environmental decision-making processes required for transit improvements, if desired.
- b) Create a summary cost/benefit analysis methodology
- i) Document a statement of methodology for the cost/benefit evaluation procedure on safe access to transit improvements for long-term alternatives and concurrence from major stakeholders on key points.
 - ii) Include high-level cost assumptions for order-of-magnitude opinion of costs for both capital and transit operations.

Deliverables:

- **Summary document in outline format detailing stop/station operation characteristics and safe access strategies**
 - **Brief report and one page executive summary detailing strategy for phasing transit and access safety improvements into current design plans and future roadway reconstruction**
 - **Summary document for cost/benefit evaluation methodology and summary table for assumptions, including values assigned for a person's time, and potential safety issues**
 - **Renderings detailing the long-term or ultimate configuration of the highway or station areas, with graphics depicting possible configurations for safe access improvements for each of three locations**
-

Attachment A

Tindale-Oliver & Associates, Inc.
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PROJECT MANAGEMENT:

TOA will meet with the District Project Manager to review the proposed schedule and deliverables.

SCHEDULE:

A detailed task schedule will be updated as part of the Task Kick-Off Meeting. The overall task will be completed within 52 weeks of notice to proceed.

Task Work Order		Quarter 1	Quarter 2	Quarter 3	Quarter 4
00	Task Work Order Issued				
1.01	Inventory of Existing Conditions and Data Summary				
1.02	Identify Short-Term Access Enhancements				
1.03	Identify Crossing Needs and Strategies				
2.01	Projected Transit Conditions Along the Corridor				
2.02	Identify and Summarize Long Term Options for Safety & Access Features				

Study Type IV, “Miscellaneous District Wide Safety Studies” is shown in the approved contract C-9B41 page A-18. The contract scope for this study type is attached here.

STUDY TYPE IV: MISCELLANEOUS DISTRICT WIDE SAFETY STUDIES

To be negotiated and scoped as needed. This study type is to allow for special studies to be performed as needed, i.e.: District Wide Pedestrian Safety Study.

Task Product

To be determined.

**Attachment B: Task Budget
1 of (1)**

Tindale-Oliver & Associates, Inc.
 Contract No.: C-9B41
 FAP No.: 8886-318-A
 FPN: 254 553-1-32-95

AUTHORIZATION NO. 12

NOTE: CONSULTANT HAS 5-DAYS TO SIGN WORK ORDER AND RETURN TO PROFESSIONAL SERVICES.

STUDY TYPE IV: (Miscellaneous District Wide Safety Study) see pages B-5 to B-10

	Tindale-Oliver & Associates	Chief Planner	Project Manager	Senior Engineer	Senior Planner	Engineer	CADD/Computer Tech	Planner	Public Information Officer	Designer/Graphic Artist	Sr Spec B. Enterprise Data Expert	Secretary/Clerical	MH By Activity	Salary Cost By Activity	Average Rate Per Task	Cost per Task
	Tasks	\$ 64.22	\$ 55.90	\$ 46.13	\$ 38.72	\$ 32.94	\$ 26.61	\$ 25.70	\$ 32.19	\$ 21.13	\$ 49.50	\$ 19.80				
1.01	Inventory of Existing Conditions and Summary of Data	5	5	10	40	35	60	80		20	20	20	295	\$9,224.80	\$31.27	\$ 28,619.76
1.02	Identify Short-Term Access Enhancements	5	5	5	5	20	80	40				10	170	\$5,038.45	\$29.64	\$ 15,631.69
1.03	Identify Crossing Needs and Strategies	5	5	40	45	40	30	80	10	10	5	20	290	\$9,536.80	\$32.89	\$ 29,587.73
2.01	Projected Transit Conditions Along the Corridor	5	5	5	20	30	20	60	5	10		10	170	\$5,238.30	\$30.81	\$ 16,251.72
2.02	Identify and Summarize Long Term Options	5	20	20	40	100	125	125	10	150	10	40	645	\$18,521.65	\$28.72	\$ 57,463.05
	Total Hours	25	40	80	150	225	315	385	25	190	35	100	1570			
	Total Salary	\$ 1,605.50	\$ 2,236.00	\$ 3,690.40	\$ 5,808.00	\$ 7,411.50	\$ 8,382.15	\$ 9,894.50	\$ 804.75	\$ 4,014.70	\$ 1,732.50	\$ 1,980.00		\$47,560.00	\$ 30.29	\$ 147,553.95
														\$47,560.00		
														170.380%		\$81,032.73
																\$0.00
														30.000%		\$14,268.00
														0.218%		\$103.68
														9.650%		\$4,589.54
														310.248%		\$147,553.95

AUTHORIZATION NO. 12 TOTAL

\$147,553.95

OTHER BUSINESS

A. STEPS PROGRAM

• **House Bills**

Cameras on bus stop arms: Georgia has passed legislation that a ticket may be written with a picture from the bus of the car passing the bus with the stop arms out. At this point, no such legislation exists in Florida or has been filed during this legislative session.

HB41 refers to changes in the Hazardous Walking Conditions for elementary students. Requested changes outline a remediation process to hold the local agencies/ municipalities responsible with a mitigation of the hazard. This legislation requires a review of the hazard and designates who must review: school board, police agency, local engineering/traffic departments, and the MPO. It also outlines the process to place the mitigation in the five year plan of the municipality. Attached is the house bill, along with the staff review. Current status: has passed through the education committee, 1st reading was on March 3, 2015. If it passes and is signed into law by the Governor, it will be effective July 1, 2015.

- **Summer Bridge/Draft School Crossing Guards**
- **2015-16 Pinellas County school Calendar**
- **Hazardous Review Study Distribution Maps**

ATTACHMENTS: HB41
Staff Review
Summer Bridge
2015-16 Pinellas County School Calendar
March 18, 2015 STEPS Agenda
February 21, 2015 STEPS Summary
December 17, 2014 STEPS Agenda
November 19, 2014 STEPS Summary

B. School-Related Information

- **Announcement of New Executive Director for Safe Routes to School National Partnership**
- **Announcement of 2015 Bike to School Helmet Giveaway**

ATTACHMENTS: Safe Routes to School National Partnership
National Bike to School Day 2015 – Helmets on Heads Bike Share Giveaway

C. Tracking List/Traffic Operations

ATTACHMENT: Tracking List

D. Other

HB 41

2015

1 A bill to be entitled

2 An act relating to hazardous walking conditions;
3 amending s. 1006.23, F.S.; revising criteria that
4 determine a hazardous walking condition for public
5 school students; revising procedures for inspection
6 and identification of hazardous walking conditions;
7 authorizing a district school superintendent to
8 initiate a formal request for correction of a
9 hazardous walking condition; authorizing a district
10 school board to initiate an administrative proceeding
11 under certain circumstances and providing requirements
12 therefor; requiring a district school board to provide
13 transportation to students who would be subjected to
14 hazardous walking conditions; requiring state or local
15 governmental entities with jurisdiction over a road
16 with a hazardous walking condition to correct the
17 condition within a reasonable period of time;
18 providing requirements for a governmental entity
19 relating to its capital improvements program;
20 providing requirements relating to a civil action for
21 damages; providing an effective date.

22
23 Be It Enacted by the Legislature of the State of Florida:

24
25 Section 1. Section 1006.23, Florida Statutes, is reordered
26 and amended to read:

Page 1 of 7

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

hb0041-00

27 1006.23 Hazardous walking conditions.—

28 (1) DEFINITION.—As used in this section, the term
 29 "student" means any public elementary school student whose grade
 30 level does not exceed grade 6.

31 ~~(2)-(4) STATE CRITERIA FOR DETERMINING HAZARDOUS WALKING~~
 32 ~~CONDITIONS.—~~

33 (a) Walkways parallel to the road.—

34 1. It shall be considered a hazardous walking condition
 35 with respect to any road along which students must walk in order
 36 to walk to and from school if there is not an area at least 4
 37 feet wide adjacent to the road, not including drainage ditches,
 38 sluiceways, swales, or channels, having a surface upon which
 39 students may walk without being required to walk on the road
 40 surface. In addition, whenever the road along which students
 41 must walk is uncurbed and has a posted speed limit of 50 ~~55~~
 42 miles per hour or greater, the area as described above for
 43 students to walk upon shall be set off the road by no less than
 44 3 feet from the edge of the road.

45 2. ~~The provisions of~~ Subparagraph 1. does ~~de~~ not apply
 46 when the road along which students must walk:

47 ~~a. Is in a residential area which has little or no~~
 48 ~~transient traffic;~~

49 ~~a.b.~~ Is a road on which the volume of traffic is less than
 50 180 vehicles per hour, per direction, during the time students
 51 walk to and from school; or

52 ~~b.e.~~ Is located in a residential area and has a posted

53 speed limit of 30 miles per hour or less.

54 (b) Walkways perpendicular to the road.—It shall be
55 considered a hazardous walking condition with respect to any
56 road across which students must walk in order to walk to and
57 from school if:

58 1. ~~If~~ The traffic volume on the road exceeds the rate of
59 360 vehicles per hour, per direction (including all lanes),
60 during the time students walk to and from school and if the
61 crossing site is uncontrolled. For purposes of this subsection,
62 an "uncontrolled crossing site" is an intersection or other
63 designated crossing site where no crossing guard, traffic
64 enforcement officer, or stop sign or other traffic control
65 signal is present during the times students walk to and from
66 school.

67 2. ~~If~~ The total traffic volume on the road exceeds 4,000
68 vehicles per hour through an intersection or other crossing site
69 controlled by a stop sign or other traffic control signal,
70 unless crossing guards or other traffic enforcement officers are
71 also present during the times students walk to and from school.

72
73 Traffic volume shall be determined by the most current traffic
74 engineering study conducted by a state or local governmental
75 agency.

76 (c) Crossings over the road.—It shall be considered a
77 hazardous walking condition with respect to any road at any
78 uncontrolled crossing site which students must walk in order to

79 walk to and from school if:

80 1. The road has a posted speed limit of 50 miles per hour
 81 or greater; or

82 2. The road has six lanes or more, not including turn
 83 lanes, regardless of the speed limit.

84 (3) IDENTIFICATION OF HAZARDOUS CONDITIONS.—

85 (a) When a request for review is made by ~~to~~ the district
 86 school superintendent with respect to a road over which a state
 87 or local governmental entity has jurisdiction ~~or the district~~
 88 ~~school superintendent's designee~~ concerning a condition
 89 perceived to be hazardous to students in that district who live
 90 within the 2-mile limit and who walk to school, such condition
 91 shall be inspected jointly by a representative of the school
 92 district, ~~and~~ a representative of the state or local
 93 governmental entity with ~~that has~~ jurisdiction over the
 94 perceived hazardous location, and a representative of the
 95 municipal police department for a municipal road, a
 96 representative of the sheriff's office for a county road, or a
 97 representative of the Department of Transportation for a state
 98 road. If the jurisdiction is within an area for which there is a
 99 metropolitan planning organization, a representative of that
 100 organization shall also be included. The governmental
 101 representatives shall determine whether the condition
 102 constitutes a hazardous walking condition as provided in
 103 subsection (2). If the governmental representatives concur that
 104 a condition constitutes a hazardous walking condition as

105 provided in subsection (2), they shall report that determination
106 in writing to the district school superintendent, who shall
107 initiate a formal request for correction as provided in
108 subsection (4).

109 (b) If the governmental representatives are unable to
110 reach a consensus, the reasons for lack of consensus shall be
111 reported to the district school superintendent, who shall
112 provide a report and recommendation to the district school
113 board. The district school board may initiate an administrative
114 proceeding under chapter 120 seeking a determination as to
115 whether the condition constitutes a hazardous walking condition
116 as provided in subsection (2) after providing at least 30 days'
117 notice in writing to the local governmental entities having
118 jurisdiction over the road of its intent to do so unless, within
119 30 days after such notice is provided, the local governmental
120 entities concur in writing that the condition is a hazardous
121 walking condition as provided in subsection (2) and provide the
122 position statement pursuant to subsection (4). If an
123 administrative proceeding is initiated under this paragraph, the
124 district school board has the burden of proving such condition
125 by the greater weight of evidence. If the district school board
126 prevails, the district school superintendent shall report the
127 outcome to the Department of Education and initiate a formal
128 request for correction of the hazardous walking condition as
129 provided in subsection (4). ~~The district school superintendent~~
130 ~~or his or her designee and the state or local governmental~~

131 ~~entity or its representative shall then make a final~~
 132 ~~determination that is mutually agreed upon regarding whether the~~
 133 ~~hazardous condition meets the state criteria pursuant to this~~
 134 ~~section. The district school superintendent or his or her~~
 135 ~~designee shall report this final determination to the~~
 136 ~~Department.~~

137 (4) ~~(2)~~ TRANSPORTATION; CORRECTION OF HAZARDS.-

138 (a) A district school board ~~It is intended that district~~
 139 ~~school boards~~ and other governmental entities shall work
 140 cooperatively to identify and correct conditions that are
 141 hazardous along student walking routes to school, and a district
 142 school board shall ~~that district school boards~~ provide
 143 transportation to students who would be subjected to such
 144 conditions. Additionally, ~~It is further intended that~~ state or
 145 local governmental entities with having jurisdiction over a road
 146 along which a hazardous walking condition is determined to exist
 147 shall correct the condition ~~such hazardous conditions~~ within a
 148 reasonable period of time.

149 (b) Upon a determination pursuant to subsection (3) ~~this~~
 150 ~~section~~ that a hazardous walking condition exists ~~is hazardous~~
 151 ~~to students,~~ the district school superintendent ~~board~~ shall
 152 request a position statement with respect to correction of such
 153 condition ~~determination~~ from the state or local governmental
 154 entity with having jurisdiction over the road. Within 90 days
 155 after receiving such request, the state or local governmental
 156 entity shall inform the district school superintendent regarding

157 whether the entity will include correction of the hazardous
158 walking condition in its next annual 5-year capital improvements
159 program ~~hazard will be corrected~~ and, if so, when correction of
160 the condition will be completed. If the hazardous walking
161 condition will not be included in the state or local
162 governmental entity's next annual 5-year capital improvements
163 program, the factors justifying such conclusion must be stated
164 in writing to the district school superintendent and the
165 Department of Education regarding a projected completion date.

166 (c) State funds shall be allocated for the transportation
167 of students subjected to a hazardous walking condition. However,
168 ~~such hazards, provided that~~ such funding shall cease upon
169 correction of the hazardous walking condition ~~hazard~~ or upon the
170 projected completion date, whichever occurs first.

171 (5) CIVIL ACTION.—In a civil action for damages brought
172 against a governmental entity under s. 768.28, the designation
173 of a hazardous walking condition under this section is not
174 admissible in evidence.

175 Section 2. This act shall take effect July 1, 2015.

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: HB 41 Hazardous Walking Conditions

SPONSOR(S): Metz

TIED BILLS: **IDEN./SIM. BILLS:** SB 154

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR or BUDGET/POLICY CHIEF
1) Local Government Affairs Subcommittee		Zaborske	Miller
2) Education Appropriations Subcommittee			
3) Education Committee			

SUMMARY ANALYSIS

HB 41 relates to identifying, inspecting, and correcting hazardous walking conditions on roads students walk along or cross in order to walk to school. The current statute applies to elementary school students through grade 6 living within a 2 mile radius of a school. Currently, the law states the intent is for the condition to be corrected within a reasonable time, but does not require entities with jurisdiction over a road with an identified hazardous walking condition to correct the condition. The bill:

- Requires district school boards and other governmental entities to cooperate to identify and correct hazardous walking conditions;
- Requires the entity with jurisdiction over the road to correct the hazardous condition within a reasonable time;
- Requires the entity with jurisdiction over the road to include correction of a hazardous condition in its next annual 5-year capital improvements program or provide a statement of the factors justifying why a correction is not so included;
- Revises the criteria identifying hazardous walking conditions for walkways parallel to the road;
- Creates a new hazardous walking condition category, "crossings over the road";
- Requires additional parties to participate with the representatives of the school district and entity with jurisdiction over the road in inspecting the walking condition and determining whether it is hazardous;
- Allows the district school board, after notice, to initiate an administrative proceeding if the local governmental entities cannot agree whether the condition is hazardous; and
- Provides a hazardous walking condition determination may not be used as evidence in a civil action for damages against a governmental entity.

The bill has an indeterminate fiscal impact on state or local government revenues and expenditures (see Fiscal Analysis Section).

The bill is effective on July 1, 2015.

FULL ANALYSIS

This document does not reflect the intent or official position of the bill sponsor or House of Representatives.

STORAGE NAME: h0041.LGAS

DATE: 2/2/2015

I. SUBSTANTIVE ANALYSIS

A. EFFECT OF PROPOSED CHANGES:

Current Situation

Generally, school districts do not receive state funding to transport students in grades K-12 living 2 miles or less from the schools they attend.¹ However, state funds must be allocated to transport any public elementary school student whose grade level does not exceed grade 6² and who is subjected to a “hazardous walking condition” until the sooner of correcting the hazard or the projected completion date of correcting the hazard.³ The intent of the law is for district school boards to cooperate with the state or local governmental entities with responsibility for roads to identify and correct hazardous walking conditions within a reasonable period of time.⁴

Hazardous Walking Condition

Hazardous walking conditions currently are classified according to walkways either parallel or perpendicular to a road along which students must walk to and from school.

For walkways *parallel* to a road, a hazardous walking condition exists if there is less than a 4-foot wide surface for students to walk adjacent to the road.⁵ Not only must the walking surface be at least 4-feet wide, but if the road is uncurbed with a posted speed limit of 55 miles per hour, the walking surface adjacent to the road also must be at least 3-feet from the edge of the road or it will be a hazardous walking condition.⁶

Even if the above criteria are met for walkways *parallel* to the road, a walking condition nevertheless will *not* be considered hazardous if:

- The road is in a residential area with little or no transient traffic;⁷
- The volume of traffic⁸ on the road is less than 180 vehicles per hour, per direction, during the time when students walk to and from school;⁹ or
- The road is located in a residential area with a posted speed limit of 30 miles per hour or less.¹⁰

For walkways *perpendicular* to a road, a hazardous walking condition exists if:

- Traffic volume on the road exceeds the rate of 360 vehicles per hour, per direction, during the time when students walk to and from school *and* the crossing site is uncontrolled, meaning it is an intersection or other designated crossing site where no crossing guard, traffic enforcement officer, stop sign, or other traffic control signal is present when students walk to and from school;¹¹ or
- Total traffic volume on the road exceeds 4,000 vehicles per hour through an intersection or other crossing site controlled by a stop sign or other traffic control signal *and* no crossing

¹ S. 1011.68(1), F.S.; FLA. ADMIN. CODE R. 6A-3.001(3) (“A reasonable walking distance for any student who is not otherwise eligible for transportation pursuant to Section 1011.68, F.S., is any distance not more than two (2) miles between the home and school or one and one-half (1 1/2) miles between the home and the assigned bus stop.”).

² S. 1006.23(1), F.S.

³ S. 1006.23(1), F.S.; s. 1011.68(1)(e), F.S.

⁴ S. 106.23(2)(a), F.S. Current law does not define what is a reasonable period of time.

⁵ S. 1006.23(4)(a)1., F.S.

⁶ *Id.*

⁷ S. 1006.23(4)(a)2.a., F.S.

⁸ “Traffic volume [is] determined by the most current traffic engineering study conducted by a state or local governmental agency.” S.1006.23(4), F.S.

⁹ S. 1006.23(4)(a)2.b., F.S.

¹⁰ S. 1006.23(4)(a)2.c., F.S.

¹¹ S. 1006.23(4)(b)1., F.S.

guards or other traffic enforcement officers are present during the time when students walk to and from school.¹²

Inspecting, Determining, & Reporting Hazardous Walking Conditions

Identification of hazardous walking conditions begins when the district school superintendent or that person's designee receives a request to review a condition perceived to be hazardous to students in the district living within the 2-mile radius of a school and who walk to school.¹³

After the request for review is received, the perceived hazardous walking condition is inspected by the district school superintendent, or designee, and the state or local governmental entity with jurisdiction over the road.¹⁴

Current law requires the district school superintendent, or designee, and the governmental entity having jurisdiction over the road, or its representative, to mutually determine whether the walking condition is hazardous to students.

The district school superintendent or designee must report to the Department of Education the final determination whether the walking condition is hazardous to students.¹⁵

The statute does not provide a process for resolving a dispute between the district school officials and the government entity with jurisdiction over the subject road as to whether a hazardous walking condition exists.

Correcting Hazardous Walking Conditions

Upon determining that a condition is hazardous to students, the district school board must request the entity having jurisdiction over the road for a determination whether the hazard will be corrected and a projected completion date for any correction.¹⁶ Current law, however, does not require the entity with jurisdiction over the road having a hazardous walking condition to correct the condition.

Effect of Proposed Changes

The bill changes the current law's intent language to make mandatory the cooperation between school districts and governmental entities to identify hazardous walking conditions, and adds a requirement that those entities also cooperate in correcting such hazards. The bill also requires the governmental entities with jurisdiction over a road with a hazardous walking condition to correct the condition within a reasonable period of time.

Hazardous Walking Condition

For walkways *parallel* to a road, the bill:

- Retains the requirement for an area at least 4 feet wide adjacent to the road upon which students may walk but excludes drainage ditches, sluiceways, swales, or channels, from any calculation of that 4 foot area;
- By changing the posted speed limit from 55 miles per hour to 50 miles per hour or greater, the bill expands the number of uncurbed roads required to have at least a 3 foot buffer from the edge of the road to the required 4 foot area on which students may walk; and
- Removes the exception for roads students walk along in residential areas with little or no transient traffic.

¹² S. 1006.23(4)(b)2., F.S.

¹³ S. 1006.23(3), F.S.

¹⁴ S. 1006.23(2), F.S.

¹⁵ S. 1006.23(3), F.S.

¹⁶ S. 1006.23(2)(b), F.S.

The bill does not change the criteria for hazardous walking conditions for walkways *perpendicular* to the road.

The bill adds a new subsection for “crossings over the road.” Under this subsection any *uncontrolled crossing site*¹⁷ which students must use when walking to and from school will be considered a hazardous walking condition if the road has:

- A posted speed limit of 50 miles per hour or greater; or
- 6 lanes or more, not including turn lanes, regardless of the speed limit.

Inspecting, Determining, & Reporting Hazardous Walking Conditions

Under the bill, inspection of a perceived hazardous walking condition will be initiated by request for review from the district school superintendent. The alleged hazardous condition will be inspected jointly by:

- A representative of the school district;
- A representative of the state or local governmental entity with jurisdiction over the perceived hazardous location;
- A representative of the municipal police department for a municipal road, a representative of the sheriff’s office of a county road, *or* a representative of the Department of Transportation for a State road; and
- If the jurisdiction is within an area for which there is a metropolitan planning organization, a representative of that organization.

The bill changes the procedure for determining whether a walking condition is hazardous. If all representatives concur the condition constitutes a hazardous walking condition, they must report that determination in writing to the district school superintendent. The district school superintendent then must request a position statement from the state or local governmental entity with jurisdiction over the road regarding correcting the condition.

If the governmental representatives are unable to reach a consensus, then the reasons for lack of consensus must be reported to the district school superintendent, who shall provide a report and recommendation to the district school board. The bill does not state who must submit a report to the district school superintendent when the governmental representatives are unable to reach a consensus, which could result in multiple reports, nor does it state what must be included in the report and recommendation.

Administrative Procedure Act (APA) Review of Determination

Further, if the governmental representatives cannot reach a consensus, the bill allows the district school board to initiate an administrative proceeding under the Administrative Procedure Act¹⁸ (APA) to determine whether the condition constitutes a hazardous walking condition.

The APA provides the uniform procedures¹⁹ for agencies to administer substantive programs, including rulemaking,²⁰ taking final action affecting the substantial interests of a party,²¹ and issuing declaratory

¹⁷ An uncontrolled crossing site, as stated in the discussion of the present situation, means an intersection or other designated crossing site where no crossing guard, traffic enforcement officer, or stop sign or other traffic control signal is present during the time students walk to and from school. S. 1006.23(4)(b)1., F.S.

¹⁸ Ch. 120, F.S.

¹⁹ S. 120.515, F.S.

²⁰ S. 120.54, F.S.

²¹ S. 120.569, F.S.

statements.²² Pertinent to the bill are the APA's definition of "agency"²³ and hearing process on agency final action.²⁴

The bill authorizes the district school board to initiate an administrative proceeding but does not state which agency action would be subject to the administrative proceeding. Because the entity with jurisdiction over the road has the duty of correcting the hazardous condition, the bill context appears to suggest the petition for hearing would be from the decision of that entity, which typically would be the State, a county, or a municipality. Generally, local governmental officers and entities are not considered "agencies" under the APA.²⁵ However, certain local officers and governmental entities, excluding municipalities or metropolitan planning organizations,²⁶ can be "expressly made subject to [the APA] by general or special law."²⁷

Under the APA, a party must petition for a hearing within 21 days from notice of the agency's intended action.²⁸ The bill requires that before initiating the administrative proceeding the district school board gives the local governmental entities with jurisdiction over the road at least 30 days written notice of its intent to file.²⁹ Additionally, the bill prohibits initiating an administrative proceeding if during the 30-day period the local governmental entities concur in writing that the condition is a hazardous walking condition and provide a position statement to the district school superintendent. Under the APA, the petition for hearing is filed with the agency proposing to take final action,³⁰ in this case, the agency would be the entity with jurisdiction over the road. If the petition is filed and the hearing proceeds, the bill provides the district school board has the burden of proving by the greater weight of the evidence that the walking condition is hazardous.³¹ Under the APA, if no material facts are in dispute, the agency may choose not to refer the petition to the Division of Administrative Hearings and instead conduct its own hearing.³² Once the hearing is concluded, the agency issues a final order.³³

In addition to the existing requirements of the APA, if the district school board prevails in the administrative proceeding, the bill will require the district school superintendent to report the outcome to the Department of Education and initiate a formal request for correction of the hazardous walking condition by requesting from the entity with jurisdiction over the road a position statement regarding correction.

Correcting Hazardous Walking Conditions

The bill revises the process for correcting a hazardous walking condition. Within 90 days after receiving a request to correct the hazardous walking condition, the state or local governmental entity must inform the district school superintendent whether the entity will include correction of the hazardous walking condition in its next annual 5-year capital improvements program and, if so, when the correction will be completed.

²² S. 120.565, F.S.

²³ The definition of "[a]gency" includes all executive branch agencies with statewide jurisdiction, officers and governmental entities with jurisdiction in more than one county, educational units such as school districts, and local entities made subject to the APA by general or special law; the definition excludes municipalities and metropolitan planning organizations. S. 120.52(1), F.S.

²⁴ S. 120.569, F.S.

²⁵ See n. 23.

²⁶ S. 120.52(1), F.S. ("Agency" . . . does not include a municipality or legal entity created solely by a municipality; . . . a metropolitan planning organization created pursuant to s. 339.175. . . .").

²⁷ S. 120.52(1)(c), F.S.

²⁸ Rule 28-106.111(4), F.A.C.

²⁹ The 30-day notice requirement appears to conflict with Rule 28-106.111(4), F.A.C., which provides: Any person who receives written notice of an agency decision and who fails to file a written request for a hearing within 21 days waives the right to request a hearing on such matters."

³⁰ S. 120.569(2)(a), F.S.

³¹ The APA provides findings of fact shall be based upon a preponderance, or the greater weight, of evidence. S. 120.57(1)(j), F.S. As the petitioning party, under present law the school board has the burden of proving the hazardous condition. *Florida Dept. of Transp. v. J.W.C. Co.*, 396 So. 2d 778, 788 (Fla. 1st DCA 1981).

³² S. 120.57(2), F.S.

³³ S. 120.569(2)(l), F.S.

If the next annual 5-year capital improvements program will not include correction of the condition, then the governmental entity must state the factors justifying such conclusion in writing to the district school superintendent and the Department of Education. The interaction between this requirement and the bill's statement that the entity with jurisdiction over the road shall repair the hazardous condition within a reasonable time is unclear.

Evidence in Civil Action

The bill makes the designation of a hazardous walking condition inadmissible as evidence in a civil action for damages against a governmental entity under s. 768.28, F.S.

B. SECTION DIRECTORY:

Section 1: Amends s. 1006.23, F.S., by revising criteria for determining hazardous walking conditions for public school students; revises procedures for inspection and identification of hazardous conditions; authorizes district school superintendents to initiate formal requests for correction of hazardous conditions; requires district school boards to provide transportation to students who would be subjected to hazardous conditions; requires state or local entities with jurisdiction over roads with hazardous conditions to correct condition; provides requirements for governmental entities relating to capital improvement programs; and makes the designation of hazardous walking conditions inadmissible as evidence in civil actions for damages against a governmental entity.

Section 2: Provides an effective date.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

Indeterminate. The bill may increase the costs related to taking necessary corrective action (1) if interpreted as requiring corrective action within a reasonable time period after a walking condition is determined to be hazardous; (2) by creating a new category of road crossing, "crossings over the road"; (3) by applying the hazardous criteria to certain residential neighborhoods formerly excluded by law; and (4) by changing the criteria for determining acceptable walkways and bringing more roads under consideration by expanding the applicable speed limit. The more expansive criteria may result in walking conditions formerly not considered hazardous now being deemed hazardous walking conditions. To the extent that a local governmental entity does correct the condition, it would cover any such costs, which amount cannot be quantified at this time.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

None.

2. Expenditures:

Indeterminate. The bill may increase the costs related to taking necessary corrective action (1) if interpreted as requiring corrective action within a reasonable time period after a walking condition is determined to be hazardous; (2) by creating a new category of road crossing, "crossings over the road"; (3) by applying the hazardous criteria to certain residential neighborhoods formerly excluded by law; and (4) by changing the criteria for determining acceptable walkways and bringing more

roads under consideration by expanding the applicable speed limit. The more expansive criteria may result in walking conditions formerly not considered hazardous now being deemed hazardous walking conditions. To the extent that a state entity does correct the condition, it would cover any such costs, which amount cannot be quantified at this time.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

None.

D. FISCAL COMMENTS:

None.

III. COMMENTS

A. CONSTITUTIONAL ISSUES:

1. Applicability of Municipality/County Mandates Provision:

The bill does not compel counties or municipalities with jurisdiction over particular roads having hazardous walking conditions to correct such conditions within a specific time or subject to a specific consequence. Thus, the bill does not mandate local governments take any corrective action or expend funds beyond such amounts as called for under the present law. To the extent requiring the correction of hazardous walking conditions “within a reasonable time” may operate to increase expenditures in a shorter time frame, the bill could operate as a mandate under Art. VII, s. 18(a), Fla. Const. If so, the legislation would still bind county and city governments if:

- a. The Legislature expressly determines the proposed law fulfills an important state interest; and either
- b. The expenditure is required to comply with a law that applies to all persons similarly situated, including state and local governments; or
- c. The bill is approved by a two-thirds vote of the membership in each chamber.³⁴

A bill interpreted as requiring expenditures by counties and municipalities is exempt from the constitutional mandate provision if the bill would have an insignificant fiscal impact.³⁵

If the fiscal impact of the bill is calculated not to exceed \$1.9 million, the impact is insignificant and there is no mandate. However, if the potential cost exceeds 1.9 million, to meet the terms of the constitutional provision the bill would require an express determination by the Legislature that the bill fulfills an important state interest.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

None.

C. DRAFTING ISSUES OR OTHER COMMENTS:

As written, the bill requires the district school board to work cooperatively not only to identify, but also to correct a hazardous walking condition, even though the provisions regarding correcting a hazardous walking condition seem to put that responsibility on the entity with jurisdiction over the road.

³⁴ Art. VII, s. 18(a), Fla. Const.

³⁵ Long standing policy of the legislature has deemed “insignificant fiscal impact” to be an amount equal to 10 cents per capita. Since Florida’s population was estimated to be approximately 19 million people in 2009, a fiscal impact of less than \$1.9 million statewide on cities and counties is deemed “insignificant” for purposes of Art. VII, s. 18(d), Fla. Const.

IV. AMENDMENTS/ COMMITTEE SUBSTITUTE CHANGES

Summer Bridge 2015

DRAFT 03/18/2015

	Dates	Days of Week	Times	Days Closed	Graded yes/no	Primary Contacts for School District
Summer Schools VPK (4 & 5 year olds)						
Blanton Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
Campbell Park VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		Gail Ramsdell
Dunedin Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		588-6035
Eisenhower Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
Fairmount Park Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
High Point Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
Kings Highway Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
Maximo Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
Melrose Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
Ponce de Leon Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
Ridgecrest Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
Tarpon Springs Elementary VPK	06/09/15 - 08/04/15	Mon - Fri	8:00 - 4:00	July 3, 2015		
Breakfast and Lunch						
ESY - Extended School Year (ESE-for qualifying students only) PreK - 12						
Calvin Hunsinger	06/16/15 - 07/30/15	Tues - Thurs	8:00 - 12:00			Debbie Thornton
Nina Harris	06/16/15 - 07/30/15	Tues - Thurs	9:30 - 1:30			Lisa Grant
Paul B. Stephens	06/16/15 - 07/30/15	Tues - Thurs	9:30 - 1:30			588-6032
Richard L. Sanders	06/16/15 - 07/30/15	Tues - Thurs	8:00 - 12:00			
Brunch						
Elementary Summer Bridge K - 4th Current 5th grade will attend their assigned Middle School						
* Azalea Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Bardmoor Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Belcher Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			Sandy Downes
* Belleair Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			588-6443
* Blanton Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Campbell Park Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Curlew Creek Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Dunedin Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Eisenhower Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Fairmount Park Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Gulfport Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* High Point Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Lakewood Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Lynch Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Maximo Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Melrose Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			

* New Heights Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* North Shore Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Perkins Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Pinellas Central Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Ponce De Leon Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Ridgecrest Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* San Jose Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Sandy Lane Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Seminole Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Seventy-Fourth Street Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Skycrest Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Skyview Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Sutherland Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Tarpon Springs Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
* Walsingham Elementary	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 1:00			
Breakfast and Lunch			Breakfast 7:30 am			
Middle School Bridge / Incoming 6th - 8th grade						
* Bay Point Middle School	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
* Dunedin Highland MS	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			Dywayne Hinds
* John Hopkins Middle School	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			588-6453
Largo Middle School	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
* Madeira Beach MS	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
* Meadowlawn Middle School	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
* Morgan Fitzgerald MS	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
Oak Grove Middle School (<i>will have some transportation due to crossing guard changes</i>)	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
Osceola Middle School	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
* Palm Harbor Middle School	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
* Pinellas Park Middle	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
Safety Harbor Middle School	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
Seminole Middle School	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
* Tarpon Springs Middle	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
Thurgood Marshall Fund.	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
Tyrone Middle	06/16/15 - 07/23/15	Mon -Thurs	8:00 - 12:00			
Breakfast and Lunch			Breakfast 7:30 am			

***Before / After Care Available**

High Schools / Incoming 9th - 12th

Bayside High *	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			Rita Vasquez
Boca Ciega High	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			588-6302
Clearwater High	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Countryside High	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Dixie Hollins High	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Dunedin High School (<i>Palm Harbor U non credit recovery students will attend</i>)	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
East Lake High School	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Gibbs High School *	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Lakewood High School	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Largo High School	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Northeast High	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Osceola Fundamental	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Pinellas Gulf Coast Academy *	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Pinellas Park High	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Seminole High School	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Saint Pete High School	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Tarpon Springs High School	06/16/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Breakfast (* at selected schools)						
Summer ELP: The following schools will be added for Course Recovery ONLY/For 12th graders still seeking credits, may run all summer						
Palm Harbor University HS	06/08/15 - 07/23/15	Mon -Thurs	8:00 to11:00			
Drivers Education						
Boca Ciega High (<i>only one session</i>)	06/8/15 - 06/23/15	Mon -Thurs	7:30 - 2:00			
Clearwater High	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			Nick Grasso
Countryside High	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			
Dixie Hollins High	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			
Dunedin High School	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			
East Lake High School	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			
Lakewood High School	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			
Northeast High	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			
Osceola Fundamental High School	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			
Pinellas Park High	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			
Saint Pete High School	06/8/15 - 07/09/15	Mon -Thurs	7:30 - 2:00			
Misc.						
College for Kids						

Drivers' Education
ESOL
YMCA
Pinellas Marine Institute
Recreation Camps
Redbird
Rclub
Daniel Academy
Gulf Lake Academy
Juvenile Detention Center
Jail
PACE
V-PK

These were the extra programs they had last year.

**2015-16
Instructional Calendar
Pinellas County Schools**

Thursday, August 6, 2015.....	Four-day work week ends.
Thursday, August 13 -	Non-student days for 198-day instructional personnel.
Friday, August 21	
Friday, August 14 -	Non-student days for 235-day instructional personnel.
Friday, August 21	
Monday, August 24.....	All schools open. All Pre-k and postsecondary schools' classes begin.
Monday, September 7	Labor Day Holiday - schools closed for staff and students.
Tuesday, October 13	Modified block schedule secondary schools only.
Thursday, October 15.....	Modified block schedule secondary schools only.
Friday, October 16.....	End of first quarter.
Monday, October 19 ^(a)	Non-student day for 198- and 235-day instructional personnel.
Monday, November 23 ^(a) -	Thanksgiving Holidays - schools closed for staff and students.
Friday, November 27	
Monday, December 21 -	Winter Holidays - schools closed for staff and students.
Friday, January 1, 2016	
Monday, January 4, 2016	Non-student day for 198- and 235-day instructional personnel.
Tuesday, January 5	End of first semester.
Wednesday, January 6	Second semester begins.
Monday, January 18	Martin Luther King, Jr. Day Holiday - schools closed for staff and students.
Monday, February 15	Non-student day for 198- and 235-day instructional personnel.
Tuesday, March 8.....	Modified block schedule secondary schools only.
Thursday, March 10.....	Modified block schedule secondary schools only.
Friday, March 11.....	End of third quarter.
Monday, March 14.....	Non-student day for 198- and 235-day instructional personnel.
Monday, March 21 -.....	Spring Holidays - schools closed for staff and students.
Friday, March 25	
Monday, March 28.....	Schools reopen. Classes resume.
Monday, May 30	Memorial Day Holiday - schools closed for staff and students.
Tuesday, June 7	Last day for all students (with the exception of Adult students at the Postsecondary Centers).
Wednesday, June 8.....	Non-student day/last day for 198-day instructional personnel. Non-student day for 235-day instructional personnel.
Thursday, June 9.....	Non-student day for 235-day instructional personnel.
Friday, June 10.....	Holiday for 235-day instructional personnel.
Monday, June 13.....	Four-day work week begins.

^(a)Hurricane make-up days

* Professional development days, teacher planning days and trade days will be determined by District, PCTA, and Professional Development collaborative agreement and will be posted on the 2015-16 Staff Calendar.

8/24/15 - 10/16/15 - 1st quarter
 10/20/15 - 1/5/16 - 2nd quarter
 1/6/16 - 3/11/16 - 3rd quarter
 3/15/16 - 6/7/16 - 4th quarter

STUDENT CALENDAR

2015-16

Jul-15					Aug-15					Sep-15				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
		1	2	3	3	4	5	6	7		1	2	3	4
6	7	8	9	10	10	11	12	13	14	7	8	9	10	11
13	14	15	16	17	17	18	19	20	21	14	15	16	17	18
20	21	22	23	24	Start 24	25	26	27	28	21	22	23	24	25
27	28	29	30	31	31					28	29	30		
Oct-15					Nov-15					Dec-15				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
			1	2	2	3	4	5	6		1	2	3	4
5	6	7	8	9	9	10	11	12	13	7	8	9	10	11
12	13	14	15	16	16	17	18	19	20	14	15	16	17	18
19	20	21	22	23	23	24	25	26	27	21	22	23	24	25
26	27	28	29	30	30					28	29	30	31	
Jan-16					Feb-16					Mar-16				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
				1	1	2	3	4	5		1	2	3	4
4	5	6	7	8	8	9	10	11	12	7	8	9	10	11
11	12	13	14	15	15	16	17	18	19	14	15	16	17	18
18	19	20	21	22	22	23	24	25	26	21	22	23	24	25
25	26	27	28	29	29					28	29	30	31	
Apr-16					May-16					Jun-16				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
				1	2	3	4	5	6			1	2	3
4	5	6	7	8	9	10	11	12	13	6	End 7	8	9	10
11	12	13	14	15	16	17	18	19	20	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	20	21	22	23	24
25	26	27	28	29	30	31				27	28	29	30	

Days

6 Aug-15
 21 Sep-15
 12 Oct-15

39 1st Qtr
 9 Oct-15
 16 Nov-15
 14 Dec-15

 1 Jan-16
40 2nd Qtr
79 1st Sem
 17 Jan-16
 20 Feb-16
 9 Mar-16

46 3rd Qtr
 8 Mar-16
 21 Apr-16
 21 May-16
 5 Jun-16

55 4th Qtr
101 2nd Sem
180 Total

○ - Schools closed for students ▭ - Modified block schedule secondary schools only

10-MONTH TEACHER CALENDAR 2015-16

Jul-15					Aug-15					Sep-15				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
		1	2	3	3	4	5	6	7		1	2	3	4
6	7	8	9	10	10	11	12	Start 13	14	7	8	9	10	11
13	14	15	16	17	17	18	19	20	21	14	15	16	17	18
20	21	22	23	24	24	25	26	27	28	21	22	23	24	25
27	28	29	30	31	31					28	29	30		
Oct-15					Nov-15					Dec-15				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
			1	2	2	3	4	5	6		1	2	3	4
5	6	7	8	9	9	10	11	12	13	7	8	9	10	11
12	13	14	15	16	16	17	18	19	20	14	15	16	17	18
19	20	21	22	23	23	24	25	26	27	21	22	23	24	25
26	27	28	29	30	30					28	29	30	31	
Jan-16					Feb-16					Mar-16				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
				1	1	2	3	4	5		1	2	3	4
4	5	6	7	8	8	9	10	11	12	7	8	9	10	11
11	12	13	14	15	15	16	17	18	19	14	15	16	17	18
18	19	20	21	22	22	23	24	25	26	21	22	23	24	25
25	26	27	28	29	29					28	29	30	31	
Apr-16					May-16					Jun-16				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
				1	2	3	4	5	6			1	2	3
4	5	6	7	8	9	10	11	12	13	6	7	End 8	9	10
11	12	13	14	15	16	17	18	19	20	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	20	21	22	23	24
25	26	27	28	29	30	31				27	28	29	30	

Days	
0	Jul-15
13	Aug-15
22	Sep-15
22	Oct-15
17	Nov-15
16	Dec-15
19	Jan-16
21	Feb-16
19	Mar-16
21	Apr-16
22	May-16
6	Jun-16
<hr/>	
198	

- Holiday
 - Paid Holiday
 - Non-student day
 - Modified block schedule

11.5-MONTH TEACHER/STAFF

CALENDAR 2015-16

7/1/15 - 6/30/16 - 235 days

8/3/15 - 8/13/15 - 9 shutdown/flex days

Jul-15					Aug-15					Sep-15				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
		Start 1	2	3	3	4	5	6	7		1	2	3	4
6	7	8	9	10	10	11	12	13	14	7	8	9	10	11
13	14	15	16	17	17	18	19	20	21	14	15	16	17	18
20	21	22	23	24	24	25	26	27	28	21	22	23	24	25
27	28	29	30	31	31					28	29	30		
Oct-15					Nov-15					Dec-15				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
			1	2	2	3	4	5	6		1	2	3	4
5	6	7	8	9	9	10	11	12	13	7	8	9	10	11
12	13	14	15	16	16	17	18	19	20	14	15	16	17	18
19	20	21	22	23	23	24	25	26	27	21	22	23	24	25
26	27	28	29	30	30					28	29	30	31	
Jan-16					Feb-16					Mar-16				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
				1	1	2	3	4	5		1	2	3	4
4	5	6	7	8	8	9	10	11	12	7	8	9	10	11
11	12	13	14	15	15	16	17	18	19	14	15	16	17	18
18	19	20	21	22	22	23	24	25	26	21	22	23	24	25
25	26	27	28	29	29					28	29	30	31	
Apr-16					May-16					Jun-16				
M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
				1	2	3	4	5	6			1	2	3
4	5	6	7	8	9	10	11	12	13	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	20	21	22	23	24
25	26	27	28	29	30	31				27	28	29	End 30	

Tch	Student	
23	23	Jul-15
12	6	Aug-15
22	21	Sep-15
22	21	Oct-15
17	16	Nov-15
16	14	Dec-15
19	18	Jan-16
21	20	Feb-16
19	17	Mar-16
21	21	Apr-16
22	21	May-16
21	19	Jun-16
235	217	

○ - Holiday ○ - Paid Holiday △ - Non-student day

SPECIAL OBSERVANCE DAYS

2015-2016 School Year

SCHOOL BOARD APPROVED LIST OF SPECIAL OBSERVANCE DAYS

Rosh Hashanah	Good Friday
Second Day of Rosh Hashanah	Eastern Orthodox Holy Friday
Yom Kippur	Eighth Day of Passover
Succos or Sukkot	Shavuot
Shemini Atzeret	Eid-al-Fitr
Passover	Eid-al-Adha

The following is a list of the days and dates of special Observance Days for the 2015-2016 school year. Please Note: Jewish observance days begin at sunset of the day before the holiday.

July 2015

Eid-al-Fitr Saturday, July 28, 2015

September 2015

Rosh Hashanah Monday & Tuesday, September 14 - 15, 2015(Observance begins at sunset on Sunday, September 13, 2015)

Yom Kippur Wednesday, September 23, 2015(Observance begins at sunset on Tuesday, September 22, 2015)

Eid-al-Adha Thursday, September 24, 2015

Sukkot Monday & Tuesday, September 28 - 29, 2015 (Observance begins at sunset on Sunday, September 27, 2015)

October 2015

Shemini Atzeret Monday & Tuesday, October 5 - 6, 2015 (Observance begins at sunset on Sunday, October 4, 2015)

March 2016

Good Friday Friday, March 25, 2016

April 2016

Passover (First 2 days) Saturday & Sunday, April 23 - 24, 2016 (Observance begins at sunset on Friday, April 22, 2016)

Eastern Orthodox Holy Friday Friday, April 29, 2016

Seventh & Eighth Day of Passover Friday & Saturday, April 29 - 30, 2016

June 2016

Shavuot Sunday & Monday, June 12 -13, 2016 (Observance begins at sunset on Saturday, June 11, 2016)

STEPS Agenda for March 18, 2015

School Transportation & Enhanced Pedestrian Safety Committee

Agenda for March 18, 2015, from 9:00a.m. – 11:30a.m

Walter Pownall Service Center (WPSC) Royal Palm Room

11111 S. Belcher Road, Largo, FL 33773

WPSC is located at the northeast corner of Bryan Dairy & Belcher Road
(Visitor parking/entrance located on the south side of the building)

I. 9:00 INTRODUCTIONS

II. APPROVAL OF February 21, 2015 MEETING SUMMARY

III. SITE-SPECIFIC BUSINESS

- a. Please print out and bring a copy of the February 21, 2014 STEPS site specific summary
- b. New site-specific topics as introduced by committee
- c. Outstanding Travel to School Safety Forms: List by # and Jurisdiction

IV. NEW GENERAL BUSINESS

- a. New general topics as introduced by committee
- b. Discuss other communication avenues for notification of road closures etc.
- c. ITS / Intelligent Transportation System
- d. Hazardous Walk Review/ begins 2nd week of March
- e. House Bill 41
- f. Intersection improvements, 102nd Ave & 137th St N/Discussion/Clarification

V. COMMITTEE BUSINESS/UPDATES

- a. New Zone updates/Marshall Touchton

VI. OLD GENERAL BUSINESS

- a. Walking School Bus
- b. Summer Bridge

VII. NEXT MEETING

March 18, 2015 *9:00 “Royal Palm Room”

STEPS
(Schools Transportation & Enhanced Pedestrian Safety)
Committee Summary
DRAFT February 21, 2015

I. CALL TO ORDER/INTRODUCTIONS

Mike Burke calls to order the regular meeting of the STEPS committee at 9:00 a.m., Wednesday, February 18, 2015, in the Royal Palm Room at the Walter Pownall Service Center, Pinellas County Schools, Largo, Florida.

ATTENDEES:

<p>Pinellas County Schools , Assoc. Super., Facilities, Operations , Facilities, Operations, Safety & Security Manager , Facilities, Operations, Safety & Security Manager Jerry Reynolds, Facilities, Operations, Safety & Security Manager Tom McGinty, Facilities, Operations, Safety & Security Manager *****, Crisis Prevention Coordinator Mike Burke, Route & Safety Auditor, Transportation Department Stephanie Carrier, Transportation Department Laura Servo and Kelly Fasce - School Safety & Security *****, Demographic Specialist, Student Assignment</p> <p>Clearwater , City of Clearwater</p> <p>Clearwater PD Norman W. Runkle, Crossing Guard Program</p> <p>City of Dunedin Joan Rice</p> <p>City of Oldsmar Public Works *****</p> <p>City of Seminole - Business Community Partner- Citizen at Lodge Mecca Bellmore</p>	<p>Largo Police Department Kat Morgan/Sgt. Chris Burke</p> <p>City of Largo *****</p> <p>Pinellas County Robert Davis, Pinellas County Traffic</p> <p>Pinellas Park PD-Benson Dimaculangan, Michael Kloepfer</p> <p>City of Pinellas Park David Chase</p> <p>Pinellas County Sherriff's Office Sharon Lough, School Crossing Guard Supervisor Lt. Joni Goodley</p> <p>St. Petersburg PD Diana Schmidt, School Crossing Guard Supervisor</p> <p>City of St. Petersburg - Safety Harbor Public Works Ray Boler</p> <p>Tarpon Springs PD. *****</p> <p>Pinellas County All Children's Hospital SRTS - Tiffany Sabiel</p> <p>FDOT - Mahshid Arasteh, Safety Ambassador</p> <p>Tindale Oliver Consultant - *****</p> <p>Pinellas Cty Council PTA - Marci Edmiston</p>
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II. APPROVAL FROM LAST MEETING SUMMARY

The January 21, 2014, summary was approved.

III. SITE SPECIFIC

See attached spreadsheet.

IV. NEW GENERAL BUSINESS

- a. New general topics as introduced by committee.
- b. Zoning Updates
- c. Charter Schools
- d. Summer Bridge
- e. Data sharing for new development by municipalities

V. COMMITTEE BUSINESS/UPDATES

Mike Burke welcomes everyone, calls meeting to order by starting with introductions and motion accepted to approve January's summary minutes. Terry Huberty requests the need for discussion on other avenues of communication for notification of emergencies as lockdowns or road closures. Crossing Guard Supervisors feel the need to have a better contact with Principals so they can have guards in place for longer lengths of time if the need arises. Need to improve that communication. At one point a new school principal dismissed the kids a little early for good behavior and no one was aware of it. The schools need to stick to their bell schedule. It is suggested that Campus Police have a cell number to reach a school contact, that might be of help. Jurisdictions are informed that Summer Bridge is here to stay. If they did have a site, expect to plan on the same for next year. It is shared with Committee that summer construction will be happening on three campuses; Pinellas Park Elementary, Sawgrass Lake Elementary and Leila Davis. This gives a little heads up for Summer Bridge planning. With the explosion of new construction in the community, it is requested that we share any information that can impact our schools and municipalities. Robert suggests the need to keep the corridor fight for lighting going. He would like to go back and pursue again possibly using Safety Ambassador to help guide and resubmit new numbers. Marshall shares information on new Apartment Complex, Gateway North, 342 unit development. Expecting only 40-50 elementary students zoned for High Point. Lots of discussion as it is within the 2 mile walking distance, but is not a safe walk area. Marshall shares that the Superintendent has expressed a reluctance to make any zone changes. Mike Burke shares that over the next 2-2 1/2 years ITS will be rolling in. First project to kick off in January from 66th St from Park Blvd to US19. Sidewalks on Orion for Skycrest are being done by City of Clearwater to keep the kids out of the street. City to notify residents. Michael Burke shares that Hazardous Review will start on March 9, 2015. Laura to forward information with spreadsheet. St Pete will be the first locations that will be looked at.

Always on the radar is who is responsible for the frontage of Charter School sites. There are a total of five Plato Academies. We are not the legal guardians of Charter Schools. Marshall shares that we are looking at zoning to remain the same for our next school year. He also shares that district application period ended and 11,266 students applied for Magnet Schools. District is hoping that with the re-opening of Gulf Beaches and Kings Highway as technology attractors, we can pull some of our students back in our schools. Gary Tait did his presentation at the Sheriffs office covering safe walking, driving and biking. Also, is working through the SRO's at the schools. Group shares that is a great presentation. We still hope that since we have changed the Agenda it may encourage others to come and participate. We are a unique group and as we see annexations continue, there will be a sharing of jurisdictional boundaries. They would also have the opportunity to add items for new business and decide to leave at that point or stay for the additional information from STEPS.

VI. **OLD GENERAL BUSINESS**

Tiffany shares that there are six active Walking School Buses going strong at Melrose, Campbell Park, Sexton, Gulfport. Ozona is interested and possibly Safety Harbor. Gulf Beaches on board and so is East Lake MS hoping to start one up in December. Ridgecrest trying to get the one up and running again. Waiting to hear from McMullen Booth. High Point in beginning stages, 4 parents walking from Verona and Crestmont to 150th. Lot of work here due to language barrier. Continue to work on educating parents on safety with the help of interpreter. Fairmount Park starting this Friday, kick off walking from Child's Park, social workers trying to get parents on board. East Lake MS looking to kick off on February 4th on a monthly basis from Calvary Baptist Church on East Lake Rd. Church was awesome, had food for the kids, and plan on doing this once a month, Pastor even walked with the kids. First Middle School on board. Expecting more participation.

VII. **NEXT MEETING**

Wednesday, March 18, 2015, at 9:00 a.m. at Walter Pownall Service Center in the Royal Palm Room.

cc: Committee Members

BAC: MPO Bicycle Advisory Committee (Attn: Sarah Ward)
CTST: Community Traffic Safety Team (Marc Hanger)
PTAC: MPO Pedestrian Transportation Advisory Committee (attn: Sarah Ward)
STSC: MPO School Transportation Safety Committee (Attn: Gina Harvey)
Florida Suncoast Safe Kids Coalition (Attn: Jean Shoemaker)

VII. Site Specific

<u>Site</u>	<u>Discussion</u>	<u>Action Items</u>	STEPS School District Contact for Follow-up	STEPS Agency Contact for Follow-up
Anona	Car traffic blocking bus entrance/exit on Anona Heights, parents discharging students on Anona Heights, dumpster half in bus drive due to over head wires. Mike Burke suggests getting with the city of Largo. Flooding issue near parent loop.	Contact City of Largo regarding signs/road marking to not block drives, review relocating dumpster.	Jerry Reynolds	
Bardmoor Elementary	Principal requesting help in the morning and in p.m. with their circulation pattern.	Tom suggests a dismissal observation. Also suggest for principal to do an off-site safety form.	Tom McGinty	
Belleair Elementary	On going issues with flow of traffic, cones prevent cars from going around cars in driveway and turning left on Michigan.	Had a meeting with principal about the placing of cones.	Jerry Reynolds	
Cypress Woods Elementary Concern report #140136	Look at congestion on Cypress Woods Blvd. Robert has requested information for crosswalks for students coming from North pending review. County reviewing feasibility of sidewalks.	On-Site review meeting to be set, flow of students walking on north side of Cypress Wood Blvd. between East Lake Rd and eastern end of road.	Terry Huberty	Robert Davis Pinellas County
Dunedin Elementary	Visited this site this week. Needs to be re-visited with city and Crossing Guard PD. Very bad parent behavior. Discussion to fence and give the students a directed walk path. Parents refusing to use the signalized intersection with guards. Jerry would like a crosswalk between Patricia and NY.	Possibly put a gate and sidewalks on the east side for dismissal. Sharon Lough to reach out to Principal to educate. Tiffany to do a Walking School Bus- Terry H checking on need for additional sidewalk.	Jerry Reynolds	
East Lake Rd Corridor from Tampa Rd to Keystone #13076 #13084 #140146 #140153 #15050	Funding for street lighting is still being pursued with FDOT; SPEEDCHECK signs will be reviewed for Bryan Lane and RRFB.	Will pursue request for Street Lighting from FDOT that has been denied. Request for flashing beacons & speed feedback signs, support shown for flashing arrow and flashing amber lights so people are aware of entrance to school.		Robert Davis Pinellas County
Forest Lakes ES	Drainage construction work in progress. Arterial bus stop may be affected.	Could be a one year project, needs to be on radar.		

VII. Site Specific

<u>Site</u>	<u>Discussion</u>	<u>Action Items</u>	STEPS School District Contact for Follow-up	STEPS Agency Contact for Follow-up
Gulf Beaches Elementary Concern #15039	Mecca Bellmore requesting sign at car circle to restrict rt turns only during school hours. At 85th and Boca Ciega parents parking in Church and crossing 85th, stop sign is on Boca Ciega.	Onsite observation conducted at Gulf Beaches El on Oct 23 re: Safety Form #15039 Requesting St Pete Bch to move sign back.	Tom McGinty	City of St Pete Beach
High Point Elementary Travel to School Safety Concern # 13148, 14072, 14073, 14075, 14078	Crosswalk to be installed on 62nd St and Roosevelt. Sharon to set up site review as students were seen crossing there lately by Debra Jamarillo. Sharon shares that there will be a safety effort there and will do a 3 day on-site in the am and pm.	Pinellas County reviewing traffic control signs around school. Tiffany goes back with an interpreter to get parents on board.	Terry Huberty	Robert Davis
Largo Middle School	Traffic calming features 2nd Ave and 6th. During construction will require all buses to exit by way of stop light at Seminole Blvd, may require traffic light timing adjustments.	Expected start date, February-March 2015.	Jerry Reynolds	Largo PD
Leila Davis	Drive Ramps	Too steep, cars are bottoming out. Need to get with Himanshu.	Terry Huberty	
Mildred Helms EL	Informed about an IB program to start there. Concern for larger amount of student attendance and no room for traffic. Going from 2 buses to 8, 10, may need bus circle back. Transportation visits their Discovery Night to speak about their busing for Middle School Mid county and North county.	Check magnet student enrollment, following January magnet/career application period (Jan 7-16) 125 applications put in for magnet. Looking at student growth there. May need to look at additional buses and bus loop.	Jerry Reynolds	Largo PD
Mount Vernon EL #14076	Still need signatures from neighbors re:closing of street-during school hours for bus loop. Doug Abbott requesting petition. Six residents, 4 have signed, one refused and one not able to contact.	Petition to close road.	Doug Abbott Mike Burke	Michael Frederick
Oakhurst Elementary	Trying to freshen up the signage in the front of school. " No Parking" County to do striping. Parents are refusing to use the queuing. Robert sent an e-mail to pave and sign.	Parents will be required to sign in and out. Not sure if crossing was painted. Pending sidewalk construction at 102nd and 37th. Sharon shares concern about additional crossing.	Jerry Reynolds	Robert Davis

VII. Site Specific

<u>Site</u>	<u>Discussion</u>	<u>Action Items</u>	<u>STEPS School District Contact for Follow-up</u>	<u>STEPS Agency Contact for Follow-up</u>
Oldsmar Elementary Report # 13011 & 13048	Tim requesting to have yellow flashing light tied into the Ped Head, on demand. Will go back and request again, whatever it takes. Four other locations have these and we don't know what their issue is? Second issue, adult hit crossing SR 580 at Forest Lakes Blvd/St Petersburg Dr - north bound car on St Petersburg Dr turning left on to westbound SR 580. Is a protected left turn needed?	Need to follow up! Have support of Sheriff's Office. Received response from DOT. Denying the request again. Suggestion made to bring this up to STSC and Steven Benson DOT.	Terry Huberty	Tim Jacobson
Palm Harbor U HS #15038	Street Lighting. Student crosswalk poorly lit. Waiting on general permit to do work on right away. Move lighting closer to crosswalk w/LED lights. Looking at street light on Omaha. No confirmed date. Need to do application for Crossing at Alt 19 and Delaware.	Will put request in to DOT.	Terry Huberty	Robert Davis
Pinellas Preparatory Report #140108 &140130	No guards will be posted. City of Largo to meet with principal regarding signs and traffic flow. Request for school entrance ahead signs sent to Tom Washburn on 09/02/14.	Request for a defined school zone with flashing lights and reduced speed during the morning drop off and pick up times; signage not to block driveways. Interlocal agreement.	Robert Davis	
Plato Academy / Largo Report # 11162, 13027 K-8	Still working on sidewalk across and along 142nd Avenue to the west of the school. Work order is issued. County is reviewing all sidewalk projects, having to prioritize to match available funds.	Update on exact sidewalk/crossing location and schedule.		Robert Davis
Plato Academy / Tarpon Report # 13068, 13069, 13070, 13075, 13077, 13078,13082, 13125	Robert to get with administration and do speed study and observation. Mike Burke to get with Robert to do site review of arrival and dismissal. Speed and gap study still pending. Traffic study did not warrant decrease in mph.	Decision pending speed/gap study.		Robert Davis
Ridgecrest Elementary Report # 15045	Request Crossing guard at Gooden and 120th. Determined that it was not needed. Requesting completion of road in front of school.	Request to County to stripe a pedestrian cross walk for 119th/120th St at Gooden Crossing.	Jerry Reynolds	Robert Davis Pinellas County

VII. Site Specific

<u>Site</u>	<u>Discussion</u>	<u>Action Items</u>	STEPS School District Contact for Follow-up	STEPS Agency Contact for Follow-up
Seminole Elementary # 15049	Sharon did on-site observation . Several things need to be addressed. No word back from city-problem on 70th with residents. Crossing Guard and Regional Coordinator approached Sharon to add an additional Crossing Guard at 113th and 74th. One Guard out there now but the volume as increased and a couple of situations have come up and he does not feel safe out ther anymore and so they have requested a second guard. It is City of Seminole and Jeremy Hockenbury need to make decision but also Sharon suggests that the Principal initiate a Travel to School Safety Concern.	Update signage on Park Blvd., City of Seminole to put a temp crosswalk on 111th St and do an observation for students crossing in am., No parking signs, school to do connect ed message to advise parents of Patrol Citations. City to also discuss installation of feedback signs. School staff to be issued orange traffic vests.		
Seminole MS #14098 #14099 Bauder ES #140109 Seminole HS	Intersections Improvement Study initial findings reported by Volkert on 11/18/14. Studying 131st St & (82nd Ave, 86th Ave) and 125th St N & 86th Ave N. Recorded traffic and pedestrian activity in area. Major concern on 131st St in front of Seminole HS and 86th Ave N in front of Bauder ES. Looking at crash data. Will be seeking public input through County web site, to co-ordinate with PCS communications dep't.	County looking at relocating speed feed back signs. Sharon added another crossing guard at 86th and 131 on southeast corner total of 400 students being crossed there in the afternoon.	Tom McGinty	Robert Davis
Skyview Elementary #15056	Lack of organization. Tom McGinty to work on getting numbers for their loading zone in the parent loop. School needs to revamp and speed up dismissal process.	Will be reviewed again to see if things improve.	Tom McGinty	
Tarpon Springs HS	Not enough lumination. Matt met with engineers, did speed study, no speeding shown, crosswalk in, looking at sidewalks all the way down to Sunset Hills Elementary and 15 mph sign. Matt Geer to meet with principal. Possible increase of 150 wattage to luminars, need to look at changing bulbs and cost.	Robert promises to do a site review. Looking at just a regular flashing sign for arrival and dismissal times. On Duke Energy's request list!	Terry Huberty	Robert Davis
Windsor Academy Travel to School concern # 13142 & 13144	Looking for Crossing Guards, speed regulations, traffic signs for school that is shoehorned in at the dead end of street. 175 vehicles moving in and out. Increase to enrollment projection. No secondary egress on this property. Looking at putting No Parking signs. Addition completed. They have traffic circulation under control. Still waiting for certificate of occupancy for second floor. Went from 500 to 1000 student capacity actually doubled.	Speed signs need to be put on 45th Street and 54th Ave N. Will test Collaborative agreement. Signal Warrant Study at 45th St and 54th Ave. Robert left message with asst. principal about contacting his parents to look at other means of access.		

STEPS Agenda for December 17, 2014

School Transportation & Enhanced Pedestrian Safety Committee

Agenda for December 17, 2014, from 9:00a.m. – 11:30a.m

Walter Pownall Service Center (WPSC) Maintenance Training Room

1111 S. Belcher Road, Largo, FL 33773

WPSC is located at the northeast corner of Bryan Dairy & Belcher Road

(Visitor parking/entrance located on the south side of the building)

I. 9:00 INTRODUCTIONS

II. APPROVAL OF November 19, 2014 MEETING SUMMARY

III. SITE-SPECIFIC BUSINESS

- a. Please print out and bring a copy of the November 19, 2014 STEPS site specific summary
- b. New site-specific topics as introduced by committee
- c. Bryan Lane Corridor/East Lake MS/HS
- d. Gulf Beaches ES, traffic concerns.
- e. Mildred Helms, Clearwater/Largo Rd/Constructing Bank/Sidewalk closing
- f. High Point Elementary Safety Education Effort
- g. Oak Grove MS students are missing the bus in the morning and walking to school and crossing SR60. It is also reported that some students after leaving the bus are crossing SR60 to go to the Wawa.
- h. Outstanding Travel to School Safety Forms: List by # and Jurisdiction

IV. NEW GENERAL BUSINESS

- a. New general topics as introduced by committee
- b. Summer Bridge

V. COMMITTEE BUSINESS/UPDATES

- a. New Zone updates/Marshall Touchton

VI. OLD GENERAL BUSINESS

- a. Walking School Bus

VII. NEXT MEETING

January 21, 2015 *9:00 “Royal Palm Room”

STEPS
 (Schools Transportation & Enhanced Pedestrian Safety)
Committee Summary
DRAFT November 19, 2014

I. **CALL TO ORDER/INTRODUCTIONS**

Mike Burke calls to order the regular meeting of the STEPS committee at 9:00 a.m., Wednesday, November 19, 2014, in the Maintenance Training Room at the Walter Pownall Service Center, Pinellas County Schools, Largo, Florida.

ATTENDEES:

<p>Pinellas County Schools , Assoc. Super., Facilities, Operations , Facilities, Operations, Safety & Security Manager Terry Huberty, Facilities, Operations, Safety & Security Manager , Facilities, Operations, Safety & Security Manager Tom McGinty, Facilities, Operations, Safety & Security Manager ***** , Crisis Prevention Coordinator Mike Burke, Route & Safety Auditor, Transportation Department , Route & Safety Auditor, Transportation Department Laura Servo and Kelly Fasce - School Safety & Security Marshall Touchton, Demographic Specialist, Student Assignment</p> <p>Clearwater Himanshu Patni, City of Clearwater</p> <p>Clearwater PD Norman Runkles Jr</p> <p>City of Dunedin *****</p> <p>City of Oldsmar Public Works Tim Jacobson</p> <p>City of Seminole - Business Community Partner- Citizen at Lodge -</p>	<p>Largo Police Department Pat D'Arcangelo / Sgt. Ann Starling</p> <p>City of Largo *****</p> <p>Pinellas County Robert Davis, Pinellas County Traffic</p> <p>City of Pinellas Park David Chase</p> <p>Pinellas County Sherriff's Office Sharon Lough, School Crossing Guard Supervisor Lt. Jack Peterson</p> <p>St. Petersburg PD Diana Schmidt, School Crossing Guard Supervisor</p> <p>City of St. Petersburg *****</p> <p>Safety Harbor Ray Boler</p> <p>Tarpon Springs PD. *****</p> <p>Pinellas County All Children's Hospital SRTS - Tiffany Sabiel</p> <p>Cardno/FDOT - *****</p> <p>Tindale Oliver Consultant -</p> <p>Pinellas Cty Council PTA - *****</p>
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II. **APPROVAL FROM LAST MEETING SUMMARY**

The October 15, 2014, summary was approved.

III. **SITE SPECIFIC**

See attached spreadsheet.

IV. **NEW GENERAL BUSINESS**

- a. New general topics as introduced by committee.
- b. Zoning Updates
- c. Charter Schools
- d. Summer Bridge
- d. Data sharing for new development by municipalities
- e. 'Operation Safe' re:pedestrian/traffic education and enforcement effort

V. **COMMITTEE BUSINESS/UPDATES**

Mike Burke call calls meeting to order and starts with introductions and motion accepted to approve October's summary minutes. Joe Zihala, Coordinator, Warehouse, delivered the pamphlets from MPO, Walk Smart, on bike and pedestrian safety to our schools. Marshall shares that the 10 Day count was completed. There was a modest increase in enrollment but, most were charter school students. Jurisdictions are informed that Summer Bridge is here to stay. If they did have a site, expect to plan on the same for next year. It is shared with Committee that summer construction will be happening on three campuses; Pinellas Park Elementary, Sawgrass Lake Elementary and Leila Davis. This gives a little heads up for Summer Bridge planning. With the explosion of new construction in the community, it is requested that we share any information that can impact our schools and municipalities. Robert suggests the need to keep the corridor fight for lighting going. He would like to go back and pursue again possibly using Safety Ambassador to help guide and resubmit new numbers. Terry Huberty, our liaison for TBARTA continues to communicate with campuses to encourage engagement. Marshall shares information on new Apartment Complex, Gateway North, 342 unit development. Expecting only 40-50 elementary students zoned for High Point. Lots of discussion as it is within the 2 mile walking distance, but is not a safe walk area. Concern about Oak Grove MS students that are missing the bus in the morning and walking to school and crossing SR 60. It is also reported that some students after leaving bus are crossing SR 60 to go the the WAWA. Concern reported from parent of 74th St. regarding the crossing at Tyrone and 38th St. being unsafe. Complaint of homeless people living under there. No busing is available as it is under the 2-mile rule, consensus of committee feel at some point it is the parents responsibility to get their children to school.

Another big issue that needs to be looked at who is responsible for the frontage of Charter School sites. There are a total of five Plato Academies. Windsor Academy is in process of redevelopment and under construction, they are having issues. We are not the legal guardians of Charter Schools. Marshall shares that we are looking at zoning to remain the same for our next school year. District is hoping that with the re-opening of Gulf Beaches and Kings Highway as technology attractors, we can pull some of our students back in our schools. We still hope that since we have changed the Agenda it may encourage others to come and participate. We are a unique group and as we see annexations continue, there will be a sharing of jurisdictional boundaries. They would also have the opportunity to add items for new business and decide to leave at that point or stay for the additional information from STEPS.

VI. **OLD GENERAL BUSINESS**

Tiffany Sabiel working hard to encourage schools to buy in to the Walking School Bus. Tiffany shares that they have six Walking School Buses going strong at Melrose, Campbell Park, Sexton, Gulfport. High Point hopefully on way in Dec. Ozona is interested and possibly Safety Harbor. Gulf Beaches on board and so is East Lake MS hoping to start one up in December. Ridgecrest trying to get the one that was going up and running again. Waiting to hear from McMullen Booth.

VII. **NEXT MEETING**

Wednesday, December 17, 2014, at 9:00 a.m. at Walter Pownall Service Center in the Royal Palm Room.

cc: Committee Members

BAC: MPO Bicycle Advisory Committee (Attn: Sarah Ward)
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<u>Site</u>	<u>Discussion</u>	<u>Action Items</u>	STEPS School District Contact for Follow-up	STEPS Agency Contact for Follow-up
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Cypress Woods Elementary Concern report #140136	Look at congestion on Cypress Woods Blvd. Robert has requested information for crosswalks for students coming from North pending review.	Site review, students walking/biking crossing Cypress Woods Blvd.		Robert Davis Pinellas County
Dunedin Elementary	Visited this site this week. Needs to be re-visited with city and Crossing Guard PD. Very bad parent behavior. Discussion to fence and give the students a directed walk path. Parents refusing to use the signalized intersection with guards. Jerry would like a crosswalk between Patricia and NY.	Possibly put a gate and sidewalks on the east side for dismissal. Sharon Lough to reach out to Principal to educate. Tiffany to do a Walking School Bus- Terry H checking on need for additional sidewalk.	Jerry Reynolds	
East Lake Rd Corridor from Tampa Rd to Keystone #13076 #13084 #140146 #140153 #15050	Funding for street lighting is still being persued with FDOT; all study locations have been treated with: SCHOOL ADVANCE WARNING and CROSSING signs with SCHOOL word pavement markings; TURNING VEHICLES STOOP FOR PEDESTRIANS signs; request for SPEEDCHECK signs will be reviewed on an intersection by intersection basis.	Will persue request for Street Lighting from FDOT that has been denied. Request for flashing beacons & speed feedback signs, support shown for flashing arrow and flashing amber lights so people are aware of entrance to school.		Robert Davis Pinellas County
Forest Lakes ES	Construction Work in progress. Arterial bus stop may be affected.	Could be a one year project, needs to be on radar.		
Gulf Beaches Elementary	Rick Stelljes, Chief of School's Police received request from Clint Herbic/Dr. Greco regarding signage concern on Blind Pass Rd. Mecca Bellmore did a study and she does not believe there is appropriate signage. Looking to Wayne Ponder and Robert Davis to help address. Jurisdiction is under State. FDOT was not aware school was reopened. Engineer needs to look into this. Sharon Lough makes it clear that there is not a danger there with crossing guards. 12 students - 18 crossing there consistantly.	Onsite observation conducted at Gulf Beaches El on Oct 23 re: Safety Form #15039 Wayne Ponder wrote a letter for signage request to Kevin Dunn. Needs to be up to today's codes. Needs to be filtered through school district for recommendations, but also FDOT involvement.	Tom McGinty	City of St Pete Beach
High Point Elementary Travel to School Safety Concern # 13148, 14072, 14073, 14075, 14078	School ahead sign relocated. New signage put up , no parking anytime in front of school. "No stopping, standing or parking" signs to be put up at all school frontages in county. Deputy Wilson requests Robert Davis to relay this information to Principal. Deputy Wilson sits on PTA Board.	Pinellas County reviewing traffic control signs around school. Deputy Wilson requestsspeed feed back signs along frontagees of 150th and 58th St. Tiffany goes back with an interpretor to get parents on board.	Terry Huberty	Robert Davis

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Mount Vernon EL #14076	Still need signatures from neighbors re:closing of street-during school hours for bus loop. Doug Abbott requesting petition.	Petition to close road.	Doug Abbott Mike Burke	Michael Frederick
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From: [Miller, Susan J](#)
To: [Knoebel, Sandra L](#)
Subject: FW: Safe Routes to School National Partnership Announces Cassandra Isidro as New Executive Director
Date: Wednesday, March 18, 2015 1:31:57 PM

Susan J. Miller

Pinellas MPO

Bicycle/Pedestrian Planning

(727) 464-8250

(727) 464-5679

smiller@pinellascounty.org

All government correspondence is subject to the public records law.

From: Safe Routes to School National Partnership
[mailto:info=saferroutespartnership.org@mail35.wdc01.mcdlv.net] **On Behalf Of** Safe Routes to School National Partnership
Sent: Wednesday, March 18, 2015 11:18 AM
To: Miller, Susan J
Subject: Safe Routes to School National Partnership Announces Cassandra Isidro as New Executive Director

The Safe Routes to School National Partnership announces Cassandra Isidro as new Executive Director.

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Oakland, CA (March 18, 2015) The Safe Routes to School National Partnership announced today that Cassandra Isidro has been named as their new Executive Director. "The Safe Routes to School National Partnership Board of Directors is thrilled to welcome Cassandra to our organization," said Risa Wilkerson, Board Chair. "Cassandra has a strong history of organizational leadership with an emphasis on cultivating partnerships. We are confident in her ability to build on the collaborative efforts of the field as the movement evolves."

Isidro brings the organization more than 20 years of executive leadership, program planning and development experience in the nonprofit sector. Her background in public health education, combined with an MBA, provides a strong foundation for her new role as executive director for the National Partnership. Isidro has served as executive staff for the Hawaii State Chapter of the America Red Cross, the USO of Hawaii and most recently led development and partnership efforts for the American Medical Student Association and the Society of Health and Physical Educators (SHAPE America). Cassandra has a deep commitment to ensuring the health of our nation's youth and in her most recent position for SHAPE America provided leadership and support for the build and launch of Let's Move! Active Schools, of which the National Partnership is a supporting organization.

"The National Partnership has a powerful mission, strong leadership and committed staff. I could not be more excited about this opportunity to serve the organization at this time of growth," said Isidro. "Throughout my career I have dedicated my efforts to resilient and healthy communities and I look forward to

building on that work at the National Partnership to create safe and healthy neighborhoods for all kids.”

Since 2005, the National Partnership has been improving the quality of life for kids and communities by promoting active, healthy lifestyles and safe infrastructure that supports bicycling and walking. The National Partnership advances policy change; catalyzes support for safe, active, and healthy communities with a network of more than 700 partner organizations; and shares its expertise at national, state, and local levels with those who are helping propel this mission and vision forward.

During 2015, the National Partnership will be celebrating its 10th anniversary of providing critical leadership to the national active transportation movement. In addition, Isidro and board will be updating their five-year strategic plan in collaboration with key partners, expanding our policy reach to new states and regions, and launching the Fire Up Your Feet program in new communities.

“We are looking forward to moving our mission forward under Cassandra’s leadership,” Wilkerson said. Founder and board member, Deb Hubsmith, added, “I believe Cassandra will thrive in her new position as Executive Director. She brings excellent professional experience, enthusiasm and a collaborative attitude.”

Isidro will join the Safe Routes to School National Partnership on April 6, 2015 and will work from the Washington DC area, leading a staff team located across the country. For more information about the National Partnership and its programs and initiatives, visit saferoutespartnership.org.

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From: [Miller, Susan J](#)
To: [Knoebel, Sandra L](#)
Subject: FW: National Center for Safe Routes to School and Schwinn Join Together for the Second National Bike to School Day Helmets on Heads Bike Share Giveaway
Date: Wednesday, March 18, 2015 1:32:29 PM

Susan J. Miller

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From: National Center for Safe Routes to School
[mailto:news=saferoutesinfo.org@mail187.atl121.mcsv.net] **On Behalf Of** National Center for Safe Routes to School
Sent: Tuesday, March 17, 2015 1:37 PM
To: Miller, Susan J
Subject: National Center for Safe Routes to School and Schwinn Join Together for the Second National Bike to School Day Helmets on Heads Bike Share Giveaway

Register now to be entered into drawings to win Schwinn bikes and helmets for your school.

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[Visit www.walkbiketoschool.org.](http://www.walkbiketoschool.org)



National Bike to School
Day 2015:
Schwinn's Helmets on
Heads Bike Share
Giveaway

CHAPEL HILL, N.C. (March 17, 2014) —[The National Center for Safe Routes to School](#) and [Schwinn's Helmets on Heads program](#) are teaming up again to celebrate Bike to School Day with the National Bike to School Day Helmets on Heads Bike Share Giveaway. This second annual Bike Share Giveaway will provide 10 bikes and 20 helmets to 10 schools and community organizations across the US.

Last year's National Bike to School Day Helmets on Heads Bike Share Giveaway was a wonderful success. Ten schools from Connecticut, Florida, Indiana, Massachusetts, Michigan, Montana, North Carolina and Virginia were awarded bikes and helmets for their communities. Schools were able to support many different kinds of bicycling programs including one program that established bike share opportunities for homeless

students and another that gave children with special needs access to bicycles for the Special Olympics.

Helmets on Heads is a comprehensive initiative committed to educating one million kids about bike helmet safety over 10 years. Each year Helmets on Heads engages with educators, local communities, and families by providing information and resources to get involved and take action on helmet safety.

“Schwinn, through the Helmets on Heads initiative, is thrilled to team up with the National Center for Safe Routes to School again this year to support bicycling and helmet safety,” said Milissa Rick, Senior Director of Marketing for Schwinn. “We want to encourage children to ride safely every time they get on a bike, and National Bike to School Day is a wonderful way to support these efforts.”

“We are very excited to be working with Schwinn again this year to help support schools and communities in encouraging safe bicycling and helmet use for students,” said Lauren Marchetti, Director of the National Center for Safe Routes to School, which serves as the coordinating agency for National Bike to School Day.

Bike to School Day, May 6, 2015, is a national event that gives communities across the country the opportunity to join together in bicycling to school on the same day. The national event is part of the movement for year-round safe routes to school and encourages biking to school as a healthy way for kids and families to make their school commute fun and active.

Individuals, schools and organizations that [register](#) their Bike to School Day event online are eligible to win one of the ten drawings for Schwinn’s bike and helmet giveaway. Each giveaway will include 10 bicycles and 20 helmets to be awarded to a winning school.

Drawings will begin on Wednesday April 15th. Winners will be announced weekly on the Safe Routes to School and Schwinn Facebook pages. For more giveaway details visit <http://walkbiketoschool.org/helmets-on-heads-bike-share-giveaway>.

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About the National Center for Safe Routes to School

Established in May 2006, the National Center for Safe Routes to School assists states and communities in enabling and encouraging children to safely walk and bicycle to school. The National Center serves as the information clearinghouse for the federal Safe Routes to School program with funding from the U.S. Department of Transportation Federal Highway Administration. Part of the University of North Carolina Highway Safety Research Center, the National Center also provides technical support and resources and coordinates online registration efforts for U.S. Walk to School Day and Bike to School Day and facilitates worldwide promotion and participation. For more information, visit www.saferoutesinfo.org or www.walkbiketoschool.org.

About Helmets on Heads

Helmets on Heads is a comprehensive initiative from Schwinn meant to encourage and educate bike riders of all ages on the importance of wearing helmets. In 2014, we have

partnered with the National Center for Safe Routes to School to reach and engage educators, local communities, and families across the U.S., with information and resources to get involved and take action on helmet safety. Helmets on Heads is committed to educating one million kids about bike helmet safety over 10 years. Helmets on Heads is driven by a desire to have every rider wearing a helmet. Learn more at www.helmetsonheads.org.

About Schwinn

Founded in 1895, Schwinn is an American icon, building some of the best-known and best-loved bicycles of all time. With a continued dedication to quality, forever synonymous with the Schwinn name, America's most famous bicycle brand looks forward to providing another century of innovation and performance to people of all ages. Information about Schwinn bicycles is available at www.SchwinnBikes.com. Be sure to follow Schwinn on Twitter at @RideSchwinn and like Schwinn on Facebook at Ride Schwinn.

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SCHOOL TRANSPORTATION SAFETY COMMITTEE TRAFFIC OPERATIONAL REVIEWS

(Revised January 31, 2011)

<i>SCHOOL</i>	<i>PROJECT</i>	<i>STATUS</i>
McMullen-Booth Elementary	Union Street Signal	Complete
Highland Lakes	Flasher Installation	Complete
Dunedin Middle	Project Coordination	Complete
Tarpon Springs Middle	Signage, Enforcement, Education	Complete
Gibbs High School	34th Street Access	Complete
Ridgecrest Elementary	Ulmerton Road/119th Street Crossing	Complete
Madeira Beach Elementary	Intersection Enhancement	Complete
Sunset Point Road, west of Betty Lane	Bridge over Ditch	Complete
School Bus Stops on Major Roads	School System to Review	Complete
Seminole Schools	Signal Timing Enhancements	Complete
Sutherland Elementary (Belcher)	15 mph Speed Control/on-site circulation	Complete
Countryside High School	Traffic Study	Complete
Countryside High School	Bus Access Signal-not recommended	Complete
Largo High School	Traffic Study/Bus Circulation	Complete
Tarpon Springs Elementary School	Temporary Site at Tarpon Springs Middle	Complete
Palm Harbor University High School	On-site Circulation/Area Signs/DE Lot	Complete
US Highway 19 bus stops	Evaluation and relocation of unsafe stops	Complete
Palm Harbor University High School	Alternate 19 Traffic Signal Installation	Active
Seminole Schools	Int. Design/Drainage/Traffic Study/Sidewalk	In Process
Sunset Point Road, west of King Hwy	Sidewalks	In Process
School Bus Routes/Stops	Gated Community Access	Complete
Plumb Elementary School	Traffic Study/Street Lights	Complete
15 mph school zone study	Evaluation of all schools for 15 mph zones	Complete
Sexton Elementary School	Safety study complete	Complete
Oldsmar	Safe walk route along S.R. 580	Complete
Oldsmar	Flashers	Pending
Bryan Lane Lighting	Install Street Lights	In Process
San Jose Elementary School	Intersection Safety/Busing	Complete
Largo High School	Reconstruction	Active
East Lake High School	New Middle School Facility	Active
Windsor Academy	Traffic Operations Review	Complete
Plato Academy	Traffic Operations Review	Sch. 10/2015
Academy of Math & Science	Traffic Operations Review	Pending