

TCC Members

The in-person meeting will be held at 2:00 pm at **310 Court Street, 1st Floor Conference Room, Clearwater, FL.**

In order to conduct our meetings correctly in accordance with Sunshine law, there must be a physical quorum present at the meeting in order for the committee to vote and take any official actions. Specifically, we require a total of 10-members in-person, not to include Forward Pinellas staff. If 10 members attend in person, we will be able to allow for virtual participation and voting by members not able to physically attend. **As such, please email me (mkelly@forwardpinellas.org) directly to indicate if you will be joining the TCC meeting in-person or if you will attend virtually.** If we do not have a physical quorum present, we are unable to vote in the room and are also unable to offer voting to Zoom participants. As a reminder, we will utilize social-distancing, masks and provide hand sanitizer for in-person participants.

I 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.

Forward Pinellas is inviting you to a scheduled Zoom meeting.

Topic: Technical Coordinating Committee Meeting 2:00 - 4:00 pm

Time: August 24, 2022, 2:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/89581830753?pwd=OUhhazh6RnVMdzNWRTNsYVpydjh5Zz09>

Meeting ID: 895 8183 0753

Passcode: 183489

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TECHNICAL COORDINATING COMMITTEE
(TCC) MEETING AGENDA
August 24, 2022 – 2:00 p.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

FACE MASKS ARE ENCOURAGED, BUT ARE NOT REQUIRED

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MEETING SUMMARY**
3. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**
4. **PUBLIC PARTICIPATION PLAN**
5. **STRATEGIC INTERMODAL SYSTEM COST FEASIBLE PLAN DEVELOPMENT**
6. **TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP)**
7. **2021 LEVEL OF SERVICE TABLES**
8. **MICROMOBILITY SUBCOMMITTEE DISCUSSION**
9. **INFORMATIONAL ITEMS**
 - A. SPOTLight Emphasis Areas Update
 - B. Forward Pinellas Board Executive Summary
 - C. Traffic Fatalities Map
 - D. Tentative Future Agenda Topics
10. **OTHER BUSINESS**
11. **ADJOURNMENT**

NEXT MEETING – SEPTEMBER 28, 2022

Join Zoom Meeting

<https://us02web.zoom.us/j/89581830753?pwd=OUhhazh6RnVMdzNWRTNsYVpydjh5Zz09>

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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.

Forward Pinellas is committed to making our documents accessible to all audiences. If you have accessibility concerns, please contact info@forwardpinellas.org or call 727-464-8250. Visit <https://forwardpinellas.org/legal/website-accessibility-statement/> for more information.

Technical Coordinating Committee – August 24, 2022

2. Approval of Meeting Summary



SUMMARY

The meeting summary for the May 25, 2022 meeting is attached for review and approval.

ATTACHMENT(S): TCC draft Meeting Summary – May 25, 2022

ACTION: Provide recommendation regarding meeting summary.

**SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE
MEETING MAY 25, 2022**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held on May 25, 2022 at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

Members Present

Joan Rice, Chair	Pinellas County Public Works Traffic
Heather Sobush, Vice Chair	PSTA
David Chase	City of Pinellas Park – Storm Water/Transport
Mark Griffin	City of Gulfport
Taylor Hague - Zoom	City of Largo Planning
Kevin Jackson	City of St. Petersburg-Engineer & Capital Improv
Roger Johnson	City of Clearwater Engineering
Caroline Lanford	City of Tarpon Springs
Cory Martens	City of Clearwater Traffic
Derek Reeves	City of Pinellas Park
Frances Leong-Sharp	City of Dunedin Planning
Cheryl Stacks	City of St. Petersburg–Transport and Parking
Jamie Viveiros - Zoom	City of Treasure Island
Autumn Westerman - Zoom	Pinellas County Public Schools
Barry Westmark	City of Largo Engineering
Tom Whalen - Zoom	City of St. Petersburg Planning and Eco. Dev.

Members Absent

Brandon Berry	City of St. Pete Beach
Brian Ellis	TBRPC
Mark Ely	City of Seminole
Russell Ferlita	City of Dunedin Engineering
Brent Hall	Pinellas County Public Works Engineering
Hetty Harmon	City of Indian Rocks Beach
Lauren Matzke	City of Clearwater
Brian Pessaro	TBARTA
Sheila Schneider	Pinellas County Air Quality
Daniel Simpson	City of Oldsmar
Scott Swearngen	Pinellas County Planning

Others Present

Jensen Hackett – Zoom	FDOT
Evan Birk - Zoom	City of St. Petersburg-Engineer & Capital Improv
Molly Cord	City of Dunedin Planning
Erin Lawson	Pinellas County Public Works
Jacob Marchand	City of Oldsmar
Marty Morlan - Zoom	Consultant
Kyle Simpson – Zoom	City of St. Petersburg
Rob Feigel – Zoom	Forward Pinellas
Christina Mendoza - Zoom	Forward Pinellas
Chelsea Favero	Forward Pinellas
Maria Kelly	Forward Pinellas

1. CALL TO ORDER

TCC Chair, Joan Rice called the meeting to order at 2:00 p.m. and asked everyone to introduce themselves. At this time, Chair Rice read a statement regarding committee members present voting to allow those members participating by Zoom (all names identified above) to participate and vote due to existing extenuating circumstances that make it impossible for some committee members to attend in person. A motion was made by Kevin Jackson that due to Covid-19; extenuating circumstances exist that prevent some members from attending in person. Therefore, virtual attendees will be allowed to participate and vote by phone since a quorum is present in person. This was seconded by Roger Johnson and passed with a unanimous vote.

2. APPROVAL OF SUMMARY

The summary of the April 27, 2022, meeting was approved with no corrections.

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

There were no proposed TIP amendments.

4. ADOPTION OF THE FISCAL YEAR 2022/23 -2026/27 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. Staff is seeking a recommendation from the committee on the adoption of the TIP. Kevin Jackson made a motion to recommend approval of the FY 2022/23 – FY 2026/27 TIP. This was seconded by Frances Leong-Sharp and passed with a unanimous vote.

5. 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. 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. Staff is seeking a recommendation of approval of the 2022 Multimodal Transportation Project Priorities. Frances Leong-Sharp made a motion to recommend approval. This was seconded by Kevin Jackson 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 has come off of the list as it have 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. Staff is seeking a recommendation of approval of the Transportation Alternatives (TA) Program Priority List. Kevin Jackson made a motion to recommend approval. This was seconded by Caroline Lanford and passed with a unanimous vote.

3) Regional Transportation Priorities List is a list for the regional level and 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. Staff is seeking a recommendation of approval of the Regional Transportation Priority List. Kevin Jackson made a motion to recommend approval. This was seconded by Roger Johnson and passed with a unanimous vote.

6. DOWNTOWN ST. PETERSBURG MOBILITY STUDY

Ms. Christina Mendoza, Forward Pinellas staff, shared a presentation with the committee on the Downtown St. Petersburg Mobility Study. 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 Kevin Jackson to accept the DTSP Mobility Study and Action Plan. This was seconded by Caroline Lanford and passed with a unanimous vote.

7. SAFETY MEMO TO THE FORWARD PINELLAS BOARD

Ms. Favero shared that back when the Safety Performance Measures was presented back in January 2022, there was a robust conversation about the fact that the fatalities goal should be Vision Zero, with a feeling that the community really should not be accepting any serious injuries or fatalities on the transportation network. This committee had a conversation about wanting to send a message to the Forward Pinellas Board conveying that the TCC would like to see the board doing more to advance safety projects. There was no quorum at the January 2022 TCC meeting, so staff brought back the discussion to the committee, developing a draft memo to come from this committee to address the issue. After discussion, questions were taken and appropriately answered. A motion was made by Roger Johnson to empower the TCC Chair to send the memo on behalf of the TCC to the Forward Pinellas Board requesting that they consider doing more to advance safety projects. This was seconded by Frances Leong-Sharpe and passed with a unanimous vote. The redraft will be brought back to the committee for a second look at an upcoming meeting.

8. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas update.

Ms. Favero shared information regarding the SPOTLight emphasis areas. With regard to the Vision for US19, an attendee at the last Forward Pinellas Board meeting requested that the board reconsider the pedestrian underpass that is proposed for south of Republic Drive. There is concern for the visibility of adjacent business, however the board expressed that the design was settled, and a lot of time and effort was put into getting this project to where it is, with it ready to go out for bid. The board 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 is continuing to work with FDOT regarding the evaluation of the interchanges north of

Nebraska. Forward Pinellas is committed to constructing the interchanges at Curlew, Tampa and Nebraska. Regarding the TEILS Study, staff has been meeting with the business communities, conducting listening sessions throughout the county and gathering data before moving on to successive phases. Regarding Enhancing Beach Access, Forward Pinellas continues to work with PSTA and the local communities to evaluate opportunities for Waterborne Transportation expansion throughout Pinellas County.

B. Board Action Sheets – May 11, 2022, summary was provided.

C. Traffic Fatalities Map

D. Tentative Future Agenda Topics:

- Call for Projects
- Bipartisan Infrastructure Law Programs
- Target Employment and industrial Lands Study Update
- Trends and Conditions Report
- 2021 Traffic Count Map

9. OTHER BUSINESS

The next meeting is scheduled for June 22, 2022, at 310 Court Street, Clearwater.

10. ADJOURNMENT – 2:57 pm

Technical Coordinating Committee – August 24, 2022

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

SUMMARY

There are no proposed TIP amendments scheduled for this meeting. However, if the need for a TIP amendment(s) arises following the mailing of the agenda packet, the Florida Department of Transportation (FDOT) will present the proposed amendment(s) under this agenda item.

ATTACHMENT(S): (Any proposed TIP amendment forms will be provided at the meeting)

ACTION: Provide a recommendation to the Board for TIP amendments (if any)

4. Public Participation Plan

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.

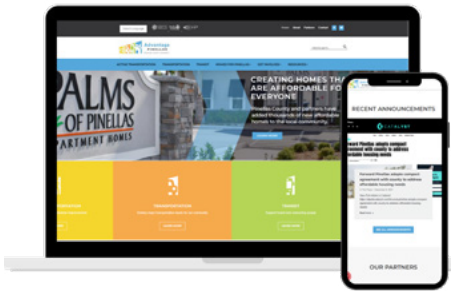


Forward Pinellas also prioritizes incorporating explicit consideration and response to public input received throughout all our projects and programs, but especially during the LRTP and the TIP. Any and all public comments and participation directly influences final actions and recommendations taken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

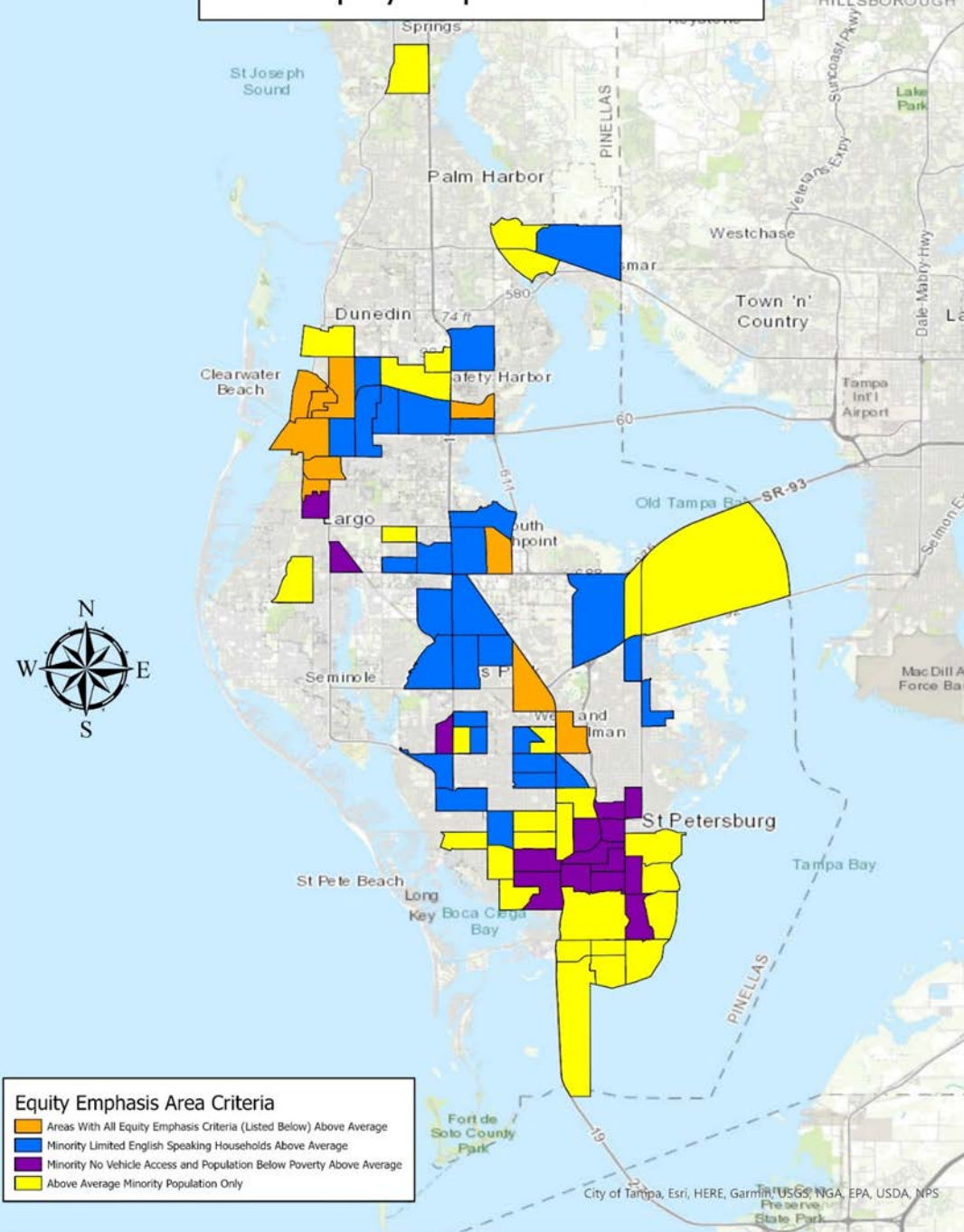
The increase of participants was not only influenced by the ability for riders to join the virtual ride on their own time and in an area that is more convenient for them, but also by the increase of public outreach and communication including news releases, social media campaigns, blogs, Email blasts, 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)(I)]?	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 Constraint	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.

SUMMARY

The Strategic Intermodal System (SIS) planning process provides the framework for the planning and programming of transportation improvements. The process also outlines the progression of improvements from policy to implementation. The Cost Feasible Plan (CFP) is part of the SIS Funding Strategy which consists of three (3) inter-related sequential documents that identify SIS capacity improvements in various stages of development. The projects identified within the SIS Funding Strategy are considered financially feasible within a 25-year period.

The SIS CFP is built on the priorities of Forward Pinellas, and other metropolitan planning organizations, and the needs from across the state. These priorities and needs are filtered up through the CFP development process via the districts CFP draft plans. The final approved version of the plan is then used by districts and MPO/TPO's to help develop their Long Range Transportation Plans.

After the CFP is approved (in 2023) the district will then start updating the Multi-Modal Unfunded Needs Plan.

ATTACHMENT(S): SIS CFP - D7 - Draft 7-25-2022

ACTION: None required; informational item only

FDOT D7 Cost Feasible Plan (CFP) with 2020 costs

ID	FPN	FACILITY	FROM	TO	Design			ENV	Right of Way / Construction			IMPRV TYPE	DISTRICT PRIORITY (2022)	NOTES	COUNTY
					PDE	PE	TOTAL		ROW	CON	TOTAL				
3695	434045-2	I-275	N of Lois Avenue	N of Howard Avenue		9,000,000		1,750,000		142,900,000		MGLANE	1	Hillsborough TPO Priority #67	Hillsborough
3715	434045-3	I-275	N of Howard Avenue	N of Hillsborough River		10,000,000		300,000		157,000,000		MGLANE	2	Hillsborough TPO Priority #67	Hillsborough
3735	449109-1	I-275	N of 38th Avenue	N of 4th St N						247,000,000		A2-6	3	Forward Pinellas Priority #12	Pinellas
3736	449109-2	I-275	N of I-375	N of 38th Avenue N						110,000,000		A2-6	4	Forward Pinellas Priority #13	Pinellas
3755	424501-7	I-275	54th Avenue South	I-375						57,580,000	57,580,000	A1-3	5	Forward Pinellas L RTP	Pinellas
1497	430338-1	I-4 (EB)	E of Orient Rd	W of I-75					10,302,700	124,117,521	134,420,221	M-INCH	6	Hillsborough TPO L RTP	Hillsborough
3271	431746-4	I-4	E of Branch Forbes Road	Polk Parkway		2,995,110	2,995,110			298,096,261	298,096,261	MGLANE	7	Hillsborough TPO L RTP	Hillsborough
3508	431746-3	I-4	Selmon Connector	Branch Forbes Road		6,840,612	6,840,612		30,213,600	919,003,751	949,217,351	MGLANE	8	Hillsborough TPO L RTP	Hillsborough
3281	437650-2	I-75	at Gibsonton Drive							50,375,697	50,375,697	M-INCH	9	Hillsborough TPO Priority #79	Hillsborough
3775	447107-5	SR 60 EB	N of Spruce ST/TIA Interchange	N of Memorial Highway		515,072	515,072			46,179,264	46,179,264	A2-8	10	Hillsborough TPO Priority #67	Hillsborough
3507	431821-3	I-275	N of Hillsborough Ave	S of Bearss Ave		2,266,385	2,266,385			223,531,797	223,531,797	HWYCAP	11	Hillsborough TPO Priority #66	Hillsborough
3270	431821-4	I-275 at Bearss Ave	S of Bearss Ave	N of Bearss Ave		909,835	909,835		1,648,200	77,682,248	79,330,448	M-INCH	12	Hillsborough TPO Priority #66	Hillsborough
3289	435750-2	SR 60	Dover Road	SR 39					14,563,100	98,400,670	112,963,770	A2-6	13		Hillsborough
3290	255819-1	SR 60	SR 39	Polk County Line		800,000	800,000		2,550,000	7,202,691	9,752,691	A2-6	14		Hillsborough
3267	443775-1	I-275 at Busch Blvd	Florida Ave	Nebraska Ave		126,000	126,000			4,332,312	4,332,312	M-INCH	15	Hillsborough TPO L RTP	Hillsborough
3268	443776-1	I-275 at Fowler Ave	SB I-275 Off Ramp	Nebraska Ave		136,320	136,320			6,372,242	6,372,242	M-INCH	16	Hillsborough TPO L RTP	Hillsborough
3269	443777-1	I-275 at Fletcher Ave	SB I-275 Off Ramp	NB On Ramp		126,000	126,000			2,395,368	2,395,368	M-INCH	17	Hillsborough TPO L RTP	Hillsborough
1728	430056-2	US 41	S of Pendola Point/Madison Ave	South of Causeway Blvd					4,900,900	20,867,635	25,768,535	A2-6	18	Hillsborough TPO Priority #84	Hillsborough
1632	419235-6	I-75	S of US 301	N of Bruce B Downs Blvd		13,662,688	13,662,688		66,911,400	2,101,343,092	2,168,254,492	MGLANE	19	Hillsborough TPO L RTP	Hillsborough
1634	433793-1	I-75	N of Bruce B Downs Blvd	N of I-75/I-275 Apex		26,748,000	26,748,000		35,325,500	164,072,000	199,397,500	MGLANE	20	Hillsborough TPO L RTP	Hillsborough
3278	419235-5	I-75	Manatee CO/L Rd	South of US 301		5,438,808	5,438,808		24,283,400	796,229,224	820,512,624	MGLANE	21	Hillsborough TPO L RTP	Hillsborough
3654	256931-4	US 92/SR 600/SR687/SR694/GANDY BLVD	4th St	W of Gandy Bridge					33,334,500	257,949,720	291,284,220	A2-6	22	Forward Pinellas Priority #18	Pinellas
3300	441250-2	US 92 (Gandy Bridge)	West end of Gandy Bridge	East end of Gandy Bridge		5,309,802	5,309,802			414,953,156	414,953,156	A2-6	23	Forward Pinellas Priority #18 (Pinellas Portion)	Hillsborough
3655	441250-3	US 92 (Gandy Bridge)	East end of Gandy Bridge	West Shore Blvd		1,908,384	1,908,384			9,421,603	9,421,603	A2-6	24	Hillsborough TPO L RTP	Hillsborough
3795	444434-1	I-4 at County Line Road	S of South Frontage Road	I-4 WB ramps						2,971,231	2,971,231	M-INCH	25	Operational Improvement	Hillsborough/ Polk
3298	TBD	US 19	Pinellas/Pasco County Line	Pasco/Hernando County Line		1,000,000	1,000,000					STUDY	26		Pasco
3293	256998-1	SR 686 / Roosevelt Boulevard	I-275/SR 93	W of 9th St N/MLK St N						100,323,234	100,323,234	M-INCH	27	Forward Pinellas Priority #20	Pinellas
1517	433798-1	US 19	S of Lake St	Pinellas Trail (Tarpon Interchange)		8,860,000	8,860,000			87,955,250	87,955,250	N-INCH	28	Forward Pinellas L RTP	Pinellas
1514	433799-1	US 19	CR 95	N of Nebraska Ave						152,082,330	152,082,330	M-INCH	29	Forward Pinellas Priority #19	Pinellas
3286	TBD	I-75	North of Bruce B. Downs	North of SR 52		2,000,000	2,000,000					PDE	30		Hillsborough
3661	433796-1	US 19	South of Timberlane Rd	South of Lake Street (Klosterman Interchange)						113,733,138	113,733,138	SERVE	31	Forward Pinellas Priority #26	Pinellas
3662	447157-1	I-4 at McIntosh	S of US 92	N of Dickey Rd					16,305,464	16,305,464	32,610,928	M-INCH	32	Hillsborough TPO L RTP	Hillsborough
3663	447159-1	I-4 at Branch Forbes Rd	S of US 92	Harvey Tew Rd					14,159,452	14,159,452	28,318,904	M-INCH	33	Hillsborough TPO L RTP	Hillsborough
3287	TBD	I-75	North of SR 52	Hernando/Sumter County Line		750,000	750,000					PDE	34		Hernando
1635	433794-1	I-75	SR 56	CR 54		12,019,000	12,019,000		52,807,457	60,094,886	112,902,343	MGLANE	35	Pasco MPO L RTP	Pasco
1501	258736-3	I-75	N of CR 54	N of SR 52		23,754,000	23,754,000		10,437,000	118,769,000	129,206,000	MGLANE	36	Pasco MPO L RTP	Pasco
1502	411014-3	I-75	N of SR 52	Pasco/Hernando C/L		4,848,000	4,848,000		15,002,000	317,822,916	332,824,916	MGLANE	37	Pasco MPO L RTP	Pasco
1505	411011-5	I-75	Pasco/Hernando C/L	S of SR 50		3,939,000	3,939,000					MGLANE	38		Hernando
1506	411012-3	I-75	S of SR 50	Hernando/Sumter C/L		4,207,000	4,207,000					MGLANE	39		Hernando
1508	411012-1	I-75	Hernando/Sumter C/L	CR 476-B		2,319,000	2,319,000					MGLANE	40		Hernando
1512	430051-1	SR 50	Brooksville ByPass	Lockhart Road		6,300,000	6,300,000		8,100,000	69,200,000	77,300,000	A2-6	41		Hernando
1511	433800-1	SR 50 (Cortez Blvd)	Suncoast Pkwy	Cobb Road		4,600,000	4,600,000		19,500,000	13,868,000	33,368,000	A2-6	42		Hernando
3288	445197-1	SR 54	at Collier Parkway			15,000,000	15,000,000		30,000,000	100,000,000	130,000,000	N-INCH	43	Priority #13 in Pasco MPO L RTP	Pasco

These projects are highlighted in the presentation

	FY 2033 to FY 2035 (3 years)
	FY 2036 to FY 2040 (5 years)
	FY 2040 to FY 2045 (5 years)
	FY 2045 to FY 2050 (5 years) New Band

NOTES

- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxilliary Lane
- A4-SUL: Add 4 Special Use Lanes

- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan

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 required; informational item only

SUMMARY

Forward Pinellas develops Level of Service (LOS) tables annually as a tool to monitor the county's major roadways. The tables provide attribute and performance data and will serve as the basis for the Level of Service Report, coming to the TCC for approval at a later date. The attribute data includes facility types (e.g., freeway, signalized arterial, signalized collector, etc.), lane arrangements, jurisdictions, traffic volumes and signals per mile. Regarding performance, the tables identify volume to capacity (v/c) ratios and letter grades for each road section included in the major road network. Attached is a draft of the latest LOS tables, reflecting 2021 conditions. Committee members are asked to review the data for the roadways within their jurisdictions and to provide Forward Pinellas staff with any relevant comments.

ATTACHMENT(S):

- 2021 Level of Service Tables
- 2021 Level of Service Map
- 2021 Volume to Capacity Map

ACTION: None required; informational item only

FACILITYID	FACILITY	FACILITY	CURRENT	LOS			LENGTH	SIGNALS	LOS	PHYSICAL			VOL		FACILITY			SPEED			
				TYPE	YEAR	Road Type				JURIS	STANDARD	MILES	PER MILE	METHOD	AADT	VOLUME	CAPACITY	CAP RATIO	DEF FLAG	LOS	SPEED
3	3 - 1ST AVE N: (3RD ST N -to- 20TH ST N)	SA	2021	30	SP	D	1.421	7.178	T	11500	1092	2776	0.393	0	D	35	2	0	1050	2270	2300
4	4 - 1ST AVE N: (20TH ST N -to- 34TH ST N)	SA	2021	30	SP	D	1.172	5.812	T	11500	1092	3056	0.357	0	D	35	2	0	1050	2270	2300
5	5 - 1ST AVE N: (34TH ST N -to- 66TH ST N)	SA	2021	30	SP	D	2.999	1.539	T	12000	1140	3175	0.359	0	C	40	1	0	2650	2720	2720
9	9 - 1ST AVE S: (PASADENA AVE -to- 34TH ST S)	SA	2021	30	SP	D	3.247	2.084	T	11000	1045	3175	0.329	0	C	40	1	0	2650	2720	2720
10	10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	SA	2021	30	SP	D	1.505	3.769	T	10392	987	3056	0.323	0	C	35	2	0	1050	2270	2300
11	11 - 1ST AVE S: (16TH ST S -to- DR ML KING JR ST S)	SA	2021	40	SP	D	0.501	1.998	T	10392	987	4082	0.242	0	C	35	2	0	1450	3050	3080
12	12 - 1ST AVE S: (DR ML KING JR ST S -to- 3RD ST S)	SA	2021	30	SP	D	0.587	9.224	T	10392	987	2776	0.356	0	C	30	2	0	1050	2270	2300
30	30 - 3RD ST N: (CENTRAL AVE -to- 5TH AVE N)	SA	2021	40	SR	D	0.438	11.854	T	10500	997	3900	0.256	0	C	30	2	0	1610	3390	3420
37	37 - 4TH AVE N: (I-375 RAMP -to- 4TH ST N)	SA	2021	30	SR	D	0.213	9.415	T	12000	1140	2988	0.382	0	C	30	2	0	1170	2520	2560
43	43 - 4TH ST N: (5TH AVE N -to- 30TH AVE N)	SA	2021	4D	SR	D	1.506	3.895	T	27100	1358	1870	0.726	0	D	35	2	0	730	1630	1700
44	44 - 4TH ST N: (30TH AVE N -to- 38TH AVE N)	SA	2021	6D	SR	D	0.501	3.995	T	31500	1645	2830	0.581	0	D	35	2	0	1170	2520	2560
45	45 - 4TH ST N: (I-275 -to- GANDY BLVD)	SA	2021	4D	SR	D	2.552	0.392	T	11900	621	1960	0.317	0	C	50	1	0	1910	2000	2000
46	46 - 4TH ST N: (GANDY BLVD -to- 62ND AVE N)	SA	2021	6D	SR	D	1.795	7.17	T	31666	1593	2830	0.563	0	C	45	1	0	2940	3020	3020
47	47 - 4TH ST N: (62ND AVE N -to- 38TH AVE N)	SA	2021	6D	SR	D	1.5	1.503	T	37500	1959	2940	0.666	0	C	45	1	0	2940	3020	3020
48	48 - 4TH ST N: (5TH AVE N -to- 2ND AVE N)	SA	2021	4D	SR	D	0.279	10.815	T	12666	1187	3900	0.304	0	C	30	2	0	1610	3390	3420
50	50 - 4TH ST N: (2ND AVE N -to- 1ST AVE N)	SA	2021	30	SR	D	0.099	10.06	T	13000	1235	2988	0.413	0	D	30	2	0	1170	2520	2560
51	51 - 4TH ST N: (1ST AVE N -to- CENTRAL AVE)	SA	2021	40	SR	D	0.06	16.611	T	13000	1235	3900	0.317	0	C	30	2	0	1610	3390	3420
53	53 - 4TH ST S: (CENTRAL AVE -to- 4TH AVE S)	SA	2021	4D	SR	D	0.279	14.961	T	13000	1235	3900	0.317	0	C	30	2	0	1610	3390	3420
54	54 - 4TH ST S: (4TH AVE S -to- 6TH AVE S)	SA	2021	3U	SP	D	0.198	10.119	T	14197	679	1577	0.431	0	D	35	2	0	330	680	720
55	55 - 4TH ST S: (6TH AVE S -to- 9TH AVE S)	SA	2021	4D	SP	D	0.21	4.753	T	15395	804	1530	0.525	0	D	35	2	0	660	1470	1530
56	56 - 4TH ST S: (9TH AVE S -to- 18TH AVE S)	NA	2021	4D	SP	D	0.626	0	T	15395	804	3760	0.214	0	D	35	2	0	660	1470	1530
57	57 - 4TH ST S 6TH ST CONNECTION: (18TH AVE S -to- 39TH AVE S)	SA	2021	4U	SP	D	1.306	1.581	T	15421	804	1676	0.48	0	D	35	2	0	660	1470	1530
58	58 - 4TH ST S 6TH ST CONNECTION: (39TH AVE S -to- 45TH AVE S)	NA	2021	4U	SP	D	0.41	0	T	15500	809	3572	0.226	0	D	35	2	0	660	1470	1530
61	61 - 5TH AVE N: (4TH ST N -to- DR MLK JR ST N)	SA	2021	2U	SR	D	0.5	5.292	T	9300	532	2244	0.237	0	C	35	2	0	730	1630	1700
63	63 - 5TH AVE N: (DR ML KING JR ST -to- 16TH ST N)	SA	2021	3U	SR	D	0.502	1.159	T	10200	475	1776	0.267	0	D	35	2	0	370	750	800
65	65 - 5TH AVE N: (16TH ST N -to- 34TH ST N)	SA	2021	4D	SR	D	1.503	5.84	T	23333	1191	1870	0.637	0	C	40	1	0	1910	2000	2000
66	66 - 5TH AVE N: (34TH ST N -to- 49TH ST N)	SA	2021	4D	SR	D	1.252	2.503	T	32500	1227	1960	0.626	0	C	45	1	0	1910	2000	2000
67	67 - 5TH AVE N: (49TH ST N -to- TYRONE BLVD)	SA	2021	4D	SR	D	0.878	4.829	T	23000	1672	1870	0.894	0	C	45	1	0	1910	2000	2000
68	68 - 5TH AVE N: (TYRONE BLVD -to- 66TH ST N)	SA	2021	4D	SP	D	0.869	1.151	T	32000	1672	1764	0.948	0	C	40	1	0	1720	1800	1800
69	69 - 5TH AVE N: (66TH ST N -to- 69TH ST N)	SMC	2021	4D	SP	D	0.347	2.884	T	9934	519	1216	0.427	0	C	35	2	0	660	1470	1530
70	70 - 5TH AVE N: (69TH ST N -to- PARK ST)	NMC	2021	4D	SP	D	0.709	0	T	9934	519	3760	0.138	0	C	35	2	0	660	1470	1530
84	84 - 8TH ST N: (CENTRAL AVE -to- 1ST AVE N)	SA	2021	4D	SP	D	0.062	16.234	T	7954	755	3726	0.203	0	C	30	2	0	1450	3050	3080
85	85 - 8TH ST N: (1ST AVE N -to- 9TH AVE N)	SA	2021	30	SP	D	0.641	8.633	T	7954	755	2776	0.272	0	C	30	2	0	1050	2270	2300
86	86 - 8TH ST S: (9TH AVE S -to- 6TH AVE S)	SA	2021	30	SP	D	0.215	4.651	T	7954	755	3056	0.247	0	C	35	2	0	1050	2270	2300
87	87 - 8TH ST S: (6TH AVE S -to- CENTRAL AVE)	SA	2021	4D	SP	D	0.478	13.347	T	7954	755	3726	0.203	0	C	35	2	0	1450	3050	3080
88	88 - 9TH AVE N: (34TH ST N -to- 16TH ST N)	SA	2021	4U	SP	D	1.504	1.509	T	11500	600	1676	0.358	0	C	35	2	0	660	1470	1530
89	89 - 9TH AVE N: (16TH ST N -to- DR ML KING JR ST N)	SA	2021	4U	SP	D	0.499	2.004	T	11500	600	1599	0.375	0	C	35	2	0	660	1470	1530
91	91 - 9TH AVE N: (34TH ST N -to- 49TH ST N)	SA	2021	4U	SP	D	1.256	2.491	T	11500	600	1676	0.358	0	C	35	2	0	660	1470	1530
94	94 - 9TH AVE N: (49TH ST N -to- 66TH ST N)	SA	2021	4U	SP	D	1.744	3.547	T	9171	235	1676	0.14	0	C	40	1	0	1720	1800	1800
95	95 - 9TH AVE N: (66TH ST N -to- PARK ST)	SMC	2021	2U	SP	D	1.105	0.915	T	4515	235	601	0.391	0	C	35	2	0	330	680	720
96	96 - 10TH AVE S 4TH ST S 14TH AVE S 10TH ST S: (MCMULLEN BOOTH RD -to- MAIN	NMC	2021	2D	SH	D	0.916	0	T	6000	313	1440	0.217	0	C	35	2	0	330	680	720
116	116 - 16TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SA	2021	4D	SP	D	0.439	11.053	T	14830	774	1530	0.506	0	D	35	2	0	660	1470	1530
117	117 - 16TH ST N: (5TH AVE N -to- 22ND AVE N)	SA	2021	4D	SP	D	1.002	5.584	T	14830	774	1530	0.506	0	D	35	2	0	660	1470	1530
118	118 - 16TH ST N: (22ND AVE N -to- 62ND AVE N)	SA	2021	4D	SP	D	2.511	2.789	T	7800	407	1683	0.242	0	C	35	2	0	660	1470	1530
122	122 - 16TH ST S: (CENTRAL AVE -to- 18TH AVE S)	SA	2021	4D	SP	D	1.314	7.69	T	11000	574	1530	0.375	0	C	35	2	0	660	1470	1530
123	123 - 16TH ST S: (18TH AVE S -to- 22ND AVE S)	SA	2021	2U	SP	D	0.247	4.052	T	11000	574	774	0.742	0	D	35	2	0	330	680	720
134	134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	SMC	2021	4U	SP	D	0.379	2.64	T	7308	381	1155	0.33	0	C	35	2	0	660	1470	1530
138	138 - 22ND AVE N: (I-275 -to- 34TH ST N)	SA	2021	4D	SP	D	1.162	2.815	T	35000	1828	1683	1.086	0	F	40	1	0	1720	1800	1800
139	139 - 22ND AVE N: (34TH ST N -to- 58TH ST N)	SA	2021	4U	SP	D	2.01	1.551	T	21327	1114	1676	0.665	0	C	40	1	0	1720	1800	1800
140	140 - 22ND AVE N: (72ND ST N -to- 66TH ST N)	SA	2021	4D	SP	D	0.677	2.955	T	14869	776	1683	0.461	0	D	35	2	0	660	1470	1530
141	141 - 22ND AVE N: (58TH ST N -to- 66TH ST N)	SA	2021	4D	SP	D	0.999	5.878	T	21327	1114	1764	0.632	0	C	40	1	0	1720	1800	1800
142	142 - 22ND AVE N: (72ND ST N -to- PARK ST)	SA	2021	2D	SP	D	0.893	1.12	T	5814	303	832	0.364	0	C	35	2	0	330	680	720
143	143 - 22ND AVE N: (I-275 -to- 1ST ST N)	SA	2021	4U	SP	D	1.597	2.718	T	18517	578	1599	0.361	0	C	40	2	0	660	1470	1530
144	144 - 22ND AVE NE: (1ST ST N -to- COFFEE POT BLVD)	NMC	2021	2U	SP	D	0.463	0	T	11071	578	1512	0.382	0	D	30	2	0	330	680	720
145	145 - 22ND AVE S: (4TH ST S -to- 31ST ST S)	SA	2021	4U	SP	D	2.245	2.004	T	12000	627	1676	0.374	0	C	35	2	0	660	1470	1530
146	146 - 22ND AVE S: (31ST ST S -to- 34TH ST S)	SA	2021	6D	SP	D	0.253	7.912	T	21098	1102	2313	0.476	0	D	35	2	0	1050	2270	2300
147	147 - 22ND AVE S: (34TH ST S -to- 58TH ST S)	SA	2021	4U	CR	D	2.004	2.343	T	21098	1102	1599	0.689	0	D	35	2	0	660	1470	1530
160	160 - 28TH ST N: (ROOSEVELT BLVD -to- 118TH AVE N)	SA	2021	6D	CR	D	0.511	1.116	T	6000	313	2646	0.118	0	C	40	1	0	2650	2720	2720
161	161 - 28TH ST N: (38TH AVE N -to- HAINES RD)	SA	2021	2U	CR	D	1.193	3.135	T	7500	391	792	0.494	0	D	35	2	0	330	680	720
162	162 - 28TH ST N: (118TH AVE N -to- FRONTAGE RD)	NA	2021	4D	CR	D	2.033	0	T	5400	250	3760	0.066	0	C	45	1	0	1720	1800	1800
163	163 - 28TH ST N: (HAINES RD -to- 62ND AVE N)	NA	2021	2U	CR	D	0.311	0	T	7500	391	1440	0.272	0	D	30	2	0	330	680	720
164	164 - 28TH ST N: (38TH AVE N -to- 22ND AVE N)	SA	2021	2U	SP	D	1.004	1.992	T	8000	418	774	0.54	0	D	35	2	0	330	680	720
165	165 - 28TH ST N: (22ND AVE N -to- 9TH AVE N)	SA																			

FACILITYID	FACILITY	FACILITY		CURRENT		LOS		LENGTH	SIGNALS		LOS		PHYSICAL		VOL		FACILITY		SPEED			
		TYPE	YEAR	Road Type	JURIS	STANDARD	MILES		PER MILE	METHOD	AADT	VOLUME	CAPACITY	CAP RATIO	DEF FLAG	LOS	SPEED	CLASS	LOS_B	LOS_C	LOS_D	LOS_E
183	183 - 31ST ST S: (26TH AVE S -to- 54TH AVE S)	SA	2021	2D	SP	D	1.753	0.427	T	10000	522	832	0.627	0	D	35	2	0	330	680	720	
184	184 - 31ST ST S: (54TH AVE S -to- PINELLAS POINT DR)	SA	2021	4D	SP	D	0.708	1.412	T	10000	522	1764	0.296	0	C	35	2	0	660	1470	1530	
196	196 - 38TH AVE N: (I-275 -to- 34TH ST N)	SA	2021	4D	CR	D	1.037	1.952	T	33500	1750	1764	0.992	0	D	40	1	0	1720	1800	1800	
197	197 - 38TH AVE N: (I-275 -to- 4TH ST N)	SA	2021	4D	CR	D	1.471	3.155	T	29528	920	1683	0.547	0	D	40	2	0	660	1470	1530	
198	198 - 38TH AVE N: (34TH ST N -to- 49TH ST N)	SA	2021	4D	CR	D	1.257	2.65	T	33500	1750	1683	1.04	0	D	40	1	0	1720	1800	1800	
199	199 - 38TH AVE N: (49TH ST N -to- 66TH ST N)	SA	2021	4D	CR	D	1.749	1.168	T	19000	992	1764	0.562	0	C	40	1	0	1720	1800	1800	
200	200 - 38TH AVE N: (66TH ST N -to- TYRONE BLVD)	SA	2021	4D	CR	D	1.26	1.648	T	19000	992	1764	0.562	0	C	40	1	0	1720	1800	1800	
203	203 - 40TH AVE N 38TH AVE N: (4TH ST N -to- 1ST ST N)	SA	2021	4U	SP	D	0.284	3.52	T	17613	920	1599	0.575	0	D	30	2	0	660	1470	1530	
204	204 - 40TH AVE NE: (1ST ST N -to- SHORE ACRES BLVD)	NA	2021	2D	SP	D	1.567	0	T	17613	920	756	1.217	0	F	40	1	0	750	790	790	
210	210 - 43RD ST N: (78TH AVE N -to- 82ND AVE N)	NC	2021	2U	PP	D	0.25	0	T	3028	158	1440	0.11	0	C	25	2	0	330	680	720	
211	211 - 43RD ST N: (78TH AVE N -to- PARK BLVD)	SMC	2021	2D	PP	D	0.251	3.982	T	3028	158	587	0.269	0	C	35	2	0	330	680	720	
212	212 - 43RD ST N: (PARK BLVD -to- 70TH AVE N)	SMC	2021	2D	PP	D	0.252	3.964	T	2634	137	587	0.233	0	C	35	2	0	330	680	720	
216	216 - 46TH AVE N: (PARK ST -to- 66TH ST N)	SMC	2021	2U	CR	D	1.554	1.058	T	5900	308	572	0.538	0	C	35	2	0	330	680	720	
217	217 - 46TH AVE N: (49TH ST N -to- 66TH ST N)	SMC	2021	2U	CR	D	1.748	1.78	T	4583	205	572	0.358	0	C	30	2	0	330	680	720	
220	220 - 49TH ST N: (SR 688/ULMERTON RD -to- BRYAN DAIRY RD/118TH AVE N)	SA	2021	6D	CR	D	1.025	1.952	T	35497	1854	2646	0.701	0	C	45	1	0	2650	2720	2720	
221	221 - 49TH ST N: (CENTRAL AVE -to- 22ND AVE N)	SA	2021	4U	CR	D	1.438	6.124	T	16063	839	1599	0.525	0	D	35	2	0	660	1470	1530	
222	222 - 49TH ST N: (BRYAN DAIRY RD -to- 94TH AVE N)	SA	2021	6D	CR	D	1.485	1.914	T	24000	1045	2547	0.41	0	C	45	1	0	2650	2720	2720	
223	223 - 49TH ST N: (94TH AVE N -to- PARK BLVD)	SA	2021	6D	CR	D	1.254	3.489	T	37125	1881	2547	0.739	0	C	40	1	0	2650	2720	2720	
224	224 - 49TH ST N: (SR 688/ULMERTON RD -to- 144TH AVE N)	SA	2021	6D	CR	D	0.616	3.354	T	35497	1854	2547	0.728	0	C	45	1	0	2650	2720	2720	
225	225 - 49TH ST N: (PARK BLVD -to- 54TH AVE N)	SA	2021	6D	CR	D	1.253	2.648	T	40500	2116	2547	0.831	0	C	40	1	0	2650	2720	2720	
226	226 - 49TH ST N: (144TH AVE N -to- SR 686/ ROOSEVELT BLVD)	NA	2021	6D	CR	D	0.518	0	T	35497	1854	5650	0.328	0	C	45	1	0	2650	2720	2720	
227	227 - 49TH ST N: (54TH AVE N -to- 38TH AVE N)	SA	2021	6D	CR	D	1.008	1.984	T	23000	1201	2646	0.454	0	C	45	1	0	2650	2720	2720	
228	228 - 49TH ST N: (38TH AVE N -to- 22ND AVE N)	SA	2021	4U	CR	D	1.185	2.095	T	23000	1201	1676	0.717	0	D	35	2	0	660	1470	1530	
229	229 - 49TH ST S: (CENTRAL AVE -to- GULFPORT BLVD)	SA	2021	4D	GP	D	1.559	5.057	T	15140	781	1599	0.488	0	D	35	2	0	660	1470	1530	
231	231 - 52ND ST N: (PARK BLVD 74TH AVE N -to- 70TH AVE N)	NC	2021	2U	PP	D	0.252	0	T	2114	110	1440	0.076	0	C	30	2	0	330	680	720	
232	232 - 52ND ST N: (PARK BLVD 74TH AVE N -to- 82ND AVE N)	SC	2021	2U	PP	D	0.502	3.988	T	4086	213	559	0.381	0	C	30	2	0	330	680	720	
233	233 - 52ND ST N: (82ND AVE N -to- 94TH AVE N)	NC	2021	2U	PP	D	0.754	0	T	2247	117	1440	0.081	0	C	30	2	0	330	680	720	
236	236 - 54TH AVE N: (US 19 -to- HAINES RD)	SA	2021	4U	CR	D	0.659	4.194	T	22500	1175	1599	0.735	0	C	40	1	0	1720	1800	1800	
237	237 - 54TH AVE N: (HAINES RD -to- I-275 RAMP E)	SA	2021	6D	CR	D	0.343	5.851	T	22500	1175	2313	0.508	0	D	35	2	0	1050	2270	2300	
238	238 - 54TH AVE N: (I-275 RAMP E -to- 4TH ST N)	SA	2021	4D	CR	D	1.516	1.979	T	22500	1175	1764	0.666	0	D	35	2	0	660	1470	1530	
241	241 - 54TH AVE N: (US 19 -to- 49TH ST N)	SA	2021	4U	CR	D	1.25	1.77	T	18000	940	1676	0.561	0	D	40	2	0	660	1470	1530	
242	242 - 54TH AVE N: (ALT US 19/SEMINOLE BLVD -to- DUHME RD)	SMC	2021	2D	CR	D	0.508	1.969	T	7165	374	601	0.622	0	D	35	2	0	330	680	720	
243	243 - 54TH AVE N: (49TH ST N -to- 66TH ST N)	SA	2021	4D	CR	D	1.747	2.889	T	16592	842	1683	0.5	0	D	35	2	0	660	1470	1530	
244	244 - 54TH AVE N: (66TH ST N -to- PARK ST)	SA	2021	4D	CR	D	1.558	1.968	T	16123	842	1764	0.477	0	C	40	1	0	1720	1800	1800	
245	245 - 54TH AVE S: (DR MLK JR ST S -to- 31ST ST S)	SA	2021	4D	SP	D	1.761	1.765	T	21666	888	1764	0.503	0	C	40	1	0	1720	1800	1800	
246	246 - 54TH AVE S: (34TH ST S -to- 31ST ST S)	SA	2021	4D	SP	D	0.249	8.523	T	31000	1619	1530	1.058	0	F	35	2	0	660	1470	1530	
260	260 - 58TH ST N: (70TH AVE N -to- 54TH AVE N)	SMC	2021	2U	CR	D	1.001	1.999	T	5800	303	559	0.542	0	C	30	2	0	330	680	720	
261	261 - 58TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SA	2021	4D	SP	D	0.435	9.509	T	19092	997	1530	0.652	0	D	35	2	0	660	1470	1530	
262	262 - 58TH ST N: (54TH AVE N -to- 38TH AVE N)	SMC	2021	2U	CR	D	1.043	3.256	T	5800	303	559	0.542	0	C	30	2	0	330	680	720	
263	263 - 58TH ST N: (5TH AVE N -to- 22ND AVE N)	SA	2021	4D	SP	D	1.003	3.323	T	19092	997	1683	0.592	0	D	35	2	0	660	1470	1530	
264	264 - 58TH ST N: (38TH AVE N -to- 22ND AVE N)	SA	2021	4D	SP	D	1.006	1.989	T	10500	548	1764	0.311	0	C	35	2	0	660	1470	1530	
265	265 - 58TH ST S: (CENTRAL AVE -to- 11TH AVE S)	SA	2021	4U	SP	D	0.808	8.919	T	14257	492	1599	0.308	0	C	35	2	0	660	1470	1530	
267	267 - 58TH ST S: (11TH AVE S -to- GULFPORT BLVD)	SA	2021	2U	GP	D	0.751	2.993	T	9423	492	774	0.636	0	D	30	2	0	330	680	720	
271	271 - 60TH ST N: (78TH AVE N -to- 110TH AVE N)	NC	2021	2U	PP	D	2.005	0	T	2445	127	1440	0.088	0	C	30	2	0	330	680	720	
274	274 - 62ND AVE N: (US 19 -to- 49TH ST N)	SA	2021	2U	CR	D	1.242	0.805	T	13545	707	792	0.893	0	E	35	2	0	330	680	720	
275	275 - 62ND AVE N: (49TH ST N -to- 66TH ST N)	SA	2021	2U	CR	D	1.748	1.789	T	7700	402	792	0.508	0	C	40	1	0	750	790	790	
276	276 - 62ND AVE N: (US 19 -to- 16TH ST N)	SA	2021	4U	CR	D	1.495	2.854	T	18500	966	1599	0.604	0	C	40	1	0	1720	1800	1800	
277	277 - 62ND AVE N: (66TH ST N -to- 71ST ST N)	SMC	2021	2U	CR	D	0.503	1.989	T	3183	166	572	0.29	0	C	30	2	0	330	680	720	
278	278 - 62ND AVE N: (16TH ST N -to- 1ST ST N)	SA	2021	4D	CR	D	1.263	2.638	T	14801	676	1683	0.402	0	C	40	1	0	1720	1800	1800	
280	280 - 62ND AVE N: (1ST ST N -to- BAYOU GRANDE BLVD)	NA	2021	4D	SP	D	1.533	0	T	12952	676	3760	0.18	0	D	40	2	0	660	1470	1530	
281	281 - 62ND AVE S: (PINELLAS PT DR -to- DR MARTIN LUTHER KING ST S)	SMC	2021	2U	SP	D	1.447	2.084	T	5900	308	559	0.551	0	C	35	2	0	330	680	720	
288	288 - 62ND ST N: (102ND AVE N -to- 110 AVE N)	NC	2021	2U	PP	D	0.499	0	T	618	32	1440	0.022	0	C	30	2	0	330	680	720	
296	296 - 66TH ST N: (BRYAN DAIRY RD -to- PARK BLVD)	SA	2021	6D	SR	D	2.317	2.623	T	40000	2063	2830	0.729	0	C	45	1	0	2940	3020	3020	
297	297 - 66TH ST N: (PARK BLVD -to- 54TH AVE N)	SA	2021	6D	SR	D	1.254	2.654	T	42000	2194	2830	0.775	0	C	45	1	0	2940	3020	3020	
299	299 - 66TH ST N: (54TH AVE N -to- 38TH AVE N)	SA	2021	6D	SR	D	1.006	1.988	T	40000	2090	2940	0.711	0	C	45	1	0	2940	3020	3020	
300	300 - 66TH ST N: (PASADENA AVE -to- TYRONE BLVD)	SA	2021	6D	SR	D	1.279	4.965	T	37083	1907	2570	0.742	0	C	45	1	0	2940	3020	3020	
301	301 - 66TH ST N: (BRYAN DAIRY RD -to- ULMERTON RD)	SA	2021	6D	SR	D	1.438	2.096	T	32000	1672	2830	0.591	0	C	45	1	0	2940	3020	3020	
302	302 - 66TH ST N: (TYRONE BLVD -to- 38TH AVE N)	SA	2021	6D	SR	D	0.958	3.62	T	40000	2090	2830	0.739	0	C	45	1	0	2940	3020	3020	
303	303 - 66TH ST N: (ULMERTON RD -to- US 19)	SA	2021	4D	SR	D	0.95	2.109	T	33000	1724	1870	0.922	0	C	45	1	0	1910	2000	2000	
306	306 - 70TH AVE N: (US 19 -to- 49TH ST N)	SA	2021	4U	PP	D	1.139	1.786	T	10249	526	1676	0.314	0	C	35	2	0	660	1470	1530	
307	307 - 70TH AVE N: (49TH ST N -to- 58TH ST N)	SA	2021	4U	PP	D	0.763	1.311	T	7080	369	1676	0.22	0	C	35	2	0	660	1470	1530	
308	308 - 70TH AVE N: (58TH ST N -to- 66TH ST N)	SA	2021	2D	PP	D	0.983	0.636	T	5077	265											

FACILITYID	FACILITY	FACILITY		CURRENT		LOS		LENGTH	SIGNALS	LOS		PHYSICAL		VOL		FACILITY		SPEED			
		TYPE	YEAR	Road Type	JURIS	STANDARD	MILES			PER MILE	METHOD	AADT	VOLUME	CAPACITY	CAP RATIO	DEF FLAG	LOS	SPEED	CLASS	LOS_B	LOS_C
1051	1051 - SR 688 ULMERTON RD: (49TH ST N -to- US 19)	SA	2021	6D	SR	D	1.351	1.498	T	51000	2664	2940	0.906	0	C	45	1	0	2940	3020	3020
1052	1052 - SR 688 ULMERTON RD: (101ST ST -to- 113TH ST/RIDGE RD)	SA	2021	6D	SR	D	1	3.361	T	57166	2429	2830	0.858	0	C	45	1	0	2940	3020	3020
1053	1053 - SR 688 ULMERTON RD: (40TH ST -to- ROOSEVELT BLVD)	NA	2021	6D	SR	D	0.314	3.181	T	84000	4389	2830	1.551	0	F	45	1	0	2940	3020	3020
1054	1054 - SR 688 ULMERTON RD: (BELCHER RD -to- STARKEY RD)	SA	2021	4D	SR	D	1.015	2.586	T	60000	3135	2940	1.066	0	F	45	1	0	2940	3020	3020
1055	1055 - SR 688 ULMERTON RD: (113TH ST RIDGE RD -to- WALSINGHAM RD)	SA	2021	6D	SR	D	1.747	1.077	T	34500	1802	2940	0.613	0	C	45	1	0	2940	3020	3020
1056	1056 - SR 688/WALSINGHAM RD: (ULMERTON RD -to- INDIAN ROCKS RD)	SA	2021	6D	SR	D	1.04	3.127	T	26500	1384	2830	0.489	0	C	45	1	0	2940	3020	3020
1057	1057 - SR 688 WALSINGHAM RD: (INDIAN ROCKS RD -to- GULF BLVD)	SA	2021	4D	SR	D	1.177	1.728	T	17500	914	1960	0.466	0	D	40	2	0	730	1630	1700
1059	1059 - STARKEY RD: (ULMERTON RD -to- EAST BAY DR)	SA	2021	4D	CR	D	1.52	0.492	T	30500	1593	1764	0.903	0	C	40	1	0	1720	1800	1800
1060	1060 - STARKEY RD: (ULMERTON RD -to- BRYAN DAIRY RD)	SA	2021	4D	CR	D	1.521	1.972	T	31000	1619	1764	0.918	0	C	45	1	0	1720	1800	1800
1061	1061 - STARKEY RD: (BRYAN DAIRY RD -to- PARK BLVD)	SA	2021	4D	CR	D	2.275	2.681	T	31000	1619	1683	0.962	0	C	40	1	0	1720	1800	1800
1066	1066 - SUNSET POINT RD: (US 19 -to- BELCHER RD)	SA	2021	4D	CR	D	0.954	4.817	T	23837	1245	1683	0.74	0	C	40	1	0	1720	1800	1800
1067	1067 - SUNSET POINT RD: (EDGEWATER DR/US ALT 19 -to- KEENE RD)	SA	2021	2U	CR	D	1.991	3.059	T	3031	158	774	0.204	0	C	35	2	0	330	680	720
1068	1068 - SUNSET POINT RD: (BELCHER RD -to- KEENE RD)	SA	2021	4D	CR	D	1.098	1.831	T	23837	1245	1764	0.706	0	C	40	1	0	1720	1800	1800
1069	1069 - SUNSET POINT RD MAIN ST: (MCMULLEN BOOTH RD -to- US 19)	SA	2021	4D	CR	D	1.26	0.492	T	20000	1045	1764	0.592	0	C	40	1	0	1720	1800	1800
1071	1071 - TAMPA RD: (CURLWE RD -to- EAST LAKE RD)	SA	2021	6D	CR	D	1.215	1.74	T	43000	2246	2646	0.849	0	C	45	1	0	2650	2720	2720
1072	1072 - TAMPA RD: (EAST LAKE RD -to- US 19)	SA	2021	6D	CR	D	1.959	3.222	T	37360	1952	2547	0.766	0	C	45	1	0	2650	2720	2720
1073	1073 - TAMPA RD: (US 19 -to- ALT 19)	SA	2021	4D	CR	D	1.852	2.809	T	20321	1061	1683	0.63	0	C	40	1	0	1720	1800	1800
1076	1076 - TARPON AVE: (ALT 19 -to- US 19)	SA	2021	2D	TS	D	0.992	2.895	T	13900	726	792	0.917	0	F	35	2	0	330	680	720
1081	1081 - TAYLOR AVE 8TH AV S: (US ALT 19 -to- CLWTR-LARGO RD)	SC	2021	2D	CR	D	0.542	3.695	T	7413	387	587	0.659	0	D	30	2	0	330	680	720
1083	1083 - TAYLOR AVE 8TH AV S: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	SA	2021	2U	CR	D	1.522	0.859	T	7413	387	792	0.489	0	D	30	2	0	330	680	720
1084	1084 - TREASURE ISLAND CSWY: (PARK ST -to- GULF BLVD)	SA	2021	4D	CR	D	1.739	3.274	T	19500	1018	1764	0.577	0	D	35	2	0	660	1470	1530
1085	1085 - TRINITY BLVD: (EAST LAKE RD -to- COUNTY LINE)	SA	2021	4D	CR	D	1.681	0.595	T	23695	1238	1764	0.702	0	C	55	1	0	1720	1800	1800
1091	1091 - UNION ST: (EDGEWATER DR -to- KEENE RD)	SMC	2021	2U	CR	D	1.912	0.88	T	4496	234	572	0.409	0	C	30	2	0	330	680	720
1092	1092 - UNION ST: (KEENE RD -to- HERCULES AVE)	SC	2021	2U	CR	D	0.504	1.983	T	4496	234	572	0.409	0	C	30	2	0	330	680	720
1093	1093 - US 19: (GANDY BLVD -to- 54TH AVE N)	SA	2021	6D	SR	D	1.328	6.041	T	53600	2690	2570	1.047	0	C	45	1	0	2940	3020	3020
1094	1094 - US 19: (54TH AVE N -to- 38TH AVE N)	SA	2021	6D	SR	D	1.01	0.99	T	41500	2168	2940	0.737	0	C	45	1	0	2940	3020	3020
1095	1095 - US 19: (GANDY BLVD -to- MAINLANDS BLVD)	SA	2021	6D	SR	D	1.243	2.638	T	72000	3762	2940	1.28	0	F	55	1	0	2940	3020	3020
1096	1096 - US 19: (MAINLANDS BLVD -to- BRYAN DAIRY RD/118TH AVE N)	NA	2021	6P	SR	D	1.968	0	T	73000	3579	5650	0.633	0	F	55	1	0	2940	3020	3020
1097	1097 - US 19: (BRYAN DAIRY RD 118TH AVE N -to- E BAY DR)	NA	2021	6P	SR	D	2.85	0	T	81833	4101	5650	0.726	0	F	55	1	0	2940	3020	3020
1098	1098 - US 19: (E BAY DR -to- GULF-TO-BAY BLVD)	NA	2021	6P	SR	D	3.047	0	T	1E+05	4754	5650	0.841	0	F	55	1	0	2940	3020	3020
1099	1099 - US 19: (GULF-TO-BAY BLVD -to- SUNSET POINT RD)	NA	2021	6P	SR	D	2.086	0	T	1E+05	5172	5650	0.915	0	F	55	1	0	2940	3020	3020
1100	1100 - US 19: (SUNSET POINT RD -to- SR 580 MAIN ST)	NA	2021	6P	SR	D	2.103	0	T	1E+05	4963	5650	0.878	0	F	55	1	0	2940	3020	3020
1101	1101 - US 19: (SR 580 MAIN ST -to- CURLWE RD)	SA	2021	6D	SR	D	2.034	0.89	T	95000	4963	2940	1.688	0	F	55	1	0	2940	3020	3020
1102	1102 - US 19: (CURLWE RD -to- TAMPA RD)	SA	2021	6D	SR	D	1.253	0.666	T	80000	4180	2940	1.422	0	F	55	1	0	2940	3020	3020
1103	1103 - US 19: (TAMPA RD -to- ALDERMAN RD)	SA	2021	6D	SR	D	1.818	0.819	T	85500	4467	2940	1.519	0	F	55	1	0	2940	3020	3020
1104	1104 - US 19: (ALDERMAN RD -to- KLOSTERMAN RD)	SA	2021	6D	SR	D	2.025	0.999	T	77000	4023	2940	1.368	0	F	55	1	0	2940	3020	3020
1105	1105 - US 19: (KLOSTERMAN RD -to- TARPON AVE)	SA	2021	6D	SR	D	1.602	1.886	T	81000	4232	2940	1.439	0	F	55	1	0	2940	3020	3020
1106	1106 - US 19: (TARPON AVE -to- BECKETT WAY)	SA	2021	6D	SR	D	1.417	1.125	T	69500	3631	2940	1.235	0	F	55	1	0	2940	3020	3020
1107	1107 - US 19: (BECKETT WAY -to- PASCO CNTY LINE)	SA	2021	6D	SR	D	0.438	2.281	T	69500	3631	2830	1.283	0	F	55	1	0	2940	3020	3020
1108	1108 - US 19 34TH ST N: (38TH AVE N -to- 22ND AVE N)	SA	2021	6D	SR	D	1.009	1.982	T	41500	2168	2940	0.737	0	C	40	1	0	2940	3020	3020
1109	1109 - US 19/34TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SA	2021	6D	SR	D	0.435	9.64	T	41000	2142	2570	0.833	0	D	35	2	0	1170	2520	2560
1110	1110 - US 19 34TH ST N: (5TH AVE N -to- 22ND AVE N)	SA	2021	6D	SR	D	1.003	3.33	T	41500	2168	2830	0.766	0	D	40	2	0	1170	2520	2560
1112	1112 - US 19/34TH ST S: (54TH AVE S -to- 22ND AVE S)	SA	2021	6D	SR	D	2.015	3.448	T	25583	1332	2830	0.471	0	C	45	1	0	2940	3020	3020
1113	1113 - US 19/34TH ST S: (22ND AVE S -to- CENTRAL AVE)	SA	2021	6D	SR	D	1.559	5.628	T	26000	1358	2830	0.48	0	D	40	2	0	1170	2520	2560
1117	1117 - VIRGINIA AVE S: (HERCULES AVE -to- KEENE RD)	SC	2021	2U	CR	D	0.5	2.002	T	1009	52	559	0.093	0	C	40	1	0	750	790	790
1118	1118 - VIRGINIA ST: (HIGHLAND AVE -to- KEENE RD)	SMC	2021	2U	CR	D	1.392	1.45	T	7824	408	572	0.713	0	D	35	2	0	330	680	720
1119	1119 - VIRGINIA ST: (KEENE RD -to- SR 580)	SMC	2021	2D	DN	D	0.577	1.735	T	7829	409	601	0.681	0	D	30	2	0	330	680	720
1120	1120 - VONN RD: (130TH AVE/WILCOX RD -to- WALSINGHAM RD)	SC	2021	2U	CR	D	0.75	1.333	T	6092	318	572	0.556	0	C	30	2	0	330	680	720
1122	1122 - VONN RD: (PARK BLVD -to- WALSINGHAM RD)	SMC	2021	2U	CR	D	2.524	1.321	T	9100	475	572	0.83	0	D	40	2	0	330	680	720
1126	1126 - WALSINGHAM RD: (ALT 19/SEMINOLE BLVD -to- 113TH ST N)	SC	2021	2U	CR	D	0.501	1.996	T	12156	635	559	1.136	0	D	30	2	0	330	680	720
1127	1127 - WALSINGHAM RD: (113TH ST N -to- ULMERTON RD)	SMC	2021	2U	CR	D	1.24	3.7	T	12156	635	572	1.11	0	D	35	2	0	330	680	720
1129	1129 - WEST BAY DR: (MISSOURI AVE -to- CLWTR-LARGO RD)	SA	2021	4D	LA	D	0.536	3.736	T	43500	2272	1683	1.35	0	F	30	2	0	660	1470	1530
1130	1130 - WEST BAY DR: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	SA	2021	4D	CR	D	1.266	4.16	T	16882	976	1683	0.58	0	D	35	2	0	660	1470	1530
1138	1138 - WILCOX RD/130TH AVE: (ULMERTON RD -to- INDIAN ROCKS RD)	NC	2021	2U	CR	D	1.385	0	T	3500	182	1440	0.126	0	C	35	2	0	330	680	720

Pinellas County 2022 Level of Service Map Existing Conditions (PM Peak Hour Directional) 2021 Base Data



Gulf of Mexico

Old Tampa Bay

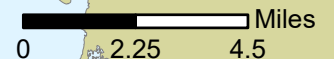
Tampa Bay

Level of Service

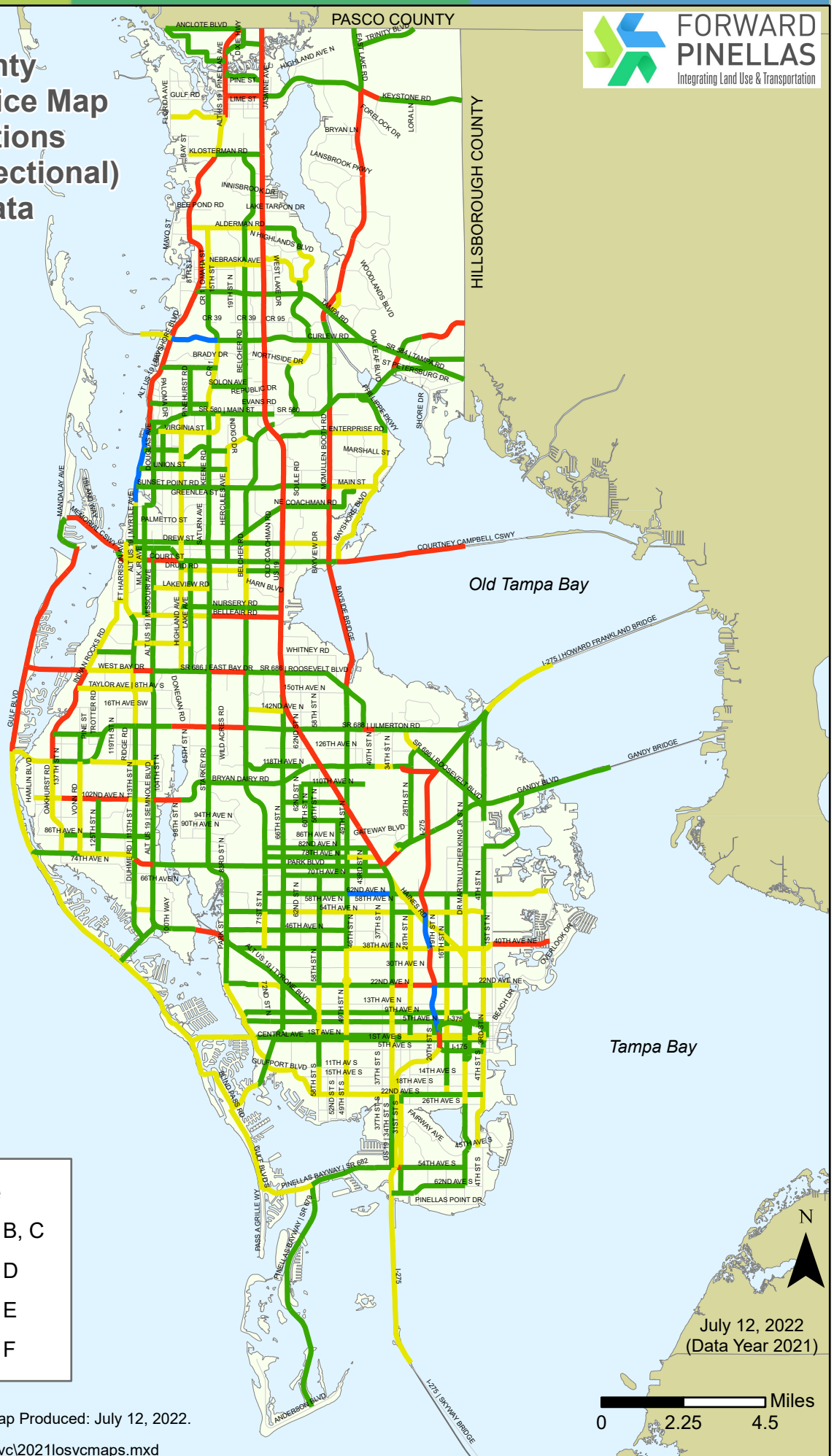
- Level of Service B, C
- Level of Service D
- Level of Service E
- Level of Service F

Data Source: Forward Pinellas, 2018. Map Produced: July 12, 2022.

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July 12, 2022
(Data Year 2021)



Pinellas County 2022 V/C Ratios Map Existing Conditions (PM Peak Hour Directional) 2021 Base Data



Gulf of Mexico

Old Tampa Bay

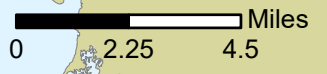
Tampa Bay

**Volume/Capacity Ratios (V/C)
for deficient roads**

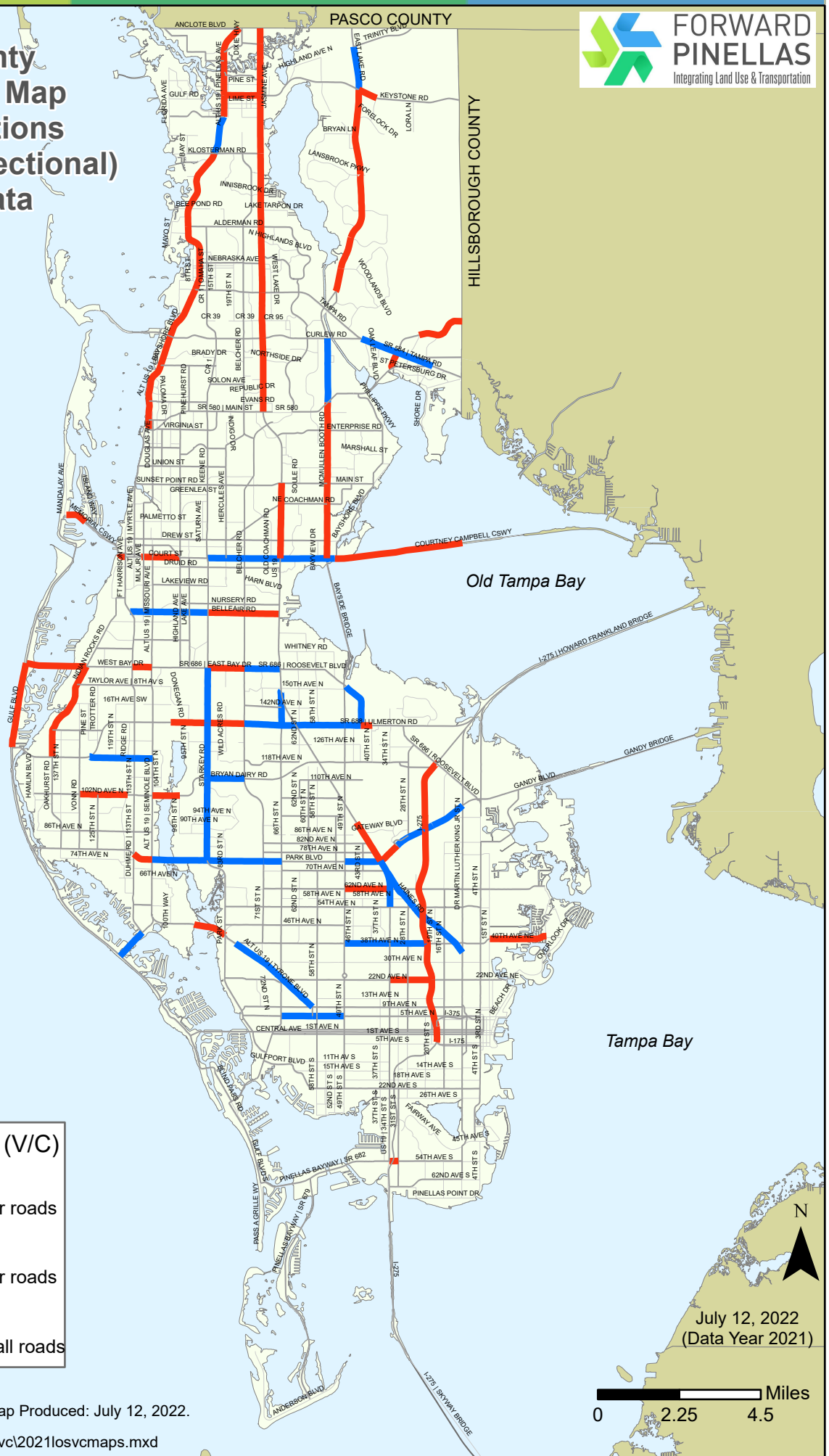
- .9 or greater v/c ratio for roads with LOS E & F
- .9 or greater v/c ratio for roads with LOS A, B, C, & D
- .89 or less v/c ratio for all roads

Data Source: Forward Pinellas, 2018. Map Produced: July 12, 2022.

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July 12, 2022
(Data Year 2021)



SUMMARY

Beginning in 2021, Forward Pinellas convened a subcommittee of the TCC to discuss issues surrounding the increasing prevalence of micromobility devices in the various communities throughout our county. The initial intent of the subcommittee was to share lessons learned and to discuss the potential for consistency amongst local ordinances in regulating these devices. After nearly one year of convening, many of the communities within the county have decided that the regulation of micromobility devices is highly sensitive to the contexts and needs of each community and that a regulatory framework that is consistent countywide may not be in the best interest of each community.

Forward Pinellas staff has spoken with a number of partners and believes that while there is still value in the TCC serving as a forum for micromobility conversations, an official subcommittee addressing the matter may no longer be warranted. Staff is seeking feedback from the TCC on the subject of sunseting the Micromobility Subcommittee and allowing the TCC to continue to serve as the forum for related conversations going forward.

ATTACHMENT(S): None

ACTION: As deemed appropriate, based on committee discussion

A. SPOTLight Emphasis Area Update

Staff will provide an update of the SPOTLight Emphasis Areas.

B. Forward Pinellas Board Executive Summary

ATTACHMENT:

- Forward Pinellas Executive Summary – June 8, 2022
- Forward Pinellas **Draft** Executive Summary – August 10, 2022

C. Traffic Fatalities Map

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

ATTACHMENT: Traffic Fatalities Map

D. Tentative Future Agenda Topics

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

- Target Employment and Industrial Lands Study Update
- Trends and Conditions Report
- 2021 Traffic Count Map
- Safety Memo
- TBARTA Gondola Study



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

- 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)

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The Forward Pinellas Board held this public meeting in person on August 10, 2022, at 1:12 p.m. in the Palm Room at the Pinellas County Communications Building.

Forward Pinellas staff provided an update on the Target Employment and Industrial Land Study (TEILS) Update

Forward Pinellas Principal Planner Jared Austin provided a status update on the Target Employment and Industrial Land Study (TEILS) Update project that was initiated in January of this year. Mr. Austin introduced the project management team which included Pinellas County Economic Development, Pinellas County Housing and Community Development, Renaissance Planning Group and SB Friedman Development Advisors,. Mr. Austin then discussed the following preliminary findings:

- The TEILS update has begun to narrow its focus on the market demand and suitability of existing Class A office space and industrial lands throughout Pinellas County and their ability to support the desired target employment clusters.
- Pinellas County captures 38,000 businesses within the six-county Tampa Bay region which translates to about 470,000 jobs representing 26% of the overall jobs captured.
- From 2011 – 2021 Pinellas County experienced a slow recovery from the recession only adding 54,000 jobs which resulted in a 45% increase in the office sector and 30% in the industrial sector.
- Pinellas County has a strong mix of both jobs and housing, however, to maintain the desired jobs-housing ratio, Pinellas County needs to create about 134,000 new jobs by 2050.
- The region has about 40 million square feet of Class A office space, with Pinellas County capturing about 24% of the regional Class A inventory.
- The next steps will be to finalize the suitability analysis in August, synthesize the key findings and recommendations from stakeholder meetings, develop policy recommendations based on sound data and stakeholder engagement, and present the TEILS update findings and recommendations to the various committees and the board for adoption in November.
 - Commissioner Eggers appreciated the presentation and wanted to know if there is a different invite group between the last meeting in July and the August 9th meeting, as the attendance seemed to be a little light.
 - Councilmember Gabbard shared praise for the great work staff has accomplished on the TEILS update project.

Jeff Baker with Duke Energy provided an update on the Pinellas Trail Overpasses within the Duke Energy Easement

Mr. Baker with Duke Energy addressed the attendees regarding Duke Energy's concern with potential conflicts between the company's space needs in the corridor and the addition of vertical structures to accommodate proposed trail overpasses. These concerns are specifically related to the proposed overpass at the SR 60 crossing, but extend to other locations within the corridor, including at SR 580. Mr. Kim Craven with Duke Energy, noted that Duke Energy does not believe there are safety concerns with the proximity of the trail to the high-capacity energy lines, but Duke Energy is concerned with the potential to lose physical space that may be needed to accommodate the infrastructure for future energy needs in the county.

Brian Hunter with FDOT shared that there are options for an at-grade crossing concept that will improve safety for trail users at SR 60. The concept being developed would shift that crossing slightly to the east to provide a wider area for the pedestrians and bicyclists that use the trail. Duke Energy has given approval for FDOT to proceed with the at-grade concept within their right-of-way. The SR 580 crossing is listed on the list of priority projects and FDOT has committed to taking a closer look at improvements to that while the possibility for a future elevated crossing is further explored.

Forward Pinellas staff shared a presentation on the Safe Streets and Roads for All Grant

A funding program from the Bipartisan Infrastructure Law, the Safe Streets and Roads for All grant provides \$1B annually for five years, for local governments to plan and implement safety improvements on roadways within their communities. With the first round of funding currently open for applications, Forward Pinellas is preparing an application in coordination with Pinellas County and the cities of Dunedin, Gulfport, Largo and Oldsmar. Forward Pinellas Planning Manager Chelsea Favero provided an overview of the grant application being developed, which will seek funding for each local government partner to conduct a detailed evaluation of a specific area of their communities, to identify implementable solutions to improve safety. Forward Pinellas will manage the grant funds on behalf of each local government, and the effort will include a significant public engagement component to fully involve the community throughout the planning process. Upon completion of each of the planning efforts, Forward Pinellas has committed to assisting the local partners in securing funding to construct the projects identified through the grant program.

- Mayor Kennedy inquired if staff will be reaching out to the communities who are not currently involved with the grant. Ms. Favero responded that the grant information was shared with the agency's Technical Coordinating Committee (TCC). A number of local communities have reached out to the agency staff expressing a desire to participate, and staff reached out to some of the other communities to gauge their interest. The participants for this grant application are set, however, it was noted that this grant will be

available for four more years and that other communities will have an opportunity to participate in those future funding cycles, if they so desire.

- Whit Blanton added that along with the 12 local governments already adopting the Safe Streets Resolution, the Barrier Islands Government Council adopted the resolution in recent days and Pinellas Park is working towards adding it to a future City Council agenda. On August 29th, Mr. Blanton will attend the Clearwater City Council Workshop in hopes of securing their adoption and will also be reaching out to Seminole.

The board approved the Amended FY23 Annual Budget for the Pinellas Planning Council

At the June meeting, the Forward Pinellas Board adopted Resolution 22-05, which approved the FY23 budget and millage rate for the Pinellas Planning Council. On July 1, 2022, the Pinellas County Property Appraiser's office updated the property tax revenue projections to 13.1% which increased the tax revenue line item of the budget by \$20,950. The Pinellas Planning Council budget has been updated to include a creative salary adjustment structure of the following components:

- An increase equivalent to 3% of the midpoint of the employee's associated pay range.
- An additional base salary increase of \$0.58/hour (which is \$1,206.40 for a regular employee working 40 hours per week annually). This equates to an additional 2% overall and will be distributed this way so it's the same amount to all eligible employees.
- An additional non-recurring pay supplement of \$1,200, also equating to 2% overall, is to be funded from the PPC's reserves and to be paid in two installments during FY23.

The next step is a review and budget/millage rate adoption at public hearings conducted by the Pinellas County Board of County Commissioners in September.

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

- The board recommended approval of three amendments:
 - A request from the City of Clearwater to amend the property at 1640 Gulf to Bay Blvd. from Office to Retail & Services to allow for the construction of a car wash on a portion of an existing parking lot. (8-0)
 - A request from the City of Tarpon Springs to amend the property at 100 & 108 North Ring Avenue from Residential Low Medium to Activity Center to allow for the adaptive reuse of a vacant historic structure and residential property. (8-0)
 - A request from Pinellas County to amend the property at 36750 US Highway 19 North from Residential Very Low, Residential Low Medium, and Recreation/Open Space to

Residential Low Medium and Recreation/Open Space to convert a portion of the Osprey North Golf Course for new residential development. (8-0)

SPOTlight Updates

- The construction of a roundabout at the intersection of Alt. 19 and Florida Avenue is proceeding and should be underway in the coming months. As the project concept was being developed in recent years, there was a lot of discussion and community engagement about the roundabout concept. The community, engineering team, Forward Pinellas staff, and FDOT all developed consensus that the construction of a roundabout at this location was the best decision given the redevelopment objectives in that area.
- TBARTA is currently conducting a public survey on a proposed aerial gondola linking downtown Clearwater and Clearwater Beach. The results of that survey will help inform the direction the proposed project will take in the future.
- St. Pete Beach and Treasure Island are about to sign off on a Safety Study for Gulf Blvd. which will begin in September.

Other Items

- Forward Pinellas welcomed Kyle Simpson as the New Active Transportation Planner. Kyle comes to us from the City of St. Petersburg where he started his career in planning.
- PSTA – Cassandra Borchers shared that the SunRunner is opening on October 21st. Event invites will be distributed shortly. This will be the first true Bus Rapid Transit (BRT) project in the region. In June, PSTA staff shared a presentation on the electrification of their fleet. PSTA is working to purchase 60 new electric buses over the next five years. PSTA will be receiving an \$18 million grant from the Bus and Bus Facilities Program to support the purchase of 12 to 14 electric buses. PSTA has also partnered with the City of St. Petersburg and FDOT on an award of \$360,000 for the CRA in South St. Petersburg at 22nd Street with access to the SunRunner Station. It was announced that PSTA will receive a \$20 million federal grant toward a new multimodal center in Clearwater.
- Commissioner Long shared that TBARTA expressed a desire to hear directly from CSX regarding their plans in Tampa Bay. Until then, the staff is continuing with a released Request for Qualifications to solicit consultant support to study the CSX corridor for potential future rail transit service. Work continues on the US 19 regional BRT study. In continuation of the Gondola Study, the City of Clearwater selected 2 possible downtown terminal locations, and the team is completing technical work on those preferred alignments, developing cost estimates, and evaluating financing options. Regarding the I-275 Regional BRT, FTA approved a Documented Categorical Exclusion for the environmental work. TBARTA's FY 2023 Budget will be considered during the August Board meeting. Demand for the Commute Tampa Bay vanpool program is strong and growing. There were 188 vanpools in July, a 20% increase from the prior year.

- The procurement process for Forward Pinellas to procure new planning consultants will begin in the coming months. Some of the language in the agency's procurement documents will need to be modified, and a Request for Proposals is scheduled to be released by February 2023.
- A Call for Projects will be issued for the Complete Streets Grant Program, the Transportation Alternatives Program and the Multimodal Projects Priority list later this fall.
- FDOT is working with Forward Pinellas on a Safety Workshop for elected officials To be held on October 14th from 10:00 am to 12:00 pm at the EPICenter at St. Petersburg College located at 13805 58th St. N. in Clearwater. The discussion is "How We Move the Safety Needle on Our Roadways" and will be targeted toward elected officials. A companion workshop with our Technical Coordinating Committee and other technical partners will be held later in October.
- The MPO Advisory Council held a meeting on July 28th in Gainesville, which was attended by Commissioner Michael Smith. The MPOAC has a policy institute for new governing board members that has been temporarily suspended but will be reinstated next year.
- David Ballard Gedes Jr. addressed the board protesting the construction of the roundabout at Alt. 19 and Florida Avenue in Palm Harbor.

Action Sheet

August 10

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

- **Consent Agenda** (vote: 8-0)

Approved to include the following:

- A. Approval of Minutes of the June 8, 2022 Meeting
- B. Approval of Committee Appointments
- C. Acceptance of the Quarter Three Financial Report
- D. Acceptance of the Transportation Disadvantaged Service Plan (TDSP) minor updates
- E. Approval of the Scope and Fee for Traffic Counts Collection and Analysis

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

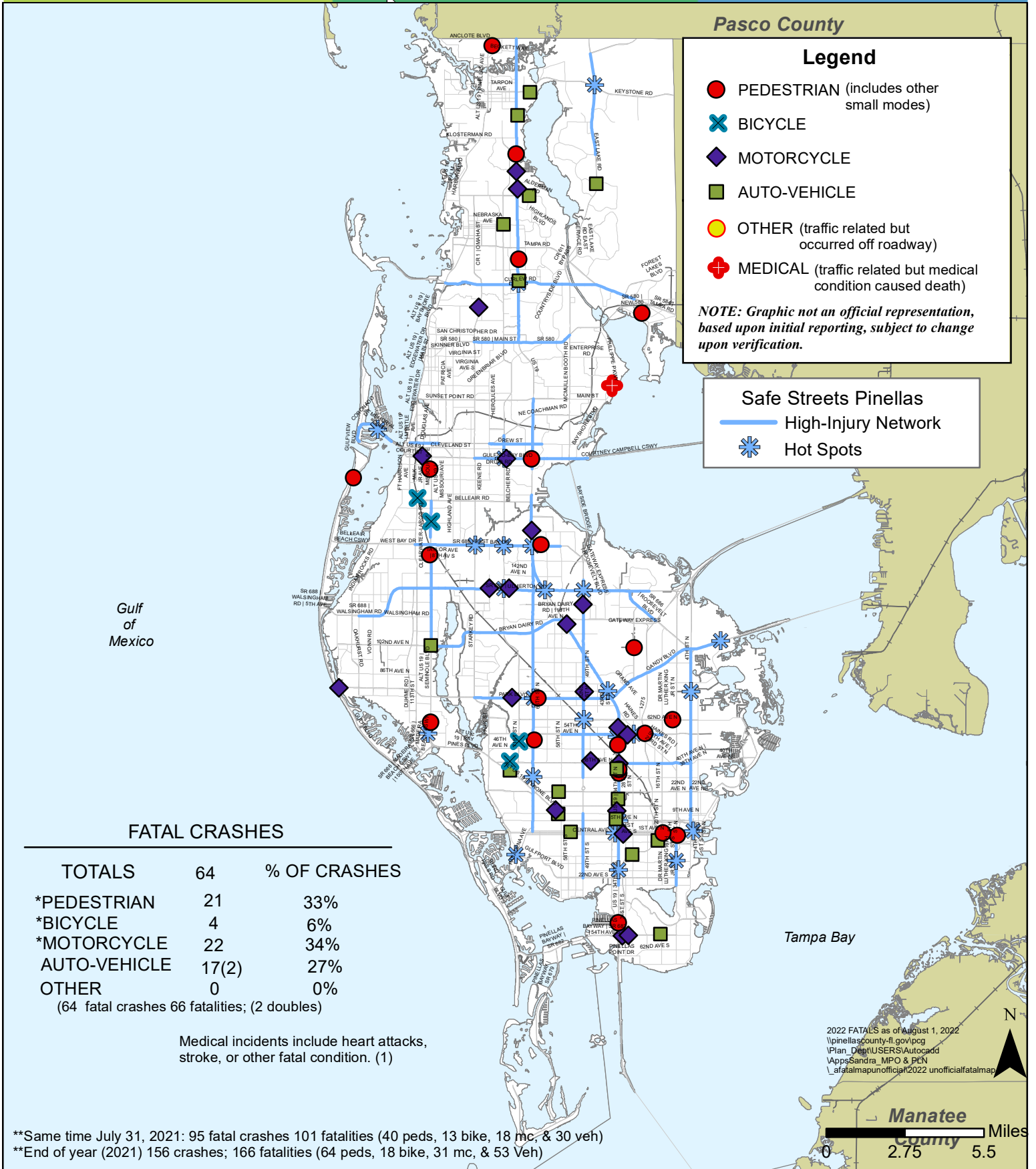
Three cases were approved:

1. CW 22-15 – City of Clearwater (vote: 8-0)
2. CW 22-17 – City of Tarpon Springs (vote: 8-0)
3. CW 22-16 – Pinellas County (vote: 8-0)

- **Approval of Updated FY23 Annual Budget for the Pinellas Planning Council**

Following a presentation by Rodney Chatman, Forward Pinellas staff, the board approved the update for budget for FY 23. (vote: 7-1; Commissioner Eggers dissenting)

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)

# 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)