FORWARD PINELLAS
Integrating Land Use & Transportation

TECHNICAL COORDINATING COMMITTEE (TCC) MEETING AGENDA

January 25, 2023 – 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. **LONG RANGE TRANSPORTATION PLAN MODIFICATIONS**
5. **SAFETY PERFORMANCE MEASURES AND TARGETS**
6. **ENVIRONMENTAL JUSTICE REPORT**
7. **SUNSET POINT BEFORE AND AFTER ANALYSIS**
8. **INFORMATIONAL ITEMS**
   - A. SPOTLight Emphasis Areas Update
   - B. Forward Pinellas Board Executive Summary
   - C. Traffic Fatalities Map
   - D. Tentative Future Agenda Topics
9. **OTHER BUSINESS**
10. **ADJOURNMENT**

NEXT MEETING – FEBRUARY 22, 2023

Join Zoom Meeting for Public viewing and comment only
https://us02web.zoom.us/j/89768526520?pwd=WWJsL2pqZzVmUzFXVUlwL04zcG9Ddz09
Meeting ID: 897 6852 6520
Passcode: 018925

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Technical Coordinating Committee – January 25, 2023

2. Approval of Meeting Summary

SUMMARY

The meeting summary for the October 26, 2022 and December 7, 2022 meetings are attached for review and approval.

ATTACHMENT(S):

- TCC Meeting Summary – October 26, 2022
- TCC Meeting Summary – December 7, 2022

ACTION: Provide recommendation regarding meeting summary.

SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE
MEETING OCTOBER 26, 2022

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held on October 26, 2022 at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

Members Present

Joan Rice, Chair	Pinellas County Public Works Traffic
Cecilia Chen - Zoom	City of Safety Harbor
Mark Griffin	City of Gulfport
Brent Hall	Pinellas County Public Works Engineering
Kevin Jackson	City of St. Petersburg-Engineer & Capital Improv
Jacob Labutka	PSTA
Caroline Lanford - Zoom	City of Tarpon Springs
Jayme Lopko - Zoom	City of Clearwater
Jacob Marchand	City of Oldsmar
Cory Martens	City of Clearwater Traffic
Derek Reeves - Zoom	City of Pinellas Park
Frances Leong-Sharp	City of Dunedin Planning
Cheryl Stacks	City of St. Petersburg–Transport and Parking
Barry Westmark - Zoom	City of Largo Engineering
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.

Members Absent

Brandon Berry	City of St. Pete Beach
David Chase	City of Pinellas Park – Storm Water/Transport
Brian Ellis	TBRPC
Mark Ely	City of Seminole
Russell Ferlita	City of Dunedin Engineering
Kathy Gademer	City of Treasure Island
Taylor Hague	City of Largo Planning
Hetty Harmon	City of Indian Rocks Beach
Roger Johnson	City of Clearwater Engineering
Sheila Schneider	Pinellas County Air Quality
Scott Swearengen	Pinellas County Planning
Autumn Westerman	Pinellas County Public Schools

Others Present

Jensen Hackett – Zoom	FDOT
Evan Birk - Zoom	City of St. Petersburg-Engineer & Capital Improv
Michael Hetrick	Pinellas County Public Works
Rebecca Moistner	City of St. Petersburg Planning and Eco. Dev.
Kyle Simpson	Forward Pinellas
Rob Feigel – Zoom	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 Frances Leong-Sharp and passed with a unanimous vote.

2. APPROVAL OF SUMMARY

The summary of the August 24, 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. FALL UPDATE FOR THE TRANSPORTATION IMPROVEMENT PROGRAM

Ms. Ariane Martins, Forward Pinellas staff, shared information on the Fall Update to the FY2022/23 – FY2026/27 Transportation Improvement Program (TIP). In July 2022, the FY2022/23 – FY 2026/27 TIP was adopted, identifying the transportation projects that would receive state and federal funding. This Fall Update incorporates the transportation sections of the local governments municipal work programs, PSTA work programs and grants, various local airport work programs, the Port of St. Petersburg work program and the Pinellas County Capital Improvement Program (CIP) into the TIP. Members were directed to an interactive TIP map on the forwardpinellas.org website, under Building Your Future/Transportation Improvement, that displays information on the various projects. If approved by the Forward Pinellas Board on November 10, 2022, the County CIP and local Work Programs will be incorporated into the current TIP. Questions were taken and appropriately answered. A motion was made by Frances Leong-Sharp to recommend the board approve the Fall update to the Transportation Improvement Program. This was seconded by Kevin Jackson and passed with a unanimous vote.

5. TRENDS AND CONDITIONS REPORT

Rob Feigel, Forward Pinellas staff, shared a presentation on the Trends and Conditions Report. The Trends and Conditions Report provides an annual snapshot of the county's transportation system, including roads, trails, sidewalks, bike lanes, and transit services. In addition, the report provides data on economic and land use activity, waterborne transportation, and emerging technologies. The report serves as a tool to evaluate progress toward achieving the objectives of the Long Range Transportation Plan, identify improvements needed to address safety concerns and congestion problems, inform transportation safety studies and transportation project design, and target law enforcement activities related to safety. Working from home trends are increasing since the pandemic, from 7% in 2019 to 21% in 2021. However, even with more people working from home, the traffic on the roads has only decreased by 5%., In Pinellas County, based on a five-year rolling average, crashes are down 2.5%, injuries are down

8%, and fatalities are up by 6%. Data from the current year through September 30th, shows fatal crashes being down for pedestrians, bicyclists, and motorists compared to the same time period in 2021, however motorcycle crashes are up 23%. Forward Pinellas initiatives to reduce crashes include: 1) Integrate Safety into all Aspects of Planning; 2) Active Transportation Plan; 3) Complete Streets Projects; 4) Crash Data/Technical Assistance; 5) School Transportation Safety Committee; 6) Safe Streets Pinellas (Vision Zero). The agency's goal is to eliminate transportation-related fatalities and serious injuries by 2045. Questions were taken and appropriately answered.

6. 2021 LEVEL OF SERVICE REPORT

Kyle Simpson, Forward Pinellas staff, shared information on the 2021 Level of Service (LOS) Report. The LOS Report is produced annually as a tool to help monitor the county's major roadways. The report provides attribute and performance data. 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 report identifies volume to capacity (v/c) ratios and letter grades for each road section included in the major road network. Road sections operating at LOS E, F and/or v/c ratios of 0.9 or greater are considered deficient. Questions were taken and appropriately answered.

7. PINELLAS AERIAL GONDOLA FEASIBILITY STUDY

Mr. Simpson shared information on the Pinellas Aerial Gondola Feasibility Study. The feedback received from the public outreach was positive and indicated that there was a purpose and need to build such a transit system over the Clearwater Memorial Causeway. The study showed that gondolas were well-suited to the Tampa Bay area; suitable alignments exist to connect downtown Clearwater to Clearwater Beach; the routes are technically feasible; the project is financially viable, and the public is supportive of the project. Questions were taken and appropriately answered

8. TARGET EMPLOYMENT INDUSTRIAL LANDUSE STUDY (TEILS) UPDATE

Rodney Chatman, Forward Pinellas staff shared an update on the Target Employment and Industrial Land Study (TEILS) study with the committee. Due to the lack of vacant greenfield land in Pinellas County, market forces have made the development of residential and commercial property more lucrative to the landowner/developer than industrial development, creating pressure to convert industrial parcels to other uses. At the same time, there is not enough developable target employment land to accommodate many of the target employers who wish to move into the county. This has been a challenge for Pinellas County since the 2008 Target Employment and Industrial Lands Study (TEILS) was commissioned. However, these challenges have been exacerbated by the recent passage of Senate Bill 962, which allows the governing body of a county or municipality to approve a residential development on any parcel designated for residential, commercial, or industrial use if at least 10 percent of the residential units built are designated for affordable housing. Since January of 2022, Forward Pinellas, in partnership with Pinellas County Economic Development, Pinellas County Housing and Community Development, Renaissance Planning Group, and SB Friedman Development Advisors, has been working to update the TEILS to address many of these countywide land use challenges. The TEILS work has since identified several key target industry clusters throughout the county that in addition to paying

higher than average wages, are export-oriented and contribute substantially to the gross regional product (GRP) of Pinellas County. In order to address the challenge of continuing to foster a healthy economy amidst competing interests for limited land, 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 identified target employment clusters for many years to come. Questions were taken and appropriately answered.

9. SAFETY LETTER TO FORWAD PINELLAS BOARD

Following a discussion about the setting of safety targets, the TCC requested a letter be sent to the Forward Pinellas Board to address the committee's concern that not enough is being done to address the safety of the transportation network in Pinellas County. The letter was presented to the committee at the May 25, 2022 meeting where several revisions were requested. Upon completion of the revisions, the letter was brought before the committee for additional feedback and approval before being sent to the board. Cheryl Stacks requested confirmation of the board's awareness of the letter coming to them. Cheryl made a motion to recommend the letter be sent to the board as drafted, with the condition that the board members are made aware the letter is coming. This was seconded by Caroline Lanford and passed with a unanimous vote.

10. ELECTION OF A NEW VICE-CHAIR

Brent Hall nominated Frances Leong-Sharp to fulfill the Vice Chair role for the remainder of 2022. Ms. Leong-Sharp accepted the nomination and was appointed by the committee with a unanimous vote.

11. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas update.

Mr. Simpson shared information regarding the SPOTLight emphasis areas. With regards to Enhancing Beach Access, since the board meeting, FDOT and Whit Blanton met with Indian Shores regarding the sidewalk project on Gulf Boulevard. Officials are going to meet with Indian Shores property owners to ask them to donate the easements to reduce the cost of the project. If they are not successful, the project will have five-foot sidewalks instead of ten-foot sidewalks with shared lane markings in the travel lanes for bicyclists. Regarding Waterborne Transportation, FDOT has a new policy with district dedicated revenue now being available to cover transit operating costs. Current five-year work program funds are spoken for; however, it is possible to add funding for this service in the next new 5th year of the Work Program. The cost would be 100% covered in year one of its operation and reduce over a five year period by 20% each year with the fifth year being 100% local funding for transit operation.

B. Board Action Sheets – September 14, 2022 & October 12, 2022.

C. Traffic Fatalities Map

D. Tentative Future Agenda Topics:

- Call for Projects
- Bipartisan Infrastructure Law Programs
- 021 Traffic Count Map

12. OTHER BUSINESS

The next meeting is scheduled for December 7, 2022, at 310 Court Street, Clearwater.

Jacob Marchand with Oldsmar shared a citizen concern regarding golfcarts on residential streets. Oldsmar allows golfcarts on streets with a 25 mph speed limit and under. State law allows 14 year olds to drive a golfcart, however the city requires a driver's license to drive a golfcart. A 14 year old was ticketed for not having a license and now the city has been challenged and tasked with finding out what other municipalities require. After looking at other municipalities, it was found that they either did not allow golfcarts or drivers are required to have a driver's license.

13. ADJOURNMENT – 3:25 pm

SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE
MEETING DECEMBER 7, 2022

The following is a summary of Forward Pinellas Technical Coordinating Committee meeting held on December 7, 2022 at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

Members Present

Joan Rice, Chair	Pinellas County Public Works Traffic
Mark Griffin	City of Gulfport
Brent Hall	Pinellas County Public Works Engineering
Evan Birk - Zoom	City of St. Petersburg-Engineer & Capital Improv
Caroline Lanford	City of Tarpon Springs
Jayme Lopko - Zoom	City of Clearwater
Jacob Marchand	City of Oldsmar
Cory Martens	City of Clearwater Traffic
Derek Reeves - Zoom	City of Pinellas Park
Frances Leong-Sharp	City of Dunedin Planning
Cheryl Stacks	City of St. Petersburg–Transport and Parking
Scott Swearengen - Zoom	Pinellas County Planning
Barry Westmark - Zoom	City of Largo Engineering
Autumn Westerman - Zoom	Pinellas County Public Schools
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.

Members Absent

Sue Bartlett	City of Dunedin Engineering
Brandon Berry	City of St. Pete Beach
David Chase	City of Pinellas Park – Storm Water/Transport
Cecilia Chen	City of Safety Harbor
Brian Ellis	TBRPC
Taylor Hague	City of Largo Planning
Hetty Harmon	City of Indian Rocks Beach
Jacob Labutka	PSTA
Sheila Schneider	Pinellas County Air Quality
Wesley Wright	City of Seminole
Katheryn Younkin	City of Treasure Island

Others Present

Jensen Hackett – Zoom	FDOT
James Cunningham	City of Dunedin Planning
Nicole Heike - Zoom	Guest
Whit Blanton	Forward Pinellas
Chelsea Favero	Forward Pinellas
Ariane Martins	Forward Pinellas.
Kyle Simpson	Forward Pinellas
Dana Santos – Zoom	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. There was no physical quorum at this time, therefore action was not taken on those items requiring action.

2. **APPROVAL OF SUMMARY**
   The summary of the October 26, 2022 committee meeting will be brought to the January 25, 2023 committee meeting for approval.

3. **FY 2019/20 – FY 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**
   There were no proposed TIP amendments.

4. **FDOT FY 2022/23 – 2026/27 DRAFT TENTATIVE WORK PROGRAM**
   Jensen Hackett, Florida Department of Transportation (FDOT) shared information on the FY 2023/24 - 2027/28 Draft Tentative Work Program. The program outlines the state and federally-funded transportation projects for the next five years, including new projects introduced in the fifth year (2027/28). The Draft Tentative Work Program projects were reviewed, where questions were taken and appropriately answered. An Open House was being held on the same date as this meeting, December 7th, at the FDOT District 7 Office from 9:00 am until 6:00 pm for public comment. A public website is available to receive public comments on the Draft Tentative Work Program until December 23, 2022, as well. Forward Pinellas has compared the projects included in the Draft Tentative Work Program to the adopted Multimodal Priority List and responded to committee member comments. The Forward Pinellas Board will consider agency comments at their January 2023 meeting. Comments and questions were taken and appropriately answered.

5. **PUBLIC PARTICIPATION PLAN UPDATE**
   Chelsea Favero, Forward Pinellas staff, shared a presentation on the Public Participation Plan (PPP), reviewing that the PPP is a federal requirement and is an organizationally responsible document that outlines the various methods Forward Pinellas will utilize to engage and seek feedback from the public. One of the biggest additions to the document is the incorporation of audience-sensitive tools that agency staff can reference when targeting specific demographic groups. The public comment period opened on October 11, 2022 and will close the first week of January 2023. The final PPP will be presented to the Forward Pinellas Board for adoption in January 2023. Questions were taken and appropriately answered.

6. **OVERVIEW OF COMPLETE STRETS PROJECTS**
   Kyle Simpson, Forward Pinellas staff, gave a presentation on the Complete Streets project applications received for the Complete Streets Grant Program, which is now in its seventh year. Forward Pinellas released a Call for Projects in the summer of 2022 with a submittal deadline of October 2022. This grant program provides annual allocations of up to $100,000 for a Concept Planning Project and up to $1 million for Construction Projects.

   Forward Pinellas received three applications for concept planning funding and one application for construction funding. The applications received are:

- City of Largo request for $75,000 for the Clearwater-Largo Road Multimodal Safety Improvements Project.
- City of Pinellas Park request for $60,000 for the 60th Street North Complete Street Concept Plan Project.
- City of St. Petersburg request for $100,000 for the Southern Skyway Marina District Complete Streets Concept Project.
- City of St. Petersburg request for $460,755.17 to construct the 1st Avenue South Bikeway Improvements Project.

A subcommittee will be established with Forward Pinellas staff and agency stakeholders to review the applications and develop recommendations for funding. Following review of the applications by the subcommittee, recommended awards will be brought to the board for approval in early 2023. Questions were taken and appropriately answered.

7. SAFE STREETS PINELLAS UPDATE

Ms. Favero shared information on the Safe Streets Pinellas Program and the recent activities underway through that program. A demonstration project was recently completed at the intersection of 1st Avenue S and 2nd St in St. Petersburg. Temporary lane markings and quick-curb was installed at the intersection that resulted in lower speeds and reduced near miss crashes events. Forward Pinellas has partnered with Dunedin, Oldsmar, Largo, Gulfport and Pinellas County to submit a grant for the Safe Streets and Roads for All federal funding program, requesting approximately $700,000 to identify localized targeted safety improvements. To date, 22 of our 25 local governments have adopted the Safe Streets Pinellas Resolution. Regarding the High Injury Network, FDOT piloted a geofencing pilot program on the Courtney Campbell Causeway and reported having good results sending targeted messaging out to driver's phones using social media asking them to slow down and drive safe. Forward Pinellas replicated this program on Park Blvd and saw some positive interim results, with the help of Pinellas Park Police Department. However, long term results are not yet available. Final documentation will be available early in 2023 for the geofence project. Before and After analysis are being done with land use and transportation metrics on construction projects being implemented through the Complete Streets Program, the first of which, 34th St, being currently underway. Questions were taken and appropriately answered.

8. ELECTION OF OFFICERS FOR 2023

Due to not having a quorum, the election of officers will be moved to the January 25, 2023 meeting.

9. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas update.

Ms. Favero shared that recent conversations regarding the US19 segment surrounding the Curlew Road interchange have concluded. The individual who misstated project facts in the press has since walked back their remarks made and officially removed the contesting of the project. Regarding the Gateway Master Plan, there is a meeting scheduled for Friday, December 16th, to talk about next steps in forming a Transportation Management Organization (TMO). Regarding Access to Beaches, SunnRunner is have significant early success. The Gulf Blvd Safety Study for Treasure Island and St. Pete Beach has kicked off. A continued search for partner funding for the restart of the water ferry is ongoing.

B. Board Action Sheets – November 8, 2022, attached

C. Traffic Fatalities Map attached

D. Committee Meeting Calendars for 2023 attached

E. Tentative Future Agenda Topics:

- Call for Projects Applications
- Sunset Point Road Before/After Study
- Downtown St. Petersburg Safe Streets Demonstration Project
- Safety Performance Measures and Targets
- 2050 Socioeconomic Data Projects

10. OTHER BUSINESS

A request was made for a presentation on the SunnRunner.

The next meeting is scheduled for January 25, 2023, at 310 Court Street, Clearwater.

11. ADJOURNMENT – 3:04 pm

Technical Coordinating Committee - January 25, 2023

3. Proposed Modification to the FY 2022/23-2026/27 Transportation Improvement Program (TIP)

SUMMARY

The Florida Department of Transportation (FDOT) is requesting that Forward Pinellas, in its role as the metropolitan planning organization, approve seven amendments to the Transportation Improvement Program (TIP). These projects include FTA grant projects, and addition of construction funding for crossing modifications.

Six of these TIP amendments involve federal funds, which require not only a TIP amendment with Forward Pinellas' current TIP, but also with the State TIP (STIP). These amendments will not impact any other projects in the TIP. The seventh project is a text-only amendment.

- **Amendment #1- 448807-1,** PSTA Clearwater Multimodal Transit Center.
  This project is adding construction funding to the PSTA Intermodal Center in Clearwater.

- **Amendment #2- 448852-1,** PSTA Discretionary Electric Buses and Charge Station 5339(B).
  This project provides FTA grant funds to PSTA for additional electric buses and an electric charging station.

- **Amendment #3- 451129-1,** PSTA On-route Induction Charging Infrastructure – St Pete & Clearwater.
  This project provides FTA grant funds for the induction infrastructure needed to change buses "on the go."

- **Amendment #4- 452520-1,** PSTA Areas of Persistent Poverty Grant.
  This project provides FTA grant funds for the Areas of Persistent Poverty grant awarded to PSTA.

- **Amendment #5- 452084-1,** 46th Ave N at Railroad.
  This amendment is adding construction funds for a railroad crossing modification. The project will be installing new cantilever gates and the associated hardware boxes at the existing crossing.

- **Amendment #6- 449128-1,** Alt US 19/SR 595/5th Ave N from 22nd St N to 55th St N.
  This amendment is adding construction funds for urban corridor and bike/ped improvements. The project will be installing new ped/bike crossings, with signals, at 22nd St, 40th St, 46th St, and 55th St along Alt 19/5th Ave N.

- **Amendment #7- 256931-4**, Gandy Blvd. from 4th St to W of Gandy Bridge.
  This modification is to change the description of the aforementioned project to “grade separation with frontage roads and trail” to align with the project description language in the LRTP for this project.

ATTACHMENT(S):

- TIP Amendment tables
- STIP Amendments

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

FORWARD PINELLAS TIP FY 22-23

FLP: INTERMODAL

Item Number: 448807 1 **Project Description:** PSTA CLEARWATER MULTIMODAL TRANSIT CENTER

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

Extra Description: FY 2023 GRANT - FY 2024 FOR ADDITIONAL FUNDING NEEDS

TIP AMENDMENT: NEW PROJECT **AMENDED: February 08, 2023** **LRTP REFERENCE: Objective 1.2**

		Fiscal Year						
Phase / Responsible Agency		**<2023**	**2023**	**2024**	**2025**	**2026**	**>2026**	**All Years**
CAPITAL / MANAGED BY PINELLAS COUNTY								
Fund Code:	DPTO-STATE - PTO		2,300,000					**2,300,000**
	LF-LOCAL FUNDS		14,500,000					**14,500,000**
	SU-STP, URBAN AREAS > 200K			2,000,000				**2,000,000**
	TIGR-TIGER/BUILD HIGHWAY GRANT		20,000,000					**20,000,000**
	Project Totals		**36,800,000**	**2,000,000**				**38,800,000**

FORWARD PINELLAS TIP FY 22-23

FLP: TRANSIT

Item Number: 448852 1 **Project Description:** PSTA DISCRETIONARY ELECTRIC BUSES AND CHARGE STATION 5339(B)

District: 07 **County:** PINELLAS **Type of Work:** TRANSIT IMPROVEMENT **Project Length:** 0.000

TIP AMENDMENT: NEW PROJECT **AMENDED: February 08, 2023** **LRTP REFERENCE: Objective 2.1**

		Fiscal Year						
Phase / Responsible Agency		**<2023**	**2023**	**2024**	**2025**	**2026**	**>2026**	**All Years**
CAPITAL / MANAGED BY PINELLAS COUNTY								
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION		19,638,710					**19,638,710**
	LF-LOCAL FUNDS		228,546					**228,546**
	Project Totals		**19,867,256**					**19,867,256**

FORWARD PINELLAS TIP FY 22-23

HIGHWAYS

Item Number: 449128 1 **Project Description:** ALT US 19/SR 595/5TH AVE N FROM 22ND ST N TO 55TH ST N

District: 07 **County:** PINELLAS **Type of Work:** URBAN CORRIDOR IMPROVEMENTS **Project Length:** 2.850MI

Extra Description: INSTALL PEDESTRIAN CROSSINGS AT 22ND ST, 40TH ST, 46TH ST, AND 55TH ST

TIP AMENDMENT: NEW PROJECT **AMENDED: February 08, 2023** **LRTP REFERENCE: Objective 1.2**

		Fiscal Year						
Phase / Responsible Agency		**<2023**	**2023**	**2024**	**2025**	**2026**	**>2026**	**All Years**
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT		5,050,802					**5,050,802**
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		28,379					**28,379**
	Project Totals		**5,079,181**					**5,079,181**

FORWARD PINELLAS TIP FY 22-23

FLP: TRANSIT

Item Number: 451129 1 **Project Description:** PSTA ON-ROUTE INDUCTION CHARGING INFRASTRUCTURE -ST PETE & CLEARWATER
District: 07 **County:** PINELLAS **Type of Work:** TRANSIT IMPROVEMENT **Project Length:** 0.000
TIP AMENDMENT: NEW PROJECT **AMENDED: February 08, 2023** **LRTP REFERENCE: Objective 2.1**

		Fiscal Year						
Phase / Responsible Agency		**<2023**	**2023**	**2024**	**2025**	**2026**	**>2026**	**All Years**
CAPITAL / MANAGED BY PINELLAS COUNTY								
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION		1,200,000					**1,200,000**
	Project Totals		**1,200,000**					**1,200,000**

FORWARD PINELLAS TIP FY 22-23

FLP: TRANSIT

Item Number: 452520 1 **Project Description:** PSTA AREAS OF PERSISTENT POVERTY FTA GRANT

District: 07 **County:** PINELLAS **Type of Work:** TRANSIT IMPROVEMENT **Project Length:** 0.000

TIP AMENDMENT: NEW PROJECT **AMENDED: February 08, 2023** **LRTP REFERENCE: Objective 3.2**

		Fiscal Year						
Phase / Responsible Agency		**<2023**	**2023**	**2024**	**2025**	**2026**	**>2026**	**All Years**
OPERATIONS / MANAGED BY PINELLAS COUNTY								
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION		360,000					**360,000**
	LF-LOCAL FUNDS		40,000					**40,000**
	Project Totals		**400,000**					**400,000**

FORWARD PINELLAS TIP FY 22-23								
HIGHWAYS								
Item Number: 452084 1	**Project Description:** 46TH AVENUE NORTH AT RAILROAD NGCN:626693F RRMP:ARE 894.46							
District: 07 **County:** PINELLAS **Type of Work:** RAIL SAFETY PROJECT **Project Length:** 0.050MI								
Extra Description: INSTALL TWO CANTILEVER/GATE COMBO UNITS								
TIP AMENDMENT: NEW PROJECT	**AMENDED: February 08, 2023**	**LRTP REFERENCE: Objective 2.2**						
		Fiscal Year						
Phase / Responsible Agency		**<2023**	**2023**	**2024**	**2025**	**2026**	**>2026**	**All Years**
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	RHH-RAIL HIGHWAY X-INGS - HAZARD		424,440					**424,440**
	Project Totals		**424,440**					**424,440**

FORWARD PINELLAS TIP FY 22-23								
Item Number: 256931 4	**Project Description:** US 92/SR 600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF GANDY BRIDGE **Type of Work:** ADD LANES & RECONSTRUCT							*SIS*
District: 07	**County:** PINELLAS						**Project Length:** 3.381MI	
Extra Description:	Grade separation with frontage roads and trail						LRTP Reference: Table 8.3, #20	
Fund	**<2023**	**2023**	**2024**	**2025**	**2026**	**2027**	**>2027**	**All Years**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
CM-CONGESTION MITIGATION - AQ		873,480						**873,480**
DIH-STATE IN-HOUSE PRODUCT SUPPORT		1,000						**1,000**
SU-STP, URBAN AREAS > 200K		4,778,695						**4,778,695**
Phase: PRELIMINARY ENGINEERING Totals		**5,653,175**						**5,653,175**
Item: 256931 4 Totals		**5,653,175**						**5,653,175**
Project Totals		**5,653,175**						**5,653,175**

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Transportation Improvement Program Amendment
FY**2022/23 - 2026 /27**
**** This STIP is in an MPO Area ****

STIP Amendment Number:

TIP Page Number: Attached

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Federal Authorization

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F - The change results in a cost increase that is greater than 20% AND greater than $2 million.

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

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

Project Name**448807-1; PSTA CLEARWATER MULTIMODAL TRANSIT CENTER**

Status	ITEM	Ver	Description								
		Fund	Phase	< FY 2023	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	> FY 2027	All Years
Original STIP	448807 1	AD	PSTA CLEARWATER INTERMODAL CENTER FY 2023 GRANT - FY 2024 FOR ADDITIONAL FUNDING NEEDS MANAGED BY PINELLAS COUNTY								
		DPTO	CAP	0	2,300,000	0	0	0	0	0	2,300,000
Proposed Project	448807 1	AM	PSTA CLEARWATER MULTIMODAL TRANSIT CENTER FY 2023 GRANT - FY 2024 FOR ADDITIONAL FUNDING NEEDS MANAGED BY PINELLAS COUNTY								
		DPTO	CAP	0	2,300,000	0	0	0	0	0	2,300,000
		LF	CAP	0	14,500,000	0	0	0	0	0	14,500,000
		SU	CAP	0	0	2,000,000	0	0	0	0	2,000,000
		TIGR	CAP	0	20,000,000	0	0	0	0	0	20,000,000
Funding Source After Change	254488 5	AD	STATE HIGHWAY CONSTRUCTION CONTINGENCY MANAGED BY FDOT								
		SU	CST	0	109,728	4,321,514	2,509,742	308,766	2,757,084	0	10,006,834
	254490 4	AD	TRANSIT BUDGET FROM FUND REALLOCATIONS - CURRENT YEAR MANAGED BY FDOT								
		DPTO	CAP	0	833,363	4,314,389	1,864,110	4,268,811	1,216,288	0	12,496,961
Funding Source Balance Before Change					35,443,091	10,635,903	4,373,852	4,577,577	3,973,372		59,003,795
Funding Source Balance After Change					943,091	8,635,903	4,373,852	4,577,577	3,973,372		22,503,795
Net Change to Funding Source					-34,500,000	-2,000,000					-36,500,000
Proposed Project Before Change					2,300,000						2,300,000
Proposed Project After Change					36,800,000	2,000,000					38,800,000
Net Change to Project					34,500,000	2,000,000					36,500,000
Net Change to Funding Source					-34,500,000	-2,000,000					-36,500,000
Net Change to Proposed Project					34,500,000	2,000,000					36,500,000
Net Change to STIP											

Notes:

STIP Added on: **12/28/2022**; By: **Jensen Hackett**; Of: **FI DOT**
STIP Updated on: **12/28/2022**; By: **Jensen Hackett**; Of: **FI DOT**

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Transportation Improvement Program Amendment
FY**2022/23 - 2026 /27**
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STIP Amendment Number:

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

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Project Name**448852-1; PSTA DISCRETIONARY ELECTRIC BUSES AND CHARGE STATION 5339(B)**

Status	ITEM	Ver	Description							
		Fund	Phase	< FY 2023	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	> FY 2027	All Years
Original STIP			Not Available								
				0	0	0	0	0	0	0	0
Proposed Project	448852 1	AM	PSTA DISCRETIONARY ELECTRIC BUSES AND CHARGE STATION 5339(B) MANAGED BY PINELLAS COUNTY								
		FTA	CAP	0	19,638,710	0	0	0	0	0	19,638,710
		LF	CAP	0	228,546	0	0	0	0	0	228,546
Funding Source After Change											
				0	0	0	0	0	0	0	0
Funding Source Balance Before Change					19,867,256						19,867,256
Funding Source Balance After Change											
Net Change to Funding Source					-19,867,256						-19,867,256
Proposed Project Before Change											
Proposed Project After Change					19,867,256						19,867,256
Net Change to Project					19,867,256						19,867,256
Net Change to Funding Source					-19,867,256						-19,867,256
Net Change to Proposed Project					19,867,256						19,867,256
Net Change to STIP											

Notes:

STIP Added on: **12/28/2022**; By: **Jensen Hackett**; Of: **FI DOT**

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Project Name**449128-1; ALT US 19/SR 595/5TH AVE N FROM 22ND ST N TO 55TH ST N**

Status	ITEM	Ver	Description								
		Fund	Phase	< FY 2023	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	> FY 2027	All Years
Original STIP	**449128 1**	**AD**	**ALT US 19/SR 595/5TH AVE N FROM 22ND ST N TO 55TH ST N INSTALL PEDESTRIAN CROSSINGS AT 22ND ST, 40TH ST, 46TH ST, AND 55TH ST MANAGED BY FDOT**								
		ARPA	**CST**	**0**	**1,672,500**	**0**	**0**	**0**	**0**	**0**	**1,672,500**
		DIH	**CST**	**0**	**28,379**	**0**	**0**	**0**	**0**	**0**	**28,379**
Proposed Project	**449128 1**	**AM**	**ALT US 19/SR 595/5TH AVE N FROM 22ND ST N TO 55TH ST N INSTALL PEDESTRIAN CROSSINGS AT 22ND ST, 40TH ST, 46TH ST, AND 55TH ST MANAGED BY FDOT**								
		ARPA	**CST**	**0**	**5,050,802**	**0**	**0**	**0**	**0**	**0**	**5,050,802**
		DIH	**CST**	**0**	**28,379**	**0**	**0**	**0**	**0**	**0**	**28,379**
Funding Source After Change	**254479 1**	**AD**	**INHOUSE CONTINGENCY MANAGED BY FDOT**								
		DIH	**ROW**	**0**	**1,315,598**	**2,802,965**	**3,065,728**	**3,717,122**	**3,991,665**	**0**	**14,893,078**
		DIH	**CST**	**0**	**713,587**	**2,130,493**	**2,920,926**	**1,505,696**	**3,800,885**	**0**	**11,071,587**
Funding Source Balance Before Change					5,407,487	4,933,458	5,986,654	5,222,818	7,792,550		29,342,967
Funding Source Balance After Change					2,029,185	4,933,458	5,986,654	5,222,818	7,792,550		25,964,665
Net Change to Funding Source					-3,378,302						-3,378,302
Proposed Project Before Change					1,700,879						1,700,879
Proposed Project After Change					5,079,181						5,079,181
Net Change to Project					3,378,302						3,378,302
Net Change to Funding Source					-3,378,302						-3,378,302
Net Change to Proposed Project					3,378,302						3,378,302
Net Change to STIP											

Notes:

STIP Added on: **12/28/2022**; By: **Jensen Hackett**; Of: **FI DOT**

The development of this application has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The reports generated from this application do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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FY**2022/23 - 2026 /27**
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Project Name**451129-1; PSTA ON-ROUTE INDUCTION CHARGING INFRASTR - ST PETE & CLEARWATER**

Status	ITEM	Ver	Description							
		Fund	Phase	< FY 2023	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	> FY 2027	All Years
Original STIP			Not Available								
				0	0	0	0	0	0	0	0
Proposed Project	451129 1	AM	PSTA ON-ROUTE INDUCTION CHARGING INFRASTRUCTURE -ST PETE & CLEARWATER MANAGED BY PINELLAS COUNTY								
		FTA	CAP	0	1,200,000	0	0	0	0	0	1,200,000
Funding Source After Change											
				0	0	0	0	0	0	0	0
Funding Source Balance Before Change					1,200,000						1,200,000
Funding Source Balance After Change											
Net Change to Funding Source					-1,200,000						-1,200,000
Proposed Project Before Change											
Proposed Project After Change					1,200,000						1,200,000
Net Change to Project					1,200,000						1,200,000
Net Change to Funding Source					-1,200,000						-1,200,000
Net Change to Proposed Project					1,200,000						1,200,000
Net Change to STIP											

Notes:

STIP Added on: **12/28/2022**; By: **Jensen Hackett**; Of: **FI DOT**

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Project Name**452084-1; 46TH AVENUE NORTH AT RAILROAD NGCN: 626693F, RRMP:ARE 894.46**

Status	ITEM	Ver	Description								
		Fund	Phase	< FY 2023	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	> FY 2027	All Years
Original STIP			Not Available								
				0	0	0	0	0	0	0	0
Proposed Project	452084 1	AM	46TH AVENUE NORTH AT RAILROAD NGCN:626693F RRMP:ARE 894.46 INSTALL TWO CANTILEVER/GATE COMBO UNITS MANAGED BY FDOT								
		RHH	RRU	0	424,440	0	0	0	0	0	424,440
Funding Source After Change	448700 1	AD	D/W RR XING SAFETY PROGRAM PROTECTION DEVICES MANAGED BY FDOT								
		RHH	RRU	0	485	0	629,341	629,341	629,341	0	1,888,508
Funding Source Balance Before Change					424,925		629,341	629,341	629,341		2,312,948
Funding Source Balance After Change					485		629,341	629,341	629,341		1,888,508
Net Change to Funding Source					-424,440						-424,440
Proposed Project Before Change											
Proposed Project After Change					424,440						424,440
Net Change to Project					424,440						424,440
Net Change to Funding Source					-424,440						-424,440
Net Change to Proposed Project					424,440						424,440
Net Change to STIP											

Notes:

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STIP Updated on: **12/28/2022**; By: **Jensen Hackett**; Of: **FI DOT**

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Project Name**452520-1; PSTA AREAS OF PERSISTENT POVERTY FTA GRANT**

Status	ITEM	Ver	Description							
		Fund	Phase	< FY 2023	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	> FY 2027	All Years
Original STIP			Not Available								
				0	0	0	0	0	0	0	0
Proposed Project	452520 1	AM	PSTA AREAS OF PERSISTENT POVERTY FTA GRANT MANAGED BY PINELLAS COUNTY								
		FTA	OPS	0	360,000	0	0	0	0	0	360,000
		LF	OPS	0	40,000	0	0	0	0	0	40,000
Funding Source After Change											
				0	0	0	0	0	0	0	0
Funding Source Balance Before Change					400,000						400,000
Funding Source Balance After Change											
Net Change to Funding Source					-400,000						-400,000
Proposed Project Before Change											
Proposed Project After Change					400,000						400,000
Net Change to Project					400,000						400,000
Net Change to Funding Source					-400,000						-400,000
Net Change to Proposed Project					400,000						400,000
Net Change to STIP											

Notes:

STIP Added on: **12/28/2022**; By: **Jensen Hackett**; Of: **FI DOT**

Technical Coordinating Committee – January 25, 2023

4. Modifications to the 2045 Long Range Transportation Plan

SUMMARY

Advantage Pinellas, the Long Range Transportation Plan (LRTP) for Forward Pinellas, identifies the projects that are eligible for state and federal funding for the next 20 years in our county. In order for the projects identified in the LRTP to progress forward through the various planning and construction phases, the project description in the LRTP must match exactly what is included in the more near-term Transportation Improvement Program (TIP). As projects work through the planning and design phases, project limits and/or descriptions are often adjusted to reflect refinements made as the projects progress.

Modifications are needed to the LRTP to reflect further refinement to two projects that have been progressing through the project development phases.

- East Lake Rd from Tampa Rd to the County Line, requires a modification to its project description to shift the end point from Tampa Rd to Curlew Rd. As this project has moved through preliminary engineering, it was determined that the limits should be extended slightly to include this more southern endpoint.
- Gandy Blvd from E of 4th St. to the Gandy Bridge requires a modification to its project description to indicate that the project will be grade separated with frontage roads and a trail. As this project has moved through preliminary engineering, the concept has been further refined to this level of detail.

These proposed modifications will allow these two projects to continue to proceed closer to construction and will bring their descriptions in line with the TIP.

ATTACHMENT(S):

1. Modified 2045 Long Range Transportation Plan Table 8.3
2. Modified 2045 Long Range Transportation Plan Appendix C

ACTION: Recommend Approval of the Modifications to the 2045 Long Range Transportation Plan

2045 COST FEASIBLE ROADWAY PROJECTS

Map #	Project Name and Limits	Project Sponsor	2019 Cost Estimate	Cost in Year of Expenditure	2045 Lane Configurations
2025					
11	I-275 from S of Roosevelt to N of 4th Street N	State	$141,779,260	$141,779,260	Add 1 additional express lane in each direction
43	46th Ave N from 49th St N. to 38th St N.	County	$2,525,000	$3,045,616	Roadway enhancement
16	54th Ave. N. from 49th St. N to 34th St. N	County	$5,450,000	$6,573,705	Roadway enhancement
44	Fisher Rd from Curlew Rd to CR 39	County	$2,525,000	$3,045,616	Roadway enhancement
4	Forest Lakes Blvd. from SR 580 to SR 584	County	$6,900,000	$9,137,219	Widen to 4 lanes divided
2026-2030					
10	US 19 (SR 55) from N of CR 95 to S. of Pine Ridge Way S (Tampa Rd. Interchange)	State	$111,936,674	$111,936,674	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile
1	Starkey Rd. from Flamevine Ave to Bryan Dairy Rd	County	$16,560,000	$21,929,326	Widen to 6 lanes divided
3	Starkey Rd. from Ulmerton Rd to Bryan Dairy Rd	County	$10,380,000	$13,745,556	Roadway enhancement
23	Belcher Rd. at SR 60	County	$13,050,000	$17,281,262	Intersection improvement at SR 60
6	Belleair Rd. from US 19 to Keene Rd	County	$5,379,076	$7,123,159	Roadway enhancement
12	126th Ave. N. from 34th St to US 19	County	$3,588,468	$4,751,974	New connection/widening to 2 lanes divided + trail
			$32,296,213	$50,268,996	
21	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Alderman Interchange)	State	$157,003,697	$157,003,697	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile
20	Gandy Blvd. from 4th St to W of Gandy Bridge	State	$131,214,743	$173,759,111	Grade separation with frontage roads and trail
28	22nd Ave. S. from 58th St to 34th St	County	$22,615,728	$35,201,339	Roadway enhancement
13	62nd Ave. N. from US 19 to 49th St	County	$16,764,000	$26,093,135	Widen to 3 lanes divided
46	East Lake Rd. from Tampa Rd Curlew Rd to Pasco County Line	County	$32,500,000	TBD	widen to 6 lanes divided
2031-2035					
17	Park St from Tyrone Blvd to 54th Ave	County	$2,475,000	$3,277,481	Roadway enhancement
18	102nd Ave from 137th St to 113th St	County	$4,625,000	$6,124,585	Roadway enhancement
2	Starkey Rd. from East Bay Dr to Ulmerton Rd	County	$13,350,000	$17,678,533	Widen to 5 lanes divided
22	Park St. from 54th Ave N to 84th Ave N	County	$8,939,560	$13,914,408	Roadway enhancement
5	Highland Ave from East Bay Dr to Belleair Rd	County	$11,285,456	$17,565,792	Roadway enhancement
7	28th St. from 38th Ave N to 54th Ave N	County	$8,735,728	$13,597,145	Roadway enhancement
33	16th Ave. SE from Lake Ave to Starkey Rd	County	$1,688,617	$2,628,329	New roadway connection
29	16th Ave. SE from Donegan Rd to Lake Ave	County	$1,351,680	$2,103,887	New roadway connection
31	16th Ave. SE from Seminole Blvd to Donegan Rd	County	$2,085,983	$3,246,829	New roadway connection
24	142nd Ave. N. from 66th St N to Belcher Rd	County	$4,254,685	$6,622,409	New roadway connection

Table 8.3: Cost Feasible Roadway Projects, 2045 Advantage Pinellas Adopted November 2019, Source: Forward Pinellas

FPN	Project Name & Limits	Improvement	Sponsor	Source*	2019 CST Cost	2020-2025			2026-2030			2031-2035			2036-2045			Total Project Cost	
						PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	INF	YOE
424501-4	I-275 from S of Roosevelt to N of 4th Street N	Add 1 additional Express Lane in each direction	State	SIS	$141,779,260	$14,177,926		$127,601,334											$141,779,260
257086-1	SR 694 (Gandy Blvd) US 19 (SR 55) to W of I-275	Add frontage roads and intersection improvements	State	OA	$25,740,000	$3,104,719	$3,104,719	$24,837,750											$31,047,187
	46th Ave N from 49th St N to 38th St N	Roadway Enhancement	County	P4P	$2,525,000	$25,000		$3,020,616											$3,045,616
	54th Ave. N. from 49th St. N to 34th St. N	Roadway Enhancement	County	P4P	$5,450,000			$6,573,705											$6,573,705
	Fisher Rd from Curlew Rd to CR 39	Roadway Enhancement	County	P4P	$2,525,000			$3,045,616											$3,045,616
443413-1	Forest Lakes Blvd. from SR 580 to SR 584	2 to 4D	County	OA	$6,900,000	$1,187,838	$1,323,983	$6,625,398											$9,137,219
443799-1	US 19 (SR 55) from S of CR 95 to S of Pine Ridge Way W	New Interchange (Tampa Rd)	State	SIS	$111,936,674	$10,011,188				$25,992,700				$75,932,786					$111,936,674
433797-1	US 19 from N of Nebraska Ave to S of Timberlane	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile	State	SIS	$157,003,697						$117,429,841								$157,003,697
	Starkey Rd. from Flamevine Ave to Bryan Dairy Rd	4D to 6D	County	P4P	$16,560,000				$741,650	N/A	$21,187,676								$21,929,326
	Starkey Rd. from Ulmerton Rd to Bryan Dairy Rd	Roadway Enhancement	County	OA	$10,380,000				$1,427,889	$2,798,321	$9,519,346								$13,745,556
	Belcher Rd. from NE Coachman to Druid	Intersection improvement to SR 60	County	P4P	$13,050,000														$17,281,262
	Belleair Rd. from US 19 to Keene Rd	Roadway Enhancement	County	P4P	$5,379,076				$647,560	$2,158,531	$4,317,068								$7,123,159
	126th Ave. N. from US 19 to 34th St	New connection/widening to 2D + trail	County	OA	$3,588,468				$335,419	$2,236,089	$2,180,466								$4,751,974
					$32,296,213							$3,896,803	$25,978,515	$20,393,678					$50,268,996
256931-4	Gandy Blvd. from 4th St to W of Gandy Bridge	Grade separation with frontage roads and trail	State	OA	$131,214,743				$5,864,522	$33,334,500	$134,560,089								$173,759,111
	22nd Ave. S. from 58th St to 34th St	Roadway Enhancement	County	P4P	$22,615,728				$2,994,853	$2,994,853	$23,958,825								$29,948,531
	62nd Ave. N. from US 19 to 49th St	Widen to 3 lanes divided	County	OA	$16,764,000				$2,219,947	$2,219,947	$17,759,576								$22,199,470
	East Lake Rd. from Curlew Rd to Pasco County Line	Widen to 6 lanes	County	OA	$16,000,000				$2,118,776	N/A	$19,068,980								$21,187,755
												$2,490,397		$22,413,573					$24,903,970
	Park St from Tyrone Blvd to 54th Ave	Roadway enhancement	County	P4P	$2,475,000							$385,233	$385,233	$3,081,866					$3,852,333
	102nd Ave from 137th St to 113th St	Roadway enhancement	County	P4P	$4,625,000							$719,880	$719,880	$5,759,043					$7,198,804
	Starkey Rd. from East Bay Dr to Ulmerton Rd	Widen to 5 lanes divided	County	P4P	$13,350,000							$2,077,925	$2,077,925	$16,623,400					$20,779,250
	Park St. from 54th Ave N to 84th Ave N	Roadway enhancement	County	P4P	$8,939,560							$1,793,233	$6,060,587	$6,060,587					$13,914,408
	Highland Ave from East Bay Dr to Belleair Rd	Roadway enhancement	County	OA	$11,285,456							$2,088,046	$1,556,488	$13,921,258					$17,565,792
	28th St. from 38th Ave N to 54th Ave N	Roadway enhancement	County	P4P	$2,899,292							$577,593	$577,593	$4,620,745					$5,775,931
	16th Ave. SE from Lake Ave to Starkey Rd	New Roadway Connection	County	P4P	$1,688,617							$394,250	$1,117,040	$1,117,040					$2,628,329
	16th Ave. SE from Donegan Rd to Lake Ave	New Roadway Connection	County	P4P	$1,351,680							$742,465	$680,711	$680,711					$2,103,887
	16th Ave. SE from Seminole Blvd to Donegan Rd	New Roadway Connection	County	P4P	$2,085,983							$324,683	$324,683	$2,597,463					$3,246,829
	142nd Ave. N. from 66th St N to Belcher Rd	New Roadway Connection	County	P4P	$4,254,685							$662,241	$662,241	$5,297,927					$6,622,409
433796-1	US 19 (SR 55) from S of Timberlane Rd to S. of Lake St (Klosterman Interchange)	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile	State	SIS	$145,601,179							$6,322,705	$13,408,100	$125,870,374					$145,601,179
435914-2	US 19 from 66th Ave N to 118th Ave N	Add turn lanes and intersection improvements	State	OA	$26,636,296							$5,943,110	$12,292,233	$23,224,002					$41,459,345
	Belcher Rd. from 38th Ave N to 54th Ave N	Roadway Enhancement	County	P4P	$10,105,904										$2,697,400	$996,093	$16,439,356		$20,132,849
	102nd Ave. from 113th St to Seminole Blvd	Widen to 4 lanes Divided	County	P4P	$4,600,000										$572,745	$996,042	$7,595,272		$9,164,059
	142nd Ave. N. from Belcher Rd to Starkey Rd	New Roadway Connection	County	P4P	$16,099,467										$2,237,648	$14,917,541	$14,917,956		$32,073,145
	62nd Ave. N. from 49th St to 66th St	Roadway Enhancement	County	P4P	$9,300,000										$1,768,991	$5,894,844	$10,863,503		$18,527,338
	28th St. from 58th Ave N to 62nd Ave N	Roadway Enhancement	County	P4P	$2,899,292										$525,085	$1,750,281	$3,500,565		$5,775,931
	Nursery Rd. from Highland Ave to Belcher Rd	Roadway Enhancement	County	P4P	$9,932,936										$1,801,524	$5,976,452	$12,010,288		$19,788,264
	Nursery Rd. from Belcher Rd to US 19	Roadway Enhancement	County	P4P	$4,556,821										$972,622	$1,621,066	$6,484,352		$9,078,040
	102nd Ave. N. from 18th St. N to Hallkey Roberts Pl N.	New Roadway Connection + Trail	County	OA	$60,000,000										$11,953,121	$11,953,121	$95,624,968		$119,531,210
256998-1	SR 686 / Roosevelt Boulevard from I-275/SR 93 to W of 9th St N/MLK St N	New Roadway Connection	State	OA	$199,497,000										$8,401,547	$897,590	$190,197,863		$199,497,000
	Tyrone Blvd. at Pinellas Trail	Overpass Removal/Trail Overpass Construction	State	OA	$18,934,080										$3,772,023	N/A	$33,948,203		$37,720,225
	SR 590/NE Coachman Rd from Drew St to McMullenBooth Rd	Roadway Enhancement	State	OA	$9,298,234										$1,852,382	N/A	$16,671,437		$18,523,819
	Sunset Point Rd. from Kings Hwy to Keene Rd Roadway Improvements	Roadway Enhancement	County	P4P	$8,625,000										$1,718,261	N/A	$15,464,351		$17,182,612
	Indian Rocks Rd. from Walsingham Rd. to West Bay Dr.	Roadway Enhancement	County	P4P	$26,992,404										$4,888,533	$16,295,109	$32,590,271		$53,773,913
						$28,506,671	$4,428,702	$171,704,419	$16,350,616	$71,734,941	$349,981,866	$28,418,564	$65,841,230	$327,594,454	$43,161,882	$61,298,139	$456,308,384	$0	$1,682,184,985

Other Arterials (OA), Strategic Intermodal System (SIS), and Transportation Management Area (TMA) are state and federal funding sources. Penny for Pinellas (P4P) is a local funding source.

Future Technology Needs	TMA	$1,000,000
Complete Streets	TMA	$1,000,000
Transit Capital	TMA	$1,500,000
Regional Transit Investments	TMA	$500,000
Bike & Ped	TMA	$61,259,000
Overpass (each)	TMA	$6,000,000

Technical Coordinating Committee – January 25, 2023

5. Safety Performance Measures and Targets

SUMMARY

The Federal Highway Administration (FHWA) requires a performance-based, outcome-driven planning process for developing transportation projects and monitoring infrastructure performance. States and metropolitan planning organizations (MPOs) must adopt targets for defined performance measures, including safety targets, and demonstrate progress towards achieving those targets on an annual basis. The implementation of projects identified in the Transportation Improvement Program (TIP) is central to the effort necessary to meet defined targets.

In February 2022, the board adopted a series of targets for each of the safety-related performance measures, each slightly aspirational in nature, while maintaining the target set the year before to ensure continuity in tracking progress. MPOs are required to review these targets on an annual basis to evaluate progress towards meeting each one. Crash data statistics for 2021 have been provided by the state and Forward Pinellas staff has evaluated the data and has determined that there is a downward trend in the number of serious injury and bicycle/pedestrian crashes, but there was an increase in fatal crashes. The downward trend for serious injuries was enough to bring our county under the targets set in years past. Because of this, staff is recommending that new targets be set for serious injuries and serious injury rates, utilizing the same methodology utilized the last time targets were set. Given that there is still progress to be made toward achieving the targets set last year for the other measures, staff is recommending that these targets remain the same for the coming year. Staff will provide an overview of the Safety Performance Measures and the progress being made towards the achievement of each target, as well and discuss the methodology utilized to set the new targets for serious injuries.

ATTACHMENT(S): Safety Performance Measures and Targets

ACTION: Recommend board approval of Safety Performance Targets

2023 Forward Pinellas Safety Targets Summary

Table 1: Comparison between 2017-2021 Data and Adopted Targets

Performance Measures	2017-2021 Numbers	2021 Targets	% diff between 2017-2021 actual and target
Average Annual Fatalities	124	97.4	21.5%
Average Annual Serious Injuries	858.2	895.14	-4.3%
Average Annual Fatality Rates	1.501	1.18	21.4%
Average Annual Serious Injury Rates	10.354	10.55	-1.9%
Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries	211.8	206.6	2.5%

In the 2017-2021 data year, two of the safety performance measures met the targets set for them by Forward Pinellas. The targets for these measures have been constant since 2019. Serious injury crashes and rates have had a steady decline, finally reaching the targets set, while fatalities and rates have been increasing incrementally over the same time period.

Table 2: Proposed 2023 Targets

Performance Measures	2017-2021 Numbers	PROPOSED 2023 Targets	% diff between 2017-2021 actual and proposed target
Average Annual Fatalities	124	97.4	21.5%
Average Annual Serious Injuries	858.2	657.3	23.4%
Average Annual Fatality Rates	1.501	1.18	21.4%
Average Annual Serious Injury Rates	10.354	7.9	23.7%
Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries	211.8	206.6	2.5%

Forward Pinellas staff is recommending retaining the targets set for the three measures that have not yet been met. For the injury measures, staff is recommending a new target, that utilizes the same methodology set in 2019. For the most recent five-year period, the percent difference between the highest and lowest year was calculated and applied to the most recent year of data (2017-2021). This resulted in a recommended 23.4% decrease in serious injury crashes, and a 23.9% decrease in the serious injury crash rate.

Technical Coordinating Committee – January 25, 2023

6. Environmental Justice Report

SUMMARY

The Environmental Justice Report provides an analysis of population to determine the broad geographic location, total number and the percentage of the population groups addressed by the U.S. Department of Transportation Order on Environmental Justice, and Executive Order 12898. These groups are: Black or African American, Hispanic or Latino, Asian American, American Indian and Alaskan Native, Native-Hawaiian and Other Pacific Islander, and Low-Income. In addition, the following communities were also included in the analysis: limited English-speaking communities, communities with limited vehicle access directly tied to lower income levels, and communities that meet all of the above listed criteria. The areas of the county with high concentrations of these populations will be known as Equity Emphasis Areas (EEAs).

This demographic analysis will be used to analyze the EEAs in relation to selected federally funded projects in the 2050 Long Range Transportation Plan (LRTP). The objective is to anticipate the transportation and community impact of selected federally funded roadway, bicycle and pedestrian, and transit enhancements included in the 2050 LRTP.

ATTACHMENT(S): Environmental Justice Report for the 2050 Long Range Transportation Plan

ACTION: None required; informational only

Environmental Justice

2020 Demographic Analysis Report

Developed by Forward Pinellas in its role as the Pinellas County Metropolitan Planning Organization for its 2050 Long Range Transportation Plan

January 2023

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This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities. Neither FDOT nor this project will deny the benefits of, exclude from participation in, or subject anyone to discrimination the basis of race, color, national origin, age, sex, disability, or family status.

Funding for this report may have been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

This report provides a summary population analysis conducted to determine the broad geographic location, total number, and the percentage of the population groups address by the U.S. Department of Transportation Order on Environmental Justice, and Executive Order 12898 (Feb. 11, 1994). These groups are: Black or African American, Hispanic or Latino, Asian American, American Indian and Alaskan Native, Native-Hawaiian and Other Pacific Islander, and Low-Income. In addition, the following communities were also included in the analysis: limited English-speaking communities, communities with limited vehicle access directly tied to lower income levels, and communities that meet all of the above listed criteria. The areas of the county with high concentrations of these populations will be known as Equity Emphasis Areas (EEAs). The analysis advances the tenets of the Environmental Justice legislation focused on Title VI of the 1964 Civil Rights Act. The purpose of the legislation is to ensure nondiscrimination in federally funded activities by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs in minority and low-income populations. This demographic analysis will be used to develop two maps depicting EEAs in relation to selected federally funded projects in the 2050 Long Range Transportation Plan (LRTP). The objective is to anticipate the transportation and community impact of selected federally funded roadway, bicycle and pedestrian, and transit enhancements included in the 2050 LRTP.

Demographic Context

The base data for this analysis was gathered from the 2015-2020 American Community Survey (ACS) 5-Year Estimates at the Census Tract level. Census Tracts are defined by the Census Bureau as small, relatively permanent statistical subdivisions of a county for the purpose of presenting data. Census Tracts are amongst the lowest common denominator of data.

According to the ACS population, the estimated population increased by nearly 25,675 people since 2015 to 974,996 in 2020. The ACS population profile indicates that there were slightly more females than males in Pinellas County, and the median age of residents continued to increase from 46.3 in 2010 to and 47.1 in 2015 and 47.9 in 2017. The average household size increased slightly from 2.28 in 2015 to 2.30 in 2020. The owner-occupied rate is 68.1% between 2016-2020. In 2020, 14.2% of all housing units were vacant in Pinellas County.

Populations for Environmental Justice (EJ) Analysis

As part of the Forward Pinellas Environmental Justice analysis, it was important for staff to look at previous means of identifying EJ areas and determine how they might be improved for future analysis. In the past, our agency conducted a population analysis utilizing American Community Survey (ACS) 5-Year Estimates to identify Environmental Justice areas as part of our compliance with Title VI of the Civil Rights Act, Executive Order 12898 for Environmental Justice, and the U.S. Department of Transportation Order on Environmental Justice. This population analysis determined the broad geographic location, total number, and percentage of population groups meeting the targeted demographics for race and income. Specifically, groups identified as: Black or African American, Hispanic or Latino, Asian American, American Indian and Alaskan Native, Native-Hawaiian and other {pacific Islander, and Low-Income. The analysis was documented in the Forward Pinellas Environmental Justice 2015 Demographic Analysis Report, and the data therein was used in prioritization for our Long Range Transportation Planning efforts, as well as for our Transportation Improvement Program. While these metrics have been effective in the past, we felt it necessary to update these areas of equity emphasis as part of our internal equity review, to specifically reflect communities that have been historically marginalized in Pinellas County. These communities include minority communities and low-income communities as included in the EJ Report with the addition of the following: limited English-speaking communities, communities with limited vehicle access directly tied to lower income levels, and communities that meet all of the above listed criteria. The inclusion of these additional populations was based on feedback received from listening sessions with the public and industry best-practices.

For this analysis, we first collected data from the US Census American Community Survey data sets. These areas were isolated to the census tract level since these aggregated geographies tend to be more accurate then lower-level census block groups. In addition, some of the data we wanted to analyze was not available at the census block group level and to be consistent across our analysis, the tract level was used. Once the ACS data sets were pulled and joined to their

associated census tracts, we then calculated the countywide averages for each of the primary metrics we wanted to analyze. These are shown below:

- Percent of No Vehicle Households: 7.78%
- Percent of Limited English-Speaking Households: 12.7%
- Percent Minority Population: 22.15%
- Percent of Population Below Poverty: 14.7% (20% was used for analysis to account for fixed income households)

These populations collectively equate to a geographic area encompassing 32% of the county landmass. From here we used this data to isolate Pinellas County into the following EEAs, based on census tracts that were above the countywide averages listed above.

Selected Emphasis Areas:

1. Above Average Minority Population
2. Minority No Vehicle Access and Population Below Poverty Above Average
3. Minority Limited English-Speaking Households Above Average
4. Areas with All Equity Emphasis Criteria (Listed Above) Above Average

These EEAs for Pinellas County are mapped in **Figure 1** and will be used during the development of the 2050 Long Range Transportation Plan. For additional information on the identification and analysis of the EEAs, please refer to the Forward Pinellas Equity Assessment, available here: https://forwardpinellas.org/projects/equity/.

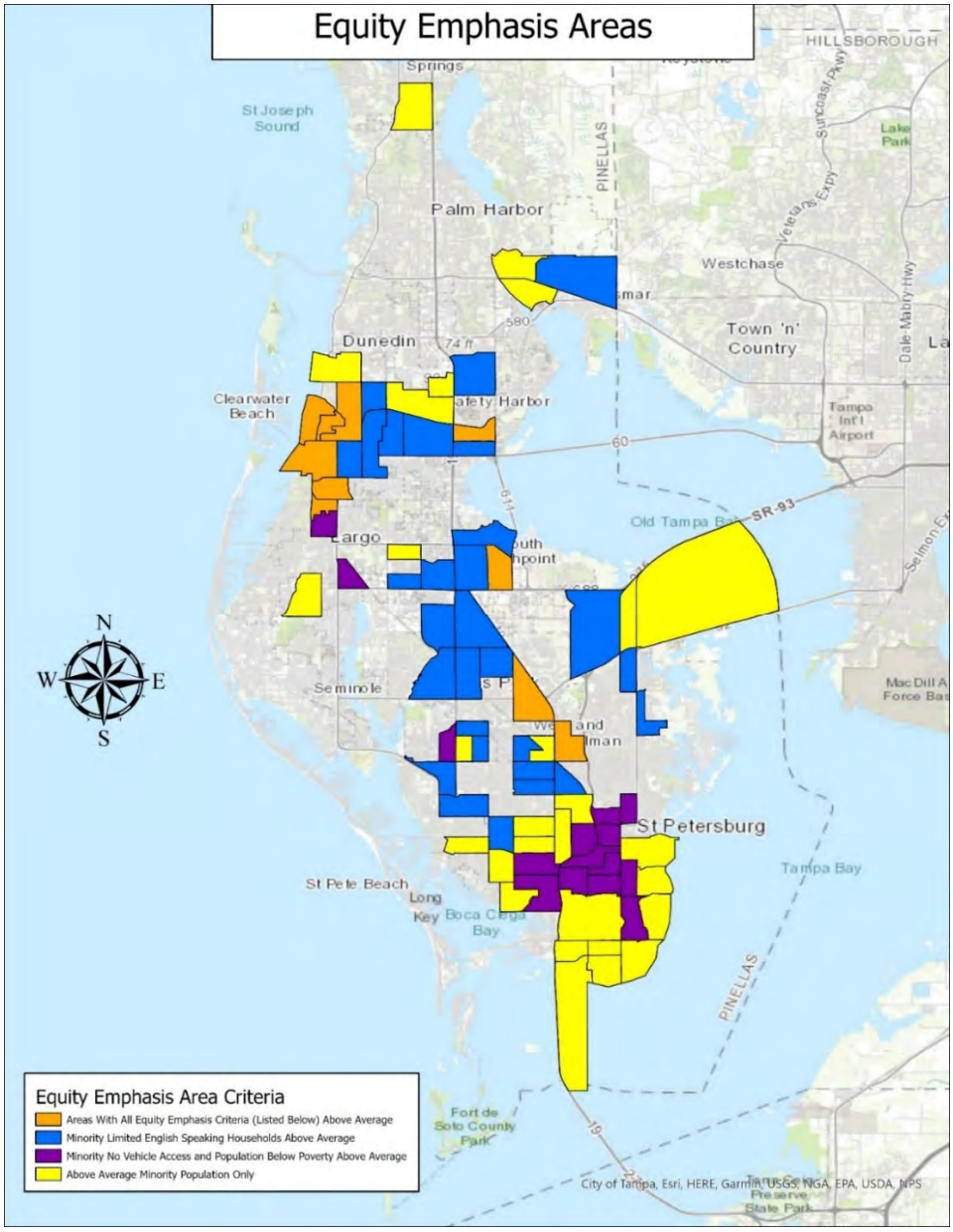


Figure 1: Map of Equity Emphasis Areas for 2050 LRTP

DETAILED DEMOGRAHPIC ANALYSIS

In order to identify areas that may have specific concentrations of populations that could benefit from targeted consideration in the transportation planning process, Forward Pinellas conducted a further evaluation of minority and low-income populations, above and beyond the identification of the EEAs. The analysis will help direct public outreach methods during the development of the 2050 LRTP and may impact the selection of mobility solutions for implementation.

Minority Population Analysis

Areas with High Black or African American Population Alone

Approximately 10.15% (97,062) of the estimated Pinellas County population for whom poverty status was determined in 2020 was Black or African American. The population is scattered throughout the county with concentrations in census tracts ranging from 0.3% to 94.45% of the total census tract population. The Black or African American population made up 10.45% (96,133) of the population whom poverty status was determined in 2015. **Table 1** below highlights those census tracts with a Black or African American population exceeding 50% of the census tract population. This threshold was chosen to highlight those census tracts with the highest concentrations of the minority group. **Figure 2** displays the geographical distribution of the Black or African American population throughout Pinellas County.

Table 1

Census Tract	Total Population	Black or African American Population	Percentage of Black or African American Population
201.09	2847	1635	57.43
201.1	1686	1292	76.63
202.01	5476	3381	61.74
202.02	4057	2295	56.57
202.06	4585	2776	60.55
202.08	1997	1407	70.46
205	4222	2986	70.72
206	3929	2658	67.65
207	3266	3085	94.46
208	4701	4041	85.96
212	2954	2430	82.26
220	3703	2558	69.08
262	2247	1588	70.67
287	1930	1805	93.52

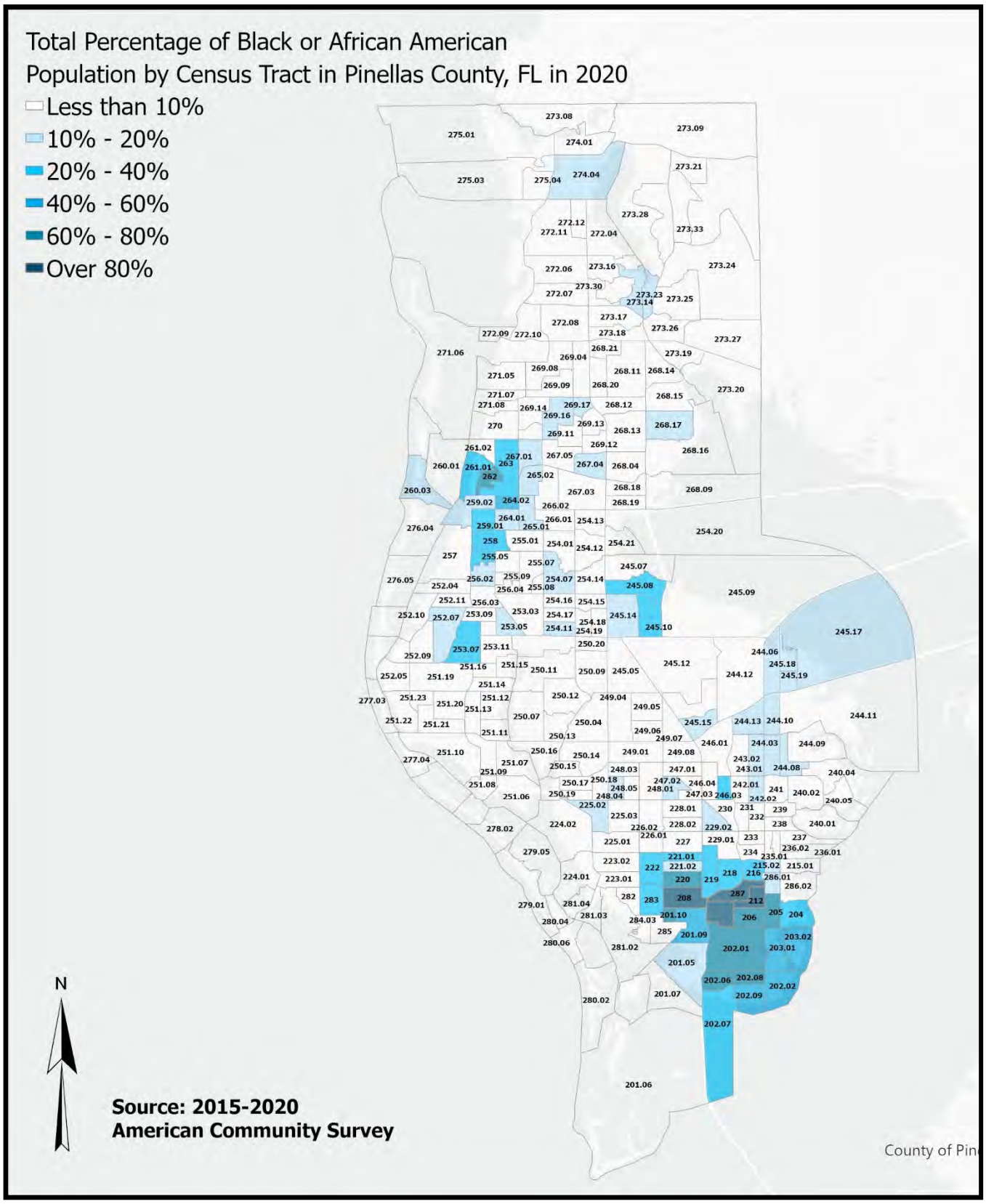


Figure 2

Areas with High Hispanic or Latino Population (All Races)

The Hispanic or Latino population comprises people belonging to different racial groups. This group accounted for approximately 8.7% (81,038) in 2015, approximately 8% (73,241) in 2010, and 9.9% (96,064) in 2020. **Table 2** below highlights those census tracts with a Hispanic or Latino population exceeding 20% of the census tract population. This

threshold was chosen to highlight those census tracts with the highest concentrations of the minority group. **Figure 3** displays the geographical distribution of the Hispanic or Latino population.

Table 2

Census Tract	Total Population	Hispanic or Latino Population (All races)	Percentage of Hispanic or Latino Population
245.1	6031	1598	26.50
245.14	5977	1510	25.26
247.02	2354	572	24.30
249.08	3366	885	26.29
254.11	1762	393	22.30
254.18	3348	721	21.54
254.19	4611	1447	31.38
255.05	2431	499	20.53
258	4177	840	20.11
264.02	3594	1331	37.03
265.02	4003	1127	28.15
267.01	4855	1237	25.48
267.03	7197	2176	30.23
268.13	4481	1403	31.31
268.18	4242	1693	39.91
268.19	2700	662	24.52
273.27	5193	1280	24.65

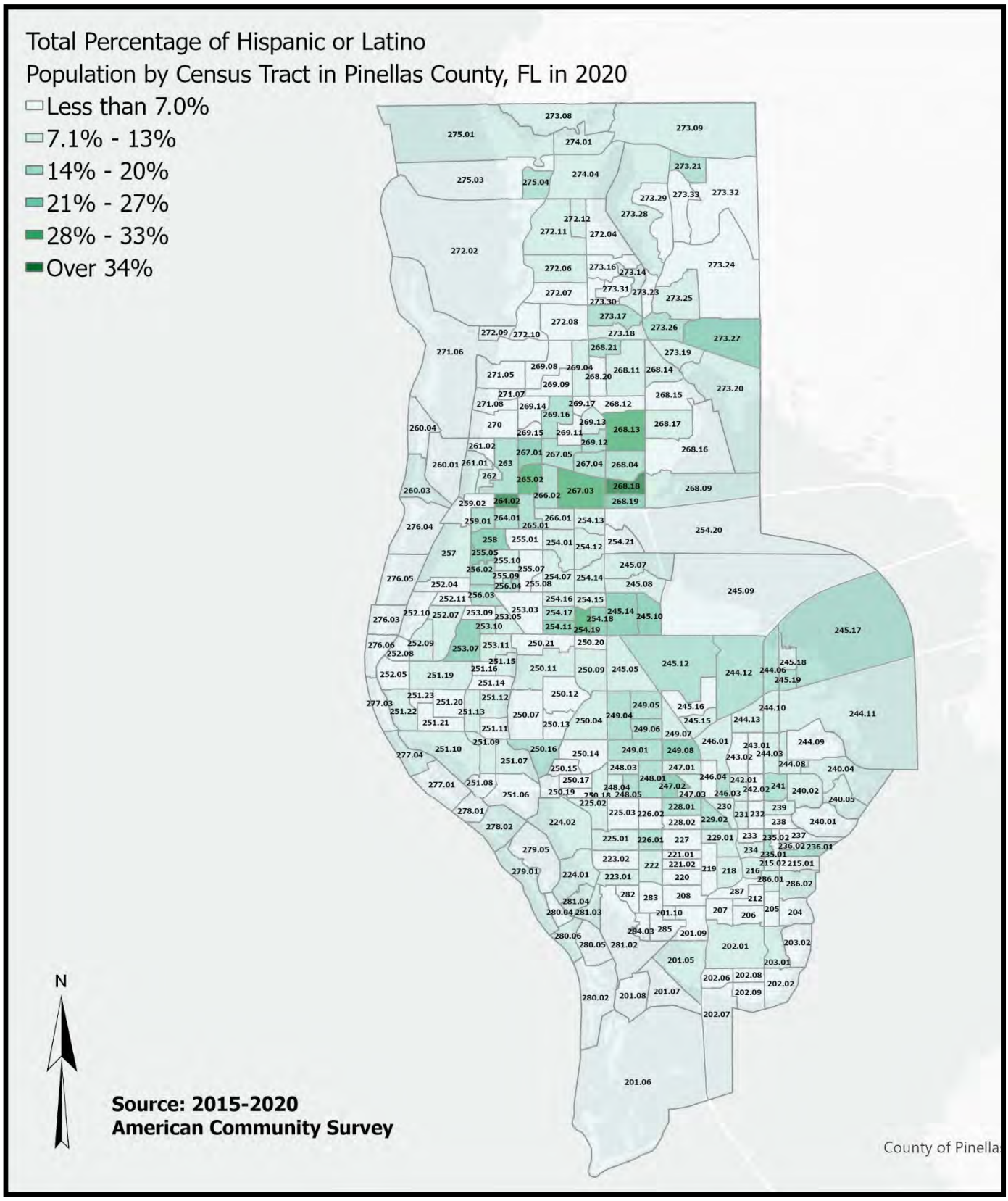


Figure 3

Areas with High Asian American Population

Asian Americans accounted for 3.5% (33,532) of the population in 2020, an increase from 3.2% (29,338) in 2015. **Table 3** below highlights those census tracts that have an Asian population above 10%. This threshold was chosen to highlight those census tracts with the highest concentrations of the minority group. Figure 6 displays the geographical distribution of the Asian population throughout Pinellas County.

Table 3

Census Tract	Total Population	Asian Population	Percentage of Asian Population over 10%
228.02	3854	510	13.23
229.02	2994	354	11.82
230	3038	654	21.53
242.01	3185	468	14.69
245.05	7095	1532	21.59
245.15	2235	226	10.11
245.17	3162	319	10.09
247.01	3190	631	19.78
249.04	3281	372	11.34
249.06	3775	379	10.04
250.09	3820	450	11.78
250.11	5132	524	10.21
250.21	2793	593	21.23

Areas with High American Indian and Alaska Native Population

The American Indian and Alaska Native population accounted for 0.25% (2,466) of the population in 2020 compared to 0.3% (2,355) in 2015. While this group is included in the total numbers for determining minority EJ areas, a separate analysis is not included due to the very small numbers of the population.

Areas with High Native-Hawaiian or Other Pacific Islander Population

Native-Hawaiian or Other Pacific Islanders accounted for about 0.1% of the total population of Pinellas County in 2020, or approximately 913 people. This is an increase from 663 people identified in this group in 2015. Due to such small numbers and percentages, a separate analysis is not included for this population.

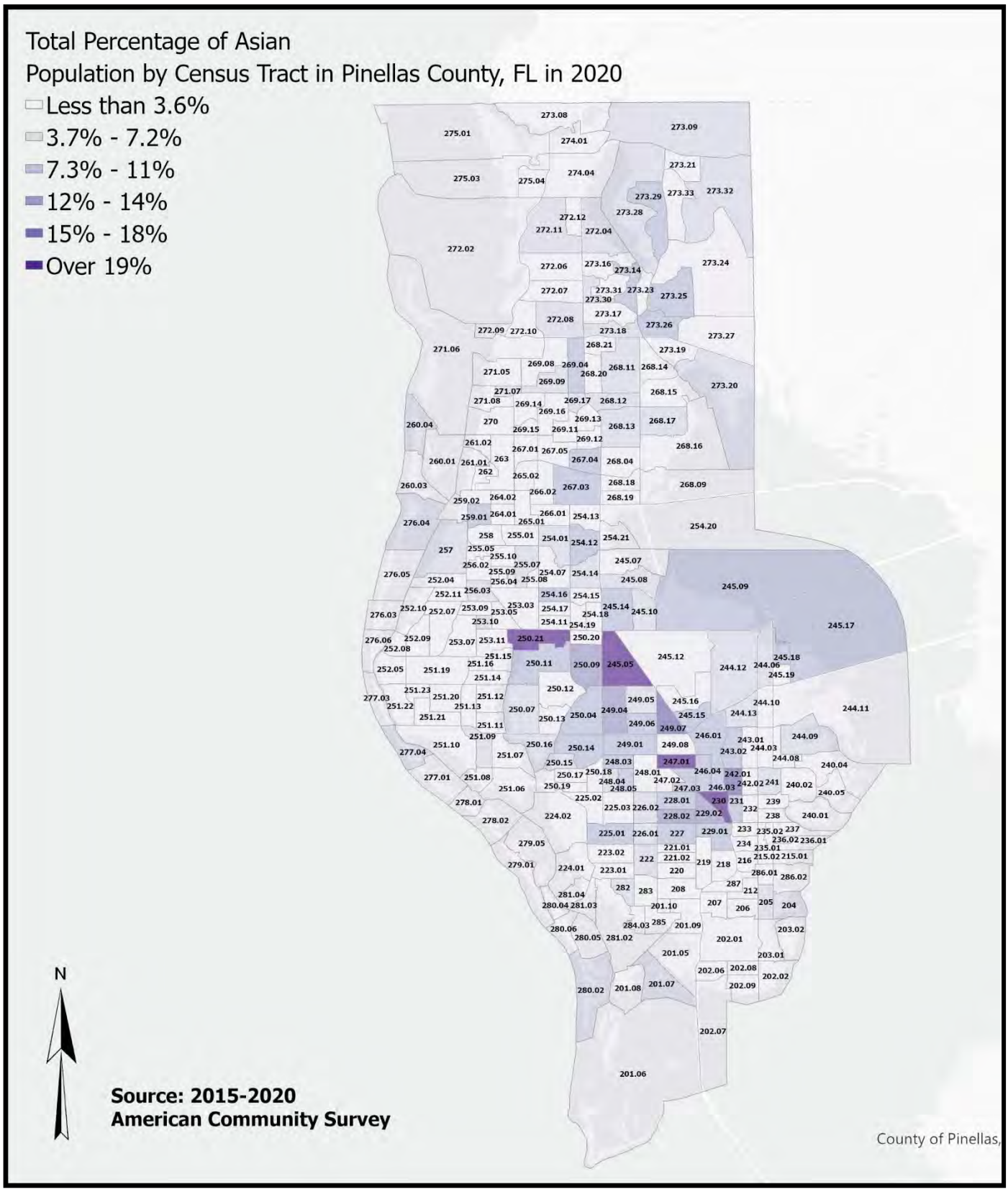


Figure 4

Low-Income Population Analysis

Low-income population refers to a person whole household income is at or below the U.S. Department of Health and Human Services Poverty Guidelines. The guidelines are issued each year by the Department of Health and Human Services

for administrative purposes and are a simplified version of the Poverty Thresholds used by the U.S. Census. Poverty Thresholds are a measure of need, which do not vary geographically, and are adjusted by such factors as family size, and number of children less than 1 year of age, and for farm and non-farm residents. **Table 4** demonstrates the poverty levels used by the US Census Bureau. Based on age, sex, family size or household role, and their income, individuals were classified below, at, or above the poverty level. This analysis considered only individuals below poverty level. Poverty statistics are used by federal agencies to assess the need or eligibility for various public assistance programs. The U.S. Census Bureau uses in its tables the population alone for whom poverty status is determined. Then adjustments are made for determination of poverty based on the criteria described above. The resulting population is reported by age group as below or above the poverty level.

Table 4

Poverty Thresholds for 2020 by Size of Family and Number of Related Children Under 18 Years

Size of family unit	Weighted average thresholds	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual):	13,171									
Under age 65.....	13,465	13,465								
Aged 65 and older.....	12,413	12,413								
Two people:	16,733									
Householder under age 65.....	17,413	17,331	17,839							
Householder aged 65 and older.....	15,659	15,644	17,771							
Three people.....	20,591	20,244	20,832	20,852						
Four people.....	26,496	26,695	27,131	26,246	26,338					
Five people.....	31,417	32,193	32,661	31,661	30,887	30,414				
Six people.....	35,499	37,027	37,174	36,408	35,674	34,582	33,935			
Seven people.....	40,406	42,605	42,871	41,954	41,314	40,124	38,734	37,210		
Eight people.....	44,755	47,650	48,071	47,205	46,447	45,371	44,006	42,585	42,224	
Nine people or more.....	53,905	57,319	57,597	56,831	56,188	55,132	53,679	52,366	52,040	50,035

Source: US Census Bureau

Analysis of Level of Poverty

The information for the low-income population group was retrieved from the 2015-2020 American Community Survey 5-Year Estimates for poverty status in the last twelve months. The analysis included people of all age groups. The per capita income data was included in the analysis to compare the relationship of the population in the census tract with the group below the poverty level being analyzed. The analysis also included an overview of the median income at the household level for the analysis group as a matter of reference.

The average low-income population by census tract in Pinellas County was 11.6% compared with a rate of about 12.1% in 2010 and 14.36% in 2015. Looking at poverty level from an age perspective, while the average census tract has a poverty level of about 11.6%, the average poverty level by census tract for those under 18 years of age is 15.7%, compared with 11.0% for those aged 18-65 and with 10.2% for those over 65 years of age.

Areas with High Black or African American Population below the Poverty Level

Approximately 10.3% (99,798) of the estimated Pinellas County population in 2020 were Black or African American. Poverty status was determined for 97,062 of this group in the 2015-2020 American Community Survey (ACS). Of the 97,062 in this group in Pinellas County for whom a poverty status determination was made, 21,165 (22%) were determined to be below the poverty level. The median household income for this group is $41,768 while the median income for Pinellas

County is $56,419 countywide. **Table 5** illustrates those census tracts with the highest concentrations of Black or African American population below the poverty level.

Table 5

Census Tract	Total Population	Population Black Alone	Population Black Alone Below Poverty	Percentage of Black or African American over 50% Below Poverty Line	Income per capita census tract
215.02	1262	180	120	66.7	$ 32,245.00
216	2086	679	411	60.5	$ 31,893.00
224.01	3222	5	3	60	$ 53,364.00
233	2277	129	75	58.1	$ 47,014.00
235.01	2344	65	46	70.8	$ 42,049.00
236.01	1506	66	66	100	$ 41,099.00
236.02	1391	14	14	100	$ 52,923.00
238	2579	8	8	100	$ 72,991.00
244.09	3067	9	9	100	$ 65,190.00
245.12	3395	136	112	82.4	$ 30,642.00
248.05	2883	65	65	100	$ 26,211.00
249.04	3281	22	22	100	$ 26,835.00
249.05	7521	484	257	53.1	$ 23,119.00
249.07	4025	322	253	78.6	$ 23,516.00
250.15	2500	29	20	69	$ 33,982.00
250.18	1926	133	68	51.1	$ 23,978.00
250.19	2128	143	143	100	$ 22,444.00
251.13	3148	2	2	100	$ 32,461.00
251.14	3109	66	59	89.4	$ 30,941.00
251.2	3682	15	15	100	$ 46,068.00
251.21	4910	146	120	82.2	$ 38,840.00
252.07	7478	1471	937	63.7	$ 25,076.00
254.17	2637	25	25	100	$ 26,453.00
254.19	4611	64	64	100	$ 25,059.00
259.02	2089	249	211	84.7	$ 50,710.00
269.13	3331	201	120	59.7	$ 34,894.00
269.14	4139	51	51	100	$ 36,080.00
272.07	4688	4	4	100	$ 36,865.00
272.11	4568	81	81	100	$ 32,386.00
273.08	3725	118	80	67.8	$ 31,004.00
273.21	1816	9	9	100	$ 33,519.00
273.23	3332	351	208	59.3	$ 34,949.00
278.02	2981	12	12	100	$ 40,440.00
280.04	1934	5	5	100	$ 48,224.00
280.06	1655	10	10	100	$ 55,856.00
284.03	2990	37	20	54.1	$ 42,060.00
286.02	2243	106	92	86.8	$ 60,983.00
287	1930	1805	977	54.1	$ 13,634.00

Source: US Census Bureau

Areas with a High Hispanic or Latino Population below the Poverty Level

In 2020, this group accounted for 9.9% (96,064) of the population in Pinellas County. Poverty status was determined for 79,802 of the total group. Of this, 14,076 (15%) Hispanic and Latino persons were determined to be under the poverty level. The median household income for this group is $49,848, compared to $56,419 countywide. Table 6 illustrates those census tracts with the highest concentrations of Hispanic or Latino population below the poverty level.

Table 6

Census Tract	Total Population	Population Latinos Below Poverty	Percentage of Latinos Below the Poverty Line	Income per capita census tract
205	4146	226	85.9	$ 19,334.00
212	2903	35	56.5	$ 16,394.00
216	2086	146	57.7	$ 31,893.00
245.18	1213	98	100	$ 29,549.00
246.04	2474	131	95.6	$ 19,398.00
254.17	2637	199	55.9	$ 26,453.00
258	4177	479	57	$ 19,029.00
260.03	1440	53	50.5	$ 69,833.00
262	2164	116	71.2	$ 15,633.00
268.19	2700	368	55.6	$ 28,812.00
271.08	2276	72	83.7	$ 31,126.00
273.08	3725	179	54.7	$ 31,004.00
273.3	2539	101	54.3	$ 31,176.00
273.33	3689	87	54.7	$ 29,592.00

Source: US Census Bureau

Areas with High Asian Population below the Poverty Level

Asian Americans accounted for 3.4% (33,532) of the population in 2020, and the poverty status was determined for 33,249 people in this group. It was determined that 3,931 Asian Americans were living below the poverty level, or just under 12% of the group. The median household income for this group in $57,230 in 2015 and $59,586 in 2020 compared with $56,419 countywide. Table 7 illustrates those census tracts with the highest concentrations of Asian population below the poverty level.

Table 7

Census Tract	Total Population	Population Asian Alone	Population Asian Alone Below Poverty	Percentage of Asian Population Below Poverty Level	Income per capita census tract
269.09	4892	184	94	51.1	$ 22,070.00
250.11	4885	524	270	51.5	$ 41,356.00
245.08	5164	205	107	52.2	$ 27,398.00
267.05	3094	67	35	52.2	$ 30,798.00
205	4146	231	149	64.5	$ 19,334.00
264.02	3594	51	34	66.7	$ 13,978.00
261.01	2553	64	43	67.2	$ 40,385.00
202.01	5353	71	49	69	$ 33,128.00
267.04	3458	281	246	87.5	$ 47,833.00
255.05	2324	45	40	88.9	$ 18,806.00
203.01	3458	10	10	100	$ 31,462.00
212	2903	8	8	100	$ 16,394.00
245.16	2020	31	31	100	$ 33,369.00
247.02	2347	6	6	100	$ 22,730.00
254.19	4611	62	62	100	$ 25,059.00
255.09	4074	16	16	100	$ 21,762.00
271.07	1664	61	61	100	$ 20,253.00
272.09	1135	12	12	100	$ 37,613.00
272.1	5046	14	14	100	$ 32,656.00
280.06	1655	1	1	100	$ 55,856.00
287	1930	12	12	100	$ 13,634.00

Source: US Census Bureau

Areas with High American Indian and Alaska Native Population below the Poverty Level

The American Indian and Alaska Native population accounted for 0.25% (2,466) of the population in 2020. Poverty status was determined for 2,436 in this group, with 539, or 22%, determined to be below the poverty level. The median income for this group countywide was $50,156, compared to $56,419 for all persons countywide. While this group is included in the total numbers for determining low-income EJ areas, a separate analysis is not included due to the very small numbers of the population.

Areas with High Native-Hawaiian or Other Pacific Islander Population below the Poverty Level

Native-Hawaiian or Other Pacific Islanders accounted for about 0.1% of the total population of Pinellas County in 2020, or approximately 913 people compared to approximately 931 people in 2015. Poverty status was determined for 900 people in this group, finding that 81, or 9%, of the group is below the poverty level. The median income for this group is $53,250, compared to $56,419 countywide. While this group is included in the total numbers for determining low-income EJ areas, a separate analysis is not included due to the very small numbers of the population.

Areas with High White Alone Population below the Poverty Level

Pinellas County is 80% White with a total population of 776,810, according to the 2020 American Community Survey (ACS). Poverty status was determined for 703,229 people in this group. Of this group, 66,865 people were determined to be below the poverty level, approximately 10% of the White population. The median income for this group was $59,453, compared to $56,419 countywide**. Table 8** illustrates those census tracts where more than 25% of the white population is below the poverty level.

Table 8

Census Tract	Total Population	Population White Alone	Population White Alone Below Poverty	Percentage of White Alone Population Below Poverty Level	Income per capita census tract
256.04	1576	1094	282	25.8	$ 23,037.00
271.07	1664	1543	404	26.2	$ 20,253.00
247.01	3190	2055	570	27.7	$ 18,209.00
267.03	7081	4357	1226	28.1	$ 24,065.00
264.02	3594	798	228	28.6	$ 13,978.00
255.05	2324	1104	396	35.9	$ 18,806.00
245.1	3272	897	334	37.2	$ 12,770.00
246.03	3338	922	396	43	$ 13,779.00
206	3922	615	379	61.6	$ 24,632.00
207	3230	77	49	63.6	$ 22,285.00
212	2903	326	223	68.4	$ 16,394.00

Source: US Census Bureau

Summary Analysis

Table 9 below, illustrates the poverty status and median income for each population group countywide.

Table 9

Population Group	**Total Population Whose Poverty Status been Determined**	**Population Below Poverty Level**	**Percent of Population Below Poverty Level**	**Median Income for Population Group**
Black or African American	955568	97062	22%	$41,768
Hispanic or Latino	94663	14076	15%	$49,848
Asian	33249	3931	12%	$59,586
American Indian or Native Alaskan	2436	539	22%	$50,156
Native Hawaiian or Pacific Islander	900	81	9%	$53,250
White Alone	703229	66865	10%	$59,453

Source: US Census Bureau

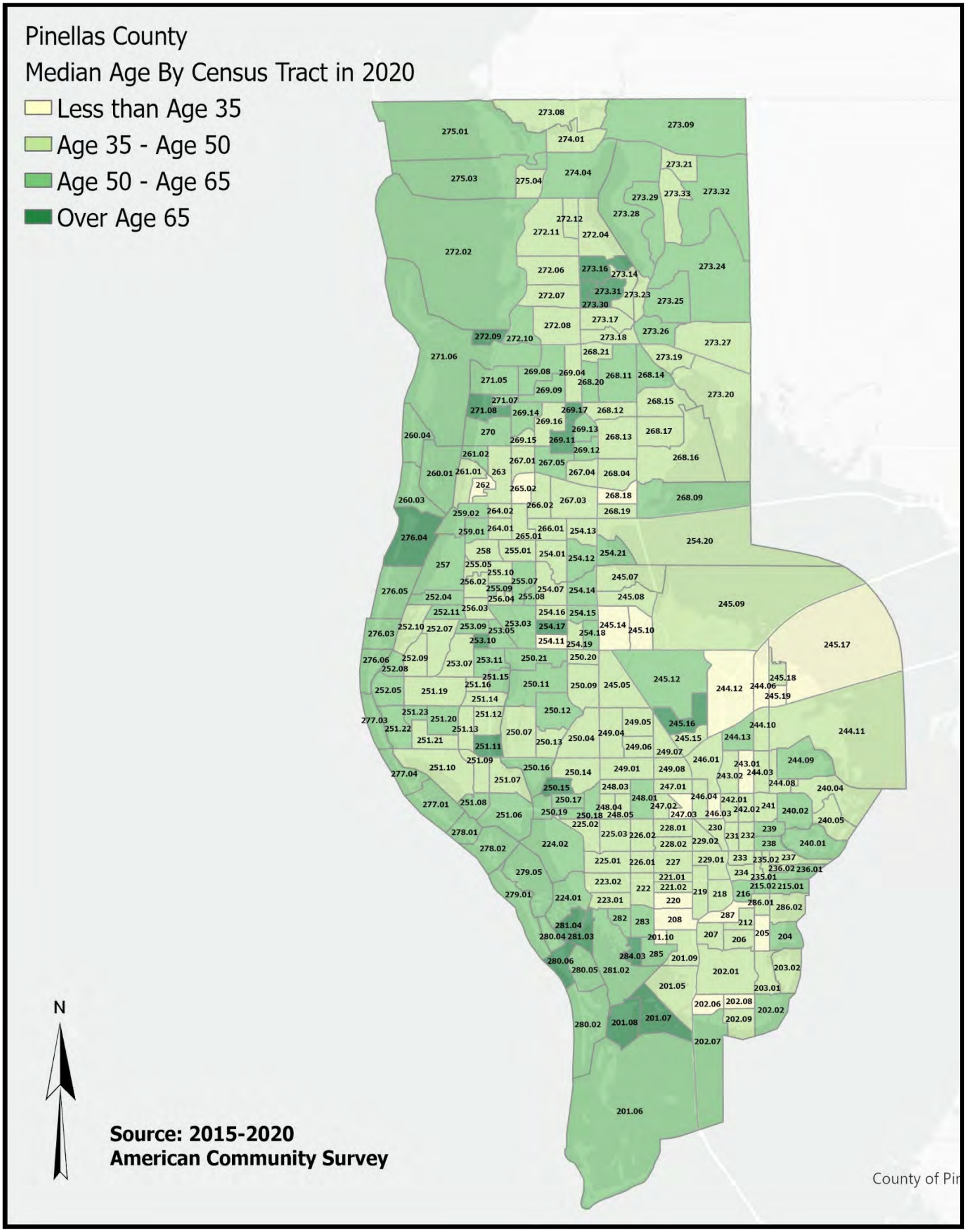
AGE ANALYSIS

As previously stated, the median age of residents continued to increase from 46.3 in 2010 to and 47.1 in 2015 and 47.9 in 2017. Due to the increasing median age of residents in Pinellas County, a separate analysis for age is included in this document. **Table 10** displays those census tracts where the median age of the residents exceeds 65. Figure 7 illustrates the geographical distribution of the median age by census tract throughout the county. This analysis can help identify those areas where a large segment of the population may face mobility challenges and could benefit from additional consideration during the transportation planning process.

Table 10

Census Tract	Median Age
201.07	68.8
201.08	66.4
245.16	75
250.15	69.1
251.11	69.5
253.1	67.9
254.17	68.7
269.11	66.7
269.17	65.6
271.08	72.3
272.09	65.9
273.16	66.3
273.3	73.9
273.31	67.3
276.04	68.1
280.06	70.7
281.03	66.4
281.04	67.6
284.03	67.5

Source: US Census Bureau


Pinellas County
Median Age By Census Tract in 2020
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Age 35 - Age 50
Age 50 - Age 65
Over Age 65
N
Source: 2015-2020
American Community Survey
County of Pi

Figure 5

Technical Coordinating Committee – January 25, 2023

7. Sunset Point Road Safety Study

Summary

One of the core elements of Safe Streets Pinellas, the Vision Zero program for Pinellas County, is to take a "data-driven approach" and address top risk factors and mitigating treatments to reduce potential crashes and lessen crash severity. One area of focus is to reduce the likelihood of crashes at trail crossings by identifying improvements that result in trail and roadway users behaving predictably at intersections.

Forward Pinellas has requested AECOM conduct data collection at the Pinellas Trail and Sunset Point Road Crossing as before and after conditions. The County extended the trail to the south and installed RRFBs at this crossing within the last year. The County is considering revising the trail crossing. The before count data and field observations are to be collected in June 2021 to be used by Forward Pinellas and the County to address safety concerns. An after conditions data collection will be conducted by AECOM at a date to be determined (prior to June 2022) based on improvements to the current RRFBs.

The before–after study is the most popular approach for estimating the safety impacts of an intervention or treatment. It is important for CDOT to continue to conduct Before/After Safety Analyses to understand what safety improvements are most effective. While many of the projects analyzed in the study have shown significant safety benefits, some showed deterioration in safety. It is essential to complete these studies to understand the impacts of different improvement types and why the initially predicted safety improvements are not always observed following construction. It is recommended that CDOT institutionalize this process and perform a before/after safety analysis evaluation of safety performance for all projects constructed when after period crash data becomes available. Analyzing safety performance of projects before and after completion will allow CDOT to make better and more informed decisions for future projects, thereby maximizing the positive impact of the limited safety improvement funding that is available.

ATTACHMENT(S):

- After Conditions
- Before Conditions

ACTION: None Required, Informational Item Only

Pinellas Trail and Sunset Point Road Crossing Before Conditions

Technical Memorandum

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Forward Pinellas

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July 29,2021

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1.0 Introduction

Background

At the request of Forward Pinellas, AECOM conducted data collection at the Pinellas Trail and Sunset Point Road Crossing to assess the existing (before) bicycle and pedestrian crossing conditions. The Pinellas Trail was extended to the south and rapid rectangular flashing beacons (RRFBs) installed for the crossing within the last year. Based on increased crossing activity at this location and comments by residents, the County has programmed upgrades to the existing RRFBs, including revising signage, restriping the Pinellas Trail and moving the location of the activation poles based on the new striping.

Forward Pinellas requested AECOM collect before conditions data to be used to compare with after conditions. AECOM conducted count data and field observations over a 4-day period, June 17th (Thursday) through June 20th (Sunday) for both Sunset Point Road and the Pinellas Trail. An after conditions data collection will be conducted by AECOM at a date to be determined based on the completion of the crossing improvements.

The following was performed for the initial data collection:

- **Pinellas Trail Counts**: Pneumatic counters were set up on the north and south sides of the Pinellas Trail at the intersection of Sunset Point Road to collect 24-hour, 15-minute interval, bi-directional bicycle counts including bicycle speed.
- **Sunset Point Road**: Pneumatic counters were placed east and west of the Pinellas Trail crossing along Sunset Point Road to collect 24-hour, 15-minute interval traffic counts including speed, direction, and peak time reporting.
- **Pedestrian Movements**: Two Miovision cameras were installed facing north and south to recorded 24-hour, 15-minute interval counts of pedestrian and bicycle crossing activity and to develop yield rates.
- **Field Observations:** In-person field observations were conducted during the 4-day data collection period.

1.1 Summary of Findings

This technical memorandum outlines the data collected and the process followed to determine yield rates by day, by lane, over a four-day period (6 AM to 9 PM). The crossing is located on a four-lane divided section of Sunset Point Road and includes a refuge median with the option to activate the RRFBs in the median, as well on the north side and south side of the Pinellas Trail. A signalized intersection is located in close proximately (to the east) of the crossing.

AECOM reviewed our initial field observations with Forward Pinellas prior to developing a methodology for determining yield rates. It was determined the yield rate methodology required reviewing the Miovision camera footage for all four days, not just one weekday and one weekend day as listed in the scope, to provide enough data to compare to the after conditions.

AECOM documented each crossing for both pedestrians and cyclists over the four-day period. The logged activity was based on the camera footage and included AECOM's visual identification of the activation of the RRFBs, the number of vehicles present in each lane at the time of crossing, and a yield or no yield count by lane for each day. The calculations are based on AECOM's determination of four days of camera footage and support the overall findings of what AECOM observed in the field.

The percentages calculated by lane varied based on sample size. For example, a yield rate per lane may range from N/A as no cars were present in that lane at the time of crossing to 100

percent indicating a car was present in the lane and yielded or did not yield at the time of crossing.

AECOM reviewed the crossing activity to determine if peak hour travel impacted yield rates. It appears from on-site observations that peak hour traffic was not a major factor in yield rates as the heavier the traffic, the more likely vehicles were traveling slower and able to yield more quickly. Pedestrians and cyclists were also more likely to activate the RRFBs and wait for a break in the heavy traffic.

AECOM's findings indicate that activating the RRFBs improves the likelihood vehicles will yield for pedestrians and cyclists crossing at the Pinellas Trail and Sunset Point Road. Activating the RRFBs in combination with watching for traffic to safely stop before crossing to the median and then across the next two lanes was visually confirmed as the safest experience for both pedestrians and cyclists.

Summary for Pedestrian Crossings (4-Day Period)

For pedestrians, over a four-day period, it was approximately a 28 percent improvement in yield rates with the RRFBs activated. Activating the RRFBs did not guarantee a vehicle would yield for a pedestrian, but it increased the likelihood of a safer crossing experience.

Teamed with in-person observations, a generalization can be made that pedestrians are cautious when they navigate the crosswalk and more likely to signal to the approaching vehicles once the RRFBs are activated. Pedestrians are also more likely to wait for vehicles to stop before stepping into the crosswalk, thus improving the overall safety of the event. It appeared pedestrians were more at risk by distracted drivers who continued on through the crossing even vehicles stopped in other lanes. For pedestrians, activating the RRFBs showed an increase in the yield rate and the likelihood of a safer crossing.

Summary for Cyclist Crossings (4-Day Period)

For cyclist, over a four-day period, it was approximately a 39 percent improvement in yield rates with the RRFBs activated. Teamed with in-person observations, it appears this large improvement can be attributed to behavior of cyclists. Cyclists are less likely to activate the RRFBs as they are scanning for opportunities to cross as they approach. Cyclists will activate the beacon if the traffic is heavy and no break is evident. Cyclists in groups tend to activate the RRFBs and families cycling with children tend to activate the RRFBs. Cyclists also assist the vehicles with avoiding an incident by changing speed when crossing. For cyclists, activating the RRFBs showed an increase in the yield rate and the likelihood of a safer crossing.

2.0 Equipment Installed

The project location map (**Figure 2-1**) depicts the location of Pinellas Trail and Sunset Point Road crossing collected through drone footage in June 2021, before conditions, and illustrates the location of each piece of equipment.

Figure 2-1: Pinellas Trail and Sunset Point Road Equipment Placement – Before Conditions, June 2021

2.1 Pneumatic Counters

Pneumatic counters were installed on the north and the south sides of the Pinellas Trail and on Sunset Point Road eastbound and westbound for the four-day data collection period of June 17, 2021 to June 20, 2021.

Figure 2-2 illustrates an example of the location of the pneumatic counters and the counting box equipment on the north side of the Pinellas Trail and on Sunset Point Road east of the Pinellas Trail.

Figure 2-2: Pneumatic Counters on the Pinellas Trail and Sunset Point Road

2.2 Miovision Camera Placement

Two Miovision cameras were installed on the north and south sections of the Pinellas Trail and Sunset Point Road. **Figure 2-3** illustrates the Miovision camera placements.

Figure 2-3: Miovision Camera on the Pinellas Trail and Sunset Point Road

3.0 Data Reporting – Before Conditions

3.1 Traffic Count Summary by Day

The posted speed along Sunset Point Road is 40 mph and the posted speed on the Pinellas Trail is 20 mph. Pneumatic traffic counters were placed on Sunset Point Road east and west of the crosswalk to collect vehicle volume, vehicle classification, and speed data for 24-hour, 15-minute interval traffic counts including speed, direction, and peak time reporting. Four days of data were collected from 6/17/2021 12:00 AM to 6/20/2021 11:59 PM. All agencies with interest in this area were contacted prior to placing the equipment.

Tables 3-1 and **3-2** are summaries of the speed data, including the 85th percentile speed of traffic for eastbound and westbound flow. A detailed report of traffic data in 15-minute intervals is included in **Appendix A.**

Table 3-1 Sunset Point Road West of Pinellas Trail Station 1 Vehicle Speed Counts

Eastbound					
	6/17/21 Thursday	**6/18/21 Friday**	**6/19/21 Saturday**	**6/20/21 Sunday**	**Average Speed / Avg. Daily Volume**
85% SPEED (EB)*	43	43	43	43	43
VOLUME (EB) 24/hour	12,553	13,409	11,242	9,713	11,729

*Note: 85 percent speed represents 85 percent of traffic is traveling at this speed or lower. This number is utilized by traffic engineers to set speed limits and for traffic calming purposes.

Table 3-2 Sunset Point Road East of Pinellas Trail Station 2 Vehicle Speed Counts

Westbound					
	6/17/21 Thursday	**6/18/21 Friday**	**6/19/21 Saturday**	**6/20/21 Sunday**	**Average Speed / Avg. Daily Volume**
85% SPEED (WB)*	42	42	42	42	42
VOLUME (WB) 24/hour	12,512	13,646	11,494	9,826	11,870

*Note: 85 percent speed represents 85 percent of traffic is traveling at this speed or lower. This number is utilized by traffic engineers to set speed limits and for traffic calming purposes.

Summary Findings for Speed Data

A review of the speed data indicated that the 85th percentile speed averages 43 mph westbound and 42 mph eastbound, only slightly above the posted limit of 40 mph. AECOM reviewed the detailed report and observed traffic on various week and weekend days to assess speed and driver behavior. Speed in this area of the corridor does not appear to contribute to pedestrian or bicycle crossing concerns. A signalized intersection is present to the east of the crossing, which may be contributing to the combined average speed of 43 mph.

3.1.1 Bicycle Count Summary by Day

Pneumatic traffic counters were placed on the Pinellas Trail north and south of Sunset Point Road to collect bi-directional bicycle volume and speed data for 24-hour, 15-minute interval bicycle counts including speed, direction, and peak time reporting. The speed data was collected to determine the 85th percentile speed of bicycle traffic.

Tables 3-3 and **3-4** are summaries of the bicycle count data. A detailed report of bi-directional bicycle count data in 15-minute intervals is included in **Appendix B.**

Table 3-3 Pinellas Trail North of Sunset Point Road Station 3
Bicycle Speed Counts

Trail North of Sunset Point Road				
	6/17/21 Thursday	6/18/21 Friday	6/19/21 Saturday	6/20/21 Sunday
85% SPEED (NB)*	12	11	11	11
VOLUME (NB) 24/hour	37	44	96	72
85% SPEED (SB)	11	10	10	9
VOLUME (SB)	32	30	89	78
Total Daily Bicycle	69	74	185	150

*Note: 85 percent speed represents 85 percent of traffic is traveling at this speed or lower.

Table 3-4 Pinellas Trail South of Sunset Point Road Station 4
Bicycle Speed Counts

Trail South of Sunset Point Road				
	6/17/21 Thursday	6/18/21 Friday	6/19/21 Saturday	6/20/21 Sunday
85% SPEED (NB)*	11	12	10	8
VOLUME (NB) 24/hour	27	38	60	46
85% SPEED (SB)	12	12	12	11
VOLUME (SB)	33	40	61	62
Total Daily Bicycle	60	78	121	108

Note: 85 percent speed represents 85 percent of traffic is traveling at this speed or lower.

Summary of Bicycle Data

Not all cyclists crossed Sunset Point Road. Volumes on each side of the Trail are different due to the various travel patterns and access points used by the cyclists. A sidewalk and bicycle lane are present on both sides of Sunset Point and these facilities are used to also access the Trail. A review of the speed data indicated that the 85th percentile speed averages 11 mph, below the posted limit of 20 mph. The average bicycle speed does not appear to contribute to crossing concerns. The in-person observations confirmed the various bicycle activity patterns.

3.2 Field Observations

AECOM was tasked with field observations for one weekday and one weekend day between June 17 and June 20. Additional field observations were made while conducting equipment inspections. The Trail crossing has a parking area on the north side of the Trail. This location provided a safe area for observing activity. No significant rain was present during the four days of counts collection.

Onsite Observation Dates

AECOM observed the crossing on the following days and times:

- Thursday, June 17, 2021 5:00PM – 8:00PM
- Friday, June 18, 2021 4:30PM – 8:00PM
- Saturday, June 19, 2021 6:00AM – 12:00PM

- Sunday, June 20, 2021 8:00AM – 11:00AM

Summary of Onsite Observation Data (Non-Miovision)

Generalized Pedestrian Behavior

- Pedestrians are more likely to activate the beacon regardless of light or heavy traffic.
- Pedestrians often pause in the center median to visually check traffic and press the RRFB button again even if it is still flashing.
- Pedestrians are generally more cautious, aware of traffic in all lanes and assist the vehicles with avoiding conflicts by signaling their presence to the drivers.
- The RRFBs flash for approximately 40 seconds. Pedestrians seem comfortable with this range and do not hurry across. Pedestrians generally complete the crossing with time to spare, ranging from 10 to 15 seconds remaining.

Generalized Cyclist Behavior

- Cyclists are less likely to activate the beacon, especially if they can visually see a break in the traffic as they approach the crossing. A cyclist will activate the beacon if absolutely necessary, particularly if no visible break.
- Cyclists stop in the median only if necessary.
- A small population of cyclist crossed mid-block in front of the BB&T (Truist) Bank to avoid the crossing. This was observed at least one time during each field visit.
- Two or more cyclists traveling in a group are more likely to activate the RRFBs. Families crossing with younger riders generally activate the RRFBs.

Generalized Vehicular Behavior

- Lane changing maneuvers occur mostly during heavier traffic but is a consistent issue in all lanes at all times of day. Drivers behind the closest approaching cars are more likely to depart a lane to avoid slowing down. This behavior creates an unsafe condition as the person crossing is not expecting this to occur.
- Based on visual observations, distracted driving appears to be a significant issue in this area, occurring at different times of day and in all lanes.
- Eastbound traffic backs up at times (depends on signal or traffic flow) past the crosswalk, but generally does not impede the ability to cross. Eastbound drivers tend to be more aware of the crossing and more likely to yield as they are already slowing for the signal.

3.3 Miovision Collection and Review

In order to determine the number of bicycles and pedestrians crossing Sunset Point Road at the Pinellas Trail, two Miovision cameras were installed facing north and south. These cameras collected video footage over four days and the video was uploaded to Miovision for processing for the following:

- Number of pedestrians crossing northbound and southbound, and
- Number of bicycles crossing northbound and southbound

The Miovision reporting for bicycle and pedestrian count data by day and time period in 15-minute intervals can be found in **Appendix B.**

AECOM performed a QA/QC review of the footage from both cameras for all four days to determine the yield rates by lane and by direction as well as crossing activity for both pedestrians and cyclists,

3.4 Yield Rate Calculations

As mentioned, AECOM's yield rate methodology was based on visual review of the camera footage and field observations. AECOM determined activity and the yield counts to the best extent possible based on the information provided by the camera and the behavior of the persons crossing.

Yielding vehicles were identified based on criteria agreed upon by the Forward Pinellas. The yield percentage (or percentage of vehicles yielding to the pedestrians or bicycles on the crosswalk) was calculated based on these criteria for each lane. Percentage of vehicles not yielding was computed by dividing the number of vehicles not yielding by the total number of vehicles that approached the crosswalk while the pedestrian is in the crosswalk or steps into the crosswalk and is upon half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway.

The yield rate calculations considered several factors. For example, if the beacon was activated and several vehicles were already in motion and within the 40 feet of the stop bar, the reviewer waited to count a no yield approximately 5 to 7 seconds to allow for vehicles to yield or clear the crosswalk. If the beacon was not activated, the reviewer watched for driver recognition of the person crossing by vehicles in each lane and determined the yield and no yield activity. Some pedestrians and cyclists assessed conditions before crossing and did not show intent right away. This behavior was considered when determining a yield or no yield. Regardless of activation of the RRFBs, the reviewer marked a vehicle as failing to yield if it proceeded through or stopped in the crosswalk when it was evident a person was initiating a crossing.

Percentage of vehicles not yielding was computed by viewing the camera footage, identifying the total number of vehicles present during an active crossing, and counting the number of vehicles that yielded, as well as the number of vehicles that did not yield during an active crossing. The total not yielding was divided by the total number of vehicles, per lane, that approached the crosswalk while the pedestrian was in the crosswalk or stepped into the crosswalk and was upon half of the roadway upon which the vehicle was traveling or when the pedestrian approached so closely from the opposite half of the roadway.

Based on Florida Statute 316.130. 7 (b), "The driver of a vehicle at any crosswalk where signage so indicates shall stop and remain stopped to allow a pedestrian to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger."

An example of how a no yield rate was calculated is provided by screen captures from the camera footage as described:

- Figure 1 - the bicyclist has activated the RRFBs;
- Figure 2 - the semi-truck and passenger vehicle are not counted as failure to yield as they were too close to the crosswalk to safely stop as time RRFBs activated;
- Figure 3 - the white SUV in lane 4 EB is counted as failure to yield;
- Figure 4 and Figure 5, the black SUV in lane 4 EB is counted as failure to yield;
- Figure 6 – one vehicle is counted as a yield in lane 4 EB and two vehicles are counted as a yield in lane 3 EB after the white and black cars failed to yield.
- Figure 7 - the same 3 vehicles in lanes 3 and 4 EB continue to yield as the cyclist crosses. No cars were present in lanes 1 and 2 WB at the time the cyclist approached the median.

A yield is defined by a vehicle stopping for pedestrain or cyclist that is crossing a section of the roadway. A no yield is defined as a vehicle that continues to drive past a pedestrian or cyclist that is attempting to cross a section of roadway.

In the case of a divided roadway such as Sunset Piont Road, as a pedestrian or cyclist is crossing the eastbound lanes, the vehicles in these lanes are required to yield. The vehicles in the westbound direction are not required to yield until the pedestrian or cyclist has reached the median, then vehicles in the westbound direction are required to yield.

Figure 3-1 Bicyclist Crossing No Yield Example Scene 1

Scene 1: Cyclist activates the RRFBs, traveling south to north

Figure 3-2 Bicyclist Crossing No Yield Example Scene 2

Scene 2: Two vehicles not counted, too close to stop within 2 seconds of activation

Figure 3-3 Bicyclist Crossing No Yield Example Scene 3

Scene 3: White SUV fails to yield in lane 4 EB, WB vehicle on other side of crossing not counted

Figure 3-4 Bicyclist Crossing No Yield Example Scene 4

Scene 4: Black SUV fails in lane 4 WB fails to yield, approximately 5 to 6 seconds passed with active RRFBs.

Figure 3-5 Bicyclist Crossing No Yield Example Scene 5

Scene 5: Black SUV fails to yield and continues through crosswalk not acknowledging cyclist.

Figure 3-6 Bicyclist Crossing No Yield Example Scene 6

Scene 6: Three vehicles yield (lanes 3 and 4 EB) after two failed to yield with 8 seconds passed.

Figure 3-7 Bicyclist Crossing No Yield Example Scene 7

Scene 7: Cyclist is almost midway through the crosswalk after activating the RRFB 10 seconds prior. The two vehicles in lane 3 EB had yielded. The one vehicle in lane 4 EB is counted as a yield and added into total for percentage of 4 EB. No vehicles are approaching westbound side.

Figure 3-8 Bicyclist Crossing Yield Example Scene 8

Figure 3-9 Bicyclist Crossing Yield Example Scene 9

Scene 8 and 9: Vehicles present in video stopped for persons in crossing. Counted as yields by time and lane.

3.5 Yield Rate Review and Summary

From the Miovision video footage, AECOM documented by date and time (6:00AM to 9:00PM) pedestrian and bicycle crossing activity.

3.5.1 Summary of Yield Activity

Vehicles present at the time of the crossing were documented by lane and direction as to whether they did yield or did not yield to pedestrians or cyclists. Yield rates were determined for both beacon activated and non-activated crossings. A detailed spreadsheet of the data is located in **Appendix C**.

Tables 3-5 to **3-14** provide a summary of the camera review data. Additionally, **Figures 3-10** to **3-25** provide an illustration of the vehicle yield percentages by lane for pedestrians and bicyclists separately. **Appendix D** illustrates the vehicle yield percentages by lane for both pedestrians and bicyclists.

Table 3-5 Pedestrians Crossing and Eastbound Vehicle Yield Count by Day (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Eastbound Interacting with Pedestrians Crossing										
Date	Pedestrians Crossing	Activated Button	Vehicle Yield				Total Vehicle		Vehicle Percent Yield	
			Yes	No	Yes	No	Yes	No Yield		
			Sunset Point Road (EB) Outside Lane		Sunset Point Road (EB) Inside Lane		(EB) Outside /Inside Lane	(EB) Outside /Inside Lane	Yes	No
6/17/20, Thursday	30	Yes	5	7	3	2	8	9	47%	53%
		No	1	5	0	3	1	8	11%	89%
6/18/20, Friday	25	Yes	6	4	5	2	11	6	65%	35%
		No	0	1	0	2	0	3	0%	100%
6/19/20, Saturday	53	Yes	10	13	3	12	13	25	34%	66%
		No	0	1	0	0	0	1	0%	100%
6/20/20, Sunday	21	Yes	3	0	1	0	4	0	100%	0%
		No	0	5	1	3	1	8	11%	89%

Table 3-6 Pedestrians Crossing and Westbound Vehicle Yield Count by Day (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Westbound Interacting with Pedestrians Crossing										
Date	Pedestrians Crossing	Activated Button	Vehicle Yield				Total Vehicle		Vehicle Percent Yield	
			Yes	No	Yes	No	Yes	No Yield		
			Sunset Point Road (WB) Outside Lane		Sunset Point Road (WB) Inside Lane		(WB) Outside /Inside Lane	(WB) Outside /Inside Lane	Yes	No
6/17/20, Thursday	30	Yes	2	11	7	9	9	20	31%	69%
		No	0	6	0	3	0	9	0%	100%
6/18/20, Friday	25	Yes	4	4	3	3	7	7	50%	50%
		No	2	0	2	1	4	1	80%	20%
6/19/20, Saturday	53	Yes	4	3	5	7	9	10	47%	53%
		No	0	2	0	3	0	5	0%	100%
6/20/20, Sunday	21	Yes	2	3	3	1	5	4	56%	44%
		No	1	0	0	0	1	0	100%	0%

Table 3-7 Pedestrians Crossing and Combined (EB & WB) Vehicle Yield Count by Day (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Combined Interacting with Pedestrians Crossing						
Date	Total Pedestrian Crossing	Pushed Button	Vehicles Yes or No Yield to Pedestrians Crossing			
			Yield Rate for Vehicles Total		Percent Yield Rate for Vehicles	
			Yes	No	Yes	No
6/17/20, Thursday	30	Yes	17	29	**37%**	**63%**
		No	1	17	**6%**	**94%**
6/18/20, Friday	25	Yes	18	13	**58%**	**42%**
		No	4	4	**50%**	**50%**
6/19/20, Saturday	53	Yes	22	35	**39%**	**61%**
		No	0	6	**0%**	**100%**
6/20/20, Sunday	21	Yes	9	4	**69%**	**31%**
		No	2	8	**20%**	**80%**

Table 3-8 Pedestrians Crossing and Combined Vehicle Yield Count (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Identified During Pedestrian Crossings				
Ped. Activated RRFBs	Yield Rate for Vehicles		Total Vehicles	Percent Yield Rate for Vehicles
	Yes	No		
Yes	66	81	147	Activated: 55% of vehicles failed to yield over four days, all lanes
No	7	35	42	No Activation: 83% of vehicles failed to yield over four days, all lanes

Table 3-9 Pedestrians Crossing and Combined Vehicle Yield Count (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Identified During Pedestrian Crossings			
Ped. Activated RRFBs	Yield Rate for Vehicles		Total Vehicles
	Yes	No	
Yes	66	81	147
No	7	35	42
	Regardless of activation: 73 (39%) of vehicles yielded for pedestrians	Regardless of activation: 116 (61%) of vehicles did not yield for pedestrians	

Figure 3-10 Vehicles Not Yielding to Pedestrians – Button Activated – June 17

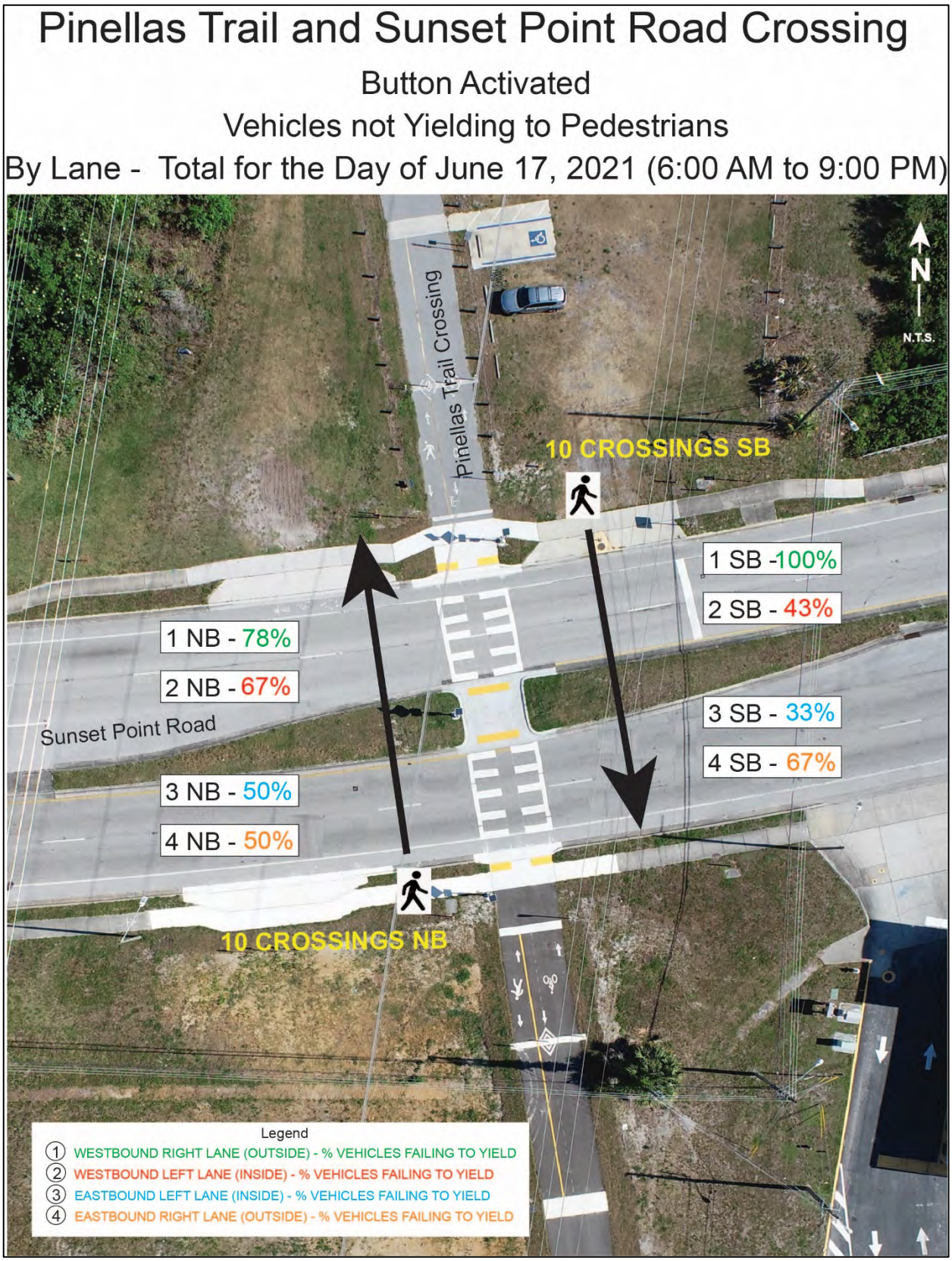


Figure 3-11 Vehicles Not Yielding to Pedestrians – Button Not Activated – June 17

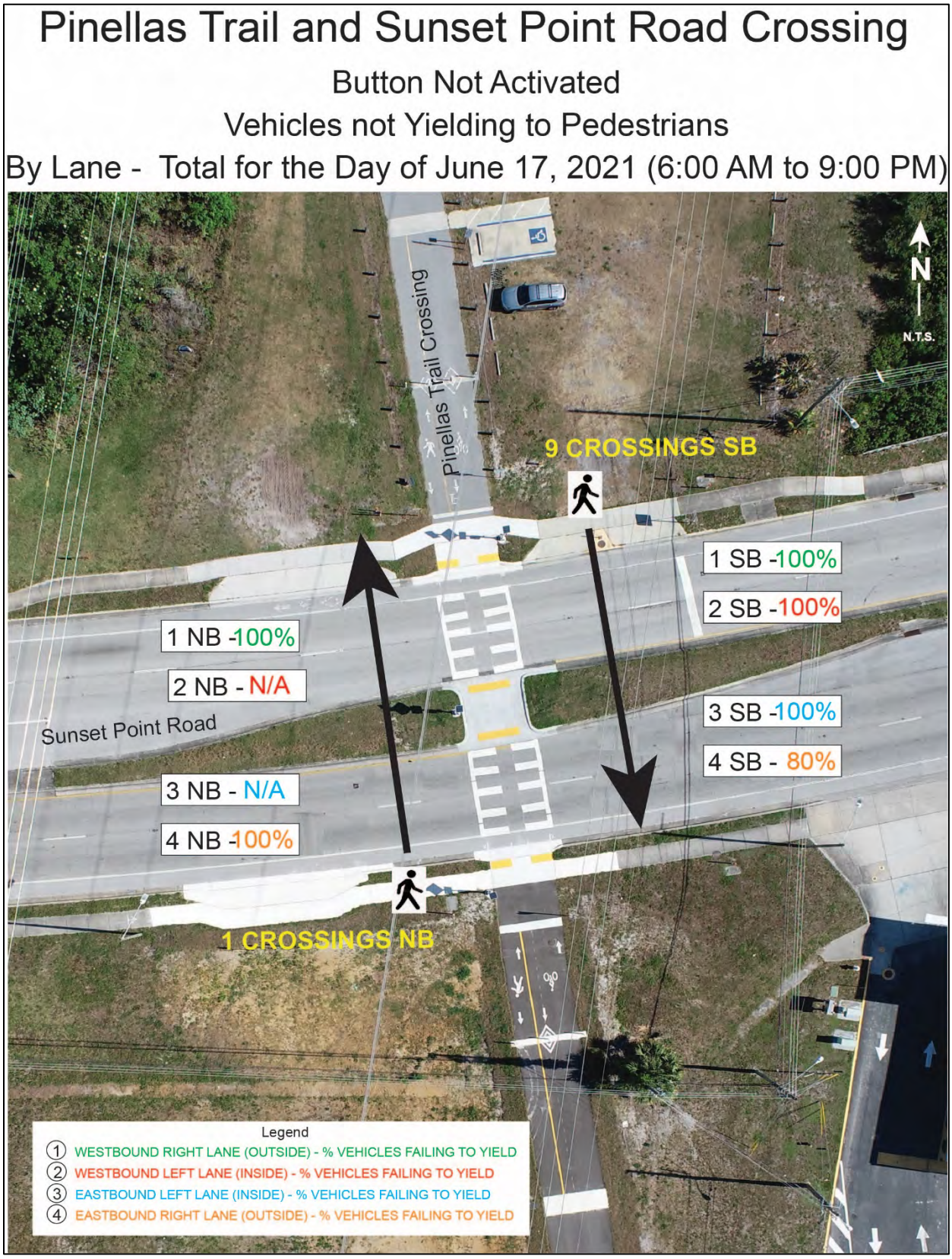


Figure 3-12 Vehicles Not Yielding to Pedestrians – Button Activated – June 18

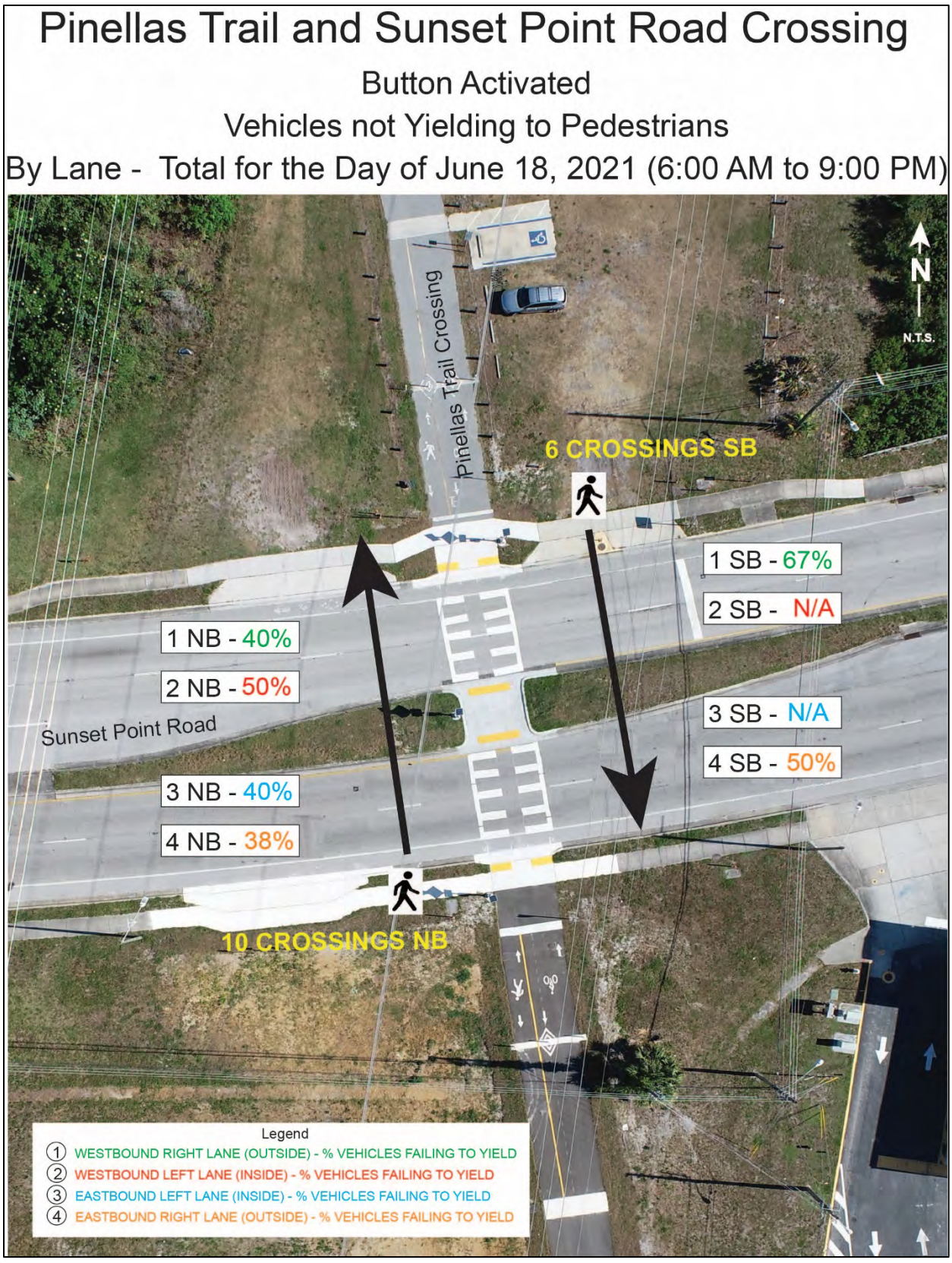


Figure 3-13 Vehicles Not Yielding to Pedestrians – Button Not Activated – June 18

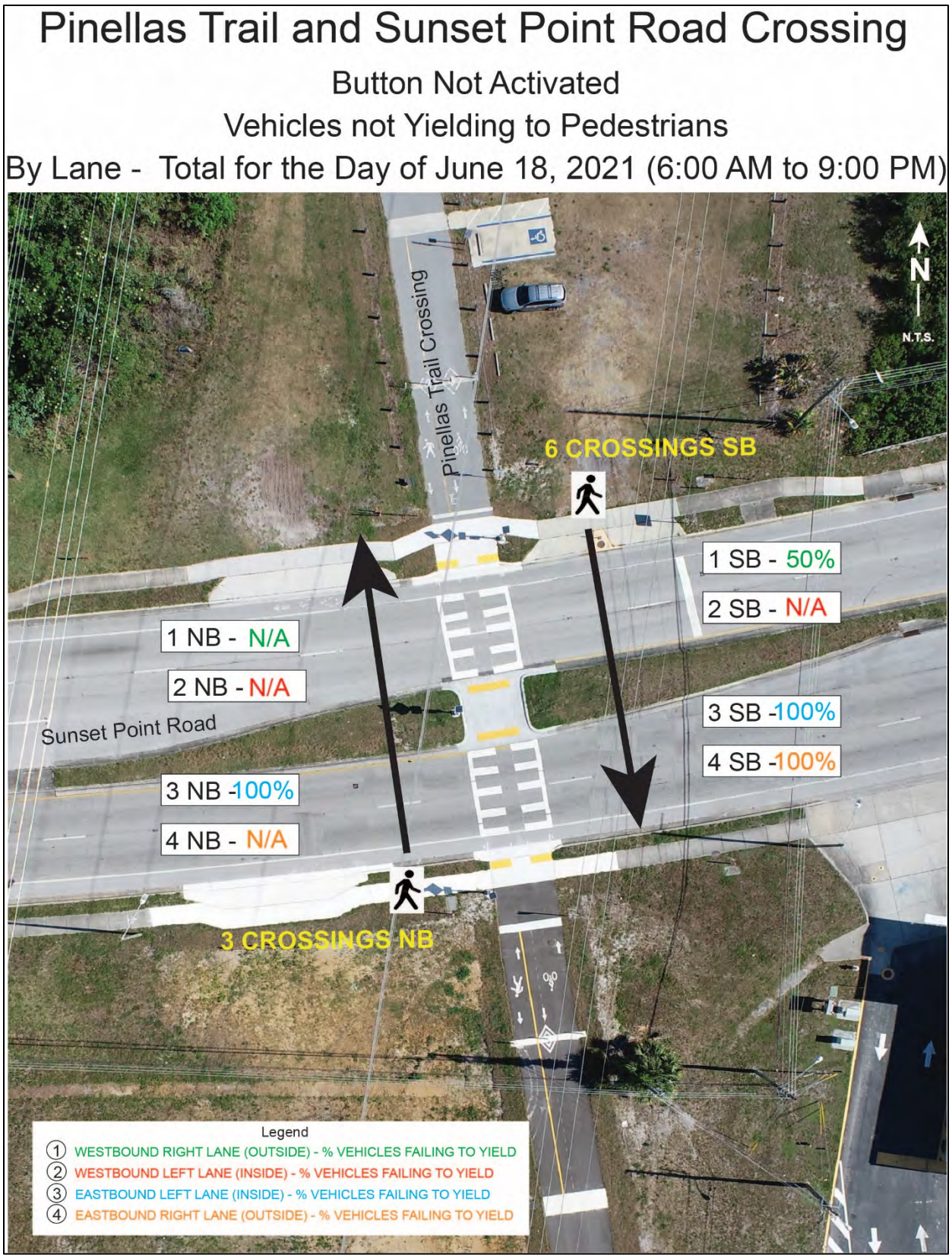


Figure 3-14 Vehicles Not Yielding to Pedestrians – Button Activated – June 19

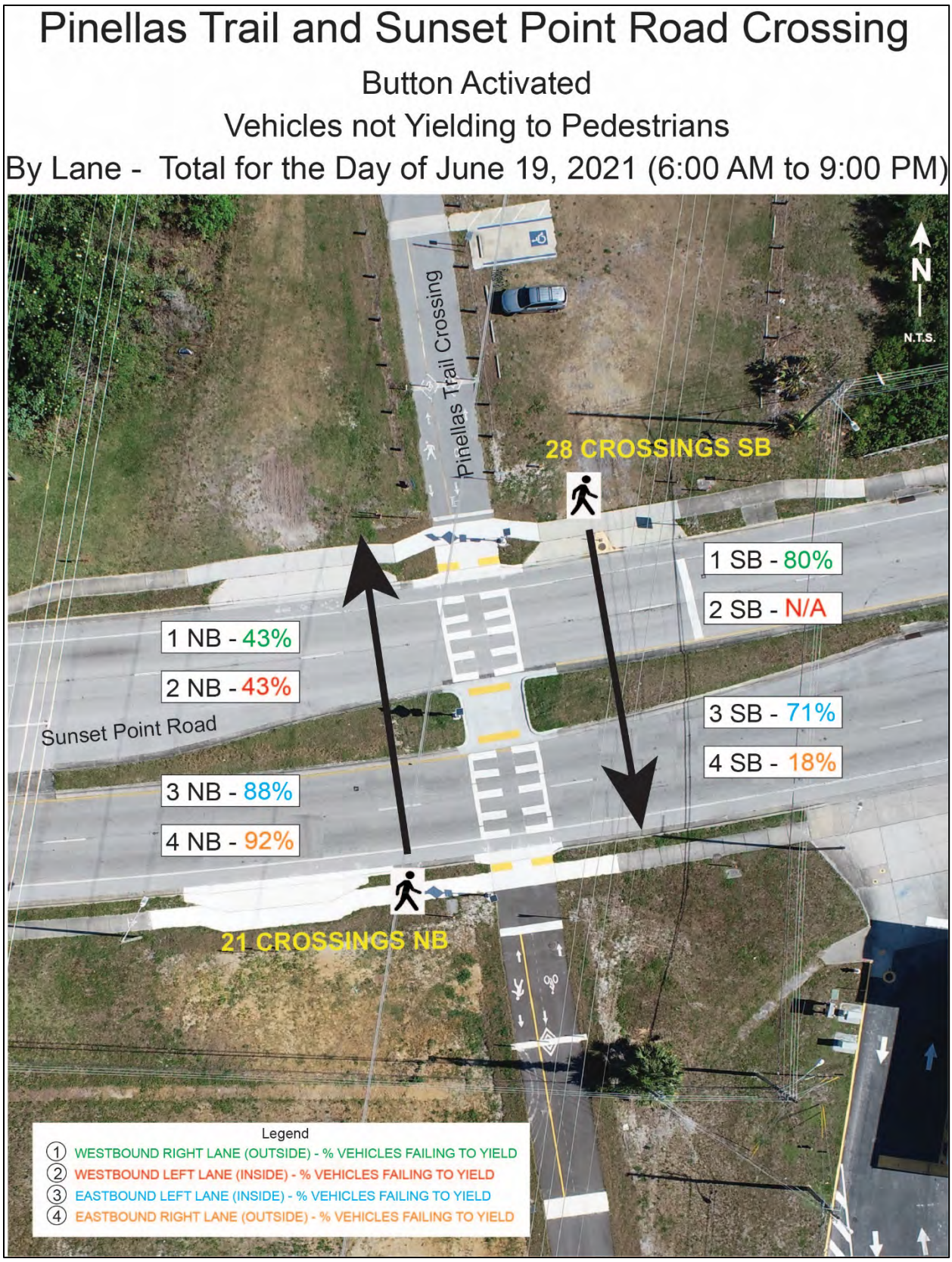


Figure 3-15 Vehicles Not Yielding to Pedestrians – Button Not Activated – June 19

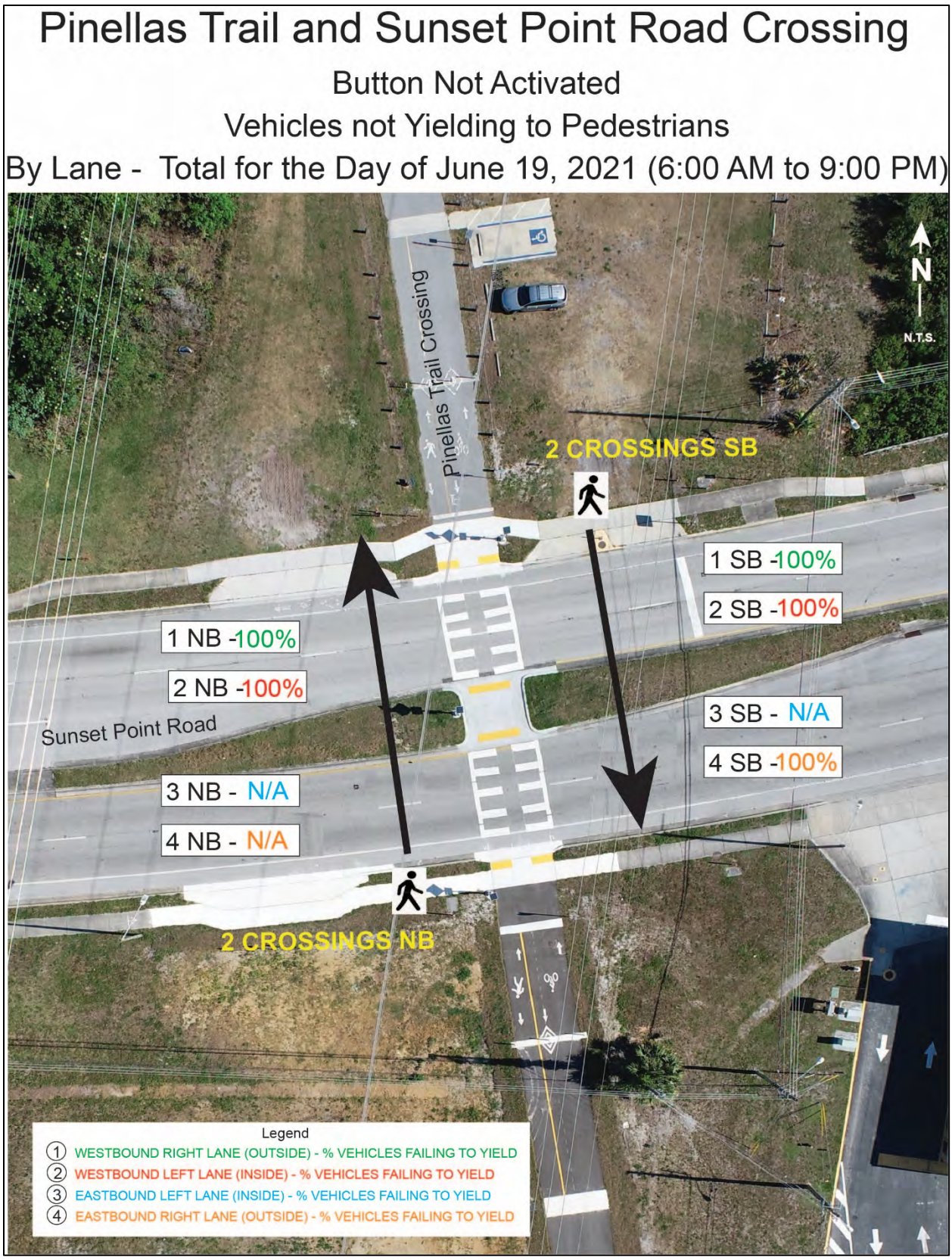


Figure 3-16 Vehicles Not Yielding to Pedestrians – Button Activated – June 20

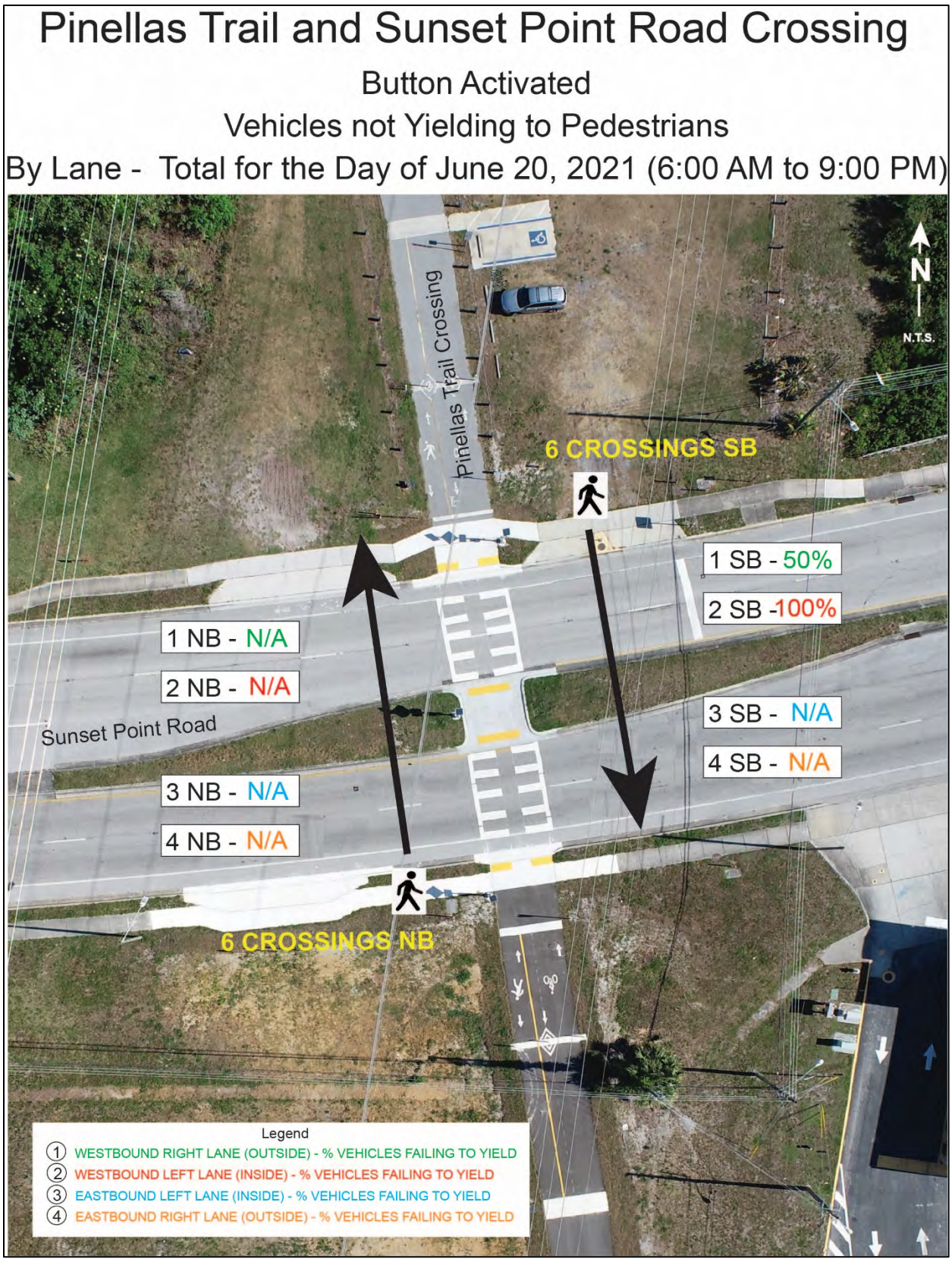
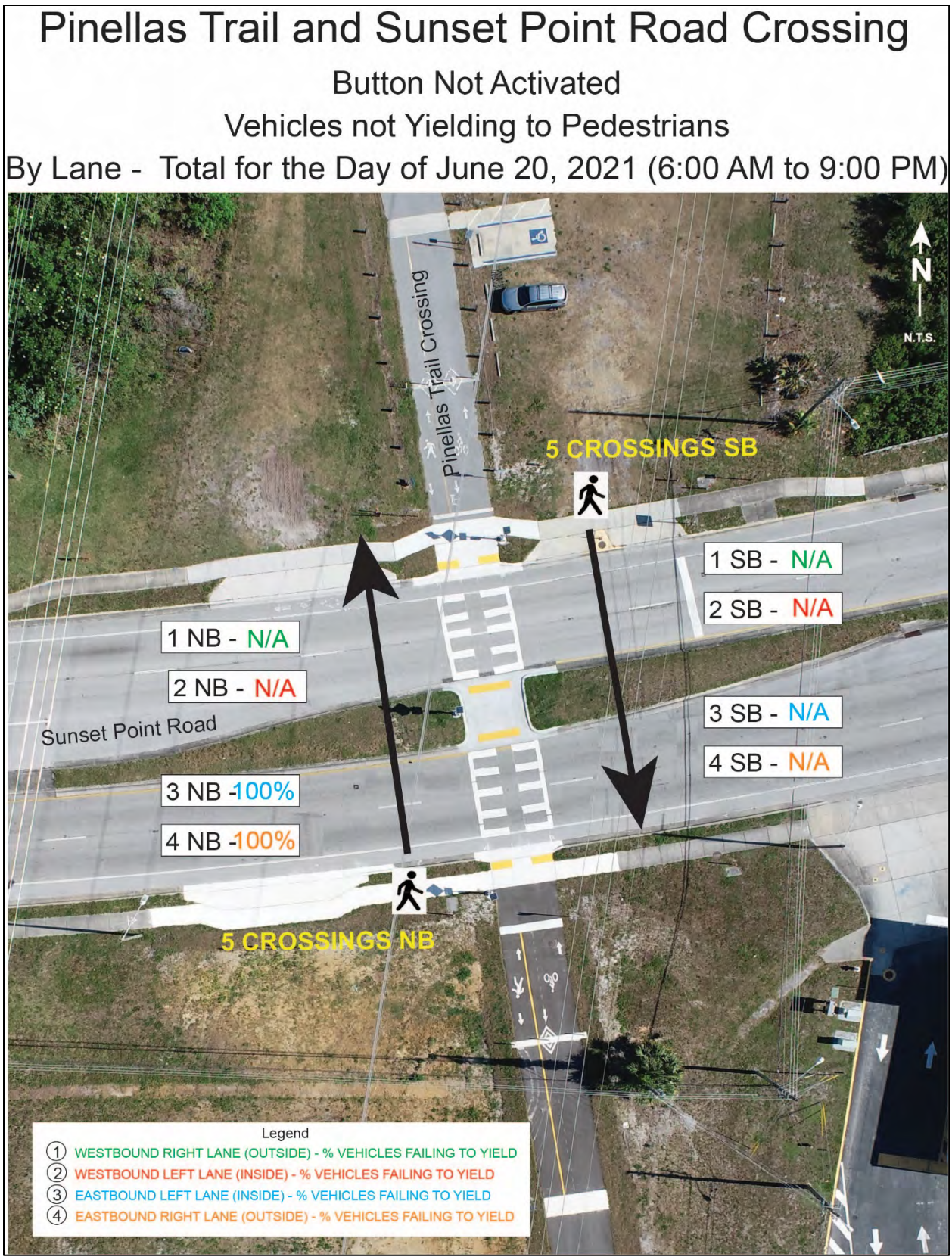


Figure 3-17 Vehicles Not Yielding to Pedestrians – Button Not Activated – June 20



3.6 Cyclists Crossing Findings

Table 1-10 Cyclists Crossing and Eastbound Vehicle Yield Count by Day (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Eastbound Interacting with Cyclists Crossing										
Date	Cyclists Crossing	Activated Button	Vehicle Yield				Total Vehicle		Vehicle Percent Yield	
			Yes	No	Yes	No	Yes	No Yield		
			Sunset Point Road (EB) Outside Lane		Sunset Point Road (EB) Inside Lane		(EB) Outside /Inside Lane	(EB) Outside /Inside Lane	Yes	No
6/17/20, Thursday	50	Yes	5	8	4	7	9	15	**38%**	**63%**
		No	3	14	2	4	5	18	**22%**	**78%**
6/18/20, Friday	45	Yes	9	10	8	5	17	15	**53%**	**47%**
		No	1	14	0	8	1	22	**4%**	**96%**
6/19/20, Saturday	106	Yes	24	18	10	14	34	32	**52%**	**48%**
		No	3	27	1	19	4	46	**8%**	**92%**
6/20/20, Sunday	91	Yes	7	7	5	3	12	10	**55%**	**45%**
		No	4	14	0	7	4	21	**16%**	**84%**

Table 3-11 Cyclists Crossing and Westbound Vehicle Yield Count by Day (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Westbound Interacting with Cyclists Crossing										
Date	Cyclists Crossing	Activated Button	Vehicle Yield				Total Vehicle		Vehicle Percent Yield	
			Yes	No	Yes	No	Yes	No Yield		
			Sunset Point Road (WB) Outside Lane		Sunset Point Road (WB) Inside Lane		(WB) Outside /Inside Lane	(WB) Outside /Inside Lane	Yes	No
6/17/20, Thursday	50	Yes	2	6	2	6	4	12	**25%**	**75%**
		No	0	4	0	4	0	8	**0%**	**100%**
6/18/20, Friday	45	Yes	10	5	7	5	17	10	**63%**	**37%**
		No	1	19	0	10	1	29	**3%**	**97%**
6/19/20, Saturday	106	Yes	17	27	14	11	31	38	**45%**	**55%**
		No	3	40	1	30	4	70	**5%**	**95%**
6/20/20, Sunday	91	Yes	10	11	9	5	19	16	**54%**	**46%**
		No	3	12	3	6	6	18	**25%**	**75%**

Table 3-12 Cyclists Crossing and Combined (EB & WB) Vehicle Yield Count by Day (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Combined Interacting with Cyclists Crossing						
Date	**Total Cyclists Crossing**	**Activated Button**	**Vehicles Yes or No Yield to Cyclists Crossing**			
			Yield Rate for Vehicles Total		**Percent Yield Rate for Vehicles**	
			Yes	**No**	**Yes**	**No**
6/17/20, Thursday	50	Yes	13	27	**32%**	**68%**
		No	5	26	**16%**	**84%**
6/18/20, Friday	45	Yes	34	53	**58%**	**42%**
		No	2	38	**4%**	**96%**
6/19/20, Saturday	106	Yes	65	51	**48%**	**52%**
		No	8	75	**6%**	**94%**
6/20/20, Sunday	91	Yes	31	78	**54%**	**46%**
		No	10	25	**20%**	**80%**

Table 3-13 Cyclists Crossing and Combined Vehicle Yield Count (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Combined Interacting with Cyclists Crossing					
Date	**Cyclist Activated RRFBs**	**Yield Rate for Vehicles**		**Total Vehicles**	**Percent Yield Rate for Vehicles**
		Yes	**No**		
Total All Four Days	Yes	143	148	291	Activated: 51% of vehicles failed to yield all four days, all lanes
	No	25	232	257	No Activation: 90% of vehicles failed to yield all four days, all lanes

Table 3-14 Cyclists Crossing and Combined Vehicle Yield Count (Miovision Review 6:00AM – 9:00PM)

Number of Vehicles Combined Interacting with Cyclists Crossing			
Activated Button	**Yield Rate for Vehicles**		**Total Vehicles**
	Yes	**No**	
Yes	143	148	291
No	25	232	257
	regardless of activation: 168 (31%) of vehicles yielded	regardless of activation: 380 (69%) of vehicles did not yield	548

Figure 3-18 Vehicles Not Yielding to Bicycles – Button Activated – June 17

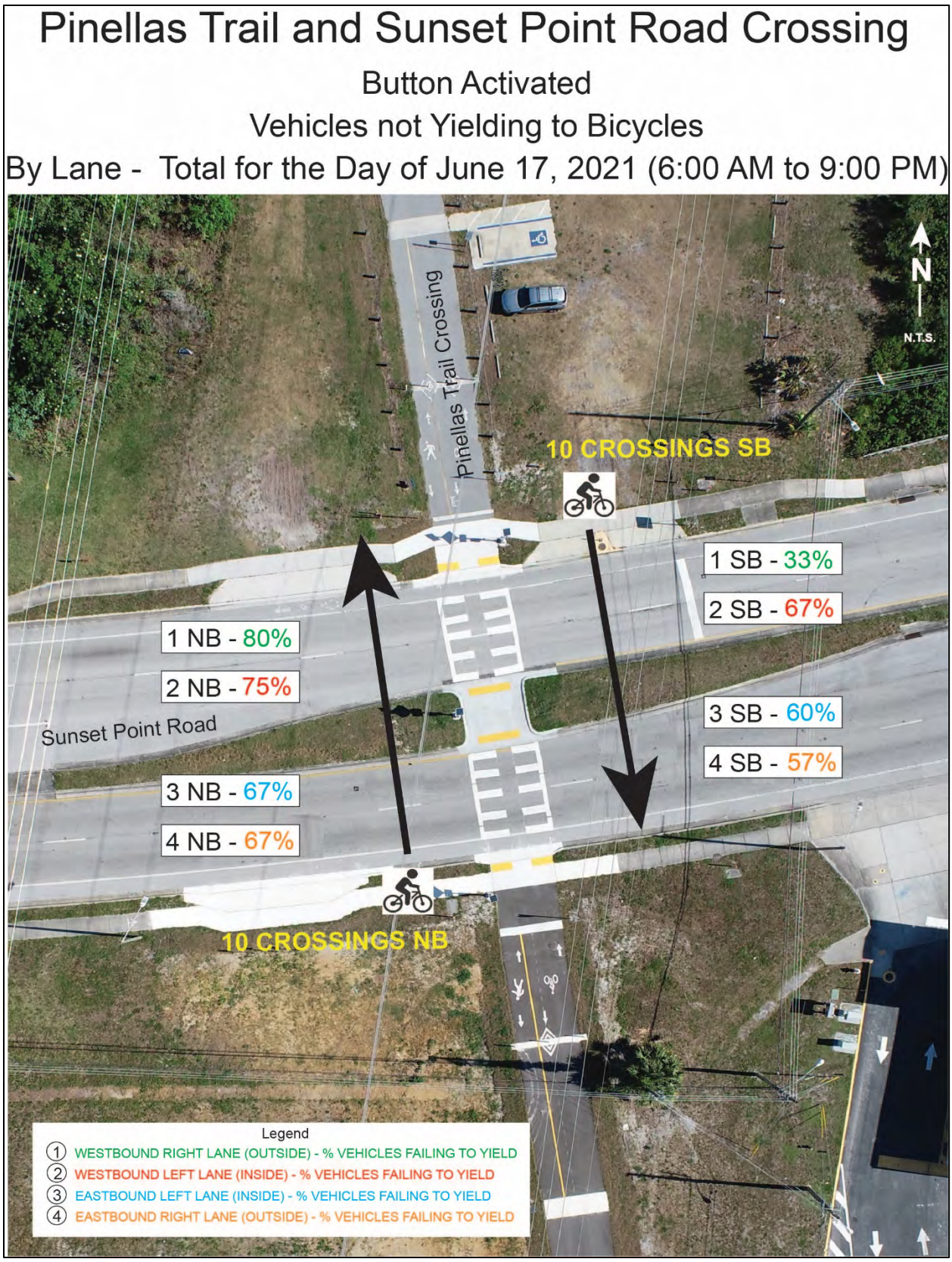


Figure 3-19 Vehicles Not Yielding to Bicycles – Button Not Activated – June 17

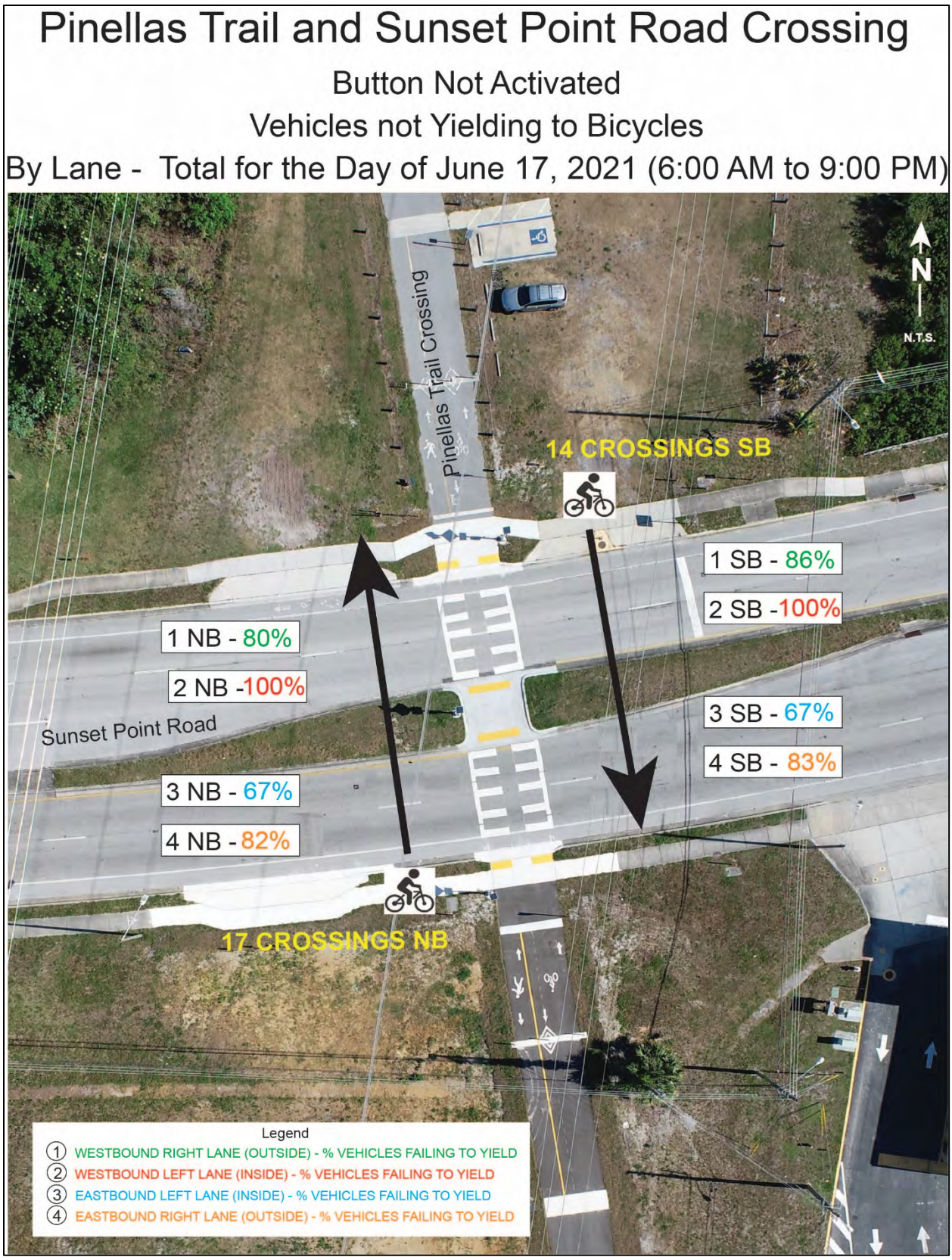


Figure 3-20 Vehicles Not Yielding to Bicycles – Button Activated – June 18

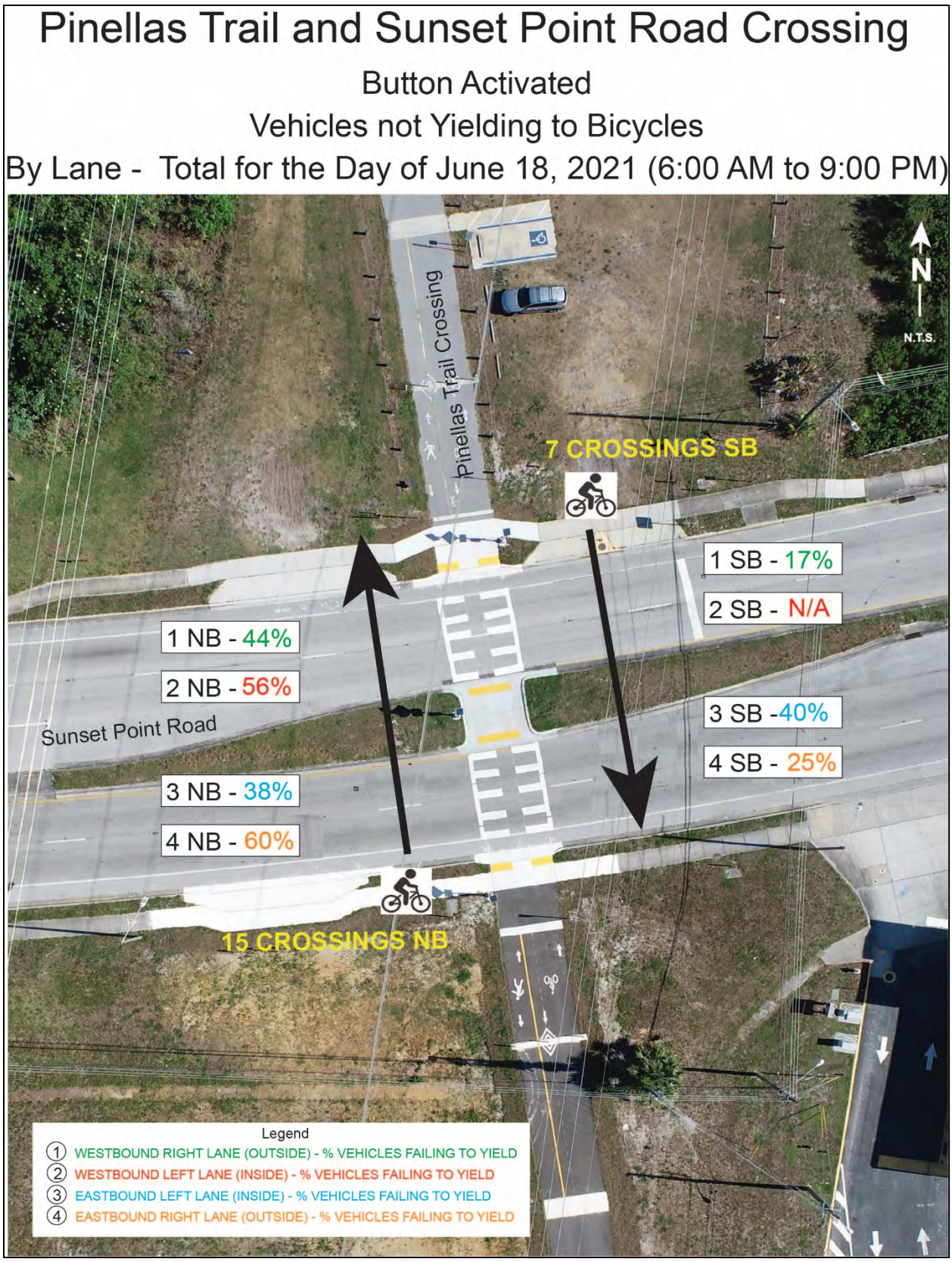


Figure 3-21 Vehicles Not Yielding to Bicycles – Button Not Activated – June 18

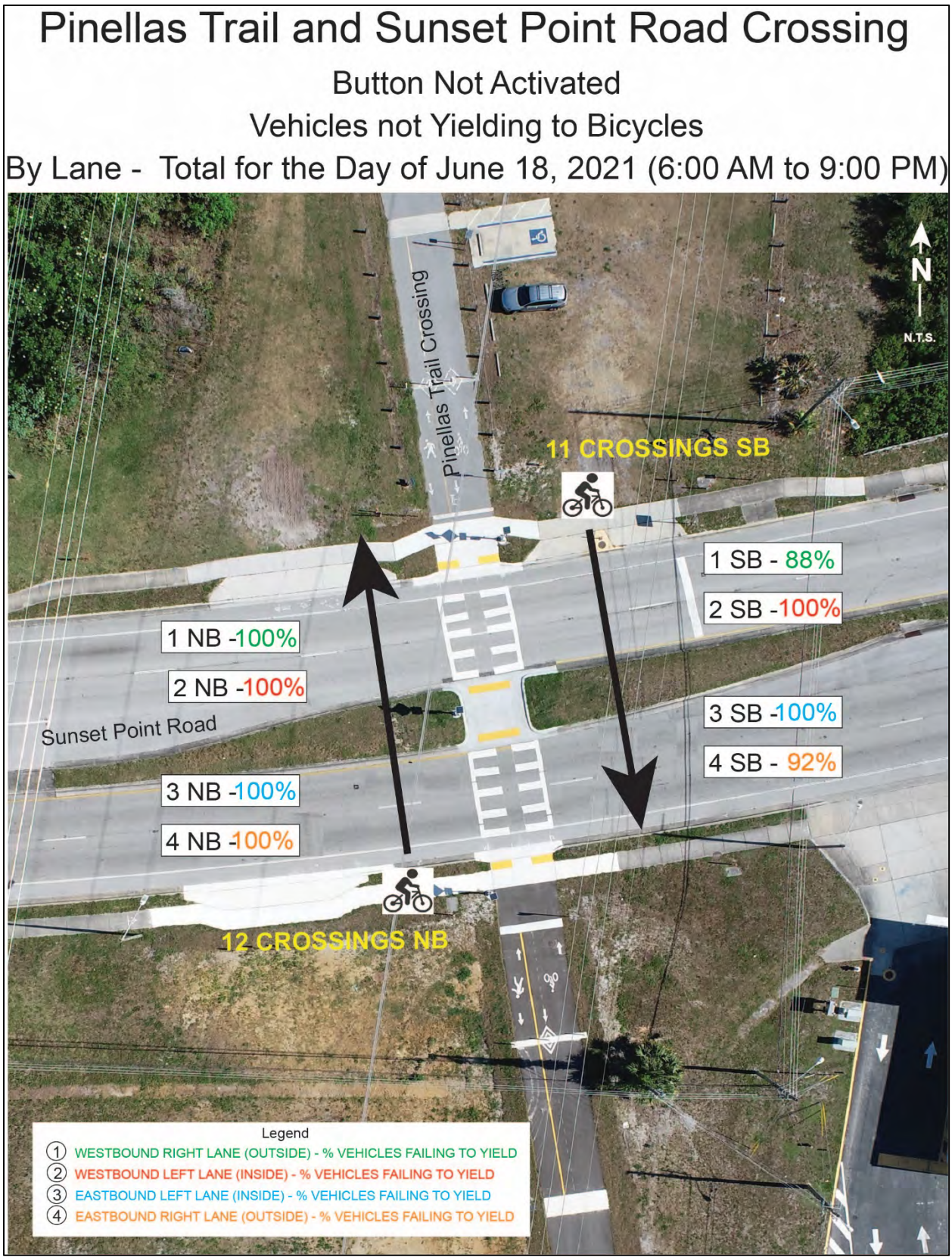


Figure 3-22 Vehicles Not Yielding to Bicycles – Button Activated – June 19

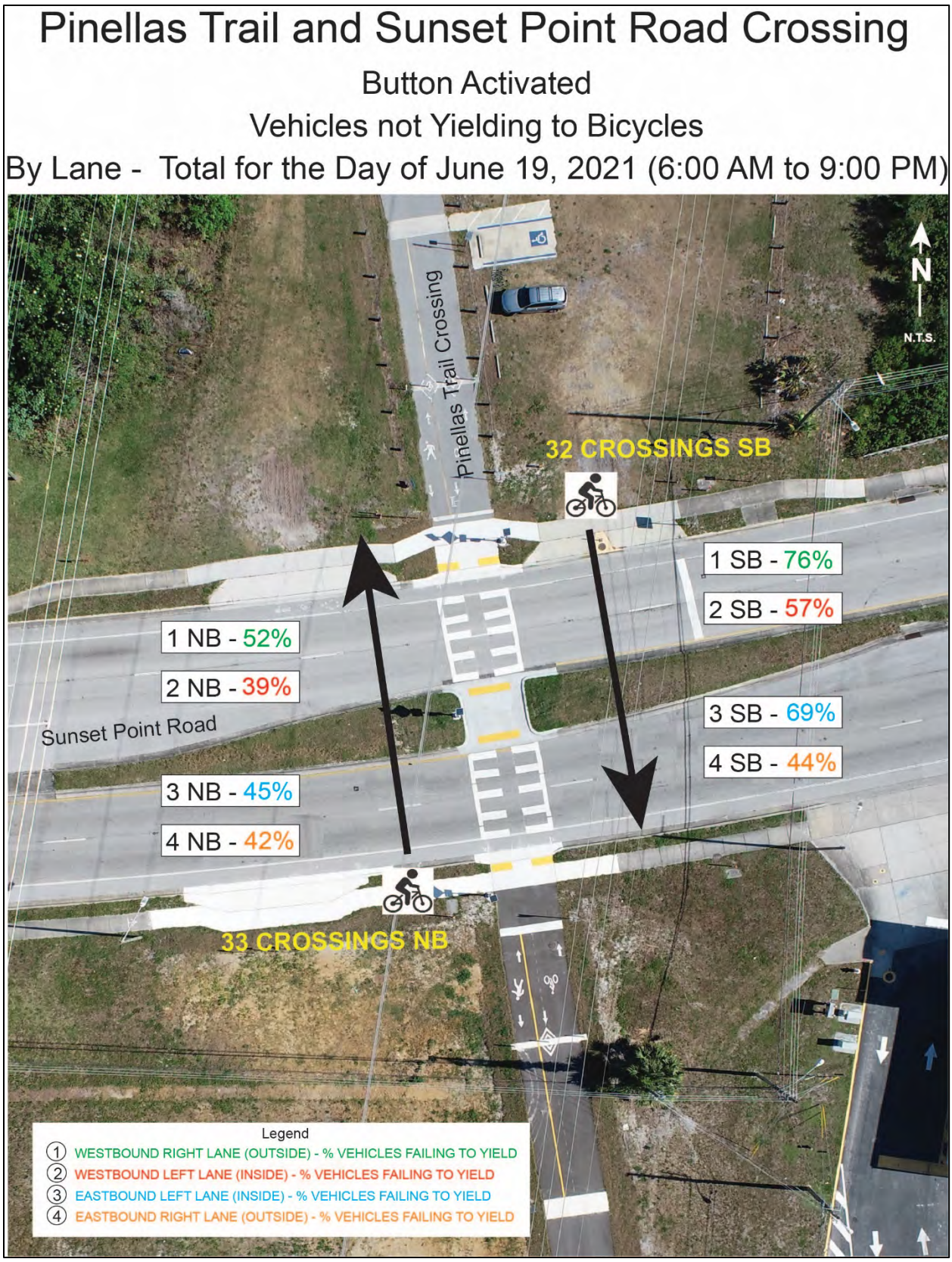


Figure 3-23 Vehicles Not Yielding to Bicycles – Button Not Activated – June 19

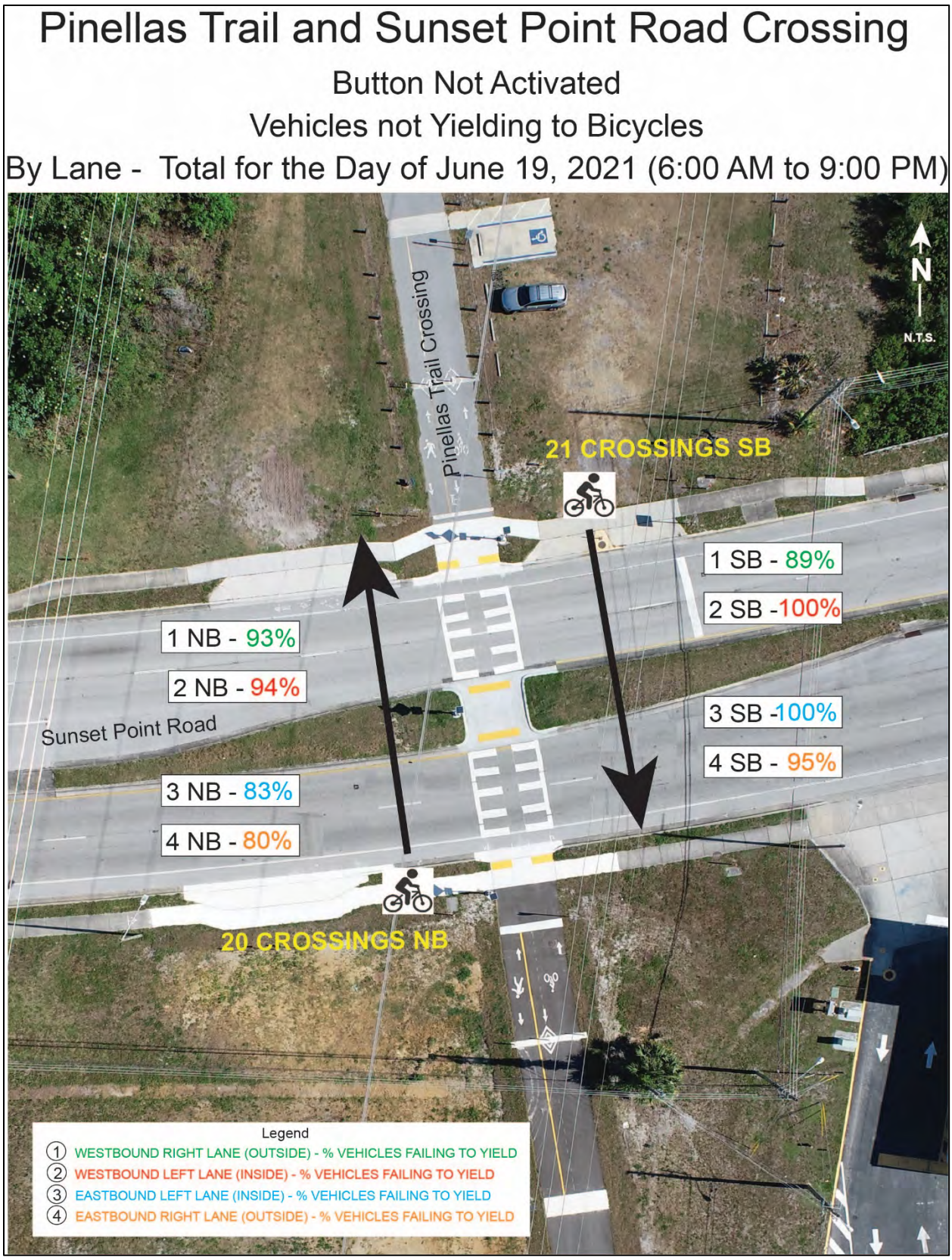


Figure 3-24 Vehicles Not Yielding to Bicycles – Button Activated – June 20

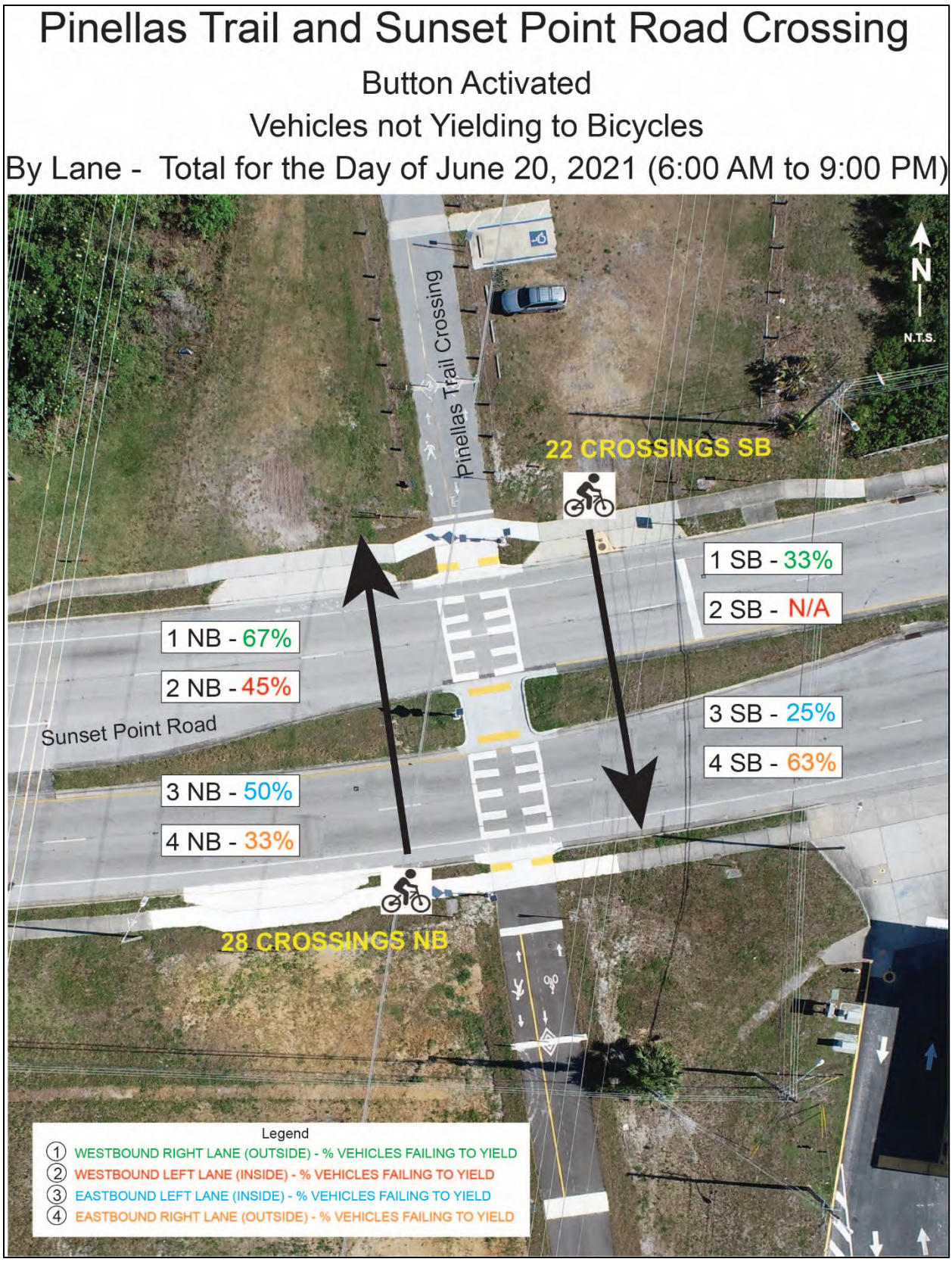
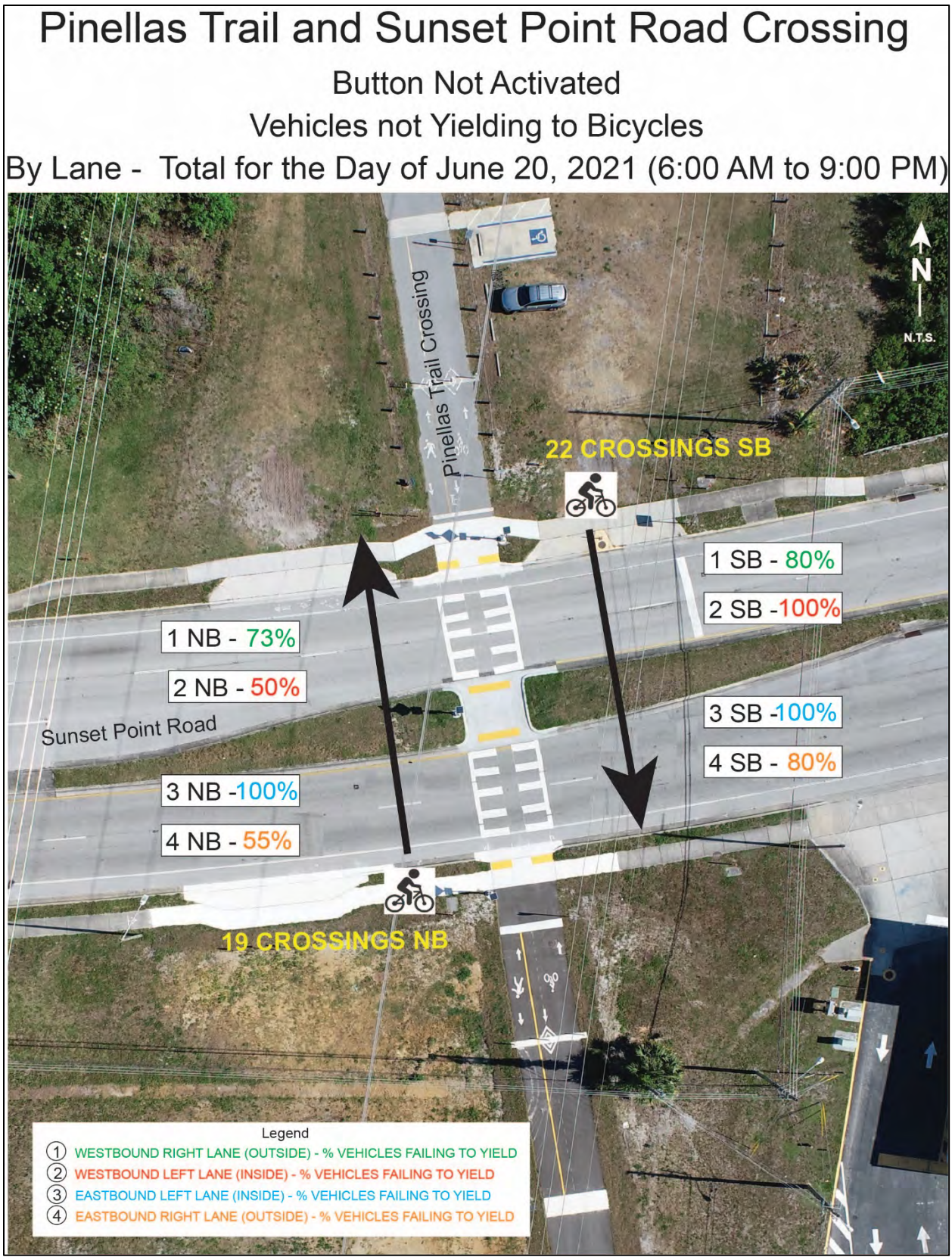


Figure 3-25 Vehicles Not Yielding to Bicycles – Button Not Activated – June 20



3.7 Yield and No Yield Summary Findings

Upon review of the Miovision cameras and calculating yield and no yield rates for both pedestrian and cyclist crossings, a generalized summary of findings is provided. It is important to note the percentages are calculated by lane, by direction of crossing, as activated and non-activated beacons, and separated by pedestrian and cyclist activity. Thus, the sample size by lane, by direction can be very small. A percentage may seem very high, or even can be as high as 100 percent failure to yield as only one no yield occurrence was documented for a particular lane. This methodology will be applied to the after conditions.

A summary of findings as summarized across four days of count collection and review of camera footage is highlighted in **Tables 3-8** to **3-9** and **3-14** to **3-15**.

Summary of Pedestrian Findings (4-Days Combined)

- If RRFBs activated, 55 percent of vehicles failed to yield to pedestrians
- If RRFBs not activated, 83 percent of vehicles failed to yield to pedestrians
- Activating RRFBs improved the yield rate by 28 percent for pedestrians
- Regardless of RRFBs activation, 39 percent of vehicles yielded for pedestrians
- Regardless of RRFBs activation, 61 percent of vehicles did not yield for pedestrians

Summary of Cyclist Findings (4-Days Combined)

- If RRFBs activated, 51 percent of vehicles failed to yield to cyclists
- If RRFBs not activated, 90 percent of vehicles failed to yield to cyclists
- Activating RRFBs improved the yield rate by 39 percent for cyclists
- Regardless of RRFBs activation, 31 percent of vehicles yielded for cyclists
- Regardless of RRFBs activation, 69 percent of vehicles did not yield for cyclists

Pinellas Trail and Sunset Point Road Crossing After Conditions

Technical Memorandum

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Appendices

Available through Forward Pinellas under separate files.

1.0 Introduction

Background

AECOM conducted pedestrian and bicycle data collection at the Pinellas Trail and Sunset Point Road crossing to assess existing conditions and develop yield rates across all lanes. The Pinellas Trail was extended across Sunset Point Road and Rectangular Rapid Flashing Beacons (RRFBs) installed early 2020. The crossing is still relatively new to the community and the usage continues to increase.

Based on comments by residents as to the failure of vehicles to yield consistently, even with RRFBs activated, the County programed upgrades to crossing in late 2021. Highlights of the improvements included revising signage; restriping directional traffic on the Pinellas Trail; adding a second activation pole on each side of the Pinellas Trail; and installing new warning RRFBs (activated at time of crossing) over 120 feet prior to the crossing.

Figure 1-1: Highlights of After Conditions Improvements – February 2022

Data was collected as follows: *Before Conditions* June 2021 (6 AM to 9 PM) June 17th (Thursday) through June 20th (Sunday). *After Conditions* February 2022 (6 AM to 9 PM) February 17 (Thursday) through February 20 (Sunday) Pinellas Trail and Sunset Point Road.

- **Pinellas Trail Counts**: Pneumatic counters were placed on the north and south sides of the Pinellas Trail at the intersection of Sunset Point Road to collect 24-hour, 15-minute interval, bi-directional bicycle counts including bicycle speed.
- **Sunset Point Road**: Pneumatic counters were placed east and west of the Pinellas Trail crossing on Sunset Point Road to collect 24-hour, 15-minute interval traffic counts including speed, direction, and peak time reporting.
- **Pedestrian Movements**: Two MioVision cameras were installed facing north and south to record 24-hour, 15-minute interval counts of pedestrian and bicycle crossing activity and to develop yield rates.
- **Field Observations:** In-person field observations were conducted during the 4-day data collection period to supplement review of MioVision footage.

2: SUMMARY OF FINDINGS

2.1 Increased Trail Usage June 2021 to February 2022

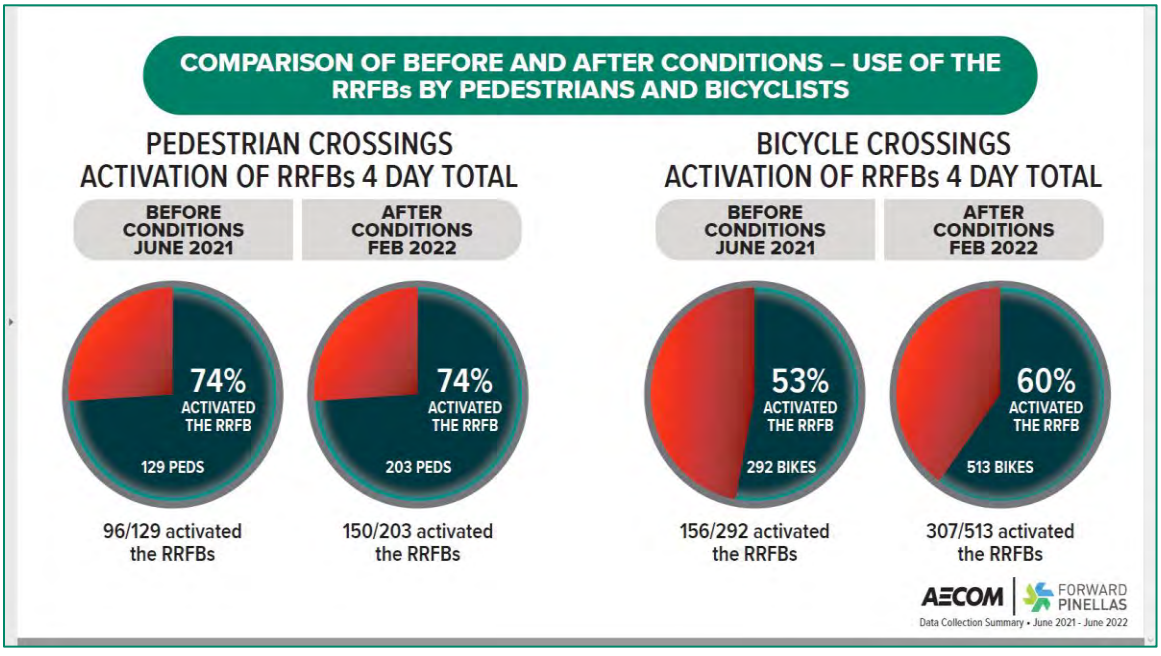
The before conditions crossing events totaled 431 over the 4-day period in June 2021. The after conditions crossing events totaled 716 over the 4-day period in February 2022.

A review of camera footage showed an increase of 74 pedestrian crossings and an increase of 221 bicycle crossings for a total increase of 295 crossing events in February 2022.

2.2 Comparison of Use of RRFBs June 2021 to February 2022

A comparison of the use of the RRFBs for both pedestrians and bicyclists is summarized in the graphic, **Figure 2-1**. Activation of RRFBs for pedestrians showed the same 74% usage for both months. Activation of RRFBs for bicyclists showed an increase usage from 53% to 60%.

Figure 2-1 Comparison of Before and After Conditions, Use of the RRFBs by Pedestrians and Bicyclists



2.3 Comparison of Findings – Before and After Conditions

Note: The two data collection events in June 2021 and February 2022 differed in crossing events and improvements. Thus, an exact comparison of yield rates cannot be drawn. However, AECOM used MioVision cameras both times to observe behavior to calculate yield rates by lane, by day, for all crossing events. This technical memorandum summarizes general findings.

The calculations were also based on field observations by AECOM staff to support the MioVision camera footage as to how quickly a car could yield based on the pedestrian's or cyclist's actions. A combination of 4 days of camera footage review supported the overall findings of what AECOM observed in the field.

The percentages calculated by lane varied as the sample size varied based on how many cars were evident on the camera footage at the time of each crossing. For example, a yield rate per lane ranged from N/A, as no cars were present in a lane(s) at the time of crossing, to 100% indicating a car(s) was present in the lane and yielded or did not yield at the time of crossing. Forward Pinellas and AECOM coordinated on this level of detail prior to calculating and illustrating the yield rates by lane, as shown in Section 4, Data Reporting.

The following graphics summarize the overall comparison findings:

- Activated and Not Activated RRFBs: Failure to Yield in One or More Lanes Ped/Bike Total by Day
- RRFBs Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day
- RRFBs Not Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day

Figure 2-2 Activated and Not Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day

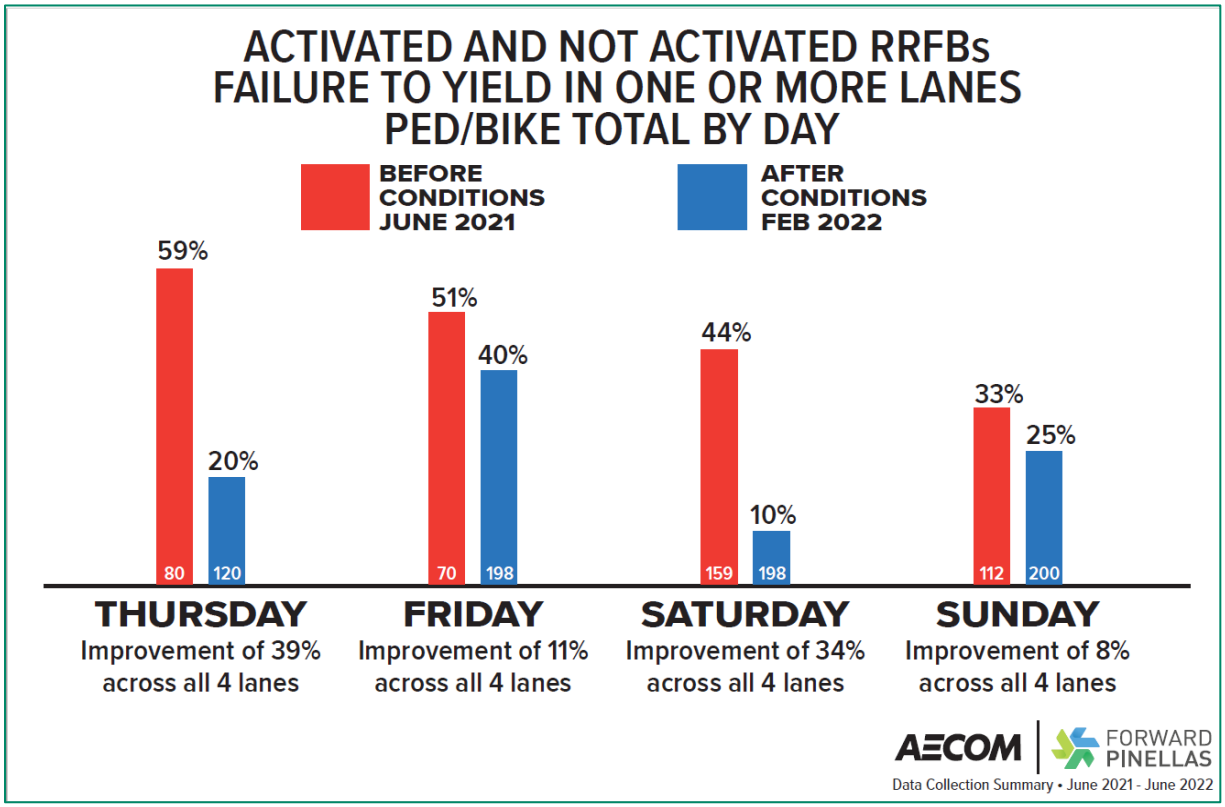


Figure 2-3 RRFBs Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day

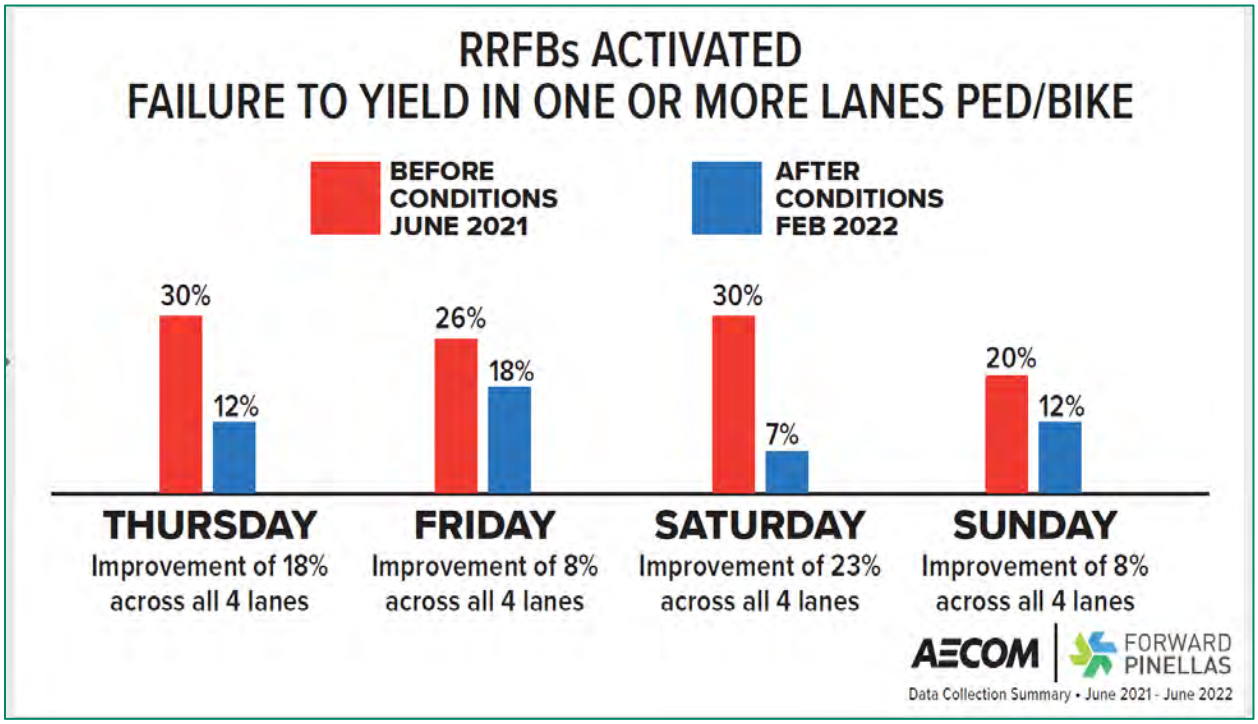
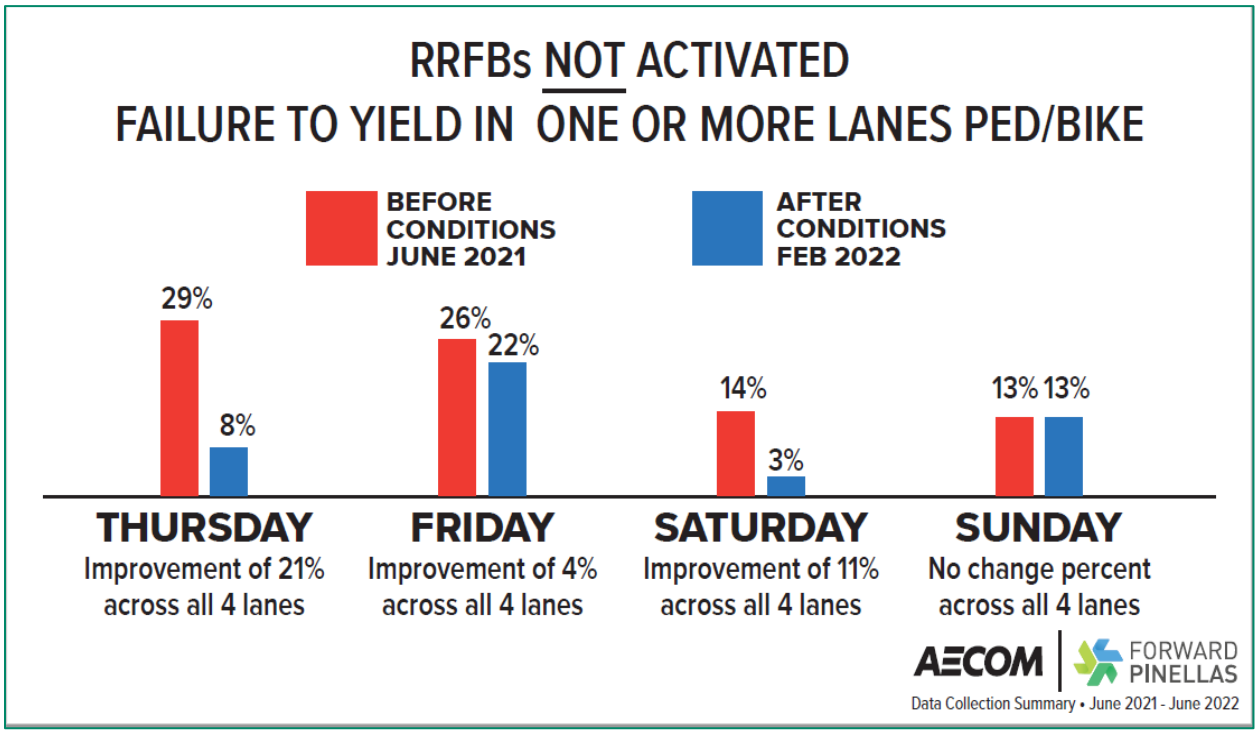


Figure 2-4 RRFBs Not Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day



The findings indicated that activating the RRFBs improved the likelihood vehicles would yield for pedestrians and cyclists crossing at the Pinellas Trail and Sunset Point Road. Activating the

RRFBs in combination with watching for traffic to stop safely before crossing to the median and then across the next two lanes was visually confirmed as the safest experience.

2.4 Pinellas Trail and Sunset Point Roadway Improvements - After Conditions Aerials and Photos

The crossing is located on a four-lane divided section of Sunset Point Road with a posted speed of 40 MPH and includes a refuge median with the option to activate the RRFBs in the median, as well on the north side and south side of the Pinellas Trail. A signalized intersection is located in close proximately (to the east) of the crossing. Aerial views of the crossing are provided.

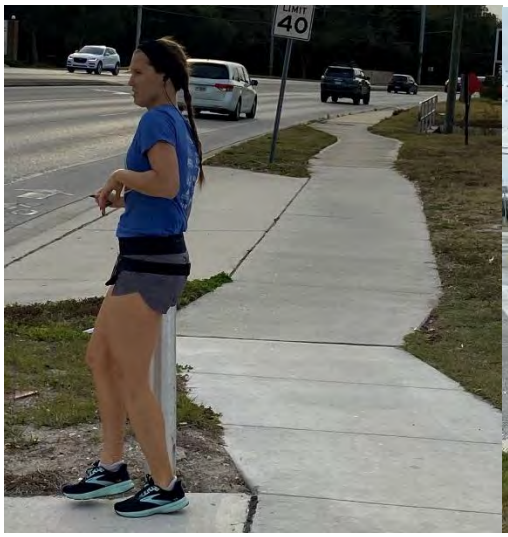
Figure 2-5 Pinellas Trail and Sunset Point Road Crossing: Looking West

Figure 2-6 Pinellas Trail and Sunset Point Road Crossing: Looking East

Figure 2-7 Pinellas Trail Striping Improvements: Right Lane Travel for all Users

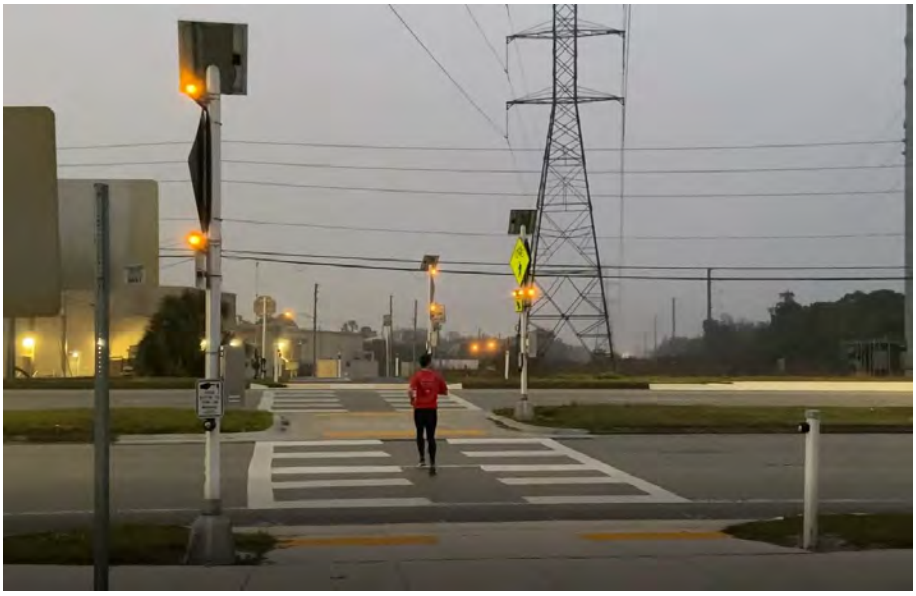
2.4.1 Additional Crossing Photos

Additional RRFB Activation Pole – A Second Pole Added to Improve Access



Sunset Point Road – Warning RRFBs Added on Approaches to Trail Both West and East. In addition, the "Stop Here" Signs were Maintained within 40 feet of Crossing West and East.

Enhanced RRFBs Lighting



2.5 Summary of Speed Findings – After Conditions

In February 2022, no significant speeds were documented for either Sunset Point Road nor the Pinellas Trail that may have attributed to failure to yield rates. AECOM reviewed the crossing activity to determine if peak hour (congested) travel speeds impacted yield rates. It appeared from on-site observations that the speed of peak hour traffic was not a factor in yield rates as the heavier the traffic, the more likely vehicles were traveling slower and able to yield more

consistently. Pedestrians and cyclists were also more likely to activate the RRFBs and wait for a break in heavy traffic.

AECOM documented each crossing event for both pedestrians and cyclists over the 4-day period. The detailed Excel tables were provided to Forward Pinellas under separate file. AECOM reviewed the initial observations with Forward Pinellas prior to calculating yield rates using the same methodology from the before conditions in June 2021.

One note of difference between June of 2021 and February 2022 was the slight increase (less than 1% of all crossings over four days) in use of electric skateboards and scooters. For tracking yield rates, Forward Pinellas recommended AECOM log these crossings as "other." The behavior for these types of modes was not exactly the same as a pedestrian nor a cyclist, and this "other" category will be explored further by Forward Pinellas under a separate project.

2.6 Summary for Pedestrian Crossings (4-Day Period)

For pedestrians, over a four-day period, AECOM documented (MioVision footage) approximately **74% of pedestrians activated** the RRFBs. In coordination with RRFBs activation, a **28% improvement in yield rates across all lanes** was determined for pedestrian crossings. Activating the RRFBs did not guarantee vehicles would yield across all lanes for a pedestrian, but it increased the likelihood of a safer crossing experience.

Teamed with in-person observations, a generalization can be made pedestrians were cautious when they navigated the crosswalk and more likely to physically signal to the approaching vehicles once the RRFBs were activated. Pedestrians were also more likely to wait for vehicles to stop before stepping into the crosswalk, thus improving the overall safety of the event. It appeared pedestrians were more at risk (simply as they were slower crossing than a cyclist) by distracted drivers who continued on through the crossing even though adjacent vehicles may have stopped in other lanes. Fortunately, no crashes occurred during the 4-day period.

2.7 Summary for Cyclists Crossings (4-Day Period)

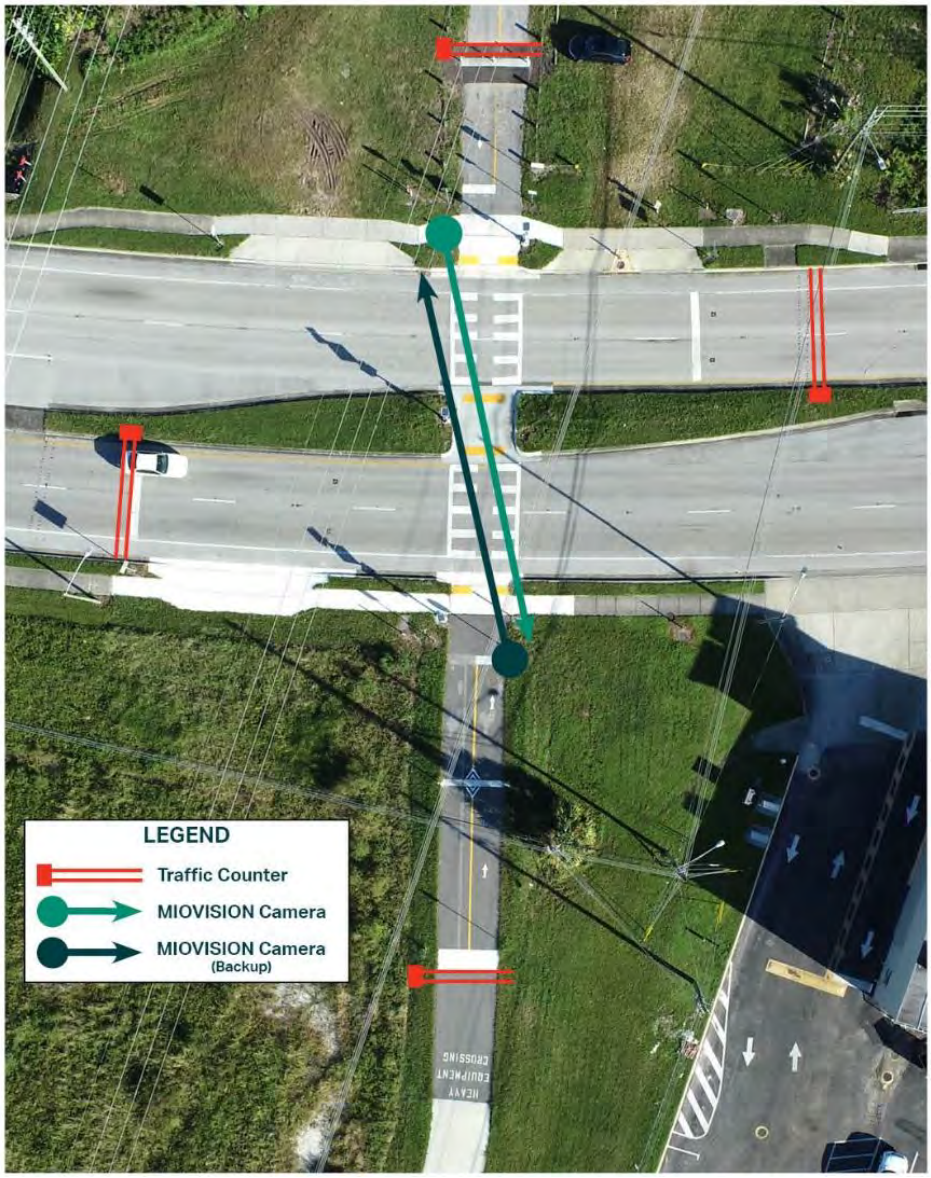
For cyclists, over a four-day period, AECOM documented (MioVision footage) approximately **60% of cyclists activated the RRFBs**. With RRFBs activated, a **39% improvement in yield rates across all lanes** was calculated. Teamed with in-person observations, cyclists scanned for opportunities to cross as they approached Sunset Point Road. If no break was evident, they activated the RRFBs. If a break was evident, the cyclists tended to cross without stopping.

Cyclists activated the beacon more often when traffic was heavy. Cyclists in groups were more likely to activate the RRFBs and families cycling with children generally activated the RRFBs. Cyclists also assisted the vehicles with avoiding an incident by changing speed to avoid conflicts when crossing. As with pedestrians, cyclists activating the RRFBs increased the likelihood of vehicles yielding across all lanes and a safer crossing experience.

3.0 Equipment Installed

The project location map (**Figure 3-1**) depicts the location of the Pinellas Trail and Sunset Point Road crossing collected through drone footage in February 2022, after conditions, and illustrates the location of each piece of equipment.

Figure 3-1: Pinellas Trail and Sunset Point Road Equipment Placement – After Conditions, February 2022



3.1 Pneumatic Counters

Pneumatic counters were installed on the north and the south sides of the Pinellas Trail and on Sunset Point Road (east and west) for the 4-day data collection period of February 17 to 20, 2022. **Figures 3-2 and 3-3** illustrate an example of the location of the pneumatic counters and the counting box equipment on the Pinellas Trail and on Sunset Point Road.

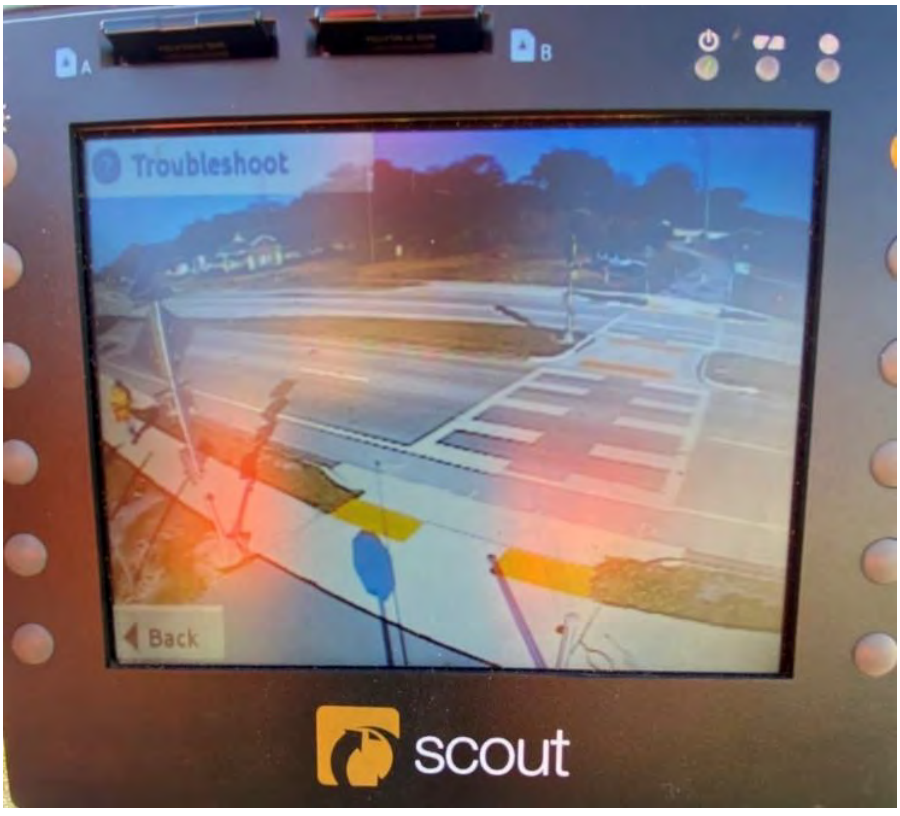
Figure 3-2: Pneumatic Counters on the Pinellas Trail and Sunset Point Road On Sunset Trail both NB and SB

Figure 3-3: Pneumatic Counters on the Pinellas Trail and Sunset Point Road On Sunset Point Road both EB and WB

3.2 MioVision Camera Placement

Two MioVision cameras were installed on the north and south sections of the Pinellas Trail and Sunset Point Road. **Figure 3-4** illustrates an example of the MioVision camera placement.

Figure 3-4: MioVision Camera on the Pinellas Trail at Sunset Point Road



4.0 Data Reporting – After Conditions

4.1 Traffic Count Summary by Day

The posted speed along Sunset Point Road was 40 mph and the posted speed on the Pinellas Trail was 20 mph. Pneumatic traffic counters were placed on Sunset Point Road east and west of the crosswalk to collect vehicle volume, vehicle classification, and speed data for 24-hour, 15-minute interval traffic counts including speed, direction, and peak time reporting. Four days of data were collected. All agencies, such as the City of Clearwater and Duke Energy, with interest in this area were contacted prior to placing the equipment.

Tables 4-1 and **4-2** are summaries of the speed data, including the 85th percentile speed of traffic for eastbound and westbound flow. A detailed report of traffic data in 15-minute intervals was provided to Forward Pinellas.

Table 4-1 Sunset Point Road West of Pinellas Trail Station 1 Vehicle Speed Counts

Eastbound					
	2/17/22 Thursday	**2/18/22 Friday**	**2/19/22 Saturday**	**2/20/22 Sunday**	**Average Speed / Avg. Daily Volume**
85% SPEED (EB)*	38	38	39	39	38.00
VOLUME (EB) 24/hour	13,496	14,270	11,927	9,096	13,231

*Note: 85% speed represents 85% of traffic is traveling at this speed or lower. This number is utilized by traffic engineers to set speed limits and for traffic calming purposes.

Table 4-2 Sunset Point Road East of Pinellas Trail Station 2 Vehicle Speed Counts

Westbound					
	2/17/22 Thursday	**2/18/22 Friday**	**2/19/22 Saturday**	**2/20/22 Sunday**	**Average Speed / Avg. Daily Volume**
85% SPEED (WB)*	43	43	43	44	43.00
VOLUME (WB) 24/hour	14,108	14,747	12,026	8,976	13,627

*Note: 85% speed represents 85% of traffic is traveling at this speed or lower. This number is utilized by traffic engineers to set speed limits and for traffic calming purposes.

4.1.1 Summary Findings for Speed Data

A review of the speed data indicated that the 85th percentile speed averages ranged from 38 MPH (driving east) to 43 MPH (driving west), only slightly above the posted limit of 40 mph. AECOM reviewed the detailed report and observed traffic on various week and weekend days to assess speed and driver behavior. Speeding over the 85th percentile does not appear to contribute to pedestrian or bicycle crossing no yield rates. A signalized intersection is present to the east of the crossing, which may be contributing to the range of 38 to 43 mph.

4.2 Bicycle Count Summary by Day

Pneumatic traffic counters were placed on the Pinellas Trail north and south of Sunset Point Road to collect bi-directional bicycle volume and speed data for 24-hour, 15-minute interval bicycle counts including speed, direction, and peak time reporting. The speed data was collected to determine the 85th percentile speed of bicycle traffic.

Tables 4-3 and **4-4** are summaries of the bicycle count data. A detailed report of bi-directional bicycle count data in 15-minute intervals was provided to Forward Pinellas.

Table 4-3 Pinellas Trail North of Sunset Point Road Station 3 Bicycle Speed Counts – Posted Speed 20 MPH

Trail North of Sunset Point Road					
	2/17/22 Thurs.	**2/18/22 Friday**	**2/19/22 Saturday**	**2/20/22 Sunday**	
85% SPEED (NB)*	13	13	12	12	
VOLUME (NB) 24/hour	79	68	67	102	
85% SPEED (SB)	10	12	12	11	
VOLUME (SB) 24/hour	72	71	72	107	
Total Daily Bicycles (North/South)	151	139	139	209	

Note: 85% speed represents 85% of traffic is traveling at this speed or lower.

Table 4-4 Pinellas Trail South of Sunset Point Road Station 4 Bicycle Speed Counts – Posted Speed 20 MPH

Trail South of Sunset Point Road					
	2/17/22 Thurs.	**2/18/22 Friday**	**2/19/22 Saturday**	**2/20/22 Sunday**	
85% SPEED (NB)*	11	11	9	11	
VOLUME (NB) 24/hour	56	59	43	70	
85% SPEED (SB)	13	13	13	13	
VOLUME (SB) 24/hour	62	74	67	67	
Total Daily Bicycles (North/South)	118	133	110	137	

Note: 85% speed represents 85% of traffic is traveling at this speed or lower.

4.2.1 Summary Findings for Pinellas Trail Bicycle Data

Note: Not all cyclists crossed Sunset Point Road. Volumes on each side of the Trail (north verses south) were different due to the various travel patterns and access points used by the cyclists. A sidewalk and bicycle lane were present on both sides of Sunset Point Riad and these facilities were used to also access the Trail. The in-person observations confirmed the various bicycle activity patterns.

A review of the speed data indicated that the 85th percentile speed averages ranged from 11 mph to 13 mph, below the posted limit of 20 mph. The average bicycle speed did not appear to contribute to crossing no yield rates.

4.3 Field Observations

AECOM conducted field observations on each day and reviewed the MioVision footage for all four days. The Trail crossing had a parking area on the north side of the Trail. This location provided a safe area for observing activity. No significant rain events occurred during the four days of counts collection.

4.3.1 Summary of Onsite Observation and MioVision Review – all Four Days

Generalized Pedestrian Behavior

- The new Trail striping directing all users to travel in the right lane and the presence of the additional activation pole on the right side provided all users with convenient access to a button.
- Pedestrians were more likely to activate the beacon regardless of light or heavy traffic, yet particularly during peak periods.
- Pedestrians often paused in the center median to visually check traffic and press the RRFB button in the middle again even if the RRFBs were still flashing.
- Pedestrians were generally more cautious, aware of traffic in all lanes and assisted the vehicles with avoiding conflicts by physically signaling their presence to the drivers.
- The RRFBs flashed for approximately 40 seconds. Pedestrians seemed comfortable with this range and did not hurry across. Pedestrians generally completed the crossing with time to spare, ranging from 10 to 15 seconds remaining.

Generalized Cyclist Behavior

- Cyclists were more likely to activate the RRFBs in heavy traffic; if riding as a group; and if riding with children. Cyclists activated the RRFBs if no visible break was evident as they approached the crossing.
- The new Trail striping directing all users to travel in the right lane and the presence of the additional activation pole on the right side provided all users, including cyclists with convenient access to a button. RRFBs activation by cyclists increased by 7%.
- Cyclists were more interested in maintaining motion when crossing, yet would slow down considerably or stop in the median if necessary.

Generalized Vehicular Behavior

- Lane changing maneuvers occurred more often during heavier traffic to avoid slowing down. A consistent issue in all lanes at all times of day. Drivers behind the closest approaching cars to the Pinellas Trail crossing were more likely to depart a lane to avoid slowing down. This behavior created an unsafe condition as the person crossing was not expecting this to occur.

- Based on visual observations, distracted driving appeared to be a significant factor in near misses in this area, occurring at different times of day and in all lanes.
- Eastbound traffic backed up at times (depending on signal or traffic flow) past the crosswalk, but generally did not impede the ability to cross. Eastbound drivers tended to be more aware of the crossing and more likely to yield as they were already slowing for the signal just past the Pinellas Trail crossing.

4.4 Miovision Collection and Review

In order to determine the number of bicycles and pedestrians activating RRFFs on Sunset Point Road at the Pinellas Trail, two Miovision cameras were installed facing north and south. These cameras collected information in 15-minute increments over four days and the information was provided to Miovision for processing including:

- Number of pedestrians crossing northbound and southbound, and
- Number of bicycles crossing northbound and southbound

The Miovision reporting for bicycle and pedestrian count data by day and time period in 15-minute intervals was provided to Forward Pinellas**.**

AECOM performed a QA/QC review of the four days of video from both angles to confirm the crossing activity reported by Miovision was correct. Additionally, AECOM reviewed the footage from both angles for all four days to determine activation of RRFBs and the yield rates by lane and by direction for both pedestrians and cyclists.

4.5 Yield Rate Calculations

As mentioned, AECOM's yield rate methodology was based on visual review of the camera footage and field observations. AECOM determined activity and the yield counts to the best extent possible based on the information provided on the camera and the behavior of the persons crossing.

The yield rate calculations considered several factors. For example, if the RRFBs were activated and several vehicles were already in motion and within the 40 feet of the stop bar, the reviewer waited to count a no yield. The reviewer permitted approximately 3 to 5 seconds (depending on situation) for vehicles to yield before considering it a no yield.

If the RRFBs were not activated, the reviewer watched for recognition of the drivers that a pedestrian or cyclist was attempting to cross. The combination of recognition by drivers in each lane and the actions of the pedestrians and cyclists were considered in determining a yield and no yield event. Some pedestrians and cyclists assessed conditions before crossing and did not show intent right away. This behavior was considered when determining a yield or no yield. Regardless of activation of the RRFBs, the reviewer marked a vehicle as failing to yield if it proceeded through or stopped in the crosswalk when it was evident a person was initiating a crossing.

In addition, yielding vehicles were determined based on Florida Statute 316.130 7 (b) and this criteria was confirmed with the Forward Pinellas staff before developing the yield and no yield activity spreadsheet. Forward Pinellas was interested in developing a methodology that identified yield rates for each specific lane, as well as a general calculation for combined yield rates. The yielding percentage (or percentage of vehicles yielding to the pedestrians or bicycles in the crosswalk) was calculated based on criteria for each lane, as requested by Forward Pinellas staff.

Percentages for vehicles not yielding was computed by viewing the camera footage, identifying the total number of vehicles present on the MioVision footage during an active crossing, and counting the number of vehicles that yielded, as well as the number of vehicles that did not yield during an active crossing. The total not yielding was divided by the total number of vehicles, per lane, that approached the crosswalk while the pedestrian was in the crosswalk or stepped into the crosswalk and was upon half of the roadway upon which the vehicle was traveling or when the pedestrian approached so closely from the opposite half of the roadway.

Based on Florida Statute 316.130. 7 (b), “The driver of a vehicle at any crosswalk where signage so indicates shall stop and remain stopped to allow a pedestrian to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.”

An example of how a no yield rate was calculated for both June 2021 and February 2022 is provided by screen captures from the camera footage as described:

Scene 1: The bicyclist has activated the RRFBs crossing south to north.

Figure 4-1 Bicyclist Crossing - No Yield Example Scene 1

Scene 2: Two vehicles not counted, too close to stop within 3 to 5 seconds of activation

Figure 4-2 Bicyclist Crossing No Yield Example Scene 2

Scene 3: White SUV fails to yield in lane 4 EB, not counted as only 4 seconds passed.

Figure 4-3 Bicyclist Crossing No Yield Example Scene 3

Scene 4: Black SUV is not slowing in lane 4 WB, approximately 5 to 6 seconds passed with active RRFBs. Counted as no yield.

Figure 4-4 Bicyclist Crossing No Yield Example Scene 4

Scene 5: Black SUV fails to yield and continues through crosswalk, clearly not aware of cyclist.

Figure 4-5 Bicyclist Crossing No Yield Example Scene 5

Scene 6: Three vehicles yield (lanes 3 and 4 EB), 8 seconds passed – counted as yields.

Figure 4-6 Bicyclist Crossing No Yield Example Scene 6

4.5.1 Additional photo examples of crossing events from February 2022.

Figure 4-7 Bicycle North Bound, No Yield, White Car EB Lane

Figure 4-8 Example of Skateboarder with Dog on Leash North Bound

No Yield Grey Car WB – RRFB's Activated and Other Car Stopped

Figure 4-9 Examples of Cyclists and Pedestrians Waiting at Least 6 Seconds with RRFBs Activated

Distracted Drivers Faile to Yield.

Figure 4-10 Example of Two Separate Crossing Events Using All 40 Seconds on RRFBs.

Two Riders north bound activate RRFBs, complete crossing. While RRFBs still flashing, another rider south bound does not slow down and crosses. Luckily stopped cars remained stopped. They must have seen second cyclist visually.

Figure 4-11 Stuck in the Median, RRFBs Flashing, Cars in Both Directions No Yield in Both Directions

Figure 4-12 Odd Behavior: U-Turn in Crossing, Sunday Morning

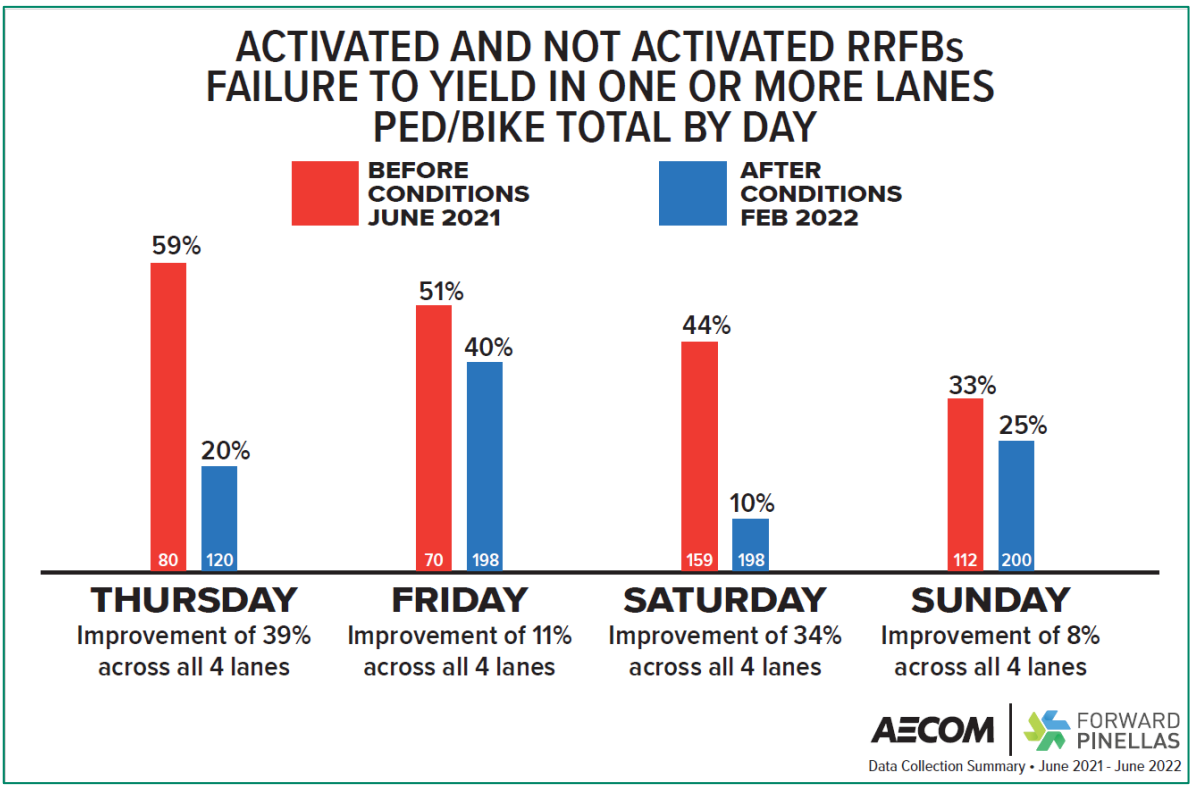
4.6 Yield Rate Review and Summary

Using the Miovision video footage, AECOM developed a summary of failure to yield across all four days, by lane and compared the two collection events.

4.6.1 Summary of Yield Activity

Vehicles present at the time of the crossing were documented by lane and by direction as to whether they did yield or did not yield to pedestrians or cyclists. Yield rates were determined for both RRFBs activated and non-activated crossings. A detailed spreadsheet of the data was provided to Forward Pinellas.

Figure 4-13 Activated and Not Activated RRFBs Failure to Yield Total by Day



Figures 4-14 to **4-30** provide an illustration of the vehicle yield percentages by lane for pedestrians and bicyclists across all four days.

Figure 4-14 Vehicles Not Yielding to Pedestrians – Button Activated – Feb 17

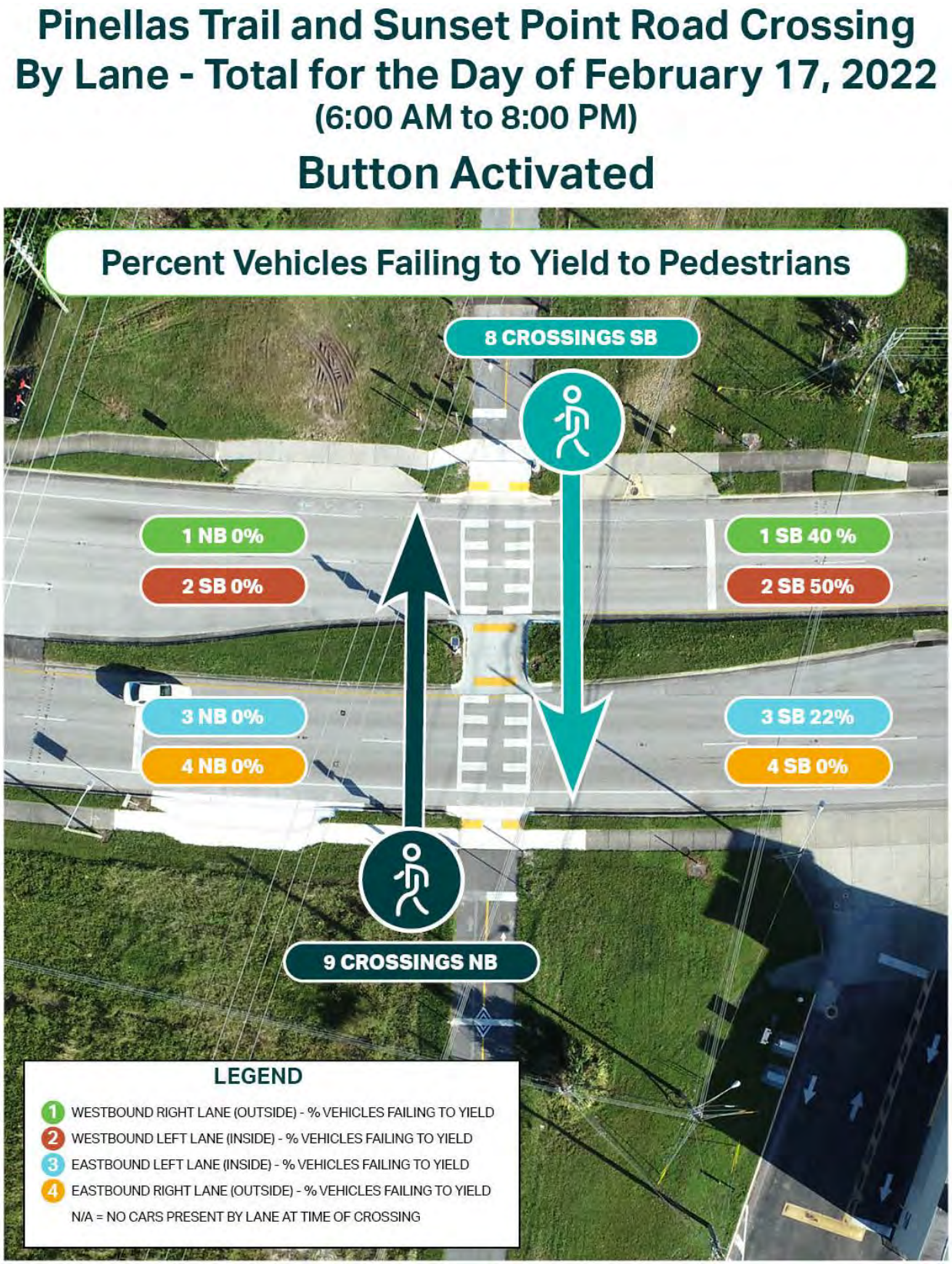


Figure 4-15 Vehicles Not Yielding to Pedestrians – Button Not Activated – Feb 17

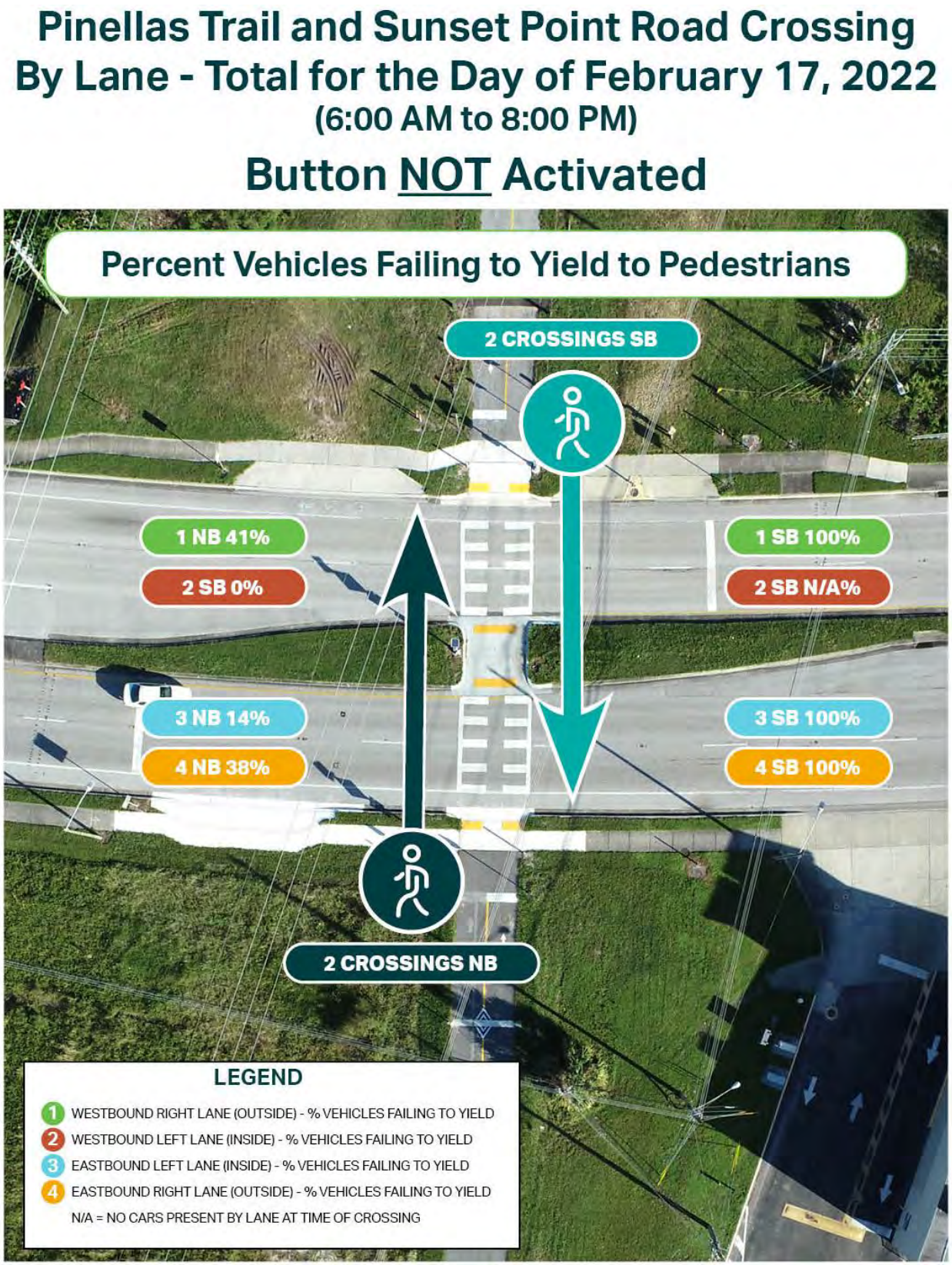


Figure 4-16 Vehicles Not Yielding to Pedestrians – Button Activated – Feb 18

Pinellas Trail and Sunset Point Road Crossing By Lane - Total for the Day of February 18, 2022 (6:00 AM to 8:00 PM)

Button Activated

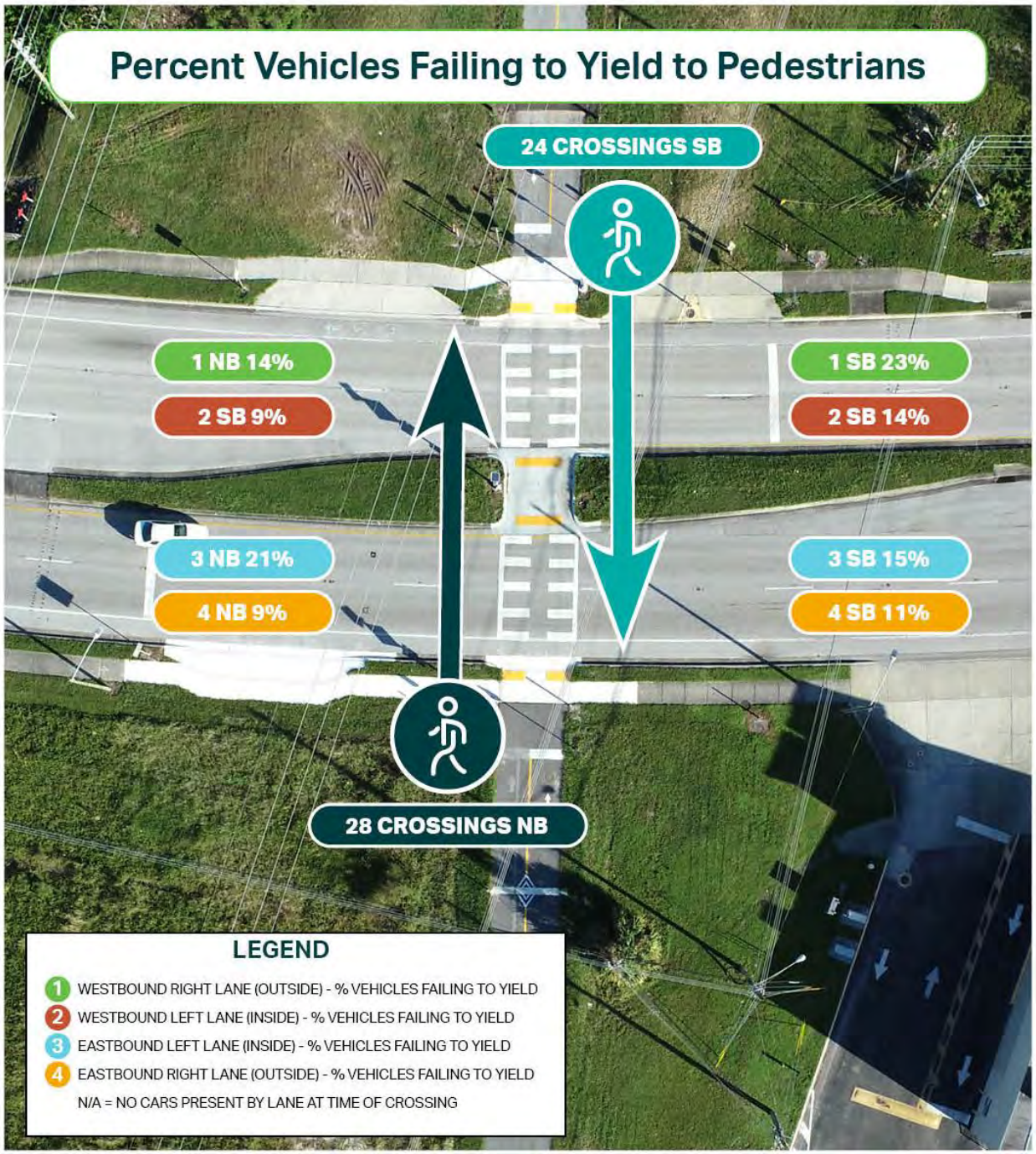


Figure 4-17 Vehicles Not Yielding to Pedestrians – Button Not Activated – Feb 18

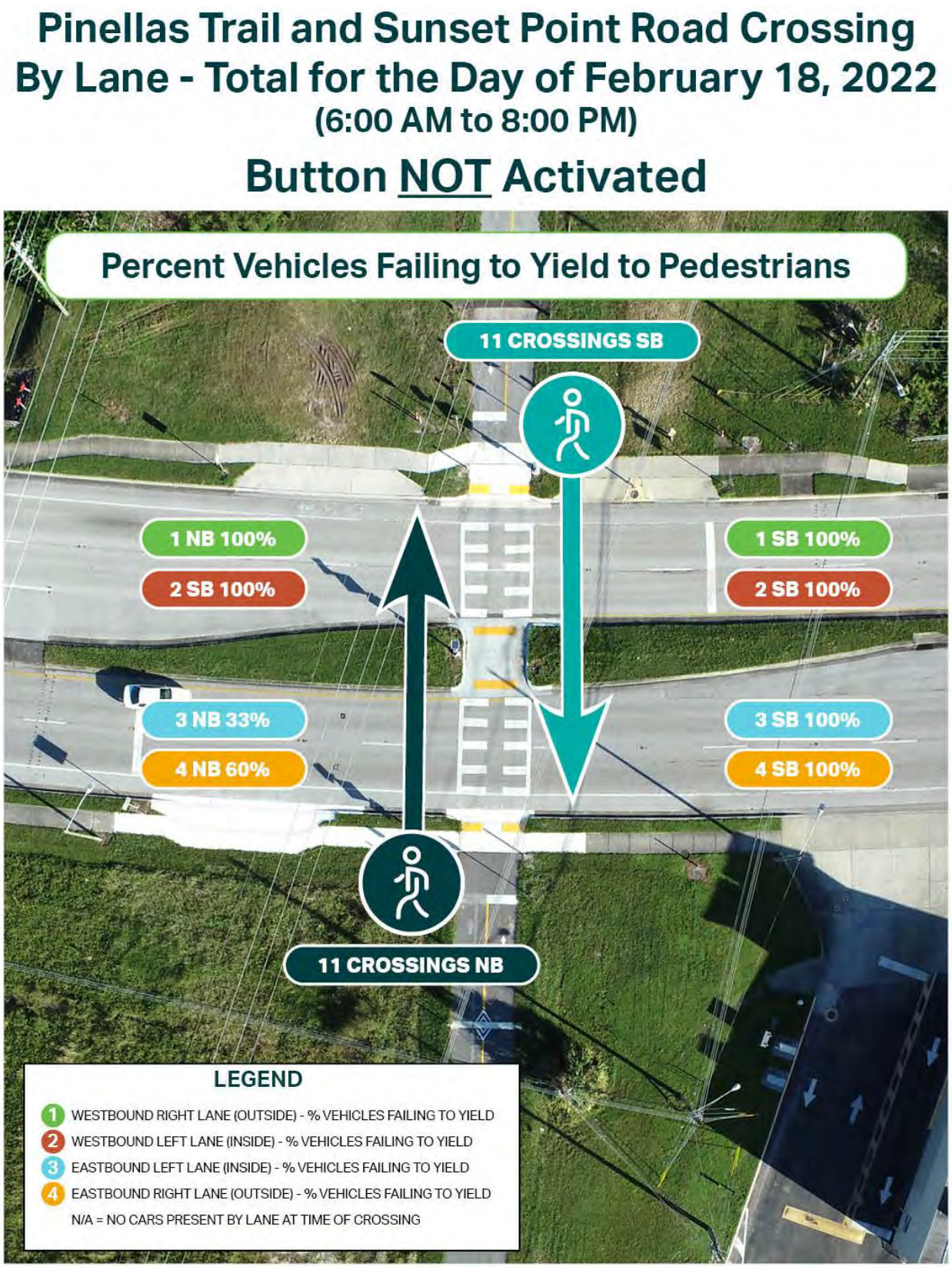


Figure 4-18 Vehicles Not Yielding to Pedestrians – Button Activated – Feb 19

Pinellas Trail and Sunset Point Road Crossing By Lane - Total for the Day of February 19, 2022 (6:00 AM to 8:00 PM)

Button Activated

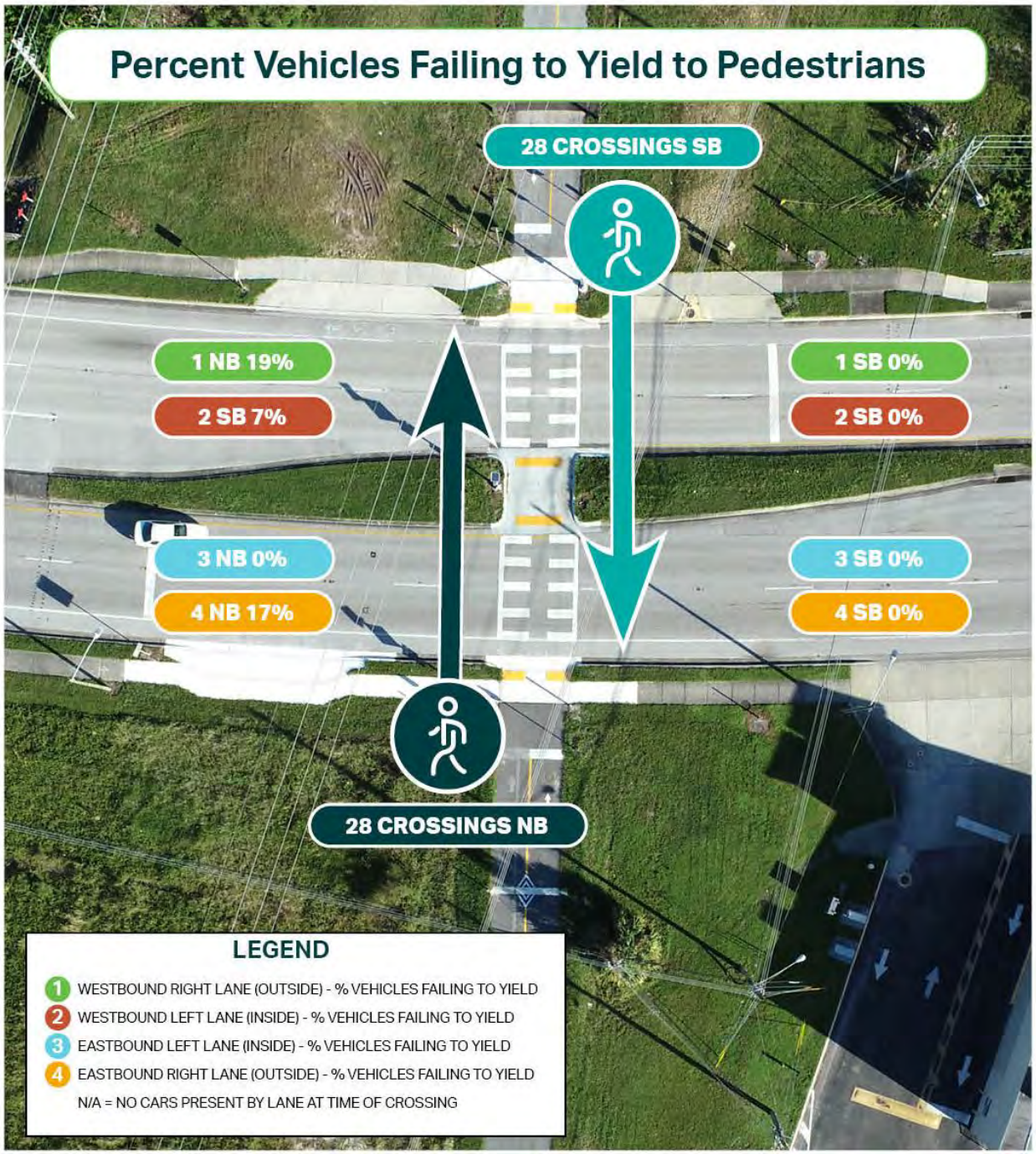


Figure 4-19 Vehicles Not Yielding to Pedestrians – Button Not Activated – Feb 19

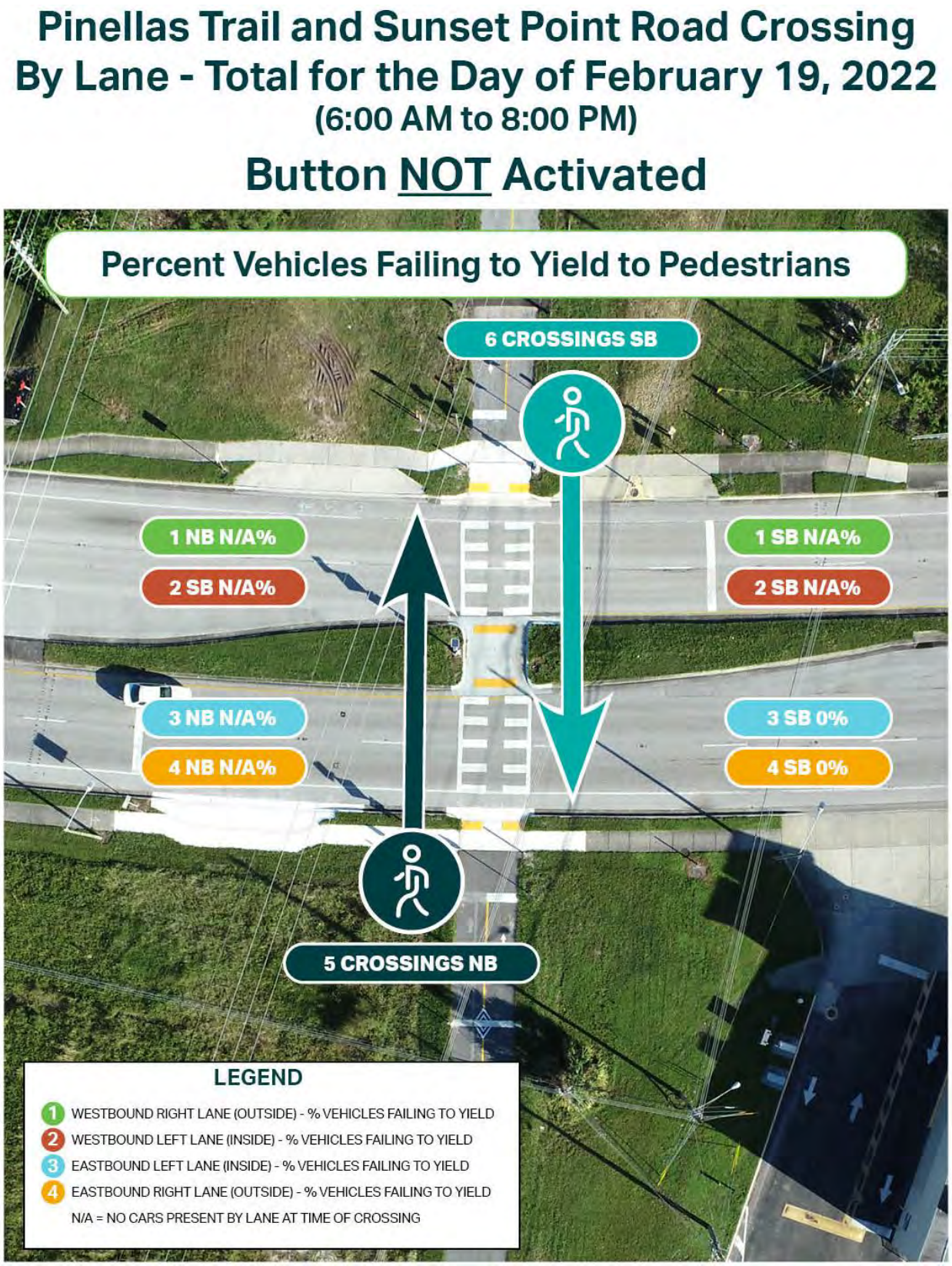


Figure 4-20 Vehicles Not Yielding to Pedestrians – Button Activated – Feb 20

Pinellas Trail and Sunset Point Road Crossing By Lane - Total for the Day of February 20, 2022 (6:00 AM to 8:00 PM)

Button Activated

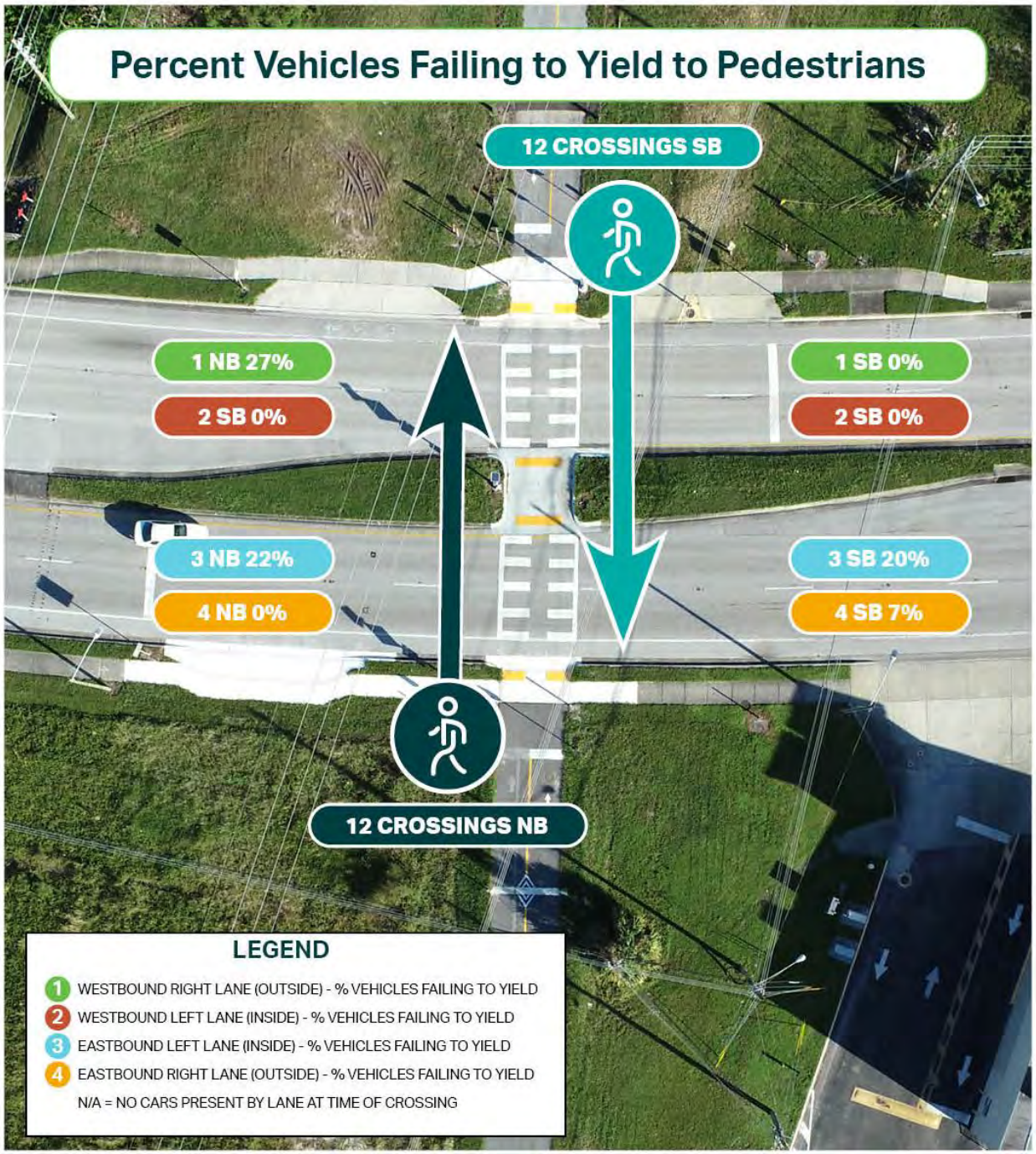


Figure 4-21 Vehicles Not Yielding to Pedestrians – Button Not Activated – Feb 20

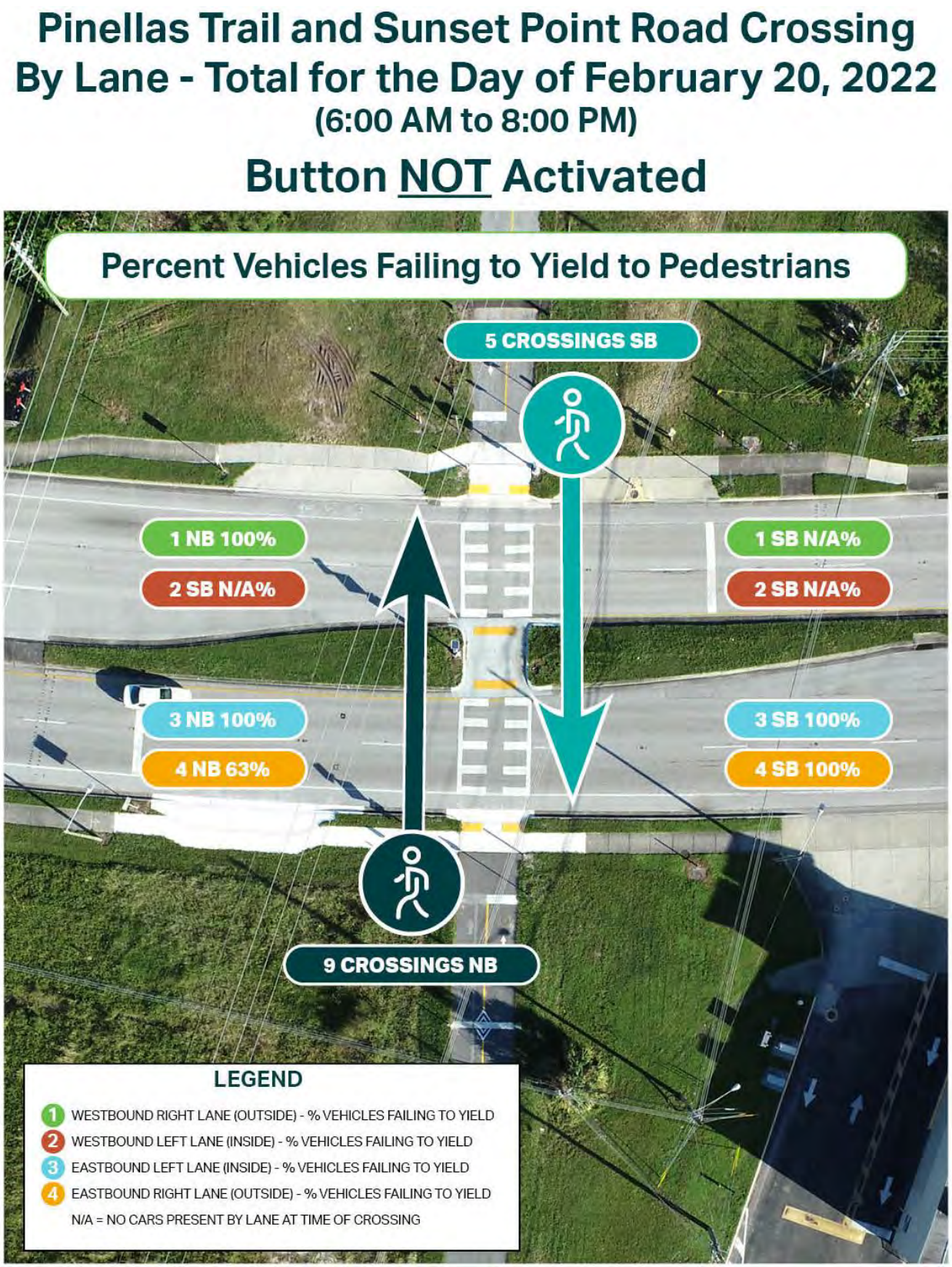


Figure 4-22 Vehicles Not Yielding to Bicycles – Button Activated – Feb 17

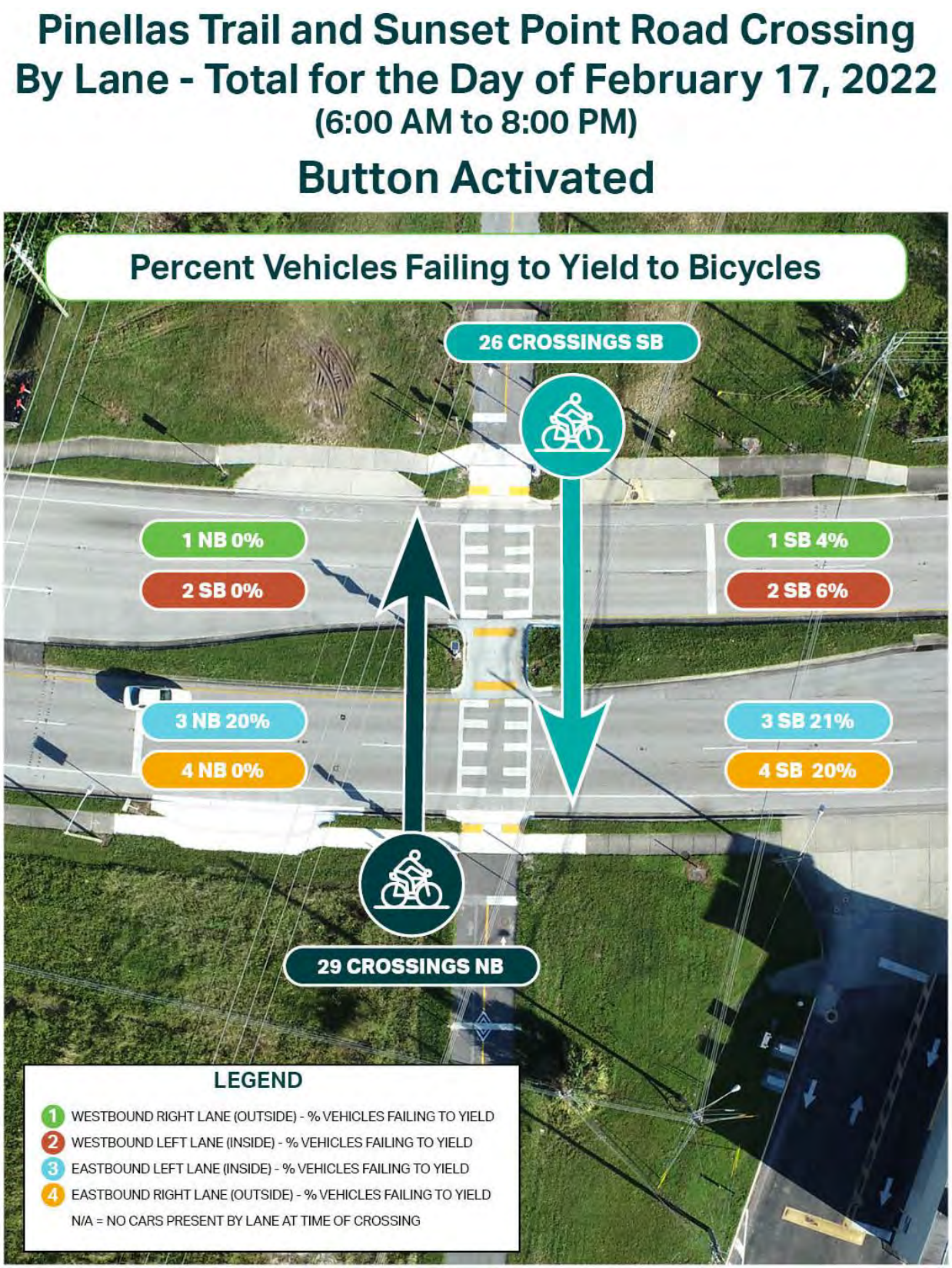


Figure 4-23 Vehicles Not Yielding to Bicycles – Button Not Activated – Feb 17

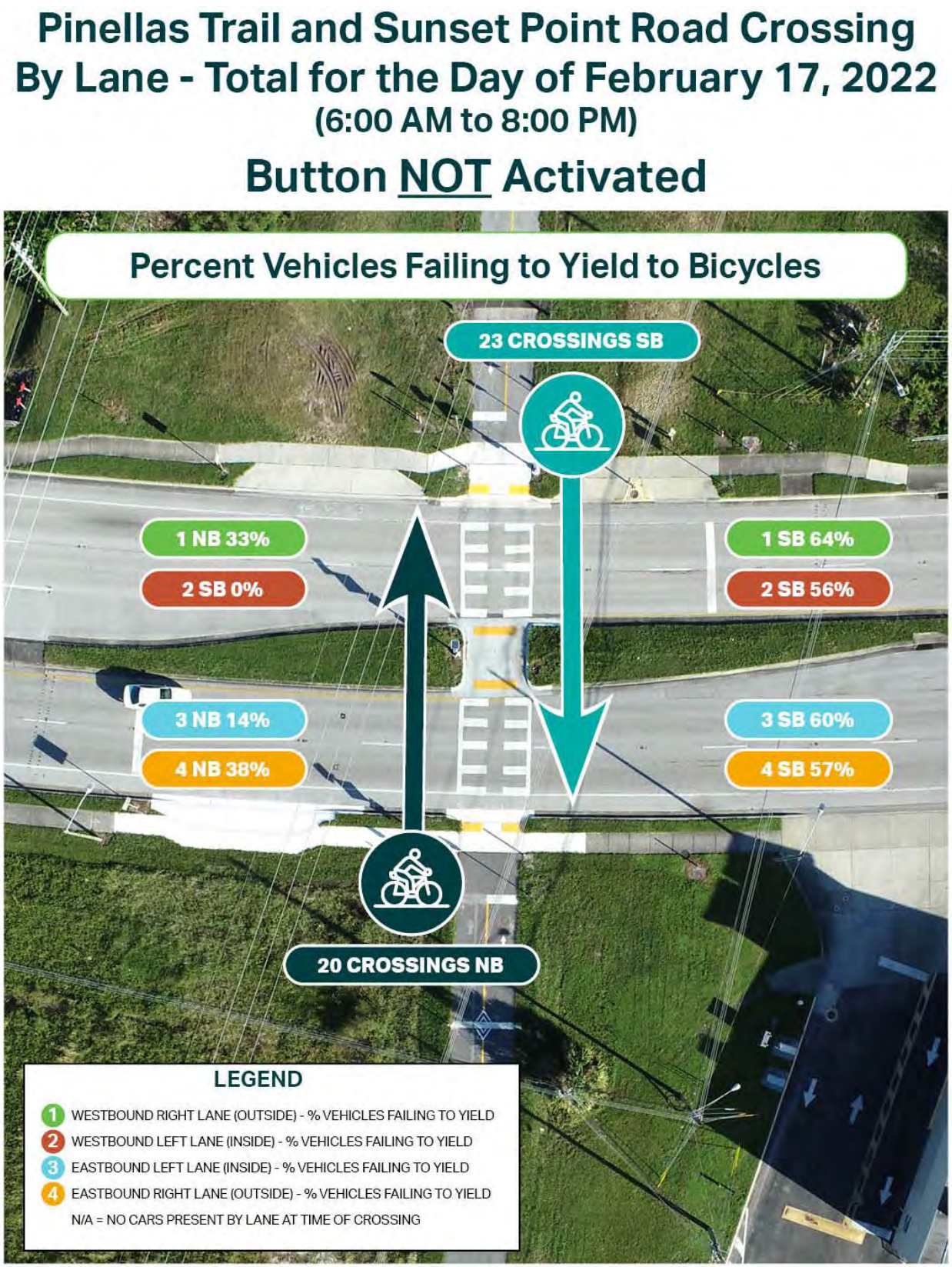


Figure 4-24 Vehicles Not Yielding to Bicycles – Button Activated – Feb 18

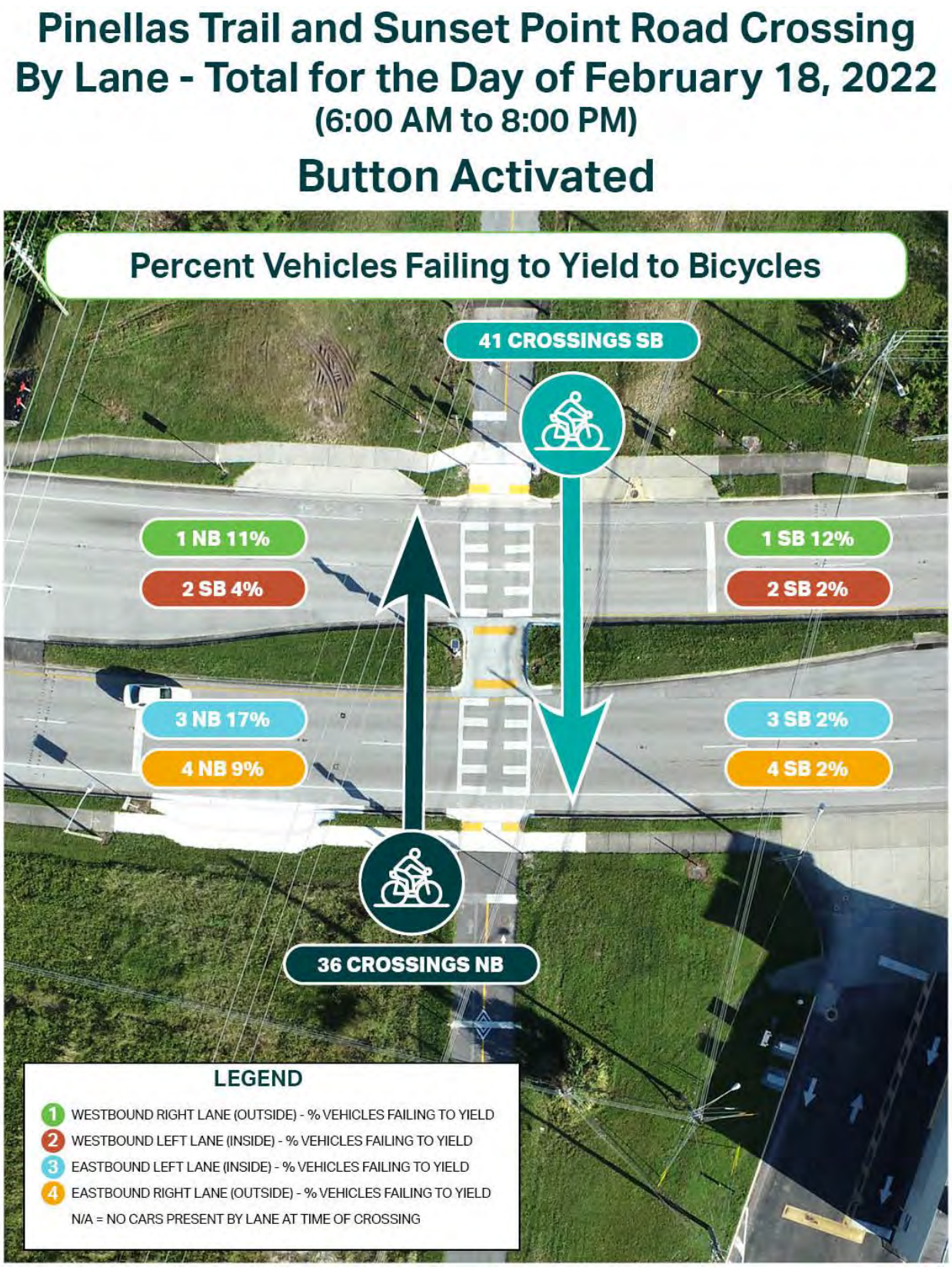


Figure 4-25 Vehicles Not Yielding to Bicycles – Button Not Activated – Feb 18

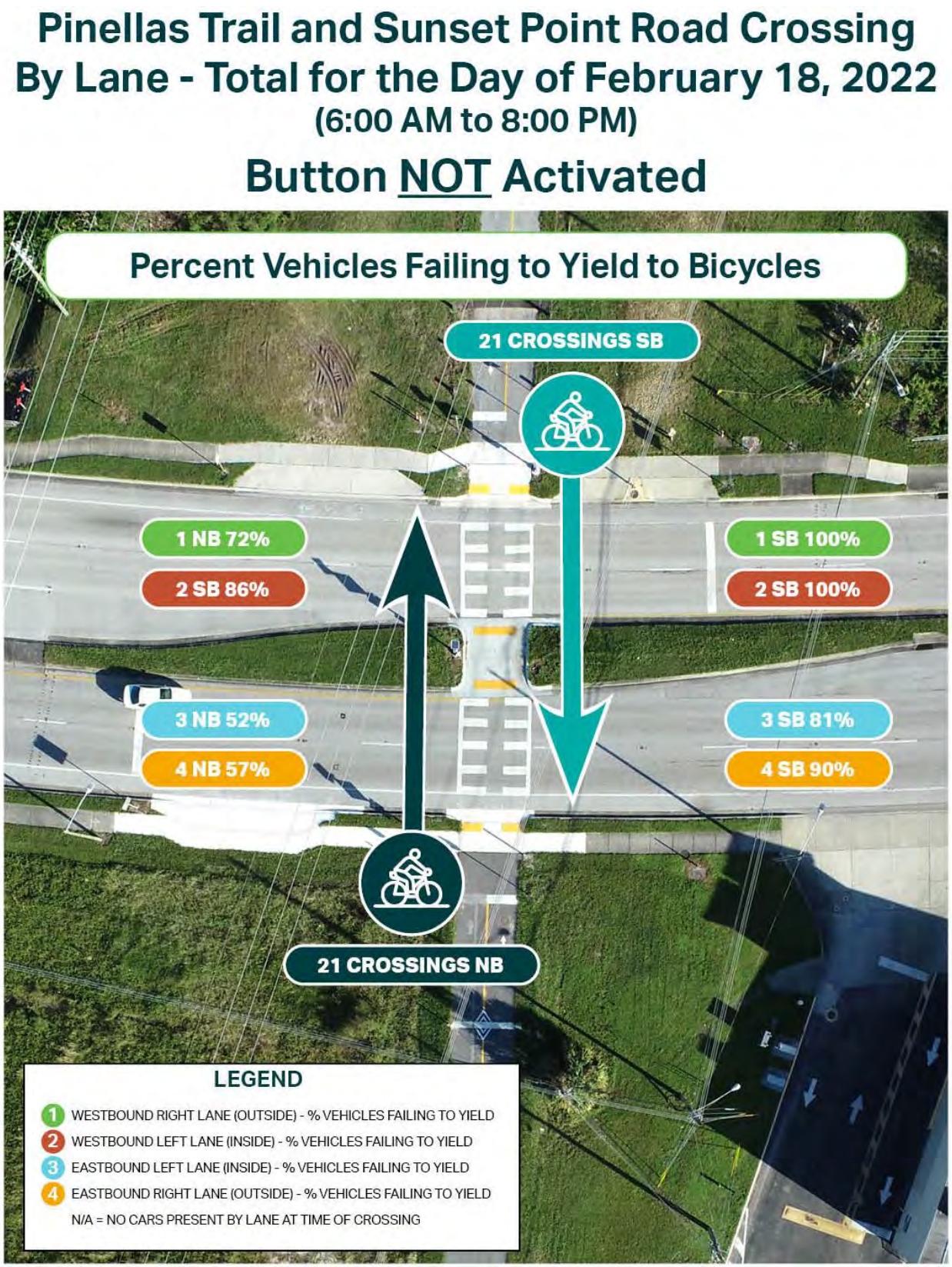


Figure 4-26 Vehicles Not Yielding to Bicycles – Button Activated – Feb 19

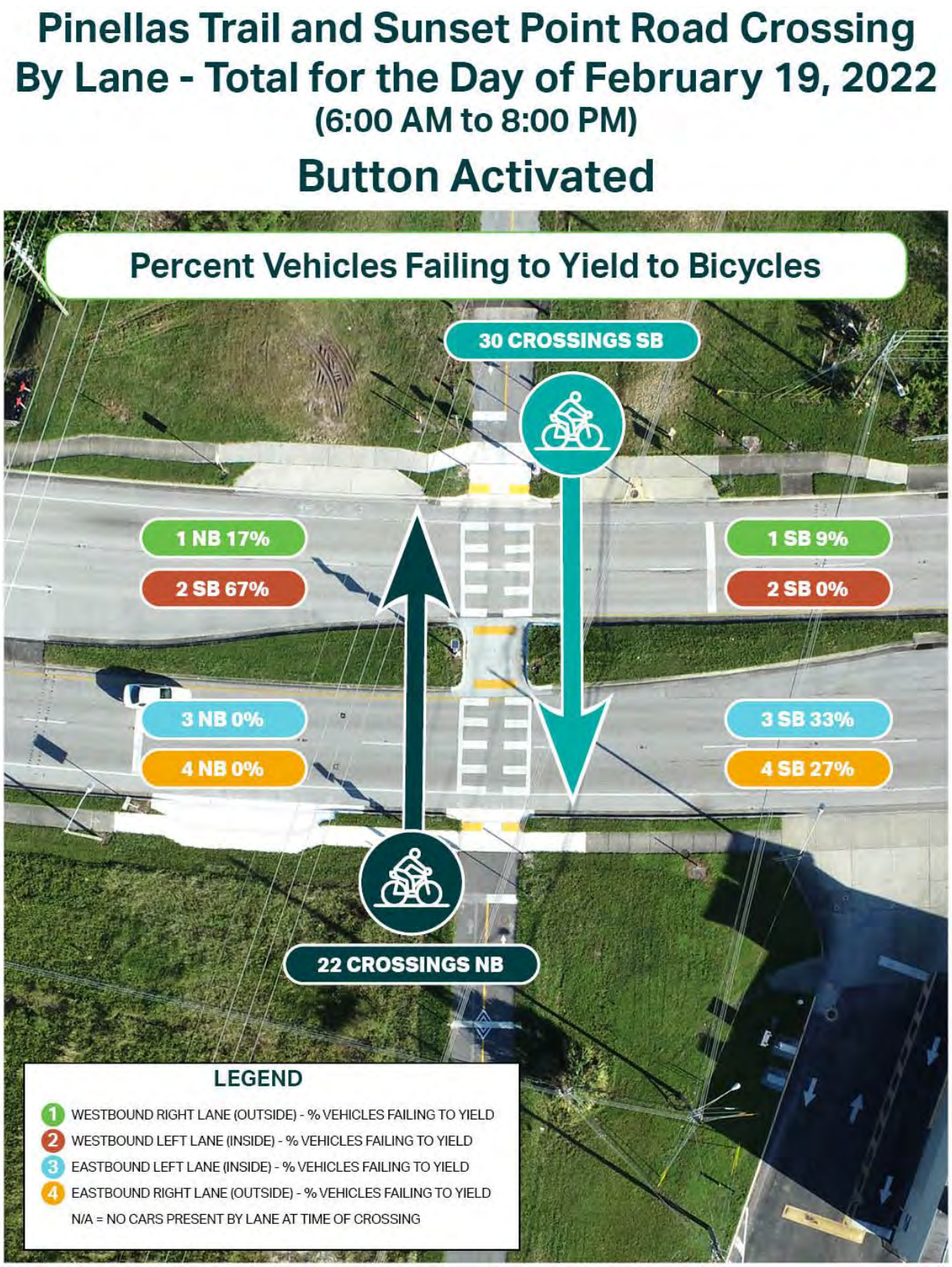


Figure 4-27 Vehicles Not Yielding to Bicycles – Button Not Activated – Feb 19

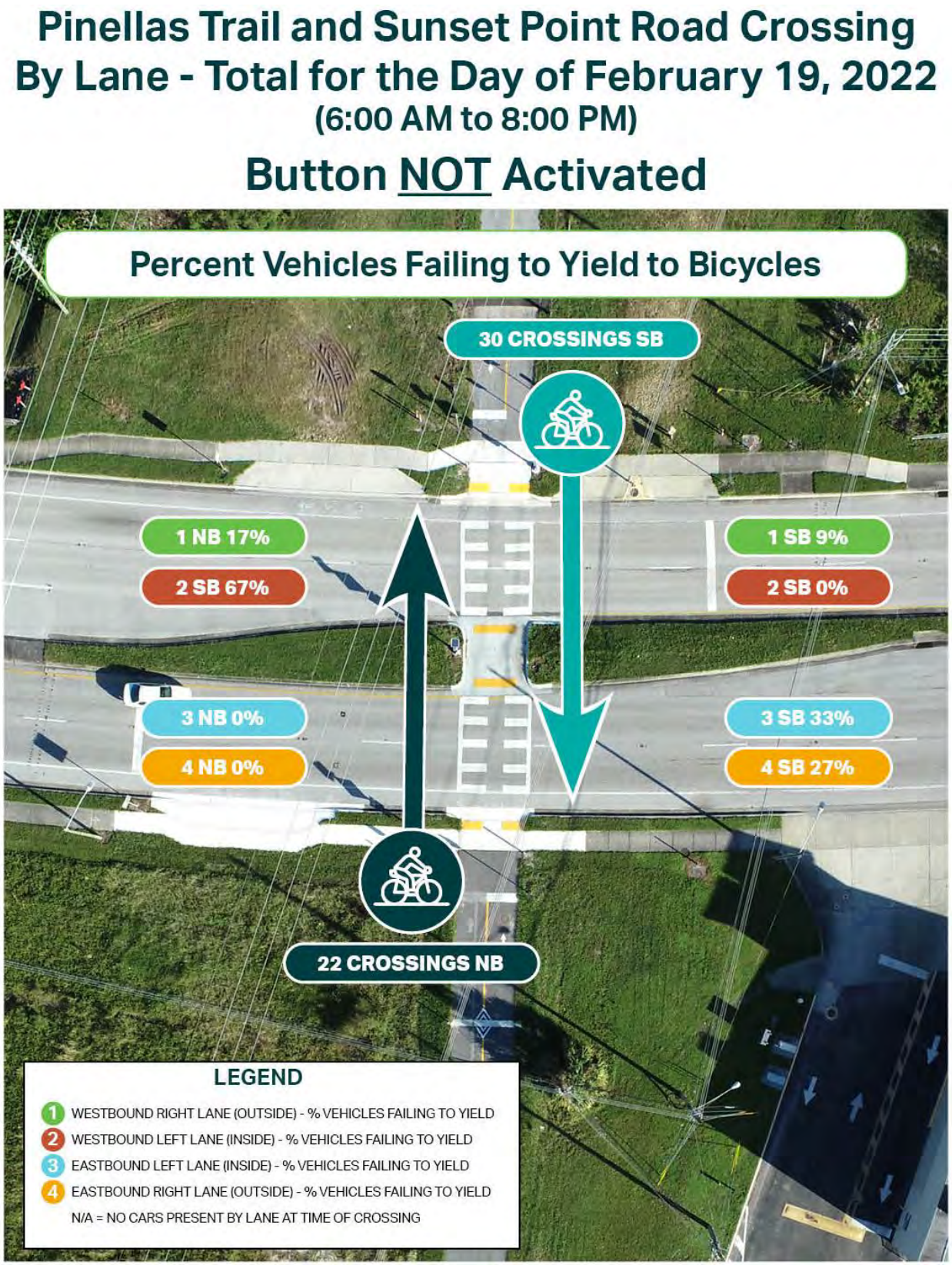


Figure 4-29 Vehicles Not Yielding to Bicycles – Button Activated – Feb 20

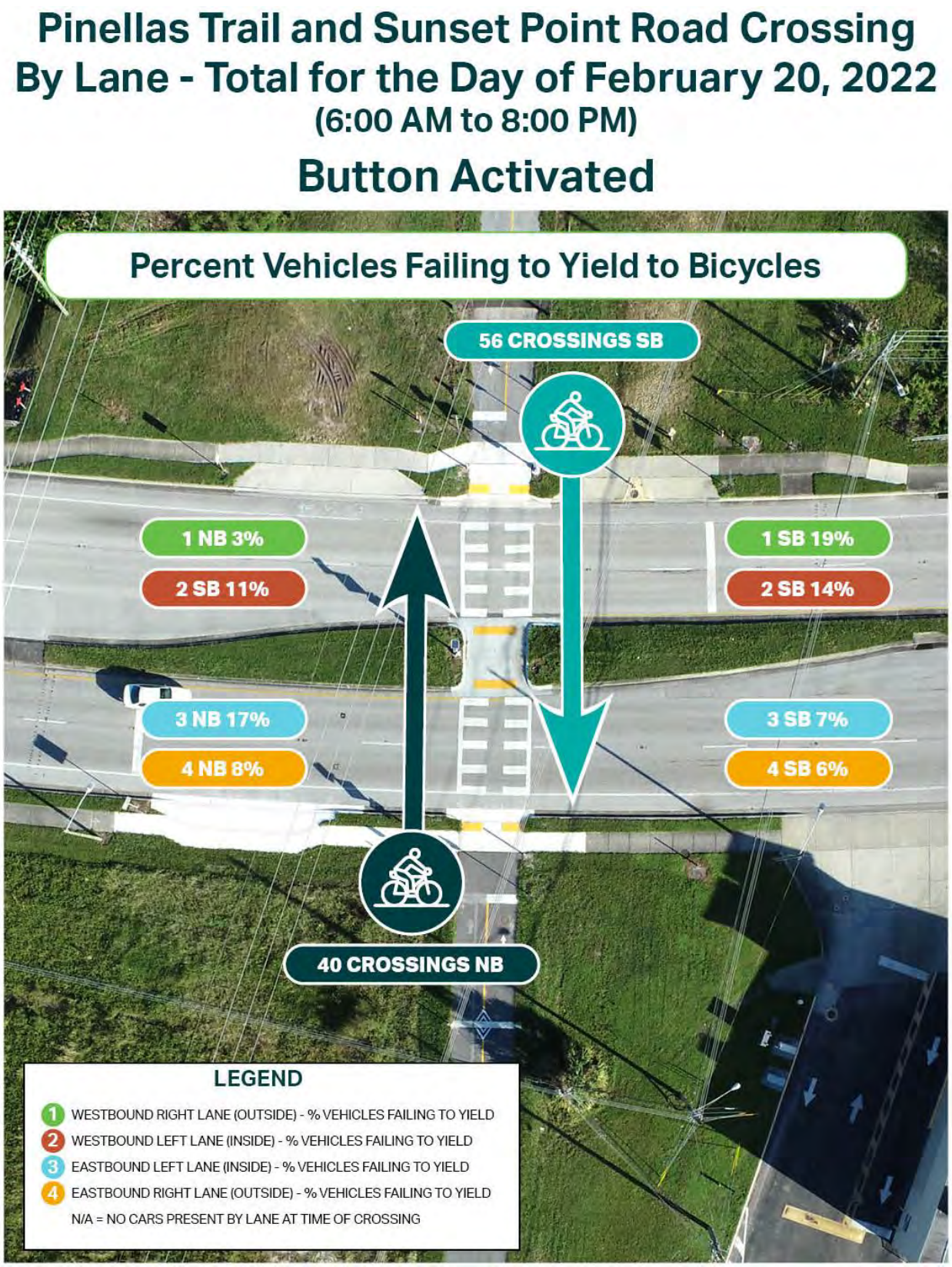
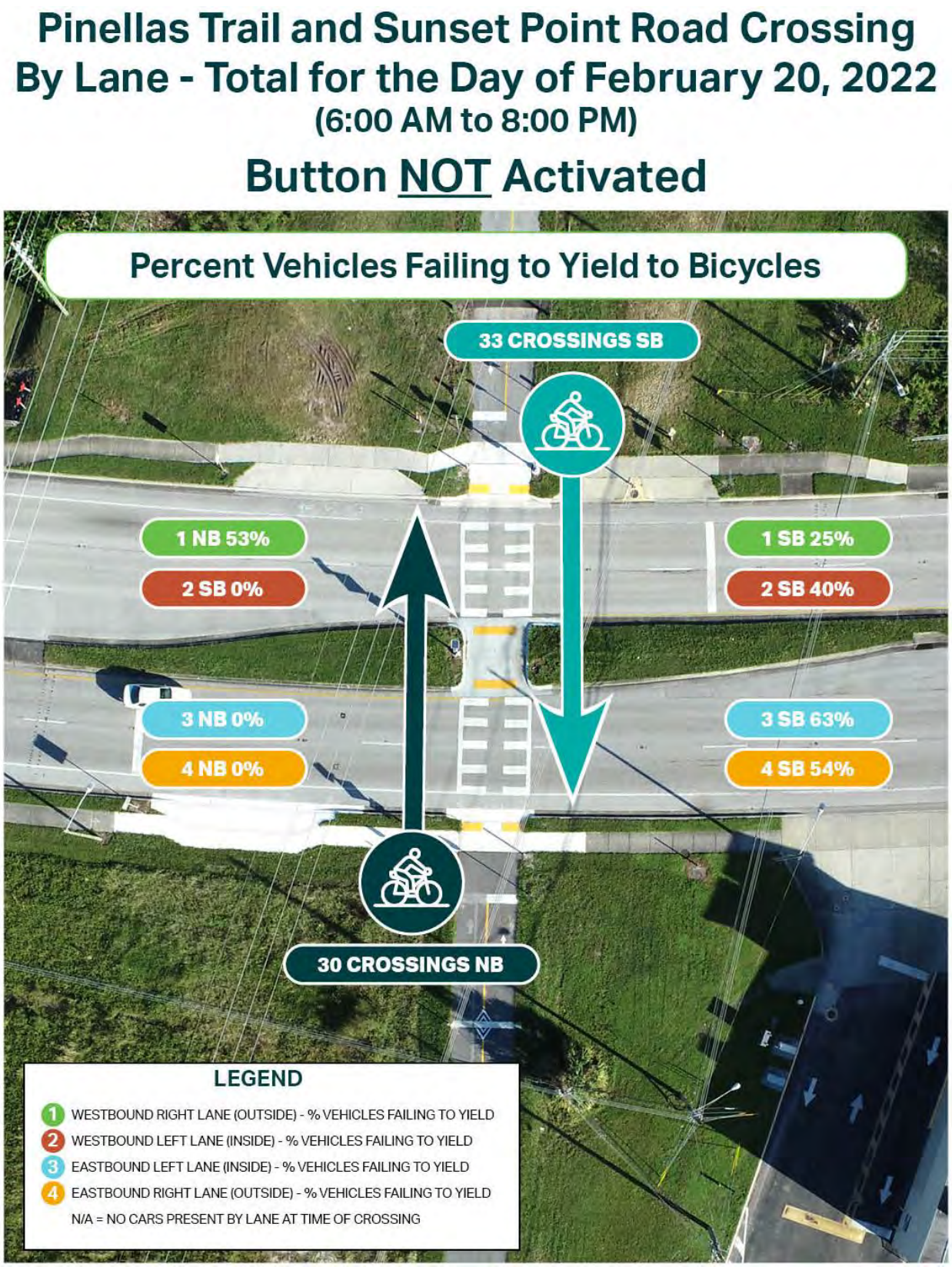


Figure 4-30 Vehicles Not Yielding to Bicycles – Button Not Activated – Feb 20



A. SPOTLight Emphasis Area Update

Staff will provide an update of the SPOTLight Emphasis Areas.

B. Forward Pinellas Board Executive Summary – January 11, 2023

ATTACHMENT: Forward Pinellas Newsletter/Executive Summary – January 11, 2023

C. Traffic Fatalities Map

As previously indicated, staff will provide the updated Traffic Fatalities Map each month. **ATTACHMENT:** Traffic Fatalities Map thru December 30, 2022

D. Tentative Future Agenda Topics

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

- Downtown St. Petersburg Safe Streets Demonstration Project
- 2050 Socioeconomic Data Projections
- Regional Needs Assessment
- Complete Streets Funding Recommendations

Board Meeting Summary & Action Sheet

January 11, 2023

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 January 11, 2023, at 1 p.m. in the Palm Room at the Pinellas County Communications Building.

The board unanimously approved the Target Employment & Industrial Land Study (TEILS) Update.

Forward Pinellas, Pinellas County Economic Development, Pinellas County Housing and Community Development, Renaissance Planning Group, and SB Friedman Development Advisors, updated the TEILS to address present challenges and identify strategies that can more effectively balance competing countywide interests. The TEILS work has identified several key target industry clusters throughout the county that pay higher than average wages, are export-oriented, and contribute substantially to the gross regional product of Pinellas County.

Jared Austin of Forward Pinellas, Katharine Ange of Renaissance Planning Group, and Geoffrey Dickinson of SB Friedman Development Advisors provided an overview of the work completed and draft recommendations for approval. Updates to the Countywide Plan will be incorporated in spring 2023, based on report findings.

- Jared noted there must be a local process; working with local community to ensure target areas remain designated as so. Areas outside of those target areas are up to the community's discretion.
- Katharine Ange recommended that small area planning be done within Target Employment Centers (TECs) to suggest where residential needs can be accommodated, ahead of the market.
- Mayor Bujalski inquired about how cities can get assistance to identify appropriate properties for businesses outside of TECs. The TEILS Working Group can work with cities to determine the appropriate uses. Additionally, Pinellas Economic Development is positioned to assist in this effort.
- Executive Director Whit Blanton noted that having the TEILS in place provides a framework that is essential in developing the next Long Range Transportation Plan (LRTP) and allows us to be more competitive for grant funding (e.g., can be aligned with regional stormwater upgrades).
- Commissioner Scott asked what the process is for regularly updating data to ensure targets are being met? Data will be updated in conjunction with the LRTP update cycle, which is every five years. The TEILS Working Group is responsible for tracking trends.
- Councilmember Driscoll noted this project helps modernize zoning, and recommended incorporating the marine science to marine work pipeline into the report, as well as looking at current companies who need space and guidance for growth.

- Joe Furst, Owner and Managing Principal of Place Projects in the Warehouse Arts District, provided public comment. He applauded the TEILS team for their community engagement work and supports the report's vision for the local TEC.
- Lisa Lanza provided public comment with requests for Hercules Industrial Park. She requested a bicycle path to connect Hercules with its neighborhoods and Dunedin, affordable housing, employment opportunities, and protection of recreation areas. She also thanked the board for past completed stormwater projects.

The board unanimously approved the Letter of Comments on Draft Tentative Five-Year Work Program for transmission to FDOT.

The Florida Department of Transportation (FDOT) District 7 is developing the new Five-Year Work Program for Fiscal Years 2023/24 - 2027/28. The Work Program outlines federal- and state-funded transportation projects, considers the project priorities adopted annually by Forward Pinellas, and is a major part of the MPO's Transportation Improvement Program.

FDOT staff, Jensen Hackett and Justin Hall, provided an overview of the highlights included in the Draft Tentative Work Program and public comments. Forward Pinellas staff provided a letter of official comments for the board's consideration and transmittal to FDOT.

- Mayor Bujalski expressed concern over the timing of obtaining temporary construction easements along Curlew Rd. at Alternate US 19 relative to the construction of planned advance signage for the entrance of Honeymoon Island State Park. FDOT staff responded that the standard duration for acquiring the easements is 12-18 months, but they can work with contractors to move the signage portion of the project up in the timeline so that the two projects align.
- Mayor Bujalski inquired about improvement plans for the intersection of Edgewater Drive and Main Street in Dunedin, considering a recent pedestrian fatality. This intersection has poor visibility and is part of the Alt US 19 Corridor Study. Commissioner Eggers reinforced those comments, noting he had pointed out this concern previously. FDOT staff responded that the short-term plan is to install rapid flashing beacons at the crosswalk, within a month, and to then convert the east-west crosswalk to move the crossing over to a north-south crossing because of safety concerns at that location. Mayor Bujalski noted it would be beneficial to have a conversation regarding reconfiguring the entire intersection because much of foot traffic is on the south side of Main Street rather than the north side. Whit Blanton stated that Forward Pinellas has been working with FDOT to prioritize intersections along Alt 19 as a result of the 2018 corridor study that covered about 30 miles. He said this intersection in Dunedin should be advanced in the priority list along with another project in Tarpon Springs, as soon as practical.

The board unanimously approved the adoption of the Public Participation Plan (PPP).

The PPP is a federally required master document that guides agency staff in soliciting input from the public and incorporating their input into our planning activities. Chelsea Favero provided an overview

of the outreach tools included in the final PPP and summarized public comments provided from the public comment period. One of the biggest additions to the document is the incorporation of audience-sensitive tools that agency staff can reference when targeting specific demographic groups. A summary of public comments includes praise and a request for Forward Pinellas to conduct outreach in places where people already congregate.

- Commissioner Michael Smith recommended Forward Pinellas reach out to libraries for programming, especially for younger generations.

The board recommended approval of one amendment to the Countywide Plan Map.

Case CW 23-01 – A request from the City of St. Petersburg to amend a 4.4-acre property at 2624, 2642, 2702, 2710, 2714, 2720 & 2730 Union St. and Lakewood Estates Section H, Block B, Lots 6-11 and Block C Lots 6-12 and Lots 20-26 from Public/Semi-Public to Residential Low Medium. It is the intent of the applicant to allow for the development of single-family homes on the entirety of the amendment area.

The board unanimously approved the recommendation of the Legislative Committee to send a letter to Senator Hooper with concerns regarding Senate Bill 64.

Senate Bill 64 would place a cap of 20% on the use of Transportation Trust und dollars being spent for public transit**.** The board's direction to staff was to identify concerns relating to the potential effects this cap may have on advancing public transportation projects in areas without a dedicated transit funding source, such as the Tampa Bay region.

The board unanimously approved the appointment of Commissioner Janet Long to the Legislative Committee.

SPOTlight Updates

- Executive Director Whit Blanton provided updates on the US 19 Corridor. The final report for US 19 Regional Rapid Transit Project, headed by TBARTA, has been received. The project has been significantly scaled back to more appropriately accommodate projected ridership and increase competitiveness for funding. A proposal will be presented to the board this spring. Additionally, work is continuing on the innovative interchange concepts for northern US 19 to determine if there are feasible options to building grade-separated interchanges north of Tampa Road.
- An Employer Survey will be administered in the coming months in the Gateway Area to ask about a commute options program using funding from the Florida Department of Transportation.
- The Waterborne Transportation Committee wants to revisit restarting and testing the water taxi service between Dunedin, Clearwater, and Clearwater Beach. Presently, the two cities are on board for local funding support, but not the County. PSTA could potentially assume administrative responsibility of the service to ensure consistency. The operator of the

Clearwater Ferry has provided a revised proposal, which has lower costs than initially discussed with PSTA. Forward Pinellas will work with Brad Miller of PSTA and County administration on next steps.

- The Forward Pinellas Strategic Business Plan is being updated. It serves as a guide for budgeting and professional evaluation of staff. Key areas include development & growth, planning analytics (e.g., before & after studies), engagement and establishing stronger partnerships, regional collaboration, and setting priorities for investment.

Other Items

- PSTA Report
    - The Board approved officers for 2023: Councilmember Gina Driscoll - Chairperson, Mayor Dan Saracki - Vice-Chair, and Commissioner Rene Flowers - Secretary/Treasurer.
    - PSTA's 2022 Employee Engagement Survey had increased survey participation and revealed more employee engagement from prior years.
    - Councilmember Gina Driscoll shared a 1-month update on SunRunner which included survey findings and ridership numbers. Notably, there has been a 30% increase of ridership on weekdays and 60% on weekends on the corridor. PSTA is also tracking which stops experience the most use, such as 1st Ave/5th Street. A full report is available upon request.
    - Commissioner Janet Long requested data on changes in crash patterns along the SunRunner routes. A more in-depth report will be provided at the 6-month update.
- Regional Activities Report
    - The Transportation Management Area Leadership Group (TMA) and Suncoast Transportation Planning Alliance (SCTPA) voted on regional transportation priorities, which will be provided to the board in February.
    - Discussion regarding a regional transportation planning organization is ongoing. Needs to be seen if there is sentiment to move in that direction in Hillsborough and Pasco Counties. Forward Pinellas will meet in a workshop with the Board of County Commissioners and report developments.
    - Tampa Bay Regional Planning Council is hosting a Resiliency Leadership Summit, on May 4 & 5th. The three MPOs will speak on how the multimodal transportation planning and priority program is contributing to a more resilient Tampa Bay.
- The board welcomed new board members Mayor Alan Johnson, Councilor Chris Burke, Vice Mayor Jarrod Buchman, Commissioner Brian Scott, and Councilmember John Muhammad.
- Public comments:
    - Sharon Calvert, President of Fix Our Roads First, expressed dissatisfaction over the removal of lanes on specified roads. Specifically,she objective to the lane removal on 34th Street South and the lane(s) removed to accommodate the SunRunner route on the 1st Avenues in St. Petersburg.

- Gina Foti, a business owner in the Warehouse Arts District, noted her appreciation of her voice being elicited and heard at the TEILS Update meetings.

Action Sheet

January 11, 2023

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

- **Consent Agenda** (vote: 12-0; Councilmember Floyd had not yet arrived)
  Approved to include the following:

  A. Approval of Minutes of the November 9, 2022 Meeting
  B. Approval of Committee Appointments
  C. Authorization to Distribute 2022 Annual Report

- **Adoption of the Public Participation Plan**
  Following a presentation by Forward Pinellas staff, Chelsea Favero, the board, in its role as the metropolitan planning organization, adopted the new Public Participation Plan. (vote: 13-0)

- **Countywide Plan Map Amendment(s)**
  One case was approved:
  1. CW 23-01 – City of St. Petersburg (vote: 13-0)

- **Approval of Target Employment & Industrial Land Study Update**
  Following a presentation by Forward Pinellas staff, Jared Austin, and consultants Katharine Ange (Renaissance Planning Group) and Geoffrey Dickinson (SB Friedman Development Advisors) the board accepted the final draft report and approved the recommendations as described. (vote: 13-0)

- **Draft Tentative Five-year Work Program - Comments**
  Following a presentation by FDOT, Jensen Hackett, the board authorized staff to transmit the Letter of Comments to FDOT concerning the Draft Tentative Five-year Work Program. (vote: 13-0)

- **Forward Pinellas Legislative Committee Update & Appointments**
  Following an update by the Executive Director, the board authorized staff to send a letter of comments to Senator Hooper regarding SB 64 which would require that no more than 20 percent of annual revenues from the State Transportation Trust Fund be committed annually for public transit projects.. (vote: 13-0)

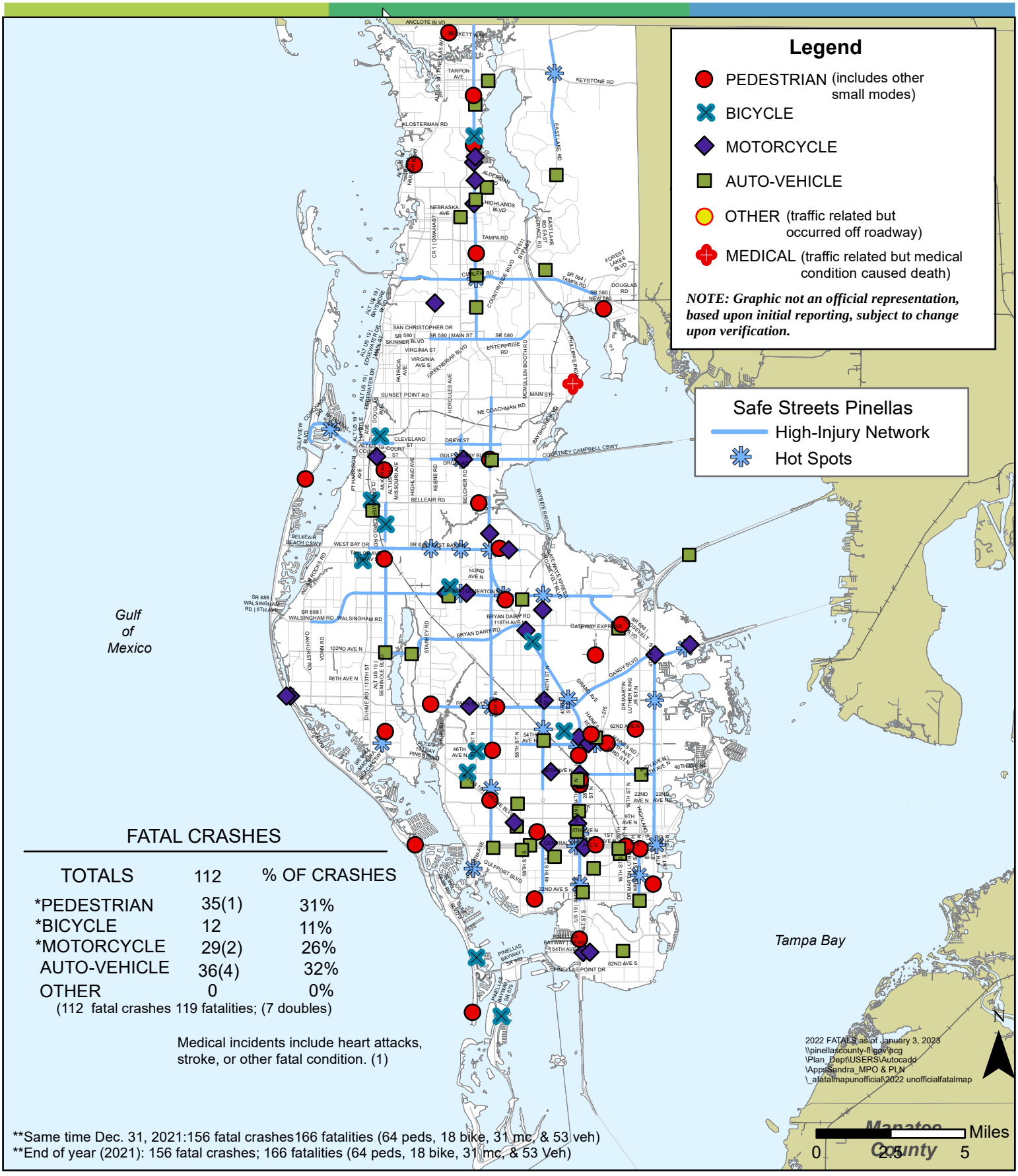
  Additionally, the board appointed Commissioner Long as a member of the Forward Pinellas Legislative Committee. (vote: 13-0)

YEAR 2022

(thru December 31st)

Locations of Reported Traffic Fatalities

FORWARD PINELLAS
Integrating Land Use & Transportation



FATAL CRASHES

TOTALS	112	% OF CRASHES
*PEDESTRIAN	35(1)	31%
*BICYCLE	12	11%
*MOTORCYCLE	29(2)	26%
AUTO-VEHICLE	36(4)	32%
OTHER	0	0%

(112 fatal crashes 119 fatalities; (7 doubles)

Medical incidents include heart attacks, stroke, or other fatal condition. (1)

**Same time Dec. 31, 2021:156 fatal crashes166 fatalities (64 peds, 18 bike, 31 mc, & 53 veh)
**End of year (2021): 156 fatal crashes; 166 fatalities (64 peds, 18 bike, 31 mc, & 53 Veh)

Data Source: Forward Pinellas, 2020. Map Produced: January 3, 2023.
\\pinellascounty-fl.gov\pcg\Plan_Dept\USERS\Autocadd\AppsSandra_MPO & PLN_afatalmapunofficial\2022 unofficialfatalmap\2022fatalsmap.mxd

# CRASHES	DATAID	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIM	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	4	ROOSEVELT BLVD	DODGE ST	PED/DELAY	1/14/2022	1	5:50AM	89590520	FHP	M/33
1	8	SR 693/66TH ST	51ST AVE N	PED/SCOOTER	1/30/2022	1	3:30AM	24897579	FHP	M/23
1	17	S MISSOURI AVE	1000 BLOCK	PED/DELAY (NEED REPORT)	2/19/2022	1	10:50PM	?	LA	M/?
1	22	SEMINOLE BLVD	6TH AVE SE	PED/DELAY	3/1/2022	1	10:40PM	24808470	LA	M/?
1	25	US HIGHWAY 19 N	CYPRUS POND RD	PED	3/4/2022	1	7:17PM	24906054	FHP	F/47
1	26	62ND AVE N	10TH ST N	PED	3/12/2022	1	10:30PM	25114362	SP	M/52
1	29	102ND AVE N	28TH ST N	PED	3/18/2022	1	6:35AM	25114492	SP	M/55
1	32	1ST AVE S	6TH ST S	PED	3/21/2022	1	8:47AM	25114569	SP	F/76
1	33	ST PETERSBURG DR	BAYVIEW BLVD	PED	3/26/2022	1	7:19PM	89361523	PCSO	F/6
1	37	CENTRAL AVE	16TH ST N	PED	4/3/2022	1	12:52AM	24114921	SP	F/34
1	38	34TH ST N	NORTH OF 50TH AVE N	PED	4/11/2022	1	8:17PM	89580415	FHP	M/67
1	43	GULF BLVD	1261 HARBORAGE CT /CW	PED	4/21/2022	1	1:41PM	24758997	CLW	F/80
1	49	34TH ST N	33RD AVE N	PED	5/16/2022	1	10:31PM	25115971	SP	M/52
1	52	34TH ST N	35TH AVE N	PED	5/22/2022	1	2:53AM	25116112	SP	M/38
1	53	ANCLOTE BLVD	OAKMONT AVE	PED/DELAY	6/5/2022	1	5:20PM	24925708	FHP	F/42
1	56	US HIGHWAY 19 N	BILGORE GROVE BLVD	PED	6/9/2022	1	3:34AM	24965543	FHP	F/36
1	57	34TH ST S	46TH AVE S	PED/DELAY	6/12/2022	1	9:05PM	25116653	SP	M/74
1	61	GULF TO BAY BLVD	US HIGHWAY 19 N	PED/DELAY	6/16/2022	1	8:53PM	24759579	CLW	M/66
1	63	ULMERTON RD	34TH ST N	PED (RPT SAYS INCAP?)	6/27/2022	1	10:34PM	24952687	FHP	M/19
1	70	SEMINOLE BLVD	ORANGE BLOSSOM LN	PED	7/24/2022	1	9:05PM	89362356	PCSO	F/60
1	74	26TH AVE S	54TH ST S	PED	8/3/2022	1	9:46PM	89863068	GP	M/69
1	84	STARKEY RD	PARK BLVD	PED	8/26/2022	1	5:55AM	89362509	PCSO	M/85
1	83	BELLEAIR RD	SOUTH HAVEN DR	PED	8/26/2022	1	6:44AM	24991707	FHP	M/15
1	88	ALT US 19 (PALM HARBOR BLVD)	BREVARD ST	PED	9/3/2022	1	2:02AM	24991978	FHP	M/44
1	93	I-275 INTERCHANGE	ROOSEVELT BLVD INTER.	PED	9/22/2022	1	10:56PM	89362711	PCSO	M/51
1	97	US HIGHWAY 19 N	MELODY LN	PED/SCOOTER	10/5/2022	1	1230PM	25184806	TS	F/65
1	99	GULF WAY	8TH AVE	PED/DELAY	10/16/2022	1	7:01PM	89362836	PCSO	F/56
1	100	TYRONE BLVD N	66TH ST N	PED/DELAY (RPT. SAYS INCAP AND ICON INJURY)	11/4/2022	1	4:58PM	25119994	SP	M/52
1	101	14TH AVE S	4TH ST S	PED; 2ND PED,WHEELCHAIR	11/5/2022	2	9:30PM	25120054	SP	M/65; F/61
1	102	5124 5TH AVE N	W OF 51ST ST N	PED/DELAY	11/9/2022	1	12:30AM	25120123	SP	F/80
1	103	CENTRAL AVE	25TH ST S	PED/DELAY (RPT. SAYS INCAP AND ICON INJURY)	11/17/2022	1	8:58PM	25120327	SP	M/67
1	107	HAINES RD	JUST BEFORE 58TH AVE N	PED	11/26/2022	1	6:36PM	25051021	FHP	M/42
1	110	GULF BLVD/TI	108TH AVE N	PED	12/6/2022	1	7:46PM	89363071	PCSO	F/46
1	10	71ST ST N	50TH AVE N	BIKE/DELAY	2/8/2022	1	7:19PM	88576105	FHP	M/54
1	21	38TH AVE N	78TH WAY N	BIKE/DELAY	2/27/2022	1	4:15AM	25114015	SP	M/45
1	24	N MISSOURI AVE	ROSERY RD	BIKE/DELAY	3/4/2022	1	6:27AM	24808494	LA	F/?
1	36	PARK VIEW LN	8TH AVE S	BIKE/DELAY (CDMS ICON x/?RPT SAYS INCAP?)	4/2/2022	1	12:11PM	24808721	LA	??
1	69	BELLEAIR RD	MYRTLE AVE	BIKE/DELAY	7/19/2022	1	8:25AM	24952703	FHP	M/84
1	71	SR 679 /PINELLAS BAYVIEW S	MADEIRA CIRCLE	BIKE/DELAY (RPT SAYS INCAP?)	7/25/2022	1	9:45PM	24971886	FHP	M/64
1	80	JONES ST	N MYRTLE AVE	BIKE/DELAY	8/16/2022	1	2:55PM	25431917	CLW	M/51
1	82	US HIGHWAY 19 N	GRAND CYPRESS BLVD	BIKE/DELAY	8/21/2022	1	5:34PM	24981119	FHP	M/11
1	85	110TH AVE N	US HIGHWAY 19 N	BIKE/DELAY	8/26/2022	1	11:15AM	25194838	PP	M/37
1	89	62ND AVE N	39TH ST N	BIKE	9/11/2022	1	2:33AM	24991984	FHP	M/64
1	92	ULMERTON RD	TALL PINES DR	BIKE (AGE OF DECEASED NOT ON REPORT)	9/18/2022	1	9:16AM	25492683	LA	M/?
1	95	BELLE VISTA DR	41ST AVE	BIKE	10/2/2022	1	2:35AM	89362722	PCSO	M/38
1	9	US HIGHWAY 19 N	56TH AVE N	MC/DR/DELAY	1/31/2022	1	3:50PM	24894294	FHP	M/27
1	12	COURT ST	EWING AVE/NEAR MYRTLE	MC/DR/DELAY	2/11/2022	1	8:27PM	24758413	CLW	M/28
1	13	US HIGHWAY 19 N	9TH AVE N	MC/DR/DELAY	2/11/2022	1	9:00PM	25113760	SP	M/62
1	15	38TH AVE N	45TH ST N	MC/DR/DELAY	2/18/2022	1	11:03PM	25113878	SP	M/26
1	27	TYRONE BLVD N	WINCHESTER ST N	MC	3/14/2022	1	2:28PM	25114562	SP	M/29
1	30	US HIGHWAY 19 N	116TH AVE N	MC	3/19/2022	1	7:36PM	25193736	PP	M/27
1	31	1ST AVE S	30TH ST S	MC/DELAY	3/20/2022	1	5:04PM	25114564	SP	M/42
1	34	PARK BLVD N	73RD ST N	MC/DELAY	3/27/2022	1	11:02AM	25193796	PP	M/51
1	35	54TH AVE N	31ST ST N	MC	4/2/2022	1	2:11AM	24886826	FHP	F/60
1	40	49TH ST N	86TH AVE N	MC	4/17/2022	1	2:46PM	25193988	PP	M/38
1	41	I-275	SR93 ENTRANCE RAMP	MC/DELAY	4/17/2022	1	6:06PM	88403634	FHP	M/26
1	44	GULF TO BAY BLVD	BELCHER RD S	MC/DELAY	4/23/2022	1	11:30PM	24758988	CLW	M/35
1	46	49TH ST N	126TH AVE N	MC	5/2/2022	1	7:25AM	25194069	PP	M/38
1	47	38TH AVE N	34TH ST N	MC/DELAY	5/6/2022	1	10:30PM	25115779	SP	M/39
1	55	CR 1	MICHIGAN BLVD	MC	6/8/2022	1	5:46PM	89362024	PCSO	M/49
1	58	I-275 EXIT RAMP	31ST ST S	MC	6/13/2022	1	1:44AM	88570024	FHP	M/33
1	59	ULMERTON RD	ROSETREE LN	MC	6/13/2022	1	12:54PM	24809197	LA	M/19
1	62	US HIGHWAY 19 N	HIGHLANDS BLVD N	MC/DELAY	6/17/2022	1	5:12PM	24954606	FHP	M/79
1	64	US HIGHWAY 19 N	WHITNEY RD OVERPASS	MC/DELAY	6/28/2022	1	10:27AM	24809303	LA	M/63
1	65	ULMERTON RD	TALL PINES DR	MC	6/28/2022	1	7:22PM	24809306	LA	M/22
1	68	PARK BLVD ENTRANCE RAMP	GULF BLVD /IS	MC	7/18/2022	1	8:22PM	89362264	PCSO	M/49
1	72	US HIGHWAY 19 N	COLONIAL BLVD	MC	7/27/2022	1	1:40PM	24990100	FHP	M/26
1	75	US HIGHWAY 19 N	PINE RIDGE WAY WEST	MC	8/3/2022	1	8:45PM	24960732	FHP	M/21
1	79	GANDY BLVD	4TH ST N	MC/DELAY	8/13/2022	1	9:25AM	25118093	SP	M/27
1	81	US HIGHWAY 19 N	EAGLE CHASE BLVD	MC/DR, MC/PASS/DELAY	8/20/2022	2	11:18AM	25001640	FHP	M/66;F/62
1	94	SR 686 ROOSEVELT BLVD	62ND ST N	MC	9/24/2022	1	9:16PM	24980756	FHP	M/51
1	104	GANDY BLVD	BRIGHTON BAY BLVD	MC/DR; MC/PASS/DELAY	11/19/2022	2	6:05PM	25033007	FHP	M/58; F/51
1	105	PARK BLVD	GULF BLVD/IS	MC/DR	11/24/2022	1	4:36PM	89363032	PCSO	M/45
1	111	1ST AVE N	42ND ST N	MC/DR	12/7/2022	1	9:24PM	25120742	SP	M/44
1	3	I 275	22ND AVE S	VEH/DR/DELAY (RPT NOT UPDATED WITH DEATH)	1/11/2022	1	11:10AM	24880532	FHP	M/80
1	5	13TH AVE N	34TH ST N	VEH/DR	1/18/2022	1	6:40PM	24243119	SP	M/52
1	6	I 275	28TH ST S	VEH/DR	1/23/2022	1	3:39PM	88408844	FHP	M/32
1	7	E TARPON AVE	TARPON HILLS BLVD	VEH/DR	1/27/2022	1	6:55AM	24651964	TS	M/75
1	11	BELCHER RD	NEBRASKA AVE	VEH/DELAY	2/9/2022	1	1:32PM	24899394	FHP	M/83
1	14	TYRONE BLVD N	9TH AVE N	VEH/DR/DELAY	2/12/2022	1	2:55AM	25113763	SP	M/25
1	16	ALDERMAN RD	BENTLEY DRIVE	VEH/DR; VEH/PASS	2/19/2022	2	9:00AM	24906413	FHP	M/32;F/30
1	18	TYRONE BLVD N	34TH AVE N	VEH/DR/DELAY	2/21/2022	1	7:24PM	25113881	SP	F/26
1	19	I 175	5TH AVE S	VEH/DR	2/22/2022	1	12:05AM	88090961	FHP	M/36
1	20	58TH ST N	22ND AVE N	VEH/DR/DELAY	2/25/2022	1	3:40AM	25113960	SP	F/66
1	23	34TH ST N	5TH AVE N	VEH/PASS	3/2/2022	1	10:20AM	25114097	SP	M/95
1	28	US HIGHWAY 19 N	CURLEW RD	VEH/DELAY	3/15/2022	1	5:19AM	24920984	FHP	M/23
1	39	CLEARWATER LARGO RD	WYATT ST	VEH/DR? (RPT HAS INJURIES ONLY?)	4/16/2022	1	8:00PM	24910678	FHP	M/48
1	42	US HIGHWAY 19 N	SOUTH SUN VALLY BLVD	VEH/DR/DELAY	4/19/2022	1	2:19AM	88528232	FHP	F/24
1	48	I275	ROOSEVELT BLVD	VEH/DR? (RPT HAS INJURIES ONLY?)	5/14/2022	1	6:32PM	24942516	FHP	??
1	50	CR 611 49TH ST N	58TH AVE N	VEH/DR (RPT SAYS INCAP?)	5/18/2022	1	6:40PM	24935079	FHP	F/70
1	51	54TH AVE S	ALHAMBRA WAY S	VEH/PASS/DELAY (NEED UPDATE)	5/22/2022	1	2:05AM	25116140	SP	M/21
1	54	I275 HOWARD FRANKLAND BRIDGE	MM35	VEH/DR	6/6/2022	1	4:22PM	89584175	FHP	M/21
1	60	CR 611 EAST LAKE RD	TARPON LAKE BLVD	VEH/PASS/DELAY	6/16/2022	1	4:58PM	24964615	FHP	F/79
1	66	CENTRAL AVE	54TH ST N	VEH/DR;VEH/PASS//DELAY (JUST ONE FATAL?MED?)	7/6/2022	2	11:38PM	25117312	SP	M/37; M/52
1	67	34TH ST N	3600 BLOCK	VEH/DR/DELAY (RPT HAS INJURIES ONLY)	7/18/2022	1	4:15PM	25117492	SP	M/72
1	73	SEMINOLE BLVD	102ND AVE /BRYAN DAIRY	VEH/DR	7/30/2022	1	9:37AM	89332367	PCSO	M/77
1	76	11TH AVE S	43RD ST S	VEH/PASS;VEH/PASS/DELAY(RPT DATE SAYS 8TH)	8/6/2022	2	12:30AM	25117966	SP	M/18; F14
1	77	1ST AVE S	58TH ST S	VEH/DR/DELAY (RPT IN CDMS SAYS INCAP?)	8/7/2022	1	11:08PM	25117964	SP	M/40
1	78	CR 296	97TH ST N	VEH/DR	8/9/2022	1	2:15PM	24989222	FHP	M/55
1	86	BRYAN DAIRY RD	74TH ST N	VEH/DR; VEH/PASS	8/28/2022	2	9:41PM	25194850	PP	M/67; F56
1	87	TAMPA RD	EASTLAKE WOODLANDS PKWY	VEH/PASS	9/2/2022	1	6:22PM	89362535	PCSO	M/87
1	90	US HIGHWAY 19 N	BOY SCOUT RD	VEH/DR/DELAY	9/11/2022	1	10:15AM	25005100	FHP	F/65
1	91	5796 ULMERTON RD LOT 312	BACKING IN PARKING LOT	VEH/DR/DELAY	9/12/2022	1	12:00AM	24988307	FHP	M/44
1	96	62ND AVE N	28TH ST N	VEH/PASS	10/2/2022	1	3:36AM	89362693	PCSO	M/15
1	98	US HIGHWAY 19 N	BEACON GROVES BLVD	VEH/DR	10/6/2022	1	8:26PM	24980760	FHP	M/76
1	106	DR MLK ST	30TH AVE S	VEH/DR	11/26/2022	1	10:09PM	25120508	SP	M/87
1	108	I 275	5TH AVE N	VEH/DR	11/29/2022	1	4:03PM	25019378	FHP	M/52
1	109	US HIGHWAY 19 N	GULF TO BAY BLVD	VEH/DR/DELAY	12/4/2022	1	12:25AM	25432843	CLW	M/32
1	112	CENTRAL AVE N	61ST ST N	VEH/DR	12/7/2022	1	12:40PM	25120740	SP	M/70
1	113	38TH AVE N/3700 BLOCK	DR MLK ST N	VEH/DR	12/13/2022	1	3:05PM	25120862	SP	M/82
0	45	PHILIPPE PKWY	WASHINGTON DR	MED/VEH/DR	4/30/2022	0	6:25AM	89361727	PCSO	M/92
112						119				
# CRASHES						# FATALS				

2022 (7 doubles, 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)