

## BPAC Members

In order to conduct our meetings correctly, there must be a physical quorum present at the in-person meetings, in order to vote in allowance for those members to participate via Zoom.

The in-person meeting will be held at **8:30 at 310 Court Street, 1<sup>st</sup> Floor Conference Room, Clearwater**. Maria Kelly ([mkelly@forwardpinellas.org](mailto:mkelly@forwardpinellas.org)) **will need confirmation from those of you who will be attending in person**, so that a quorum can be confirmed. If you confirm and cannot make it, please reach out to her so that a back-up can be found. Without a quorum, we cannot vote in the Zoom attendees.

If you will be attending by Zoom, here is the Zoom meeting information:

Join the BPAC Zoom Meeting

Time: August 16, 2021 08:30 AM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/81178774440?pwd=bjJaeTZISVo1UnZHYU93R1c1SHBqQT09>

**Meeting ID: 811 7877 4440**

**Passcode: 074888**

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**BICYCLE PEDESTRIAN ADVISORY  
COMMITTEE (BPAC) MEETING AGENDA**

**AUGUST 16, 2021 – 8:30 a.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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**FACE MASKS ARE ENCOURAGED, BUT ARE NOT REQUIRED**

1. **CALL TO ORDER AND INTRODUCTIONS** (8:30 – 8:35)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – June 21, 2021** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY** (8:45 – 8:50)
5. **CITY OF DUNEDIN MULTIMODAL TRANSPORTATION MASTER PLAN** (8:50 – 9:20)
6. **SUN COAST TRANSPORTATION PLANNING ALLIANCE** (9:20 – 9:40)
7. **PINELLAS TRAIL VISIONING STUDY** (9:40 – 9:55)
8. **BY-LAWS DISCUSSION** (9:55 – 10:10)
9. **SPOTlight EMPHASIS AREAS UPDATE** (10:10 – 10:15)
  - A Vision for U.S. Highway 19 Corridor
  - Gateway Area Master Plan
  - Enhancing Beach Community Access
10. **BPAC BUSINESS** (10:15 – 10:20)
  - A. Florida Bicycle Association (FBA)
  - B. Friends of the Pinellas Trail
11. **AGENCY REPORTS** (10:20 – 10:30)
12. **OTHER BUSINESS** (10:20 – 10:30)
  - A. Membership
  - B. Correspondence, Publications, Articles of Interest
  - C. Suggestions for Future Agenda Topics
  - D. Tri-County BPAC Meeting on September 29, 2021 in Tampa
13. **ADJOURNMENT** (10:30)

**NEXT BPAC MEETING – SEPTEMBER 20, 2021**

*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 three days prior to the meeting.*

*Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

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**3. Approval of the Minutes**

**SUMMARY**

The meeting summary for the June 21, 2021 meeting is attached for review and approval.

**ATTACHMENT(S):** BPAC Meeting Summary – June 21, 2021

**ACTION:** Approval of the Meeting Summary

**FORWARD PINELLAS  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY  
JUNE 21, 2021**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on June 21, 2021 at EpiCenter, St. Petersburg College, 13085 58<sup>th</sup> Street N., Clearwater, FL.

**BPAC Members Present**

Becky Afonso, Vice Chair  
Daniel Alejandro  
Dr. Lynn Bosco - Zoom  
Joseph Camera  
Lisa Charest - Zoom  
Kimberly Cooper  
Lucas Cruse - Zoom  
Scott Daniels - Zoom  
David Feller – Zoom  
Lyle Fowler - Zoom  
Chip Haynes  
Alan Johnson – Zoom  
Charlie Johnson  
Jacob Labutka – Zoom  
Caroline Lanford  
Steve Moriarty  
Ron Rasmussen  
Derek Reeves  
Joan Rice  
Michael Siebel  
Bert Valery - Phone  
Jim Wedlake - Zoom  
Georgia Wildrick

North County Citizen Representative, Oldsmar  
Largo Citizen Representative  
At Large Citizen Representative  
Pinellas County Schools  
St. Petersburg Citizen Representative  
St. Petersburg Citizen Representative  
St. Petersburg Bicycle Pedestrian Coordinator  
Friends of the Pinellas Trail  
North County Citizen Representative, Oldsmar  
PC Parks & Conservation Resources (PCR)  
Clearwater Citizen Representative  
South Beaches Citizen Representative  
St. Petersburg Citizen Representative  
PSTA  
Pinellas County Planning Department  
At Large Citizen Representative  
Pinellas Park Citizen Representative  
City of Pinellas Park  
Pinellas County Public Works Traffic  
At Large Citizen Representative  
North Beaches Citizen Representative  
Seminole Citizen Representative  
Largo Citizen Representative

**BPAC Members Absent**

Julie Bond  
Win Dermody  
Diane Friel  
Deputy Eric Gibson  
Edward Hawkes  
Paul Kurtz  
Lauren Matzke  
Annette Sala  
Brian Smith, Chairman

CUTR  
Clearwater Citizen Representative  
City of Largo  
Pinellas County Sheriff's Office  
At Large Citizen Representative  
At Large Citizen Representative  
City of Clearwater  
At Large Citizen Representative  
At Large Citizen Representative

**Others Present**

Alex Henry – Zoom  
Jeff Gow  
Alayna Delgado – Phone  
Cindy Smith - Zoom  
Jake Mirabella - Zoom  
Katie Habgood - Zoom  
Mike Zinn - Zoom

FDOT  
City of Dunedin Commissioner  
City of Oldsmar  
Guest  
Guest  
Jacobs Engineering  
FDOT

Todd Bogner - Zoom  
Peter Hsu - Zoom  
Warren Willingham - Zoom  
Gina Harvey – Zoom  
Chelsea Favero  
Angela Ryan  
Maria Kelly

Guest  
FDOT  
Citizen Guest  
Pinellas County Public Works Traffic  
Forward Pinellas Staff  
Forward Pinellas Staff  
Forward Pinellas Staff

## **1. CALL TO ORDER**

Vice-Chair Becky Afonso called the meeting to order at 8:30 a.m. and the attendees in the room introduced themselves. At this time, Vice-Chair Afonso read a statement allowing committee members present to make a motion to allow those members participating by Zoom (all names identified above) to participate and vote due to extenuating circumstances existing making it impossible for some committee members to attend in person. A motion was made by Kimberly Cooper that due to COVID-19, extenuating circumstances exist preventing members to join in person; therefore, they will be allowed to participate and vote by phone since a quorum is represented in person. This was seconded by Georgia Wildrick and passed with a unanimous vote.

## **2. PUBLIC COMMENTS**

There were no public comments provided.

## **3. APPROVAL OF MINUTES**

The summary from the May 17, 2021 meeting was approved with one correction, Georgia Wildrick was not present at the May 17, 2021 meeting.

## **4. FORWARD PINELLAS ACTIONS**

Ms. Angela Ryan, Forward Pinellas Active Transportation Planner, reviewed the highlights of the Forward Pinellas Board meeting for June 9, 2021. Due to a power outage at the Magnolia Room, the Forward Pinellas Board gathered chairs and conducted a short meeting to cover only those items with deadlines, in the lobby of the Botanical Gardens Building. All presentations were deferred with the exception of the Transportation Improvement Plan (TIP) annual adoption and a proposed amendment to the Countywide Rules.

## **5. DOWNTOWN ST. PETE (DTSP) MOBILITY STUDY**

Ms. Sarah Caper, Forward Pinellas staff, shared a presentation on the Downtown St. Petersburg (DTSP) Mobility Study. Working in partnership with the City of St. Petersburg, FDOT and PSTA, the DTSP Mobility Study launched in 2020 with the goals of establishing a multimodal vision and a set of projects and programs to advance in an Action Plan to achieve that vision. Performance measures are being developed to help evaluate a series of projects and how they work together. Reviewing current conditions to see how people access downtown St. Petersburg to live, work or play, it was determined that half of the people commuting to the area are traveling from within 10 miles of their origin from either the north or northwest of downtown. One-way streets represent less than 20% of the street network, yet 43% of crashes occur on the five one-way pairs. The DTSP Mobility Study focus areas are Two-Way Conversions, Spur Modifications, Transit, Bike, Ped and Other Enhancements for safety and mobility. Next steps include listening sessions in June, a public survey open through June 25<sup>th</sup>, finalizing the scenarios, additional

public outreach and developing the action plan. A listening session sign-up link was sent out to the BPAC members. Questions were taken and appropriately answered.

## **6. MICROMOBILITY KNOWLEDGE EXCHANGE SERIES (KES)**

Ms. Angela Ryan, Forward Pinellas, shared a presentation on the Micromobility Knowledge Exchange Series (KES). Forward Pinellas works with local government partners to address emerging planning topics through applied research and best practices that guide the development of policy and regulatory practices. Micromobility transportation is the subject of the next KES topic. “Micromobility” generally refers to a range of lightweight transportation devices operating at low speeds, typically up to 15 mph. These include electric bicycles as well as electric skateboards and scooters, although bicycles will not be addressed as part of this effort. The rise of micromobility activity that has taken hold in many communities across the country demonstrates the emerging popularity of these devices. But with popularity comes controversy and confusion, public concern as well as public demand. Local governments have been confronted with significant regulatory challenges. With assistance from the City of St. Petersburg and the City of Tampa, Forward Pinellas has developed “A Guide to Micromobility in Pinellas County”, which is a research based practical application resource for local governments to consider when developing micromobility policy and regulatory codes in their communities. Next steps include continual collaboration with county, state and federal partners, consideration of a future micromobility forum, committee presentations, video development and promotion of the report. Questions were taken and appropriately answered.

## **7. KENNETH CITY ATP**

Ms. Ryan shared a presentation with the committee on Kenneth City and the Active Transportation Plan. This plan offers actionable, multimodal strategies to achieve improved bicycle and pedestrian mobility in Pinellas County. Projects in the Active Transportation Plan focusing on providing arterial networks in and around Kenneth City include 18<sup>th</sup> Avenue S / Salt Creek Trail Extension – 37<sup>th</sup> Street S to 4<sup>th</sup> Street S; 9<sup>th</sup> Avenue North project, Park Street North to 1<sup>st</sup> Street North; Joe’s Creek Greenway project, 54<sup>th</sup> Avenue N to 28<sup>th</sup> Street N - 71<sup>st</sup> Street N from Joe’s Creek Greenway to the Pinellas Trail and 70<sup>th</sup> Avenue N – 58<sup>th</sup> Street to US19. A map of Kenneth City’s own proposed projects was shared, along with the proposed outline of the Joe’s Creek Greenway project and its connection to the Pinellas Trail. When completed, connections to key destinations will include Joe’s Creek Greenway, the Pinellas Trail and Lealman Innovation Academy. Projects within Kenneth City include 46<sup>th</sup> Avenue Recreational Trail project intersection and safety modifications. Questions were taken and appropriately answered.

## **8. POP-UP BIKE ART PROJECT**

Ms. Ryan shared information regarding collaborated efforts with the City of Largo to emphasize Safe Streets Pinellas, a Vision Zero effort. On June 5<sup>th</sup>, 2021, Forward Pinellas and the City of Largo teamed up to create a meaningful memorialization, public “pop-up” art project asking the public to take the “Safe Streets Pinellas Pledge” and decorating a bike with flowers and other craft items. The pop-up art project was designed to draw attention to the need for improvements in roadway safety for pedestrians, cyclists and motorists. BPAC committee member, Chip Haynes, graciously donated the bike for the event. The pop-up art project was well-received. If members have suggestions on where to hold the next “pop-up” art project, please send your suggestion to Angela Ryan. Questions were taken and appropriately answered.

## **9. SPOTLIGHT EMPHASIS AREAS UPDATE.**

Ms. Ryan provided the following updates regarding Spotlight areas: Regarding the US19 Frontage

Road Analysis, FDOT provided a presentation to the Forward Pinellas Board in May on preliminary recommendations. Final recommendations will be brought to the board at a later date. Regarding the Gateway Area Master Plan, the first working group meeting was recently held and was comprised of local government partners within the Gateway Area. Additionally, the Gateway online dashboard design is being finalized and will provide visual information for performance measures to show progress on the Gateway Master Plan. Regarding Enhancing Beach Access, the current topic is the aerial gondola project, in which TBARTA is leading the analysis efforts. The most recent status for the aerial gondola project is the selection of the consultant.

## **10. BPAC BUSINESS**

### **A. July meeting is cancelled. The next meeting is August 16<sup>th</sup>, 2021**

### **B. Florida Bicycle Association (FBA)**

Vice-Chair Becky Afonso gave the following update on the Florida Bicycle Association. The new periodical, The Messenger, has been published (copies provided to in-person attendees) and is also available online on the [www.fba.com](http://www.fba.com) website. Regarding the Legislative session update, the Bicycle Pedestrian Safety bill made it to the desk of the Governor but did not get signed. Therefore, it will eventually become an act, verses a law. On July 1<sup>st</sup>, 2021, Ms. Afonso will be meeting with one of the bill sponsors and offered to communicate bicycle and pedestrian related issues or concerns from the BPAC during the meeting. BPAC members were requested to email Vice-Chair Afonso to relay this information.

### **C. Friends of the Pinellas Trail**

Mr. Scott Daniels, President of the Friends of The Pinellas Trail gave the following brief update. First, there has been great feedback regarding the new Facebook page and website from people who use The Pinellas Trail. Second, plans are underway for a public webinar on The Pinellas Trail, which will be held via Zoom and is planned for later this summer. The webinar will include a panel of County, Forward Pinellas, volunteer and citizen participants to answer questions pertaining to operation, maintenance and planning for the Pinellas Trail. BPAC members were informed to contact Scott Daniels for more information.

## **11. AGENCY REPORTS**

### **• Pinellas Trail Loop/Duke Energy Trail (North & South Gaps)**

Ms. Joan Rice with Pinellas County Public Works (PCPW) Traffic provided the following updates to the current countywide trail projects. First, the north gap project is proceeding with about 18 months remaining in the construction process. Second, the south loop project was presented at a recent virtual public meeting focusing on the Haines Bayshore to 126<sup>th</sup> Avenue section. The virtual public meeting was a success with about 60 attendees. Third, regarding the Keystone guardrail discussion from the May BPAC meeting, Ms. Rice indicated the design plans are almost completed. The next steps are to obtain the funding, and once secured will go out to bid. Fourth, with regards to The Trail Visioning Document, all comments have been received and will be incorporated into the document. A Trail Courtesy Campaign will begin September 2021, reminding Pinellas Trail users to be cognizant of one another in hope of developing respectful behaviors. Lastly, Ms. Rice provided the following project specific updates. The Indian Rocks Beach sidewalk project from Kent Drive to 8<sup>th</sup> Avenue S. will begin construction in November. The project on Hercules between Sherwood and Sunset Point will be completed in September. The Pinellas



Trail portion between Sunset Point and Alt 19 has been completed. Finally, on Starkey Road, between Ulmerton Road and East Bay, the design is complete, and construction will start soon.

An announcement was made by Chelsea Favero, Forward Pinellas staff, that virtual participation can no longer be considered attendance towards the committee meeting. Meetings will be in-person at 310 Court Street, Clearwater. Ms. Favero indicated that virtual streaming for viewing purposes only will continue; however, committee members will need to be physically in the room in order to vote.

- **Clearwater Bicycle Pedestrian Program**

Ms. Lauren Matzke was not in attendance.

- **Largo Bicycle Pedestrian Program**

Ms. Diane Friel was not in attendance, however Largo Citizen Representative Georgia Wildrick stated that Seminole Boulevard will be closed due to resurfacing beginning June 28<sup>th</sup>, 2021.

- **St. Petersburg Bicycle Pedestrian Program**

Mr. Lucas Cruse, St. Petersburg Transportation shared the following updates. Regarding the DTSP Mobility Study, Mr. Cruse asked the group to please participate and share suggestions and ideas. Regarding the SunRunner Project, construction has begun for the raised platforms on 1<sup>st</sup> Avenue S. and noted that bikes will be able to be loaded on the SunRunner, with the busses running every 15 minutes. Bike lanes will be removed from 1<sup>st</sup> Avenue and will be added to Central Avenue. A public survey is available for the SunRunner on the PSTA website called, "SunRunner Rising" and Mr. Cruse asked if members would please take the survey. Coast Bike Share is going through a contract renewal process and a few changes will be occurring. First, all the pedal bikes are being retrofitted with new solar panels and communications equipment, with a new HOPR app; electric bikes are being added to the fleet later this summer, and the micromobility service area is being extended.

- **Pinellas County Schools**

Mr. Joseph Camera, Pinellas County Schools, indicated that Summer Bridge has begun and will run through July 15<sup>th</sup>. He stated there are busses running for child pick-up and to please be careful driving.

- **FDOT District 7 Updates**

Mr. Alex Henry, FDOT, shared a reminder of the presentation given last month on the changes to 5<sup>th</sup> Avenue N. in front of St. Anthony's Hospital. Specifically, there is a proposed lane repurposing project with added protected bike facilities. A public meeting has been scheduled for July 13, 2021, where the concepts will be presented for public feedback, at the St. Petersburg Shuffleboard Club. The meeting will be held both in-person and virtually. Mr. Henry also stated that on July 15<sup>th</sup>, the first Project Advisory Group meeting was held for the State Road 580 Corridor Study.

- **Pinellas Trail Security Task Force (PTSTF)**

The next meeting of the PTSTF is July 13, 2021. The topics of discussion will be the Pinellas Trail Visioning Project and the Forward Pinellas Micromobility Knowledge Exchange Series. The meeting will take place at the EMS Building on Ulmerton Road.

## **12. OTHER BUSINESS**

### **A. Membership**

It was recognized there are openings for new committee members from St. Petersburg, Dunedin, Clearwater and Pinellas Park/Mid-County area, as well as an opening for the Health Department.

### **B. Correspondence, Publications, Articles of Interest**

There were no comments regarding this item.

### **C. Suggestions for Future Agenda Topics**

No other suggestions for future agenda topics.

### **D. Other**

Maria Kelly announced the guests that attended in Zoom which were interested in membership.

Daniel Alejandro commented on the seriousness of the intersection on Jasper Street and Missouri Avenue, concerning the short duration of the traffic light cycle. Because there is only one lane on Jasper, the number of cars that queue at this light is high and due to the short length of the light cycle, the cars are accelerating to make the light and running around each other when the crosswalk lights are lit for bike and pedestrian crossings. Cars are not yielding to bike and pedestrian traffic because they must sit so long at the short light. This increase in traffic is due to Jasper Road being the detour for the Rosery Road closure.

Mike Seibel requested clarification on the action taken by the committee regarding the membership changes to take effect January 2021, concerning the phasing plan. His question was "does this action go before the Forward Pinellas Board to be approved and if it was scheduled for the next meeting"? Ms. Ryan gave clarification as to the phasing plan and shared additional details as to how the plan will work. Ms. Favero gave additional information regarding the phases and how it will align with a call for applications after the first of the year, as well as shared information on the BPAC legacy committee.

## **13. ADJOURNMENT**

Chairman Smith adjourned the meeting at 10:35 am. The next BPAC meeting is scheduled for Monday, August 16, 2021.

**Bicycle Pedestrian Advisory Committee – August 16, 2021**

**4. Forward Pinellas Executive Summary – July 14, 2021**



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**SUMMARY**

The July 14, 2021 Executive Summary will be provided for your information. A staff member will review actions taken by the Forward Pinellas Board at that meeting.

**ATTACHMENT(S):** Executive Summary for July 14, 2021

**ACTION:** None Required, Informational Item Only

**July 14, 2021**

*Please note that this summary has not been approved as the official minutes of the board.*

**THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY**

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The Forward Pinellas Board held this public meeting in person on July 14, 2021, at 1 p.m. in the Magnolia Room at Pinellas County Cooperative Extension.

**The board unanimously adopted the Advantage Pinellas Housing Compact**

The board adopted the Advantage Pinellas Housing Compact, demonstrating a commitment to work together with all local governments and the private sector to advance housing affordability solutions. Pinellas County and Forward Pinellas are partnering to build a countywide strategy to address the critical shortage of affordable housing in the county. Working with the 25 local governments, the strategy will build upon existing County and local efforts to create affordable housing units through direct investment, public-private partnerships, more diverse market-rate development, and other tools. The strategy will be implemented as part of the Advantage Pinellas plan to link housing, jobs, and transportation on a countywide basis.

- Mayor Bujalski clarified with staff that, while the compact currently focuses on entitlement cities due to their larger size, the intent of the compact is to eventually include everyone.
- Chair Rice discussed the importance of affordable housing as well as bringing in higher-paying jobs to ensure those who live here can work here.
- Pinellas County Planning Manager Evan Johnson noted that this phase of the compact focuses on creating homes that everyone can afford and the connections from those homes to high-paying jobs, noting that the importance of transportation access is often overlooked. Pinellas County and Forward Pinellas will also coordinate with Pinellas County Economic Development and several education partners over the next year to discuss how workforce development could be incorporated in the future.
- Councilmember Gabbard expressed her excitement for the countywide housing compact that will create a unified voice ensuring people can live anywhere in Pinellas County and have safe access to jobs.
- Commissioner Eggers reminded the board that in 2017, Pinellas County voters decided that they would like funding from the Penny For Pinellas program to be spent on affordable housing and economic development. He agreed that it is important we have a concentrated effort throughout the county.
- Mr. Blanton noted that the housing compact is an important step in establishing specific production and preservation targets for affordable housing, which demonstrates an integrated approach to solving this critical problem in Pinellas County.

**The board unanimously adopted the FY2022 Forward Pinellas Budget**

The board adopted the Forward Pinellas budget for the 2022 fiscal year totaling \$4.81M and maintaining the current 0.0150 millage rate, which moves to the Board of County Commissioners for final approval in September.

- Commissioner Eggers commended Forward Pinellas for being responsible partners with funding while still maintaining many excellent programs and projects.
- Mr. Blanton expressed his gratitude to Pinellas County for their hard work in light of changing economic conditions and willingness to restore their local contribution, which is a reflection of our strong partnership.

### **The board unanimously approved two amendments to the Countywide Plan Map**

- The board recommended approval of two amendments:
  - An amendment from the City of Tarpon Springs to amend the designation of a property on South Disston Avenue from Residential Medium to Employment to allow for the expansion of the existing warehouse/construction materials business.
  - An amendment from the City of Tarpon Springs to amend the designation of a property at 41680 US Highway 19 North from Employment to Retail and Services to allow for continued retail commercial use of the property.

### **The board reviewed the Executive Director Annual Performance Evaluation**

Board members expressed that Whit Blanton has exceeded expectations, especially in leadership, innovation, and developing partnerships. Communications is continually improving internally and his professionalism and responsiveness are greatly appreciated. His insight and commitment to projects and initiatives throughout the county has been invaluable and made a significant, positive impact, demonstrated by Forward Pinellas being named FDOT's Planning Organization of the Year in 2021. The board authorized a pay increase of 3.5% for the executive director.

### **The board unanimously reaffirmed the Legislative Committee appointments**

The board unanimously reaffirmed the appointments of former committee members who previously served on the Legislative Committee in the past year, including Commissioner Dave Eggers, Councilmember Bonnie Noble, Commissioner Michael Smith, Councilmember Patti Reed, Mayor Cookie Kennedy, Commissioner Janet Long, Councilmember Brandi Gabbard, and Councilmember David Allbritton. The board also elected Councilmember Brandi Gabbard as the chair of the Legislative Committee.

### **SPOTlight Updates**

- Forward Pinellas is working with a consultant to research how other cities have preserved industrial land while allowing supporting uses on those lands. This research is a result of the

passage of House Bill 1339, pre-empting local governments' ability to restrict industrial lands affordable housing development, and will be used to inform the update of the Target Employment and Industrial Lands Study being conducted by Forward Pinellas later this year.

- Forward Pinellas is evaluating which investment corridor from the Advantage Pinellas Long Range Transportation Plan to advance to the corridor planning phase. Staff is planning to begin this effort in Spring 2022.
- The project to expand the entrance to Honeymoon Island State Park at the western end of the Dunedin Causeway is expected to be completed in Spring 2022. Forward Pinellas is also coordinating with FDOT, Pinellas County, and the City of Dunedin on complementary safety and mobility improvements, including advanced messaging signs alerting the public of park closures.
- After meeting with Representative Chaney, Forward Pinellas is considering working with the beach communities to hold a workshop to share information on current resiliency initiatives and needs.

## Updates

- Cheryl Stacks, Transportation Manager with the City of St. Petersburg, discussed the 18<sup>th</sup> Avenue South Complete Streets Concept Plan. After extensive analysis and community outreach, the City of St. Petersburg is recommending a redesign option that would create a safe, shared community space by reducing the speed limit, adding various bicycle and pedestrian improvements, and improve transit accessibility. Community engagement will continue through the design process. The City of St. Petersburg is currently working with Forward Pinellas to identify financial responsibilities for this project and discussions will continue to secure funding over the next several years. Whit Blanton concurred that this project is a top priority for Forward Pinellas' Active Transportation Plan and is a creative and community-based approach to planning.
- The board approved Whit Blanton to write a letter regarding the federal infrastructure package advocating for the increased flexibility of Metropolitan Planning Organization funds as well as the ability to use additional transit funding for expanded transit service and not only state of good repair.

## Other Items

- PSTA resumed full services this summer and began charging fares in July. They also launched the Flamingo Fares mobile payment application, where people can pay from their phone or mobile device. PSTA began a new paratransit system called "PSTA Access" that will provide transportation for passengers requiring wheelchair-accessible vehicles. They also applied for a grant to pay for a portion of the new, multimodal transit center planned for Downtown Clearwater. Forward Pinellas has placed this project as a top funding priority to assist with funding needs.

- TBARTA is looking for funding to continue the regional Transportation Disadvantaged program in order to provide safe and accessible transportation options to our most vulnerable populations.
- We are delighted to welcome Alexis Boback aboard our team as a Transportation Planner. A University of South Florida graduate, Alexis has experience in travel demand modeling and GIS and is excited to help create a safer Pinellas.
- Forward Pinellas has revised its Bicycle Pedestrian Advisory Committee bylaws, which now require that members serve two 4-year terms in order to create a more dynamic committee that better reflects the evolving needs and desires of our communities. Staff will work with BPAC members to facilitate an orderly and smooth transition of members in coming years.
- Annual Call For Projects is currently open for Complete Streets, Transportation Alternatives, and Multimodal Transportation Priority List Programs. More information can be found at [ForwardPinellas.org/CallForProjects](http://ForwardPinellas.org/CallForProjects)
- The Sun Coast Transportation Planning Alliance (formerly the MPO Chairs Coordinating Committee) will be releasing a new logo and website this month to help us speak with one voice for the region on shared goals and project priorities. This website is the first step to improve communications on regional issues of mutual interest and speak with one voice.
- Finding Common Ground: A Conversation with Local Legislators will be held on August 11, 2021.
- The Forward Pinellas Board agreed to stay at the Extension Room at Ulmerton Road until the end of 2021.

## **Action Sheet**

**July 14, 2021**

At its July meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 11-0)  
 Approved to include the following:
  - A. Approval of Minutes of the June 9, 2021 Meeting
  - B. Acceptance of Quarter Three Financial Report
  - C. Adoption of a Resolution Authorizing Execution of the Commission for the Transportation Disadvantage (CTD) Grant Agreement
- **Countywide Plan Map Amendment(s)**  
 Two cases were recommended for approval:
  1. CW 21-08 – City of Tarpon Springs (vote: 11-0)
  2. CW 21-09 – City of Tarpon Springs (vote: 11-0)

- **Approval of Annual PPC Budget and Millage Rate FY 22**

Following a presentation by Forward Pinellas staff, the board, in its role as the Pinellas Planning Council, adopted a resolution authorizing the transmittal of the budget to the Board of County Commissioners for final approval. (vote: 11-0)

- **Adoption of the Advantage Pinellas Countywide Housing Compact**

Following a presentation by Forward Pinellas and Pinellas County staff, the board adopted the Advantage Pinellas Countywide Housing Compact. (vote: 10-0; Councilmember Reed had left the meeting)

- **Executive Director's Annual Performance Evaluation**

At the recommendation of the Executive Committee, the board approved a 3.5% pay raise for the Executive Director effective October 1, 2021. (vote: 9-1; Commissioner Eggers dissenting)

- **Forward Pinellas Legislative Committee Appointments**

The board re-affirmed the appointments to the Legislative Committee with no changes from the prior year and re-appointed Councilmember Gabbard as the Chair. (vote: 10-0)

- **Discussion of Return to Former Meeting Space**

After discussion among the board members, the board opted to continue meeting in the Magnolia Room in Largo at least through the end of this year. (vote: 10-0)

- **Conversation with USDOT Deputy Assistant Charles Small**

The Executive Director updated the board on a recent conversation he had with USDOT Deputy Assistant Charles Small. Following the update and board discussion, the board approved a letter to be written by the Executive Director to advocate for increased funding flexibility among metropolitan planning organizations as well as the ability to use transit funding for expanding transit service rather than only state of good repair. (vote: 9-1; Commissioner Eggers dissenting)



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## **SUMMARY**

The City of Dunedin Strive for 2035 Comprehensive Plan Transportation Element offers a goal that sums up the City's vision for improvement to the City's transportation system. The goal reads "Provide a safe and efficient transportation system that serves and enhances the quality of life for its citizens by implementing the elements of the Complete Streets Policy". Objective 1.4 of the Transportation Element further specifies the need to develop and implement a multimodal transportation plan in support of regional, local, and area activities.

Past corridor studies, the results of the City's citizen survey, and the outcome of the 2020 City Commission retreat further affirmed the direction to develop a Citywide Multimodal Transportation Master Plan. Based on the Comprehensive Plan and these additional past efforts, the Multimodal Plan was created with the intent to provide a framework that would develop priorities for improving safety and connectivity around the City and to encourage seamless travel between places where people live, work and play. This framework was packaged as one of the City's FY21 Business Plan Initiative requests in an effort to support the policy created and to craft a plan that would direct transportation investment.

On June 4, 2020, City staff along with Kimley-Horn and Associates, Inc. prepared and made an application for a Community Planning Technical Assistance Grant to the State's Department of Economic Opportunity (DEO). The City was later awarded a grant in the amount of \$40,000 to help develop the City's Multimodal Transportation Master Plan. An agreement was executed with DEO to commence the project on January 6, 2021. Since the execution of the grant agreement, staff, along with Kimley- Horn and Associates, Inc., have been working with various intergovernmental agencies, local stakeholders and citizens in the development of the Plan.

City staff will provide a presentation of the draft Plan including objectives and recommendations. In addition, staff will provide an overview of the process leading to these recommendations including the public outreach efforts, stakeholder engagement and completion of grant requirements. Staff is seeking feedback and direction for the draft Multimodal Transportation Master Plan

**ATTACHMENT(S):** None

**ACTION:** None, information only

## **SUMMARY**

Transportation doesn't stop at county lines. Since 1993, regional transportation planning has been coordinated through the West Central Florida Metropolitan Planning Organizations (MPO) Chairs Coordinating Committee (CCC), which includes representatives from each of the MPO and Transportation Planning Organization (TPO) boards in the region. Today, the CCC includes the MPO/TPOs that represent Citrus, Hernando, Pasco, Pinellas, Hillsborough, Polk, Sarasota and Manatee counties and continues the close collaboration on regional transportation projects that cover all modes of travel.

Based on feedback from the CCC board, the directors from each of the MPO/TPOs in the region have been working to rebrand the entity as the Sun Coast Transportation Planning Alliance (SCTPA). This name more accurately reflects the work being done by the group to advance and promote transportation in Tampa Bay, and will help the region to better speak with one voice on shared goals and project priorities. With the rebranded SCTPA, a new logo has been created to highlight the variety of transportation needs that will better connect the diverse communities the Alliance serves. In addition, a new website was created, [www.suncoasttpa.org](http://www.suncoasttpa.org), to ensure the provision of transparency and consistency with a user-friendly guide to demonstrate the purpose and priorities for all six MPOs and TPOs within the SCTPA. The website will not only ensure ADA compliance for all users, but will also be multi-lingual and mobile responsive, so information will be available on any device.

Forward Pinellas staff will provide an overview of the new website and brand and respond to committee member questions.

**ATTACHMENT(S):** None

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

**7. Pinellas Trail Visioning Study**

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**SUMMARY**

The Fred Marquis Pinellas Trail is a linear trail currently extending from St. Petersburg to Tarpon Springs. The multiuse trail, created along a portion of abandoned CSX railroad, provides a unique, protected greenspace for walking, jogging, skating, and biking. With the goal of completing the 75-mile trail loop in the near future, the Trail serves as a linear park and multimodal transportation pathway directly linking eight municipalities and numerous unincorporated communities.

The Trail just celebrated its 30th anniversary in December 2020. While prior years showed Trail user counts averaging above 70,000 each month, 2020 saw an incredible increase due to the Covid-19 pandemic with users at record highs of over 250,000 in May and an average of 180,000 trail users per month in 2020. These numbers highlight the importance of recreation, nature, non-motorized mobility, and group exercise bonding during a stressful time of isolation and unknowns.

The Pinellas Trail has the potential to serve as the backbone of a comprehensive trail system like few others in the state of Florida. As such, Pinellas County is developing a holistic visioning plan which will ensure this regional asset reaches its full potential for a unique, integrated system of trails connecting communities, residents, businesses, recreation/nature opportunities and commuters. In association with the, “Pinellas Trail Visioning Study”, is a trail courtesy education awareness program intended to kick-off in October 2021, which will provide practical suggestions to allow everyone to share and enjoy the Trail. Pinellas County staff will provide an overview of the Pinellas Trail Visioning Study and respond to any committee member questions.

**ATTACHMENT(S):** None

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

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## **SUMMARY**

The Bicycle Pedestrian Advisory Committee (BPAC) bylaws govern the purpose, structure, and rules for the committee practices. The original bylaws were adopted March 12, 2014, and subsequently amended in April 2014 and June 2015. Continual review and evolution of the BPAC bylaws is important to ensure compliance with legal requirements, update governing practices to ensure they remain technically sound, as well as to continue to guide and educate the committee and the public.

As a result of this periodic review, Forward Pinellas staff has identified several proposed changes to the bylaws for the committee's consideration. These changes are due to both the work being done to conduct the Forward Pinellas Equity Assessment, as well as efforts to ensure consistency across citizen committees at the agency. The proposed changes would adjust BPAC membership, composition, and terms. Following the discussion on this item at the April meeting, Forward Pinellas staff has further refined the proposed changes will provide an overview of these changes and how they would impact each committee member. Staff will also discuss the idea of a 'Legacy' group to keep existing committee members engaged in the Forward Pinellas process into the future.

## **ATTACHMENT(S):**

- Proposed Revisions to the Forward Pinellas Bicycle Pedestrian Advisory Committee Bylaws
- Committee Membership Listing and Proposed Terms

**ACTION:** Recommend Approval of the Revised Forward Pinellas Bicycle Pedestrian Advisory Committee Bylaws

**BYLAWS OF THE  
~~PINELLAS COUNTY METROPOLITAN PLANNING  
ORGANIZATION~~ FORWARD PINELLAS BICYCLE AND  
PEDESTRIAN ADVISORY COMMITTEE**

**Adopted:**

March 12, 2014

**Amended:**

April 9, 2014

**Amended:**

June 10, 2015

**Amended:**

**May 17, 2021**

**BYLAWS OF THE  
PINELLAS COUNTY METROPOLITAN PLANNING  
ORGANIZATION FORWARD PINELLAS BICYCLE AND  
PEDESTRIAN ADVISORY COMMITTEE**

**SECTION 1: NAME**

The name of this committee shall be the Pinellas County Metropolitan Planning Organization Forward Pinellas Bicycle and Pedestrian Advisory Committee, effective March 12, 2014.

**SECTION 2: PURPOSE**

The Bicycle and Pedestrian Advisory Committee (BPAC) shall serve the Pinellas County Metropolitan Planning Organization (MPO) Forward Pinellas on an advisory basis. In order to assist the BPAC to perform its functions and responsibilities, the MPO Forward Pinellas shall provide appropriate staff support. All official actions of the BPAC must be confirmed by the MPO Forward Pinellas.

The functions and responsibilities of the BPAC shall include, but not be limited to, the following major areas: Bikeways and Pedestrian Planning

- Assist the MPO Forward Pinellas in the development and updating of the Bicycle and Pedestrian Master Plan Active Transportation Plan for Pinellas County.
- Propose policies for the development of bikeway and pedestrian systems.

Plan Review

- Annually review the bicycle and pedestrian plan Active Transportation Plan and proposed amendments.
- Review the countywide Transportation Improvement Program (TIP) for appropriate consideration of bikeway and pedestrian facilities.

Plan Implementation

- Recommend bikeway and pedestrian priorities to the MPO Forward Pinellas in support of the plan for inclusion in State, County, or local capital improvements programs and projects.
- Through the MPO Forward Pinellas, urge County and local jurisdictions to implement design and construction standards for bicycle and pedestrian facilities.

Education

- Identify bicycle and pedestrian concerns and present them to the MPO Forward Pinellas.

- Assist in the promotion of bicycling and walking, enforcement of bicycle and pedestrian rules and regulations, and safety programs.
- Assist in the dissemination of general bicycle and pedestrian information to organizations and citizens throughout the County.

Coordination

- Assist communities in the County with the development of bikeway and pedestrian facilities.
- Provide a forum for the discussion of bikeway and pedestrian concerns and interests.

Bicycle and Pedestrian Safety

- Evaluate existing roadway conditions and designs with the idea of recommending safer bicyclist and pedestrian provisions.
- Promote a safer roadway environment for bicycles and pedestrians.

**SECTION 3: MEMBERSHIP, COMPOSITION, APPOINTMENT, QUALIFICATIONS, AND TERMS**

A. The BPAC shall be composed of as many as ~~twenty-three (23)~~ twenty-five (25) appointed persons, ~~ten (10) technical members and potentially twelve (12) law enforcement members confirmed by the MPO at regular session~~ twelve (12) technical members confirmed by Forward Pinellas Board at regular session.

The voting members will be as follows: ~~membership will be as follows:~~

1. ~~As many as twenty three (23) members confirmed by the MPO for their areas:~~

St. Petersburg/Gulfport/South Pasadena/Tierra Verde	<del>3</del> <u>4</u>
Clearwater Area	3
Dunedin Area	<del>1</del> <u>2</u>
Pinellas Park and Mid County	2
Largo Area	2
North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor)	2
At Large	7
Seminole Area	1
Beach Communities	2
<u>Total</u>	<u>25</u>

2. ~~As many as eleven (11) technical members recommended by the MPO Board to include a representatives from the Pinellas County Public Works Department; the Pinellas Suncoast Transit Authority (PSTA); the cities of Clearwater, St. Petersburg, and Largo; the Pinellas County School System; the Tampa Bay Area Regional Transportation Authority (TBARTA); Department of Health (DOH) – Pinellas County; Center for Urban Transportation Research (CUTR); and Sunstar Paramedics. "Technical Member" is defined as a person who possesses either academic, practical, or both types of special knowledge related to the profession of traffic engineering, public works, parks operations, or other recognized technical disciplines applicable to the work of the BPAC.~~

2. As many as twelve (12) technical members as recommended by the Forward Pinellas Board. Technical member is defined as a person who possesses either academic, practical, or both types of special knowledge related to the profession of traffic engineering, public works, parks operations, or other recognized technical disciplines applicable to the work of the BPAC. Technical members may include a diverse section of the following technical positions:

<u>Pinellas County Public Works Department</u>	
<u>Pinellas Suncoast Transit Authorities</u>	
<u>(PSTA)</u>	
<u>City of Clearwater</u>	
<u>City of St. Petersburg</u>	
<u>City of Largo</u>	
<u>Pinellas County School System</u>	
<u>Center for Urban Transportation Research (CUTR)</u>	
<u>Suncoast Paramedics</u>	
<u>Other Municipalities and Technical Professionals</u>	
<u>Total</u>	<u>12</u>

~~The non-voting technical support membership will be as follows:~~ The FDOT and Pinellas County Parks & Conservation Resources representatives will be considered as non-voting technical support.

3. The Florida Department of Transportation and Pinellas County Parks & Conservation Resources representatives will be considered as non-voting technical support.
4. For purposes of continuity, institutional knowledge, and honorary recognition for members who have expired terms, a “legacy membership” to comprise non-voting members will be established as of December 2021.

B. Anyone interested in serving on the BPAC must complete a Forward Pinellas Advisory Committee Member application and attend at least one BPAC meeting to be considered for appointment. This includes individuals recommended by Forward Pinellas Board members. Elected officials are eligible to serve on the Committee, provided they are not members of the Forward Pinellas Board. Consecrations in the appointment of BPAC members are listed below in order of priority. The overarching goal of the BPAC committee composition is to reflect the demographic and geographic make-up of Pinellas County. Committee members will be evaluated based on the following factors:

- i. Minority representation as reflected in population data for Pinellas County and the Forward Pinellas Board Title VI Plan. An emphasis will be afforded to representation from identified Environmental Justice communities.
- ii. Effect on balance of age and gender of the committee.
- iii. Whether the candidate previously served on the Committee. Individuals without prior experience on the Committee shall be given preference over those who previously served.
- iv. For at-large positions, considerations shall be given to how the individual would affect the balance of geographic representation on the Committee. The geographical representation of at-large Committee members should be equitable to the fullest extent possible



- B. ~~Each voting member shall have an equal vote.~~
- C. If a representative moves out of the area they represent, that representative may serve until the end of the current year, at which time their replacement will be appointed. If the former representative wishes to continue serving on the BPAC, they may serve as an "At Large" representative after appointment by the MPO if one or more of the "At Large" memberships is vacant.
- D. ~~Terms of appointment shall be until member resignation or until membership is withdrawn by the MPO. A member having three or more consecutive absences or five or more absences during a twelve month period shall require reconfirmation by the MPO or membership shall be terminated. BPAC member attendance will be reviewed on a continuing basis.~~
- D. An appointed member having three or more consecutive absences or four or more absences during twelve month period shall require reconfirmation by the Forward Pinellas Board or membership shall be terminated. The reconfirmation process may make allowance for absences due to a major health-related condition.

Forward Pinellas shall appoint members of the Committee by favorable action of the Forward Pinellas Board with the recommendation made by either the Board Chairman, a member of the Board, or the Forward Pinellas Director.

The term of appointment for each member shall be four-years in duration unless the member resigns or until the membership is withdrawn by the Forward Pinellas Board. A member may serve up to two (2) terms. After a member has served two (2) terms, Forward Pinellas will solicit applications for the open position and staff will make a determination, after a reasonable period of recruitment, to either reinstate a committee member for a 2-year extension term or select a new member to serve. Committee members may serve no more than two (2) full four-year terms and one two-year extension period.

To initiate the term of office procedure, Forward Pinellas will establish a staggered set of terms of 1, 2, 3, and 4 years using membership seniority, with the term of appointment starting January 1, 2022. The maximum 4-year terms will be effective as of January 1, 2022.

Concerning reappointment, that action would take into consideration the member's Committee participation, attendance, and the interest of other individuals in that membership.

#### **SECTION 4: OFFICERS AND DUTIES**

The BPAC shall have two officers, the Chairperson and Vice Chairperson, who shall be voting members.

- A. Officer elections shall take place at the last regularly scheduled meeting of each calendar year. Any member may nominate a voting member to be an officer. Such nominations shall not be made without agreement of the nominee(s) to serve, if elected.
- B. All elections shall be by the majority vote of BPAC members present, except write-in votes may be accepted by MPO Forward Pinellas staff prior to the meeting at which the election will be held. The Chairperson and Vice Chairperson shall hold office until their successors are elected.

- C. The Chairperson shall:
1. Preside at and conduct all meetings.
  2. Approve BPAC correspondence and information releases.
  3. Approve the agenda, with any modifications, prior to any scheduled meeting.
  4. Serve as a liaison between the BPAC and the MPO whenever the need arises.
  5. Cancel or postpone a regular or special meeting if circumstances warrant it and, if necessary, set a new date, time, and place for the meeting.
- D. Chairperson may create subcommittees and task teams and appoint their chairpersons and members.
- E. The Vice Chairperson shall, during the absence or inability of the Chairperson to serve, have and exercise all the duties and powers of the Chairperson. The Vice Chairperson shall also perform such other duties as may be assigned by the Chairperson.
- F. If both the Chairperson and Vice Chairperson are absent from a meeting, a temporary Chairperson shall be provided by majority vote of the members present.
- G. Any vacancy in office created by resignation or replacement of an officer shall be filled by a majority vote of members present at the next regular meeting. The officer so elected shall fill the remainder of the unexpired term of the vacant office.

#### **SECTION 5: MEETINGS**

- A. The business year for the BPAC will run from January through December of each calendar year. The BPAC shall conduct regular monthly meetings at a date, time, and place acceptable to most of the membership. Due to certain holidays, summer vacation schedules, and possible schedule conflicts, several meetings during the calendar year will be cancelled. A seven (7) day notice shall be given for any such changes to the regular meeting schedule.
- B. The Chairperson may call emergency or special meetings when deemed necessary. Emergency or special meetings may be called with a minimum of one (1) day notice, indicating the reason for the meeting. The notice for emergency or special meetings may be conducted by means of electronic communication.
- C. MPO [Forward Pinellas](#) staff shall prepare agendas prior to all meetings. Hard copies of the agendas, including the minutes of the previous meeting, should be sent to the members approximately five (5) days prior to any regular meeting. The members will also receive, via e-mail, a link that will allow them to view the agenda, reports, studies, or other Committee notices on the MPO [Forward Pinellas](#) website. Members may place items on the agenda with approval of the Chairperson.
- D. An item requiring action may be brought before the BPAC by any member with the Chairperson's approval, even though it is not on the agenda. The Chairperson shall decide if action is to be taken at that meeting or at a subsequent meeting.
- E. A quorum shall consist of one-third of the appointed voting membership and shall be required for conduct of all official business. A majority of those present shall be necessary to decide an issue before the Committee.
- F. All meetings will be open to the public. Public participation shall be allowed at the discretion of the Chairperson.

## **SECTION 6: MPO-CONFLICT OF INTEREST POLICY**

### **A. Conflicts of Interest**

#### **1. Voting Conflicts**

If a member of the BPAC declares a voting conflict pursuant to Section 112.3143, Florida Statutes on a matter before ~~the MPO~~ Forward Pinellas or its advisory committees, that member may no longer participate in that matter before ~~the Pinellas County Metropolitan Planning Organization~~ Forward Pinellas and local government board that has a member of the Pinellas County Metropolitan Planning Organization on it, or any other committee of the Pinellas County Metropolitan Planning Organization. For the purposes of this subsection, the term “participate” means any attempt to influence the decision by oral or written communication, whether made by the member of the ~~MPO~~ Forward Pinellas or its advisory committee or at the member’s direction.

In the event a member has a conflict of interest, they are required to complete Form 8B –Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers and turn it into ~~MPO~~ Forward Pinellas staff for insertion in the minutes of the meeting where said conflict existed, in compliance with Section 112.3143, Florida Statutes.

#### **2. Lobbying Policy**

Lobbying of evaluation committee members, ~~MPO~~ Forward Pinellas staff, or elected officials regarding Requests for Proposals, Requests for Qualifications, bids, or contracts during the pendency of bid protest by the bidder/proposer/ protestor, or any member of the bidder’s/proposer’s/protestor’s staff, an agent of the bidder/proposer/protestor, or any person employed by the legal entity affiliated with or representing an organization that is responding to the Requests for Proposal, Requests for Qualification, bid or contract, or has a pending bid protest is strictly prohibited either upon advertisement or on a date established by ~~the Pinellas County Metropolitan Planning Organization (MPO)~~ Forward Pinellas and shall be prohibited until either an award is final or the protest is finally resolved by the ~~MPO~~ Forward Pinellas Board or Executive Director, provided, however, nothing herein shall prohibit a prospective bidder/proposer from contacting ~~the MPO~~ Forward Pinellas staff to address situations such as clarification and/or questions related to the procurement process. For purposes of this provision, lobbying activities shall include but not be limited to influencing or attempting to influence action or non-action in connection with any Requests for Proposals, Requests for Qualifications, bid or contract through direct or indirect oral or written communication or an attempt to obtain goodwill of persons and/or entities specified in this provision. Such action may cause any Requests for

## **SECTION 7: AMENDMENTS**

These Bylaws may be amended by ~~the MPO~~ Forward Pinellas based on a recommendation and affirmative vote of a majority of the voting members of the BPAC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) days before it is to be voted on. All proposed amendments shall be voted on at regular meetings; however, ~~MPO~~ Forward Pinellas staff may accept write-in votes prior to the meeting.

Name	Appointment Date	Proposed Term End Date
Bert Vallery	Oct-98	Dec-21
Ed Hawkes	11/18/1998	Dec-21
Kimberly Cooper	10/13/1999	Dec-21
Georgia Wildrick	8/16/2006	Dec-21
Ronald Rasmussen	12/13/2006	Dec-21
Jim Wedlake	5/12/2010	Dec-22
Chip Haynes	4/13/2011	Dec-22
Mike Siebel	3/14/2012	Dec-22
Lynn Bosco	11/14/2012	Dec-22
Brian Smith	12/12/2012	Dec-22
Paul Kurtz	12/11/2013	Dec-22
Win Dermody	3/12/2014	Dec-23
Annette Sala	3/12/2014	Dec-23
Becky Alfonso	10/8/2014	Dec-23
Daniel Alejandro	10/12/2016	Dec-23
Charles Johnson	6/14/2017	Dec-23
Alan Johnson	5/9/2018	Dec-24
David Feller	7/11/2018	Dec-24
Lisa Charest	10/14/2020	Dec-24
Vacant (Dunedin)		TBD
Vacant (Pinellas Park)		TBD
Vacant (Clearwater)		TBD
Vacant (At Large)		TBD
New St. Pete		TBD
New Dunedin		TBD

*eligible for a 2nd full term*

*eligible for a 2nd full term*

*eligible for a 2nd full term*

*eligible for a 2nd full term*

*eligible for a 2nd full term*

**9. SPOTLight Emphasis Areas Update**

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**SUMMARY**

Forward Pinellas staff will provide a brief update on the status of activities related to the three SPOTlight emphasis areas.

- Vision for U.S. Highway 19 Corridor
- Gateway Area Master Plan
- Enhancing Beach Access

**ATTACHMENT(S):** None

**ACTION:** None Required; Informational Item Only

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**A. Florida Bicycle Association (FBA)**

Vice Chair Becky Afonso, who is also the FBA Executive Director, will provide an update on FBA activities. Information on the FBA is available at [floridabicycle.org](http://floridabicycle.org).

- Legislative Session
- Bike/Ped Proposals

**B. Friends of the Pinellas Trails (formerly Pinellas Trails, Inc.)**

A representative from Friends of the Pinellas Trail may take this opportunity to provide an update.

**11. Agency Reports**

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Updated information on the following programs or projects of interest to the BPAC will be provided at the meeting.

- Pinellas Trail Loop/Duke Energy Trail (North & South Gaps)
- Keystone Road Update
- Clearwater Bicycle Pedestrian Program
- Largo Bicycle Pedestrian Program
- St. Petersburg Bicycle Pedestrian Program
- Pinellas County Schools
- FDOT District 7
- Pinellas Trail Security Task Force (PTSTF) next meeting is October 12, 2021

**ATTACHMENT(S):** None

**ACTION:** None required, informational only

**A. Membership**

There are currently seven vacancies on the BPAC membership list. One for a Pinellas County Health Department representative, one seat for St. Petersburg, two seats for Clearwater, two seats in Dunedin and one At Large seat.

**ATTACHMENT:** BPAC Membership List

**B. Correspondence, Publications, Articles of Interest**

*Active Transportation Advocates See Silver Lining in Infrastructure Bill – August 2021*

*Public transportation in the us: A driver of health and equity – August 2021*

*The Senate’s E-BIKE Act could make electric bikes a lot cheaper*

*Pinellas Trail Usage Report – June 2021*

*Pinellas County Fatalities Report – August 4, 2021*

**C. Suggestions for Future Agenda Topics**

This item is provided to allow Committee members to suggest topics for future BPAC agendas.

**D. Other**

If any member has other business to discuss, they may address it under this item.



**BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP LIST****Voting****St. Petersburg Area (St. Pete/Gulfport/So Pasadena/Tierra Verde)**

1. Lisa Charest (10/14/20)
2. Kimberly Cooper (10/13/99) (reappointed 5/9/18)
3. Charles Johnson (06/14/17)
4. Vacant

**Clearwater Area**

5. Vacant
6. Vacant
7. Win Dermody (03/12/14)

**Dunedin Area**

8. Vacant
9. Vacant

**Pinellas Park and Mid-County**

10. Ronald Rasmussen (12/13/06)
11. Stephen Moriarty (06/09/21)

**Largo Area**

12. Daniel Alejandro (10/12/16)
13. Georgia Wildrick (08/16/06)

**North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor)**

14. Vacant
15. Becky Afonso (Vice Chair) (10/08/14)

**At Large Area**

16. Paul Kurtz (12/11/13)
17. Mike Siebel (03/14/12)
18. Brian Smith (Chairman) (12/12/12)
19. Lynn Bosco (11/14/12)
20. Vacant
21. Ed Hawkes (11/18/98)
22. Annette Sala (03/12/14)

**Seminole Area**

23. Jim Wedlake (05/12/10)

**Beach Communities**

24. Bert Valery (10/1983-10/1998) (reappointed 07/10/02)
25. Alan Johnson (05/09/18)

**Technical Support**

1. County Traffic Department (Joan Rice – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (Caroline Lanford – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Reid Powers – alternates)
4. City of Clearwater (Lauren Matzke - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Diane Friel – representative; Taylor Hague - alternate)
7. City of Oldsmar (Alayna Delgado – representative, Tatiana Childress – alternate)
8. City of Pinellas Park (Derek Reeves – representative)
9. Pinellas County School System (Joseph Camera- representative, Autumn Westermann- alternate)
10. Pinellas County Health Department (Vacant – representative)
11. Friends of the Pinellas Trails (Scott Daniels – representative)
12. CUTR (Julie Bond - representative)

**Sheriff's Office /Police/Law Enforcement Representatives**

1. Pinellas Park Police Dept.
2. St Petersburg Police Dept.
3. Largo Police Dept.
4. Sheriff's Office – Deputy Eric Gibson
5. Clearwater Police Dept.

**Non-Voting Technical Support**

13. FDOT (Alex Henry - representative)
14. County Parks and Conservation Resources (Lyle Fowler – representative; Spencer Curtis – alternate)

\*Dates signify appointment

## Active Transportation Advocates See Silver Lining in Infrastructure Bill

- By [Kea Wilson](#)
- [Aug 4, 2021](#)

A handful of critical policy changes buried in President Biden’s bipartisan infrastructure megabill may quietly revolutionize life for people who walk and roll through U.S. cities, some advocates argue — especially if it’s amended to include other progressive items from the House’s visionary INVEST Act, too.

As much of the sustainable transportation community struggled with news that the so-called Bipartisan Infrastructure Bill (BIB) would deliver [substantially more](#) money for drivers than transit riders, some active transportation advocates expressed tentative excitement about the details of the 2,700-page tome — many of which, they argue, are more aggressive on protecting vulnerable road users than originally expected.

That’s because the baseline transportation reauthorization bill *within* the mega-bill — the Senate Environment and Public Works Committee’s Surface Transportation Reauthorization Act of 2021 — shares a lot of DNA with the House’s [much-lauded](#) attempt at the same legislation, the INVEST in America Act, at least when it comes to the sections having to do with vulnerable road users.

Of course, the actual dollars behind those policy shifts still pale in comparison to the [windfall](#) the bill would deliver to highway-builders. But they’re still among the biggest federal investments into vulnerable road user safety ever made — and they’re likely far better than *what could* be passed if Democrats lose their narrow majorities in the House and Senate.

“We know this isn’t a perfect bill, but we’re concerned if it doesn’t pass this year, we could get a much worse bill in the next Congress,” said Caron Whitaker, deputy executive director for the League of American Bicyclists. “I just think there’s a lot of good sections in this bill that are getting discounted because the INVEST bill is more progressive overall. ...We really want to see it conferenced [with the House] so the best ideas from both pieces of legislation can be reflected in the final text.”

Here are a few areas to watch as the negotiations continue.

### **60 percent\* boost for alternative transport**

One of the subtlest shifts in the bill is also the most seismic: a shift from a flat, \$850-million/year funding model for the Transportation Alternatives program to a dedicated 10 percent of the Surface Transportation Block Grant Program. The new model mathed out to an average of about \$1.3 billion a year, or about 60 percent more than the critical initiative gets now — exactly as much as the House bill promised.

But ...

Unfortunately, that promising topline number could be undermined if Senate succeeds in passing an amendment that would essentially cannibalize [about a fifth of those dollars](#) to deliver much-deserved funding for the Recreational Trails program — the *other* big pot of money for biking and walking, which focuses more heavily on rural areas — rather than fully funding *both* programs.

But if that can be fixed, advocates are cautiously optimistic — especially considering that *another* section of the bill would require every state in America to adopt a Complete Streets standard. That move which could theoretically drum up demand for future infusions into the TA program, since many won't have the money they need actually *meet* those standards without federal help.

## Real consequences if states fail vulnerable road users

Under our current system, only about 1 to 2 percent of Highway Safety Improvement Program dollars are specifically aimed at saving vulnerable road users' lives — even when those road users represent a *way* bigger share of the total death toll.

Both the House and Senate bills would have fixed that, but many advocates think the Senate bill sets slightly stronger criteria for when a state would be required to take action. Under the bipartisan pact, if more than 15 percent of people who died on their roads were walking, biking, or using a micromobility mode and/or assistive device at the time, that state will need to devote 15 percent of Highway Safety Improvement Program dollars towards saving those lives until numbers go down — which could mean millions for protected infrastructure in those communities.

Source: League of American Bicyclists

That approach is not without its tradeoffs, especially among less-urbanized states where people feel so unsafe walking or biking that they don't even bother trying, and thus don't have high percentages of VRU fatalities.

But it's an important first step, especially taken together with another section of the bill which would require states to identify where the most dangerous segments of their road networks are, something many of them [famously don't know](#). They'd also have to make that information public.

“That allows advocates to say, hey, you designated this street as dangerous, and you know how to fix it,” said Whitaker. “We look forward to working with FHWA to help them do that well.”

## An overhaul on crash reporting and safety standards

One of the biggest surprises in the mega-bill was the inclusion of a slate of reforms proposed by traffic safety champion Sen. Brian Schatz (D-Hawaii) in [a bill](#) he formally introduced just one day before the infrastructure deal — many of which have been on advocates’ wishlists for years.

The reforms include:

- An update to the New Car Assessment Program to include a [consumer rating](#) for how a vulnerable road user will fare if struck by that car — though it stops short of banning automakers from actually *selling* mega-cars that are unacceptably dangerous to walkers, bikers and others.
- A update to hood, bumper, and advanced driver assistance technology standards to reduce the number of injuries and deaths suffered by vulnerable road users who are struck by ultra-tall SUVs, pick-up trucks, and other dangerous vehicle designs that are [driving the U.S. pedestrian death crisis](#) — though those updates will be subject to a public comment period first.
- An overhaul on federal [crash reporting standards](#) to include more information about the circumstances surrounding the deaths of vulnerable road users, as well as to check police reports against hospital data to ensure that states are getting a full picture of their traffic violence crisis.

The bipartisan pact definitely doesn’t check every box on car safety — and advocates in particular are frustrated that the bill neglected to require a lot of [long-sought vehicle safety features](#), like automatic emergency braking systems. But it’s a step in the right direction.

## An overhaul on the MUTCD (sorta)

Reforming the deeply auto-centric Manual of Uniform Traffic Control Devices was a [major focus](#) of the safe streets advocacy community as the country headed into reauthorization.

The bipartisan bill would help make that happen, but the specific reforms it mandates are a bit of mixed bag. Many of the best changes — like explicitly prioritizing the protection of vulnerable road users above driver safety only, and requiring a fresh update to the document every four years to reflect the anticipated rapid development of autonomous vehicles — are counterbalanced with questionable ones, such as privileging edits suggested by the private council that wrote the regressive document in

the first place, while throwing away over 25,000 citizen comments demanding better for the most vulnerable.

“The big thing [the bill] is missing is requiring an end to the use of the 85th percentile speed limit setting method, which lets speeders set speed limits and does not consider people biking and walking,” added Ken McLeod of the League of American Bicyclists. “Secretary [Pete] Buttigieg and the staff at FHWA can still address the 85th percentile in their rulemaking, and doing so is critical for their efforts to create a Safe System that reduces traffic deaths.”

## **A *lot* more power for Pete**

The outlook for active commuters is likely to evolve as the bill gets amended, but one thing is for sure: U.S. DOT Secretary Pete Buttigieg will play a *big* role in the nation’s transportation future.

In [a webinar](#) held Monday by the Eno Center for Transportation, Transportation Weekly Editor Jeff Davis pointed out that a whopping \$100 billion of the \$1-trillion bill — including much of the funding for new safety programs aimed at protecting vulnerable road users — would be dispersed through discretionary grant programs under the purview of the Secretary, rather than through formulas, like the department has largely done for the last decades.

Davis called the shift “astonishing” and noted that it was “a big pivot towards the DOT being an even bigger grant making organization than [ever before].”

Notably, that astonishing shift includes a new \$5-billion “Safe Streets for All” program, which would give local and regional agencies money to craft Vision Zero plans for the first time, as well as boosts to the RAISE program (formerly TIGER), the INFRA program, and a dedicated fund for megaprojects, all of which could be used to build better streets for VRUs — or to build more highway lane miles, depending on who holds the purse strings.

That’s probably great news to those who have confidence in the [multimodal ex-mayor’s](#) expressed commitment to building vulnerable road user safety and racial equity through the power of his office — but it might not be great news if Biden loses the White House in four years.

## Key Points

- » “Public transportation” refers to a wide variety of options that provide regular and continuing transportation to the public and may incorporate private sector services such as paratransit or ride-sharing.
- » Lack of access to public transportation disproportionately harms those who rely on it, including older adults, individuals with disabilities, and commuters. Among the latter group, women, younger adults, Black workers, and low-income workers are overrepresented to various degrees.
- » New or expanded public transportation options can increase the use of public transit, reducing traffic crashes and air pollution. Expanded access to public transportation can also improve physical and mental health and health equity by increasing access to medical care, healthy food, vital services, employment, and social connections.
- » Several expert scientific bodies have provided guidance for better aligning public transportation and public health goals. Many states and local governments have already taken important steps in this direction.
- » Improved and aligned metrics can help inform decision making on equitable approaches to transportation planning and implementation by addressing issues such as access, convenience, and cost of transit, as well as the links between access to transportation and poverty.
- » Experts have identified safe and thriving public transit options as essential for communities to recover from the COVID-19 pandemic.

### WITH SUPPORT FROM:



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## PUBLIC TRANSPORTATION IN THE US: A DRIVER OF HEALTH AND EQUITY

New or expanded public transportation options can improve health and health equity by reducing traffic crashes and air pollution, increasing physical activity, and improving access to medical care, healthy food, vital services, employment, and social connection.

**Health, functioning, and quality of life** are products of the social and economic conditions in the environments where people are born, live, learn, work, play, worship, and age. **Research suggests** that an estimated 20 percent of a person’s health can be attributed to clinical care, whereas an estimated 30 percent can be attributed to health behaviors such as diet and exercise, and another 10 percent to the physical environment, including air and water quality, housing, and transit. The remaining **40 percent** is related to social and economic factors such as education, employment, and income. Transportation is a **component of the built environment**, with important impacts on public health and health equity.

Transportation policies, planning efforts, and infrastructure investments have historically **emphasized roads** over public and **active transportation**, contributing to health hazards and segregating communities. **New or expanded public transportation** options can increase access to and use of transit and can improve health outcomes by **promoting better air quality, increasing levels of physical activity, decreasing injuries** from motor vehicle crashes, and **improving mental health**. Access to public transportation may also reduce **health disparities** and promote **health equity** by increasing access to **healthier food options, medical care, vital services, and employment** for communities that do not have equal access to these fundamental daily necessities.

**Public transportation** refers to a wide variety of options, including buses, streetcars, light rail, ferries, and subways that provide “**regular and continu-**

ing” transportation to the public and that may incorporate private sector services such as [paratransit](#) or ride-sharing. The history of public transportation in the US has been shaped by many factors, including

**“In 2019, about 5% of all workers in the US commuted by public transportation.”**

the [Federal Aid Highway Act of 1956](#), also known as the National Interstate and Defense Highways Act, which emphasized the building of national highway networks. This legislation, along with the increasing availability and popularity of cars, contributed to a diminished public transportation infrastructure by shifting homes and jobs away from central urban areas to the suburbs [by the early 1960s](#). This interstate highway system disproportionately cut through communities of color, contributing to the [racial and economic segregation of cities](#) and concentrated poverty that persist today.

This brief’s primary focus is the relationship between urban public transportation and health and health equity. Access to public transportation in rural settings, although critical for health and well-being, is not addressed here because of distinct considerations such as [longer distances traveled and lower population density](#). In addition, although private sector services, such as [ride-sharing](#), are incorporated into some public transportation systems and can help meet certain needs, this brief is primarily concerned with the potential health and health equity impacts of urban public mass transportation on individuals and communities. This brief also highlights policy and practice interventions that may help states and municipalities better align urban public transportation and public health goals.

## ■ Who Relies On Public Transportation?

In [2019](#), about 5 percent of all workers in the US commuted by public transportation, with use being most prominent in major cities such as New York, New York; Chicago, Illinois; and San Francisco, California. Although patterns differ somewhat on the basis of whether an area is a [“transit-heavy metro area”](#) or not,

in general, some groups rely more on public transportation for commuting than others, including women, young adults (those ages 25–29), Black workers, and low-income workers. Lack of access to public transportation can disproportionately harm [older people](#) and [people with disabilities](#). It can also [contribute to existing racial and economic disparities](#) by decreasing mobility and forcing individuals to depend on costly car ownership.

## ■ Public Transportation, Health, And Health Equity

A large and growing body of research indicates that access to public transportation can have important effects on both [health](#) and [health equity](#). An important pathway by which public transportation improves health is through reductions in vehicle miles traveled, resulting in [reduced motor vehicle crashes](#) and [reduced air pollution](#). Motor vehicle crashes are a leading [cause of injury-related death](#) for many age groups. More driving also contributes to more [motor vehicle–related emissions](#), which add substantially to air pollution. Air pollution can [increase cancer risk and can contribute to](#) neurological, cardiovascular, respiratory, reproductive, and immune system damage. Most of these impacts [disproportionately harm](#) people of color and those in lower-income communities, who [are more likely to be exposed](#) to traffic and traffic-related air pollution and to live near high-polluting corridors and highways. Public transportation systems have been associated with [reductions in motor vehicle crashes](#) and [significantly lower emissions](#) per passenger mile compared with single-occupancy vehicles, although increased use of [energy-efficient vehicles](#) and other new technologies may change this calculus in the future.

Public transportation may also affect health more indirectly by [providing access](#) to health-promoting services and supports, including health care itself; research has shown that lack of transportation in general [can result](#) in missed or delayed health care appointments, poorer health outcomes, and increased health expenditures. Inadequate public transportation can also increase [social isolation, particularly for older populations](#) and people with disabilities or others who do not drive. This can increase the risk for

early mortality, depression, and dementia. In contrast, access to reliable public transportation can improve access to healthier food, vital services, employment, and recreational opportunities, all of which are important for health and well-being.

Access to reliable public transportation also promotes physical activity when people walk to and from transit stops. Regular physical activity helps reduce the risk of developing diabetes, metabolic syndrome, heart disease, and stroke. Although chronic diseases such as these are prevalent throughout the US, low-income communities and communities of color are disproportionately affected by them.

## How Public Transportation Is Funded

About 18 percent of public transportation funding comes from the federal government through a combination of legislation and federal grants based primarily on national fuel taxes. The remaining funding comes from state and local governments through legislative actions (motor vehicle fuel taxes, state transportation funds, general funds, and automobile-related fees or taxes) and local taxes, fees, and

commission, the Federal Transit Administration, and the Federal Highway Administration. Transportation Improvement Programs have been shown to provide key opportunities to integrate policies and practices that promote health and increase health equity in public transportation planning.

A significant source of funding that affects public transportation is the Fixing America's Surface Transportation (FAST) Act of 2015. The FAST Act was intended to provide a steady source of long-term funding. The legislation focuses on regional transportation and contains elements that align with public health goals, including transit-oriented developments, enhanced economic development initiatives to promote ridership, and improvements to access and connectivity.

Public transportation options consistently face competition for funding from public investments in highways and surface transportation, as well as competition for ridership from taxis and ride-sharing services. After increasing every year from 2010 to 2014, public transportation ridership declined between 2014 and 2018, going from 10.6 to 9.9 billion trips. Public health and safety concerns associated with the COVID-19 pandemic reduced overall travel in the US and led to large declines in public transit ridership in 2020. Compared with April 2019, ridership was down 73 percent nationally in April 2020 across all transit agencies and modes. An estimate from May 2020 suggested that the US would face a funding shortfall of \$48.8 billion between June 2020 and December 2021. The March 2020 Coronavirus Aid, Relief, and Economic Security Act included \$25 billion in funding for transit agencies, which was augmented by the 2021 American Rescue Plan's \$30.5 billion to help US public transportation systems respond to COVID-19 and ensure continuation of services.

**“Access to reliable public transportation...promotes physical activity when people walk to and from transit stops.”**

bonds. Programs and activities are then guided by a combination of federal, state, and local policies that affect spending for capital and operational costs.

States are largely responsible for the development of transportation projects through metropolitan and nonmetropolitan planning organizations, which determine how federal and state funds are allocated in their regions. Larger metropolitan planning organizations with regional populations larger than 200,000 people are responsible for developing long- and short-term Transportation Improvement Programs that require approval by the state's transportation

## State & Municipal Efforts To Align Transportation & Public Health Goals

The availability of public transportation is one determinant of health that is often considered in the broader context of the urban built environment and community planning. Equitable public transportation planning with meaningful community engagement



can consider factors such as [cost](#), [convenience](#), and impact on [housing costs](#). For example, [zoning policies](#) that separate residential, commercial, and industrial areas may prevent walkable, transit-oriented communities. In contrast, by making a neighborhood more attractive, improved public transportation [may lead to increased rents and property values](#), potentially

## “Public transportation ridership declined between 2014 and 2018, going from 10.6 to 9.9 billion trips.”

raising [concerns](#) about a [lack of affordable housing](#). Research shows that communities can [take a comprehensive approach](#) to decreasing how far people must travel for employment and needed services by focusing on both accessible transportation and affordable housing options.

[Policy and environmental interventions](#) that create mixed-use communities make it easier for individuals to be physically active and improve their health from increased exercise. For example, [Complete Streets policies](#), which promote streets that safely serve all people—including those who walk, bicycle, take transit, use mobility devices, and drive—can facilitate this by providing [safer access to public transit](#) for all people.

Many states are currently engaging in transportation planning that aligns with public health goals. In 2014, [Florida adopted its statewide Complete Streets Policy](#), which took into account how land use could affect transit ridership and access to transit. To promote cleaner air, fifteen states and Washington, D.C., announced a [Memorandum of Understanding](#) in July 2020 to support sales of electric medium- and heavy-duty vehicles (including [school buses](#) and transit buses), with the goal of 100 percent of them being [zero-emission](#) vehicles by 2050. However, this more expensive technology has [higher lifecycle costs](#) compared with diesel or hybrid buses, so this may not be an option in many communities.

In another example of a locality aligning public transportation and public health goals, the Nashville metropolitan planning organization managed grants received through the Federal Highway Administration Surface Transportation Program to [fund \\$10 million](#) in active transportation projects from 2014 to 2017. These projects expanded public transportation and bicycle and pedestrian routes. [Early findings](#) suggest that there have been changes in commuter patterns, including less dependence on cars and increases in active transportation.

In Maryland, the [Central Maryland Regional Transit Plan](#) was developed collaboratively by regional transit providers, local elected officials, subject matter experts, and members of the public. The plan provides a twenty-five-year “vision of mobility” and calls for the integration of a public health perspective as part of transit planning. The plan also requires that transit projects seek to reduce disparities related to access and supports policies and programs that “improve transit access to economic and social opportunities such as affordable housing, jobs, education, grocery stores, recreation, and healthcare, particularly in underserved communities.”

To improve mobility, reduce congestion, and take advantage of features of newer buses that mimic some of the benefits of train services, some transit agencies including those in [Albuquerque](#), New Mexico; [Atlanta](#), Georgia; [Colorado](#); and [Portland](#), Oregon, are turning to buses and [Bus Rapid Transit](#). Bus Rapid Transit systems have characteristics that make them more cost-efficient and allow them to move faster than regular traffic by having dedicated bus lanes and traffic signal priority and allowing them to carry more passengers than regular buses. Because buses are already common across US public transportation systems, Bus Rapid Transit [requires lower financial investment](#) and can be a more viable option for communities compared with railway systems. Similar to other transit options, buses may also increase [levels of physical activity](#) because people are more likely to walk or bike (instead of drive) at the beginning and end of each bus trip. Adding new or expanding existing bus routes can serve as rapid investments to [improve health outcomes](#) and increase [health equity](#) in communities, in addition to connecting to other modes of public or private transportation.

## ■ Guidance For Aligning Health And Transportation Goals

Many expert guidance documents have outlined the connection between health and transportation, identified benchmarks and goals, and provided suggestions for improvement. [Healthy People 2030](#) focuses on [reducing deaths from motor vehicle crashes](#), [increasing trips to work made by mass transit](#), and increasing the proportion of [adults and adolescents](#) who walk or bike to get places.

The [Transportation Research Board](#) of the National Academies of Sciences, Engineering, and Medicine developed [A Research Roadmap for Transportation and Public Health](#) to build on the existing literature and provide a plan for funding research during the next decade that would be helpful for decision makers at all levels. The road map recommends that more research be conducted on how public transportation affects the social determinants of health and the health of underserved populations and on equitable access to transportation services. The report also discusses how performance measurement in both sectors can support better health outcomes.

The [Health Impact in 5 Years](#) initiative from the Centers for Disease Control and Prevention (CDC) highlights fourteen nonclinical, community-wide interventions supported by evidence of positive health

“Adding new or expanding existing bus routes can serve as rapid investments to improve health outcomes and increase health equity.”

impacts within five years and cost-effectiveness or cost savings over the lifetime of the population or earlier. Introducing or expanding public transportation is one of the Health Impact in 5 Years interventions. In addition, the CDC Foundation published tools for public health professionals that include a [Public Health Action Guide](#) on how public health can partner

with transportation agencies to improve public transportation systems.

The [Coordinating Council on Access and Mobility](#) is a federal interagency partnership that aims to eliminate barriers to transportation for vulnerable populations, including older adults and people with disabilities, especially in rural areas. In 2015, the FAST Act directed the Coordinating Council on Access and Mobility to develop a [strategic plan](#) to outline the roles and responsibilities of each of its member agencies and address outstanding recommendations that had been made by the council. The council proposed changes to federal laws and regulations to improve the coordination of local transportation services.

## ■ Areas For Future Research

As the evidence linking access to public transportation, health, and health equity continues to grow and as transportation planners [continue to incorporate](#) health considerations into their work, several high-priority areas for future research have become clear.

First, aligned metrics that demonstrate how access to public transportation affects individual and population health outcomes and health equity have been shown to be important in guiding community planning efforts. For example, [A Research Roadmap for Transportation and Health](#) highlights the value of identifying specific population health metrics that may be applied in transportation planning (for example, proximity to housing). More work is needed, however, to help identify additional metrics.

Second, although [state transportation laws](#) may highlight public health concerns or goals, there is a lack of research on how these laws affect local transit decision making. Additional research in this area could provide insight regarding potential roles for public health practitioners to engage in and inform those processes.

Third, more information on the link [between access to transportation and poverty](#) will help to inform equitable approaches to transportation planning and implementation. Public transportation is one tool to help individuals access vital services and opportunities.

Finally, as [communities](#) recover from the COVID-19 pandemic, experts have identified safe and thriving public transit options [as essential](#). The pandemic has led to transit agencies partnering with public health and federal agencies to provide essential services, from [COVID-19 vaccinations](#) to [Wi-Fi-hotspots for re-](#)

**“As communities recover from the COVID-19 pandemic, experts have identified safe and thriving public transit options as essential.”**

[mote learning](#). Although [research](#) is already underway, the question remains to what extent the COVID-19 pandemic will continue to affect public transportation and how the resulting investment can be sustained so that it plays a vital role in [rebuilding healthier equitable communities](#).

The pandemic exposed [racial injustice and inequity](#) in communities across the US. There is an opportunity now to bolster the [drivers of health and well-being](#), including access to public transportation, to help individuals and communities weather future challenges. As partners work toward identifying meaningful metrics, alternative ways to measure the performance of public transportation (for example, equitable access in addition to ridership) may provide a more informative picture of the US public transportation system in the postpandemic era.

## HealthAffairs

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# The Senate's E-BIKE Act could make electric bikes a lot cheaper

*Senator Brian Schatz (D-HI) on the potential to democratize electric bikes*

By [Andrew J. Hawkins@andyjayhawk](mailto:Andrew.J.Hawkins@andyjayhawk) Jul 24, 2021, 10:00am EDT

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E-bikes are more expensive than normal bikes, typically costing anywhere from \$1,000 to \$8,000 for some of the more high-end models. But they also have the potential to replace car trips for a lot of people, with a recent study finding that if 15 percent of car trips were made by e-bike, [carbon emissions would drop by 12 percent](#).

“THE ELECTRIFICATION OF TRANSPORTATION IS NOT JUST ABOUT CARS”

This afternoon, I conducted a brief interview with Senator Schatz over text message to get a sense of the legislation’s goals, its chances in Congress, and whether he himself would ever consider buying an e-bike. (He said no, but I think I got him to reconsider.)

“The idea is simple,” Schatz said, “the electrification of transportation is not just about cars, it’s about every way to get around.”

At its core, the bill is about accessibility, the senator said. More people should be riding e-bikes than just those who can afford them. Driving is already highly subsidized across the country. We build cheap — often free — areas for parking, we invest in highways, drivers don’t pay for congestion or CO2 emissions, and zoning laws and taxes favor sprawl. We need to start accommodating bikes — and especially e-bikes — if we want more people to switch to greener forms of transportation.

“The bill makes a clean alternative more accessible to more people,” Schatz said. “E-bikes make lots of sense for working people, young people, and others who either cannot afford or don’t want a car.”

Much like the House bill, Schatz and Markey’s legislation would offer Americans a refundable tax credit worth 30 percent of a new e-bike’s purchase price, capped at \$1,500. All three e-bike classes would be eligible for the tax credit, but bikes

with motors more powerful than 750W would not. The credit would also be fully refundable, which would allow lower-income individuals to claim it.

A COMMON REFRAIN YOU HEAR FROM CRITICS OF THIS LEGISLATION IS THAT PEOPLE WON'T SWITCH TO BIKES WITHOUT SAFER INFRASTRUCTURE TO SUPPORT IT

A common refrain you hear from critics of this legislation is that people won't switch to bikes without safer infrastructure to support it. Protected bike lanes are still in short supply in the US, and it's unclear whether a surge in demand for e-bikes would necessarily lead to better policy decisions on the local level.

Schatz said there needs to be a "major infusion of physical infrastructure for bike lanes and safe streets" for this bill to have the desirable outcome, which is more people switching from cars to e-bikes. There is [\\$20 billion in President Biden's infrastructure proposal](#) for safe street improvements, which include bike lanes. But whether that money survives in the final deal — if there is a final deal — remains to be seen.

"I'm optimistic," Schatz said about the potential passage of the E-BIKE Act, "but this overall package will face multiple near-death experiences before it becomes law. We plan to get it through in the coming package, but if we don't, we will keep pushing."

The House version of the bill has 21 co-sponsors — all Democrats — while the Senate version is just now making the rounds. But Schatz said he doesn't think it will be a tough sell with his colleagues.

"WE ANTICIPATE THAT WE WILL BE ABLE TO BUILD MOMENTUM FOR THIS"

"We anticipate that we will be able to build momentum for this," he said. "It's one of those rare ideas that is both revolutionary and noncontroversial."

And while Schatz said he's only tried riding an e-bike once, while on vacation, and doesn't have any immediate plans to buy one for himself, he would reconsider, given his newly acquired position as an advocate for this mode of transportation.

Capital Bikeshare in Washington, DC, has a number of pedal-assist e-bikes in rotation. Just sayin'.

# Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:  
June 1<sup>st</sup> – 30<sup>th</sup> (30 days)

## June 2021

30-Day Count Total: **\*121,892**

Daily Average Users: **3,932**

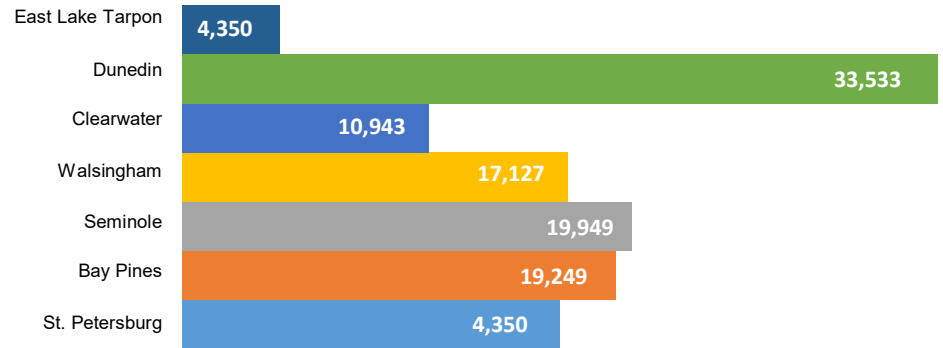
Highest Daily Totals:

#1 – Saturday, June 26<sup>th</sup> (Dunedin – 1,801)

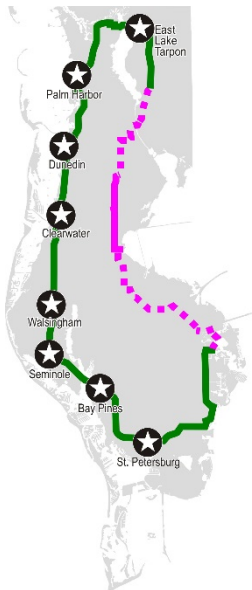
#2 – Saturday, June 5<sup>th</sup> (Bay Pines – 1,005)

#3 – Saturday, June 12<sup>th</sup> (Walsingham - 830)

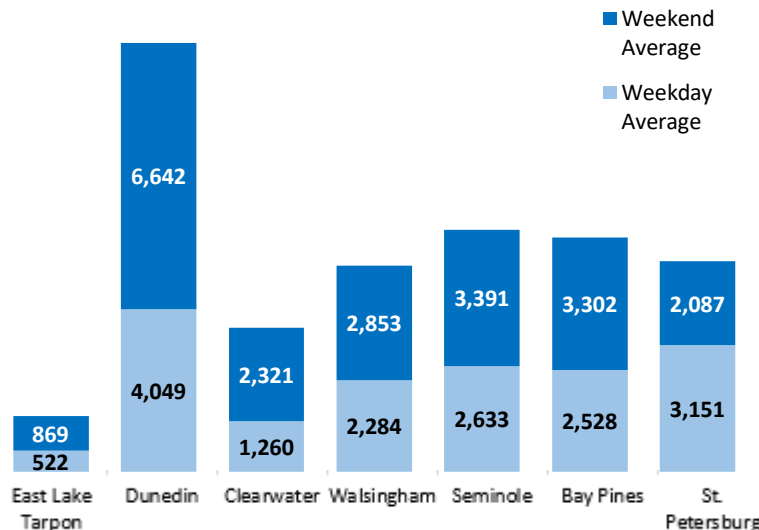
## June Monthly Trail Use by Counter Location



## Counter Locations



## Weekday & Weekend Profile



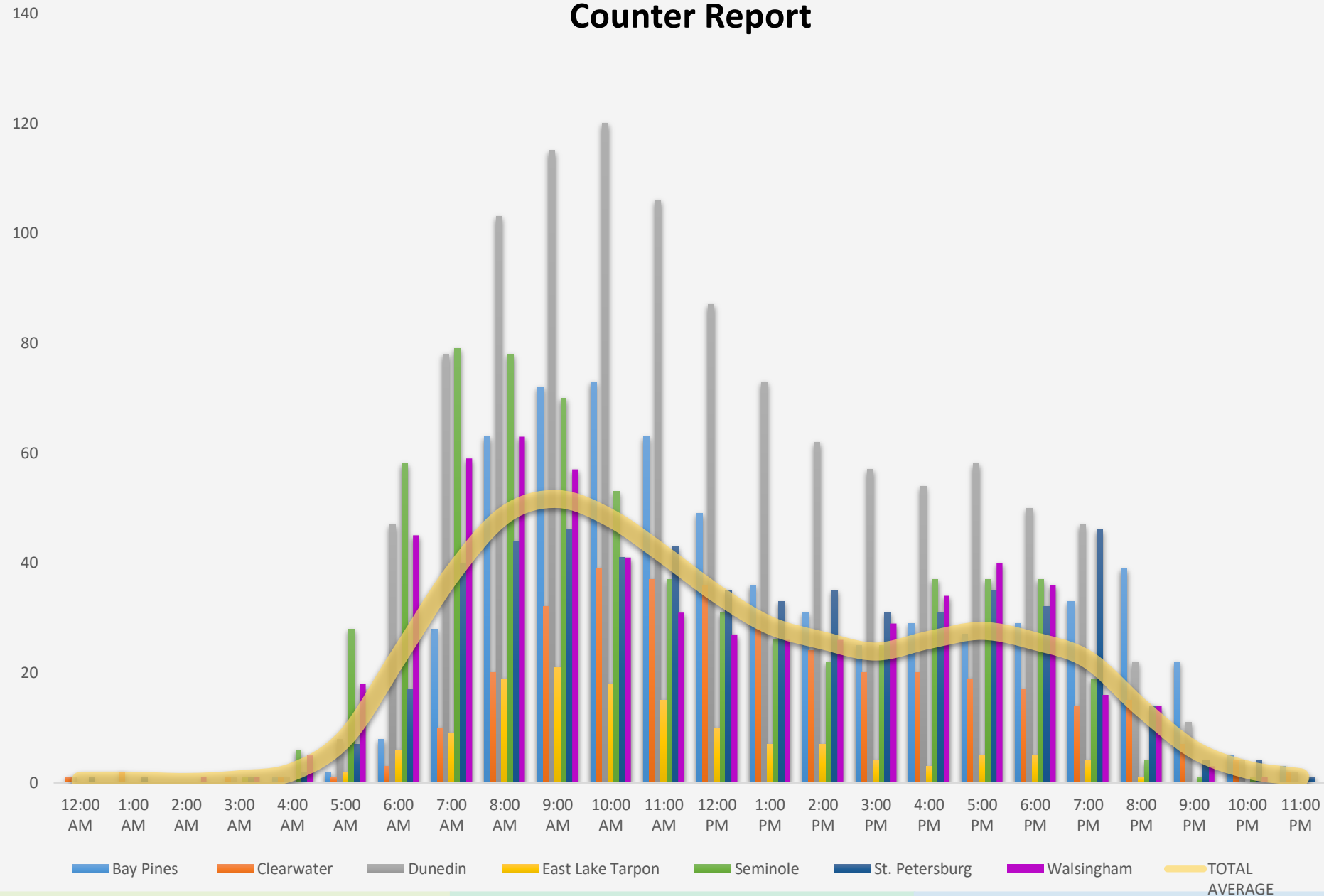
## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	11%	89%
Dunedin:	18%	82%
Clearwater:	10%	90%
Walsingham:	18%	82%
Seminole:	25%	75%
Bay Pines:	10%	90%
St. Petersburg:	22%	78%

Source: Forward Pinellas *June 2021*  
National Weather Service: [June 2020](#)

\*Palm Harbor counter technical issues, no data provided.

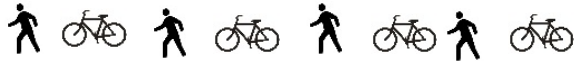
# June 2021 Average Hourly Counter Report



# Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

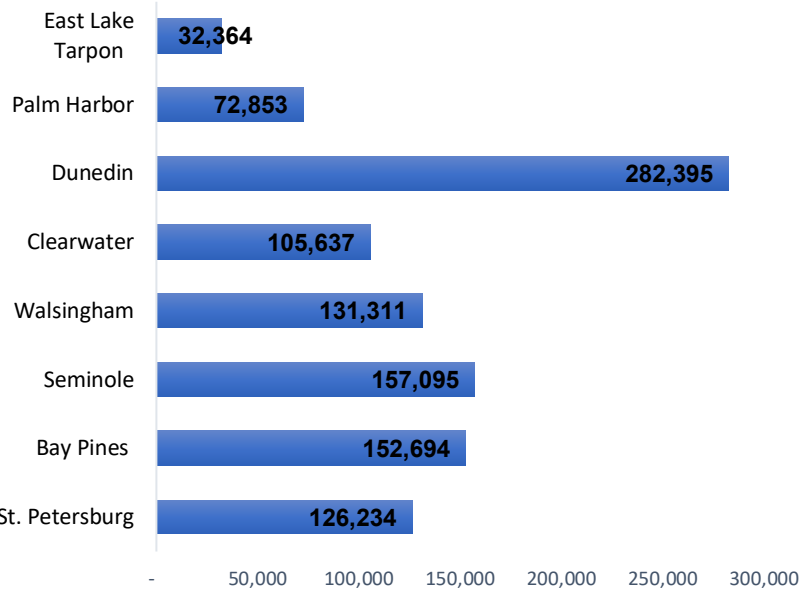
Period: January – June 2021 Data\*



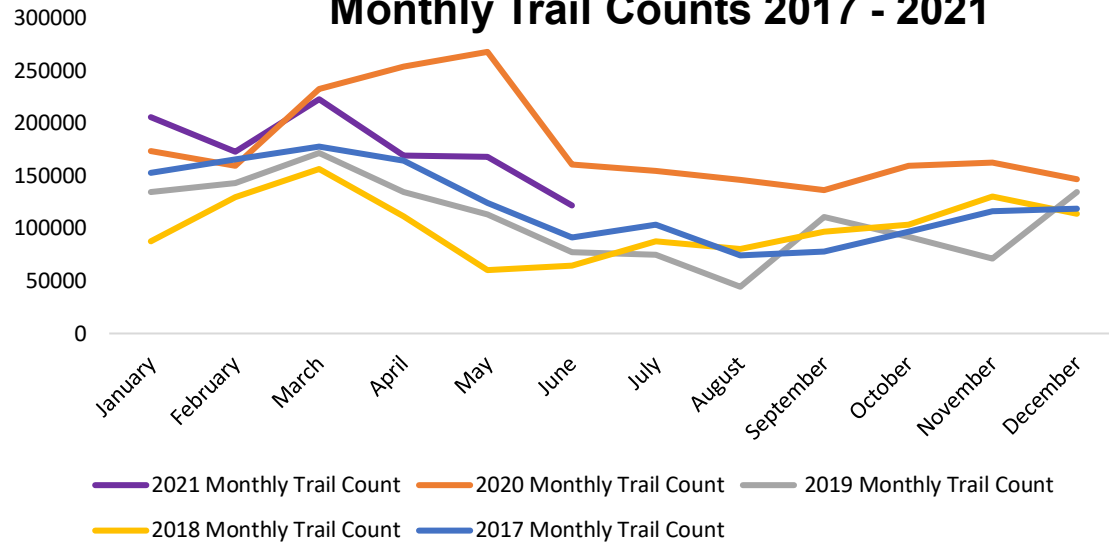
Jan-Jun 2021 Total Count:

**1,060,923**

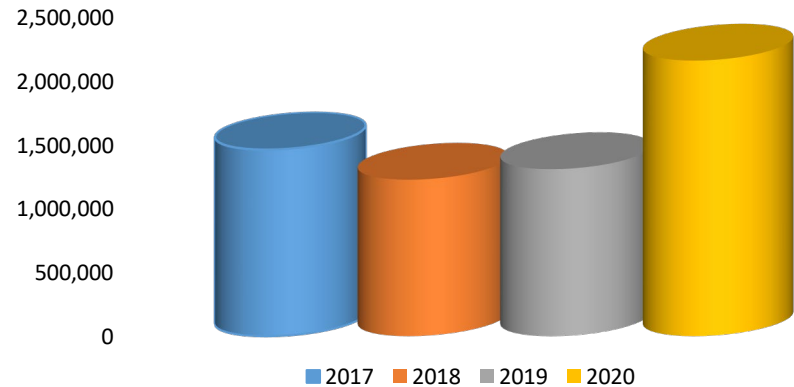
## Year to Date Data Per Location



## Monthly Trail Counts 2017 - 2021



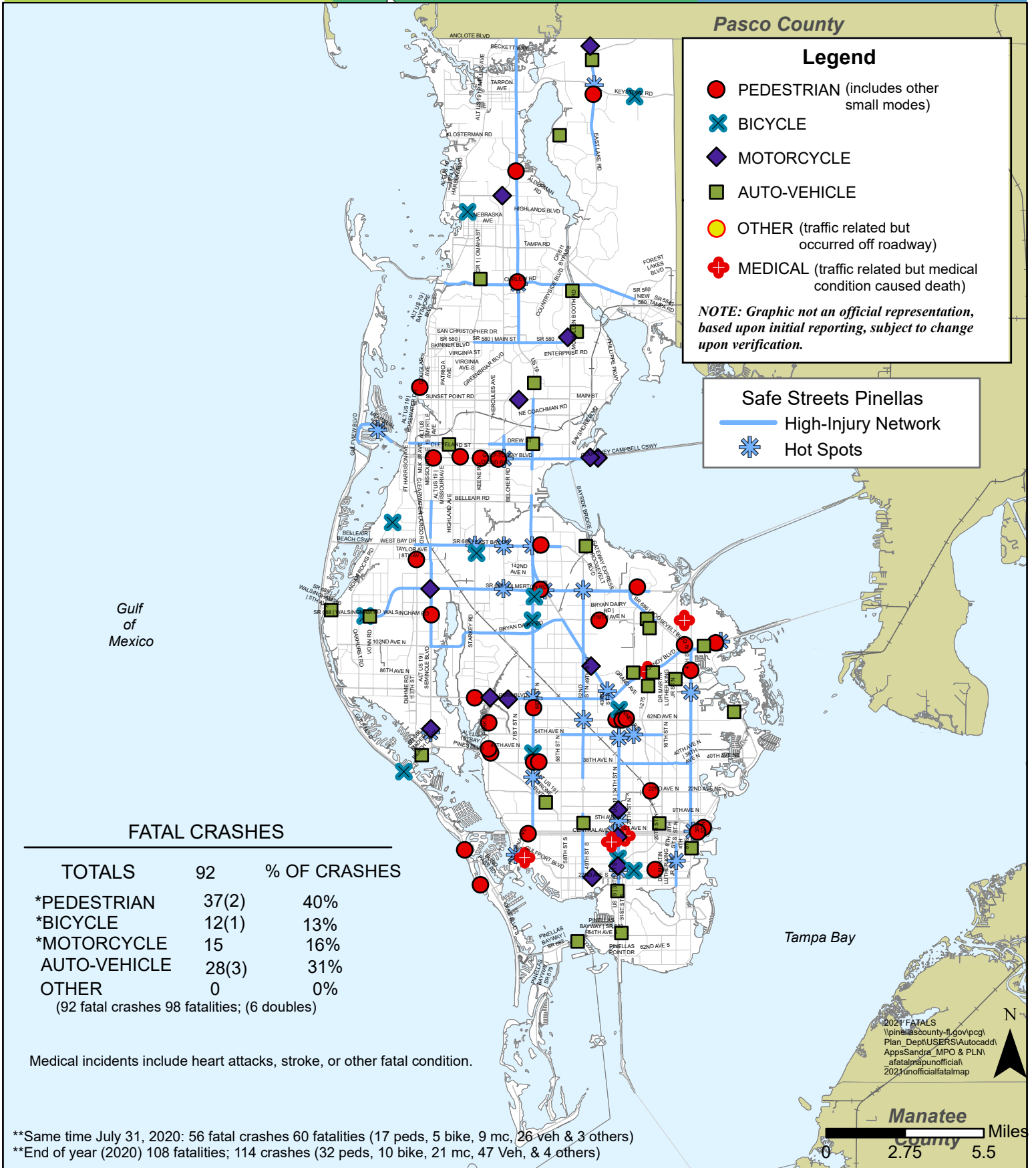
## Pinellas Trail Use 2017 – 2020



\* 2010 – 2016 Survey Data & 2017-2021 Counter Data. Technical issues with several counters in 2019 resulting in several missing days of data during 2019.



# Locations of Reported Traffic Fatalities



Data Source: Forward Pinellas, 2020. Map Produced: August 4, 2021.

\\pinellascounty-fl.gov\pcgl\Plan\_Dept\USERS\Autocadd\Apps\Sandra\_MPO & PLN\afatalmapunofficial\2021unofficialfatalmap\2021fatalsmapNEW.mxd

# CRASHES	DATAID	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIM	DHSMV	LEO	SEX/AGE
1	002F21	ULMERTON RD	IN FRONT OF 6363 ULMERTON	PED	1/6/2021	1	9:02PM	89358577	PCSO	M/59
1	004F21	34TH ST N	62ND AVE N	PED	1/8/2021	1	6:49AM	88425461	FHP	M/57
1	007F21	PARK ST N	CR 16 (S OF 46TH AVE N)	PED IN WC/DELAY	1/18/2021	1	6:52PM	88430141	FHP	M/68
1	012F21	COURT ST	JUST EAST OF MISSOURI AVE	PED/PED IN WC/DELAY	1/29/2021	2	7:26PM	24304614	CLW	M/37, M/59
1	013F21	ROOSEVELT BLVD/SR686	DODGE ST	PED/DELAY	1/30/2021	1	11:36PM	88451237	FHP	M/60
1	014F21	38TH AVE N	66TH ST	PED/DELAY	2/5/2021	1	8:27AM	24234848	SP	M/68
1	015F21	38TH AVE N	64TH ST N	PED	2/8/2021	1	1:10AM	24234920	SP	M/40
1	016F21	1ST ST N	4TH AVE N	PED/WC/DELAY	2/11/2021	1	9:33AM	24235101	SP	F/85
1	018F21	US HIGHWAY 19	CURLEW RD	PED	2/12/2021	1	8:30PM	88436801	FHP	M/61
1	021F21	US HIGHWAY 19	INNIBROOK DRIVE	PED	2/14/2021	1	7:55PM	88436805	FHP	M/65
1	022F21	HERON BLVD	WHISPERWOOD AVE N	PED/DELAY	2/14/2021	1	8:10PM	24235108	SP	M/65
1	023F21	E LAKE RD S	MAPLE TRCE	PED/OFFICER	2/17/2021	1	4:36PM	89358830	PCSO	M/30
1	024F21	ROOSEVELT BLVD/SR686	10000 BLOCK	PED	2/18/2021	1	7:41PM	24235171	SP	M/63
1	031F21	GULF TO BAY	S LAKE DR	PED	3/19/2021	1	10:20PM	24305307	CLW	M/45
1	032F21	4TH ST N	90TH AVE N	PED	3/22/2021	1	1:30PM	24235992	SP	M/52
1	036F21	118TH AVE N	44TH ST N	PED	3/31/2021	1	11:29AM	24085205	PP	F/54
1	038F21	GULF TO BAY BLVD/2100 BLK	400 FT W OF BELCHER RD	PED/DELAY	4/6/2021	1	8:24PM	24305254	CLW	M/46
1	039F21	34TH ST N	62ND AVE N	PED	4/8/2021	1	7:20PM	24085309	PP	M/43
1	041F21	CENTRAL AVE	21ST ST S	PEDS/DELAY	4/9/2021	2	8:08PM	24236480	SP	M/61,F/61
1	042F21	STARKEY RD	PARK BLVD	PED/DELAY	4/12/2021	1	8:23PM	88474350	FHP	M/64
1	043F21	GANDY BLVD	SAN MARTIN BLVD NE	PED	4/15/2021	1	5:53AM	88451285	FHP	M/54
1	045F21	PARK ST N	NEAR 62ND ST	PED	4/23/2021	1	10:05PM	89359382	PCSO	F/62
1	050F21	EDGEWATER DR	UNION ST	PED/DELAY	4/30/2021	1	?	?	CLW	M/82
1	056F21	66TH ST N	69TH AVE N	PED/DELAY	5/7/2021	1	12:26AM	24085512	PP	M/33
1	058F21	SB US HIGHWAY 19	62ND AVE N	PED/DELAY	5/11/2021	1	1:46AM	88469089	FHP	M/40
1	062F21	GULF BLVD 4400 BLK SPB	N. OF PUBLIC BEACH PARKING	PED/DELAY	5/13/2021	1	?	?	PCSO/SPB	M/77
1	064F21	PASADENA AVE N	PINELLAS WAY N	PED	5/20/2021	1	10:02PM	24237431	SP	M/55
1	066F21	SB I 275	LANE APPROACHING 22ND AVE N	PED	5/21/2021	1	7:00PM	?	FHP	M/62
1		US ALT 19	UNION ST	PED	6/8/2021	1	6:13PM	24305972	CLW?	M/82
1	076F21	GULF TO BAY BLVD	S ORION AVE	PED/SKATEBOARD	6/10/2021	1	1:57AM	24306258	CLW	M/26
1	078F21	GULF BLVD	AT 10182	PED	6/13/2021	1	9:51PM	89359717	PCSO/TI	M/52
1	079F21	PARK ST N	46TH AVE N	PED/DELAY	6/16/2021	1	5:40AM	88492723	FHP	M/?
1		GULF TO BAY BLVD	S AURORA AVE	PED	6/23/2021	1	3:30AM	24306247	CLW?	M/24
1	087F21	SEMINOLE BLVD	WALSINGHAM RD	PED	7/10/2010	1	5:11AM	88508210	FHP	M/53
1		US HIGHWAY 19	118TH AVE N	PED	7/13/2021	1	12:19AM	24539699	PP?	F/53
1	090F21	18TH AVE S	19TH ST S	PED	7/14/2021	1	10:17PM	24238675	SP	M/54
1	091F21	CLEARWATER LARGO RD	8TH AVE SW	PED	7/18/2021	1	?	?	?	M/34
1	003F21	66TH ST N	42ND AVE N	BIKE	1/7/2021	1	8:16PM	88841439	FHP/KC	M/49
1	005F21	GULF BLVD	JUST N OF 150TH AVE	BIKE	1/14/2021	1	3:08PM	89358615	PCSO/MB	F/54
1	027F21	15TH AVE S	34TH ST S	BIKE	3/6/2021	1	8:03PM	24235574	SP	M/73
1	030F21	34TH ST N	74TH AVE N	BIKE/DELAY	3/17/2021	1	12:57PM	24085087	PP	M/77
1	051F21	18TH AVE S	25TH ST S	BIKE/DELAY	5/1/2021	1	4:09PM	24236975	SP	M/25
1	057F21	STARKEY RD	SOUTH OF EAST BAY DR	BIKE/DELAY	5/10/2021	1	5:55AM	24432474	LARGO	M/?
1	060F21	OSCEOLA RD	GOLF VIEW DR	BIKE	5/11/2021	1	1:41PM	87552155	PCSO/BEL	M/79
1	061F21	KEYSTONE RD	MEADOWS DR	BIKE/DR & PASS	5/11/2021	2	5:48PM	88428117	FHP	M/ 58; F/50
1	072F21	66TH ST N	118TH AVE N	BIKE/DELAY	5/28/2021	1	6:08PM	24539408	PP	M/35
1	081F21	WALSINGHAM RD	OVAL DR	BIKE/DELAY	6/20/2021	1	12:13PM	24432767	LA	M/60
1	086F21	US ALT 19	DELAWARE AVE	BIKE	7/8/2021	1	4:39PM	88538335	FHP	F/63
1	088F21	66TH ST N	SOUTH OF ULMERTON RD	BIKE	7/10/2021	1	9:02PM	24432898	LA	?
1	009F21	CR 611	GREY OAKS BLVD	MC/DR	1/23/2021	1	5:22PM	88443104	FHP	F/65
1	017F21	44TH ST S	22ND AVE S	MC/DR/DELAY	2/11/2021	1	12:11PM	24234985	SP	F/20
1	034F21	PARK BLVD	75TH ST N	MC/DELAY	3/23/2021	1	5:58PM	24085137	PP	M/41
1	035F21	ALDERMAN RD	WESTLAKE BLVD	MC/DR	3/27/2021	1	6:00PM	88268515	FHP	M/24
1	037F21	18TH AVE S	34TH ST S	MC/DR	4/5/2021	1	4:35PM	24236318	SP	M/28
1	040F21	COURTNEY CAMPBELL CSWY	DAMASCUS RD	MC/DR/DELAY	4/8/2021	1	11:52PM	24305687	CLW	M/46
1	047F21	COURTNEY CAMPBELL CSWY	DAMASCUS RD	MC	4/25/2021	1	11:20PM	24305457	CLW	M/29
1	052F21	PARK BLVD	84TH LANE N	MC	5/4/2021	1	5:59AM	88498508	FHP	M/38
1	059F21	34TH ST N	11TH AVE N	MC/SCOOTER/DELAY	5/11/2021	1	1:32PM	24237196	SP	M/59
1	068F21	SUNSET POINT	WORLD PARKWAY	MC	5/22/2021	1	4:14PM	24306096	CLW	M/33
1	069F21	SEMINOLE BLVD	54TH AVE N	MC	5/22/2021	1	12:29PM	89359681	PCSO	M/56
1	071F21	US HIGHWAY 19	CENTRAL AVE	MC	5/24/2021	1	6:35PM	24432592	LARGO	M/28
1	073F21	US HIGHWAY 19	46TH ST N	MC	5/31/2021	1	8:35PM	24539484	PP	M/67
1	077F21	ULMERTON RD	SEMINOLE BLVD	MC/DELAY	6/12/2021	1	10:29PM	24432726	LA	M/60
1	089F21	SR 580	720FT WEST OF CHARLES	MC	7/13/2021	1	9:38AM	24306409	CLW	M/58
1	001F21	EAST LAKE RD	S OF TRINITY BLVD	VEH/DR	1/1/2021	1	6:32AM	85150864	FHP	F/22
1	006F21	US HWY 19	JUST N OF MCCORMICK DR	VEH/DR/DELAY	1/17/2021	1	4:22PM	?	CLW	F/75
1	010F21	118TH AVE N	IN THE 2200 BLK	VEH/DR/DELAY	1/23/2021	1	11:10PM	24234580	SP	M/31
1	011F21	CR 611/BAYSIDE BRIDGE	N OF ROOSEVELT BLVD/SR 686	VEH/PASS, MC/DR	1/24/2021	2	11:12PM	88436669	FHP	F/29, M/50
1	019F21	SR 580	JUST E OF MCMULLEN BOOTH	VEH/DR	2/13/2021	1	7:55AM	24304665	CLW	M/22
1	020F21	SB I 275	EXIT RAMP TO I 375	VEH/DR	2/14/2021	1	4:02PM	88401884	FHP	M/36
1	025F21	GRAND AVE N	28TH ST N	VEH/DR/DELAY	3/3/2021	1	3:00PM	24084989	PP	M/25
1	026F21	ROSER PARK DR S	4TH ST S	VEH/PASS, MC/DR	3/5/2021	2	4:22AM	24235572	SP	F/34, M/33
1	028F21	INDIAN ROCKS CSWY	EAST OF GULF BLVD	VEH/DR	3/8/2021	1	3:30AM	89358966	PCSO	M/44
1	029F21	DREW ST	BTW HIGHLAND AND CREST	VEH/DR	3/17/2021	1	12:41PM	24305013	CLW	M/19
1	044F21	US HIGHWAY 19	DREW ST	VEH/DR	4/20/2021	1	6:57PM	24305417	CLW	M/71
1	046F21	GANDY BLVD	OAK ST NE	VEH/PASS, MC/DR	4/24/2021	1	3:30PM	88487174	FHP	M/47
1	048F21	I275	INTERCHANGE AT 54TH AVE S	VEH/DR	4/28/2021	1	12:48PM	88268517	FHP	M/60
1	049F21	I275	MM28	VEH/DR	4/28/2021	1	3:15PM	88312128	FHP	M/77
1	053F21	4TH AVE N	49TH ST N	VEH/DR/DELAY	5/4/2021	1	5:48PM	24237028	SP	M/58
1	054F21	CAPE RAY AVE NE	16TH ST NE	VEH/DR/DELAY	5/6/2021	1	3:11PM	24237065	SP	M/83
1	063F21	SB I 275	MM 28 NEAR GANDY BLVD	VEH/DR	5/18/2021	1	10:27PM	88492539	FHP	M/26
1	065F21	NB I 275	EXIT30 RAMP/ROOSEVELT BLVD	VEH/DR	5/21/2021	1	12:20AM	88312129	FHP	M/40
1	067F21	HIGHPOINT DR	CURVE NEAR MIRA VISTA DR	VEH/DR	5/22/2021	1	3:52AM	88319008	FHP	M/21
1	070F21	DR MLK ST N	8400 BLK	VEH/DR	5/23/2021	1	3:40PM	24237500	SP	M/66
1	074F21	PINELLAS BAYWAY	LEELAND ST S	VEH/PASS/DELAY	6/2/2021	1	2:43PM	24237703	SP	F/83
1	080F21	US ALT 19	DUMHE RD	VEH/DR	6/18/2021	1	8:31AM	88498549	FHP	M/54
1	082F21	30TH AVE S	34TH ST S	VEH/DR	6/20/2021	1	2:30PM	24238624	SP	F/84
1	084F21	CR 1	MANNING RD	VEH/DR	7/3/2021	1	9:50AM	88493295	FHP	F/39
1	085F21	SR 688	137TH AVE N	VEH/DR	7/8/2021	1	5:56PM	24432880	LA	F/57
1		US HIGHWAY 19	NORTH OF NURSERY RD	VEH	7/12/2021	1	9:38AM	24306386	CLW?	M/79
1	092F21	MCMULLEN BOOTH RD	SOUTH OF TAMPA RD	VEH/PASS	7/23/2021	1	7:35AM	?	FHP	M/84
1	093F21	TYRONE SQUARE BLVD N	NORFOLK ST N	VEH/DR/PASS	7/30/2021	2	12:52PM	?	SP	2 DEAD ?+
0	008F21	I 275 SB	28TH ST S/MM21	MED/VEH/DR	1/23/2021	0	10:31AM	88410577	FHP	M/51
0	033F21	117TH TERRACE N	AT 785	MED/VEH/DR/DELAY	3/22/2021	0	5:11PM	24235980	SP	M/62
0	055F21	CENTRAL AVE	3350 WALGREENS PHAR	MED/VEH/DR	5/6/2021	0	4:02PM	24237076	SP	M/60
0	075F21	EMERSON AVE S	37TH ST S	MED/VEH/DR/DELAY	6/3/2021	0	6:13PM	24237756	SP	M/57
0	083F21	PASADENA AVE S	AT 1238 PASADENA AVE S	MED/VEH/DR	6/28/2021	0	8:46PM	89359781	PCSO	M/54
92										
# CRASHES										
		2021(6 doubles, 5 medicals)	Reports needing verified							
NOTES:										
2020 108 fatal crashes; (114 fatalities, 1 triple 4 doubles; 32 Peds, 10 bike, 21 motorcycle, 47 vehicle, 4 other)										
2019 105 fatal crashes; 106 fatalities (1 double; 39 peds, 9 Bikes, 22 mc, 31 veh, 5 others)										
2018 120 fatalities 115 crashes (5 doubles)/(39 peds, 8 Bikes, 31 mc, 44 veh)										
2017 116 fatalities 110 crashes ( 4 doubles and 1 triple) / (37 peds, 6 bikes, 30 mc, and 43 veh)										
2016 117 fatalities110 crashes (3 triples and 1 double)										
2015 104 fatalities102 crashes										