



TECHNICAL COORDINATING COMMITTEE  
(TCC) MEETING AGENDA  
April 19, 2023 – 2:00 p.m.  
310 Court Street, 1<sup>st</sup> Floor Conf. Room  
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

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1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MEETING SUMMARY**
3. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**
4. **PERFORMANCE MEASURES AND TARGETS**
5. **2050 SOCIOECONOMIC DATA PROJECTIONS**
6. **BUS STOP PRIORITIZATION CRITERIA**
7. **INFORMATIONAL ITEMS**
  - A. SPOTLight Emphasis Areas Update
  - B. Forward Pinellas Board Executive Summary
  - C. Traffic Fatalities Map
  - D. Tentative Future Agenda Topics
8. **OTHER BUSINESS**
9. **ADJOURNMENT**

**NEXT MEETING – MAY 24, 2023**

Join Zoom Meeting for Public viewing and comment only

<https://us02web.zoom.us/j/89768526520?pwd=WWJsL2pqZzVmUzFXVUIwL04zcG9Ddz09>

Meeting ID: 897 6852 6520

Passcode: 018925

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**Technical Coordinating Committee – April 19, 2023**

**2. Approval of Meeting Summary**

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**SUMMARY**

The meeting summary for the March 22, 2023, meeting is attached for review and approval.

**ATTACHMENT(S):** TCC Meeting Summary – March 22, 2023

**ACTION:** Provide recommendation regarding meeting summary.

**SUMMARY OF THE  
TECHNICAL COORDINATING COMMITTEE  
MEETING MARCH 22, 2023**

The following is a summary of Forward Pinellas Technical Coordinating Committee meeting held on March 22, 2023, at 310 Court Street, 1<sup>st</sup> Floor Conference Room, Clearwater, FL.

**Members Present**

Joan Rice, Chair	Pinellas County Public Works Traffic
Frances Leong-Sharp, Vice Chair	City of Dunedin Planning
David Chase	City of Pinellas Park – Storm Water/Transport
Cecilia Chen	City of Safety Harbor
Mona Gabriel	Pinellas County Public Works Engineering
Mark Griffin	City of Gulfport
Caroline Lanford	City of Tarpon Springs
Jacob Marchand	City of Oldsmar
Cory Martens	City of Clearwater Traffic
Cheryl Stacks	City of St. Petersburg–Transport and Parking
Barry Westmark	City of Largo Engineering
Autumn Westerman	Pinellas County Public Schools
Katheryn Younkin	City of Treasure Island

**Members Absent**

Sue Bartlett	City of Dunedin Engineering
Brandon Berry	City of St. Pete Beach
Evan Birk - Zoom	City of St. Petersburg-Engineer & Capital Improv
Brian Ellis	TBRPC
Alaina Grundy	City of St. Pete Beach
Taylor Hague	City of Largo Planning
Hetty Harmon	City of Indian Rocks Beach
Jacob Labutka	PSTA
Jayne Lopko	City of Clearwater
Derek Reeves - Zoom	City of Pinellas Park
Sheila Schneider	Pinellas County Air Quality
Scott Swearingen - Zoom	Pinellas County Planning
Tom Whalen - Zoom	City of St. Petersburg Planning and Eco. Dev.
Wesley Wright	City of Seminole

**Others Present**

Jensen Hackett - Zoom	FDOT
Ann Venables	Pinellas County Public Works
Rebecca Moistner	City of St. Petersburg
Kathy Gademer	City of Dunedin Planning
Chelsea Favero	Forward Pinellas
Kyle Simpson - Zoom	Forward Pinellas
Ariane Martins - Zoom	Forward Pinellas

1. **CALL TO ORDER**

TCC Chair, Joan Rice called the meeting to order at 2:00 p.m. and asked everyone to introduce themselves.

2. **APPROVAL OF SUMMARY**

The summary of the February 22, 2023, committee meetings were approved with no corrections.

3. **FY 2019/20 – FY 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**

There were no proposed TIP amendments.

4. **TRANSPORTATION PROJECT PRIORITIES**

Chelsea Favero, Forward Pinellas staff, reviewed with the committee the current list of Transportation Priorities. One of the biggest roles at Forward Pinellas is to advance transportation projects to the state and federal level for funding. No project can receive state or federal funding in Pinellas County unless it is on the adopted priority list. Each year, the priorities list is reviewed, removing completed projects, advancing funded projects to the top of the priority list, and adding new projects to the bottom of the list for FDOT to consider while developing the work program. All projects remain on the list until they are completed.

**1) Multimodal Priority List** is the most expansive list and includes roadway, transit, bicycle, and pedestrian projects. It is the broadest in terms of the types of funding available. The top part of the list consists of funded projects, and the bottom includes the unfunded projects. If a project appears shaded, that indicates that there was a change to the project's status from the last update, such as the project being completed, advanced due to funding received or that it is currently underway. Projects were reviewed and questions were taken and appropriately answered. There was no action today for this item, it will return next month for action.

**2) Transportation Alternatives (TA) Program Priority List** is limited to projects that address bicycle and pedestrian travel. Like the Multimodal Priority list, shaded projects indicate a change to the project since the last list was presented. The two projects in blue are priorities from last year for the City of St. Petersburg that received funding and are moving into the work program. Projects were reviewed and questions were taken and appropriately answered.

Staff will continue to refine the lists and bring the lists back for action in April or May. Additional questions were taken and appropriately answered.

5. **US 19 EXPRESS BUS STUDY**

Chelsea Favero, Forward Pinellas staff, shared a presentation with the committee on the US 19 Express Bus Study, led by TBARTA and since transferred to Forward Pinellas and the Pasco MPO to take over and complete. The objective of study was evaluated rapid or express bus transit service connecting SR 52 to the Gateway Intermodal Center. The

study area was broken into four segments defined as: segment 1 – SR52 – SR 54 (at grade); segment 2 – SR 54 to Nebraska Avenue (at grade); segment 3 – Nebraska Avenue to Ulmerton Road/Roosevelt Blvd (elevated); segment 4 – US19 to the Gateway Intermodal Center (at grade). A performance evaluation process was conducted to consider station areas, alignments, and a preliminary concept of operation. The final recommendation is for an express bus project with a capital cost summary of approximately \$7,100,000. The express bus project could serve as the basis for additional transit investment in the future, as ridership grows. Forward Pinellas and Pasco MPO staff will be working with the two counties and municipal governments to identify local matching dollars so that this project can advance into implementation. Questions were taken and appropriately answered.

## **6. SCHOOL BUS STOP SAFETY PRIORITIZATION**

Ms. Favero shared information on the School Bus Stop Safety Prioritization. The School Transportation Safety Committee (STSC), is made up of school board members, elected officials and technical representatives from throughout Pinellas County. Following a student fatality in August 2022, there has been a lot of discussion about ways to make student transportation to schools safer. The STSC has tasked Forward Pinellas with bringing everyone together to talk about school bus safety and to identify possible improvements at bus stop locations. There nearly 9,000 bus stops throughout Pinellas County and all of them meet the safety standards set by the state. Forward Pinellas is proposing a technical process that all the local governments can buy into and support to make school bus stops even more safe than they already are. Staff would like to get some consensus from local government partners on what that criteria could look like to help prioritize stops for additional infrastructure investment. Draft criteria were presented and it was suggested and agreed upon for the TCC to meet one hour before the next scheduled meeting to focus discussion on this subject. Discussion ensued where questions were taken and appropriately answered.

## **7. INFORMATIONAL ITEMS**

**A.** Changing the April meeting to April 19, 2023. The County Employee Appreciation Day is April 26, 2023 and conflicts with the regularly scheduled TCC meeting date.

**B.** SPOTlight Emphasis Areas update.

Ms. Favero shared that the Waterborne Transportation Subcommittee met on March 15, 2023, and discussed various opportunities for more Waterborne Transportation, however funding and a local match are still a barrier to service expansion. There is a state earmark request for the Clearwater Ferry that is moving forward.

**C.** Board Action Sheets – March 8, 2023, attached.

**D.** Traffic Fatalities Map attached

**E.** Tentative Future Agenda Topics:

- Call for Projects Applications
- 2050 Socioeconomic Data Projects
- Regional Needs Assessment

8. **OTHER BUSINESS**

Ms. Favero shared Forward Pinellas is working with the Federal Highway Administration on the Safe Streets and Roads for All grant. The two agencies will be meeting in early April to discuss next steps in receiving the funds for the Safe Streets Pinellas project, in partnership with our local governments. It could be a couple more months before projects funded by the grant can begin due to the reimbursement process and the need to develop funding agreements. More information will be forthcoming.

The Pinellas Trail survey will be taking place in-person on March 24<sup>th</sup> and 25<sup>th</sup>. Members from Parks, Public Works, Forward Pinellas, and volunteers will be on The Trail with their clipboards. The survey is also available online.

Francis Leong-Sharpe also shared that on March 24, 2023, the City of Dunedin will be celebrating Florida Bike Month with tables representing the different organizations as well as FDOT, handing out some goodies and educational materials. This will be set up at the Skinner Blvd. Trail crossing from 10:00 am – 2:00 pm.

Also on Friday is the TMA Leadership Group meeting which will be live streamed if anyone is interested in the regional transportation conversation.

The next meeting is scheduled for April 26, 2023, at 310 Court Street, Clearwater.

9. **ADJOURNMENT** 2:56 pm

## Technical Coordinating Committee – April 19, 2023

### 3. Proposed Modification to the Transportation Improvement Program (TIP)

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#### **SUMMARY**

The Florida Department of Transportation (FDOT) is requesting that Forward Pinellas, in its role as the metropolitan planning organization, approve two amendments to the Transportation Improvement Program (TIP). These TIP amendments involve federal funds, which require not only a TIP amendment with Forward Pinellas' current TIP, but also with the State TIP (STIP). These amendments will not impact any other projects in the TIP.

- **Amendment #1- 446973-1**, SR 694/Gandy Boulevard EB Exit Ramp and Frontage Road at 94th Ave N. The total project cost is \$1.529M and includes the additional of a new signal at the off ramp on 94th Ave N. This project is in Fiscal Year 2024, however, federal authorization is needed prior to the end of Fiscal Year 2023 (June 30).
- **Amendment #2- 452689-1**, Solar Powered Zero-Emission Bus and Facility Charging Infrastructure. A \$2.5M FTA grant has been awarded to PSTA for a Solar Powered Bus and Facility Charging. The amendment is necessary to reflect the funding in the TIP so that PSTA can proceed.

#### **ATTACHMENT(S):**

- 446973-1 Amended STIP Page
- 446973-1 Amended TIP Page
- 452689-1 Amended STIP Page
- 452689-1 Amended TIP Page

**ACTION:** Recommend Approval of the Amendments to the Transportation Improvement Program (TIP)





		MANAGED BY FDOT								
	DIH	CST	0	1	2,130,493	2,920,926	1,505,696	3,800,885	0	10,358,001
254488	5 AD	STATE HIGHWAY CONSTRUCTION CONTINGENCY								
		MANAGED BY FDOT								
	ACSA	CST	0	40,318	6,210	0	0	0	0	46,528
	DDR	CST	0	536,532	1,284,842	2,313,082	1,241,929	3,750,054	0	9,126,439
254572	1 AD	CEI CONSTRUCTION CONTINGENCY DISTRICT WIDE, PHASE 62								
		MANAGED BY FDOT								
	DDR	CST	0	733,618	1,366,110	1,500,000	558,257	0	0	4,157,985
	SA	CST	0	42,806	0	469,963	0	0	0	512,769
Funding Source Balance Before Change										
Change				1,353,275	6,317,011	7,203,971	3,305,882	7,550,939		25,731,078
Funding Source Balance After Change				1,353,275	4,787,655	7,203,971	3,305,882	7,550,939		24,201,722
Net Change to Funding Source					-1,529,356					-1,529,356
Proposed Project Before Change										
Proposed Project After Change					1,529,356					1,529,356
Net Change to Project					1,529,356					1,529,356
Net Change to Funding Source					-1,529,356					-1,529,356
Net Change to Proposed Project					1,529,356					1,529,356
Net Change to STIP										

**Notes:**

STIP Added on: 3/9/2023; By: Suzanne Monk; Of: FI DOT

[View in Print Suitable Format](#)

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:  
Office of Work Program and Budget - Federal Aid Management  
Denise Strickland: [Denise.Strickland@dot.state.fl.us](mailto:Denise.Strickland@dot.state.fl.us) Or call 850-414-4491

Application Home: [Return to The STIP Home Page](#)  
Office Home: [Office of Work Program and Budget Employee Portal](#)

**HIGHWAYS**

Item Number: **446973 1** Project Description: **SR 694/GANDY BLVD EB EXIT RAMP AND FRONTAGE RD AT 94TH AVE N**  
District: 07 County: PINELLAS Type of Work: TRAFFIC OPS IMPROVEMENT Project Length: 0.123MI  
Extra Description: REALIGNMENT OF OFF RAMP

Phase / Responsible Agency		Fiscal Year							All Years
		<2023	2023	2024	2025	2026	2027	>2027	
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
Fund Code:	ACSA-ADVANCE CONSTRUCTION			431,440					<b>431,440</b>
	DDR-DISTRICT DEDICATED REVENUE			461,621					<b>461,621</b>
	SA-STP, ANY AREA			616,172					<b>616,172</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			20,123					<b>20,123</b>
<b>Project Totals</b>				<b>1,529,356</b>					<b>1,529,356</b>

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

**Transportation Improvement Program Amendment  
FY2022/23 - 2026 /27**

**\*\* This STIP is in an MPO Area \*\***

STIP Amendment Number:

**TIP Page Number: Attached**

On **Wednesday, March 8, 2023**, the **Forward Pinellas** Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. **This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.**

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: **TBD**)

This document has not been approved

Metropolitan Planning Organization Chairman or Designee  
[Forward Pinellas](#)

This document has not been approved

FDOT District Representative or Designee District **07**

This document has not been approved

Federal Aid Management Manager or Designee

This document has not been approved

Federal Authorization

STIP amendment criteria:

**A - The change adds new individual projects to the current STIP**

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

**E - The MPO is not in an air quality non-attainment or maintenance area.**

**This project is not subject to the requirements of 23 CFR 667, where repair and reconstruction was required from two or more permanent emergency events at this location.**

**Project Name 452689-1; SOLAR POWERED ZERO-EMMISION BUS AND FACILITY CHARGING INFRASTRUCT**

Status	ITEM	Ver	Description								All Years	
				Fund	Phase	< FY 2023	FY 2023	FY 2024	FY 2025	FY 2026		FY 2027
Original STIP	448852	1	AD	PSTA DISCRETIONARY ELECTRIC BUSES AND CHARGE STATION 5339(B)								
				<b>Not Available</b>								
			FTA	CAP	0	1,239,710	0	0	0	0	0	1,239,710
Proposed Project	448852	1	AM	PSTA DISCRETIONARY ELECTRIC BUSES AND CHARGE STATION 5339(B)								
				MANAGED BY PINELLAS COUNTY								
			FTA	CAP	0	19,638,710	0	0	0	0	0	19,638,710
Funding Source After Change					0	0	0	0	0	0	0	0
Funding Source Balance Before Change						2,500,000						2,500,000
Funding Source Balance After Change												
Net Change to Funding Source						-2,500,000						-2,500,000
Proposed Project Before Change												
Proposed Project After Change						2,500,000						2,500,000
Net Change to Project						2,500,000						2,500,000
Net Change to Funding Source						-2,500,000						-2,500,000
Net Change to Proposed Project						2,500,000						2,500,000
Net Change to STIP												

**Notes:**

STIP Added on: **2/10/2023**; By: **Jensen Hackett**; Of: **FI DOT**

STIP Note Added on: **2/10/2023**; By: **Jensen Hackett**; Of: **FI DOT**; Comments: **FTA funds are non-budgeted, and a fund source is not required.**

**FLP: TRANSIT**

**Item Number:** 452689 1 **Project Description:** SOLAR POWERED ZERO-EMISSION BUS AND FACILITY CHARGING INFRASTRUCTURE

**District:** 07 **County:** PINELLAS **Type of Work:** PUBLIC TRANSPORTATION SHELTER **Project Length:** 0.000

**Extra Description:** CONSOLIDATED APPROPRIATIONS ACT

Phase / Responsible Agency	Fiscal Year						
	<2023	2023	2024	2025	2026	>2026	All Years
<b>CAPITAL / MANAGED BY PINELLAS COUNTY</b>							
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION		2,500,000					2,500,000
<b>Item: 452689 1 Totals</b>		<b>2,500,000</b>					<b>2,500,000</b>
<b>Project Totals</b>		<b>2,500,000</b>					<b>2,500,000</b>

## Technical Coordinating Committee – April 19, 2023

### 4. Performance Measures and Targets

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#### **SUMMARY**

FHWA requires MPOs to adopt performance targets for defined pavement condition, bridge condition and system performance measures, and to demonstrate progress towards meeting those targets on an annual basis. The targets are a part of a performance-based, out-come driven planning process. Progress is made towards the selected targets through the projects that Forward Pinellas includes in the Transportation Improvement Program (TIP) for funding. MPOs throughout the state have the option of supporting the performance targets that are set by the Florida Department of Transportation (FDOT) or setting their own. In December 2022, FDOT adopted targets for the statewide network of National Highway System (NHS) roadways.

Forward Pinellas staff has reviewed the data provided by FDOT against the targets set by the state and determined that NHS roads in Pinellas County are within the targets set for the state as a whole. Forward Pinellas staff is recommending supporting the statewide targets for all measures, with the exception of pavement condition on non-interstate NHS roadways. This recommendation is due the high number of lane miles of non-interstate NHS roadways within Pinellas County and the volume of users these roadways handle. By setting the same target for all NHS roadways, Forward Pinellas staff is hopeful that FDOT will more regularly resurface non-interstate roadways, maintaining a high standard of pavement condition while also providing more frequent opportunities to complete safety and mobility improvements that can be included in resurfacing projects.

Staff will provide an overview of the data and targets before seeking a recommendation from the committee.

**ATTACHMENT(S):** Data and Targets for Bridge and Pavement Condition and System Performance

**ACTION:** Recommendation to the Forward Pinellas Board

**2022-2025 Performance Measures and Targets for Pavement, Bridge and System Performance**

<b>Performan Measure</b>	<b>Pinellas County 2017 Conditions</b>	<b>Pinellas County Baseline 2021 Conditions</b>	<b>Florida Statewide Baseline (2021) Conditions</b>	<b>4-Year Statewide Target</b>	<b>Recommended Pinellas Target</b>
% of Interstate pavements in Good condition	33.40%	54.4%	70.5%	60.0%	60%
% of Interstate pavements in Poor condition	0.70%	0.0%	0.3%	5.0%	5.0%
% of non-Interstate NHS in Good condition	43.10%	40.8%	47.5%	40.0%	60.0%
% of non-Interstate NHS in Poor condition	1.20%	1.1%	6.0%	5.0%	5.0%
%of NHS bridges classified as in Good condition by deck area	85%	65.2%	61.5%	50.0%	50.0%
% of NHS bridges classified as in Poor condition by deck area	0%	0.0%	85.0%	10.0%	10.0%
% of person-miles traveled on the Interstate that are reliable	85%	91.4%	87.5%	70.0%	70.0%
% of person-miles traveled on the non-Interstte NHS that are reliable	82%	95.7%	92.9%	50.0%	50.0%
Truck travel time reliability ratio (TTR) on the Interstate	1.4	1.55	1.38	2	2

## Technical Coordinating Committee – April 19, 2023

### 5. 2050 Socioeconomic Data Projections

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#### **SUMMARY**

As the metropolitan planning organization for Pinellas County, Forward Pinellas must develop a long-range transportation plan every five years. One of the first steps taken in the development of the Plan, is to project population and employment growth out at least 20 years into the future. These projections are used to help predict changes and growth in travel demand and travel patterns, to assist in identifying transportation improvement needs for the county. These projections are also utilized by the various local governments to help anticipate solid waste, potable water, sanitary sewer and emergency response needs into the future.

Forward Pinellas has been working with its consultants to develop a projection of how many additional residents and jobs could reasonably be located within the county by 2050. Staff will provide an overview of the methodology used to develop the projections and how the agency will work with local government partners to ensure allocations of that future growth align with their redevelopment plans for their communities.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item only



## Technical Coordinating Committee – April 19, 2023

### 6. Bus Stop Prioritization Criteria

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#### **SUMMARY**

In August 2021, a Pinellas County High School student was hit by a vehicle while crossing the street to reach his bus stop and was tragically killed. Since that time, the School Transportation Safety Committee (STSC), a subcommittee to Forward Pinellas, has been convening to discuss opportunities to make school bus stops safer for all children in the county. The STSC is comprised of elected and technical representatives from the School Board and the local governments of Pinellas County. Recognizing that the Pinellas County School District has more than 8,000 existing bus stops, and that many of those bus stops move on an annual basis, the STSC advised staff to develop a methodology to prioritize public school bus stops for additional safety treatments. It should be noted that all public-school bus stops meet certain minimum safety criteria to ensure that students are as safe as possible while waiting for the bus. However, it is recognized that additional safety improvements may be warranted in certain areas to account for human errors that can lead to tragic outcomes.

Forward Pinellas has been working with Pinellas County government and the Pinellas County School District to develop criteria that will lead to a prioritization process. This criterion has been presented to the Community Traffic Safety Team and will also go before the STEPS committee and the TCC for their review and input. Given that so many of the public-school bus stops are located on municipal roadways, the local governments in the county are asked to also weigh in on this criterion. Once bus stop locations are prioritized, Forward Pinellas will work with the local jurisdictions to pursue HSIP funding for improvements.

Staff will provide an overview of the proposed criteria and solicit feedback from committee members.

**ATTACHMENT(S):** School Bus Stop Enhancement Prioritization Criteria

**ACTION:** None required; informational item only

## School Bus Stop Enhancement Prioritization Criteria

DRAFT: 4/7/2023

In Pinellas County, 25 different local governments and the Florida Department of Transportation have some level of jurisdictional responsibility over the county's transportation network, while the Pinellas County School District provides courtesy busing for many local public school children. It is incredibly important that all of the agencies with responsibility for the safe transportation of students to/from schools work together to make sure that the students are as safe as possible during their journey from home to school. Forward Pinellas has offered to convene these various stakeholders to work towards a consistent approach to enhancing the safety of public school bus stops.

With more than 40,000 K-12 students eligible for transportation under the existing program, the School District has designated nearly 9,000 bus stops countywide for the 22-23 school calendar year. These bus stop locations are not always consistent from year to year, and change based on a variety of factors, including student needs, bus driver availability and District policies. All existing designated bus stops meet minimum safety criteria and are reviewed on a regular basis to ensure that these minimum standards are met.

The purpose of this exercise is not to question the safety of existing bus stops, but to identify opportunities where additional infrastructure investments may most benefit safe student transportation. The criteria developed will be utilized to identify at least **20** public school bus stops each year that can be improved using HSIP funding.

The draft criteria have been developed through the coordination of Forward Pinellas, the Pinellas County School District and Pinellas County Public Works, with review and input by the TCC, STEPS and CTST. These committees include technical representatives from the School District, FDOT, the local governments and the law enforcement community. The final criteria will be presented to the School Transportation Safety Committee at its next meeting in late May.

### Initial Screening:

Prior to the consideration of any other criteria, school bus stops will be reviewed to identify those that have a disproportionate number of severe injury and fatal crashes in the immediate vicinity. This step is important in ensuring that the location could be eligible for HSIP funding. Each year, the **40** school bus stop locations with the highest number of severe and/or fatal crashes will be advanced to the next screening step to determine which locations will have HSIP funding applications developed for improvements.

### Draft Criteria for Consideration:

- Presence of Street Lighting
- Presence of Marked Crosswalks
- Curvature in the Roadway 100' before the bus stop
- Safety concerns at location, demonstrated with crash data for the most recent 5-year period
- Reports of buses being passed while stopped
- Number of lanes
- Traffic volumes
- Posted speed limit
- Sidewalk characteristics

It is intended for these criteria to each include a point value, to allow for the bus stops that may have the most challenges from a student transportation perspective, to be ranked the highest.

**A. SPOTLight Emphasis Area Update**

Staff will provide an update of the SPOTLight Emphasis Areas.

**B. Forward Pinellas Board Executive Summary – April 12, 2023**

**ATTACHMENT:** Forward Pinellas Newsletter/Executive Summary – April 12, 2023 (will be emailed separately)

**C. Traffic Fatalities Map**

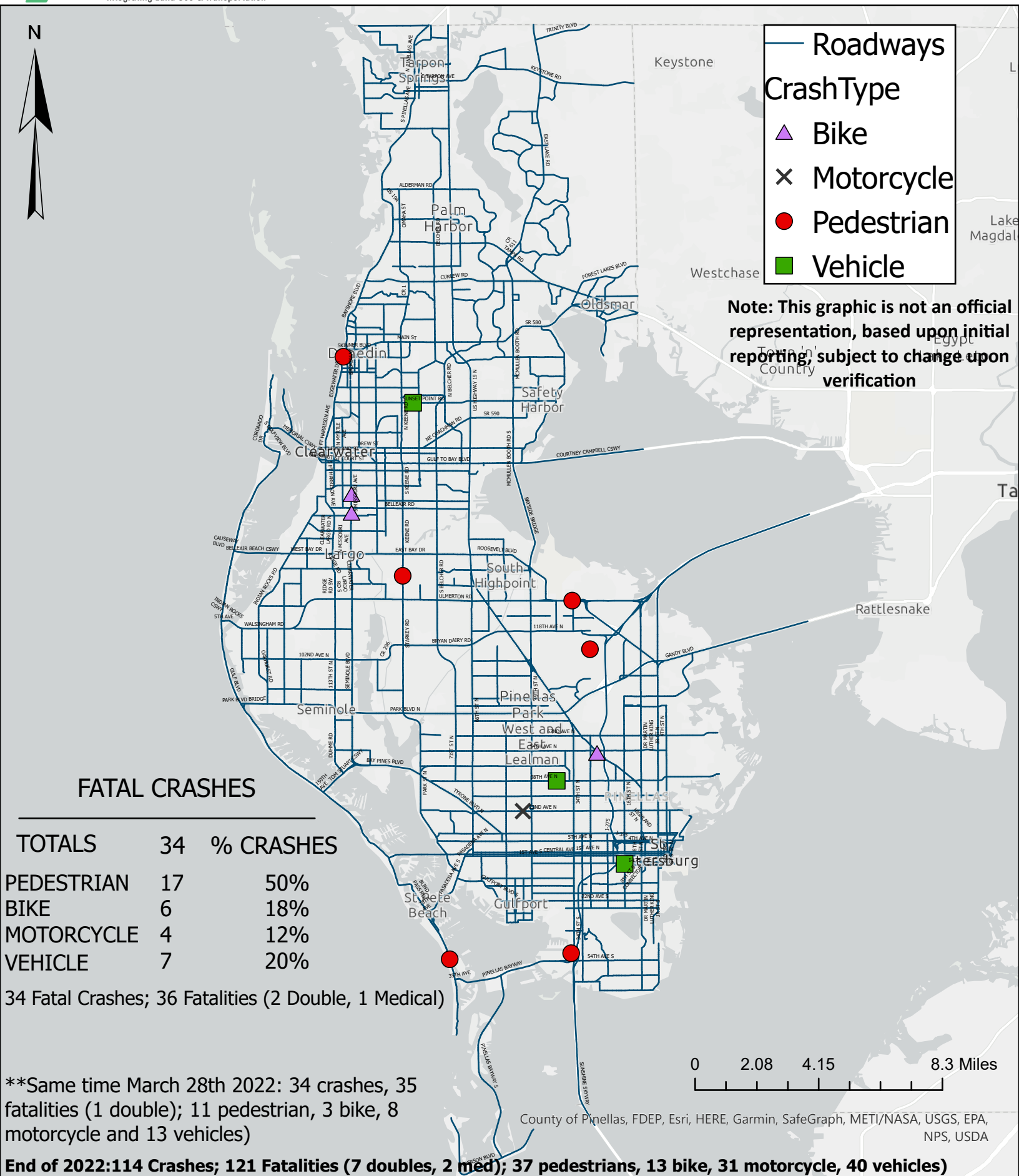
As previously indicated, staff will provide the updated Traffic Fatalities Map each month.

**ATTACHMENT:** Traffic Fatalities Map thru March 28, 2023

**D. Tentative Future Agenda Topics**

The following topics are tentatively scheduled to appear as items on future TCC agendas:

- Regional Needs Assessment
- Annual Adoption of the Transportation Priorities
- Annual Adoption of the Transportation Improvement Program
- Statistically Valid Survey Results

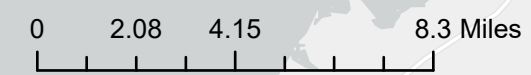


**Roadways**

**CrashType**

- ▲ Bike
- × Motorcycle
- Pedestrian
- Vehicle

**Note: This graphic is not an official representation, based upon initial reporting, subject to change upon verification**



# CRASHES	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIME	DHSMV	LEO	SEX/AGE
1	GULF BLVD	45TH ST	2 PEDS	1/3/2023	2	6:13PM	89363225	PC SHERIFFS OFFICE	M/61 F/63
1	EDGEWATER DR	MAIN ST	PED/DELAY	1/7/2023	1	6:49PM	89363249	PC SHERIFFS OFFICE	F/79
1	ULMERTON RD	FOUNTAIN WAY	PED/DELAY	1/9/2023	1	7:05PM			F/?
1	3695 37TH ST S	50TH AVE S	PED/PARKING LOT	1/10/2023	1	3:09PM	25121505	ST PETERSBURG PD	F/67
1	28TH ST N	110TH AVE N	PED	1/29/2023	1	12:35AM	25121999	ST PETERSBURG PD	M/13
1	DR MARTIN LUTHER KING JR ST		PED/DELAY	2/1/2023	1	7:17AM	25122007	ST PETERSBURG PD	M/41
1	STARKEY RD	12TH AVE SE	PED	2/4/2023	1	6:19PM	25493627	LARGO PD	
1	GULF TO BAY BLVD	BELCHER ROAD	PED/DELAY	2/7/2023	1	9:15PM		CLEARWATER	M/50
1	ULMERTON RD	34TH ST	PED	2/11/2023	1	9:45PM	25062604	FLORIDA HWY PATROL	M/38
1	FEATHER SOUND DRIVE	ULMERTON RD	PED	2/13/2023	1	7:50PM		FLORIDA HWY PATROL	M/70
1	2024 SEMINOLE BLVD		PED	2/15/2023	1	10:41PM		LARGO PD	
1	GULF TO BAY BLVD	OLD COACHMAN RD	PEDESTRIAN	2/17/2023	1	7:30AM		CLEARWATER	M/19
1	JUDY LEE DRIVE	LAKE JUDY LEE DRIVE	PEDESTRIAN	3/14/2023	1	8:25AM		LARGO PD	M/80
1	118TH STREET N	43RD STREET N	PEDESTRIAN	3/16/2023	1	10:09PM		FLORIDA HWY PATROL	M/55
1	MIRROR LAKE DR N	5TH ST N	PEDESTRIAN	3/20/2023	1	08:17AM	89385756	ST PETERSBURG PD	M/88
1	US 19	KLOSTERMAN RD	PEDESTRIAN	3/28/2023	1	10:07AM		TARPON SPRINGS PD	F/17
1	SUNSET POINT RD	KINGS HIGHWAY	PEDESTRIAN	3/28/2023	1	5:10AM		CLEARWATER PD	M/32
1	5TH AVE N		BIKE	1/1/2023	1				
1	MISSOURI AVE	KINGSLEY ST	BIKE/DELAY	1/19/2023	1	4:30PM	25433239	CLEARWATER PD	M/77
1	22ND AVENUE NORTH	52ND STREET NORTH	BIKE	1/30/2023	1	6:32PM	25122000	ST PETERSBURG PD	M/38
1	1800 BLOCK OF 18TH AVE S	19TH STREET	BIKE/DELAY	2/28/2023	1	7:03PM	25122714	ST PETERSBURG PD	M/66
1	PALM HARBOUR BLVD	OHIO AVENUE	BIKE	3/9/2023	1	10:50AM		FLORIDA HWY PATROL	M/55
1	3180 ENTERPRISE RD		BIKE/DELAY	3/9/2023	1	9:14PM		PC SHERIFFS OFFICE	F/36
1	MISSOURI AVE	BAYVIEW DR	MOTORCYCLE/PASS/DELAY	1/19/2023	1	6:20PM	25493525	LARGO PD	M/?
1	ROOSEVELT BLVD EXIT RAMP	ULMERTON RD	MOTORCYCLE/DELAY	1/26/2023	1	9:00PM			M/19
1	CENTRAL AVENUE	20TH STREET	MOTORCYCLE/DELAY	3/12/2023	1	03:46PM	25122951	ST PETERSBURG PD	M/49
1	2200 BLOCK OF GULF TO BAY BLVD		MOTORCYCLE	3/22/2023	1	6:30PM		CLEARWATER PD	M/22
1	38TH AVE	40TH ST	VEHICLE/DRIVER	1/16/2023	1	7:29PM	25121683	ST PETERSBURG PD	M/62
0	SUNSET POINT RD	NEAR HERCULES AVE	MEDICAL? VEH/DR/DELAY	1/30/2023	0	8:20AM	25433330	CLEARWATER PD	F/47
1	I-175 ENTRANCE RAMP	I-275	VEHICLE/PASSENGER	2/16/2023	1	3:15AM	25073441	FLORIDA HWY PATROL	M/36
1	I-275 NEAR MILEPOST 36		VEHICLE/PASSENGER	2/26/2023	1	2:45AM		FLORIDA HWY PATROL	M/41
1	43380 US 19 N		VEHICLE/DRIVER	3/6/2023	1	5:00PM		TARPON SPRINGS PD	M/44
1	WHITNEY RD	US-19	VEHICLE/DRIVER	3/9/2023	1	5:36PM		LARGO PD	
1	I-275 NEAR MILEPOST 20	28TH STREET	VEHICLE/DRIVER	3/12/2023	1	8:30PM		FLORIDA HWY PATROL	F/22
1	US 19	GATEWAY CENTRE BLVD	VEHICLE/DRIVER	3/26/2023	2	7:39PM		PINELLAS PARK PD	M/25 F/66

34					36				
# CRASHES	2023 (1 double, 1 medical)	REPORTS NEED VERIFIED			# FATALS				

NOTES:  
2022 114 Crashes; 121 Fatalities (7 doubles, 2 med); 37 peds, 13 bike, 31 motorcycle, 40 vehicles)  
2021 156 Crashes; 166 Fatalities (10 doubles; 64 Peds, 18 Bike, 31 Motorcycle, 53 Vehicles)  
2020 108 crashes; 114 fatalities (1 triple 4 doubles/ 32 Peds, 10 bike, 21 motorcycle, 47 vehicle, 4 other)  
2019 105 crashes; 106 fatalities (1 double/ 39 peds, 9 Bikes, 22 mc, 31 veh, 5 others)  
2018 115 crashes 120 fatalities (5 doubles/ 39 peds, 8 Bikes, 31 mc, 44 veh)  
2017 110 crashes 116 fatalities (4 doubles and 1 triple/ 37 peds, 6 bikes, 30 mc, and 43 veh)  
2016 110 crashes 117 fatalities (3 triples and 1 double)