

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, 1st Floor Conference Room, Clearwater**. Please note that Maria Kelly (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:

Topic: Bicycle Pedestrian Advisory Committee Meeting 8:30 – 10:30 am
Time: August 15, 2022 Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/83969631423?pwd=ODJtRDdSbnM2WS9nSXgzVnNZZTVFdz09>

Meeting ID: 839 6963 1423

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

August 15, 2022 – 8:30 a.m.

310 Court Street, 1st Floor Conference Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

FACE MASKS WILL BE ENCOURAGED BUT 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 MEETING SUMMARY** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY** (8:45 – 8:50)
5. **TRANSPORTATION DISADVANTAGED PROGRAM UPDATE** (8:50 – 9:05)
6. **FORWARD PINELLAS PUBLIC PARTICIPATION PLAN** (9:05 – 9:20)
7. **REGIONAL INTERACTIVE TRAILS MAP** (9:20 – 9:35)
8. **DUKE ENGERY CROSSINGS** (9:35 – 9:50)
9. **SPOTlight EMPHASIS AREAS UPDATE** (9:50 – 10:00)
 - A Vision for U.S. Highway 19 Corridor
 - TEILS Study
 - Enhancing Beach Community Access
10. **BPAC BUSINESS** (10:00 – 10:10)
 - A. Florida Bicycle Association (FBA)
 - B. Friends of the Pinellas Trail
11. **AGENCY REPORTS** (10:10 – 10:20)
12. **OTHER BUSINESS** (10:20 – 10:30)
 - A. Membership
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
13. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – SEPTEMBER 19, 2022

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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Bicycle Pedestrian Advisory Committee – August 15, 2022

3. Approval of Minutes



SUMMARY

The meeting summary for the May 16, 2022 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – May 16, 2022

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
MAY 16, 2022**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on May 16, 2022 at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

BPAC Members Present

Brian Smith, Chair	At Large Citizen Representative
Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Daniel Alejandro	Largo Citizen Representative
Todd Bogner - Zoom	At Large Citizen Representative
Joseph Camera	Pinellas County Schools
Kimberly Cooper	St. Petersburg Citizen Representative
Molly Cord	City of Dunedin
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Scott Daniels	Friends of the Pinellas Trail
Lyle Fowler – Zoom	PC Parks & Conservation Resources (PCR)
Charlie Guy	At Large Citizen Representative
Fernando Gutierrez	Clearwater Citizen Representative
Edward Hawkes	At Large Citizen Representative
Alan Johnson – Zoom	South Beaches Citizen Representative
Paul Kurtz - Zoom	At Large Citizen Representative
Gloria Lepik-Corrigan	Clearwater Citizen Representative
Derek Reeves	City of Pinellas Park
Joan Rice	Pinellas County Public Works Traffic
Annette Sala – Phone	At Large Citizen Representative
Jim Wedlake - Zoom	Seminole Citizen Representative
Neil Wicks	Dunedin Citizen Representative
Paul Zagami - Zoom	At Large Citizen Representative

BPAC Members Absent

John Austin	St. Petersburg Citizen Representative
Julie Bond	CUTR
David Chase	At Large Citizen Representative
Alayna Delgado	City of Oldsmar
Diane Friel	City of Largo
Bob Gallo	At Large Citizen Representative
Deputy Eric Gibson	Pinellas County Sheriff's Office
Russ Hilton	Dunedin Citizen Representative
Jacob Labutka	PSTA
Lauren Matzke	City of Clearwater
Steve Moriarty	At Large Citizen Representative
Stuart Schwartzreich	St. Petersburg Citizen Representative
Bert Valery	North Beaches Citizen Representative

Others Present

Jensen Hackett - Zoom	FDOT
Ginger Regalado	FDOT
Jeff Gow	Commissioner – City of Dunedin
Ryan Kelly II - Zoom	Guest
Heather Vernillo	Guest from Palm Harbor

Eric Sorenson
Avera Wynne
Christina Mendoza - Zoom
Whit Blanton - Zoom
Chelsea Favero
Maria Kelly

Guest from Clearwater
Guest from Clearwater
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff

1. CALL TO ORDER

Chair Brian Smith called the meeting to order at 8:32 a.m. and the attendees in the room introduced themselves. At this time, Chair Smith read a statement regarding 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 that make it impossible for some committee members to attend in person. A motion was made by Gloria Lepik-Corrigan that due to COVID-19, extenuating circumstances exist preventing members from joining in person. Therefore, they will be allowed to participate and vote by phone since a quorum is represented in person. This was seconded by Kimberly Cooper and passed with a unanimous vote.

2. PUBLIC COMMENTS

There were no public comments provided.

3. APPROVAL OF MINUTES

The summary from the March 21, 2022, meeting was approved with a minor correction to the website mentioned in other business 11D and should read commutetb.aqilemile.com.

4. FORWARD PINELLAS ACTIONS

Ms. Chelsea Favero, Forward Pinellas staff, reviewed the highlights of the Forward Pinellas Board meeting for May 11, 2022. The Forward Pinellas Board approved the Unified Planning Work Program (UPWP) which is the two year budget for the MPO. The UPWP includes funding for two permanent trail counters and portable trail counters. The Board also reviewed the preliminary budget for entire agency, including the Pinellas Planning Council. The Board also reviewed the Draft Priority Lists. The Board did not provide any comments or adjustments to the lists.

5. ANNUAL ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

Ms. Alexis Boback, Forward Pinellas staff, shared a presentation on the Annual Adoption of the FY 2022/23-2026/27 Transportation Improvement Program. The TIP is a federally required document Forward Pinellas is required to adopt by July 10, 2022 for the county to receive state and federal funding for transportation projects. The TIP contains project descriptions, schedules and corresponding funding allocations regarding scheduled transportation improvement project for 25 local government of Pinellas County, The Pinellas Suncoast Transit Authority (PSTA), local airports and the Port of St. Petersburg. Projects must be adopted into the Long Range Transportation Plan in order to be eligible for state and federal funding. Summary tables included in the agenda packet summarize projects included in FDOTS 2022/23-2026/27 Work Program. Ms. Boback reviewed the summary tables noting that shaded areas indicate a modification from last year's tables, such as a change in limits, improvement type or a change to the project's timeline. Kimberly Cooper made a motion to recommend approval of the FY

2022/23 – FY 2026/27 TIP. This was seconded by Daniel Alejandro and passed with a unanimous vote.

6. ANNUAL ADOPTION OF TRANSPORTATION PRIORITY LISTS

Ms. Favero shared information on the Draft 2022 Priority List. Forward Pinellas adopts the project priority lists for the Transportation Improvement Program (TIP) on an annual basis. These lists are used for the allocation of federal funding and once approved, are used by the Florida Department of Transportation (FDOT) in the development of its Five-Year-Work Program. When a project appears on the priority list, it stays on the list until it is completed. Each list was presented separately and is summarized as follows:

1) Multimodal Priority List is the most expansive list which includes roadway, transit, bicycle and pedestrian projects. It is the broadest in terms of the types of funding available. The top part of the list consists of funded projects, and the bottom includes the unfunded projects. A new column has been added to the list, "Source of the Project" that shows where the projects originated from. If a project appears shaded, that indicates that there was a change to the project's status from the last update, such as the project being completed, advanced due to funding received or that it is currently underway. Projects were reviewed and questions were taken and appropriately answered. Becky Afonso made a motion to recommend approval of the Multimodal Priority List. This was seconded by Kimberly Cooper and passed with a unanimous vote.

2) Transportation Alternatives (TA) Program Priority List is limited to projects that address bicycle and pedestrian travel. Like the Multimodal Priority list, shaded projects indicate a change to the project since the last list was presented. One project is being removed from the list as it has been completed: the Phase 1 (North Gap) Pinellas Trail crossing at Sunset Point Road. Five projects have been moved to the funded list from the unfunded list. There are four new projects added to the unfunded list. Projects were reviewed and questions were taken and appropriately answered. Daniel Alejandro made a motion to recommend approval. This was seconded by Becky Afonso and passed with a unanimous vote.

3) Regional Transportation Priorities List is a list for the regional level developed in association with the Sun Coast Transportation Planning Alliance (SCTPA). This group consists of all the MPO's in the region, representing Hernando, Citrus, Sarasota, Manatee, Polk, Hillsborough, Pinellas and Pasco counties. The focus of the SCTPA is to come together to develop one set of regional priority projects, and to then work as a region to advocate for project funding at both the state and federal level. The Tampa Bay Transportation Management Area (TMA) is a subcommittee of the SCTPA and made up of the MPOs in the three counties of Hillsborough, Pasco and Pinellas. The TMA's major focus is on the transportation issues of the urbanized core. The TMA develops a list of priorities for the urban core of the region, which is then transmitted to the broader regional body (SCTPA), to add their priorities and bring the lists together. Projects were reviewed and questions were taken and appropriately answered. Gloria Lepik-Corrigan made a motion to recommend approval of the Regional Transportation Priorities List. This was seconded by Kimberly Cooper and passed with a unanimous vote.

7. DOWNTOWN ST. PETERSBURG MOBILITY STUDY

Ms. Christina Mendoza, Forward Pinellas staff, shared a presentation with the committee on the Downtown St. Petersburg Mobility Study. Ms. Mendoza shared that with the increase in population and the gridded roadway pattern, FDOT, the City of St. Petersburg, and Forward

Pinellas came together to look at the transportation network in downtown St. Petersburg. A vision for the study was identified, that focused on safety, accessibility, multimodal connectivity and vibrancy. Based on the vision, improvement strategies were tested against mobility, livability and economic vitality performance measures, identifying projects and programs to advance to further study. As part of the study, there was an extensive public outreach where project scenarios were presented to the public. Based on this feedback, a set of project concepts was developed, which were brought back to the public for more input, and from that, recommendations were established. What was learned was that two way streets are generally safer, improve business accessibility and promote more livable communities. Certain highway redesigns can increase walking and biking, encourage economic opportunity, can improve environmental quality and increase neighborhood connectivity. Key projects to be advanced have been broken out into priority one and priority two projects. Priority one projects are split into short, mid and long-term actions. Priority two projects are more extended long-term actions. Priority One projects include Dr. MLK & 8th Street conversions with lane reallocation, 3rd and 4th Street's conversions and lane reallocation and I-175 corridor modifications. Priority Two project include I-375 corridor modifications. The Reconnecting Communities Pilot Program is a funding opportunity with a purpose to reconnect communities through the removal, modification, or mitigation of barriers such as transportation facilities that separate communities and impact mobility and accessibility. This study was an initial high level look at the downtown network to essentially look at the feasibility of these improvements. The Study identified concepts at a planning level with the two way conversions and the I-175 projects appearing to have support at this time. Therefore, these projects will move forward into the next phase for further analysis. St. Petersburg's Committee of the Whole has accepted the study, and next steps will include a presentation to the Forward Pinellas committees and a presentation to the Forward Pinellas Board in June. A motion was made by Kimberly Cooper to accept the DTSP Mobility Study and Action Plan. This was seconded by Becky Afonso and passed with a unanimous vote.

8. SPOTLIGHT EMPHASIS AREAS UPDATE

Ms. Favero shared information regarding the SPOTLight emphasis areas. With regards to the Vision for US19, an attendee at the last Forward Pinellas Board meeting addressed the board requesting that the community reevaluate the pedestrian underpass that is proposed for south of Republic Drive. There is concern for the visibility of adjacent business, however the board took action to state that the location of the underpass was settled. The board noted that a lot of time and effort was put into getting this project to where it is and the project is ready to go out for bid. They advised staff to stay the course and told FDOT to move forward. When construction begins in the next 6 to 12 months, there will be an underpass south of Republic and an overpass at Northside Drive. Forward Pinellas continues to work with FDOT regarding the evaluation of the interchanges north of Nebraska. Forward Pinellas is committed to working with FDOT to construct interchanges at Curlew, Tampa and Nebraska. Regarding the TEILS Study, staff has been meeting with the business communities, doing listening sessions throughout the county and gathering data before moving on to future project phases. Regarding Enhancing Beach Access, staff continues to work with PSTA and the local communities to evaluate opportunities for Waterborne Transportation expansion throughout Pinellas County.

9. BPAC BUSINESS

A. Florida Bicycle Association (FBA)

Vice Chair Becky Afonso shared that FBA is celebrating their 25th Anniversary and is still giving away 25th Anniversary socks when people complete an online quiz, request the certificate of completion, take a selfie with the certificate and email it to Ms. Afonso. FBA

will be bringing back in-person membership meetings beginning with Saturday July 23, 2022, from 1:00 – 4:00 pm at TECO Hall, which is adjacent to the Oldsmar Public Library, 400 St. Petersburg Drive East. This past Friday an announcement was made to membership that Laura Helm passed away in April. Ms. Afonso also announced her resignation as Executive Director to the FBA Board, scheduled for July 31st. She will still be available for questions or concerns.

B. Friends of the Pinellas Trail

Mr. Scott Daniels asked everyone to please remember Friends of the Pinellas Trail has a Facebook page and to please friend request the Facebook page. Friends of the Pinellas Trail is actively supporting the SeeClickFix program, if you see something that needs attention, please go to SeeClickFix and submit a report. Posters with the Courtesy Campaign flyers are being shared with businesses adjacent to the Trail. Friends of The Pinellas Trail is currently looking for more volunteers to help and if there are any questions or concerns to share, please send an email to friendsofthepinellastrail@gmail.com.

10. AGENCY REPORTS

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

Ms. Joan Rice with Pinellas County Public Works (PCPW) Traffic shared that the North Loop Gap between Enterprise Road and John Chesnut Park is nearing completion. Signals are going in at a SR580 crossing and a crossing at Countryside on either side of Countryside Mall. The ribbon cutting will be scheduled in August. Ms. Rice attended the Courtney Campbell Causeway (CCC) Scenic Corridor meeting recently. Three things came out of the meeting. The first one is the committee is striving to get more information about the rules of the trail and how to enforce them on the Hillsborough side. Second, the committee is looking at the possibility of linking the CCC to the Howard Frankland Bridge Trail. There is a possibility of connecting it on the Hillsborough side, but the Committee was questioning how to connect it on the Pinellas side. The Chamber of Commerce will be opening their new facility in Clearwater. And finally, there were approximately 2,000 responses to the E- bike survey hosted by Pinellas County Public Works. Half of the responses came from traditional bicyclists, 20% were just electric bicycle riders, another 20% were both electric and traditional bike riders. Also had a few people who did not ride bikes at all.

- **Clearwater Bicycle Pedestrian Program**

Ms. Lauren Matzke was not present.

- **Largo Bicycle Pedestrian Program**

Ms. Diane Friel was not present.

- **Pinellas Park Bicycle Pedestrian Program**

Mr. Derek Reeves was in attendance and shared a project update. Since the last meeting, Pinellas Park just wrapped up a project on Lake Boulevard, the neighborhood off 49th Street, just north of US 19. The road was resurfaced with new bike lanes. It is a little over a mile with bike lanes in that neighborhood now.

- **Oldsmar Bicycle Pedestrian Program**

Alayna Delgado was not present.

- **Dunedin Bicycle Pedestrian Program**
Ms. Molly Cord was in attendance, but nothing new to share
- **St. Petersburg Bicycle Pedestrian Program**
Mr. Lucas Cruse, St. Petersburg Transportation, shared that in the City of St. Petersburg FDOT is resurfacing 5th Avenue North from I-275 to 58th Street and as a part of that, they have asked staff about what other safety improvement could be done. They found four additional crossing locations. They conducted outreach to get public feedback on those crossing locations due to turning restrictions.
- **Pinellas County Schools (PCS)**
Mr. Joseph Camera was in attendance. He shared that school will close on May 26th, however, the summer session will begin on June 6th.
- **FDOT District 7 Updates**
Mr. Jensen Hackett with FDOT was in attendance. He indicated that there were no updates as this time.
- **Pinellas Trail Security Task Force (PTSTF)**
Ms. Favero has no updates for PTSTF at this time. The next meeting is scheduled for July 12, 2022.

11. OTHER BUSINESS

A. Membership

B. Correspondence, Publications, Articles of Interest

There were no comments regarding this item.

C. Suggestions for Future Agenda Topics

D. Other

Mr. Scott Daniels wanted to share his concern regarding members who do not attend the meetings to be able to take information back to their communities. He is also concerned about the four vacancies questioning what it would take to invite or encourage people to join the committee to fill these vacancies. He thanked Commissioner Gow from Dunedin for his participation in the committee, and noted that there should be more participation and representation and media coverage to let people know the committee is trying to get the word out about safety for bikes and pedestrians in our communities.

Neil Wicks shared a reminder that this Wednesday is the Ride of Silence. In Dunedin, people who would like to ride the 10 mile ride in Dunedin will be meeting at the Publix parking lot on Curlew and Alt. US19. Ms. Afonso reminded members this is a memorial ride for people who have been injured or killed due to crashes while riding and that this is an international event.

12. ADJOURNMENT

Chair Smith adjourned the meeting at 9:46 am. The next BPAC meeting is scheduled for Monday, June 20, 2022.

SUMMARY

The June 8, 2022 and August 10, 2022 Executive Summaries will be provided for your information. A staff member will review actions taken by the Forward Pinellas Board at those meetings.

ATTACHMENT(S):

- Executive Summary for June 8, 2022
- Executive Summary for August 10, 2022 (will be emailed separately)

ACTION: None Required, Informational Item



Board Meeting Summary & Action Sheet

June 8, 2022

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

The Forward Pinellas Board held this public meeting in person on June 8, 2022, at 1 p.m. in the Palm Room at the Pinellas County Communications Building.

The board unanimously adopted the FY 22/23-26/27 Transportation Improvement Program

Forward Pinellas is required to adopt the fiscal year (FY) 2022/23 – FY 2026/27 Transportation Improvement Program (TIP) by July 15, 2022, for the county to receive state and federal funding for transportation projects. The TIP incorporates priority projects identified within Advantage Pinellas, our Long Range Transportation Plan, adopted in 2019, as well as other projects covered in the FDOT work program. Take a look at the [new Interactive TIP Map](#) to explore all the projects included in the adopted TIP.

The board adopted the Multimodal Transportation Priority Lists

The board, acting as the Pinellas County Metropolitan Planning Organization, adopted the annual Multimodal Transportation priorities, Transportation Alternatives (TA) Program projects, and Regional Transportation Priority projects. These lists are used for the allocation of federal and state funding.

Multimodal Transportation Priorities

Funded priority projects:

- Pasadena Ave. Operational and Safety Improvements
- St. Pete Complete Streets Project – 22nd St. S.

Removed priority projects:

- Clearwater Memorial Causeway Busway
- PSTA Transit along SR 60 from Tampa International Airport to Clearwater Beach

These two projects were removed due to a lack of local support and a lack of operating funds by PSTA to initiate the service to Tampa International Airport.

New priority projects:

- 62nd Ave. Complete Streets
- Alt. 19 Operational Improvements
- 34th St. Transit Capital
- Sunset Point Rd./Main St. Corridor Bicycle/Pedestrian Improvements

- Duke Energy Overpass at 4th St./Gandy Blvd.
- 78th Ave. - 49th St. to US 19
- Belleair Rd. – Keene Rd. to US 19

Forward Pinellas staff informed the board that two of its active transportation plan priorities, the Duke Energy Trail overpasses of Gulf-to-Bay and State Road 580, would not likely be constructed as overpasses due to opposition from Duke Energy because of the potential proximity to overhead power lines. Forward Pinellas will work with FDOT to continue to explore the feasibility of overpasses along the Pinellas Trail at SR 60 and SR 580, while also evaluating other at-grade crossing enhancements to improve safety, should overpasses be deemed not feasible.

- Mayor Buljalski voiced apprehension about the removal of transit capital funding for service along SR60 connecting Pinellas County to the airports and other tourism destinations. Mr. Blanton noted that PSTA does not currently have the resources to operate increased transit service.
- Commissioner Eggers, Commissioner Long and Commissioner Seel expressed concern about Duke Energy’s opposition of the Pinellas Trail Overpasses at SR 60 and SR 580 due to health and safety concerns for trail users with pacemakers. Mr. Blanton expressed his commitment to continuing advocating for the overpasses while working with FDOT on potential at-grade crossing alternatives.
- Mayor Kennedy and Commissioner Seel requested Duke Energy speak at an upcoming Forward Pinellas Board meeting.
- Vice Mayor Smith clarified the Alt. 19 Operational Improvements include upgrading signage and safety improvements.

The board unanimously adopted the Transportation Alternatives Program and Regional Priority Lists

The board, acting as the Pinellas County Metropolitan Planning Organization, adopted the annual Transportation Alternatives (TA) Program projects and Regional Transportation Priority projects lists. These lists are used for the allocation of state and federal funding. The full list can be found here: <https://forwardpinellas.org/programs/transportation-improvement-program/>

- Commissioner Seel clarified with staff that the Sunset Point Rd./Main St. project is currently a planned corridor without an alignment designed to connect the Pinellas Trail with the Duke Energy Trail and downtown Safety Harbor. Though it will likely use existing right-of-way, Forward Pinellas will work with its partners to secure funding for an alignment study for a combination trail/path/bike boulevard, and some of it may use existing low volume streets in neighborhoods.

The board recommended approval of three amendments to the Countywide Plan Map

- The board recommended approval of three amendments:

- An amendment from the City of Clearwater to amend the vacant property on US Hwy 19N, approximately 1,170 feet south of Sunset Point Road from Retail & Services to Activity Center to allow for the development of multifamily residential homes, upon the annexation of the parcel into the City of Clearwater. (11-0)
- An amendment from the City of Clearwater to amend the property at 609 Blanche B. Littlejohn Trail from Public/Semi-Public to Residential Low Medium to facilitate the sale of this city-owned property to Habitat for Humanity for the development of detached single-family dwellings. (11-0)
- An amendment from the City of Dunedin to amend the property at 1900 San Mateo Drive from Public/Semi-Public to Recreation/Open Space to expand the existing boundaries of Hammock Park. (11-0)

Brian Pessaro and Scott Pringle provided an update on the Regional Rapid Transit Study

Tampa Bay Area Regional Transit Authority (TBARTA) staff presented an update on the Regional Rapid Transit Concept of Operations Study for the I-275 corridor. Since May 2019, TBARTA has been conducting a Project Development and Environmental (PD&E) Study for Regional Rapid Transit (RRT) that would connect Pasco, Hillsborough, and Pinellas counties from Wesley Chapel to downtown St. Petersburg via the interstate system.

- Commissioner Seel clarified with staff that the TBARTA board is still discussing this concept plan and has not approved supporting funding for this project. Mr. Pessaro noted that TBARTA has not identified the local share of the operating costs for each county.
- Mr. Blanton clarified with TBARTA staff that the alignment proposed was originally identified in the Regional Transit Feasibility Plan, and a change of alignment would not be as optimal as the one identified.
- Mr. Pessaro noted that since the RRT is tied to the Tampa Bay Next project schedule for interstate modernization, making 2030 the earliest the RRT could be in operation.
- Commissioner Long voiced her desire for staff to lay the groundwork at the federal level to support this project.
- Mayor Bujalski clarified with staff that RRT operations would be contracted and most likely be a public-private partnership. She requested staff to add this topic to the next TMA and SCTPA meeting.
- Commissioner Eggers noted that in order to move forward with the RRT, the Tampa Bay region must speak with a unified voice.
- Councilmember Driscoll clarified with staff that the RRT only uses existing state right-of-way and would not infringe on nearby communities. Scott Pringle confirmed that none of the planned stations are located within the interstate right-of-way, but are in the adjacent communities.

The board accepted the Downtown St. Petersburg Mobility Study

The board accepted the final recommendations from the Downtown St. Petersburg Mobility Study, which defines a series of recommended projects and next steps to more fully evaluate their feasibility. After many listening sessions, surveys, community conversations, and other engagement opportunities, the study identified recommendations directly based on the community's ideas to improve safety, mobility, accessibility, and economic vitality.

The following short-term, recommended actions from this study are designed to propel the City's goal of enhancing Downtown St. Pete as a vibrant, unique, and walkable place that benefits everyone.

- Convert 3rd/4th St. and 8th/Dr. MLK Jr. St. to two-way streets and incorporate continuous bicycle and pedestrian facilities in the corridors
- Implement an engineering feasibility study as the next step to understand the options and impacts of modifications or removal of I-175 and develop conceptual design alternatives
- Implement several projects designed to improve mobility, safety, and accessibility to hospitals and other key destinations within downtown

For more information on the Downtown St. Petersburg Mobility Study, visit: [ForwardPinellas.org/DTSP](https://www.forwardpinellas.org/DTSP)

- Mr. Blanton highlighted the strong partnership with FDOT throughout this project.
- Councilmember Driscoll appreciated the excellent work and noted that this study will open the door for many opportunities throughout the community.
- Councilmember Floyd expressed his excitement for this project and encouraged FDOT and staff to ensure that if I-175 is removed or redesigned, responsible steps be taken to ensure growth and economic development doesn't result in any further displacement of the surrounding communities.
- Councilmember Gabbard echoed the excitement for this study and noted that moving forward, she hopes FDOT and staff will work collaboratively to reconnect critically important access for everyone, especially during the continued development of the Tropicana Field Master Plan.
- Commissioner Seel asked if two-way streets actually provide a safer transportation network. Councilmember Gabbard and Councilmember Driscoll noted that one-way streets create higher speeds and this area is seeing increased fatalities especially involving people walking and biking. These proposed projects will not only create a safer environment for everyone but also encourage the promotion of businesses along the corridors.

The board approved the Annual PPC Budget and Millage Rate for FY 23

The board adopted the annual Pinellas Planning Council budget for the 2023 fiscal year totaling \$4.8M and increasing the 0.0150 millage rate to 0.0235, which is equivalent to a \$1.73 increase for an average household. This budget will be updated to reflect the latest property tax revenue estimates and brought back to the Forward Pinellas Board in August. The Board of County Commissioners will be asked to approve the final budget and millage rate in September.

- Commissioner Long, Councilmember Floyd, and Councilmember Gabbard expressed their support for a minimum 5% raise for all staff in the future, and several other board members echoed their support for staff salary adjustments in this time of high inflation.

SPOTlight Updates

- Forward Pinellas hosted the Gateway Partnership Meeting this month, providing a forum where partners could collaborate on projects and needs throughout the Gateway. They also discussed the possible creation of a Transportation Management Organization, funded by FDOT, so long as there is support from local businesses. More discussion on this topic will be held later this fall.
- FDOT responded to a previous request from the May board meeting regarding the pedestrian crossing on US 19 near Republic Drive, stating that any alteration to this crossing would not be technically feasible, would incur a substantial cost, and would result in a significant time delay.
- TBARTA is currently looking at alignment options for the [Urban Gondola Study](#) to downtown Clearwater. No operator has currently been identified.
- Forward Pinellas hosted the [TEILS](#) Advisory Committee Meeting and coordinated with target employers through an employer survey. Preliminary findings from the TEILS will be presented at an upcoming board meeting.

Other Items

- PSTA is currently exploring several grant funding opportunities. The SunRunner Rising Transit Oriented Development Study was accepted. In addition, PSTA will be celebrating Juneteenth and LGBTQ+ Pride with customized bus wraps.
- TBARTA has identified that CSX is not interested in creating options for passenger rail, and therefore are looking for other regional transportation options. US 19 regional bus rapid transit study is still ongoing.
- Forward Pinellas is getting ready to launch the Geofencing Safety Pilot Project with FDOT and the City of Pinellas Park along Park Blvd. More information can be found at ForwardPinellas.org/SlowYourRoll.
- This fall, FDOT District 7 will be hosting several workshops in each county to discuss how we can improve our safety record throughout the region.
- Forward Pinellas is currently developing a grant application for the Safe Streets for All Notice of Funding Opportunity in cooperation with several local governments.
- The July board meeting is canceled.
- The annual Joint SCTPA and Central Florida MPO Alliance meeting will be held Friday, June 10, 2022.

Action Sheet

June 8, 2022

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

- **Consent Agenda** (vote: 9-0; Vice Mayor Reed and Councilmember Gabbard had not yet arrived)

Approved to include the following:

- A. Approval of Minutes of the May 11, 2022 Meeting
- B. Approval of Committee Appointments
- C. Acceptance of the Commission for the Transportation Disadvantaged (CTD) Grant Agreement and Adoption of Associated Resolution

- **Adoption of the FY 2022/23-2026/27 Transportation Improvement Program (TIP)**

Following a presentation by Alexis Boback, Forward Pinellas staff, the board, in its role as the metropolitan planning organization, adopted the FY 2022/23-2026/27 Transportation Improvement Program. (vote: 10-0; Councilmember Gabbard had not yet arrived)

- **Annual Adoption of Transportation Priority Lists**

- **Multimodal Priority List**

Following a presentation by Chelsea Favero, Forward Pinellas staff, and extensive discussion, the board, in its role as the metropolitan planning organization, adopted the Multimodal Priority List. (vote: 7-4; Mayor Bujalski, Commissioner Eggers, Commissioner Long and Commissioner Seel dissenting)

- **Transportation Alternatives (TA) Program Priority List**

Following a presentation by Chelsea Favero, Forward Pinellas staff, the board, in its role as the metropolitan planning organization, adopted the Transportation Alternatives Program Priority List. (vote: 11-0)

- **Regional Transportation Priorities List**

Following a presentation by Chelsea Favero, Forward Pinellas staff, the board, in its role as the metropolitan planning organization, adopted the Regional Transportation Priorities List. (vote: 11-0)

- **Countywide Plan Map Amendment(s)**

Three cases were approved:

1. CW 22-12 – City of Clearwater (vote: 11-0)

2. CW 22-13 – City of Clearwater (vote: 11-0)

3. CW 22-14 – City of Dunedin (vote: 11-0)

- **Downtown St. Petersburg Mobility Study**

Following a presentation by Christina Mendoza, Forward Pinellas staff, the board accepted the study and endorsed the action plan. (vote: 10-1; Commissioner Eggers dissenting)

- **Approval of Annual Pinellas Planning Council (PPC) Budget and Millage Rate FY 23**

Following a presentation by Rodney Chatman, Forward Pinellas staff, the board approved the budget and millage rate for FY 23. (vote: 10-1; Commissioner Eggers dissenting)

SUMMARY

The Pinellas County Transportation Disadvantaged (TD) Program provides vital transportation services to individuals who are unable to transport themselves. The day-to-day operations of the TD Program are run by the Pinellas Suncoast Transit Authority (PSTA). Forward Pinellas, as the Pinellas County Metropolitan Planning Organization, provides planning support and staff to the board that oversees and monitors the TD Program, the Local Coordinating Board.

The TD Program is funded through the state Transportation Disadvantaged Trust Fund and is supplemented by PSTA. In order to be eligible for the TD Program in Pinellas County, individuals must not have income exceeding 200% of the federal poverty guidelines and not be able to transport themselves or be transported by others in their household. TD Program services include 31 day consecutive and 10 day non-consecutive bus passes for copayments of \$11 and \$5, respectively, door-to-door trips for a \$3 copayment if an individual is unable to take the bus and agency group trips.

The Transportation Disadvantaged Service Plan (TDSP) is the guiding document for the TD Program. The TDSP is adopted every five years then updated annually. The Plan includes demographic information, policies and procedures and goals for the TD Program. The annual update of the current TDSP is available online at <https://forwardpinellas.org/?wpdmdl=49560&ind=16553092380171> and includes strike-through/underlined changes recently adopted by the Local Coordinating Board. A new TDSP is currently in development for the five-year update and is scheduled to be adopted this fall.

Forward Pinellas staff will provide an overview of the TD Program and the TDSP that is currently in development.

ATTACHMENT(S): None

ACTION: None, information only

SUMMARY

The Public Participation Plan (PPP) demonstrates Forward Pinellas' commitment to planning inclusively for a prosperous and equitable future for Pinellas County, its diverse communities and residents. The PPP provides the framework that the agency will utilize to engage the public in the transportation planning process and outlines key metrics to assist us in evaluating the effectiveness of that framework.

In 2022, agency staff undertook a complete re-write of the PPP to make the document more public-friendly, to more effectively capture the wide variety of engagement tools being utilized and to outline new tools that are at our disposal, some of which emerged as a result of the steps needed to be taken during the pandemic.

Forward Pinellas staff will provide an overview of the function of the PPP and describe how this document helps to guide our outreach activities as an agency.

ATTACHMENT(S): Draft Forward Public Participation Plan

ACTION: Provide comments; recommend the Forward Pinellas board open the 45 day public comment period



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

PUBLIC PARTICIPATION PLAN

2022



PART I: INTRODUCTION/OVERVIEW

Forward Pinellas: Who We Are

In Florida's most densely populated county, change is constant. As the Pinellas Planning Council and Metropolitan Planning Organization, Forward Pinellas strives to bring everyone together to serve the needs of our community and create a vision for the future.

With coordination of 25 local governments, almost 975,000 residents, and more than six million visitors each year, Forward Pinellas enables seamless transportation and redevelopment that provides opportunity for people and communities to thrive.

In accordance with Federal Law, MPOs have been established in urbanized areas with populations exceeding 50 thousand. The main function of MPOs is to ensure that transportation projects and plans within their designated areas and regions are developed based on a continuing, comprehensive and cooperative process guided by local public input. Functioning as a countywide land use planning authority as well as the MPO, Forward Pinellas' core functions include the development, administration and implementation of the following:

- Countywide Plan - provides for the consistency and coordination of land use planning among the County's local governments
- Long Range Transportation Plan (LRTP) - sets forth goals, objectives and policies and identifies transportation improvements necessary to address the needs of local communities, the County and region for a 20-year period
- Transportation Improvement Program (TIP) – a five-year schedule of state, local and transit authority improvements

Overall, Forward Pinellas is the keeper of the vision for Pinellas County and it is our responsibility to develop a consensus throughout the community. Other key responsibilities include the adoption of a transportation project priority list and the coordination of regional transportation decision making with partner agencies in the Tampa Bay area. Central to all of these functions are the public involvement activities that ensure the agency's adopted plans and programs reflect the interests of the affected and underrepresented citizenry. To learn more about how Forward Pinellas' projects continually align with the overall vision for the community, visit: www.ForwardPinellas.org/projects.

The Purpose of Our Public Participation Plan

This Public Participation Plan (PPP) demonstrates Forward Pinellas' commitment to planning inclusively for a prosperous and equitable future for Pinellas County, its diverse communities and residents. Meaningful and effective public participation is essential to the successful implementation of a public plan or project and necessary to ensure the needs of the local citizenry are adequately addressed. In addition, public participation is necessary to gauge the effectiveness and inclusiveness of an agency's planning activities.



Forward Pinellas also prioritizes incorporating explicit consideration and response to public input received throughout all our projects and programs, but especially during the LRTP and the TIP. Any and all public comments and participation directly influences final actions and recommendations taken throughout the specified project.

In addition, when developing the LRTP and the TIP, staff will consult with local, regional and state partner agencies, stakeholders, and officials responsible for other planning activities within the MPO area in order to include entities that are affected by transportation, including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements.

This PPP provides a clear directive for the public participation activities undertaken by Forward Pinellas as they pertain to the agency’s primary responsibilities. This includes the development and implementation of the following:

- Advantage Pinellas: Long Range Transportation Plan (LRTP)
- Advantage Pinellas: Active Transportation Plan
- Advantage Pinellas: Transit Plan
- Advantage Pinellas: Countywide Plan
- Advantage Pinellas: Affordable Housing Compact
- Transportation Improvement Program (TIP)
- Congestion Management Process (CMP) and related corridor strategy plans
- Unified Planning Work Program (UPWP)
- Transit studies, area plans, and corridor plans
- Other activities associated with Forward Pinellas projects



Development of the Public Participation Plan

Since its first adoption in 1994, the PPP has been amended several times following the completion of periodic evaluations, release of Federal MPO certification review comments and legislative changes. These have been collaborative processes involving extensive input by citizens as well as Forward Pinellas partner agencies. Draft versions of the Plan amendments are initially developed by Forward Pinellas staff in accordance with the Florida Department of Transportation (FDOT) MPO Handbook, posted online and presented to the Technical Coordinating Committee (TCC), Bicycle Pedestrian Advisory Committee (BPAC) and Citizens Advisory Committee (CAC) for discussion. Following the advisory committee discussions, a 45-day public comment period is held to allow for additional comments by citizens and partner agency staff members prior to action by the Forward Pinellas Board.

Forward Pinellas partner agencies are represented on the TCC, including representatives of the Pinellas Suncoast Transit Authority (PSTA), FDOT, the Pinellas County School System and local governments. They help to ensure that the PPP is consistent with their respective public involvement efforts and share ideas relating to their experiences in engaging citizens in the development of their plans and events. As the primary conduit for citizen input in the planning activities of Forward Pinellas, the CAC provides invaluable assistance toward improving the effectiveness of the PPP, particularly in regard to outreach strategies.

The BPAC is comprised of citizen representatives as well as public agency staff and informs the PPP development from the perspective of bicycle and pedestrian concerns. The combined efforts of these committees as well as others who correspond with Forward Pinellas staff are reflected in the final amendatory PPP drafts considered by the Forward Pinellas Board for approval.

Compliance with State and Federal Requirements

The Forward Pinellas Public Participation Plan was originally adopted in 1994 in accordance with the requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). Signed into law in December 2015, the Fixing America's Surface Transportation (FAST) Act is the most recent successor to the ISTEA legislation. As with prior legislative acts following ISTEA, FAST Act continues the strong Federal emphasis on public participation. At the time of the adoption of this PPP, the 2022 Bipartisan Infrastructure Legislation has been passed by Congress, but the enabling legislation is still pending, so FAST Act will continue to be referenced in this document. Subsequent federal laws largely consistent to ISTEA, matching program to be consistent with all fed regs.

All federal and state requirements are carried out throughout all MPO products including the LRTP and the TIP. Information about the deployment about how Forward Pinellas is meeting these requirements can be seen in Appendix C: Federal Check List.

Federal Requirements

The public participation programs of metropolitan planning processes include a proactive public participation process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing participation of the public in developing plans and transportation improvement programs (TIPs). In addition, in accordance with FAST Act, MPOs shall provide and/or carry out the following:

1. Minimum public comment period of 45 days before the public participation process is initially adopted or revised;
2. Timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, other interested parties and segments of the community affected by transportation plans, programs, and projects (including but not limited to local jurisdictions);
3. Reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;
4. Adequate notice of public participation activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs;
5. Demonstration of explicit consideration of and response to public input received during the planning and program development processes;
6. Consideration of the needs of those traditionally underserved by existing transportation systems, including, but not limited to, low-income and minority households in an effort to ensure that the requirements of Title VI and Environmental Justice have been met during the planning process;
7. Summary, analysis, and report on the disposition of comments in a final plan or TIP when received as a result of the public participation process;
8. If the final transportation plan or TIP differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public participation efforts, an additional opportunity for public

comment on the revised plan or TIP shall be made available; and

9. Periodic review of the effectiveness of the public participation process to assure it provides full and open access to all.

Federal Coordination

These procedures are reviewed by the Federal Highway Administration and the Federal Transit Administration during certification reviews for Transportation Management Areas (TMAs), and as otherwise necessary for all MPOs, to assure that full and open access is provided to the MPO decision-making processes.

In addition, the United States Department of Transportation (USDOT) conducts a certification review of Forward Pinellas every four years to ensure we're meeting federal requirements and are being responsible stewards of the resources invested in Pinellas County.

Findings from these certification reviews directly impact the PPP and any necessary changes are made to ensure compliance with all federal requirements and considerations.

The MPO's public participation processes shall be coordinated with statewide public participation processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.

The Forward Pinellas Public Participation Plan guides the agency's interactions with organizations and individuals who are affected by or involved with transportation in the county or region. This includes Federal, state, regional and local governments and elected officials, businesses and professional organizations, civic and social organizations, neighborhood and residential associations, special interest groups and interested individuals. For a full list of partners and stakeholders, see Part II: Opportunities for Public Participation. Pinellas County does not have any Federally Recognized Tribal agencies, however recognized Tribal agencies in the greater region are engaged in the development of the LRTP.

Americans with Disabilities Act (ADA)

Pursuant to the Americans with Disabilities Act (ADA), the PPP requires that public meetings be held at convenient times and locations that are wheelchair and transit accessible. Forward Pinellas is committed to making our website accessible to all audiences. We strive to ensure that our website complies with WCAG 2.0 AA and all federal, state and local laws which relate to persons with disabilities (including, but not limited to the ADA, as amended, Section 504 of the Rehabilitation Act of 1973, and the Florida Civil Rights Act). In addition, FAST emphasizes the use of visual tools to engage citizens in the planning process. Some examples of visual tools used by Forward Pinellas include artist renderings to show before and after conditions associated with a transportation project, diagrams and flow charts to illustrate important data or trends, and computer simulations that demonstrate the effect of an intersection improvement on local traffic operations.

Sunshine Laws

Forward Pinellas complies with Florida's Government-in-the-Sunshine law, that provides a right of access to governmental proceedings at both the state and local levels. It applies to any gathering of two or more members of the same board to discuss some matter which will foresee ably come before that board for action. There is also a constitutionally guaranteed right of access. Virtually all state and local collegial public bodies are



covered by the open meetings requirements with the exception of the judiciary and the state Legislature which has its own constitutional provision relating to access. For more information on Sunshine Laws, visit: <https://forwardpinellas.org/legal/public-participation-sunshine-law-reminder/>

Title VI

Forward Pinellas, as the Pinellas County Metropolitan Planning Organization (MPO), does not discriminate on the basis of race, color or national origin in administration of its programs, activities or services. Any person who believes she or he has been aggrieved by any unlawful discriminatory practices under Title VI may file a complaint with the Forward Pinellas/ the MPO. For full information about public rights under Title VI, visit: <https://forwardpinellas.org/legal/nondiscrimination-information/>



Effects of the Pandemic on Public Participation



The coronavirus pandemic is one of the defining challenges of the century and will inevitably change how we plan for our future. During this time of crisis, Forward Pinellas showed significant resilience, teamwork and strength, knowing that the decisions planners make today, affects not just what happens tomorrow, but how the world is set up for generations to come. Though the pandemic brought a myriad of challenges, it also provided incredible opportunities to engage people effectively at a countywide level. With the use of social media and other digital outreach tools to get feedback and hold meetings, community members could participate from anywhere on any device and sometimes even on their own time. Forward Pinellas

significantly expanded our capacity for digital engagement, undertaking virtual scavenger hunts, socially distanced and outdoor public workshops, and a plethora of virtual public meetings. While virtual options cannot replace in-person outreach, digital engagement is a noteworthy piece of the puzzle to ensure effective public participation for everyone in our community, especially those traditionally underserved audiences. For more information on public participation success stories, view [Part IV: Success Stories](#).

Federal Requirements for Historically Excluded, Underserved, and Under-resourced Communities

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and FDOT require public participation activities to address the needs of the traditionally underserved. These include people who have special cultural, racial, economic, language or ethnic characteristics, or who are low-income, poorly educated or disabled.

Title VI of the Civil Rights Act

As a recipient of FTA funding, Forward Pinellas is required to comply with Title VI of the Civil Rights Act of 1964 which prohibits discrimination on the basis of race, color or national origin in programs or activities receiving Federal financial assistance. Forward Pinellas' policy regarding Title VI is not to discriminate against any person with respect to a Forward Pinellas program or service and to engage all segments of the population in the transportation planning process. All notices of Forward Pinellas public hearings and workshops include the statement below, which reflects this policy.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.



Americans with Disabilities Act (ADA)

Forward Pinellas is required to comply with the Americans with Disabilities Act (ADA) of 1990. Forward Pinellas' ADA Digital Compliance policy identifies accommodations for all residents with disabilities including those who are visually and hearing impaired.

Regarding accessibility for people with disabilities, staff strives to ensure that all Forward Pinellas sponsored event locations are within one-half mile of a transit route and bus stop and are wheelchair accessible. When conducting public meetings and workshops, staff also tries to anticipate the targeted audience and have translators and suitable materials in alternative formats available when necessary.

Multi-Lingual and Limited English Proficiency



Forward Pinellas complies with Presidential Executive Order 13166, which addresses services to those individuals with limited ability to speak English. A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write or understand English.

In the process of disseminating and collecting survey forms, staff considers the needs of those who cannot read or write and will verbally read the survey and record the respondent's comments if necessary. Staff also makes surveys available in alternative formats such as in large type, Braille or Spanish. For the most recent Pinellas Trail survey conducted in 2019, staff was aware that a large percentage of trail users in some locations were of Hispanic origin. Consequently, a survey form was prepared in Spanish for these individuals and staff was able to provide instructions to them in their native language as well.

Consideration of the Transportation Disadvantaged

Forward Pinellas' responsibilities as the designated planning agency (DOPA) for the Pinellas County Transportation Disadvantaged (TD) Program are to provide low-cost transportation to individuals who qualify as "transportation disadvantaged" as defined by Chapter 427, Florida Statutes. To qualify as "transportation disadvantaged" and to receive TD Program services in Pinellas County, a person must have no means of transportation available, including family and friends, and have an income of less than 150 percent of the Federal poverty level.



Public input on matters related to the TD Program is mostly provided through the Local Coordinating Board (LCB), which includes several members who represent low income and physically and mentally impaired citizens. The LCB meetings also provide opportunities for public comment on matters affecting the transportation disadvantaged community. Issues addressed through the LCB typically

concern access to medical appointments, job sites, dining halls, disease treatment and rehabilitation centers, and for sustenance needs (e.g., grocery, bill payment, etc.) for disadvantaged citizens.

Community workshops are also held periodically to assess the needs of the transportation disadvantaged community. Workshop participants include social service, transportation providers and public agencies as well as citizens. The results of the workshops are incorporated in the TD Service Plan, which sets forth goals and strategies for the Program.

Environmental Justice (EJ) and Equity Emphasis Areas

Forward Pinellas complies with Presidential Executive Order 12898 which addresses environmental justice in minority and low-income populations and requires agencies to provide additional opportunities for underserved communities to participate in the planning process. Through the Equity Action Plan, adopted by the Forward Pinellas Board in 2022, Forward Pinellas works to ensure all work is inclusive and results in equitable outcomes for our entire community.



The Forward Pinellas Equity Action Plan acknowledges our responsibility as planners to plan for the needs of disadvantaged people, seek social justice, and redefine our internal structure, outreach and policies, as well as the way we plan and prioritize funding for transportation projects throughout the county, and is the latest in a long line of inclusionary planning work under Forward Pinellas.

Our work has always adhered to legal obligations, such as the **Executive Order 12891 for Environmental Justice**, which requires that federally funded actions do not disproportionately burden historically excluded low-income and racial minority communities, and **Title VI of the Civil Rights Act of 1992** ensuring our organization does not discriminate in any way throughout our planning practices. Furthermore, professional planners at Forward Pinellas are charged with the important responsibility to work towards achieving more equitable outcomes for all people and especially those from underrepresented communities. For more information on best practices for outreach for underserved communities and public participation success stories, view **Part IV: Success Stories**.

More information about the Equity Action Plan can be found here: www.ForwardPinellas.org/Equity

PART II: OPPORTUNITIES FOR PUBLIC PARTICIPATION

The public involvement strategies implemented through the PPP revolve around communications and outreach conducted by the Forward Pinellas team, as well as the activities of the Forward Pinellas advisory committees. This section of the Plan describes these strategies as well as how they are employed in the process of developing two of the core MPO planning documents, the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Advisory Committees

Forward Pinellas has nine advisory committees that provide input and recommendations on plans, programs and policies that are reviewed by the Forward Pinellas Board. These committees are comprised of citizens as well as representatives from local, regional and state agencies. As with the Forward Pinellas Board meetings, all advisory committee meetings are open to the public and opportunities are provided for public comment. Meeting information, including schedules, start times, locations and agendas, is available on the website.

Information about our committees can be found here: forwardpinellas.org/advisory-committees/

Forward Pinellas is always looking for enthusiastic, diverse and knowledgeable volunteers to serve on a committee to provide direction on issues, plans and policies that create a safer, more equitable, and more accessible Pinellas County. This is an excellent way for the community to get involved in what happens in their neighborhood.

Anyone interested is invited to apply to join a committee through the online application here: forwardpinellas.org/get-involved/

Residents and stakeholders can also contact the Forward Pinellas team if they need assistance filling out this form or have any questions about available positions. Anyone interested is welcome to attend and observe a meeting prior to applying to become a member. The Forward Pinellas team also actively advertises vacant positions through news releases, newsletters, Emails, social media and our website.

While all our committees are essential to the planning process, the four committees outlined below have a significant role in ensuring our communications and public participation is easy to understand, equitable, and engaging.

Bicycle Pedestrian Advisory Committee

Formed in 2014 through the merging of individual bicycle and pedestrian committees, the Bicycle Pedestrian Advisory Committee (BPAC) provides input and direction on bicycle and pedestrian related issues, plans and policies. Appointed members of the BPAC include technical representatives from various governmental agencies, law enforcement personnel and citizens. The BPAC usually meets on the third Monday of every month, at 8:30 a.m.

The responsibilities of the BPAC revolve around furthering Forward Pinellas' goal of enabling bicycling and walking to be a viable transportation choice for commuting as well as for recreational purposes in Pinellas County. The BPAC is actively engaged in the periodic update and ongoing implementation of the Advantage Pinellas: Active Transportation Plan, including its objectives and policies which guide the agency's decision making on matters relating to these travel modes.

The BPAC regularly participates in the review of road safety audits and reconstruction plans to ensure the needs of bicyclists and pedestrians are adequately addressed and take part in education initiatives to increase citizen awareness of traffic laws affecting bicyclists and pedestrians. The BPAC also appoints members to work on

individual tasks or projects. Lastly, BPAC members participate on the Tri-County BPAC, a regional committee that includes members from the Hillsborough and Pasco County BPACs.

For more information about the BPAC, visit: <https://forwardpinellas.org/about-us/advisory-committees/bicycle-pedestrian-advisory-committee/>

Citizens Advisory Committee

The Citizens Advisory Committee (CAC) is comprised of a cross section of representatives of the community, who serve as a conduit for public input to the plans and programs of Forward Pinellas. Forward Pinellas strives to appoint members that represent the demographic makeup of our communities and the various geographic areas of the county. The CAC meets on the fourth Thursday of each month at 7 p.m., a time selected by committee members to accommodate the diverse schedules of members.

The actions of the CAC are guided by its vision for “a community-driven, modern transportation system that is safe, provides equitable access, and efficient mobility options in support of a sustainable, healthy, livable, and economically vibrant region.”

The CAC assists Forward Pinellas in addressing community needs in the development and implementation of its programs and policies. The CAC plays a key role in determining Forward Pinellas’ funding priorities through the annual review of transportation project priority lists. They also regularly bring issues of concern to Forward Pinellas regarding traffic safety hazards and advocate for legislative action on issues such as texting while driving and funding for transportation projects that serve bicyclists, pedestrians and transit users. Lastly, CAC members participate on the Tampa Bay Area Regional Transit Authority (TBARTA) Citizens Advisory Committee.

Forward Pinellas actively seeks minority representation on the CAC in accordance with its Title VI Plan. The Title VI Plan supports CAC minority representation that more closely mirrors that of Pinellas County, which includes approximately 10 percent African American and 9.7 percent Hispanic residents. When selecting new CAC members, staff considers minority representation as the highest priority, followed by age, gender, and previous experience. Candidates who have not already served on the Committee are given preference over those who have.

For more information about the CAC and their bylaws, visit: <https://forwardpinellas.org/advisory-committees/citizens-advisory-council-cac/>

Local Coordinating Board

Established in 1991, The Local Coordinating Board (LCB) oversees the Transportation Disadvantaged (TD) Program, which provides transportation assistance to economically and physically disadvantaged citizens. The LCB membership consists of an elected official as chairperson and representatives of social service agencies, private transportation providers, FDOT and citizens who utilize the Program. The Pinellas Suncoast Transit Authority (PSTA) also serves on the LCB in an advisory capacity. LCB members serve on various subcommittees focused on individual tasks or projects such as the annual Community Transportation Coordinator (CTC) Evaluation. All LCB meetings are advertised in the highest circulated local newspaper as required by the Florida Commission for the Transportation Disadvantaged. The responsibilities of the LCB are defined by **Chapter 427, Florida Statutes**. The LCB meets quarterly, on the third Tuesday of the month, at 9:15 a.m.

For more information about the LCB, visit: <https://forwardpinellas.org/advisory-committees/local-coordinating-board-lcb/>

School Transportation Safety Committee

Established in 1998, The School Transportation Safety Committee (STSC) is made up of local elected officials and school board members that meet to address school-related transportation access and safety issues. The STSC aims to improve communication and coordination between transportation agencies and the Pinellas County School Board. The STSC was formed to address issues concerning the safe movement of students traveling to and from school. They monitor school construction projects and traffic control issues to ensure pedestrian access needs are adequately addressed. The STSC also reviews crash data and related safety concerns in the vicinity of schools as it affects student access. The STSC meets twice a year on Wednesdays at 9 a.m.

For more information about the STSC, visit: <https://forwardpinellas.org/advisory-committees/school-transportation-safety-committee-stsc/>

Long Range Transportation Plan

The LRTP is the focal point of Forward Pinellas' transportation planning programs and activities. In accordance with Federal requirements, the Plan assesses the transportation needs of Pinellas County and identifies the projects necessary to address those needs over a 20-year period. A new Plan reflecting the most recent population, land use, socioeconomic and employment data and associated trends is required every five years.

Forward Pinellas has branded their LRTP as "Advantage Pinellas." The Advantage Pinellas LRTP is a strategic plan that identifies ways we can improve mobility, economic opportunity and housing affordability countywide. From active transportation – like bicycling and walking – to roadway operations, transit services and even a strategy for affordable housing, Forward Pinellas, Pinellas County and the Pinellas Suncoast Transit Authority have created the Advantage Pinellas plan to improve our communities and make them safer and more equitable for everyone.

Impacts of Public Involvement on the LRTP

Throughout the LRTP updates, Forward Pinellas utilizes extensive public involvement through a wide array of outreach and events, as listed in **Part III: A Communications Roadmap for Public Participation**. Feedback received throughout the public participation process for the LRTP is critical to gauge opinions on transportation and development throughout the region and directly impacts the ultimate selection of projects to advance for funding.

Collecting Public Input For the LRTP

Forward Pinellas utilizes a plethora of tools to collect public comments and feedback in order to ensure inclusive and comprehensive public participation that is accurate and truly representative of our community.

When advertising opportunities for public comment, Forward Pinellas may use any or all of the tools outlined in Part III: A Communications Roadmap for Public Participation.

Public involvement objectives specific to the LRTP are listed below.

- Develop an early, proactive, and ongoing public participation process that includes the general public, Forward Pinellas committees and Board, local and regional planning partners, and other stakeholders.
- Incorporate visualization techniques to help convey the transportation planning process and transportation improvements identified.
- Provide prompt response to input and inquiries related to the transportation planning process.
- Maintain contact with interested citizens and other stakeholders throughout the LRTP development process.
- Involve traditionally under-served persons including minority, low-income, disabled and elderly citizens.

- Focus on outreach strategies that meet people where they are, in their own communities and on their own time.

Creating Visualization and Survey Tools

An assortment of visualization techniques are used to help convey information about the Plan development process and the contents of the LRTP to the public in an easy to understand format. Maps, graphics and photographs are frequently utilized to highlight key points of the LRTP.

Transportation surveys are utilized throughout the LRTP development process to gauge public opinion about current and future transportation needs and the prioritization of public funds for future transportation improvements, as well as to capture demographic information about respondents (e.g., age range, zip code, etc) to help ensure diverse participation in the surveys.

Working with Partners to Share Information

Many of our community and local government partners also rely on citizen participation to frame their goals, objectives and policies, as well as ascertain the transportation needs and concerns of the local communities. In an effort to streamline public participation and incorporate all elements of input, Forward Pinellas works with our partners to share information, so these needs and concerns shape the direction of the LRTP. Forward Pinellas also coordinates with local government staff to ensure their transportation projects and/or planning initiatives are considered during the development of each LRTP. Through the TCC, Forward Pinellas is able to continuously engage our local government partners to ensure consistency in local planning products, while also having the ability to seek assistance from these partners in engaging the public through their own local channels.

Utilizing the Skills of Our Advisory Committees

The TCC, BPAC and CAC play a key role in the development of the LRTP and in providing a conduit for citizens to help shape the policy direction and recommendations of the Plan. The TCC reviews LRTP draft documents with particular emphasis on the data and analysis that was developed in support of the recommended transportation improvements, while the BPAC reviews the bicycle and pedestrian components of these documents. Input from the CAC, as well as from the general public and stakeholders, provide a key source of citizen input into the development of the LRTP in terms of addressing issues of greatest concern to the public. The TCC and CAC also review all proposed LRTP amendments and modifications prior to Forward Pinellas action. Other committees also review proposed amendments as they relate to their particular focus areas.

LRTP Public Hearing Advertising

Public hearing notices where public input on proposed transportation plans and expenditures is necessary to ensure the interests of citizens are given due consideration prior to Forward Pinellas adoption, posted on the Forward Pinellas website and distributed through the agency's social media outlets.

LRTP Amendments and Modifications

Any local government or agency (e.g., PSTA, FDOT) may submit a request to Forward Pinellas to modify or amend the LRTP. Forward Pinellas staff conducts a technical review of the request, including a determination as to whether the request should be processed as a modification or an amendment.

A proposed amendment requires public review and comment and an assurance of fiscal constraint. Proposed amendments include adding or deleting projects from the LRTP Cost Feasible Plan and major changes to project costs, initiation dates, or design concepts and scopes for existing projects.

Proposed modifications follow the same review process as amendments except that no public hearing, accompanying roll call vote or assurance of fiscal constraint is required. These are minor changes that typically

involve items such as map corrections, revisions needed for consistency with the TIP, and adding unfunded projects. Procedures for processing proposed amendments and modifications to the LRTP and other core Forward Pinellas documents are summarized in [Appendix C](#).

Transportation Improvement Program (TIP)

There are four processes associated with the TIP that provide opportunities for public involvement. These processes are associated with the review and approval/adoption of the following:

- Project priority lists
- Fall TIP update
- FDOT Five-Year Work Program and annual TIP Adoption
- Proposed TIP amendments and modifications

Forward Pinellas provides ample opportunities for the public to participate in these processes largely through its network of advisory committees, including the CAC and TCC, which review all TIP items that require Forward Pinellas Board approval. Other committees, including the BPAC, focus their review on TIP elements specific to their areas of interest. Actions of Forward Pinellas regarding the TIP follow a public hearing and consideration of recommendations and comments provided by the committees and interested citizens. Public hearing notices and agenda materials to be considered by the Board in the review of a TIP item are posted on the website no less than seven business days prior to the meeting. These hearings are advertised on the website and may be advertised using other methods outlined in [Part III: A Communications Roadmap for Public Participation](#).

Impacts of Public Involvement on the TIP

Throughout the TIP updates, Forward Pinellas utilizes extensive public involvement through a wide array of outreach and events, as listed in Part III: A Communications Roadmap for Public Participation. Feedback received throughout the public participation process for the TIP is critical to gauge opinions on transportation and development throughout the region and directly impacts the ultimate selection of projects to advance for funding.

Project Priority Lists

The advisory committees review the project priority lists annually in the spring or early summer, depending on the timing of the Florida Legislative Session. Following review and action by the advisory committees and the board, the adopted priority lists as well as any changes proposed by them are posted on the website.

Local Transportation Improvement Programs/Fall Update

Locally adopted County and municipal government transportation capital improvement programs are typically included in the TIP each fall. This is done for the benefit of the public, by keeping a listing of all major transportation projects in one place. To be able to include the local government CIPs, the TIP document must be formally amended. The advisory committees are engaged in this process where they take action to amend the TIP so that local government transportation projects can be displayed alongside those that are receiving state and federal funding. Following the committee meetings, the adopted work programs are posted on the website along with maps identifying the location of the improvements. In addition, staff prepares summary tables for the website that provide abbreviated project descriptions corresponding with the maps. This information is integrated into the online Interactive TIP, allowing web viewers access to the project information without having to look through the lengthy work program documents. Forward Pinellas approves the fall update in November. Announcement

of Forward Pinellas action on the fall update is also posted on the website along with the updated TIP.

FDOT Work Program/Annual TIP Adoption

In the fall of each year, FDOT holds public hearings on its draft Tentative Work Program via a live webinar presentation and maintains a website with all project information. The public is welcome to provide any comments through the website during this time. The live webinar and other public comment opportunities are advertised on the Forward Pinellas website and through social media. During this time frame, FDOT presents its draft Tentative Work Program to the Forward Pinellas advisory committees. Following the advisory committee meetings, the draft Tentative Work Program is posted on the Forward Pinellas website along with any FDOT presentation material shown at their public hearing and committee meetings. The Forward Pinellas Board reviews the draft Tentative Work Program for following the committee review and develops a letter of formal comments on the draft Tentative Work Program, considering any committee feedback. The letter of formal comments from Forward Pinellas is then transmitted to FDOT for consideration during the development of the final Five Year Work Program.

A final version of the Tentative FDOT Work Program, which is included in the annual TIP adoption, is presented to the advisory committees in the spring. Following the advisory committee meetings, the final Tentative Work Program is posted on the website along with a summary of the project descriptions and accompanying maps, similar to what is made available for the fall update. In addition, staff includes a report identifying the changes from the previous year's Work Program. This report, in addition to the maps and summary of project descriptions, is integrated into the online Interactive TIP, allowing web viewers to find the information of interest to them without having to read through the details of the Work Program document. Announcement of Forward Pinellas action on the final FDOT Work Program is posted on the website along with the new TIP.

Proposed Amendments and Modifications

A TIP amendment is a revision that involves a major project change, including addition or deletion of a project, or a major change in cost, phase, initiation date, or design concept or scope (i.e., changing project termini, or the number of through traffic lanes). An amendment requires verification of financial constraint and a public hearing and accompanying roll call vote. A modification includes minor changes to project phases, costs, funding sources of previously included projects, or initiation dates. These do not require a demonstration of fiscal constraint or a public hearing and accompanying roll call vote.

The TCC and CAC are typically the only advisory committees that review proposed TIP amendments and modifications. Following review by the TCC and CAC, information on proposed amendments/modifications are posted on the website. This includes descriptions of the proposed changes as well as maps identifying their location. Forward Pinellas approves proposed amendments/modifications with consideration given to any comments and recommendations from the committees and interested citizens. All proposed amendments and modifications approved by the Board are posted on the website until the next fiscal year begins. Amendment and modification processes associated with the TIP and other core MPO documents are summarized in Appendix C.

Due to timing issues, there may be occasions when a proposed TIP amendment will need Board or Executive Director approval before the advisory committees have an opportunity to review them. This may occur with time-sensitive amendments, or when Federal funding needs to be secured for a scheduled project prior to the close of a Federal fiscal year. The latter is due to the overlapping fiscal years, July 1 – June 30 for the State and October 1 – September 30 for the Federal. In these situations, staff informs and engages committee member comments through email and phone calls, as necessary. Any comments or concerns raised by committee members that cannot be adequately addressed by staff are presented to the Board prior to their scheduled action.

Forward Pinellas also has developed a web-based TIP application that allows the public to query and view TIP project information on the Pinellas County Geographic Information System (GIS). This interactive tool can be found here: <https://pinellas-egis.maps.arcgis.com/apps/dashboards/5b74d64c553a49fca0349b33154c4e6c>

PART III: A COMMUNICATIONS ROADMAP FOR PUBLIC PARTICIPATION

With almost 1 million people living in Pinellas, Forward Pinellas continually works to provide clear, timely, and vetted information. In return, our community's voice is critical to ensuring we are planning for everyone. Our audience consists of elected officials, planners, local government staff, professional partners, and the public. We are here to help them grow, sustain and transform: whatever it takes to move Pinellas forward.

The purpose of this section is to create a roadmap of possible communications methods for public participation. Essentially, through the planning process we identify the tools used to get public feedback, such as visualization tools, survey tools, etc. However, the success of these tools can only be defined if we have the communications methods to reach our audience, especially those who have been historically underserved. While each planning process requires a tailored communications strategy to identify the best communications methods to use to reach the intended audience, Part III: A Communications Roadmap for Public Participation is intended to provide a menu of communications methods for future use.

Digital Storytelling

Website

Since Forward Pinellas first published its website in 1998, it has been an essential tool for public outreach and input in the Forward Pinellas public involvement process. The website serves as a central repository of Forward Pinellas plans, documents, agendas and meeting notices. It also provides web viewers with access to Forward Pinellas Board and advisory committee rosters, video streams of the monthly Board meetings, general information about transportation topics and surveys where they can submit their comments and opinions about transportation in the county and region. In 2021, Forward Pinellas debuted a new website, featuring a streamlined, modern design with improved functionality, and easy access to essential information to help our residents, partners, and stakeholders learn about how they can get involved in decisions that affect their community.

Blogs

Forward Pinellas' Blogs provide residents with a snapshot of who we are and what we do as an agency. Posts often have information about current trends and issues as well as updates on projects and partner initiatives at Forward Pinellas. All Forward Pinellas staff members are encouraged to contribute to the agency's blog by providing data, content or their writing expertise.

Social Media

Social media is a pivotal tool for public outreach and communications. Platforms currently utilized by Forward Pinellas include Facebook, Twitter, Instagram, LinkedIn, and Youtube. Forward Pinellas can also partner with local governments to post information on Nextdoor whenever needed. In 2011, the MPO adopted a set of policies governing its use of social media. These were updated in 2017 and more recently in April 2019 (see Appendix C). The policies are designed to ensure that Forward Pinellas' employment of social media applications is in compliance with applicable State and local laws and policies that govern public correspondence, records, and industry best practices.

Emails

- Emails update our current audience about projects, upcoming events, meeting information, etc.
- Newsletters
- Newsletters provide a snapshot of current issues, trends and events to our audience through Emails and social media.

Virtual Listening Sessions

Virtual Listening Sessions allow for small-group and large-group community conversations and are particularly

useful for traditionally unengaged audiences, especially those who have full-time jobs, families, and other responsibilities that keep them from attending in-person workshops.

Virtual or Hybrid Town Hall Meetings

Virtual or Hybrid Town Hall Meetings feature live or virtual panel discussions with elected officials and transportation agency representatives addressing issues associated with planning processes, including the LRTP and TIP. Questions can be submitted to the panel guests from participants via in-person, telephone, and through online platforms either prior to the event or in real time.

Webinars

Webinars provide Forward Pinellas with a tool to provide timely and accurate information to our audience, educate our local partners and residents on a particular process, or have two-way conversations and discussion on planning processes.

Videos

Videos provide our audience with engaging, educational information in a short amount of time. Videos are often used to explain complicated planning processes and items through an understandable and entertaining method.

Forward Pinellas Meeting Broadcasts

Forward Pinellas meetings are broadcast on Pinellas County's government access channel (PCC-TV). The telecasts are shown on channel 637 on Bright House Networks, 18 on Wide Open West (WOW) Network, and 44 on Verizon. Live video streams of the meetings are also available on Youtube, which is accessible from the Forward Pinellas website. A link to the meeting archives, where viewers can replay the entire meeting or a particular agenda item, is also available on the Forward Pinellas website.

Media Relations

While media attention can only be guaranteed through paid ads, there are many ways to provide information to the media for consideration in news outlets. Tampa Bay has one of the largest media markets in the country and the topic of transportation is in the top ten most popular topics our residents are interested in. The results from Media Relations methods outlined below are often more effective than the purchase of individual ads.

News Releases

News Releases provide the Tampa Bay Media Market with the latest information for residents and partners.

Media Alert

Media Alert is an online tool that provides urgent, critical, or emergency information to the media quickly and in real-time.

Television and Radio Shows

Several television and radio shows in Tampa Bay provide Forward Pinellas opportunities to inform a variety of audiences on trends, issues, planning projects, upcoming events, and other ways residents can get involved with the decision-making process.

PIO Networks

Forward Pinellas collaborates with local, regional, state, and national Public Information Officer networks that can be utilized when promoting public participation opportunities.

In-Person Public Outreach

Public Hearings

Public hearings are defined in the FDOT Public Involvement Handbook as formal meetings required by a regulation where citizen comments are recorded as public record. They typically involve specific time frames for public notice and written comments. Forward Pinellas holds public hearings for all Board actions relating to adoption and amendment of the TIP and LRTP. Public hearings are also held for PPP amendments. Board actions on TIP and LRTP public hearing items are determined by a roll call vote. These hearings allow for Board member discussion and citizen comments. Processes involved in the review and approval of proposed amendments and modifications associated with core Forward Pinellas planning documents, including the LRTP, TIP and PPP, are summarized in **Appendix E**.

Community Meetings

Through regular attendance and presentation opportunities, community meetings provide an opportunity to inform invested residents and stakeholders on local upcoming projects and planning processes that affect them and their community as well as provide an outlet to gain critical local perspective and feedback.

Charettes and Workshops

Charettes are an urban planning technique for consulting with stakeholders and involving them in the physical design or planning of the community. Charettes are typically intense, possibly multi-day, events involving municipal officials, developers, and local residents. A charette promotes joint ownership of solutions to problems and attempts to diffuse traditional confrontation between residents, developers, and local government officials. Public workshops allow citizens to learn about Forward Pinellas plans and programs, ask questions and converse with transportation leaders, and provide comments. Workshops can be in a traditional, building environment, but can also be organized as outdoor, drive through, or hybrid workshops.

- Outdoor workshops set up booths, exhibits, interactive components, and presentation materials in an outdoor location where residents can walk around to gain information, ask questions and give feedback.
- Drive through workshops allow residents to drive up to booths and exhibits, gaining information, asking questions, and providing feedback in a short amount of time.
- Hybrid workshops contain a traditional in-person component but also include an online informational and participation opportunity. This could be a separately viewed webpage with online activities, modules, and feedback elements, or it could be a presentation that is viewed in-person and online, simultaneously.

Community Events

Attending community events allows Forward Pinellas to “meet people where they are” and reach a broad cross section of county residents representing different age, race and income groups. By tending exhibits or display tables, staff can interact with citizens, respond to their questions and comments and distribute and collect surveys. The exhibits often display story boards featuring information on Forward Pinellas programs, topics, and specific projects, including the LRTP. In addition, Forward Pinellas often uses interactive activities, such as games, picture opportunities, and contests, that attract a variety of demographics and encourage residents to get involved. There are also opportunities for stationed exhibits at area libraries, city halls and other community buildings that direct people to an online survey or survey cards for them to leave feedback on site.

Civic and Business Group Meetings

Forward Pinellas actively seeks opportunities to speak to civic, professional and business organizations about transportation plans and programs as a means to share information, collect feedback and to discuss issues of concern with them. Forward Pinellas also participates in the Pinellas County Speaker’s Bureau, which is

administered by the Pinellas County Communications Department. Citizen and business group representatives use the Speaker's Bureau to request presentations from Forward Pinellas and County staff on topics of interest to their organizations.

Focus Groups

Focus groups provide an opportunity to receive feedback from specific population groups about transportation issues addressed by Forward Pinellas. Focus groups generate ideas and obtain feedback on specific topics related to transportation concerns and topics and include representatives from underserved communities, diverse age cohorts, and specific geographic areas around the county. The results of the discussions provide meaningful input for the development of planning processes.

Walking Tours/Audit

Walking Tours or Audits are used with local community partners and other agency partners to identify specific needs and resource allocations within a specific neighborhood or community. They provide opportunity to build close relationships with key stakeholders and disperse selective information as needed.

Other Outreach Strategies

Flyers, brochures, and one-pagers

Flyers, brochures, and one-pagers provide information within a graphic, understandable, snapshot that residents can easily take away and use later. They also are an excellent way to provide information on community boards and newsletters.

Bus Posters

Flyers or posters can be posted on local busses or transit stations with the partnership of the Pinellas Suncoast Transit Authority (PSTA).

Mailing Lists

Mailing lists are a way to reach homeowners and renters, especially in relation to a particular geographic location. Forward Pinellas can also partner with local utility billing departments to distribute mail inserts that notify residents about planning processes directly affecting their community.

Road signs

Road signs and lawn signs provide information about an event or topic and are placed along the road. Forward Pinellas can partner with our local government partners to utilize portable dynamic message signs to share information, where appropriate. Lawn signs can also be used to provide time sensitive information to a specific location or geographic area.

The content of the signs should be tailored to ensure the information is contextually appropriate for the area. Over-the-road signs should avoid fatality information or text that could be considered distracting to drivers as this could be counterproductive.

Contests

Various contests can provide an opportunity to build relationships with the community and spur interest in planning projects. These contests could include art, video, music, etc. and be targeted toward specific geographic areas and demographic groups.

Public Art Projects

Public art is not only a tool to beautify the community and make our roads safer, it can also be an excellent outreach tool to educate residents and local community members about planning projects and how they can get involved.

Employing Audience-Sensitive Tools

Public participation methodologies are not “one size fits all.” Though all the outreach methods outlined above are excellent tools for planning projects, there is a strategy to ensuring we reach specific audiences, especially those households who are traditionally underserved, through many different communication and outreach tools. Whether a project’s audience includes one or all of these categories, this section outlines audience-sensitive communications tools that ensure equitable, inclusionary, and effective public participation.

When creating a strategy for communications for a project, staff also conducts an initial scan of the context of the environment and acknowledges neighborhood specific considerations such as the level of trust for government, how well established the community is within the area, and any racial controversy or other prejudice that has affected the community in the past or currently impacts members of the community. In addition, Forward Pinellas encourages building relationships with community leaders through local religious organizations, neighborhood associations, community centers, local business centers, and any other partners that could help us truly listen to our community members and capture their voices.

Communities in Equity Emphasis Areas

Households within communities in Equity Emphasis Areas often include parents with full-time jobs, single parents, adoptive and foster parents, people without cars, people with limited higher-educational opportunities, limited transportation options, and limited resources for items such as gas, internet, digital devices, etc.

Recommended Outreach Methods:

- Webpage
- News Releases (especially in minority communities)
- Social Media
- Virtual Listening Sessions
- Hybrid Town Hall Meetings
- Community Meetings
- Community Events
- Focus Groups
- Flyers
- Mailing Lists
- Road Signs
- Public Art Projects

Seniors

Seniors often include people who are retired or work minimally. Many are not able to drive cars and have limited

transportation options. While they may have resources, such as internet and devices, they may be uncomfortable using them and prefer in person outreach methods.

Recommended Outreach Methods:

- Webpage
- News Releases
- Social Media (especially Facebook)
- Hybrid Town Hall Meetings
- Community Meetings
- Flyers
- Mailing Lists

College Students

College students are notoriously difficult to reach as they are usually focused on school, socializing, and work. Their schedules are usually variable from month to month and they often do not have or want a car. They have limited resources for items such as gas, food, etc. but often have internet and digital devices needed for their coursework. They are constantly bombarded by social media, surveys, ads, etc. and, while they are passionate and have an interest in their community, they have difficulty finding time to get involved with local government. Focusing on reaching this category by “meeting them where they are” is especially important.

Recommended Outreach Methods:

- Webpage
- News Releases
- Social Media
- Videos
- Community Events (especially pop up events around colleges)
- Focus Groups
- Flyers
- Road Signs
- Contests

Parents and Children

Parents are often focused on day-to-day concerns, such as work, school, extracurricular activities, financial management, etc. Though they understand the importance of getting involved with local government and see the direct impacts, they need outreach that will accommodate to their needs. While they may have access to cars, internet, digital devices, etc. they need to be able to get involved however, and whenever, is convenient for them. Focusing on short, digital surveys, that have an interactive component can provide excellent feedback, as well as attending sporting events and other community events. In addition, student contests can prove extremely

valuable for bringing awareness to a planning project or trending issue.

Recommended Outreach Methods:

- Webpage
- News Releases
- Social Media
- Videos
- Emails
- Newsletters
- Virtual Listening Sessions
- Virtual or Hybrid Town Hall Meetings
- Television and Radio Shows
- Community Events
- Civic and Business Group Meetings
- Workshops (especially when they have a component for children)
- Flyers
- Road Signs
- Contests

Limited English Proficiency

Persons who have a limited ability to speak English often face many challenges when participating in decision-making processes. They usually have limited educational opportunities, limited transportation options, and limited resources for items such as gas, internet, digital devices, etc. Those who do have digital devices can often participate in a virtual capacity due to translation technologies. However, in person participation can prove difficult especially if there is no one on staff who is multi-lingual. The key with this category is to find excellent partner groups who can be a translator and advocate.

Recommended Outreach Methods:

- Webpage (multi-lingual)
- Social Media
- Videos (multi-lingual)
- Community Meetings
- Community Events
- Focus Groups
- Flyers

- Public Art Projects

Persons with Disabilities

It is essential to reach all persons with disabilities including those who are visually and hearing impaired. These households have limited transportation options and resources. They have specialized assistive technology that can prove beneficial so long as digital elements, such as websites, surveys, videos, documents, etc. are digitally compliant. Participating in in-person events can be difficult as many rely on caretakers for transportation. Working with community groups who specialize in persons with disabilities is vital to reach this category as they can often help ensure materials are ADA compliant and can even sometimes translate information into braille for persons who are visually impaired.

Recommended Outreach Methods:

- Webpage
- News Releases (especially in minority communities)
- Social Media
- Virtual Listening Sessions
- Hybrid Town Hall Meetings
- Community Meetings
- Community Events
- Focus Groups
- Flyers
- Mailing Lists
- Public Art Projects

Equity Emphasis Area Households

Households within communities in EJ and Equity Emphasis Areas often include parents with full-time jobs, single parents, adoptive and foster parents, people without cars, people with limited educational opportunities, limited transportation options, and limited resources for items such as gas, internet, digital devices, etc.

Recommended Outreach Methods:

- Webpage
- News Releases (especially in minority communities)
- Social Media
- Virtual Listening Sessions
- Hybrid Town Hall Meetings
- Community Meetings

- Community Events
- Focus Groups
- Flyers
- Mailing Lists
- Road Signs
- Public Art Projects

Coordinating with Local Partners and Stakeholders

Forward Pinellas' partnerships are essential to engage all our residents in Pinellas County, especially those who are disadvantaged and/or underserved. Forward Pinellas prioritizes new concepts of reaching people "where they are" through digital storytelling, outreach events, partnership opportunities with board and committee members, local libraries, local law enforcement, extension offices, local non-profits, local colleges and universities, schools, professional planning organizations, and other transportation organizations. Local partners are critical to effectively reaching our community members as they know their communities intimately and often already have mechanisms in place to reach the public.

Key partners include but are not limited to:

Local Agency Partners

- **Municipal Governments**
- **Pinellas County Government**
- **Pinellas County Property Appraiser's Office (PAO)**
- **Pinellas County School District**
- **Pinellas Suncoast Transit Authority (PSTA)**

Community Partners

- **Foundation for a Healthy St. Petersburg**
- **BIG-C**
- **Creative Pinellas**
- **Safety Harbor Art & Music Center**
- **St. Pete Chamber of Commerce**
- **St. Pete Downtown Partnership**
- **Action 2000**
- **Hispanic Outreach Center**
- **AMPLIFY Clearwater**
- **League of Women Voters**

- **Pinellas Race Equity Leadership Council**

State and Regional Partners

- **Florida Department of Transportation (FDOT)**
- **Sun Coast Transportation Planning Alliance (SCTPA)**
- **Tampa Bay Regional Planning Council (TBRPC)**
- **Florida Commission for the Transportation Disadvantaged (CTD)**
- **Federal Highway Administration (FHWA)**
- **Federal Transit Administration (FTA)**
- **Metropolitan Planning Organization Advisory Council (MPOAC)**
- **Center for Urban Transportation Research (CUTR)**
- **Florida Department of Economic Opportunity (DEO)**
- **Tampa Bay Area Regional Transit Authority (TBARTA)**

PART IV: SUCCESS STORIES

Safe Streets Pinellas

In Pinellas County, two people are killed or seriously injured on our roadways every day on average. Forward Pinellas has created Safe Streets Pinellas, a Vision Zero program working toward having zero deaths and serious injuries on our roadways by 2045.

Due to the COVID 19 Pandemic, our Safe Streets Pinellas outreach that was originally planned as in-person events was altered to include an eight-week social media campaign that included an online, interactive comments map, fun trivia quizzes, a virtual art contest and online pledges. Each week, we had new opportunities for the public to engage with us and tell us where they were seeing transportation issues. We also pushed the information out through a new Safe Streets website, news releases, blogs, videos and Email blasts. Through our online social media campaign, we reached more than 44 thousand people and engaged with 1900 people.

Forward Pinellas worked with many partners to hold what we call “demonstration projects,” each testing different strategies to try to reduce the number of deaths on our roads. We held an outdoor educational event in coordination with the installation of a new Rectangular Rapid Flashing Beacon (RRFB). This was at the location where a woman, Carmen Chavez, was killed while riding her bike. The event included a ceremony honoring Carmen, the unveiling of the RRFB, and a public education event to demonstrate how to use this technology and encourage people to stay safe on the road. Several local politicians attended the event and four major news stations published stories featuring the event.

We also held an outdoor, hybrid workshop for 150 committee members to show them where we were at with our Safe Streets program and get their feedback on how we should make decisions going forward. Committee members could cycle through booths where they could scan QR codes to learn more, talk to staff, interact with visualization and prioritization displays, and fill out a survey. For those who were not able to join the event in person, we set up “virtual” booths using pre-recorded videos through our website and sent this out through Email blasts and E-Newsletters.

Downtown St. Pete Mobility Study

In the 1960’s, the development of a large highway overpass resulted in the displacement of a historically African American community in Downtown St. Pete. In 2020, Forward Pinellas began working with the Florida Department of Transportation and the City of St. Petersburg on the Downtown St. Pete Mobility Study (DTSP) to engage the entire community to help define a vision for mobility in the greater Downtown area, look at ways to improve mobility, livability and economic vitality and identify and prioritize projects and programs that will benefit everyone in the community.

We created four surveys, created a new website, and we used a new outreach software that facilitated an online, interactive “Comment Board” allowing residents to drop a pin on a map to identify problem areas, upload pictures, and even comment and like other residents’ posts. Staff also hosted more than ten community outreach events and nine online and in person listening sessions. Participants were able to join the conversation from any device and have meaningful discussions building consensus with other members of their community and our team. This outreach was supplemented with several social media campaigns, news releases, Email blasts, blogs, E-Newsletters, flyers, brochures, videos, and media partnerships. Overall, more than 1000 people responded to the surveys, more than 1000 people viewed the online Comment Board, and more than 100 stakeholders participated in virtual and in person community conversations.

Results from this outreach directly influenced the outcomes at each phase of the project and ultimately played a significant role in determining the final recommendations. For more information about this project, visit www.ForwardPinellas.org/DTSP.

Bike Your City – Virtual & In Person

Forward Pinellas hosts an annual “Bike Your City” group bike ride to encourage safety education and advocacy throughout our communities. Originally planned as an in person ride for March 2020, staff transitioned to a self-guided virtual “Bike Your City” scavenger hunt where riders could enjoy riding around one of our beautiful cities finding scavenger hunt locations. During the scavenger hunt, participants took “selfie’s” at the locations and then submitted them through a virtual photo map we created through Arc GIS software. Participants could ride to a local art center and help create a bike safety themed mosaic art piece that was then permanently installed in the city park. To capstone the event, we brought together community leaders and experts on bike advocacy in a free, public webinar.

During previous, in person Bike Your City events, there was an average of 100 participants. However, throughout the first virtual Bike Your City, more than 550 people joined the online ride and during the second Bike Your City more than 1500 people participated. In March 2022, Forward Pinellas hosted an in person Bike Your City guided bike ride, garnering more than 200 participants.

The increase of participants was not only influenced by the ability for riders to join the virtual ride on their own time and in an area that is more convenient for them, but also by the increase of public outreach and communication including news releases, social media campaigns, blogs, Email blasts, road signs, posters, brochures, and community events.

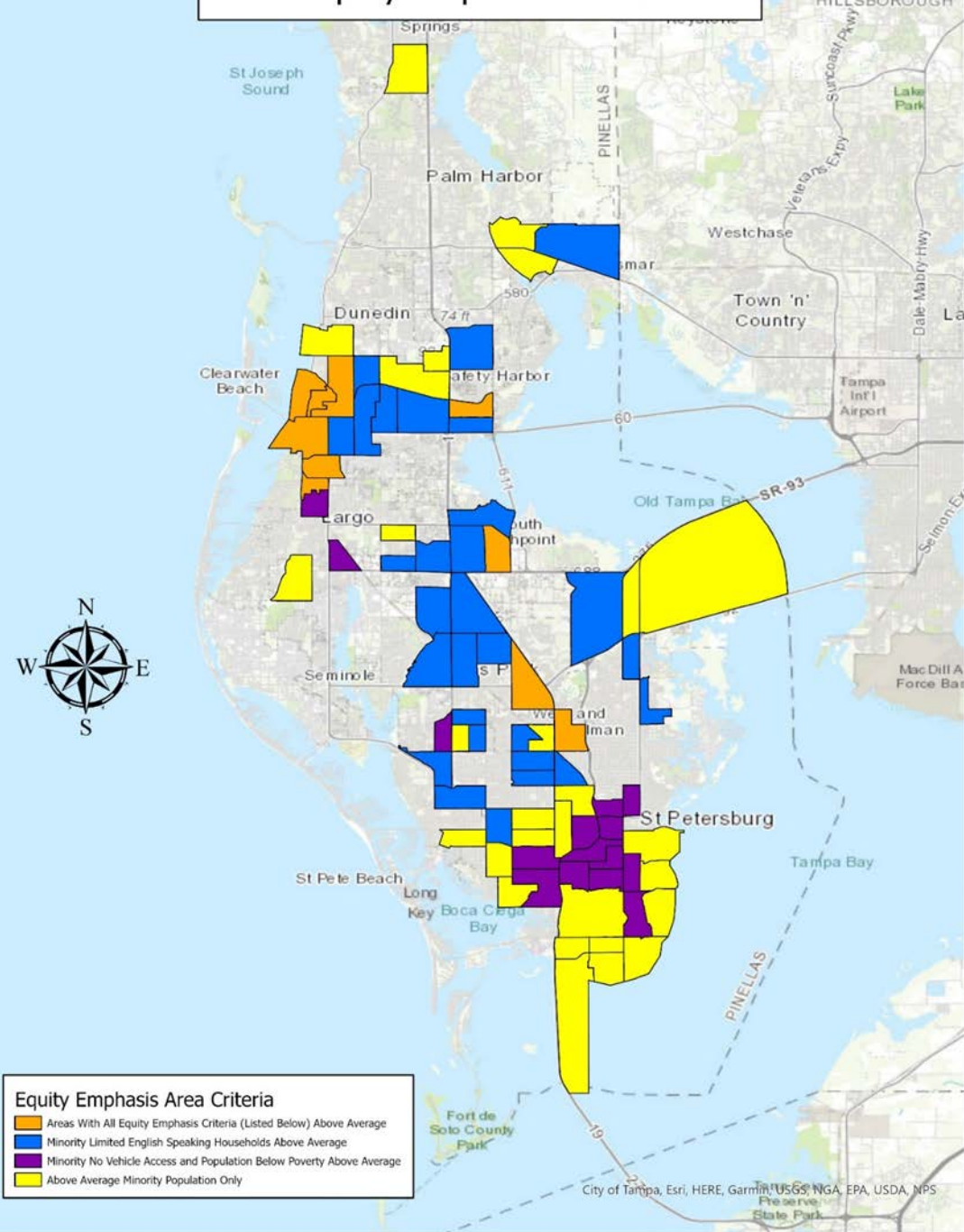
PART V: MONITORING AND EXPANDING ENGAGEMENT

Forward Pinellas actively monitors and reviews key performance indicators (KPIs) to determine effectiveness, efficiency, and enhancement opportunities for the Public Participation Plan (PPP). Each quarter, staff performs a review and assessment of the KPIs within the PPP through the Quarterly Communications Report. This report analyzes the status of Forward Pinellas' goals, objectives, and strategies and identifies opportunities for improvement. The Quarterly Communications Report is reviewed by the Forward Pinellas Board and several committees.

The Key Performance Indicators, **Appendix A**, include the specific measurable outputs that demonstrate the Public Participation Plan's effectiveness, equitability, and inclusivity.



Equity Emphasis Areas



Key Performance Indicator	Current Status - 2022	Target Goal - 2023	Target Goal - 2024	Strategic Business Plan Alignment	Equity Action Plan Alignment
Social Media Campaigns Created	15	40	100	Goal 2.1: Use data to tell stories about who we are as a county and what our future should be.	4. Strengthen Awareness and Agency Accountability
Social Media Campaigns Created (Spanish)	0	10	25	Goal 3.2: Serve as a facilitator to ensure an equitable and inclusive decision-making process	1. Remove Barriers for Political Voice
Social Media Campaigns Created (EJ Areas)	3	15	30	Goal 3.2: Serve as a facilitator to ensure an equitable and inclusive decision-making process	1. Remove Barriers for Political Voice
Social Media Followers	4444	6000	10000	Goal 5. 1: Increase understanding through dialogue and active listening, reaching beyond our comfort zone to engage people from all walks of life	4. Strengthen Awareness and Agency Accountability
Social Media Impressions	121300	200,000	300,000	Goal 5: Engage the public to create a future that reflects its needs and desires	4. Strengthen Awareness and Agency Accountability
Blogs Created	6	15	25	Goal 5.2: Use storytelling to highlight issues and solutions	4. Strengthen Awareness and Agency Accountability
Blog Views	1200	3000	5000	Goal 5: Engage the public to create a future that reflects its needs and desires	4. Strengthen Awareness and Agency Accountability
Webpages Created	7	10	15	Goal 5.2: Use storytelling to highlight issues and solutions	4. Strengthen Awareness and Agency Accountability
Website Hits (Overall)	419,000	500,000	550,000	Goal 3.2: Serve as a facilitator to ensure an equitable and inclusive decision-making process	4. Strengthen Awareness and Agency Accountability
News Releases Created	4	10	15	Goal 5.2: Use storytelling to highlight issues and solutions	4. Strengthen Awareness and Agency Accountability
News Stories	32	45	60	Goal 5.2: Use storytelling to highlight issues and solutions	4. Strengthen Awareness and Agency Accountability
Videos Created	3	5	10	Goal 5.2: Use storytelling to highlight issues and solutions	4. Strengthen Awareness and Agency Accountability
Videos Created (Spanish)	0	2	4	Goal 3.2: Serve as a facilitator to ensure an equitable and inclusive decision-making process	1. Remove Barriers for Political Voice
E-Newsletters Created	3	9	15	Goal 5.2: Use storytelling to highlight issues and solutions	4. Strengthen Awareness and Agency Accountability
Community Events Hosted or Attended	11	15	20	Goal 5.3: Represent the public to become a force for positive change in the community and region	2. Local Organization Collaboration
Community Events Hosted or Attended (EJ Areas)	3	5	10	Goal 3.2: Serve as a facilitator to ensure an equitable and inclusive decision-making process	2. Local Organization Collaboration
Educational Events Hosted or Attended	2	4	6	Goal 5.3: Represent the public to become a force for positive change in the community and region	2. Local Organization Collaboration
Educational Events Hosted or Attended (EJ Areas)	2	3	4	Goal 3.2: Serve as a facilitator to ensure an equitable and inclusive decision-making process	3. Increase Access to Opportunity
Business Events Hosted or Attended	3	5	10	Goal 7.3: Work cooperatively with partners throughout Tampa Bay to build a more vibrant, livable and resilient region that adds value to the quality of life assets in Pinellas County	2. Local Organization Collaboration
Business Events Hosted or Attended (EJ Areas)	0	2	4	Goal 3.2: Serve as a facilitator to ensure an equitable and inclusive decision-making process	3. Increase Access to Opportunity

MPO Public Participation Plan Document Review

MPO:		FHWA Reviewer:	
District:		Date:	
Last Plan Update:		FDOT MPO Liaison:	
Web Address:		FHWA Planner:	
MPO Public Involvement			

Process and Strategies

Question	Y	N	Remarks/Observations
1 Does the PPP provide summary language which defines a process for providing interested parties* with reasonable opportunities to be involved in the metropolitan transportation planning process [450.316 (a)]?	<i>Part I: "Compliance with State and Federal Requirements"; Part II: "Advisory Committees", "LRTP", "TIP"; Part III: "Digital Storytelling", "In-Person Public Outreach"</i>		<i>It might be helpful to develop a one-pager or something to get all of this information in one place for interested citizens (could be separate from PPP, but just a thought)</i>
2 Does the plan provide summary information about what the MPO is and what the MPO's role is in the metropolitan planning process [450.316 (a)]?	<i>Part I: "Who We Are"</i>		
3 Does the plan indicate how to get involved in the planning process, including how to serve on MPO committees [450.316 (a)]?	<i>Part II: "Advisory Committees"</i>		
4 Does the plan provide contact information for MPO staff and/or the person responsible for public involvement at the MPO [450.316 (a)]?			
5 Does the plan provide a description of general planning documents (TIP, STIP, LRTP, CMP, PPP) and/or a glossary of frequently used planning terms [450.316 (a)] ?	<i>Part I: "Purpose of the PPP"; Part II: "TIP", "LRTP"; Appendix F</i>		
6 Does the plan include a glossary of frequently used planning terms, acronyms and/or terms of art, commonly used in the planning process such as ADA, Title VI, EJ and LEP [450.316(a)(1)(iii)]?	<i>Appendix F</i>		
7 Does the plan provide a description of the "current" public outreach strategies used to engage the public in the transportation planning process [450.316 (a)]?	<i>Part III</i>		
8 Does plan provide detail on how it engages in public education efforts designed to make the transportation planning process and decisions it produces easier to understand in a laypersons' terms [450.316 (a)]?	<i>Part II: "LRTP", "TIP"; Part III: "Employing Audience-Sensitive Tools"</i>		
9 Was the participation plan developed by the MPO in consultation with all interested parties* [450.316 (a)(1)]?			<i>How much consultation is expected?</i>

10	Is there a discussion about how the public participation plan was developed or when it was last updated [450.316 (a)(1)]?	Part I: "Development of the PPP"		
11	Is there language in the public participation plan which references how the process addresses the principles of the Title VI of the Civil Rights Act of 1964 [450.316 (a)(1)]?	Part I: "Compliance with State and Federal Requirements", "Federal Requirements for Historically Excluded, Underserved, and Under-Resourced Communities"		

Outreach and Engagement				
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Question	Y	N	Remarks/Observations	
12 Does the plan describe explicit procedures, strategies, and desired outcomes for providing adequate public notice of public participation activities[450.316 (a)(1)]?	Part I, "Compliance with State and Federal Requirements"; Part III; Appendix B			
13 Does the plan provide detail about MPO board and committee meeting times and locations [450.316 (a)(1)(i) and 450.316(a)(1)(v)]?	Part II: "Advisory Committees"			Include board meeting time & location
14 Does the plan discuss when and where public meeting and hearings will be held [450.316(a)(1)(V)]?	Part III: "In-Person Public Outreach"			
15 Does the plan detail procedures for 'unplanned' or 'short notice' meetings [23 CFR 450.326(a) and 23 CFR 450.316(a)]?				
16 Does the plan provide detail about providing timely notice and reasonable access to information about transportation issues and processes [450.316(a)(1)(ii)]?	Part III: "Digital Storytelling", "Employing Audience Sensitive Tools"			
17 Is the MPO's web address listed in the Public Participation Plan [450.316(a)(1)(iv) and 450.316(a)(1)(i)]?	Part I: "Who We Are"			

Visualization				
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Question	Y	N	Remarks/Observations	
18 Does the plan describe the availability of public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web [450.316 (a)(1)(iv)]?	Part III: "Digital Storytelling"			
19 Does the plan describe techniques for employing visualization** techniques to describe metropolitan transportation plans and TIPs [450.316 (a)(1)(iii)] ?	Part II: "LRTP", "TIP"			
20 Is the format of the plan user friendly and does it include visual images to help with the "readability" of the plan [450.316 (a)(1)(iii)] ?				waiting on final doc!

Transportation Plan(s) Document Review				
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Question	Y	N	Remarks/Observations	
21 Does the plan provide detail relating to plan document review (LRTP, TIP, PPP etc.) including information about the timeframe for public review and comment, at key decision points [450.316(a)(1) and 450.316 (a)(1)(ii)]?	Part II: "LRTP", "TIP"			
22 Is there discussion in the plan about the plan (LRTP, TIP, STIP) amendment process, including how a member of the public can comment and/or review amendments to a planning document before and after the amendment is executed [450.316(a)(1)(i) and 450.316(a)(1)(ii)]?	Part II: "LRTP", "TIP"			

23	Does the plan detail how consideration and response to public input received during the development of the metropolitan transportation plan and the TIP will be handled [450.316(a)(1)(vi) and 450.316(a)(1)(viii)]?	Part II: "LRTP", "TIP"		
24	Does the plan indicate how many days and/or by what method responses submitted for public input will be responded to [450.316 (a)(1)(viii)]?			
25	Does the plan specify a minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO [450.316(a)(3)]?	Part I: "Compliance with State and Federal Requirements"		
Underserved Populations				
Question	Y	N	Remarks/Observations	
26	Does the plan describe strategies for seeking out and considering the needs of the traditionally underserved by existing transportation systems, such as low income and minority households, who may face challenges accessing employment and other services [450.316(a)(1)(vi)(II)]?	Part III: "Employing Audience Sensitive Tools"		
27	Based on the demographic profile or community characteristics survey of the area, does the plan describe outreach and/or consideration for other underserved populations such as the disabled, elderly, Limited English Proficient, and youth [450.316(a)(1)(vii)]?	Part III: "Employing Audience Sensitive Tools"		
28	Does the plan detail how those with special needs can request reasonable accommodation [450.316(a)(1)(vii)]?			Could be added to Compliance section
29	If there are Indian tribes in this MPO area, does the public participation plan detail how the MPO involves the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP [450.316 (b)(3)(c)]?	N/A		
Measures of Effectiveness				
Question	Y	N	Remarks/Observations	
30	Does the plan reference coordinating with the statewide transportation planning public involvement and consultation processes [450.316(a)(1)(ix)]?	Part I: "Compliance with State and Federal Requirements"		
31	Does the plan discuss a strategy for periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process [450.316(a)(1)(x)]?	Part V: "Monitoring and Expanding Engagement"; Appendix B		
Comments on the MPO's Public Participation Plan:				

Forward Pinellas Internet Social Network Policy

Forward Pinellas utilizes social media within the various public involvement strategies for the distribution of news and information regarding Forward Pinellas projects, programs and events and also as a means to collect citizen feedback on Forward Pinellas activities and related transportation issues.

The social networking programs and applications currently being utilized by Forward Pinellas in carrying out its PPP objectives include Facebook, Twitter, LinkedIn, Instagram and Youtube. The use of these applications is discussed throughout the PPP. Forward Pinellas anticipates expanding its use of social media on an ongoing basis to improve the reach and effectiveness of its PPP, as needed. Therefore, the policies and procedures described here apply to other social networking applications Forward Pinellas may use in the future, in addition to those currently in use.

Forward Pinellas Social Media Policies

With its growing popularity and large number of users, social media has far reaching potential as a tool for engaging the public in the MPO planning process. However, with this communication tool comes a responsibility to ensure that correspondence posted by Forward Pinellas staff is fact based and non-biased, maintained and updated on a regular basis, compliant with applicable laws and County policies and not a source for creating new public documents. Listed below is a set of policies that encompass these responsibilities and provide guidelines for the establishment and operation of social networking sites.

1. Forward Pinellas social networking sites shall be supervised and administered by the Forward Pinellas web manager.
2. The web manager shall be responsible for reviewing all information before it is posted on social networking sites to ensure that the material is appropriate for public viewing.
3. All Forward Pinellas social networking sites shall adhere to Florida Sunshine Law, Public Records Law and all other applicable state, Federal and local laws, regulations and policies including all information technology and records management policies of Pinellas County.
4. Forward Pinellas social networking sites and entries shall clearly indicate that any articles and content posted or submitted for posting are subject to public disclosure.
5. Forward Pinellas shall include an introductory statement on its social networking sites that clearly specify their purpose and topical scope. Forward Pinellas social networking sites shall link back to its website for forms, documents and other information.
6. Forward Pinellas' social networking comments containing any of the following forms of content shall not be posted:

- a. Comments not topically related to the particular site being commented upon;
 - b. Profane language or content;
 - c. Content that promotes, fosters, or perpetuates discrimination on the basis of race, creed, color, age, religion, gender, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation;
 - d. Sexual content or links to sexual content;
 - e. Solicitations of commerce;
 - f. Conduct or encouragement of illegal activity;
 - g. Information that may tend to compromise the safety or security of the public or public systems; or
 - h. Content that violates a legal ownership interest of any other party.
7. All social networking sites shall clearly indicate they are maintained by Forward Pinellas and shall have staff contact information prominently displayed.
 8. Forward Pinellas shall use a general office e-mail account for its social networking sites.
 9. Forward Pinellas shall not follow private citizen or commercial profiles from within its social networking profile.
 10. Forward Pinellas' communication on social networking sites shall be mainly one-way. After its initial posting, Forward Pinellas will not respond to subsequent viewer comments/messages except for purposes of clarification or matter-of-fact response to a question regarding the subject matter.
 11. Documents posted on social media sites shall be in PDF format with optical character recognition (OCR). Website Images shall have "alt text," where appropriate, to accommodate blind and visually impaired users.
 12. Photos uploaded to Forward Pinellas social networking sites shall be labeled and text captions and descriptions shall also be provided as applicable.
 13. The Forward Pinellas logo shall be used as the agency picture on social networking sites.
 14. Forward Pinellas shall avoid creating new material on social networking sites. Instead, material from existing websites or previously published documents shall be used.

Review Process for Amending and Modifying Forward Pinellas Plans and Work Programs

Document/Action	Basis for Amendment/ Modification	Review/Action					Pub. Hrg.+	Roll Call Vote	Agency Review **	Schedule Requirements/Notes	++Fiscal Constra int	Notice Method
		BPAC	TCC	CAC	LCB	FP Board						
Long Range Transportation Plan												
Amendment	Adding or deleting projects, major changes to project costs, initiation dates or design concepts and scopes	X*	X	X		X	X	X	FDOT, FHWA, FTA, FAA		X	website, social media, agenda distribution
Modification	Minor changes (e.g., map corrections, revisions for TIP consistency, adding unfunded projects)	X*	X	X		X			FDOT, FHWA, FTA, FAA (advise of change)			website, social media, agenda distribution
Unified Planning Work Program												
Amendment	Change to approved FHWA budget for the UPWP; and/or scope of task; and addition or deletion of a task					X			FDOT, FHWA	FDOT has 10 days to review and FHWA has 10 subsequent days to provide a response. Pursuant to Board resolution, Executive has authority to approve amendments as necessary. Board is informed in situations when this occurs.		agenda distribution
Modification	Doesn't change approved FHWA budget, scope of task or add/delete task								FDOT, FHWA (advise of change)			
Public Participation Plan												

Review Process for Amending and Modifying Forward Pinellas Plans and Work Programs

Document/Action	Basis for Amendment/Modification	Review/Action					Pub. Hrg.+	Roll Call Vote	Agency Review **	Schedule Requirements/Notes	++Fiscal Constraint	Notice Method
		BPAC	TCC	CAC	LCB	FP Board						
<u>Amendment</u>	Substantive revision to objectives, strategy or measure of effectiveness	X	X	X		X	X		FDOT, FHWA, FTA, FAA***	45 day open comment period before board action		website, social media, agenda distribution
<u>Modification</u>	Minor changes and updates to narrative, descriptions, use of public involvement tools, discussion of activities											website, social media
Transportation Improvement Program												
<u>Amendment</u>	Addition or deletion of project or change that impacts fiscal constraint or changes scope of work. Priority list changes involving project rankings, addition of projects		X	X		X	X	X	FDOT, OPP, FAMO	Minimum 7 day public notice required prior to FP Board meeting. OPP reviews and forwards State TIP amendment requests to FAMO. They consolidate all requests into single amendment submission to FHWA.	X	website, social media, agenda distribution

Commented [C1]: Do we even have these in the plan anymore? If not, we should reword a bit

Review Process for Amending and Modifying Forward Pinellas Plans and Work Programs

Document/Action	Basis for Amendment/Modification	Review/Action					Pub. Hrg.+	Roll Call Vote	Agency Review **	Schedule Requirements/Notes	++Fiscal Constraint	Notice Method
		BPAC	TCC	CAC	LCB	FP Board						
Modification or Administrative Amendment	Modification is revision involving minor changes to project phase costs, funding sources of previously included projects and phase initiation dates. Administrative amendment occurs during three month gap, July-September, between state and federal fiscal years when projects added to year one of new tentative FDOT Work Program must be added to current year TIP.		X	X		X	X		FDOT, OPP, FAMO			website, social media, agenda distribution
Bicycle Pedestrian Master Plan												
Amendment	Substantial adjustment of planned facility alignment, extents or location or addition or removal of planned facility	X	X	X		X				Bicycle Pedestrian Master Plan is an element of LRTP. Amendment requires LRTP modification.		website, social media, agenda distribution
Modification	Change to narrative or description, map correction, update of map template or base map information, designation of existing facility											reflected in on-line Master Plan and GIS
Transportation Disadvantaged Service Plan												

Commented [C2]: Change to Active Transportation Plan

Commented [C3]: This isn't true anymore

Review Process for Amending and Modifying Forward Pinellas Plans and Work Programs

Document/Action	Basis for Amendment/Modification	Review/Action					Pub. Hrg.+	Roll Call Vote	Agency Review **	Schedule Requirements/Notes	++Fiscal Constraint	Notice Method
		BPAC	TCC	CAC	LCB	FP Board						
Amendment	Change to service plan element affecting program operations				X	X			CTD			website, social media, agenda distribution
Modification	Change to Plan narrative, descriptions, corrections								CTD (advise of change)			reflected in online TDSP

Notes:

*If proposed amendment is related to bicycle/pedestrian issue, project, etc.

**Where federal agency review is required, FDOT provides amendment and supporting documentation to them

***During annual/quadrennial certification reviews

+Public hearing records public comments into official public record

++Amendment must include assurance of fiscal constraint

1) Website notice of public hearings provides email link for individuals to comment on proposed amendment(s) if they are unable to attend the hearing in person.

2) The Forward Pinellas Executive Director has the authority to approve amendments/modifications to plans and programs approved by the Board, including the LRTP, when such action is needed to obtain State or Federal approval within a constrained timeframe. This policy was adopted by MPO resolution in 2008. It also stipulates that the Executive Director consult with the Board Chairman prior to executing the amendments and that a report describing the amendments be provided to the Forward Pinellas Board at their next meeting.

Key:

BPAC - Bicycle Pedestrian Advisory Committee FP - Forward Pinellas

CAC - Citizens Advisory Committee FTA - Federal Transit Administration

CTD - Florida Commission for the Transportation Disadvantaged GIS - geographic information system

FAA - Federal Aviation Administration LCB - Local Coordinating Board

Review Process for Amending and Modifying Forward Pinellas Plans and Work Programs

Document/Action	Basis for Amendment/ Modification	Review/Action					Pub. Hrg.+	Roll Call Vote	Agency Review **	Schedule Requirements/Notes	++Fiscal Constra int	Notice Method
		BPAC	TCC	CAC	LCB	FP Board						

FAMO - Federal Aid Management Office OPP - Office of Policy Planning (FDOT)
 FDOT - Florida Department of Transportation TCC - Technical Coordinating Committee
 FHWA - Federal Highway Administration

GLOSSARY OF TRANSPORTATION PLANNING TERMS & ACRONYMS

ADVANCED TRAFFIC MANAGEMENT SYSTEMS (ATMS) – Intelligent Transportation System (ITS) technology that focuses on the coordination of traffic signal timing. It integrates hardware, equipment and technology, such as advanced vehicle detectors, closed circuit (CC) TV cameras and other electronic communication systems, to operate the traffic signals more efficiently.

AMERICANS WITH DISABILITIES ACT (ADA) – Prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It applies to all publicly funded transportation facilities and transit vehicles and requires transit agencies to provide complementary paratransit service within the fixed-route service area to those persons unable to use fixed-route service because of a disability.

AVERAGE ANNUAL DAILY TRAFFIC (AADT) – The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) – Forward Pinellas appointed committee comprised of representatives of various government agencies, law enforcement officials and private citizens interested in bicycle and pedestrian issues. The BPAC advises Forward Pinellas on matters concerning the planning and development of bicycle and pedestrian facilities and encouraging bicycling and walking in Pinellas County and the region.

BICYCLE PEDESTRIAN MASTER PLAN – An element of the Forward Pinellas Long Range Transportation Plan, the Bicycle Pedestrian Master Plan identifies existing trails, bicycle lanes and sidewalks throughout Pinellas County. The Plan serves as a guide for the planning and development of a comprehensive bicycle and pedestrian facility network that seeks to make these travel modes viable alternatives the personal automobile for commuting as well as recreational purposes. This will be re-titled as the “Active Transportation Plan” following its update in 2019.

BIKES ON BUSES – Allows Pinellas Suncoast Transit Authority (PSTA) riders to mount their bikes on racks installed at the front end of PSTA buses to continue their trip as a bus passenger. The racks accommodate up to two bikes. Bike on bus accommodations are also offered in Hillsborough through Hillsborough Area Regional Transit (HART) and Pasco County through Pasco County Public Transportation (PCPT).

BUS RAPID TRANSIT – A flexible high performance form of premium transit that combines features of rail systems with those of on-road vehicles, and is characterized by being able to operate in special purpose lanes or on city streets. BRT stations are used as an intermodal hub and activity center for the community. Service is frequent enough that passengers do not need a schedule. Intelligent transportation system (ITS) technology keeps track of vehicles, provides passengers with updated travel information, and improves safety.

CITIZENS ADVISORY COMMITTEE (CAC) – Comprised of citizens representing municipal area and at-large membership appointed by Forward Pinellas to review transportation issues and topics before they are presented to the Board. They are the primary conduit for public input in the MPO planning process.

COMMISSION FOR THE TRANSPORTATION DISADVANTAGED (CTD) - An independent State agency responsible for the coordination of transportation services for older adults, persons with disabilities and low income and children at-risk. The CTD is responsible for overseeing local Transportation Disadvantaged (TD) programs, designating local planning agencies, approving the appointment of community transportation coordinators and contracting with CTCs and State transportation providers.

COMMUNITY TRANSPORTATION COORDINATOR (CTC) – Responsible for managing the operations of the Pinellas County Transportation Disadvantaged (TD) Program and for the delivery of trips to individuals qualified to receive services through the Program. The Pinellas Suncoast Transit Authority (PSTA) is the designated CTC for Pinellas County.

CONGESTION MANAGEMENT PROCESS (CMP) – A systematic process designed to address transportation problems through the implementation of small scale physical improvements and strategies designed to improve the operations, safety and efficiency of all travel modes.

DESIGNATED OFFICIAL PLANNING AGENCY (DOPA) – Provides planning services in accordance with Chapter 427, F.S., for the local Transportation Disadvantaged (TD) Program. These include staff support to the Local Coordinating Board (LCB), evaluation of the local community transportation coordinator (CTC) and the administration and implementation of the TD Service Plan. Forward Pinellas serves as the DOPA in Pinellas County.

ENVIRONMENTAL JUSTICE (EJ) – The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws regulations and policies. Environmental justice is a mandate of the U.S. Environmental Protection Agency and the result of Executive Order 12898 signed by President Clinton in 1994.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) – An agency within the U.S. Department of Transportation (DOT) that supports State and local governments in the design, construction, and maintenance of the Nation’s highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). Through financial and technical assistance to State and local governments, FHWA is responsible for ensuring the safety of the County’s roads and highways.

FEDERAL TRANSIT ADMINISTRATION (FTA) – Provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. FTA also oversees safety measures and helps develop next-generation technology.

FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT – The FAST Act was signed into law in 2015. It authorized over \$305 billion in long-term funding for surface transportation infrastructure planning and investment, including highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act succeeds the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (*SAFETEA-LU*), 1998 Moving Ahead for Progress in the 21st Century (MAP 21) Act and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA).

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) – Formed in 1969, FDOT is a decentralized agency responsible for the development, maintenance and regulation of public transportation systems and facilities in the state. The mission of FDOT is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the environment and local communities.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) WORK PROGRAM – This is the State Five-Year Work Program of transportation improvements prepared in accordance with Section 339.135, Florida Statutes. It provides direction on where and when to build projects and how to fund them. The first year of the program authorizes FDOT to expend funds to complete the scheduled projects. The last four years of scheduled projects are included for planning purposes. The FDOT Work Program is also included in the Forward Pinellas Transportation Improvement Program (TIP).

FLORIDA TRANSPORTATION PLAN (FTP) - Defines Florida’s future transportation vision and identifies goals, objectives, and strategies to accomplish that vision. The FTP is the statewide long range transportation plan for all of Florida.

FORWARD PINELLAS – Countywide land use and transportation planning agency resulting from the consolidation of the Metropolitan Planning Organization (MPO) and Pinellas Planning Council (PPC) in 2014. The agency is served by a 13 member board representing the County’s local governments and the Pinellas Suncoast Transit Authority (PSTA).

HILLSBOROUGH AREA REGIONAL TRANSIT (HART) – The primary transit provider in Hillsborough County, HART provides fixed route bus and door to door paratransit service and operates the Tampa Electric Company (TECO) Line Streetcar System.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) – Encompasses a broad range of advanced technology solutions designed to improve the efficiency and safety of transportation facilities and services. Examples of ITS technology include coordinated traffic signal controls, smart phone applications to monitor traffic conditions, variable message signs, intersection cameras monitoring vehicle speeds and automated bus fare systems.

LEVEL OF SERVICE (LOS) – A qualitative measure of roadway performance expressed in letter

grades ranging from A through F, with A roads operating under optimum free-flow conditions and F roads operating under the most deficient conditions characterized by forced-flow traffic with considerable delays.

LIMITED ENGLISH PROFICIENCY (LEP) – Refers to individuals whose primary language is not English and have difficulty communicating effectively in English. Title VI of the Civil Rights Act of 1964 requires MPOs and other recipients of federal funding to take reasonable steps to make their programs, services and activities accessible to persons with LEP. The MPO Title VI Plan includes an element addressing the agency’s approach to accommodating people who are LEP.

LOCAL COORDINATING BOARD (LCB) – A 15 member board comprised of representatives of the Forward Pinellas Board, social service agencies, PSTA, private transportation providers, School District, FDOT and citizens responsible for governing the Pinellas County Transportation Disadvantaged Program. The LCB identifies local service needs and provides information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged within their local service area. The LCB also serves as an advisory committee to Forward Pinellas, which is the designated official planning agency (DOPA) for the Pinellas County Transportation Disadvantaged (TD) Program.

LONG RANGE TRANSPORTATION PLAN (LRTP) – A 20-year strategy plan developed to guide the investment of public funds in transportation facilities while addressing all major modes of transportation including automobile, bicycle, air, rail, surface freight, and pedestrian travel. The LRTP is a federal MPO requirement that also identifies the transportation goals, objectives and priorities of Pinellas County and the region.

METROPOLITAN PLANNING ORGANIZATION (MPO) – Created under federal and state law to provide a forum for cooperative decision-making in regard to regional transportation issues. Metropolitan planning organizations ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive (“3-C”) planning process. Membership includes elected and appointed officials representing local jurisdictions and transportation agencies.

METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL (MPOAC) – A statewide organization created by the Florida Legislature to augment the role of the individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy decisions.

PEDESTRIAN SAFETY ACTION PLAN (PSAP) – Developed by the Florida Department of Transportation (FDOT) through the collaborative efforts of Forward Pinellas and community stakeholders, the PSAP is designed to help local government agencies address pedestrian crash issues specific to their jurisdiction. It is intended to help these agencies understand the tools and organizational changes necessary to improve pedestrian safety.

PINELLAS PLANNING COUNCIL (PPC) – Pursuant to a special act of the State Legislature (Chapter 88-464, Laws of Florida), the PPC serves as the advisory body to the Countywide Planning Authority, and is responsible for coordinating countywide land use planning and maintaining and implementing the Countywide Plan. The PPC and Metropolitan Planning Organization (MPO) consolidated in 2014 and now serve under a joint policy making board operating as Forward Pinellas.

PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA) – The primary provider of public transportation services in Pinellas County. Their services include fixed route bus and the transport of individuals with disabilities through their Dial-A-Ride Transit (DART) program.

PINELLAS TRAIL SECURITY TASK FORCE (PTSTF) – Comprised of elected officials, law enforcement personnel and County staff, the PTSTF monitors and addresses issues affecting the safety of the Pinellas Trail.

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY – A process developed to ensure that the design of transportation projects appropriately reflects and incorporates the unique engineering and community characteristics of the area. The FDOT created the process to ensure that projects receiving Federal aid follow the policies and procedures outlined in the National Environmental Policy Act.

PUBLIC HEARING - Formal meetings required by regulation, rule or policy where public comments are recorded into official public record. Public hearings invite public comment but do not offer a question-and-answer format as is typically provided for at a public meeting.

RIGHT OF WAY (ROW) – A type of land easement, either granted or reserved, for transportation and/or utility purposes.

ROAD SAFETY AUDIT (RSA) - Formal safety performance examination of a road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements for all users.

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT (PIE) – Located in the mid-county Gateway area, PIE is an international, commercial service airport operating under the authority of the Board of County Commissioners.

SAFE ROUTES TO SCHOOL (SRTS) PROGRAM – Funded and managed by the Florida Department of Transportation (FDOT), the SRTS Program helps communities address school transportation needs while encouraging more students to walk or bicycle to school. The SRTS Program provides funding for projects such as sidewalks, shared-use paths, flashing beacons and median refuge islands.

SCHOOL TRANSPORTATION SAFETY COMMITTEE (STSC) - Established by the MPO in 1998, the STSC is made up of representatives of the School Board, Board of County Commissioners and

local municipalities. The STSC considers transportation and safety matters concerning the safe movement of students traveling to and from school. They serve in an advisory capacity to Forward Pinellas.

STRATEGIC COMMUNICATIONS PLAN – Approved by the Forward Pinellas Board in 2017, this Plan guides the communication efforts of Forward Pinellas as it relates to land use as well as transportation planning. The Strategic Communications Plan complements and is consistent with the PPP.

STRATEGIC INTERMODAL SYSTEM (SIS) –The Governor and Legislature established the SIS in 2003 to focus the state’s limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state’s highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state’s long-range transportation vision and policy plan.

SURFACE TRANSPORTATION PROGRAM (STP) – A block grant program authorized under the Fixing America’s Surface Transportation (FAST) Act that allows for flexibility in State and local transportation decisions and provides flexible funding to address multimodal transportation needs.

TAMPA BAY REGIONAL PLANNING COUNCIL (TBRPC) – One of 11 regional planning councils in Florida, established by the Legislature to coordinate planning for the 43 jurisdictions in the Tampa Bay region. Specific duties include environmental management, economic analysis, and water quality, emergency preparedness, and hurricane evacuation planning.

TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY (TBARTA) – Created by the Florida State Legislature in 2007, TBARTA is responsible for developing and implementing a regional transit development plan and to improve mobility and transportation options for the West Central Florida region consisting of Hernando, Hillsborough, Manatee, Pasco and Pinellas counties.

TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY (TBARTA) CITIZENS ADVISORY COMMITTEE (CAC) – Comprised of residents and business representatives from the Tampa Bay area, members are appointed by the TBARTA Board to advise them on a range of regional transportation issues. They are also responsible for assisting in the development and maintenance of a regional transit master plan. There are 25 members serving on the TBARTA CAC.

TAMPA INTERNATIONAL AIRPORT (TIA) – The largest airport in the Tampa Bay region, TIA is a public airport that opened in 1971 at its current location six miles west of downtown Tampa. The Airport serves more than 16 million daily passengers.

TECHNICAL COORDINATING COMMITTEE (TCC) – Represents local governments, the School District, PSTA, PPC, and Pinellas County. They assist Forward Pinellas by reviewing transportation plans and programs and making recommendations based on their technical adequacy. There are 31 voting members on the Committee.

TITLE VI – Refers to Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

TITLE VI PLAN – As a direct recipient of Federal Transit Administration (FTA) funds, Forward Pinellas is required to document its compliance with Title VI requirements through the submittal of a Title VI Program once every three years. This documentation is included in the MPO Title VI Plan. Included in the documentation is the process involved in submitting and investigating a Title VI complaint, public involvement efforts targeting environmental justice communities, minority representation on advisory committees and providing people with limited English proficiency (LEP) access to the MPO planning process.

TRANSIT DEVELOPMENT PLAN (TDP) – PSTA’s planning, development and operational guidance document required for Florida Public Transit Block Grant funding. The TDP is used in creating the mass transit elements of the Forward Pinellas Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and the FDOT Work Program.

TRANSIT ORIENTED DEVELOPMENT (TOD) – A type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of a transit stop or terminal.

TRANSPORTATION ALTERNATIVES (TA) – Provides Surface Transportation Block Grant (STBG) program funding for projects and activities encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Forward Pinellas adopts a priority list of projects for TA funding each year for inclusion in the Transportation Improvement Program (TIP).

TRANSPORTATION DEMAND MANAGEMENT (TDM) – The application of strategies and policies to reduce demand for single occupant vehicle (SOV) travel and vehicle miles traveled (VMT). Common TDM strategies include the promotion of vanpooling services, transit use, and telecommuting.

TRANSPORTATION DISADVANTAGED (TD) PROGRAM – Supported by funding provided through the Florida TD Trust Fund, the TD Program provides low cost transportation to individuals who, because of a physical or mental disability, income status, or age are unable to transport themselves or purchase transportation. For these individuals who do not already receive transportation services from a sponsoring agency, the TD Program provides them access to health care, employment, education, shopping, social activities, and other life-sustaining activities. Children who are handicapped or “high risk” or “at risk,” as defined in Ch. 411, F.S., also qualify for TD Program services

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – A five-year program of transportation improvements adopted annually by Forward Pinellas. The TIP incorporates state and federal work programs along with the capital improvement programs/elements of the local governments within Pinellas County.

TRANSPORTATION MANAGEMENT AREA (TMA) – Urbanized areas with populations of over 200,000 are designated as TMAs and are subject to federal planning requirements. The Tampa Bay TMA is populated by over 2.4 million people and includes portions of Hillsborough and Pasco counties and nearly all of Pinellas County. Transportation plans and programs within a TMA must be carried out by the MPO(s) in cooperation with the state and transit operators and based on a continuing and comprehensive planning process.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) – State funded program created to improve regionally significant transportation facilities in "regional transportation areas". The funds are intended to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

TRI-COUNTY BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) – Comprised of BPAC representatives from Pinellas, Pasco and Hillsborough counties, the Tri-County BPAC formed in 2015 to coordinate planning efforts involving the development of regional bicycle/pedestrian facilities and to address regional issues affecting with these travel modes.

UNIFIED PLANNING WORK PROGRAM (UPWP) – Federally required biennial statement of MPO planning work. The UPWP includes a description of planning tasks and resulting products, agencies that will perform the work, time frames for completing the work, and associated costs and the source(s) of funds.

UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT) – Established in 1966, the USDOT is a federal Cabinet department responsible for ensuring a *fast, safe, efficient, accessible and convenient transportation system that meets vital national interests and enhances the quality of life of American citizens*. The agency oversees the operations of several subsidiary agencies that include the Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Motor Carrier Safety Administration, National Highway Traffic Safety Administration (NHTSA), Federal Railroad Administration and Maritime Administration.

VEHICLE MILES TRAVELED (VMT) – Calculated by multiplying the average (mean) of the total average annual daily traffic volume (AADT) by the length of the segment where the data is collected, in centerline miles. It is used to identify travel habits within an urbanized area.

7. Regional Interactive Trails Map



SUMMARY

The Sun Coast Transportation Planning Alliance (SCTPA) has long developed plans for regional multiuse trail connections for the Tampa Bay region. In 2021, planners for the urban core of the region came together to develop an online, interactive map of the various multiuse trails and bicycle lanes located throughout Hillsborough, Pasco and Pinellas counties. The Tri-County Trails map ([link here](#)) brings together online information for these facilities in one place, that can be accessed from any device. The Tri-County Trails map was developed with input from the Bicycle Pedestrian Advisory Committees that represent the three counties and was officially unveiled at a meeting of the SCTPA on June 10th.

Forward Pinellas staff will provide a presentation on the new Tri-County Trails map and answer any committee member questions.

ATTACHMENT(S): Tri-County Trail Map Training Document

ACTION: None required; informational item only.



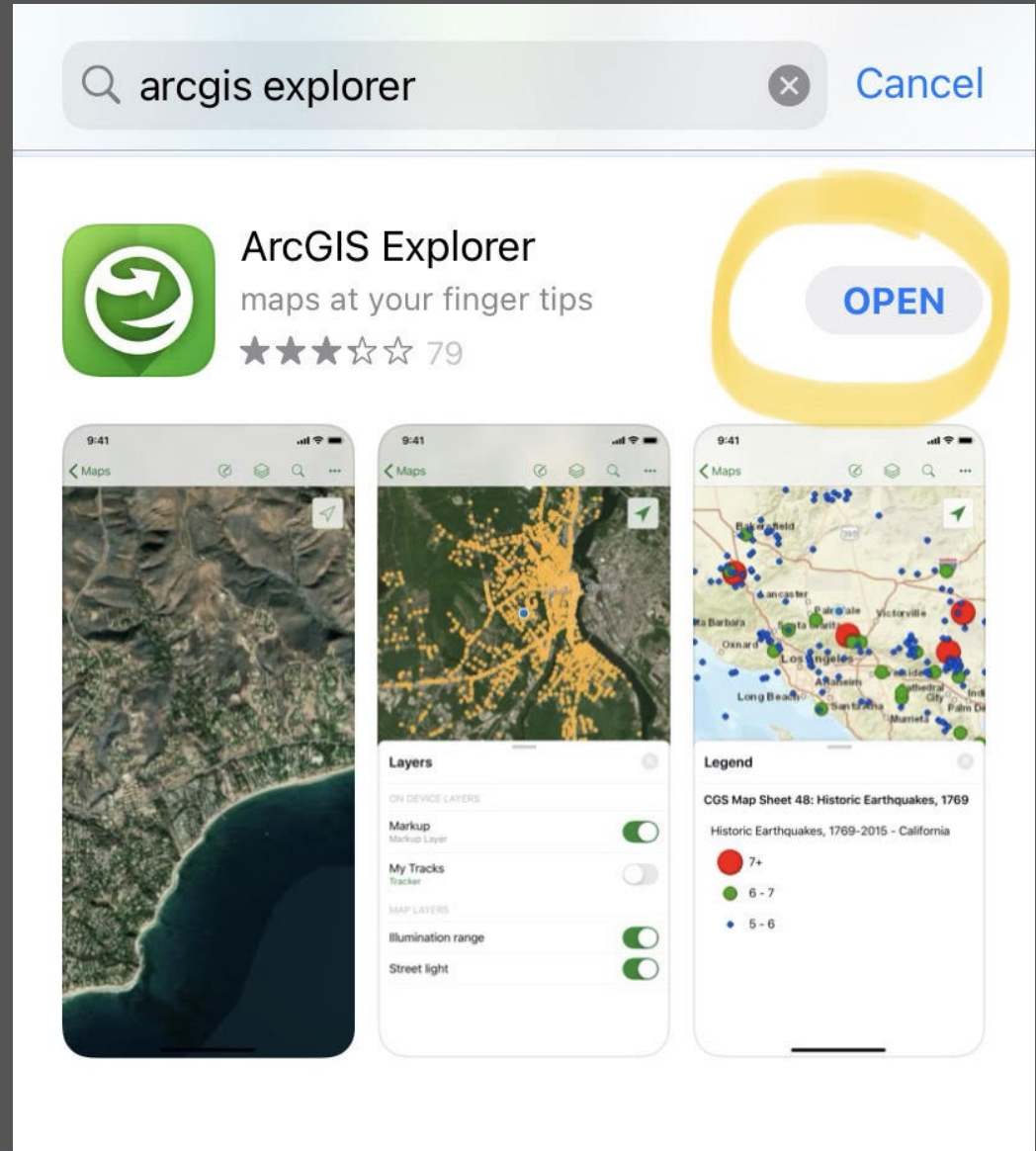
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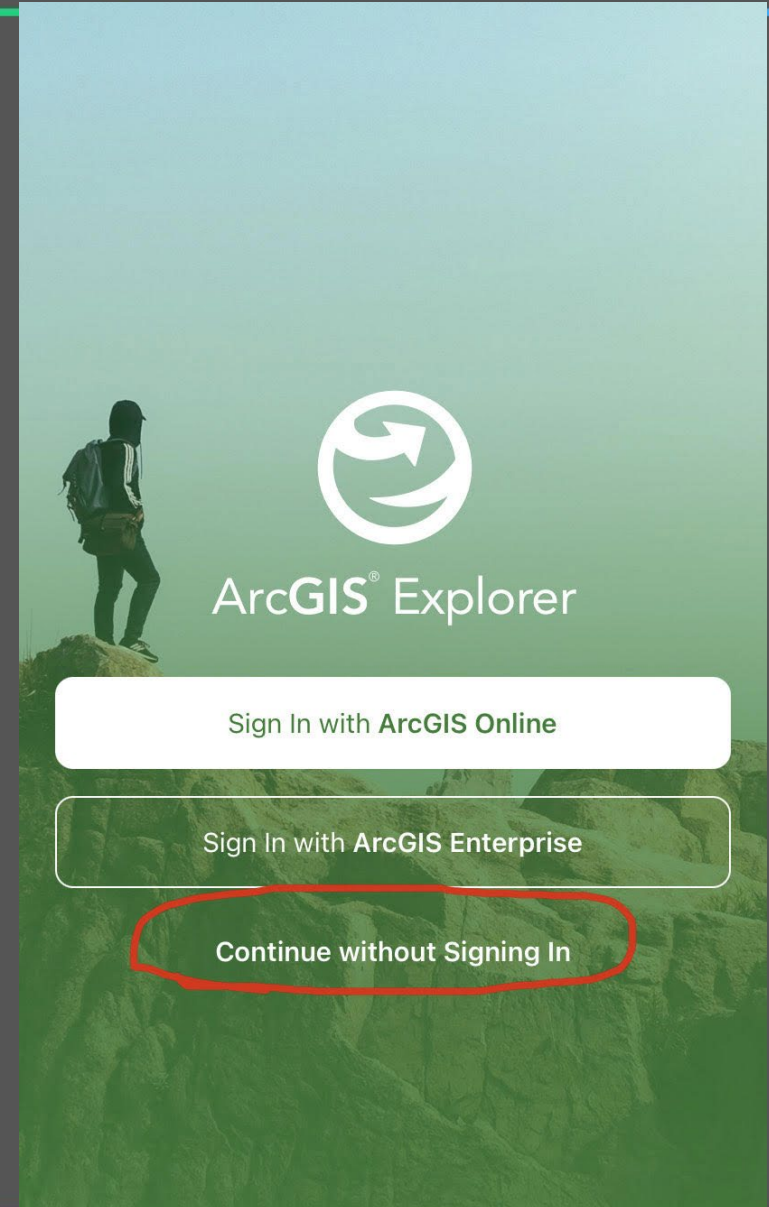
Tri-County Bicycle and Pedestrian App Training

1. Search for “ArcGIS Explorer” In the google play (Android) or App Store (Apple/iPhone)
2. Select download.



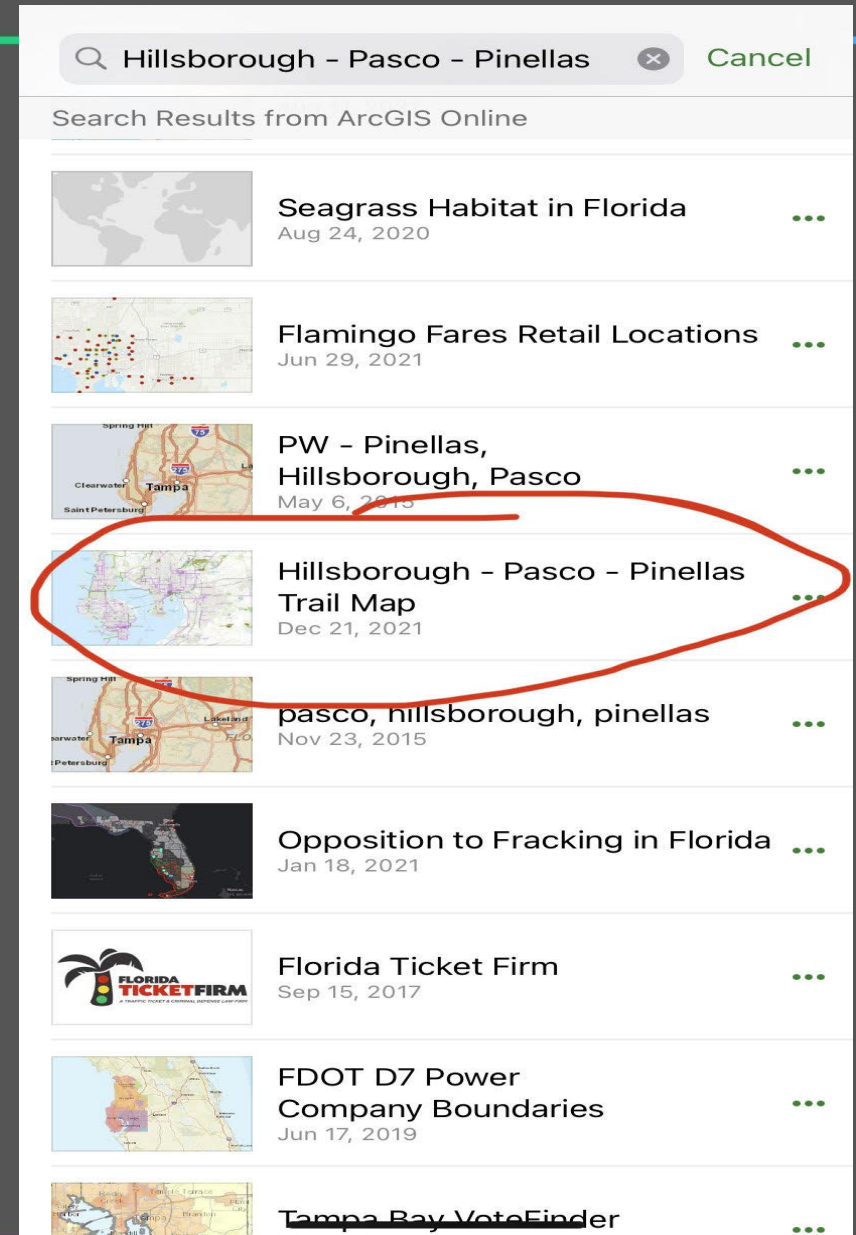
Tri-County Bicycle and Pedestrian App Training

1. Once the app has downloaded, open the app and select “Continue without Signing In”
2. If you have an ArcGIS Online account feel free to sign in however it is not necessary and makes no difference in terms of app functionality.



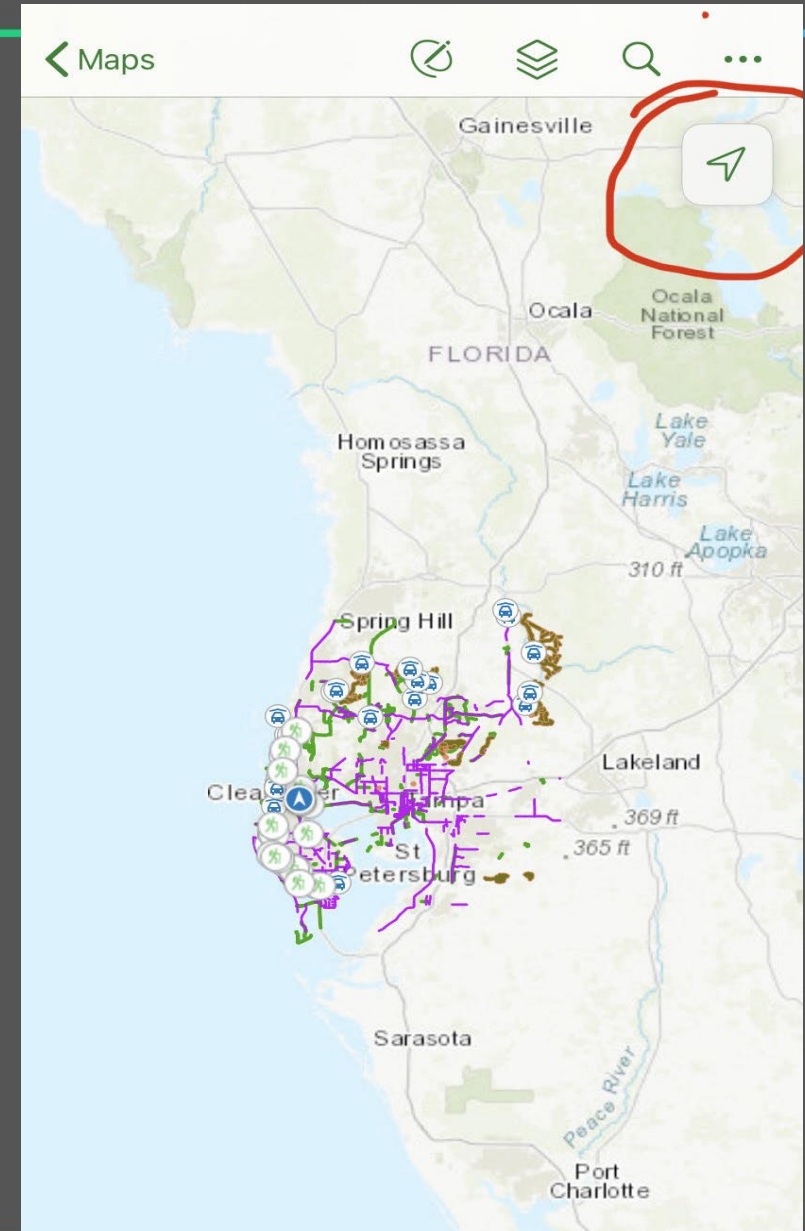
Tri-County Bicycle and Pedestrian App Training

1. Once the search bar appears, search “Hillsborough – Pasco – Pinellas Trail Map”
2. Select the corresponding map shown circled in red to the right.
3. NOTE: Once this map is selected the app will default to this map upon opening it. You will not need to search for it every time unless you frequent other maps on the app.



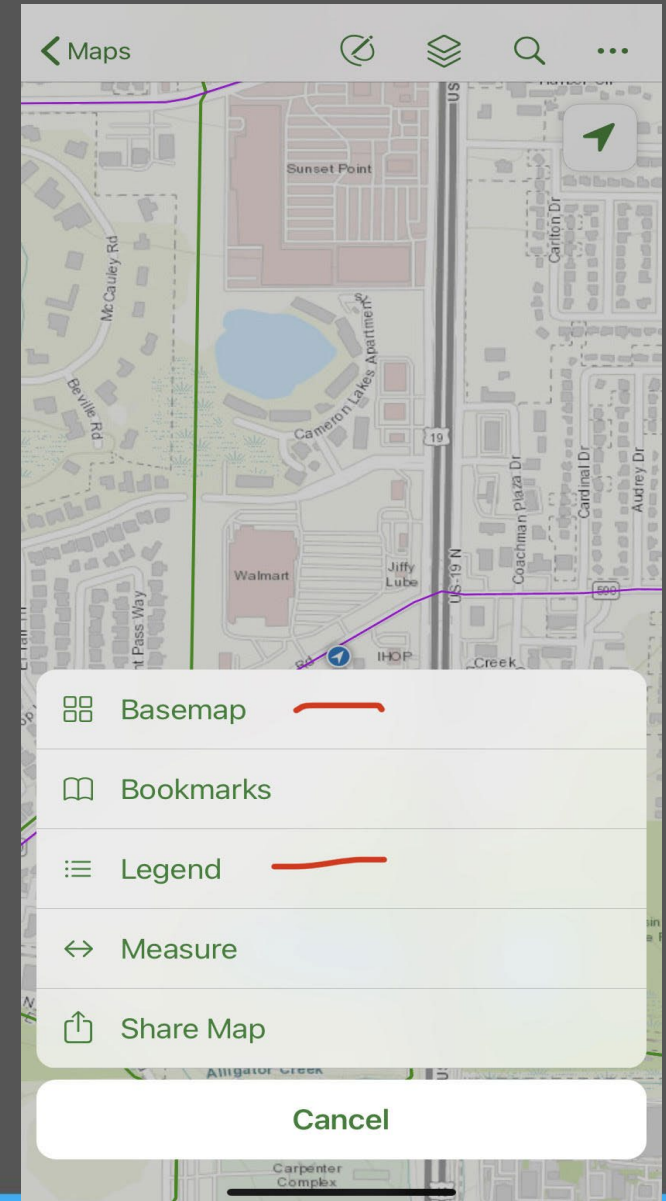
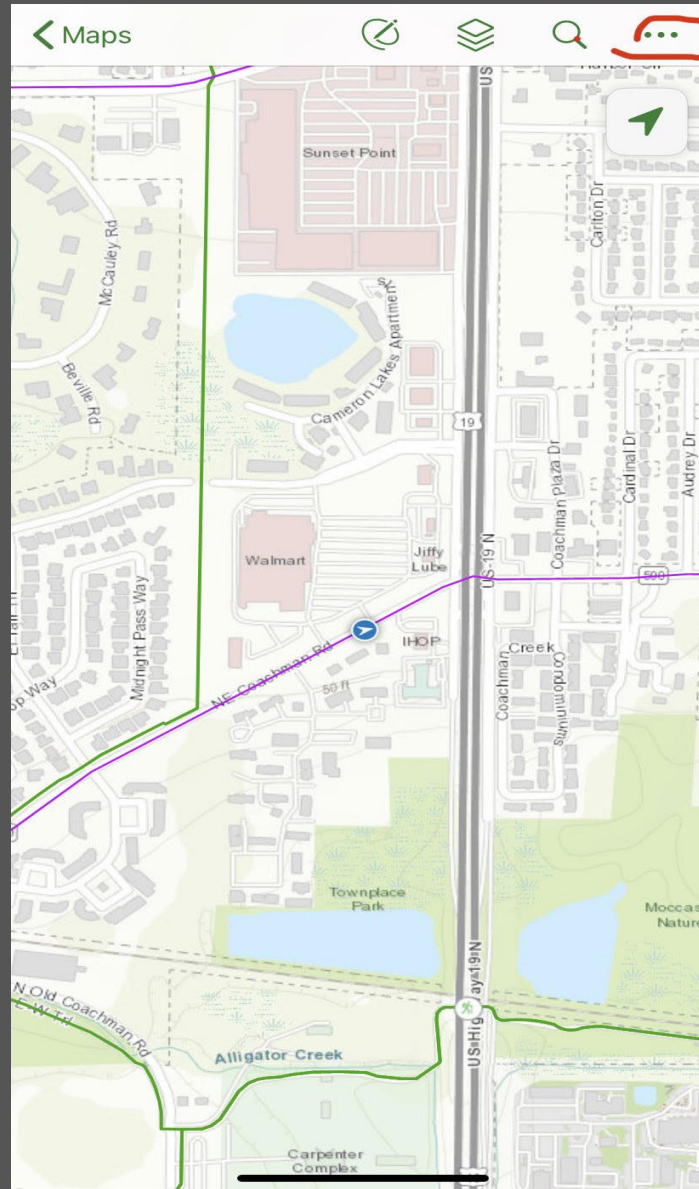
Tri-County Bicycle and Pedestrian App Training

1. Once the map opens it will be zoomed out so that all the data is visible on the map.
2. To zoom to your location select the navigation arrow in the top right corner. This arrow is circled in red on the image to the right.



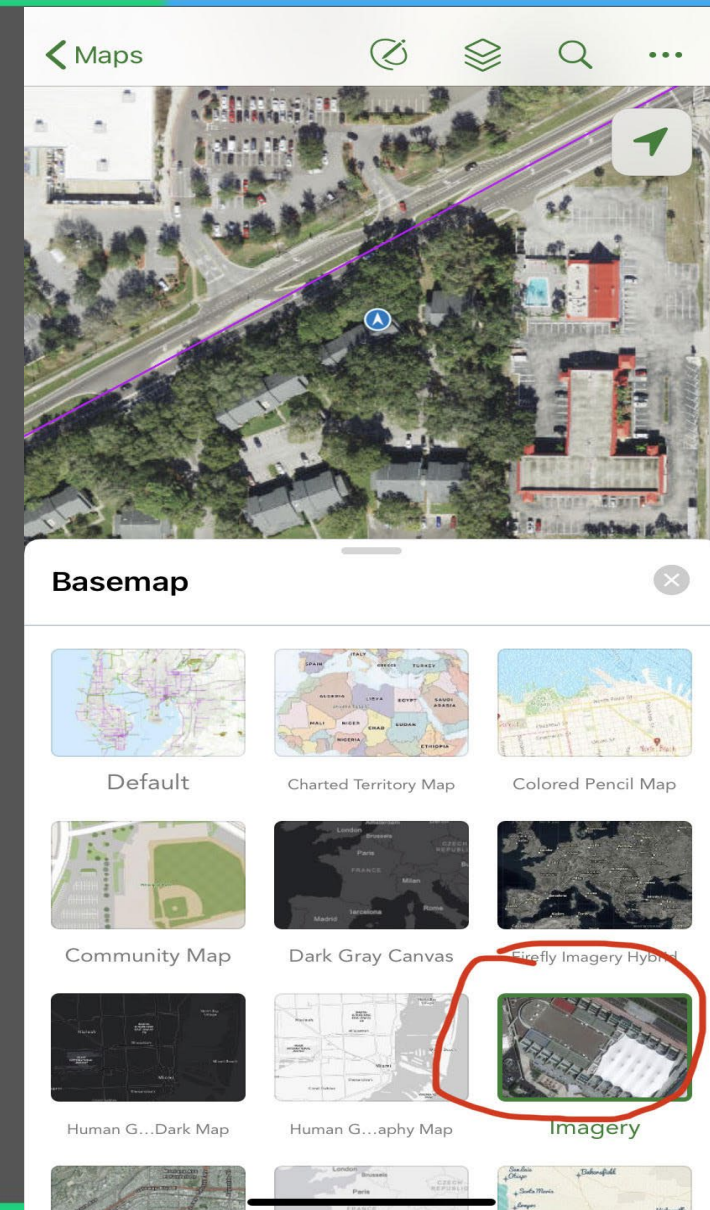
Tri-County Bicycle and Pedestrian App Training

1. Once the map is zoomed to your location select the three dots in the right hand corner of the screen as highlighted by the image to the right.
2. These dots will allow you to view and change the maps basemap and legend.
3. Select Basemap first.



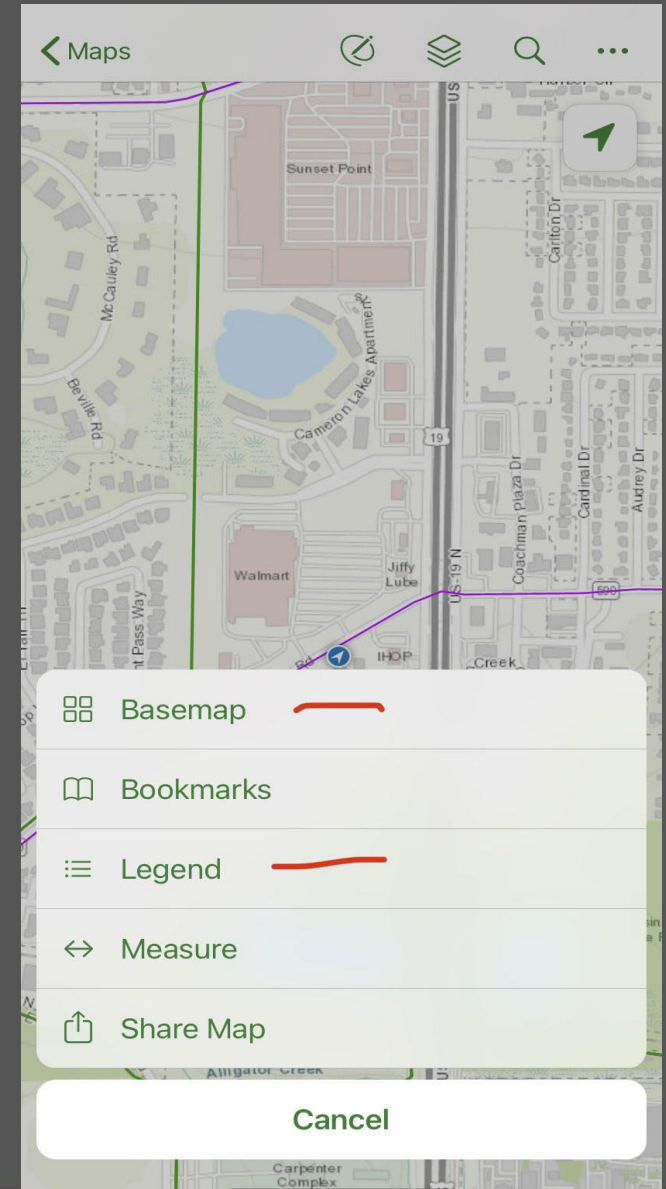
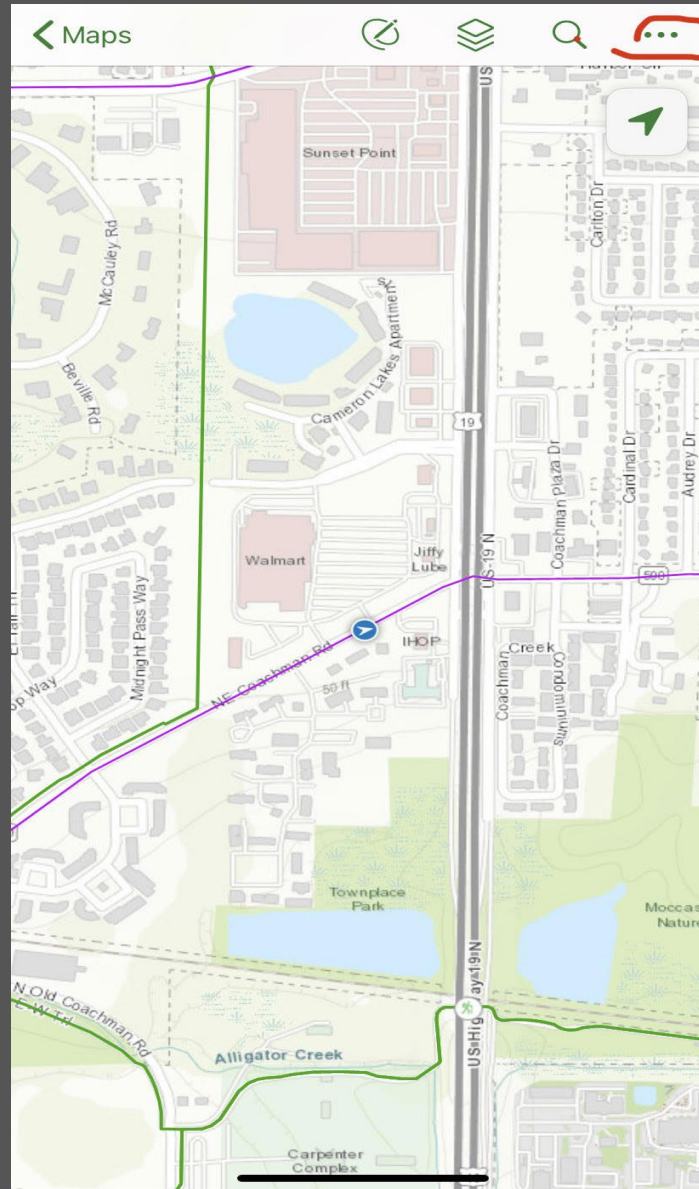
Tri-County Bicycle and Pedestrian App Training

1. Once you have selected “Basemap” you can change the basemap to a number of different maps.
2. The most practical and useful of these is the basemap titled “imagery” which shows an aerial view of the on the ground conditions.
3. This basemap is circled in red to the right. Select this map.
4. Close out of the base map selection screen by clicking the grey X in the upper right hand corner of the selection menu after you have switched to the imagery basemap.



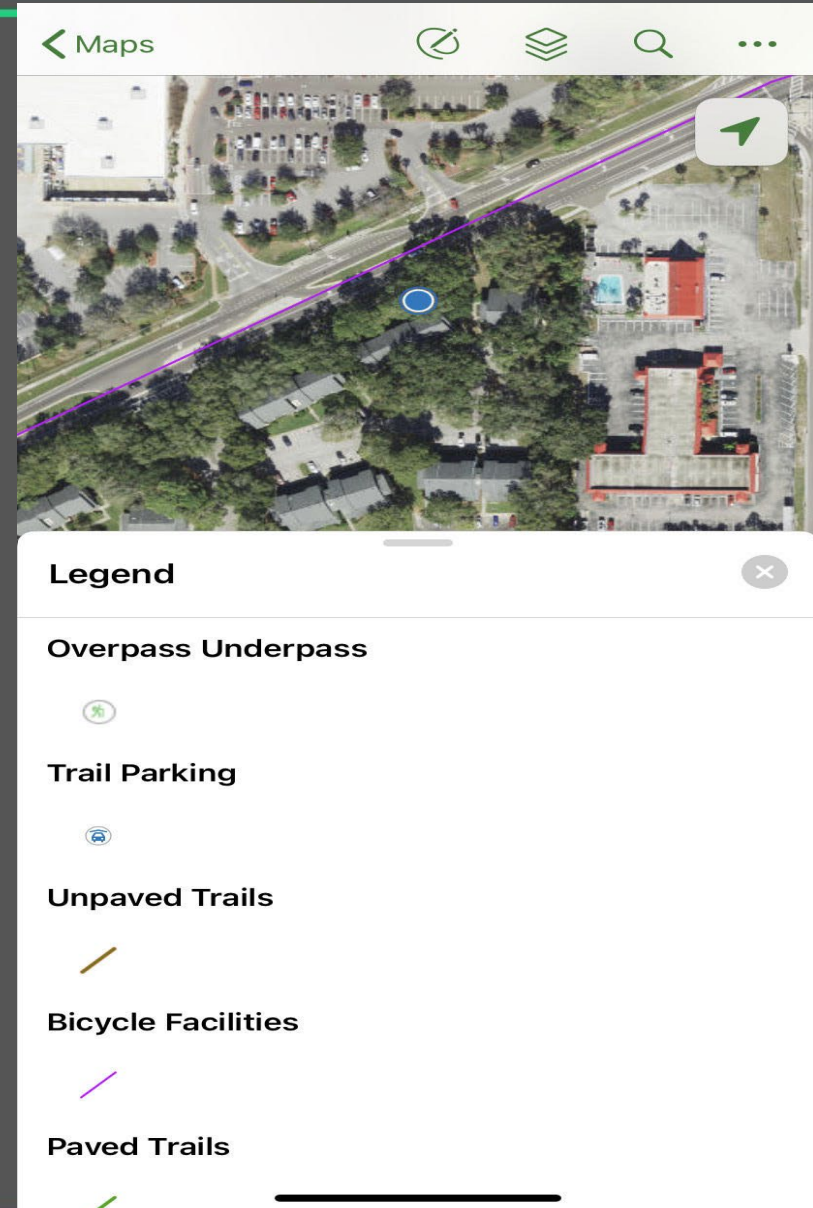
Tri-County Bicycle and Pedestrian App Training

1. Now that you have closed out of the basemap selection screen reopen the menu and select "Legend"



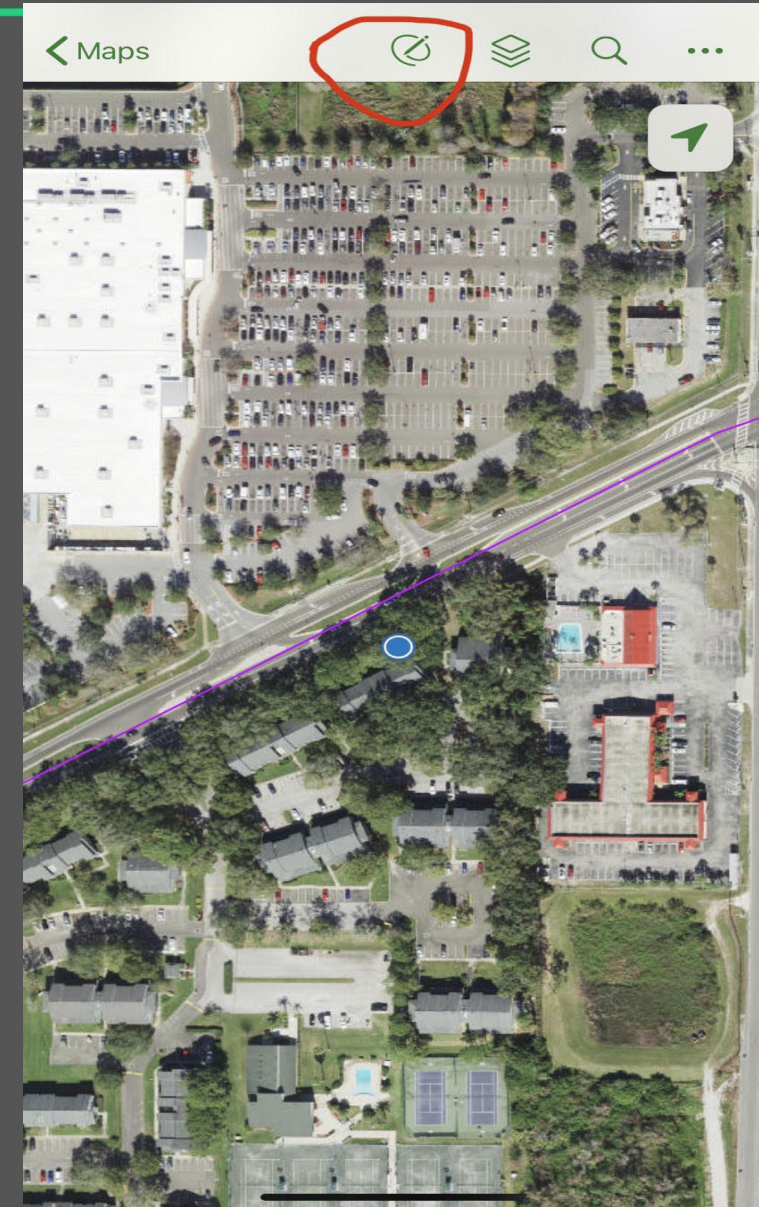
Tri-County Bicycle and Pedestrian App Training

1. The Legend shows all of the features included in the map and their associated symbology.



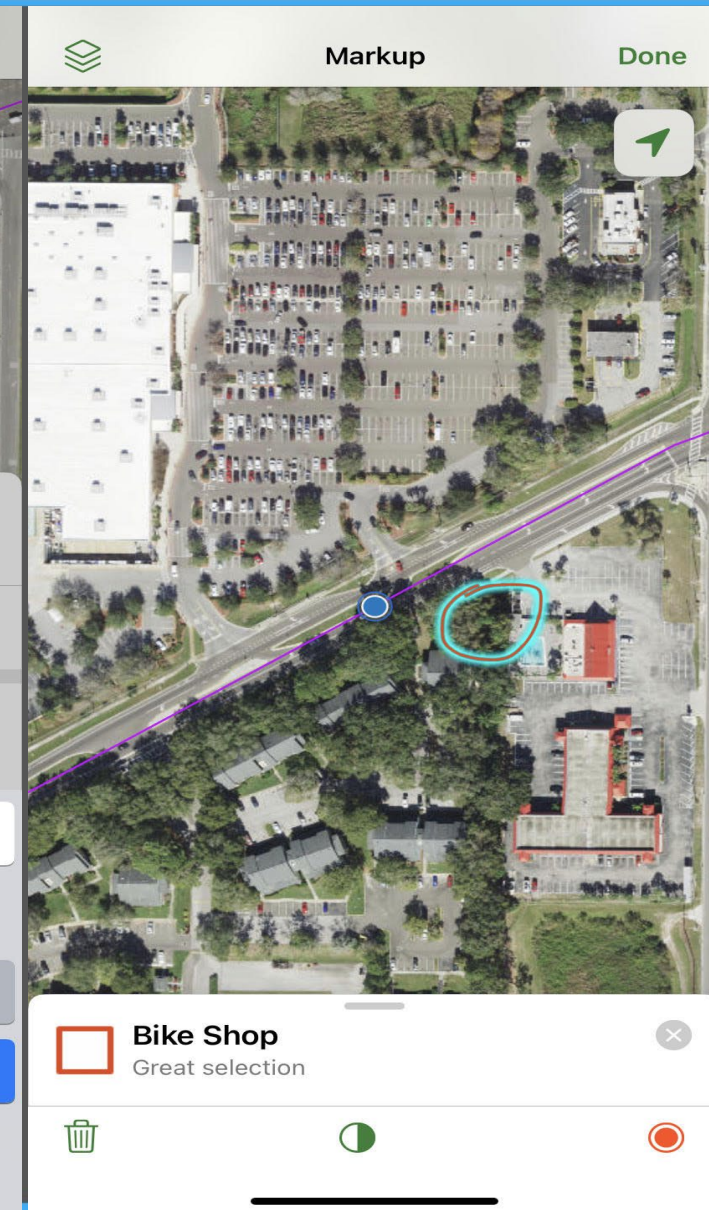
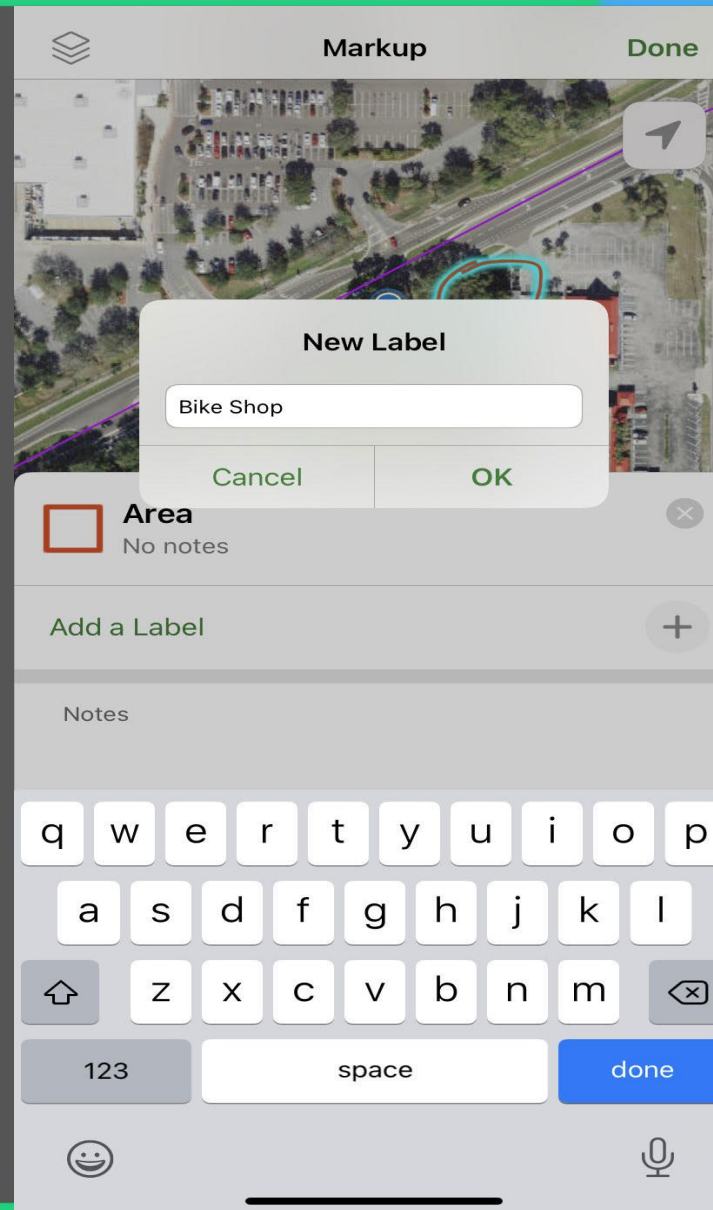
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1. After gaining familiarity with the legend close the legend screen and select the “Mark Up” icon circled in red in the image to the right.
2. This will allow you to draw features on the map you may want to make note of that are otherwise not included in the legend.



Tri-County Bicycle and Pedestrian App Training

1. For this example I labeled my circle “Bike Shop” along with the notes “Great selection” so that I know what the feature is (a bike shop) and why I felt it necessary to mark on my map (the shop has a great selection).
2. Feel free to play around with this component on your own, and when done select “done”



Tri-County Bicycle and Pedestrian App Training

1. When finished with the drawing if you want to complete your drawings and go back to the map select “Done”
2. To get rid of your drawings select clear all.





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Questions??



8. Duke Energy Crossings

SUMMARY

At the June 8th Forward Pinellas board meeting, a discussion took place regarding the potential to construct bicycle/pedestrian overpasses in the Duke Energy corridor, as a compliment to the Pinellas Trail Loop. The Florida Department of Transportation had recent conversations with Duke Energy about some alignment options for trail overpasses at SR 60 and SR 580, to improve safety for trail users crossing those busy corridors. During those conversations, Duke Energy expressed concern with the proximity between the proposed overpasses and the high-capacity transmission lines overhead. Duke Energy has plans to increase the amount of energy in those lines in the future and would like to ensure that trail users can continue to utilize the corridor safely.

A representative from Duke Energy attended the August board meeting to provide an overview of the challenges of the proposed overpasses, and an FDOT representative discussed possible at-grade options that will serve to improve safety for trail users, while avoiding conflicts with the utility lines. Forward Pinellas staff will summarize that conversation for the committee and answer questions from members.

ATTACHMENT(S): None

ACTION: None required; informational item

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
- TIELS Study
- Enhancing Beach Access

ATTACHMENT(S): None

ACTION: None Required; Informational Item Only

Bicycle Pedestrian Advisory Committee – August 15, 2022

10. A.-B. BPAC Business



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.

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

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)
- Clearwater Bicycle Pedestrian Program
- Largo Bicycle Pedestrian Program
- Pinellas Park Bicycle Pedestrian Program
- Oldsmar Bicycle Pedestrian Program
- Dunedin Bicycle Pedestrian Program
- St. Petersburg Bicycle Pedestrian Program
- Pinellas County Schools
- FDOT District 7
- Pinellas Trail Security Task Force (PTSTF)

ATTACHMENT(S): Summary of the July 12, 2022 PTSTF meeting

ACTION: None Required, Informational Item Only

**PINELLAS TRAIL SECURITY TASK FORCE
MEETING SUMMARY
JULY 12, 2022**

The following is a summary of the July 12, 2022 Forward Pinellas - Pinellas Trail Security Task Force meeting, which was held virtually, via Zoom platform. The Security Task Force meets at least quarterly during the year.

IN ATTENDANCE

Scott Daniels, Interim Chair	Friends of the Pinellas Trail
Officer Osvaldo Sicairos	St. Petersburg Police Department
Officer Anthony Alli	St. Petersburg Police Department
Officer Allison Daniels	Belleair Police Department
Officer Jarred Stiff	Clearwater Police Department, Clearwater Bike Team
Deputy Terrance Fallahee	Pinellas County Sheriff's Office
Deputy Brian Camadeca	Pinellas County Sheriff's Office
Sgt. Vanessa Boback	Pinellas County Animal Control
Chief Ranger Carol Gray	Pinellas County Parks and Conservation Resources
Elizabeth Staten	City of St. Petersburg
Scott Rintz	Pinellas County Risk Management
Joan Rice	Pinellas County Public Works Traffic Division
Jim Wedlake	Pinellas Trail Auxiliary Ranger
Chelsea Favero	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER AND INTRODUCTIONS

Interim Chair Scott Daniels, Friends of the Pinellas Trail, called the meeting to order at 9:04 a.m. and asked members to introduce themselves. Mr. Daniels requested tent cards with members names for better recognition during discussion. Chelsea Favero, Forward Pinellas staff, announced that Kyle Simpson will be the new PTSTF support member with Forward Pinellas.

2. APPROVAL OF MEETING SUMMARY – April 12, 2022

The summary from the April 12, 2022, meeting was approved with the correction of the spelling of Bob Fortner's last name.

3. PRESENTATION: PINELLAS COUNTY E-BIKE SURVEY

Joan Rice, Multimodal Safety Project Coordinator with Pinellas County Public Works, shared a presentation on the Pinellas County E-Bike Survey recently conducted for three weeks online, in April 2022. There were many promotional outlets describing how to take the survey and over 2,000 survey participants shared their opinions about electric bicycles in Pinellas County. A majority of the information was about e-bikes on the Pinellas Trail, but participants shared their own experiences with e-bikes everywhere. Of the over 2,000 participants, approximately 52% rode traditional bikes, 20% rode only e-bikes, 19% used both traditional and e-bikes and 9% were non-bike riders. A majority of the participants were male and 91% of the survey participants lived in Pinellas County. Of the traditional bike users 91% live in Pinellas County and only 81% of e-bike users live in Pinellas County. A majority of the people who took the survey were in the 61-70 year old age bracket, followed by 51-60 age bracket. A variety of questions were asked, such as where the participants ride and how many miles they ride. A high percentage of traditional bike riders only ride on the trails and ride more than 40 miles per week, whereas e-bike riders use a mix of both trails and roads and ride between 10 and 30 miles per week. Separate questions were asked of e-

bike users such as if they owned their e-bike and reasons for owning, and 91% shared they own their own e-bike and health, or disability, were at the top of the list for reasons to own an e-bike. Non e-bike users shared that if they had a physical limitation, they would consider purchasing an e-bike, but they have high safety concerns about e-bikes, such as e-bike users speed, reckless operation of e-bikes, riders not following Trail rules and lacking courtesy, and the desire for e-bikes to be on their own facility or road. When both e-bike users and non e-bike users were asked if they would participate in taking an online 15 minute voluntary safety/courtesy class from their home computer regarding trail use, 91% of non e-bike users said they would take the class, but only 72% of e-bike users said they would take the class. Discussion ensued where questions were taken and appropriately answered. Ms. Rice also shared that on August 11th, Parks, Forward Pinellas and Public Works will be presenting to the Board of County Commissioners (BCC) information about e-bikes. The intent of this presentation is to inform the BCC about what e-bikes are and the legal environment for them, since they have received a number of complaints about them recently. One of the recommendations will be to develop an online test or class on e-bikes so that people can get a better understanding of the devices. Also shared by Ms. Rice was that Pinellas County Public Works is currently working on installing new signs adjusting the verbiage regarding which non-authorized vehicles are prohibited from the Trail.

4. QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER

Chief Ranger Carol Gray, Parks and Conservation Resources (PCR) provided the following report. On April 17th, the South Trail Ranger encountered Emergency Medical Service (EMS) responding to trail marker PT284/285, North of the Park Street Overpass, but no details of the incident have been submitted yet. There was a report of a vehicle on the Trail at Mehlenbacher by the Ranger; a Toyota with a business logo on the side of the truck had gotten onto the Trail and was stuck in a ditch. On June 6th, a volunteer encountered the Clearwater Police Department investigating a reported theft of a purse on the Trail around Myrtle Avenue. On June 16th, Rangers reported a sink hole to Public Works at Keystone Road at trail marker PT14 and will continue to monitor. Also on June 16th, a report of a discharge from the Advent Hospital was reported to Watershed Protection. On July 6th, Largo PD issued two trespass warnings to two subjects at the West Bay Overpass.

5. LAW ENFORCEMENT AND AGENCY REPORTS

A. Sheriff's Office

Deputy Terrance Fallahee shared that there were 152 events on the Pinellas Trail in Q2. Only two crashes were reported, an indication that crash numbers are down. 59 directive patrols were conducted, which means self-initiated activity by the officer. The second most frequent activity on or at the Trail are traffic stops. A vast majority of them for Q2 were at Skinner Road and the Trail. The focus was due to the recent changes with the new traffic light system there. Deputy Fallahee shared that he has been reassigned and will no longer be attending the PTSTF meetings, and Deputy Eric Gibson has retired. He introduced Deputy Brian Camadeca as the new representative for the PCSO. Deputy Camadeca shared a little about himself and was welcomed.

B. Belleair

Officer Allison Daniels with Belleair PD shared there were two First Information Reports (FIR) in the 2nd quarter for people being on the Trail after dark and assisted Largo PD with the truck that got stuck on the trail.

C. Clearwater

Officer Jarred Stiff shared this was his first meeting and was unsure of what was needed. He was able to share information about the purse incident in that the purse incident began off the Trail but ended up on the Trail. As Sargent of the Clearwater PD Bike Squad, he shared that his team is also doing multiple directive patrols and engaging with the citizens at the nearby parks.

D. Gulfport

Gulfport PD submitted a report that was shared with the members for the past quarter. There were no incidents to report.

E. Largo

Officer Keith Bowling was not in attendance.

F. St. Petersburg

Officer Osvaldo Sicairos attended the meeting and reported there were 43 calls for service on the Trail, a majority of them were the result of directive patrols. There were two reports that were not generated from the directive patrols. One was an e-bike left on the trail and the person took it home and called the police to report it. The bike was returned to its owner. The other was an aggravated assault report on June 12th, where a gun was pointed at a trail user but never discharged. Trail user was unharmed.

G. Tarpon Springs

Officer Anthony Boone was not in attendance.

H. Animal Services

Sergeant Vanessa Boback reported no incidents to report.

I. Public Safety Services

Ms. Lynn Abbott, Pinellas County EMS & Fire Administration, was unable to attend but shared an incident report which was handed out to attending members.

J. Pinellas County Risk Management

Mr. Scott Rintz was in attendance and shared that on the Trail are bike repair stations that are inspected by Risk Management. At the Walsingham location, the tools have been once again, stolen or lost. Park Ranger Gray reported the repair station behind Taylor Park had to be removed due to vandalization. He added that the Trail inspection is done a couple of times during the year and shared that the Rangers and Friends of the Pinellas trail do a great job in helping to keep the Trail neat, clean and in good condition.

K. Friends of the Pinellas Trail

Mr. Scott Daniels shared they received a donation request for a bike repair station in Seminole. Friends of the Pinellas Trail continue to work with the County on the Courtesy Campaign and a Courtesy Campaign poster is being displayed at all the bike shop locations along the Trail. There are additional posters if any member would like one to display.

L. Volunteer Patrol Programs and Updates

Chief Ranger Gray shared that post-COVID, long-term volunteers have returned to. The overall numbers are down, but that it is good to have the volunteers back. If it is possible, she requested to have the new Volunteer Coordinator attend the next meeting on October 11, 2022.

Chief Ranger Gray shared a concern with the issuing of trespass warnings in the city's jurisdiction but technically on County property. Most departments have a letter of trespass authorization affidavit on file from the Park Director, the challenge is that most of these affidavits require an address, and the Pinellas Trail does not have a physical address. What Largo PD suggested is to use the parcel ID numbers, to identify the distinct areas they are given authorization. This request is now in the hands of the Director, and if approved, will be shared with the departments.

Deputy Fallahee shared information regarding the Sherriff's Office volunteer program. At a recent meeting, there was conversation about the possibility of expanding or increasing the volunteers' responsibilities to include trail patrols. It has been decided at this juncture that the volunteer unit is not equipped to do that, so that has been shelved for the time being.

Officer Osvaldo Sicairos, St. Petersburg Police Department shared information regarding St. Petersburg's volunteer program. The Community Service Officers are out there on bikes and golf carts monitoring the Trail.

6. AUTOMATIC TRAIL COUNTERS

Ms. Favero reviewed the counter reports for March, April and May 2022. There were technical issues with the Bay Pines counter that have now been fixed. The East Lake/Tarpon counter has recently been replaced, however there may continue to be technical difficulties with it. Forward Pinellas is investigating the issue and hopes to have it up and running soon. The recently adopted budget includes funding to purchase additional permanent and portable trail counters. Forward Pinellas is looking at counters with Bluetooth capabilities and would like to create an online dashboard showing real time data. Questions were taken and appropriately answered.

7. REPORT ON TRAIL CONSTRUCTION ACTIVITY

Ms. Rice provided an update to the construction activity on the Pinellas Trail. The North Loop from John Chesnut Park to Enterprise Road has a ribbon cutting scheduled for August 5th at 9:30 am at the Clearwater Countryside Community Recreation Center. An invite will be sent out to members. The segment over the Lake Tarpon Canal has been postponed and PCPW is rebidding the construction which should be finished in 2023. Signage has been placed for safe movement around the bridge. The South Loop is just starting design from the section from Whitney Road to 126th Avenue. There is a stall in the design for the section between Haines Bayshore and Whitney due to the residents' concerns.

8. OTHER BUSINESS

No other business.

9. ADJOURNMENT

Interim Chair Daniels adjourned the meeting at 10:05 a.m. The next PTSTF meeting is scheduled for October 11, 2022.

A. Membership

There are currently three vacancies on the BPAC membership list. One for Largo, one for Pinellas Park/Mid-County and one for Pinellas County Planning.

ATTACHMENT: BPAC Membership List

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Cycling - The Easy, Fun Way to Stay Fit! - Bicycle Garage Inc. – June 2022

Pinellas Trail Usage Report – March 2022

Pinellas Trail Usage Report – April 2022

Pinellas Trail Usage Report – May 2022

Pinellas County Fatalities Report – August 1, 2022

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. Stuart Schwartzreich (05/11/22)
2. Vacant
3. John Austin (11/10/21)
4. Charlie Guy (01/12/22)

Clearwater Area

5. Gloria Lepik-Corrigan (09/08/21)
6. Fernando Gutierrez (01/12/22)
7. William "Avera" Wynne (06/08/22)

Dunedin Area

8. Russ Hilton (09/08/21)
9. Neil Wicks (11/10/21)

Pinellas Park and Mid-County

10. David Chase (03/09/22)
11. Vacant

Largo Area

12. Daniel Alejandro (10/12/16)
13. Vacant

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

14. Becky Afonso (Vice Chair) (10/08/14)
15. Brian Smith (Chairman) (12/12/12)

At Large Area

16. Paul Kurtz (12/11/13)
17. Todd Bogner (11/10/21)
18. Bob Gallo (02/09/22)
19. Paul Zagami (01/12/22)
20. Stephen Moriarty (06/09/21)
21. Heather Vernillo (08/10/22)
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 (vacant – 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. City of Dunedin (Frances Leong-Sharp – representative, George Kinney – alternates))
10. Pinellas County School System (Joseph Camera- representative, Autumn Westermann- alternate)
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 (Emmeth Duran - representative)
14. County Parks and Conservation Resources (Lyle Fowler – representative; Spencer Curtis – alternate)

*Dates signify appointment



Cycling - The Easy, Fun Way To Stay Fit!



(<http://>)Looking for an easy, convenient way to stay in shape? Want to enjoy 99th-percentile health and actually have so much fun you won't even realize you're exercising? Simply give cycling a try. For happiness and health few exercise regimes begin to compare.

We're lifelong bicyclists and have experienced ourselves, and seen firsthand, just how much cycling on a regular basis improves your overall well-being. Whether your goal is having more fun, stress reduction, staying in shape, weight loss, lowering your cholesterol or blood pressure or almost anything else, pedaling is all it takes.

To encourage you to give it a try, here are just some of the many reasons bicycling could become your fountain of youth.

Cycling Fitness Facts

- 15 minutes of cycling, to and from work will burn 11 pounds of fat in a year.
- 30 minutes of cycling a day reduces risk of heart disease and stroke by 35%.
- 1 hour of cycling a day decreases mortality risk by 35%.
- Cycling is impact-free and easier on the body than running.
- A 110-pound female typically burns 400 calories an hour while cycling at a moderate intensity.
- A 150-pound male typically burns 650 calories an hour while cycling at a moderate intensity.
- A 220-pound male typically burns 850 calories an hour while cycling at a moderate intensity.
- Everyone benefits from improved mood and reduced risk of depression after just a short ride.
- Improved circulation from cycling can reduce arthritis and speed recovery from cuts and bruises.
- Regular cyclists over the age of 30, often look 10 years younger than their peers of the same age.

The Most Convenient Exercise

Few fitness options are more convenient than cycling. Once you've got a bicycle, your exercise starts the minute you leave your house. With most other sports, if you have an hour and a half to work out, you spend 40 (or more) minutes driving to and from the gym, field, slope or pool, limiting your workout to 50 minutes.

With a bicycle, you can hop on, ride for 90 minutes and enjoy a much better workout. Once you leave the house, your workout begins and you determine how long it lasts. And, you don't need to wait for an instructor or a class to begin either, so it's much easier to fit cycling into your schedule.

Own Your Own Fitness Machine

Pay for a gym membership and at the end of the year you have nothing. Buy a bicycle (</product-list/shop-pg15/>) and at the end of the year you have a tangible object ready to keep you fit. Plus, you can ride just for fun or transportation too. And, you can think of buying a bicycle like a fitness mortgage: you pay about the same as you did for your club fees, but at the end of your payments you own something that keeps working for you.

Also, you can finance a new bike purchase and pay about \$50 a month (for a \$600 bike). That's just about what you'd pay for a gym membership. Unlike a membership, though, you'll own your two-wheeled fitness machine and be able to use it whenever, wherever and however you like.

Enjoy The Outdoors

Cycling also happens to be a lot more enjoyable than working out in a gym. You get to enjoy the open air, sun on your face, and wind in your hair, plus the sights and sounds of the great outdoors. You'll probably want to get outside when it's sunny and nice anyway, and cycling allows you to get some quality exercise and have more fun at the same time.

See More

(<http://>)There's no other sport that lets you see as much scenery while exercising as cycling, because you ride at the perfect pace to enjoy the view. Drive at 60mph and things fly by too fast to appreciate. Walk at 3mph, or run at 10, and you won't go far enough to see much.



But ride at 10 to 20mph and you'll see the world as never before. An hour ride can easily carry you 20 miles. You can ride in and out of big cities and explore different neighborhoods or head for nature and see ecosystems change as you ride!

And, remember when families used to drive across the country every summer? Well, you can do that on your bike too, and feel a lot better than you would if you were cooped up in a car for 8 hours a day. Or maybe you'll

never leave a 100-mile radius from your home, but you'll have a much greater appreciation for your surroundings when you ride.

Magic Motion

The easy speed of cycling is what makes it so much fun. Sailing along at 15mph on a nimble-handling, lightweight bike, feeling the cooling breezes, carving corners and zipping down hills — cycling is the closest thing you can experience to flying without wings. Accomplished riders can regularly hit speeds of 30mph on flat road rides and over 45mph on descents!

These motorcycle-like speeds are thrilling, and unlike motorcycling, you don't have to maneuver a heavy bike around or deal with additional clothing and the ever-present smell of gasoline. Also, because you, and not a motor, are responsible for these speeds, you'll enjoy an endorphin rush that you could never get driving. It's comparable to that of skiing or snowboarding except that you don't need to go to a resort and buy a lift pass to get to the start of your run. Your fun starts out your door — it's exhilarating!

Shape Your Body



([http://](#))Want to stay slim and trim like you were in high school, but not get too skinny? Cycling offers the perfect balance of aerobic and muscular work. Pedaling away the miles will ensure you have exquisitely formed quads, calves and gluts. (Warning: your new levels of bootyliciousness may attract the opposite sex.)

Plus the hours you spend holding your handlebars provide isometric exercise that will tone your upper body. The muscular exertion you make burns calories to the tune of 400 to 800 calories an hour (see table above) so regular cycling is sure to trim your waistline, too.

Cycling is also the best choice for people who are rehabbing from injuries — especially knee injuries. Cycling is low-impact and easy on the joints. That's why doctors regularly recommend riding as a replacement for running and skiing. We recommend it whether you're recovering from an injury or just wanting to get back in shape or have more fun.

More Speed Is More Fun

Average pace of different exercises over one hour

- Moderate swim pace: 1mph
- World-class swim pace: 3mph
- Moderate hiking pace: 3mph
- Average marathon pace: 6.5mph
- World-class marathon pace: 12mph
- Easy cycling pace: 10mph
- Moderate cycling pace: 15mph
- Trained cyclist pace: 20mph
- World-class cycling pace: 30mph

Pick Your Pace

Perhaps the best reason to choose cycling as your exercise is for its variety of intensity levels. For most people there's no such thing as an easy pace in running, swimming or cross-country skiing. But in cycling, thanks to the mechanical advantage of the drivetrain and wheels, you can ride as easily or as hard as you like.

Don't believe us? Try to run or swim at a heart rate of 100 beats a minute. It's nearly impossible. Now try to ride at 100 beats a minute. No problem. Because it's easier to ride at a low intensity, there is also more variety of levels in between very easy and very hard intensity. That variety makes cycling more suited to a wider array of athletes and allows every rider more pacing choices while riding.

Cycling Is Social

([http://](#))The ability to bike at an easy pace means you can ride and talk. And, one of the most fun things to do is to ride with friends so you can enjoy each other's company while you exercise.

Here's a fun test to try: Pick out a route that travels 10 miles from your house in one direction. Head out with a friend. We're guessing that you'll cover the whole distance and come back without realizing how far you've



ridden. Which goes to show how easy it is to actually have fun while you get great exercise on your bicycles. We're happy to help you find the best roads and paths for riding with friends too.

Exercise As Transport

Multitaskers rejoice! Like accomplishing your grocery shopping and gym workout at the same time, cycling lets you do two very important things at once. Just substitute cycling for your regular car ride to work or to the

grocery store, maybe pick up the pace a bit on the way there or back, and you've snuck in a workout in the time you'd normally spend stuck in traffic.

And, the best part is that your ride to work or to the store won't take much longer than driving. (It will probably take less time than taking the bus.) That's because traffic regularly reduces car speeds in most urban areas to a 20 to 30mph average. We're confident that you can average 15mph on the right bike. So, stop throwing money away on gas and the gym, put it toward a bicycle and you'll soon be saving big and enjoying yourself more!

The Green Sport



(http://)Every day we realize how much more our planet is in peril. And, one of the best aspects of cycling is that it's among the greenest of activities. Apart from the energy and materials needed to construct bicycles, which are minimal compared to many other sports, and forms of transportation, cycling has virtually zero negative impact on the environment.

And, unlike so many other sports, it doesn't require power for lights or maintenance of a building, it doesn't require gasoline, and it doesn't require a massive park to serve as its grounds. And, cycling certainly doesn't tear up the environment, nor is that required to make new places to ride.

Cycling efficiently and elegantly uses the endless roads and trails that already exist, old and new. When you take up cycling, you can be proud that your choice for exercise is in tune with nature, and is silent, peaceful and healthy for you and the planet.

Video-Game Action

And, if you live for excitement and can't help but push your limits, cycling's more intense niches, like racing, off-roading and jumping are for you because they require razor-sharp attention, advanced riding skills, and expert coordination. Give these a try and the days of being bored silly at the golf course or baseball diamond are gone. But, no worries if competition and thrills aren't your thing. As we've pointed out, cycling is nothing if not diverse. This is just another of its options.

We hope you've enjoyed this look at why cycling is so great. Give it a try and you'll find out right away how it makes exercising fun and enjoyable. And, after just a ride or two you'll probably come up with a few reasons of your own why cycling is the most fun, convenient way to stay fit. If you need places to ride, friends to ride with, a new bicycle, or repairs to get an old one back on the road, we're here to help.

Bicycle Garage, Inc.

507 East Kirkwood Ave
Bloomington, IN 47408

Call (tel:+1-812-339-3457) • Email
(mailto:info@bikegarage.com)

Directions & Hours
(/about/bloomington-pg219.htm)


Products

All Bikes (/product-list/bikes-1000/)

Cycling Apparel (/product-list/clothing-1194/)

Cycling Equipment (/product-list/accessories-1109/)

Bike Parts (/product-list/parts-1051/)

 (https://www.facebook.com/bikegarage/)

Services

Bike Repair (/articles/service-department-pg59.htm)

Bike Fitting (/articles/fitting-services-pg231.htm)

Bike Financing (/articles/trek-financing-pg318.htm)

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
March 1-31st (31 days)

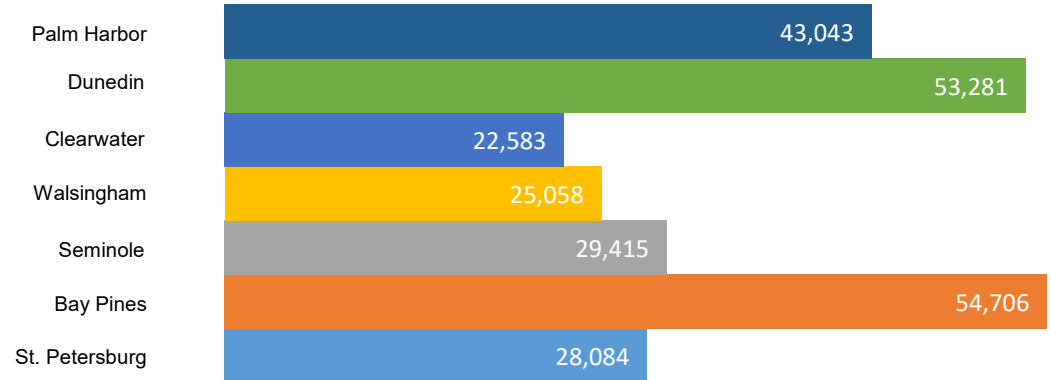
March 2022

31-Day Count Total: **256,170***
Daily Average Users: **8,263**

Highest Daily Totals:

- #1 – Saturday, March 26th (Bay Pines – 6,067)
- #2 – Saturday, March 26th (Dunedin– 3,071)
- #3 – Saturday, March 26th (Palm Harbor – 2,408)

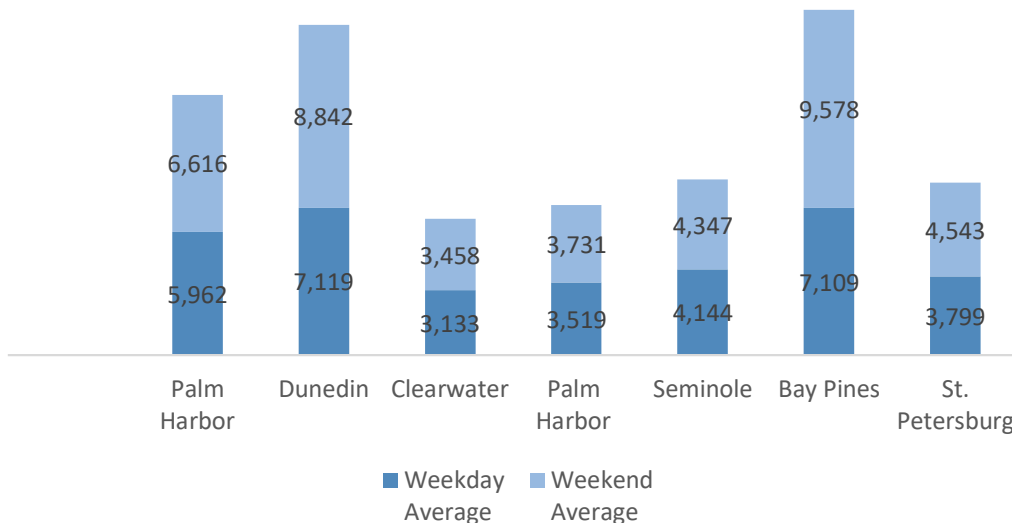
March Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking	Bicycling
Palm Harbor	22%	78%
Dunedin	15%	85%
Clearwater	26%	74%
Walsingham	19%	81%
Seminole	28%	72%
Bay Pines	52%	48%
St. Petersburg	27%	73%

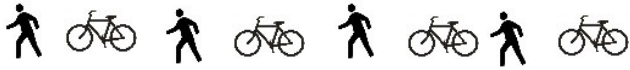
Source: Forward Pinellas March 2021
National Weather Service: [March 2022](#)

*Technical issues with East Lake / Tarpon counter in March. 2022.

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

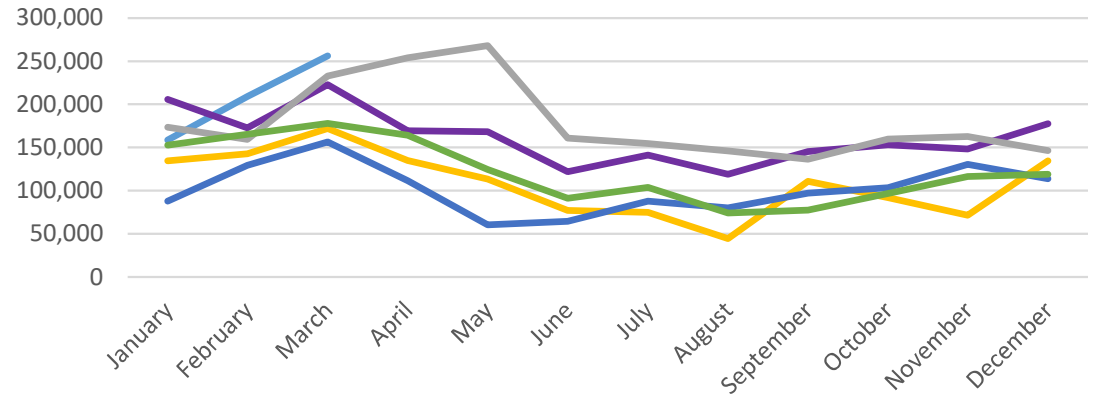
Period: January – March, 2022 Data*



**Jan-March 2022 Total Count:
623,725**

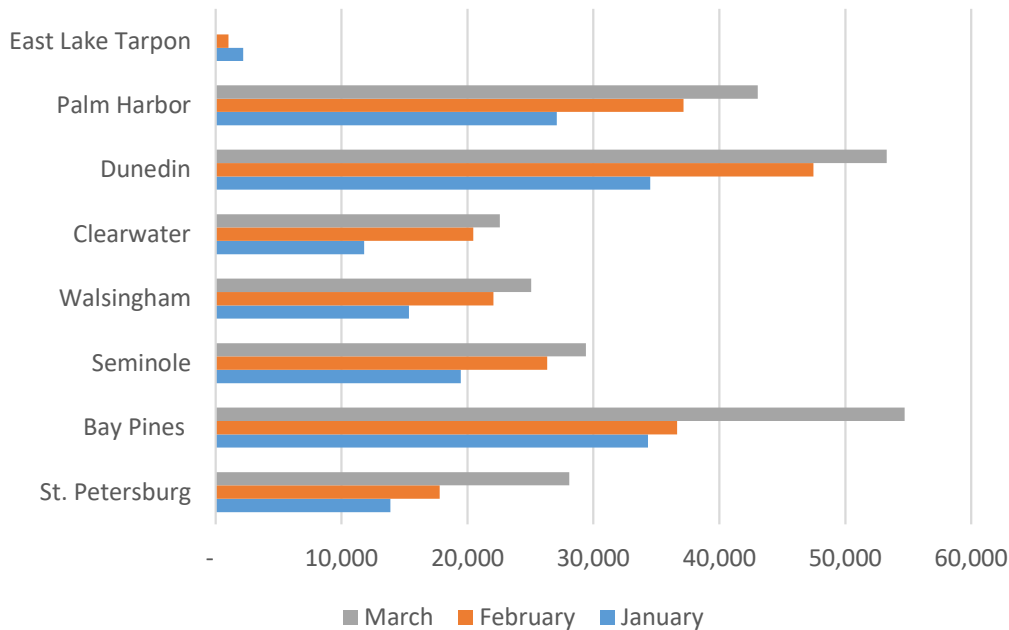
**Technical issues with East Lake / Tarpon counter in Feb.-March 2022*

Monthly Trail Counts 2017 - 2022

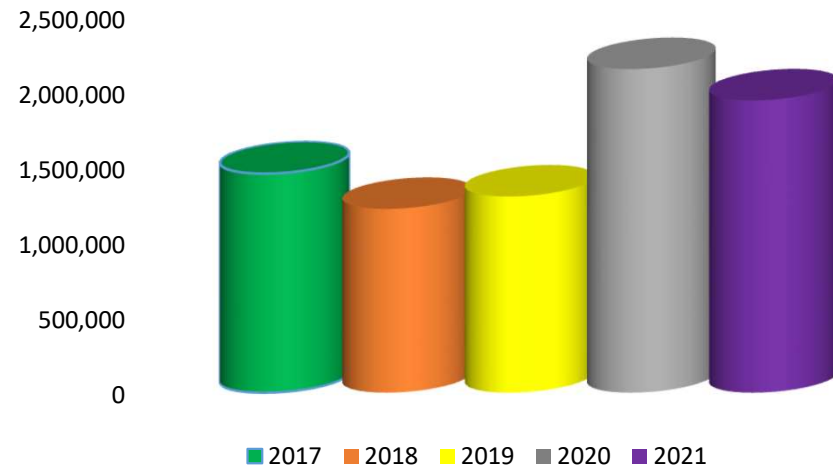


— 2022 Monthly Trail Count — 2021 Monthly Trail Count
— 2020 Monthly Trail Count — 2019 Monthly Trail Count
— 2018 Monthly Trail Count — 2017 Monthly Trail Count

Year to Date Data Per Location



Pinellas Trail Use 2017 – 2021



**Technical issues with several counters in 2019 resulting in several missing days of data during 2019.*

**Technical issues with East Lake / Tarpon counter in Feb-March, 2022.*

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
April 1st-30th (30 days)

April 2022

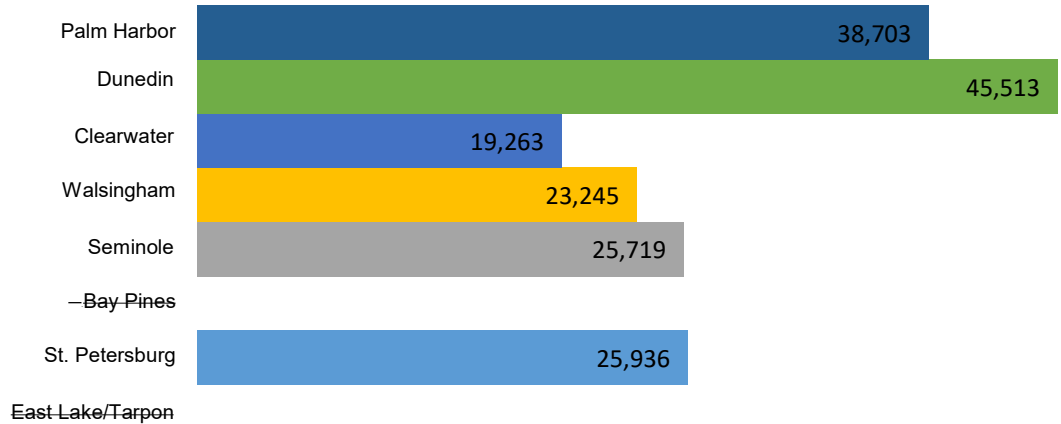
30-Day Count Total: **178,379***
Daily Average Users: **5,946**

Highest Daily Totals:

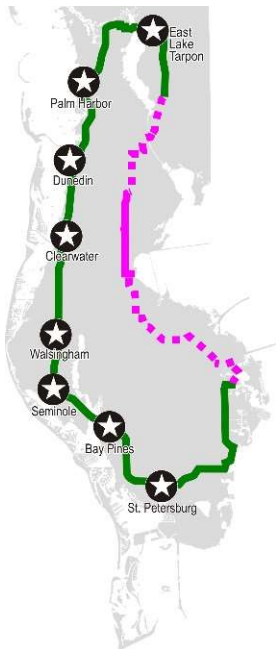
- #1 – Sunday, April 24th (Palm Harbor – 2,968)
- #2 – Sunday, April 3rd (Dunedin– 2,415)
- #3 – Saturday, April 16th (St. Petersburg– 1,454)

**East Lake/Tarpon and Bay Pines counters not included due to technical issues*

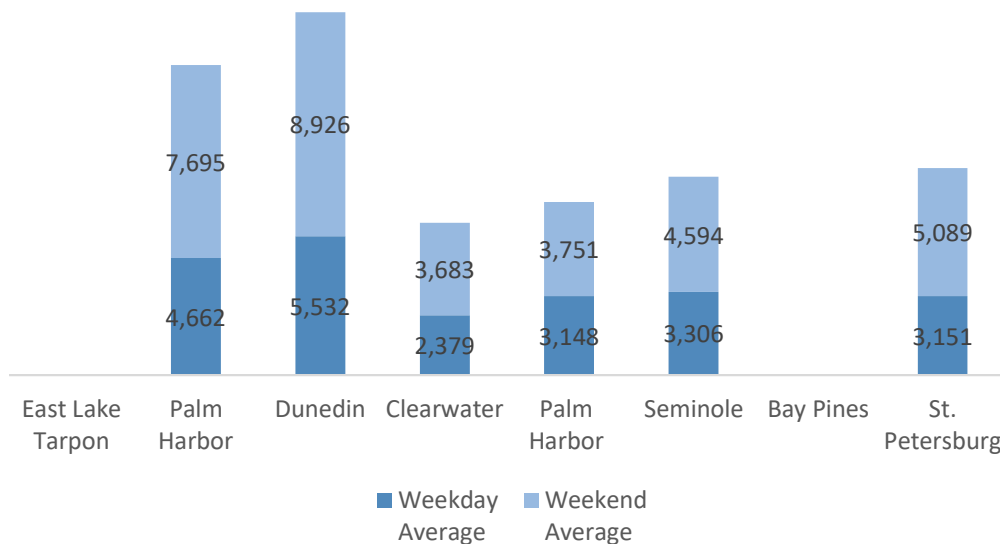
April Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
Palm Harbor	26%	74%
Dunedin	16%	84%
Clearwater	29%	71%
Walsingham	22%	78%
Seminole	30%	70%
Bay Pines		
St. Petersburg	26%	74%
East Lake/Tarpon		

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

Period: January – April, 2022 Data*

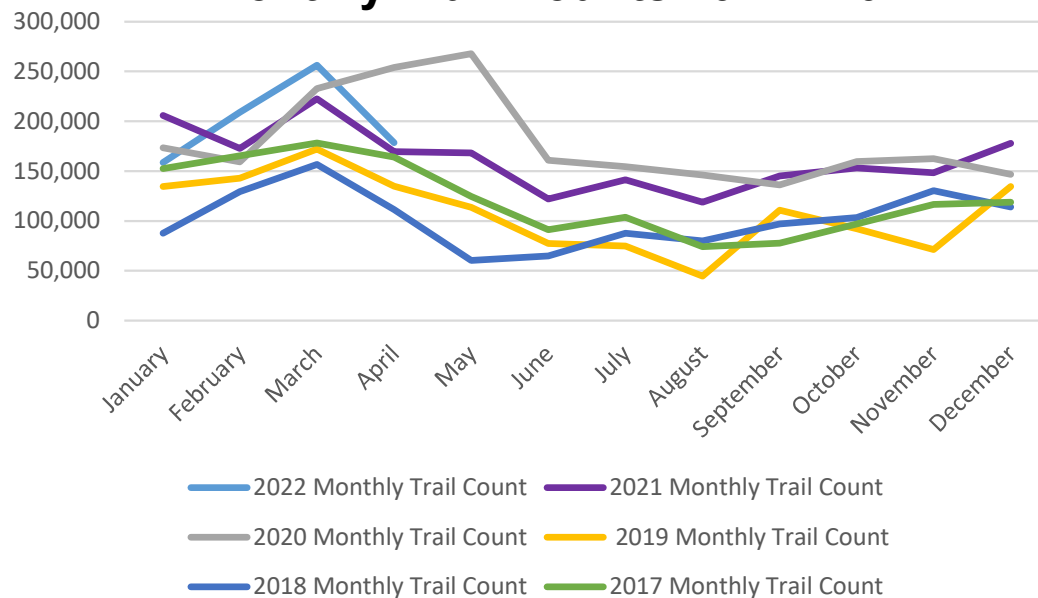


**Jan-April 2022 Total Count:
802,104**

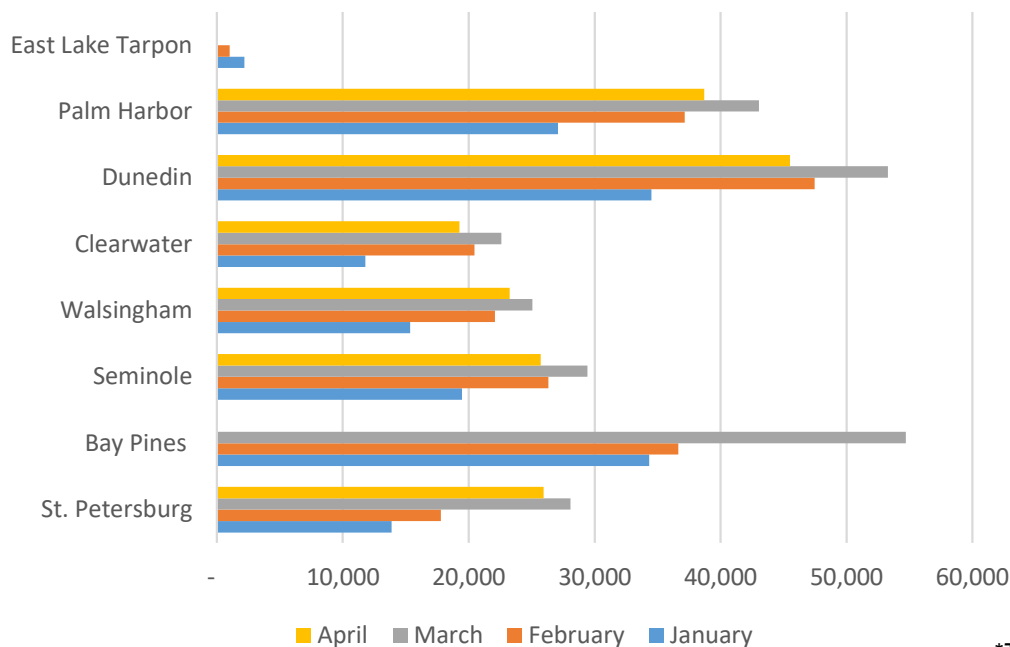
**Technical issues with East Lake / Tarpon counter beginning in Feb 2022; data not included in March or April 2022*

**Technical issues with Bay Pines counter; not included in April 2022*

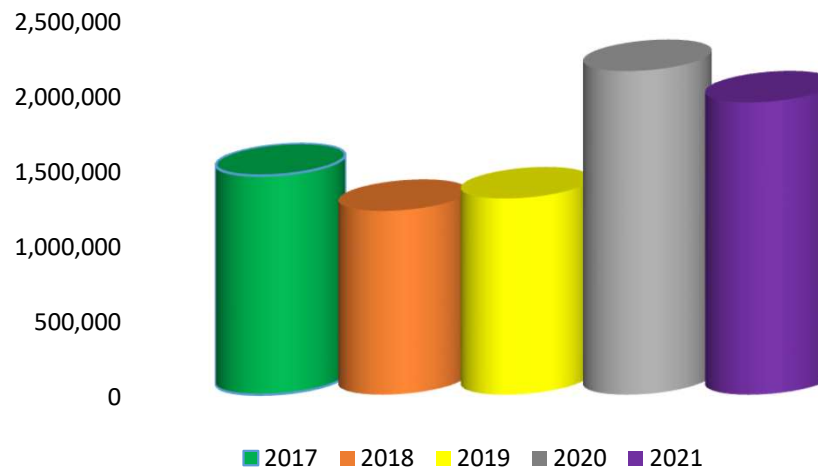
Monthly Trail Counts 2017 - 2022



Year to Date Data Per Location



Pinellas Trail Use 2017 – 2021



**Technical issues with several counters in 2019 resulting in several missing days of data during 2019.*

**Technical issues with East Lake / Tarpon counter in Feb-March, 2022.*

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
May 1st-31st (31 days)

May 2022

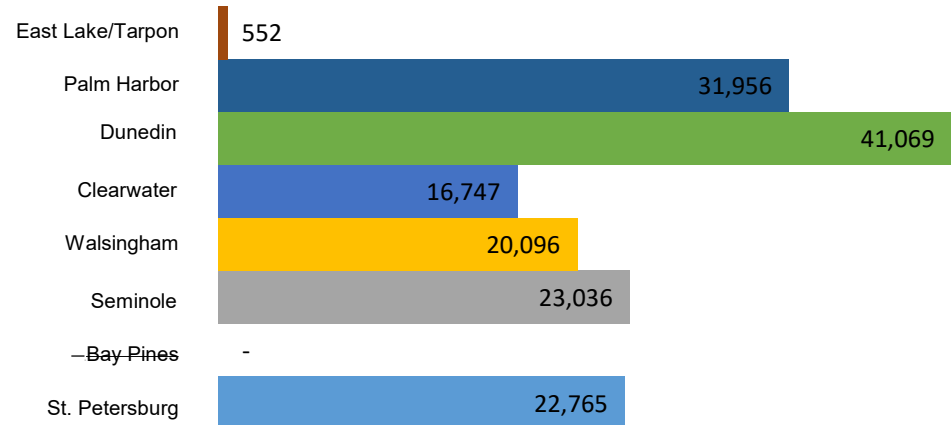
30-Day Count Total: **156,221***
Daily Average Users: **5,039**

Highest Daily Totals:

- #1 – Sunday, May 1st (Dunedin – 2,033)
- #2 – Saturday, May 14th (Palm Harbor– 1,522)
- #3 – Saturday, May 14th (St. Petersburg– 1,165)

**Bay Pines counter not included due to technical issues*

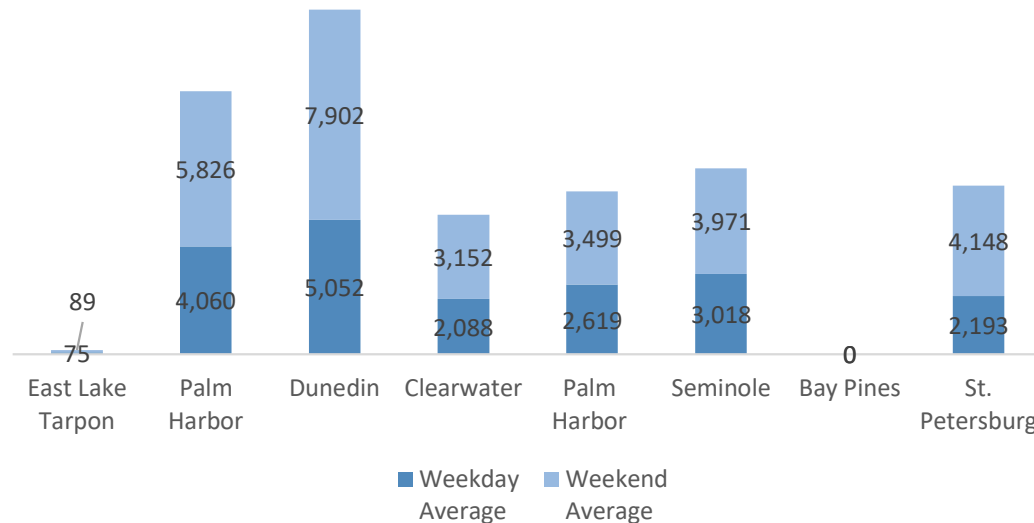
May Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
Palm Harbor	24%	76%
Dunedin	17%	83%
Clearwater	29%	71%
Walsingham	19%	81%
Seminole	27%	73%
Bay Pines	-	-
St. Petersburg	23%	77%
East Lake/Tarpon	92%	8%

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

Period: January – May, 2022 Data*

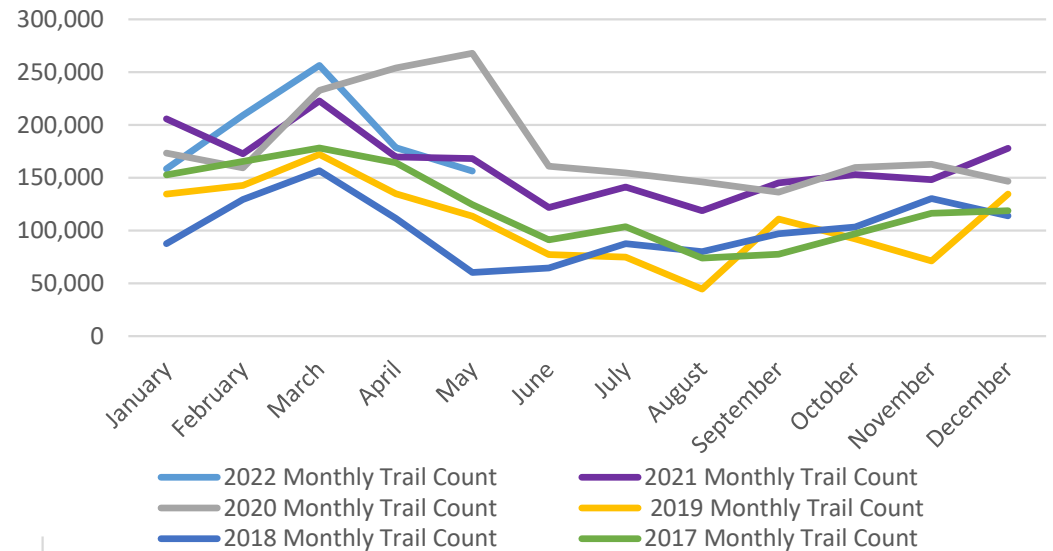


**Jan-May 2022 Total Count:
958,325***

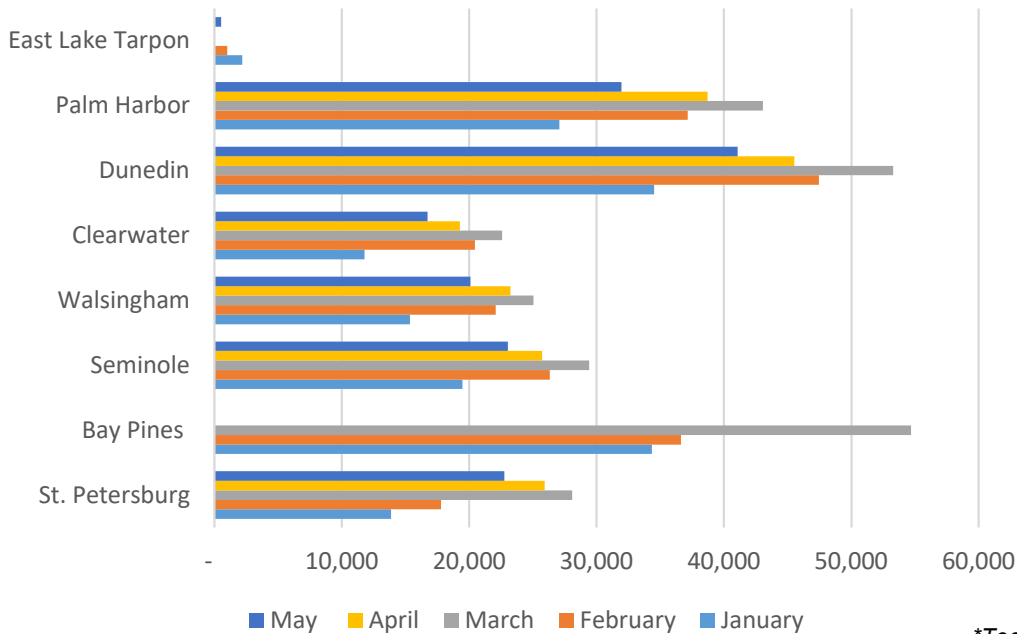
**Technical issues with East Lake / Tarpon counter beginning in Feb 2022; data not included in March or April 2022*

**Technical issues with Bay Pines counter; not included in April –May 2022*

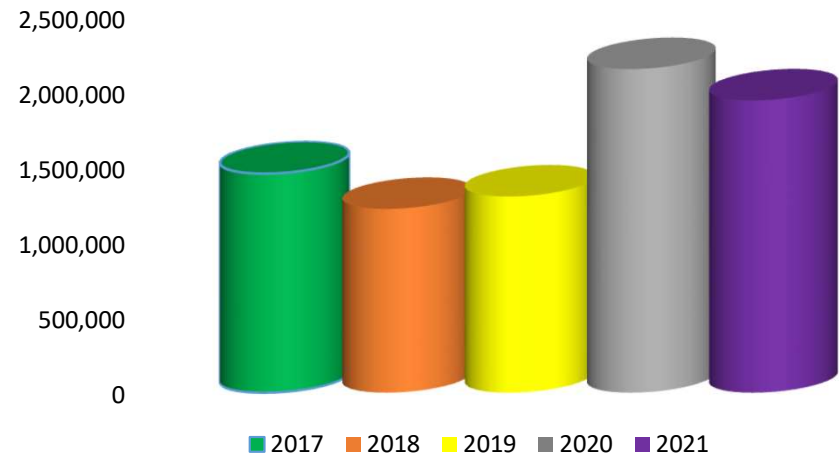
Monthly Trail Counts 2017 - 2022



Year to Date Data Per Location

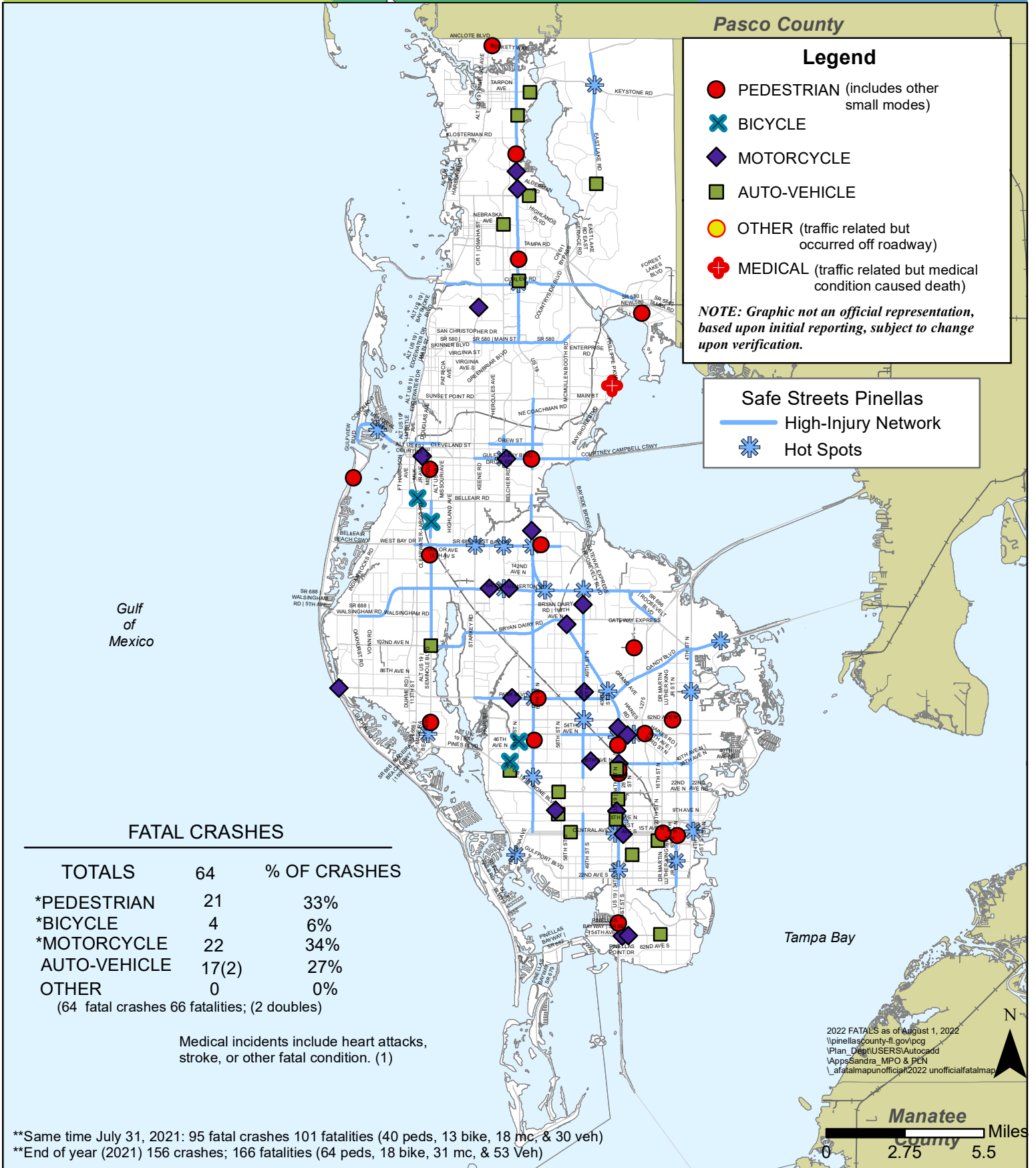


Pinellas Trail Use 2017 – 2021



**Technical issues with several counters in 2019 resulting in several missing days of data during 2019.*

Locations of Reported Traffic Fatalities



**Same time July 31, 2021: 95 fatal crashes 101 fatalities (40 peds, 13 bike, 18 mc, & 30 veh)
**End of year (2021) 156 crashes; 166 fatalities (64 peds, 18 bike, 31 mc, & 53 Veh)

2022 FATALS as of August 1, 2022
\\pinellascounty-fl.gov\pcg\Plan_Dept\USERS\Autocadd\Apps\Sandra_MPO & PLN\afatalmap\unofficial\2022 unofficialfatalmap\2022fatalsmatp.mxd

N

Manatee County Miles
0 2.75 5.5

Data Source: Forward Pinellas, 2020. Map Produced: August 1, 2022.

\\pinellascounty-fl.gov\pcg\Plan_Dept\USERS\Autocadd\Apps\Sandra_MPO & PLN\afatalmap\unofficial\2022 unofficialfatalmap\2022fatalsmatp.mxd

# CRASHES	DATAID	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIME	DHSMV	LEO	SEX/AGE
1	1	PARK BLVD	65TH WAY N	PED	1/2/2022	1	6:18PM	24540928	PP	M/70
1	2	I 275	54TH AVE S	PED	1/3/2022	1	9:18PM	24886608	FHP	F/37
1	3	ROOSEVELT BLVD	DODGE ST	PED/DELAY	1/14/2022	1	5:50AM	89590520	FHP	M/33
1	7	SR 693/66TH ST	51ST AVE N	PED/SCOOTER	1/30/2022	1	3:30AM	24897579	FHP	M/23
1	16	MISSOURI AVE	1000 BLOCK	PED/DELAY	2/19/2022	1	10:50PM	?	LA	M/?
1	21	SEMINOLE BLVD	6TH AVE SE	PED/DELAY	3/1/2022	1	10:40PM	24808470	LA	M/?
1	24	US HIGHWAY 19 N	CYPRUS POND RD	PED	3/4/2022	1	7:17PM	24906054	FHP	F/47
1	25	62ND AVE N	10TH ST N	PED	3/12/2022	1	10:30PM	25114362	SP	M/52
1	28	102ND AVE N	28TH ST N	PED	3/18/2022	1	6:35AM	25114492	SP	M/55
1	31	1ST AVE S	6TH ST S	PED	3/21/2022	1	8:47AM	25114569	SP	F/76
1	32	ST PETERSBURG DR	BAYVIEW BLVD	PED	3/26/2022	1	7:19PM	89361523	PCSO	F/6
1	35	CENTRAL AVE	16TH ST N	PED	4/3/2022	1	12:52AM	24114921	SP	F/34
1	36	34TH ST N	NORTH OF 50TH AVE N	PED	4/11/2022	1	8:17PM	89580415	FHP	M/67
1	40	GULF BLVD	1261 HARBORAGE CT /CW	PED	4/21/2022	1	1:41PM	24758997	CLW	F/80
1	45	34TH ST N	33RD AVE N	PED	5/16/2022	1	10:31PM	25115971	SP	M/52
1	46	34TH ST N	35TH AVE N	PED	5/22/2022	1	2:53AM	25116112	SP	M/38
1	48	ANCLOTE BLVD	OAKMONT AVE	PED/DELAY	6/5/2022	1	5:20PM	?	FHP	F/42
1	50	US HIGHWAY 19 N	BILGORE GROVE BLVD	PED	6/9/2022	1	3:35AM	24965543	FHP	F/36
1	51	34TH ST S	46TH AVE S	PED/DELAY	6/12/2022	1	9:05PM	25116653	SP	M/74
1	55	GULF TO BAY BLVD	US HIGHWAY 19 N	PED/DELAY	6/16/2022	1	8:53PM	24759579	CLW	M/66
1	63	SEMINOLE BLVD	ORANGE BLOSSOM LN	PED	7/25/2022	1	9:05PM	?	PCSO	F/60
1	9	71ST ST N	50TH AVE N	BIKE/DELAY	2/8/2022	1	7:19PM	88576105	FHP	M/54
1	20	38TH AVE N	78TH WAY N	BIKE/DELAY	2/27/2022	1	4:15AM	25114015	SP	M/45
1	23	N MISSOURI AVE	ROSEY RD	BIKE/DELAY	3/4/2022	1	6:27AM	24808494	LA	F/?
1	62	BELLEAIR RD	MYRTLE AVE	BIKE	7/19/2022	1	8:25AM	?	FHP	M/84
1	8	US HIGHWAY 19 N	56TH AVE N	MC/DR/DELAY	1/31/2022	1	3:50PM	24894294	FHP	M/27
1	11	COURT ST	EWING AVE/NEAR MYRTLE	MC/DR/DELAY	2/11/2022	1	8:27PM	24758413	CLW	M/28
1	12	US HIGHWAY 19 N	9TH AVE N	MC/DR/DELAY	2/11/2022	1	9:00PM	25113760	SP	M/62
1	14	38TH AVE N	45TH ST N	MC/DR/DELAY	2/18/2022	1	11:03PM	25113878	SP	M/26
1	26	TYRONE BLVD N	WINCHESTER ST N	MC	3/14/2022	1	2:28PM	25114562	SP	M/29
1	29	US HIGHWAY 19 N	116TH AVE N	MC	3/19/2022	1	7:36PM	25193736	PP	M/27
1	30	1ST AVE S	30TH ST S	MC/DELAY	3/20/2022	1	5:04PM	25114564	SP	M/42
1	33	PARK BLVD N	73RD ST N	MC/DELAY	3/27/2022	1	11:02AM	25193796	PP	M/51
1	34	54TH AVE N	31ST ST N	MC	4/2/2022	1	2:11AM	24886826	FHP	F/60
1	37	49TH ST N	86TH AVE N	MC	4/17/2022	1	2:46PM	25193988	PP	M/38
1	38	I-275	SR93 ENTRANCE RAMP	MC	4/17/2022	1	6:06PM	88403634	FHP	M/26
1	41	GULF TO BAY BLVD	BELCHER RD S	MC/DELAY	4/23/2022	1	11:30PM	24758988	CLW	M/35
1	43	49TH ST N	126TH AVE N	MC	5/2/2022	1	7:25AM	25194069	PP	M/38
1	44	38TH AVE N	34TH ST N	MC/DELAY	5/6/2022	1	10:30PM	25115779	SP	M/39
1	49	MICHIGAN BLVD	CR 1	MC	6/8/2022	1	6:00PM	89362024	PCSO	M/49
1	53	I-275 EXIT RAMP	31ST ST S	MC	6/13/2022	1	1:45AM	?	FHP	M/33
1	52	ULMERTON RD	ROSETREE LN	MC	6/13/2022	1	12:54PM	24809197	LA	M/19
1	56	US HIGHWAY 19 N	HIGHLANDS BLVD N	MC/DELAY	6/17/2022	1	5:12PM	24954606	FHP	M/79
1	57	US HIGHWAY 19 N	WHITNEY RD OVERPASS	MC/DELAY	6/28/2022	1	10:27AM	24809303	LA	?
1	58	ULMERTON RD	TALL PINES RD	MC	6/28/2022	1	7:20PM	24809306	LA	?
1	61	PARK BLVD ENTRANCE RAMP	GULF BLVD /IS	MC	7/18/2022	1	9:00PM	89362264	PCSO	M/49
1	64	US HIGHWAY 19 N	COLONIAL BLVD	MC	7/27/2022	1	1:40PM	?	FHP	M/26
1	4	13TH AVE N	34TH ST N	VEH/DR	1/18/2022	1	6:40PM	24243119	SP	M/52
1	5	I 275	28TH ST S	VEH/DR	1/23/2022	1	3:39PM	88408844	FHP	M/32
1	6	E TARPON AVE	TARPON HILLS BLVD	VEH/DR	1/27/2022	1	6:55AM	24651964	TS	M/75
1	10	BELCHER RD	NEBRASKA AVE	VEH/DELAY	2/9/2022	1	1:32PM	24899394	FHP	M/83
1	13	TYRONE BLVD N	9TH AVE N	VEH/DR/DELAY	2/12/2022	1	2:55AM	25113763	SP	M/25
1	15	ALDERMAN RD	BENTLEY DRIVE	VEH/DR; VEH/PASS	2/19/2022	2	9:00AM	24906413	FHP	M/32;F/30
1	17	TYRONE BLVD N	34TH AVE N	VEH/DR/DELAY	2/21/2022	1	7:24PM	25113881	SP	F/26
1	18	I 175	5TH AVE S	VEH/DR	2/22/2022	1	12:05AM	88090961	FHP	M/36
1	19	58TH ST N	22ND AVE N	VEH/DR/DELAY	2/25/2022	1	3:40AM	25113960	SP	F/66
1	22	34TH ST N	5TH AVE N	VEH/PASS	3/2/2022	1	10:20AM	25114097	SP	M/95
1	27	US HIGHWAY 19 N	CURLEW RD	VEH/DELAY	3/15/2022	1	5:19AM	24920984	FHP	M/23
1	39	US HIGHWAY 19 N	SOUTH SUN VALLY BLVD	VEH/DR/DELAY	4/19/2022	1	2:19AM	88528232	FHP	F/24
1	47	54TH AVE S	ALHAMBRA WAY S	VEH/PASS/DELAY	5/22/2022	1	2:05AM	25116140	SP	M/21
1	54	CR 611 EAST LAKE RD	TARPON LAKE BLVD	VEH/PASS/DELAY	6/16/2022	1	4:58PM	24964615	FHP	F/79
1	59	CENTRAL AVE	54TH ST N	VEH/DR;VEH/PASS//DELAY	7/6/2022	2	11:38PM	25117312	SP	M/37; M/52
1	60	34TH ST N	3600 BLOCK	VEH/DR/DELAY	7/18/2022	1	4:15PM	25117492	SP	M/72
1	65	SEMINOLE BLVD	102ND AVE /BRYAN DAIRY	VEH/DR	7/30/2022	1	9:38AM	?	PCSO	M/77
0	42	PHILIPPE PKWY	WASHINGTON DR	MED/VEH/DR	4/30/2022	0	6:25AM	89361727	PCSO	M/92
?		CLEARWATER LARGO RD	WYATT ST	RPT ??? FATAL	4/16/2022	?	8:00PM	24910678	FHP	?
?		I-275	MM30	RPT ??? FATAL	5/14/2022	?	6:32PM	24942516	FHP	?
?		49TH ST/CR611	58TH AVE N	RPT ??? FATAL	5/18/2022	?	6:40PM	24935079	FHP	?
64						66				
# CRASHES						# FATALS				

2022 (2 double, 1 medical) **REPORTS NEED VERIFIED**

NOTES:

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