



**Local Coordinating Board (LCB)
MEETING AGENDA**

**November 28, 2023 – 9:15 A.M.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756**

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

- 1. CALL TO ORDER AND INTRODUCTIONS**
- 2. PUBLIC COMMENT PERTAINING TO ITEMS NOT ON THE AGENDA**
- 3. APPROVAL OF MINUTES – September 19, 2023**
- 4. BOARD ACTIONS CONCERNING THE TD PROGRAM**
- 5. ANNUAL APPROVAL OF LOCAL COORDINATING BOARD BYLAWS**
- 6. AREA AGENCY ON AGING OF PASCO AND PINELLAS (AAAPP)**
- 7. COUNTYWIDE TRENDS AND CONDITIONS REPORT**
- 8. 2024 MEETING SCHEDULE**
- 9. OTHER BUSINESS**
 - A. Federal Transit Administration Section 5310 Grant Update
 - B. Community Transportation Coordinator (CTC) Update
 - C. Commission for the Transportation Disadvantaged (CTD) Update
- 10. INFORMATIONAL ITEMS**
 - A. Trip/Expenditure Reports
 - B. Complaints and Commendations
- 11. PUBLIC COMMENT**
- 12. ADJOURNMENT**

NEXT REGULARLY SCHEDULED LCB MEETING – FEBRUARY 20, 2024

Zoom option is not available at this time. Please attend in person

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

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

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Local Coordinating Board – November 28, 2023

2. Public Comment Pertaining to Items Not on the Agenda



SUMMARY

Anyone wishing to provide public comment on items not on the agenda may do so at this time. Each speaker will be given a maximum of five minutes.

ACTION: None required; informational item only

Local Coordinating Board – November 28, 2023

3. Approval of Minutes



SUMMARY

The minutes of the September 19, 2023, meeting is attached for the LCB's review and approval.

Form 8B, Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers, is attached in the event a member of the LCB believes they have a conflict of interest with respect to any item(s) on the current agenda. This form is being provided under this item as any completed forms must be attached to the minutes of the LCB meeting.

ATTACHMENT(S):

- LCB Minutes – September 19, 2023
- Form 8B

ACTION: Approve minutes

DRAFT
PINELLAS COUNTY LOCAL COORDINATING BOARD
FOR THE TRANSPORTATION DISADVANTAGED PROGRAM
MEETING MINUTES
SEPTEMBER 19, 2023

The Pinellas County Local Coordinating Board for the Transportation Disadvantaged met on Tuesday, September 19, 2023, at 9:15 a.m. at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

MEMBERS PRESENT

Councilmember Patti Reed, Chair	Elected Official
Joseph Camera	Public Education – Pinellas County Schools
Gloria Lepik-Corrigan	TD Rider
Emily Hughart	Agency for Health Care Administration
Duncan Kovar	Over 60
Michelle Tavares	Florida Department of Elder Affairs
Michael Taylor	Regional Agency for Persons with Disabilities

MEMBERS ABSENT

Jody Armstrong - Zoom	Local Agency for Persons with Disabilities
Ivonne Carmona - Zoom	Department of Children and Families
Yaridis Garcia	Children At Risk – Juvenile Welfare Board
Amanda Honingford	Department of Blind Services
Heath Kirby	Local Medical Community
Tracey Noyes - Zoom	FDOT
Shawna Peer	Career Source Pinellas
Ross Silvers (ex officio) - Zoom	PSTA
Brian Scott, Vice Chair	Transportation Provider, For-Profit Representative
Loretta Statsick	Citizen Representative

OTHERS PRESENT

Kaila Yeager	Local Medical Community
Sherri Powers - Zoom	CTD
Rob Feigel	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER

Chair Reed called the meeting to order at 9:15 a.m.

2. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

No comments were made under this item.

3. APPROVAL OF MINUTES – February 21, 2023

The meeting minutes were approved with no corrections. Emily Hughart motioned approval, Jody Armstrong seconded the motion and it passed with a unanimous vote.

4. BOARD ACTIONS CONCERNING THE TD PROGRAM

Mr. Rob Feigel, Forward Pinellas staff, shared that during the July 12, 2023 Board meeting, the Board adopted the five-year work program in addition to the Forward Pinellas priority lists which include the multimodal priorities list, transportation alternatives priority list and the regional transportation priority list. Staff provided an update on the 2050 Long Range Transportation Plan to the board as well as an update on the Advantage Alt 19 Study. For the September 13, 2023 Board meeting, there were no TD related items.

Michelle Tavares arrived at 9:23

5. ANNUAL OPERATING REPORT (AOR)

Mr. Ross Silvers, PSTA, shared that the primary person responsible for the information that goes into the AOR resigned from PSTA delaying completion of the AOR for today's meeting. The CTD has extended the deadline for PSTA to submit their report. Meanwhile, the LCB tentatively agrees to take action to approve the AOR provided members receive the AOR within a week, review it, and do not have any major objections.

The AOR is made up of quantitative data, capturing all types of TD trips provided in Pinellas County for State fiscal year of July 1, 2022 – June 30, 2023. The federal poverty level was also raised for this fiscal year from 150% to 200% to keep people qualified for TD services. Also included in the AOR report, PSTA has ten Coordination agencies, and their trips are recorded under a special category for agencies that receive 5310 funding for vehicles, and five operators, which are companies that perform non-ambulatory/wheelchair and ambulatory trips for TD services. Questions were taken and appropriately answered. A motion to approve the Annual Operating Report (AOR) provided a) the LCB members receive the report within one week, b) that no LCB members have any objections to any aspects of the AOR report, and c) if there are any objections, to notify Robert Feigel or staff via email, and the AOR will be brought back to the November 21, 2023 meeting by default. Michael Taylor made the motion. It was seconded by Michelle Travares and passed with a unanimous vote.

The AOR was provided by PSTA after the LCB meeting and it was sent to LCB members via email. There were no objections received by Forward Pinellas staff from anyone regarding the AOR.

Duncan Kovar arrived at 9:30

6. COMMUNITY TRANSPORTATION COORDINATOR EVALUATION

The Local Coordinating Board, with assistance from the Planning Agency, is required to conduct an evaluation of the Community Transportation Coordinator (CTC) each year except during CTC designation years. The Commission for the Transportation Disadvantaged (CTD) provides evaluation forms, which are supplemented with information from the Transportation Disadvantaged Service Plan and Annual Operating Report. Mr. Feigel requested that the LCB appoint three members to serve on a subcommittee to oversee the CTC evaluation process. The subcommittee will likely meet once in person prior to the February meeting. The final CTC evaluation will be presented at the February LCB meeting. At that time, the LCB will vote on approval of the CTC evaluation, including any findings and recommendations. Kaila Yeager, Michael Taylor, Jody Armstrong and Ivonne Carmona volunteered. Questions were taken and appropriately answered. A motion was made by Emily Hughart to accept the volunteers to serve on the subcommittee. This was seconded by Michelle Tavares and passed with a unanimous vote.

7. VETERANS SERVICES PRESENTATION

Mr. Feigel shared a presentation with the committee on veterans' services available from the federal government and through the Veterans Administration (VA). Pinellas County's Veterans Services provides information, assistance and resources to veterans, dependents of veterans, surviving spouses, surviving children, active-duty service members, reservists, and National Guard members. Veterans Services helps veterans apply for programs and services free of charge. Programs and services may include information regarding possible travel benefit for qualifying benefits to and from VA medical facilities, federal compensation and pension guidance, education benefits, funeral benefits, healthcare, home loans, life insurance, survivor benefits and vocational rehabilitation and employment services. The VA travel pay reimbursement program pays eligible veterans and caregivers back for mileage and other travel expenses to and from approved health care appointments. The Volunteer Transportation Network is a system of transportation services operated by volunteers, free of charge to veterans who do not have available transportation to and from medical appointments at the Bay Pines Veterans Administration Medical Center (VAMC) or Bay Pines operated Community Based Outpatient Clinics (CBOs). Veterans must be enrolled in VA healthcare and reservations must be made in advance to utilize the service. Questions were taken and appropriately answered.

8. PSTA REVISIONS TO THE TD APPLICATION PROCESS

Mr. Silvers shared information on the revisions made to the TD Application Process that is used when applying for TD services. At the May 16, 2023 meeting, a presentation was given to the committee regarding all the TD programs offered by PSTA and it was suggested that PSTA revise its TD Program application to streamline it. PSTA's marketing department currently has a draft version of a single TD application that covers TD Bus Pass, TD Door to Door, TD Late Shift, and TD Tampa Bay. The application will be available in hardcopy as well as electronically on the PSTA website. PSTA staff is hopeful that the new application will be available by November.

Mr. Feigel reminded the committee that a request was also made by the committee to change the Advanced Booking window for TD so that it would be the same as Access. A

motion was made by Gloria Lepik-Corrigan to officially change the Advanced Booking window for TD to the day before travel, making both Access and TD booking windows consistent. This was seconded by Michelle Tavares and passed with a unanimous vote.

9. OTHER BUSINESS

A. Federal Transit Administration Section 5310 Grant Update

Ms. Tracy Noyes, FDOT, shared that providers applying for the 5310 Grant for FY 2024 must attend the Annual Workshop. The Annual Workshop will be held October 18, 2023, an in-person event, from 1:00 – 4:00 pm at the District Office in Tampa. There will be a 5310 Grant Overview presentation. Recently, a resubmittal of the program of projects, that were initially sent to Central Office for the 2021 Capital Awards were unable to be disbursed due to complications with the trip contracts. Renegotiations were necessary due to the stark increase in the cost of vehicles, the lack of availability of vehicles and vehicle parts. Responses to the renegotiation submissions should come prior to the workshop.

B. CTC Update

Heather Sobush, PSTA staff, provided information regarding proposed service reductions. PSTA will be doing some targeted outreach programs, especially in disadvantaged communities, to share information and get more feedback on the TD programs. The City of St. Petersburg may possibly be approving a buy down of the TD co-pays so that the \$11.00 co-pay will not cost anything to the City of St. Petersburg residents, followed by additional outreach in conjunction with the buy down. PSTA's final budget must be approved by the end of September. The final budget hearing will be held on September 27th and will include proposed route eliminations, service reductions, frequency changes and a possible increase in Access fares, specifically the Mobility on Demand program. Some of the route changes may include a modification to the Central Avenue Trolley route to reflect that the segment from the St. Petersburg Pier to Grand Central has 70% of the ridership in this corridor. Based on conversations and outreach comments, PSTA is proposing to eliminate the lowest ridership routes while modifying other routes to their best potential and increasing MOD fares. Mr. Silvers added that the old PSTA payment cards will not be accepted on the SunRunner. Only Flamingo fare cards will be accepted. As of the new year, January 2023 the PSTA fare cards will not be accepted on any of the buses. Questions were taken and appropriately answered.

C. CTD Update

Mr. Feigel shared that the Commission for the Transportation Disadvantaged had a statewide conference set up in Orlando in August, which coincided with the arrival of Hurricane Idalia, so the conference was postponed until a later date.

D. Other

Michelle Tavares shared that Melanie Gress was no longer with the Agency on the Aging and she will return as the representative. She would also like to present at the November 21st, 2023 meeting.

10. INFORMATIONAL ITEMS

A. Trip Expenditure Reports

No comments.

B. Complaints and Commendations

No complaints or commendations

11. PUBLIC COMMENT

No public comment.

12. ADJOURNMENT

The meeting adjourned at 10:21 a.m. The next LCB meeting is November 21, 2023.

FORM 8B MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS

LAST NAME—FIRST NAME—MIDDLE NAME	NAME OF BOARD, COUNCIL, COMMISSION, AUTHORITY, OR COMMITTEE
MAILING ADDRESS	THE BOARD, COUNCIL, COMMISSION, AUTHORITY OR COMMITTEE ON WHICH I SERVE IS A UNIT OF:
CITY COUNTY	<input type="checkbox"/> CITY <input type="checkbox"/> COUNTY <input type="checkbox"/> OTHER LOCAL AGENCY NAME OF POLITICAL SUBDIVISION:
DATE ON WHICH VOTE OCCURRED	MY POSITION IS: <input type="checkbox"/> ELECTIVE <input type="checkbox"/> APPOINTEE

WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies equally to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing the reverse side and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office **MUST ABSTAIN** from voting on a measure which inures to his or her special private gain or loss. Each elected or appointed local officer also is prohibited from knowingly voting on a measure which inures to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent organization or subsidiary of a corporate principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies under Sec. 163.356 or 163.357, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a “relative” includes only the officer’s father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A “business associate” means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

* * * * *

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; *and*

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

* * * * *

APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you otherwise may participate in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

- You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on other side)

APPOINTED OFFICERS (continued)

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

DISCLOSURE OF LOCAL OFFICER'S INTEREST

I, _____, hereby disclose that on _____, 20 _____:

(a) A measure came or will come before my agency which (check one)

- ___ inured to my special private gain or loss;
- ___ inured to the special gain or loss of my business associate, _____;
- ___ inured to the special gain or loss of my relative, _____;
- ___ inured to the special gain or loss of _____, by whom I am retained; or
- ___ inured to the special gain or loss of _____, which is the parent organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

Date Filed

Signature

NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.

Local Coordinating Board – September 19, 2023

4. Board Actions Concerning the TD Program



SUMMARY

Forward Pinellas staff will highlight Forward Pinellas Board actions since the last LCB meeting.

ATTACHMENT(S): None

ACTION: None required; informational item

Local Coordinating Board – November 28, 2023

5. Annual Approval of LCB Bylaws



SUMMARY

The Commission for the Transportation Disadvantaged (CTD) requires that the Local Coordinating Board review and approve its bylaws annually. The current set of bylaws were approved in February 2022. While Forward Pinellas staff does not currently propose changes to the LCB bylaws, committee members will be invited to propose changes at the meeting.

ATTACHMENT(S): Local Coordinating Board Bylaws

ACTION: Approve LCB bylaws, with any relevant changes, as discussed by the LCB

**FORWARD PINELLAS, as the PINELLAS COUNTY
METROPOLITAN PLANNING ORGANIZATION,
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD**

BYLAWS

SECTION I: NAME

The name of the Board shall be the Pinellas County Metropolitan Planning Organization Transportation Disadvantaged Local Coordinating Board, hereinafter referred to as the Local Coordinating Board (LCB).

SECTION II: PURPOSE

In accordance with Chapter 427.0157, Florida Statutes, and Rule 41-2.012, Florida Administrative Code, the purpose of the Local Coordinating Board is to:

1. Develop local service needs; and
2. Provide information, advice, and direction to the Community Transportation Coordinator on the coordination of services to be provided to the transportation disadvantaged through the Florida Coordinated Transportation System (FCTS).

SECTION III: DEFINITIONS

A. Local Coordinating Board

According to Chapter 427.011(7), Florida Statutes, the Local Coordinating Board is defined as:

"An advisory entity in each designated service area composed of representatives appointed by the metropolitan planning organization, or designated official planning agency, to provide assistance to the community transportation coordinator relative to the coordination of transportation services."

B. Designated Official Planning Agency

According to Rule 41-2.002(3), the Designated Official Planning Agency is defined as:

"The official body or agency designated by the Commission to fulfill the functions of transportation disadvantaged planning in areas not covered by a Metropolitan Planning Organization. The Metropolitan Planning Organization shall serve as the designated official planning agency in areas covered by such organizations."

In Pinellas County, the Designated Official Planning Agency is the Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization (hereinafter referred to as the MPO).

C. Designated Service Area

According to Rule 41-2.002(4), the designated service area is defined as:

"A geographical area recommended by a designated official planning agency, subject to approval by the Commission, which defines the community where coordinated transportation services will be provided to the transportation disadvantaged."

SECTION IV: LOCAL COORDINATING BOARD MEMBERSHIP

The voting membership of the Local Coordinating Board shall be constituted as defined in Rule 41-2.012. Members shall be appointed to the Local Coordinating Board according to the procedures prescribed below. Appointments shall be approved by the Forward Pinellas Board.

A. Appointment of Agency/Group Members

Each agency or group, as defined in Rule 41-2.012, represented on the Local Coordinating Board shall recommend appointment from that agency's staff one person to act as a voting member of the Local Coordinating Board on its behalf.

B. Appointment of Non-Agency/Group Members

The MPO shall develop appropriate procedures to select persons appointed to the Local Coordinating Board as non-agency/group members.

SECTION V: OFFICERS

A. Chairperson

The MPO shall appoint an elected official to serve as the official Chairperson to preside at all Local Coordinating Board meetings. The Chairperson shall serve until replaced by the Designated Official Planning Agency.

B. Vice Chairperson

The Vice Chairperson shall be elected by a majority vote of a quorum of the members of the Local Coordinating Board. The Vice Chairperson shall serve a term of one year starting with the first meeting after the election.

In the event of the Chairperson's absence, the Vice Chairperson shall assume the duties of the Chairperson and conduct the meeting.

SECTION VI: TERMS OF THE APPOINTMENT

Except for the Chairperson and state agency representatives, the members of the Board shall be appointed for three (3) year staggered terms with initial membership being appointed equally for one, two, and three years.

SECTION VII: ATTENDANCE

The absence of any Local Coordinating Board member from three consecutive meetings shall cause the following actions to be taken:

1. If the member is a representative of an agency as mandated by Florida Statute Chapter 427, written correspondence shall be sent to the respective agency from the Chairperson of the Local Coordinating Board requesting attention to excessive absences of the representative in question.
2. If the member is a private citizen representative or otherwise not affiliated with any mandated agency member, the appointment of said member shall be reviewed by the Designated Official Planning Agency for reconsideration and possible removal from the Local Coordinating Board.

All agency representatives shall appoint at least one alternate to attend meetings of the Local Coordinating Board in their absence. Alternates may replace agency representatives who are no longer on the LCB. Alternates may continue to represent the agency if the agency representative position is temporarily vacant. For the purposes of attendance, agency representatives shall be considered to be present when represented by their alternate. Any LCB member may have an alternate or multiple alternates. The list of alternates will be maintained by Forward Pinellas.

Attendance by telephone shall be permissible under extraordinary circumstances. LCB members can participate and vote in meetings via conference call, however, a physical quorum must be present to vote on action items. If there is a physical quorum present and a LCB member is voting by telephone, the LCB member must clearly announce his/her name and position on the motion. There shall be no provisions for excused absences.

SECTION VIII: BYLAWS AND PARLIAMENTARY PROCEDURES

The Local Coordinating Board shall annually review, update if necessary, and adopt its Bylaws. The Coordinating Board will conduct business using the Chairman's Rules, wherein all questions of parliamentary procedure are determined by the Chairperson of the Coordinating Board, unless overturned by a majority vote of the Coordinating Board members present.

SECTION IX: DUTIES

A. Chapter 427.0157, Florida Statutes

According to Chapter 427.0157, Florida Statutes, the Board has the following duties:

1. Review and approve the Transportation Disadvantaged Service Plan, including the memorandum of agreement, prior to submittal to the Commission.
2. Evaluate services provided in meeting the approved plan.
3. In cooperation with the Community Transportation Coordinator, review and provide recommendations to the commission on funding applications affecting the transportation disadvantaged.
4. Assist the Community Transportation Coordinator in establishing eligibility guidelines and priorities with regard to the recipients of non-sponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund monies.
5. Review coordination strategies for transportation disadvantaged services in the area to seek innovative ways to increase ridership to a broader population by improving a) cost effectiveness; b) efficiency; c) safety; and d) types and hours of service.
6. Evaluate multicounty or regional transportation opportunities
7. Work cooperatively with regional workforce boards established in Chapter 445 to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

B. Rule 41-2.

In addition to these duties, Rule 41-2.012 and Rule 41-2.008 provides for additional duties as follows:

1. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission and the Chairperson of the Designated Official Planning Agency.
2. Annually, provide the Designated Official Planning Agency with an evaluation of the Community Transportation Coordinator's performance in general and relative to Insurance, Safety Requirements and Standards as referenced in Rule 41-2.006, FAC, and the performance results of the most recent TDSP. As part of the CTC's performance, the LCB shall also set an annual percentage goal increase (or establish a percentage) for the number of trips provided within the system to be on public transit. This evaluation will be submitted to the Commission subsequent to approval by the LCB. The designation solely of the CTC may be considered a substitution for the annual evaluation.
3. Appoint a Grievance Committee to serve as a mediator to hear and investigate grievances, from agencies, users, transportation operators, potential users of the system, and the CTCs in the designated service area, and make recommendations to the Local Coordinating Board or to the Commission, when local resolution cannot be reached to address the grievance. The LCB shall establish a process and procedure to provide regular opportunities for issues to be brought before such committee and to address them in a timely manner in accordance with the Commission's Local Grievance Guidelines. Riderbrochures or other documents provided to users or potential users of the system shall provide information about the complaint and grievance process including the publishing of the Commission's TD Helpline service when local resolution has not occurred. All materials shall be made available in accessible formats upon request by a citizen. Members appointed to the committee shall be voting members of the LCB. [41-2.012(5)(c), F.A.C.]. The Expedited Appeal Committee should be comprised of a minimum of three members, should not include more than one LCB Member, and no person who was involved in the original decision on the action taken. All expedited appeals must be resolved within 72 hours of receiving the appeal request.
4. Annual review of coordination contracts should be conducted by the Coordinating Board to advise the CTC whether the continuation of said contract provides the most cost-effective transportation available.

C. Conflicts of Interest

1. Voting Conflicts

If a member of the Forward Pinellas Board or its advisory committees declares a voting conflict pursuant to Section 112.3143, Florida Statutes on a matter before the Forward Pinellas Board or its advisory committees, that member may no

longer participate in that matter before the Forward Pinellas Board, and local government board that has a member of Forward Pinellas on it, or any other committee of Forward Pinellas. For the purposes of this subsection, the term “participate” means any attempt to influence the decision by oral or written communication, whether made by the member of Forward Pinellas or its advisory committee or at the member’s direction.

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

2. Lobbying Policy

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

SECTION X: MEETINGS AND NOTICES

In accordance with Rule 41-2.012, the Local Coordinating Board shall hold regular meetings at least once a quarter, duly noticed as prescribed by law, to the public and membership no less than three days prior to the meeting date.

The Chairperson of the Local Coordinating Board may, at his or her discretion, convene an emergency meeting of the Local Coordinating Board with no less than three days written notice to the public and membership.

Meetings held by subcommittees and work groups appointed by the Chairperson of the Local Coordinating Board shall be subject to the above requirements of public notice.

The Local Coordinating Board shall annually hold, at a minimum, one public hearing for the purpose of receiving input on unmet needs or any other areas that relate to the local transportation services.

SECTION XI: QUORUM

There shall be a quorum for conducting business at meetings. A quorum is defined as three or more Local Coordinating Board members.

H:\USERS\TRANS\TD\Bylaws\LCB Bylaws rev 2012 - Approved 1-17-06 - Reprinted 6-7-07.doc, Amended 3/09, Amended 3/10, Amended 1/12-Adopted, amended 3/12, Amended 2/13, Amended 5/14, Adopted 2/15, Adopted 2/16, Amended 2/17, Adopted 2/18, Adopted 2/19, Adopted 2/20, Amended 11/20, Adopted 2/21, Adopted 2/22

SUMMARY

The Area Agency on Aging of Pasco-Pinellas (AAAPP) is a non-profit organization that has been serving seniors and individuals with disabilities in the community since 1974. The AAAPP serves as the Aging and Disability Resource Center for Pasco and Pinellas counties, providing an initial entry point for all aging and disability social services and coordinating a network of partners and providers to better meet the needs of the aging population.

Michelle Tavares, AAAPP Program Manager, will give a presentation providing an overview on the AAAPP and answer any questions.

ATTACHMENT(S): AAAPP Helpline Flyer

ACTION: None; informational item

If You Need Information or Assistance...

THE AGING AND DISABILITY RESOURCE CENTER (ADRC)

A program of the Area Agency on Aging of Pasco-Pinellas,

Provides access to information and resources for:

- Adult Day Care
- Caregiver Support
- Case/Care Management
- Financial Assistance
- Food Resources/Meals on Wheels
- Health Promotion Programs
- Homemaker/Personal Care
- Housing Options
- In-Home Supportive Services
- Incontinence Supplies
- Legal Services
- Long-term Care
- Medicaid
- Medicare/Health Insurance Counseling/Medicare Fraud
- Nursing Home and Assisted Living Placement
- Prescription Assistance
- Screening for ADRC Programs
- Senior Crime Victim Assistance
- Transportation

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SUMMARY

Forward Pinellas' *Countywide Trends and Conditions Report* provides a high-level, annual snapshot of the county's transportation system, including roads, trails, sidewalks, bike facilities, and transit services. As part of that system, the report also provides data on economic and land use activity and growth trends. The report serves as a tool to evaluate progress toward achieving the goals and objectives of the Advantage Pinellas Long Range Transportation Plan, identify improvements to address safety concerns and congestion problems, inform transportation safety studies and transportation project design, and assist law enforcement with activities related to safety.

Mr. Rob Feigel, Forward Pinellas staff, will present highlights of the updated Countywide Trends and Conditions Report.

ATTACHMENT(S): [Countywide Trends and Conditions Report](#)

ACTION: None; informational item

DRAFT

October 2023



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Countywide Trends & Conditions Report

Pinellas County, FL



Developed by Forward Pinellas in its role
as the Metropolitan Planning Organization
and Planning Council for Pinellas County



Integrating Land Use & Transportation



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Funding for this report may have been financed in part through grants 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

Pinellas County, Florida has nearly one million residents and 25 local governments. The county is made up of diverse and unique communities found nowhere else in Florida. Forward Pinellas is a government organization charged with addressing countywide land use and transportation concerns in Pinellas County. It was created by a Special Act unifying the Pinellas Planning Council (focused on land use planning) and the Pinellas County Metropolitan Planning Organization (focused on transportation planning) into one organization. This unification recognizes that land use and transportation planning do not exist independently but have a relationship in which each influences the other. Land use and transportation both play a key role in the local and regional economy, quality of life, environment and community character.

This report provides a high-level snapshot of countywide land use and transportation trends and conditions in Pinellas County, Florida. This report is based upon transportation and land use data collected from a variety of resources, including Forward Pinellas, Federal, State and local agencies. Transportation data includes highlights of the Forward Pinellas Congestion Management Process (CMP) and usage and crash data related to roads, transit, sidewalks, trails and bike lanes. Generally, data from 2022 is used along with a five-year timeframe for comparison, whenever available. For year-to-year monitoring and reporting purposes, this report only includes data up until December 2022.

Pinellas County, Florida

The Pinellas Transportation System

46 centerline miles of Strategic Intermodal System corridors

589 centerline miles of monitored roadways

67 miles of existing Pinellas Trail Loop

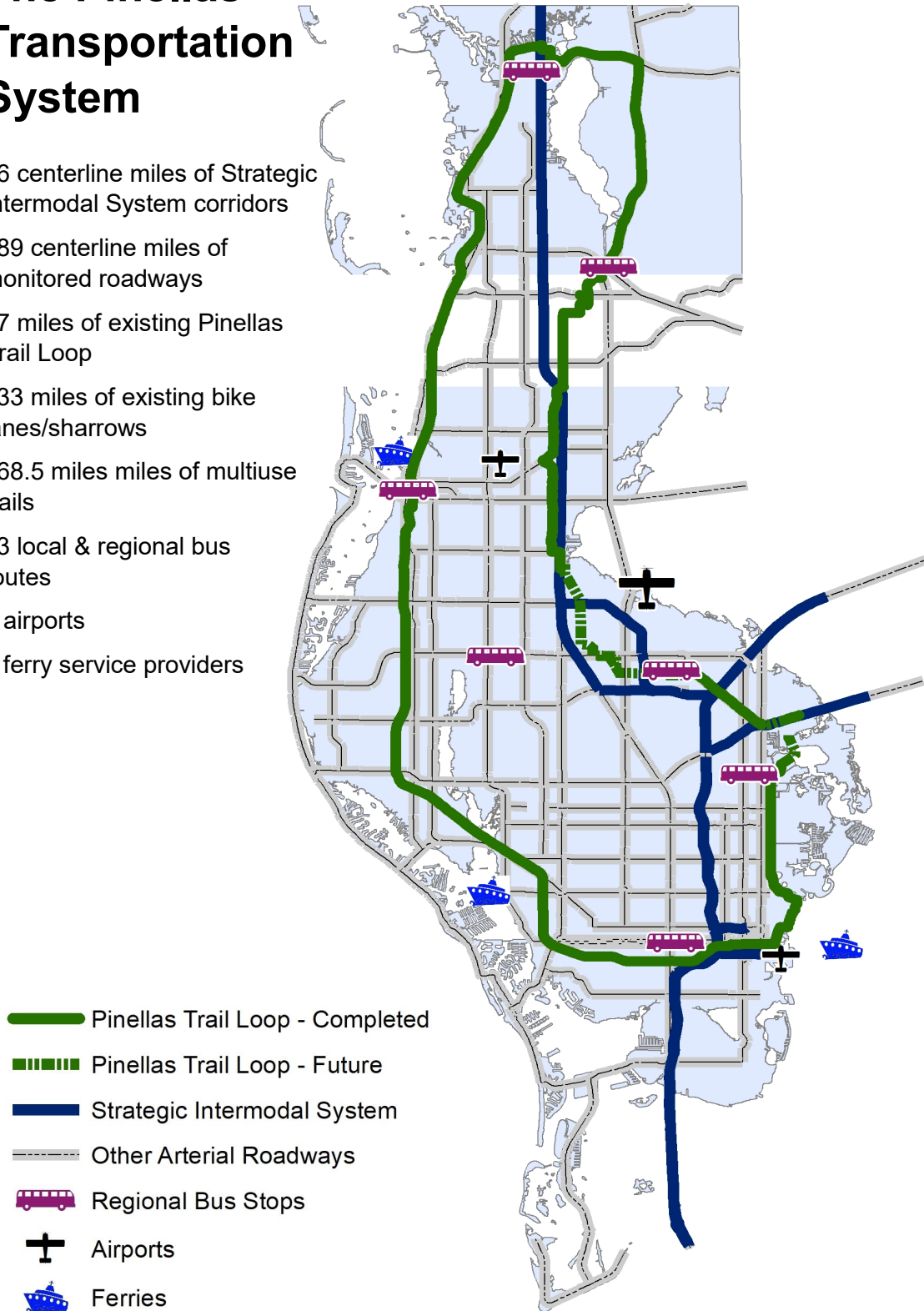
233 miles of existing bike lanes/sharrows

168.5 miles miles of multiuse trails

53 local & regional bus routes

3 airports

3 ferry service providers

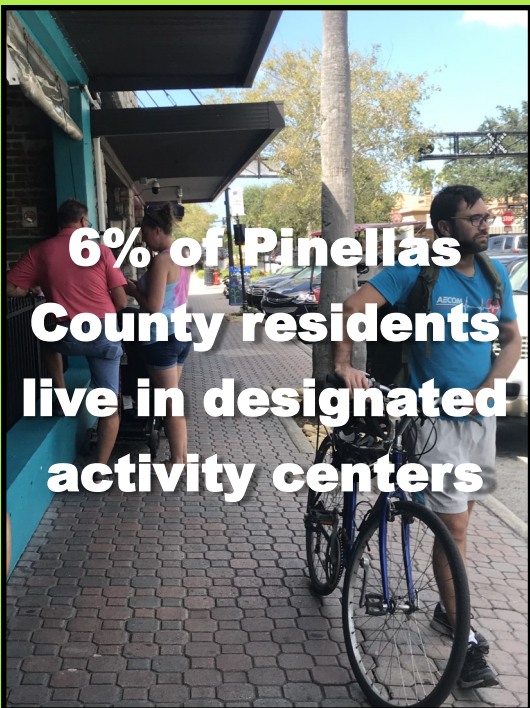




COORDINATING LAND USE AND TRANSPORTATION



Transportation and land use planning do not exist independently, but have a relationship in which each influences the other.



6% of Pinellas County residents live in designated activity centers

Source (both pages): American Community Survey, 2017-2021 and Forward Pinellas, 2023.



Land use and transportation have traditionally been treated as separate planning fields. But land use decisions affect the transportation system and can increase options for people to access destinations, goods, services, and other resources to improve the quality of their lives. In turn, transportation decisions affect land use development demand, choices, and patterns.

The Forward Pinellas *Countywide Plan for Pinellas County* integrates land use and transportation planning by guiding new population and job growth into activity centers such as historic downtowns, and multimodal corridors where walking, biking and transit are supported. A concentration of different uses allows residents to commute to work or school, visit neighbors, shop for daily needs, and travel to special events as easily as possible without an automobile. In 2019, Forward Pinellas updated the Countywide Plan to allow local governments more flexibility to develop these important places. About 6% of Pinellas residents live in designated activity centers, compared with 4% in 2015.

To maximize the number of people who live and work within convenient reach of transit, activity centers and multimodal corridors should concentrate higher-density residential, office, and retail development within easy walking distance (1/4 to 1/2 mile) of transit stops. Land use patterns that support walking, biking and transit use include an interconnected street network designed to make travel distances as short and direct as possible, with buildings oriented near the sidewalks and parking relegated to the rear of the property, to minimize conflicts with automobiles.

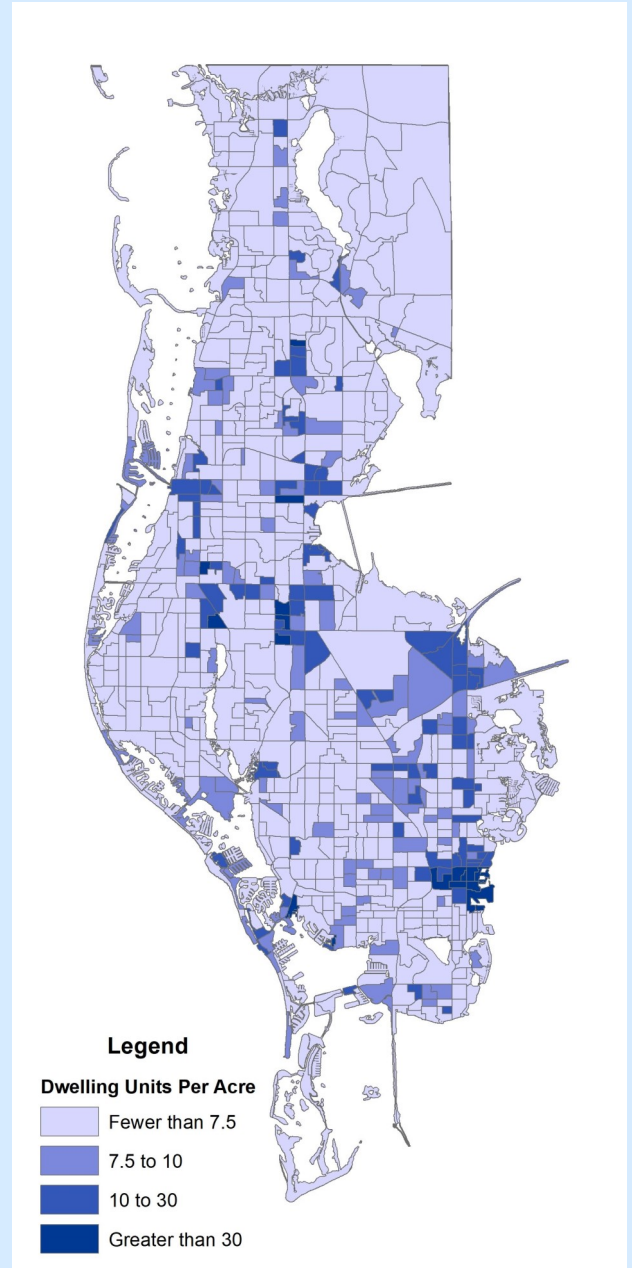
Pinellas County, Florida

As depicted on the map at right, about 18% of Pinellas households live in Census block groups with average residential densities that could, with appropriate urban design, support frequent bus service or better, an increase from 13% in 2015. These locations provide opportunities for developing new centers, corridors, and other transit-supportive places.

Forward Pinellas offers both technical assistance and grants to help local governments meet these goals. One example of such a grant program is the Complete Streets Program. Complete Streets are those that are designed and operated to enable safe access for everyone, including pedestrians, bicyclists, public transportation users and motorists. Under this approach, even small projects can be an opportunity to make meaningful improvements. Each year, Forward Pinellas solicits Complete Streets projects from our local government partners and evaluates them based on their ability to bring about transformative land use change surrounding the transportation corridor. Since 2017, the Forward Pinellas Complete Streets Program has made available more than \$8.7 million in funding to local governments for the construction and planning of streets that enable safe access for pedestrians, bicyclists, public transportation users and motorists.



Transit-Supportive Residential Densities (Average by Census Block Group)



* Based on residential land acreage within each block group. Density ranges represent typical minimums needed to support transit types, with appropriate urban design.

Transportation connectivity and planned redevelopment are integral to the economic success of the Tampa Bay region.

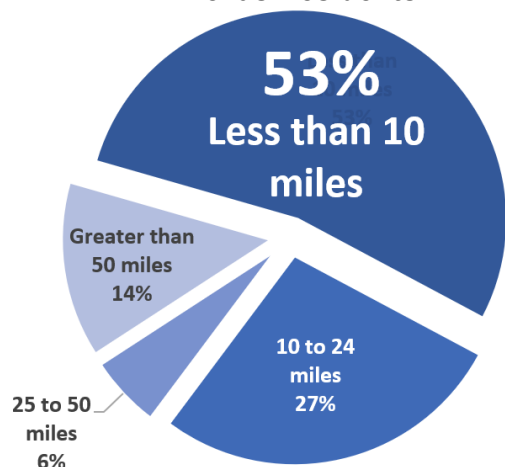


Economic Development

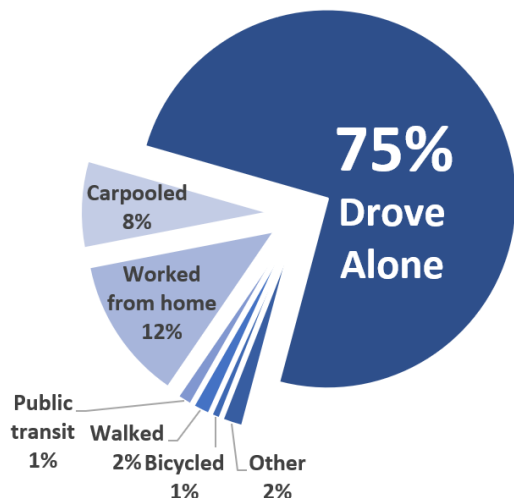
Transportation and land use decisions create the framework within which communities grow, influencing development, economic prosperity and quality of life. Forward Pinellas' Long Range Transportation Plan and Countywide Plan both share the goal of supporting and furthering economic development and employment opportunities within Pinellas County. Forward Pinellas also promotes opportunities for public-private partnerships, improving roadway operations, travel options and access to and from major activity centers.

Commuting to and from work is the largest component of many residents' travel, and offers significant opportunities for improving transportation choices. More than half of Pinellas County residents live less than 10 miles from their workplace, and nearly 35% of jobs in the county are within 1/2 mile of the Pinellas Trail. Land use planning can provide for residents and workplaces to be located closer to one another, with densities and land use patterns that support multimodal travel, while improved transportation infrastructure and services connect the areas where demand is greatest.

Distance to Work for Pinellas Residents



Means of Transportation to Work for Pinellas Residents



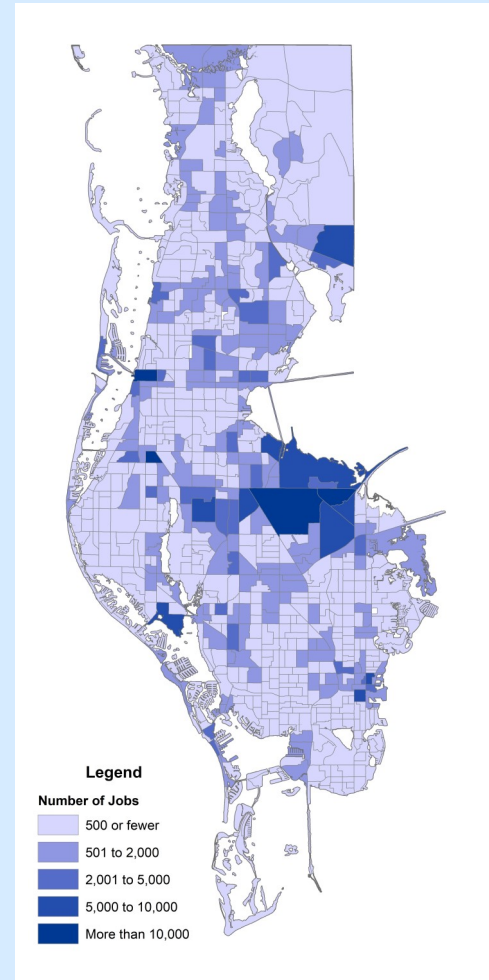
Source: American Community Survey, 2021 & LODES, 2020.

Pinellas County, Florida

Although a majority of Pinellas County residents (75%) still commute alone in private vehicles, increasing numbers of employees are working from home. 12.4% of residents now work from home (up from 10% report last year and 8% the year before that) based upon 2021 American Community Survey five-year estimates. The most recent Census one-year estimate for 2021 is that 21.4% of residents are now working from home. The same trend is occurring nationally, as working from home increased from 6% in 2019 to 18% in 2021 nationally.

Improving transit, bicycle and pedestrian infrastructure can provide other options for commuters, particularly for those traveling shorter distances. With 96% of jobs within 1/2 mile of a bus stop, increasing the frequency of bus service along routes serving large numbers of housing and jobs could make this mode of travel a more viable option for commuters traveling less than ten miles to work. Encouraging future population and job growth to locate within activity centers and along multimodal corridors will also allow transportation infrastructure to be placed as efficiently as possible.

Distribution of Jobs by Census Block Group



Source: American Community Survey, 2017—2021 & LODES, 2020 Excludes residents working from home.



Source: U.S. Census Bureau LODES, 2017; Pinellas Suncoast Transit Authority, 2019

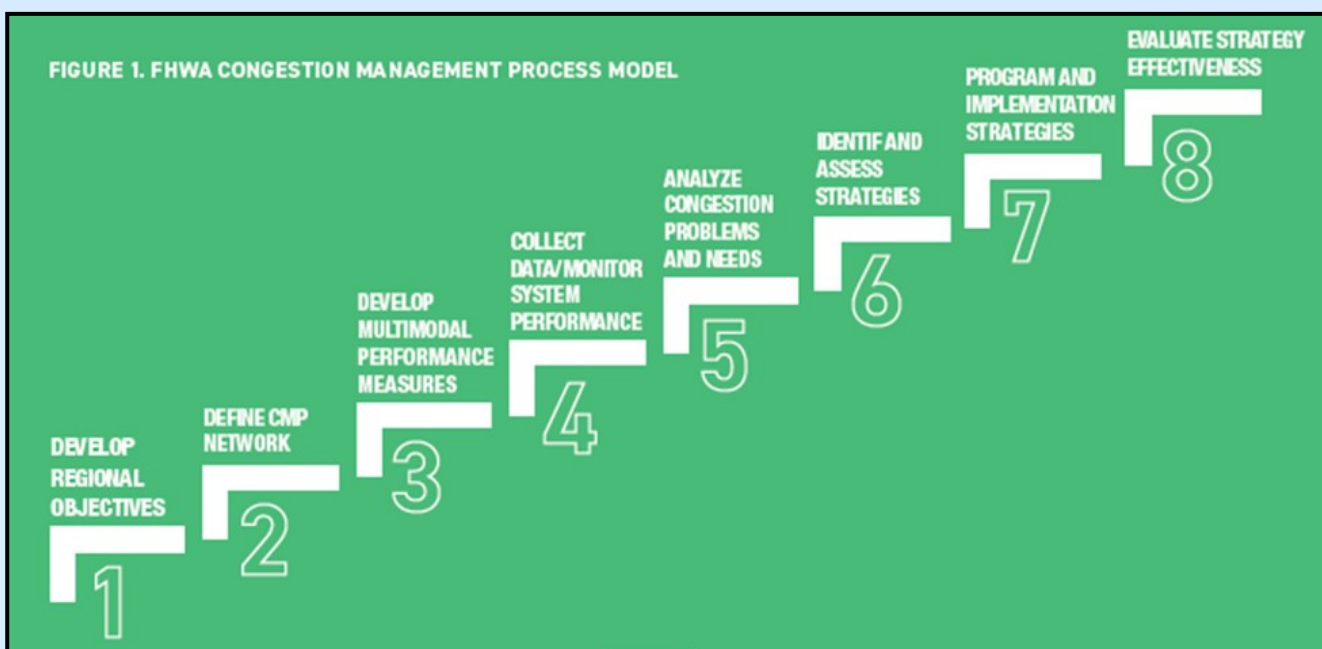


MANAGING CONGESTION



The Congestion Management Process (CMP) approach emphasizes the need for a broader range of lower cost strategies aimed at enhancing systemwide mobility and regional connectivity rather than addressing congestion through a process aimed at identifying needs for road building or expansion. The term “congestion” in the transportation world implies stopped or stop-and-go traffic, slow travel speeds and prolonged travel times. Traditionally, roadway expansion has been considered a primary remedy for congestion. However, this outdated approach fails to consider harmful effects on multimodal roadway users, high costs of roadway expansion, and limited undeveloped land, especially on a peninsula like Pinellas County.

Forward Pinellas implements a Congestion Management Process (CMP), which involves a performance-based planning process that hinges on quantifying the causes of congestion and monitoring them over time. Forward Pinellas’ CMP update process, as outlined by the Federal Highway Administration (FHWA) and illustrated in Figure 1 below, follows the policies and procedures in the currently adopted Congestion Management Process Policies and Procedures Manual (available on our website at forwardpinellas.org). This manual describes the process used to respond to federal and state CMP requirements and closely follows the recommended eight step process identified in Congestion Management Process: A Guidebook, published by the U.S. Department of Transportation/Federal Highway Administration.

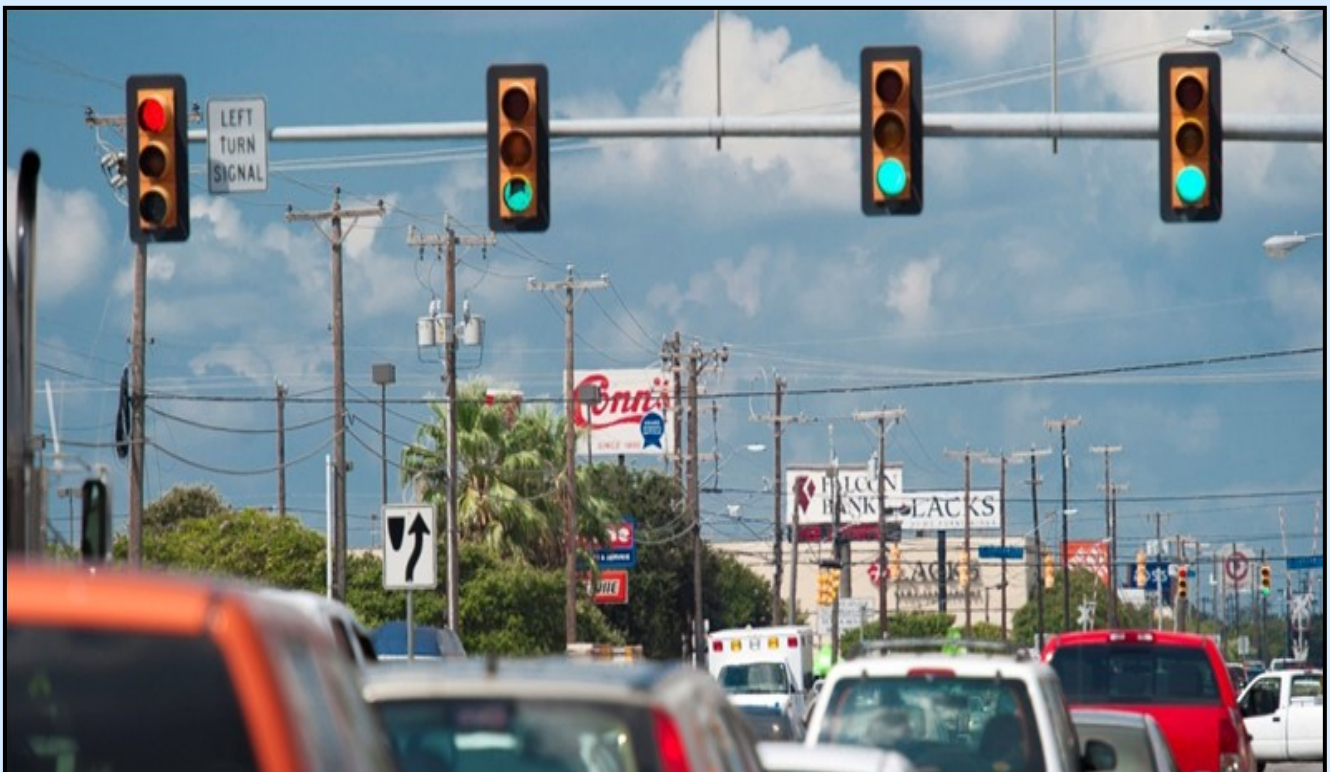


Pinellas County, Florida

This section of the Countywide Trends and Conditions Report will evaluate Congestion based on the methodology used in the CMP. Congestion in this context can be broken down into three elements: Reliability, Mobility, and Accessibility. Reliability refers to consistency of travel time on a corridor during different times. Mobility refers to network performance as it relates to recurring congestion, while accessibility is a more holistic measure that accounts for other factors in addition to roadway congestion. The progress of congestion management in Pinellas County is devaluated by tracking performance measures in each of these elements, as seen in the following subsections.

Reliability

Travel time reliability is defined by FHWA as “a measure of the consistency or dependability in the travel time of a trip, or time to traverse a road segment, as experienced in different hours of the day and days of the week.” For example, a roadway segment that is congested daily is a segment that is considered reliably slow. On the other hand, if traveling that route sometimes takes five minutes and other times thirty minutes, then that route may be considered unreliable.

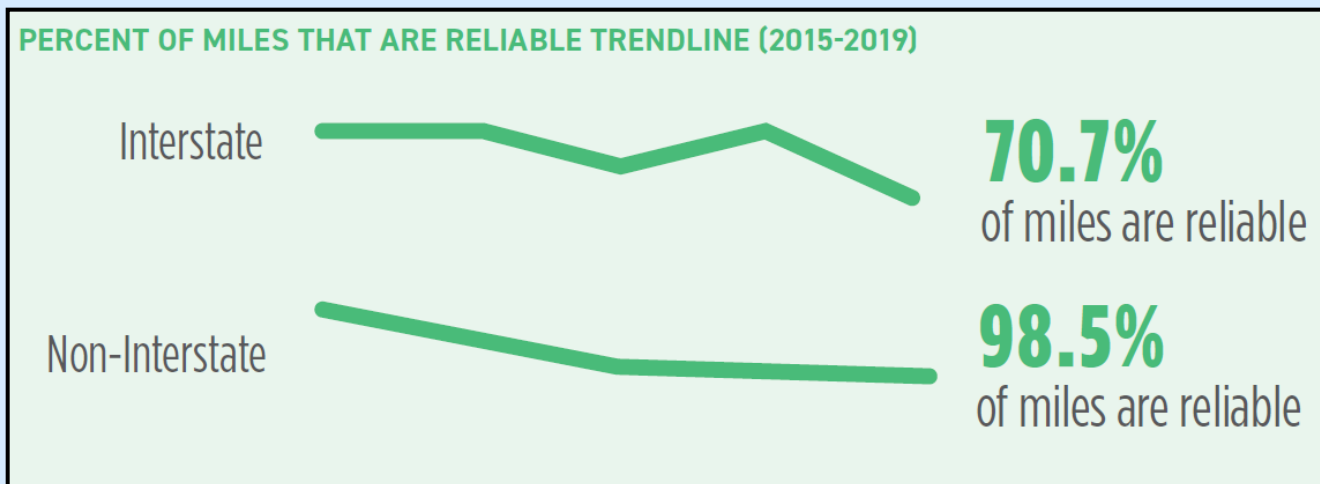




MANAGING CONGESTION

Reliability

The CMP uses Level of Travel Time Reliability (LOTTR) to measure reliability of roads on the network. This measure compares the ratio of 80th percentile travel times to 50th percentile travel time for a specific time period. Roadway segments are considered reliable if the LOTTR is less than 1.50, meaning the 80th percentile travel time is more than 50% greater than the 50th percentile travel time. Based on this analysis, 70.7% of centerline miles and 98.5% of non-state miles in Pinellas County were found to be reliable in 2019, as compared to the previous years. Reliability data for more recent years are not yet available at the time this document was published.



The map on the following page shows system roadways colored by LOTTR. Road segments in the darkest reds include the 20 least reliable segments in the CMP Network for LOTTR, which are also listed in the table on the next page. 4th Street, I-275, East Lake Road, Memorial Causeway, and SR 686 all have multiple segments that are in the 20 least reliable segments, with scores ranging from 1.9 to 2.5. This is not inclusive of all unreliable segments, defined as LOTTR greater than 1.5. Rather, it includes the 20 highest LOTTR scores.

Pinellas County, Florida

Pinellas County 2023 Level of Travel Time Reliability (LOTRR) by Segment



Esri, NASA, NOAA, USGS, County of Pinellas, FDEP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA



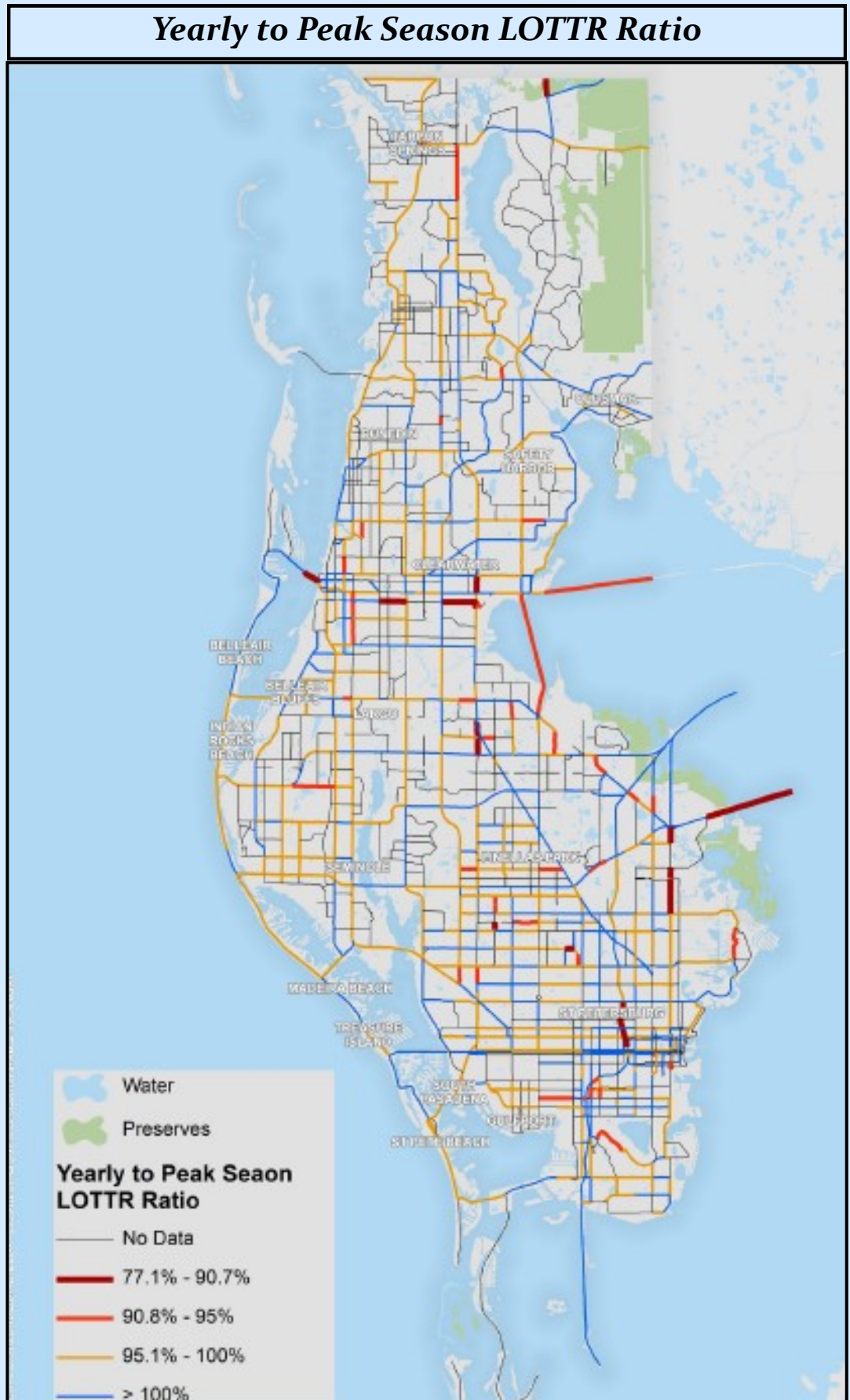
MANAGING CONGESTION

Top 20 Least Reliable Segments

ID	ON STREET	FROM STREET	TO STREET	TOTAL CRASHES
1	GANDY BLVD	I-275 WEST RAMPS	I-275 EAST RAMPS	2.5
2	I-275	GANDY BLVD	SR 686 ROOSEVELT BLVD	2.5
3	I-275	SR 686 ROOSEVELT BLVD	DR ML KING JR ST N	2.3
4	EAST LAKE RD	TRINITY BLVD	OLD E LAKE EXT	2.3
5	EAST LAKE RD	OLD E LAKE EXT	PASCO CO LINE	2.3
6	SR 688 ULMERTON RD	FEATHER SOUND DR	I-275	2.2
7	MEMORIAL CSWY	ISLAND WAY	MEMORIAL CSWY LARGE BRIDGE W END	2.2
8	MEMORIAL CSWY	CLEARWATER BEACH ROUNDABOUT	MEMORIAL CSWY SMALL BRIDGE W END	2.2
9	MEMORIAL CSWY	MEMORIAL CSWY SMALL BRIDGE W END	ISLAND WAY	2.2
10	2ND ST N	4TH AVE N	5TH AVE N	2.2
11	4TH ST N	99TH AVE N	GANDY BLVD	2.0
12	EAST LAKE RD	KEYSTONE RD	TRINITY BLVD	2.0
13	4TH ST N	KOGER BLVD	GANDY BLVD	2.0
14	4TH ST N	94TH AVE N	KOGER BLVD	2.0
15	4TH ST N	78TH AVE N	83RD AVE N	2.0
16	4TH ST N	62ND AVE N	72ND AVE N	2.0
17	4TH ST N	72ND AVE N	77TH AVE N	2.0
18	CR 296 CONNECTOR	GATEWAY EXPRESS	BRYAN DAIRY RD 118TH AVE N	1.9
19	I-275	4TH ST N	PINELLAS SHORELINE	1.9
20	SR 686 EAST BAY DR	69TH ST N	US 19	1.9

Pinellas County, Florida

In addition to LOTTR, the overall LOTTR was compared to the LOTTR in the peak season months between November and April. This performance measure identifies segments that are less reliable during the peak tourism season. Segments that have a ratio less than 100% are less reliable in the peak season compared to the entire year. The map on this page shows the yearly to peak season LOTTR ratio. The top 20 segments are shown in the darkest red. 4th St N (5 segments) has the greatest number of segments that are in the list of the top 20 least reliable segments. 66th Street North has the lowest yearly to peak season LOTTR ratio at 77.1 percent, which means that the segments are about 23 percent less reliable during the peak tourism season relative to annual travel time analysis.





Advantage Pinellas Objectives

Advantage Pinellas is the long range transportation plan for Pinellas County. Objectives from the plan are included for reference to demonstrate consistency between the long-range plan and the Congestion Management Process (CMP).

Advantage Pinellas Objective 2.1:

Improve the performance of the transportation system through more efficient use of existing facilities and investments in technology.

Advantage Pinellas Objective 4.5:

Improve roadway and intermodal operations for the efficient movement of goods.

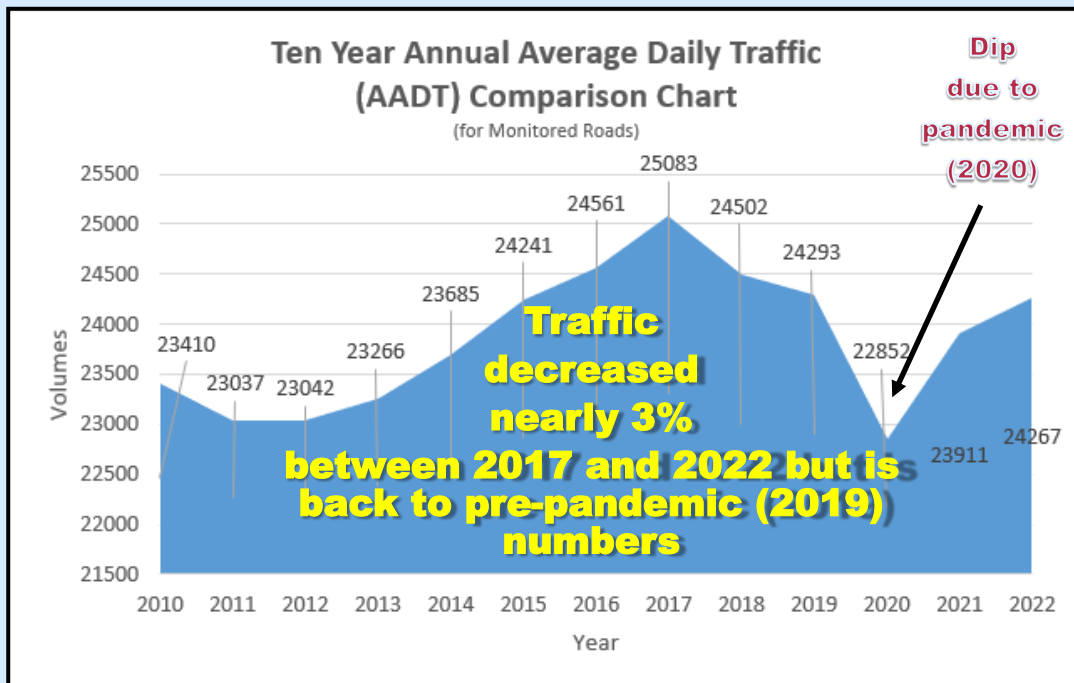
MANAGING CONGESTION



Mobility

Mobility is generally defined as the ability to travel without the hindrance of recurring congestion and refers to roadway performance. This section will focus on vehicular mobility. Traffic in 2022 has increased since the pandemic, and has returned to 2019 levels. This can

be seen in the chart below, which shows Average Annual Daily Traffic across all roadway segments in the network from 2010-2021. This traffic volume information is collected from traffic counters by Forward Pinellas and the Florida Department of Transportation (FDOT) and local governments. Volume-to-Capacity (V/C) Ratio is a traditional method of assessing vehicular congestion and measures empirical traffic volumes divided by roadway capacity. Segments with values over 1.0 are considered congested. The map on the following page shows roadways that are considered congested based on V/C Ratio, in both 2017 and 2021. The chart below shows the AADT over the past 10 years for monitored roads throughout Pinellas County. Countywide, the AADT decreased approximately 5% between 2017 and 2022.



Pinellas County, Florida

What is Volume-to-Capacity Ratio?

Volume-to-Capacity is a measurement of traffic volumes compared to the capacity of the road during an average day.

The map on this page identifies roadways in Pinellas County that are congested. Congested roadways are defined as roadways that have a volume-to-capacity ratio of 1.0 or higher. Roadways with mild congestion have a volume-to-capacity ratio between .85 and .99.

Pinellas County 2023 Volume to Capacity Ratio Map

Note: V/C is volume of automobiles compared to the capacity of road with 1.0 representing the estimated full capacity of the road.



Road Congestion in years 2019 and 2022 where V/C exceeds 1.0

- Congestion 2022
- Congestion 2019



Data Source: Forward Pinellas. Map produced July 2023



MANAGING CONGESTION



Level-of-Service assigned to roadways shows performance level, from A-F, with A being the best and F being the worst. The 2022 Level of Service Map on the following page shows Level-of-Service on network roadways. There are, however, limitations to using V/C Ratio and Level-of-Service as sole measures of congestion. These methods assume that movement of vehicles is the highest priority, and therefore ignores other road users. It also leads to continued addition of capacity, higher speeds, and sprawling development patterns. Annually, Pinellas County has about 15 million visitors. Tourists tend to visit most during the fall and winter months when it's no quite so hot. Locals know that tourist season also brings with it additional traffic congestion. But, it also brings significant economic benefits. The economic impact of tourism in 2022, for example, was \$2,495,167,641. The percentage increase in economic impacts of tourists between 2017 and 2022 are in the chart below.

Economic Impact of Tourism in Pinellas County (2017 – 2022)

	2017	2022	% increase	
Tourism’s Economic Impact:	\$2,235,165,611	\$2,495,167,641	11.6%	
Direct Visitor Spending:	\$1,435,985,075	\$1,497,959,201	4.3%	
Tourism Industry Payroll:	\$725,550,774	\$786,437,547	8.4%	
Tax Revenues Generated:	\$69,890,368	\$93,546,346	33.8%	

Source: [Visitor Profile Study](#) | [Industry Partner Site \(visitstpeteclearwater.com\)](#)

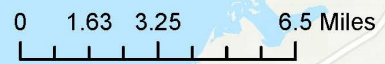
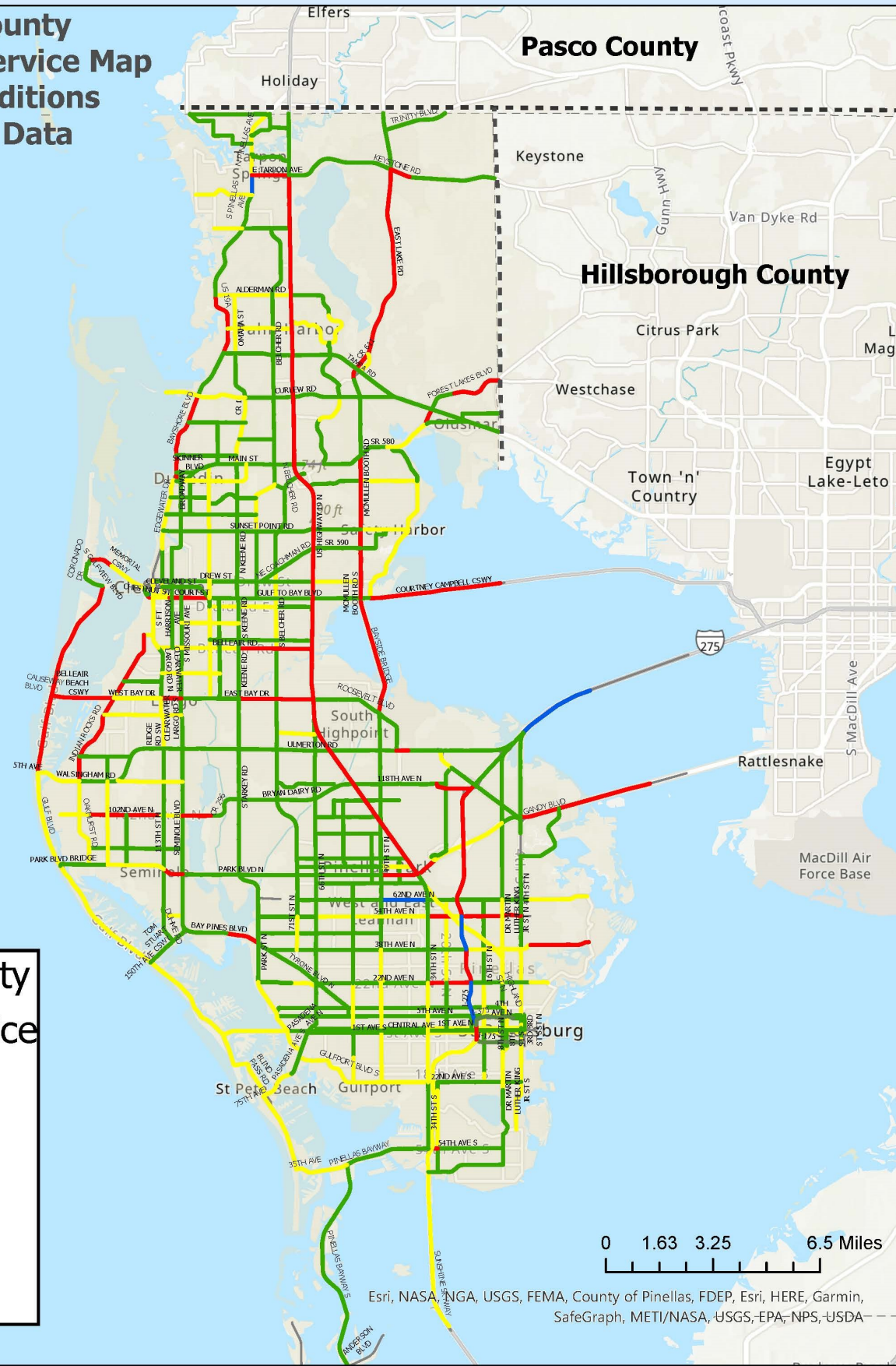
Pinellas County, Florida

Pinellas County 2023 Level of Service Map Existing Conditions 2022 Base Data



**Pinellas County
Level Of Service**

- B
- C
- D
- E
- F



Esri, NASA, INGA, USGS, FEMA, County of Pinellas, FDEP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA



ENHANCING MULTIMODAL OPTIONS

Forward

Pinellas' goal is to facilitate the enhancement of the county's land use that's coordinated with a multimodal transportation system. This goal is stated in both our Long Range Transportation Plan and Countywide Plan and reflected in our day-to-day operations.

Opportunities for adding capacity to roadways are severely limited due to a variety of factors including availability of land and funding; high right-of-way costs; concern about impacts on neighborhoods, including compatibility issues, property values and environmental concerns; and a commitment to seeking alternative solutions to congestion mitigation, such as transportation system and demand management, wherever possible and practical.

Mobility generally refers to one's ability to travel without recurring congestion. To meet the county's mobility challenges and to support quality of life, it has become increasingly important for Forward Pinellas and its partners to maximize the potential of all transportation modalities, including transit, pedestrian and bicycle, as well as the efficient movement of vehicles. Expanding modal alternatives to roadways for travel and transport, and improving the efficiency of vehicle traffic through technology, help to reduce traffic congestion.

Forward Pinellas' goal is to facilitate the enhancement of the county's land use that's coordinated with a multimodal transportation system. This goal is stated in both our Long Range Transportation Plan and Countywide Plan and reflected in our day-to-day operations. To this end, we consider all modes in the planning, design and construction of transportation projects. We coordinate and collaborate with transportation partners, the public and other stakeholders to provide for multimodal options for local and regional travel.

Pinellas County, Florida

ENHANCING MULTIMODAL OPTIONS



Providing a balanced and integrated multimodal transportation system for local and regional travel is a goal embedded in Forward Pinellas' transportation and land use planning.



Modal options such as public transit, bicycling, and walking provide an alternative to travel by personal automobile. Shifts to these modes of travel from personal automobiles provide alternatives to traveling in congested conditions and can alleviate congestion to some extent. Consideration of alternative modes of travel is important, particularly in areas oriented to those modes. Performance measures accounting for modal options include mode share, transit ridership, and other metrics.

In the Forward Pinellas 2021 *Congestion Management Plan Technical memorandum 2: Performance Measures*, transit metrics were analyzed using data from the National Transit Database. Transit agencies throughout the country report data to the Federal Transit Authority (FTA) yearly. Data from the National Transit Database (NTD) includes ridership, revenue miles, and population, among other metrics.

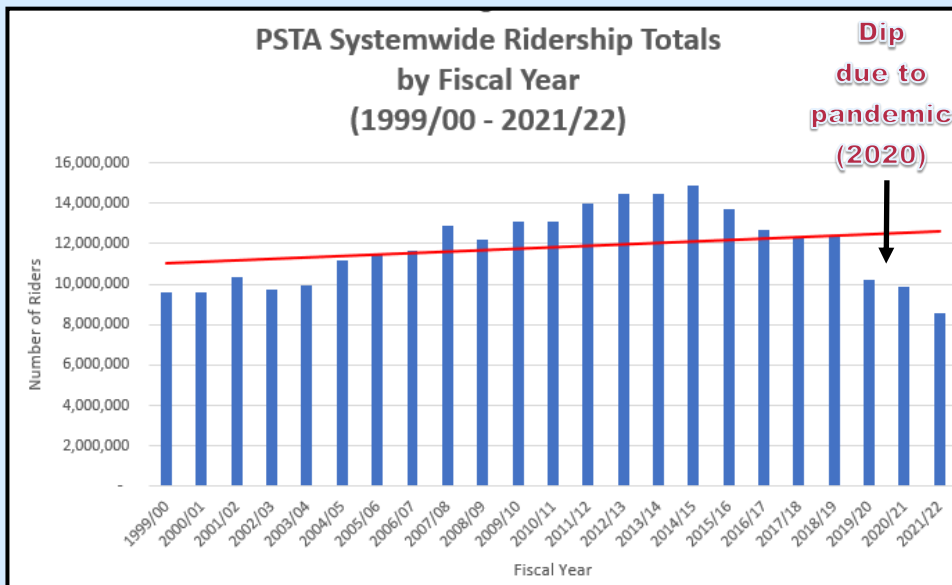


ENHANCING MULTIMODAL OPTIONS

Transit

Transit is an important part of any multimodal transportation system for both local and regional travel. Local and regional transit services are operated by the Pinellas Suncoast Transit Authority (PSTA). The majority of the county is served by the PSTA system, which operates more than 53 bus, trolley, and shuttle circulator routes. On most routes, departure times (headways) are one hour apart, although some routes with high ridership operate more frequently. Major bus terminals are located at Park Street in downtown Clearwater and Central Plaza in St. Petersburg. Designated park-and-ride lots are located in Largo and St. Petersburg.

A period of rising ridership occurred during the two decades between fiscal year (FY) 1992/93 and 2014/15, which results in an overall increasing ridership trend line in the chart below. Systemwide ridership, however, has steadily declined since it peaked in FY 2014/15 at 14,898,887. The year-over-year decreases in ridership since FY 2014/15 have occurred due to fare increases and service reductions implemented by PSTA and to other factors affecting ridership at transit agencies across the country. These include fewer shopping trips, more telecommuting, transportation network companies, lower gas prices and increased car ownership. Ridership decreases also occurred due to the COVID-19 pandemic. For fiscal year 2023, PSTA is at about 75% of the pre-pandemic (2019) ridership. PSTA's passengers per revenue hour has also been rising since its decline during COVID. PSTA has implemented a first/last mile service to help get riders to and from the fixed route network, as well as an overnight program for transportation disadvantaged customers who need to get to and from work when fixed route service is not running.



For Fiscal Year 2023, PSTA is at about 75% of the pre-pandemic (2019) ridership.

Pinellas County, Florida

Advantage Pinellas Objectives

Advantage Pinellas Objective 3.3:

Provide better transit access to those who are transit-dependent, including low-income elderly and/or disabled people who do not have access to a vehicle.

Advantage Pinellas Objective 5.1:

Coordinate and collaborate with transportation partners to provide for multi-modal options for local and regional travel.

Advantage Pinellas Objective 6.2:

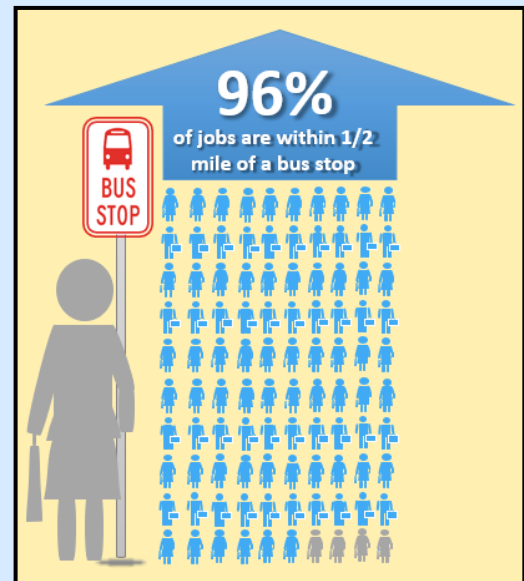
Increase transit mode share and overall ridership by providing frequent, fast and reliable service.

ENHANCING MULTIMODAL OPTIONS

Transit

Consistent with Advantage Pinellas Objective 3.3, PSTA provides transit access via its Transportation Disadvantaged program to people who are transit dependent, including low-income, elderly and disabled individuals without access to a vehicle. The Transportation Disadvantaged program is a state-funded program that provides reduced cost countywide transportation for people unable to transport themselves or purchase transportation due to physical or mental disability, income status or age. The “transportation disadvantaged” include older adults, persons with disabilities, at-risk children, and low income individuals.

For now, 96% of jobs are within 1/2 mile of a bus stop in Pinellas County. This percentage may decrease soon, as PSTA intends to eliminate low ridership routes such as Route 90 (S. St. Pete to St. Pete Beach) and Route 58 (Bryan Dairy) and reduce frequency on others such as Route 52LX. PSTA also plans to incrementally increase fares for its paratransit service called PSTA Access (formerly known as DART). More information about PSTA’s services is available online at <https://www.psta.net/programs/>.





Bicycle & Pedestrian Infrastructure



It is widely recognized that walking and bicycling are beneficial alternatives to private automobile travel. In addition to allowing greater mobility for residents, encouraging these modes produces less air pollution than automobiles and improves health outcomes by encouraging residents to engage in higher levels of physical activity. These modes of travel are encouraged through the development of distinct, yet complementary and interdependent networks of sidewalks, bike lanes, and trails.

Many areas in the county were developed prior to the 1970s, before sidewalks were routinely required to be installed as part of the land development process. Forward Pinellas advocates for the expansion of the county's sidewalk network to fill in gaps on the major road network, and encourages local governments to identify and fill gaps on local streets. Based on centerline miles, approximately 44% of all roads and streets, or 1,739 roadway miles, had sidewalk coverage in 2020. Major roads had approximately 83% sidewalk coverage in 2020, up from 80% since 2016.



Bicycle lanes are on-road facilities designated for use by cyclists only, and can be added during routine resurfacing or restriping projects if sufficient pavement width is available. Based on centerline miles within the CMP network, approximately 21% of major roadways, or about 233 miles, currently have bike lane coverage.

Trails are standalone, paved corridors that provide a corridor for the exclusive use of non-motorized transportation. Pinellas County has a total of approximately 168.5 miles of multiuse trails. The backbone of the local trail system is the popular Pinellas Trail Loop, shown on the following pages.



Pinellas County, Florida

Advantage Pinellas Objectives

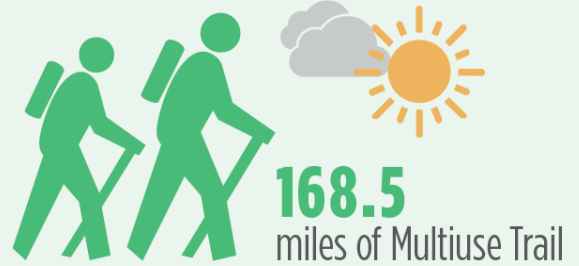
Advantage Pinellas Objective 1.1:

Create 20-minute neighborhoods that support walking and bicycling as a realistic travel choice for daily activities.

Advantage Pinellas Objective 3.4:

Make the transportation network safer for all users through community and engineering design, public policy, law enforcement, education and funding

TOTAL MILES OF MULTIUSE TRAIL



The county also contains a network of local community trails, many of which connect to the Pinellas Trail. The countywide trail network not only includes 67 existing miles of the Pinellas Trail Loop, but also numerous miles of existing community trails constructed collectively by the 25 local governments within Pinellas County with a total of approximately 168.5 miles of multiuse trails countywide. About 35% of Pinellas County households are located within 1/2 mile of a multiuse trail.)

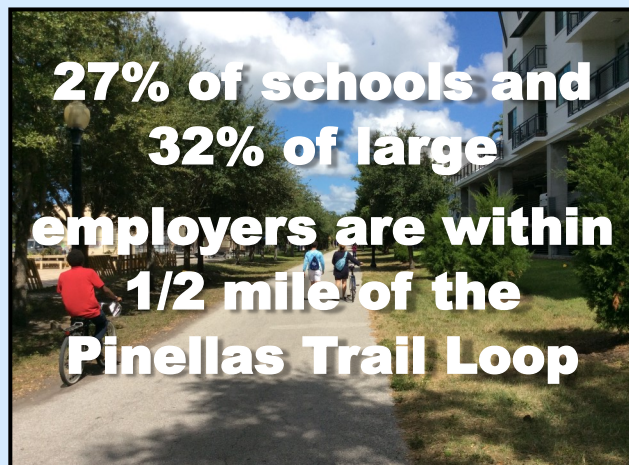
Data collected by eight automated trail counters on the Pinellas trail reported 2,050,896 trail users in 2022. While this is a slight decrease from 2020 (2,162,090) and 2021 (2,073,790), it still represents a 43% increase since 2019 (1,431,272), the last full data year prior to the pandemic. Currently, automated trail counters are only in use on the Pinellas Trail Loop and are not yet in use throughout the rest of the countywide trail network.



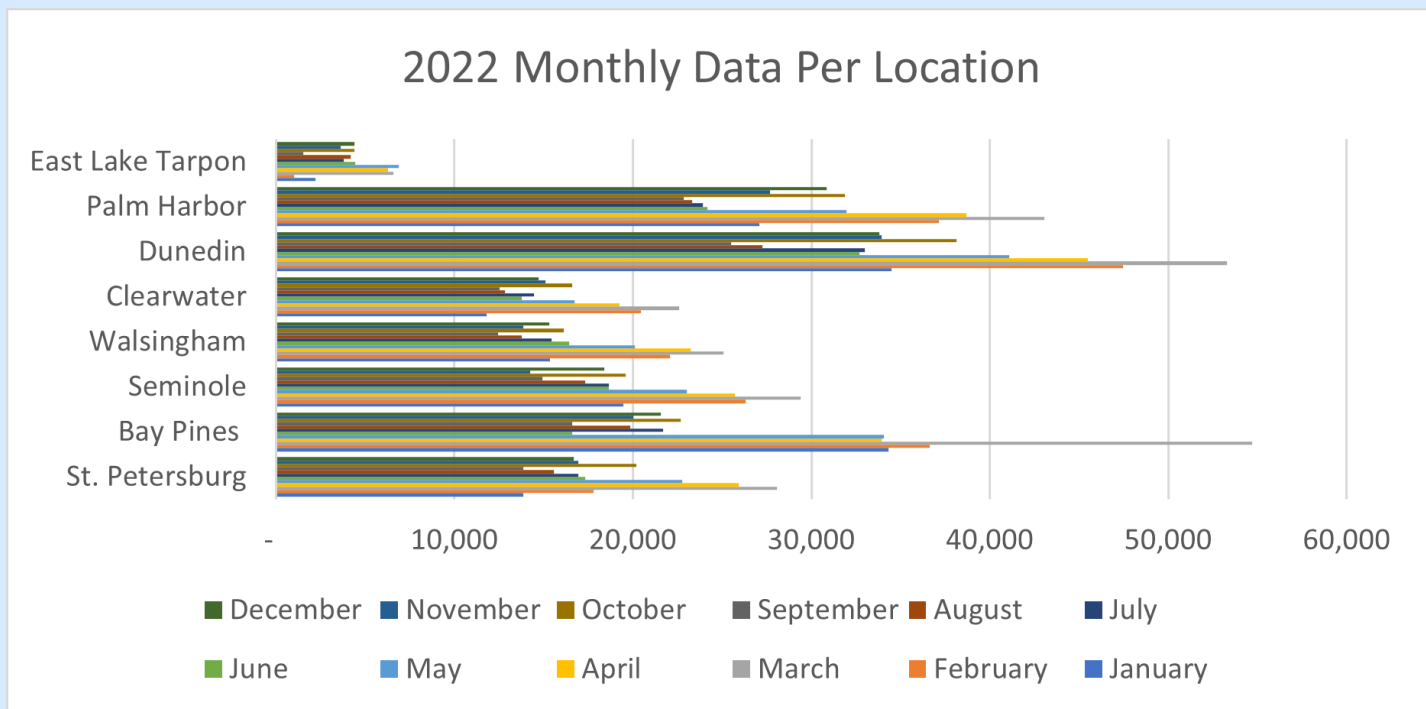


Pinellas Trail Loop

Forward Pinellas is working with our local government and FDOT partners to complete the 75-mile trail known as the Pinellas Trail Loop. As of 2022, most of the Pinellas Trail Loop (67 miles, or 89%) has been constructed (up from 64 miles/84% last year). Unconstructed gaps still exist within the portions shown in the map on page 30. The Loop connects low-income and minority areas, major employers, institutions of higher education and vocational training, schools and many other community resources through a transportation network that provides a safe and comfortable option for people traveling without an automobile. 100 schools (27%) and 263 large employers (32%) are within 1/2 mile of the Pinellas Trail Loop.



Source: Pinellas County and Forward Pinellas, 2022 Large employers are those with 100 or more employees.

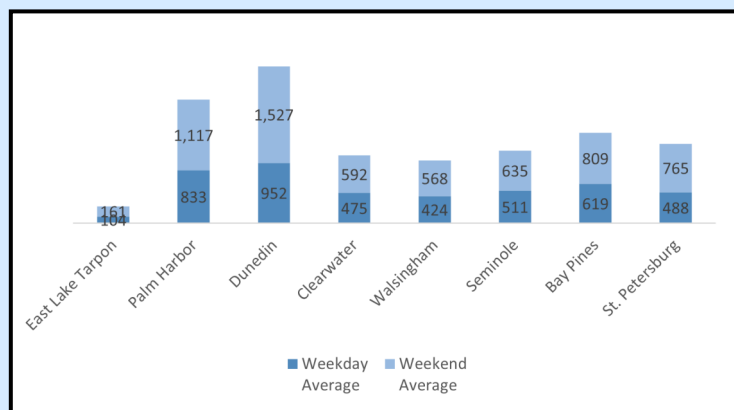
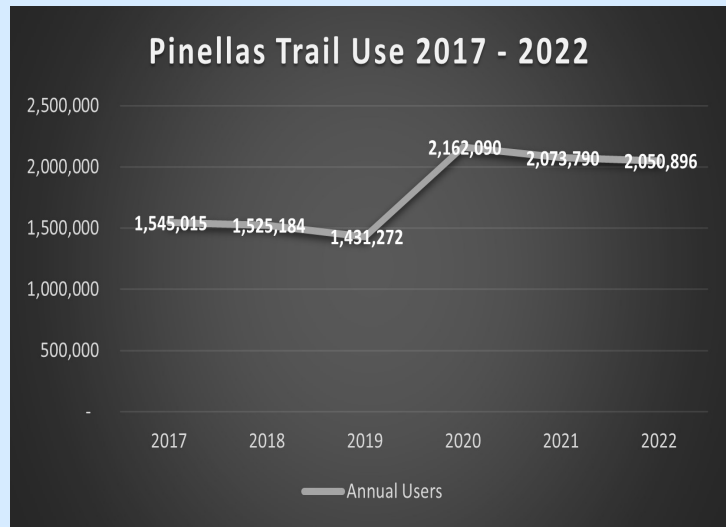


Pinellas County, Florida

The completed Loop provides a regional connection to the Courtney Campbell Causeway Trail, a non-motorized bicycle and pedestrian facility that crosses Tampa Bay, connecting to the Tampa and Hillsborough County trail networks. In addition, the Pinellas Trail Loop is part of the Florida Coast-to-Coast Trail, an uninterrupted trail that, when complete, will span the entire width of the State of Florida from St. Petersburg to Titusville.

The Pinellas Trail Loop:

- Provides economic opportunities by connecting residents, workers and tourists with employment, commercial and recreational destinations.
- ◆ Provides low-income and minority neighborhoods with enhanced connections to transit, schools, commercial centers, employment and recreational facilities.
- ◆ Decreases adverse environmental impacts on air quality by providing non-motorized transportation options.
- ◆ Fosters a safe, connected and accessible transportation system throughout Pinellas County.
- ◆ 35% of all jobs in Pinellas County are within 1/2 mile of the Pinellas Trail.

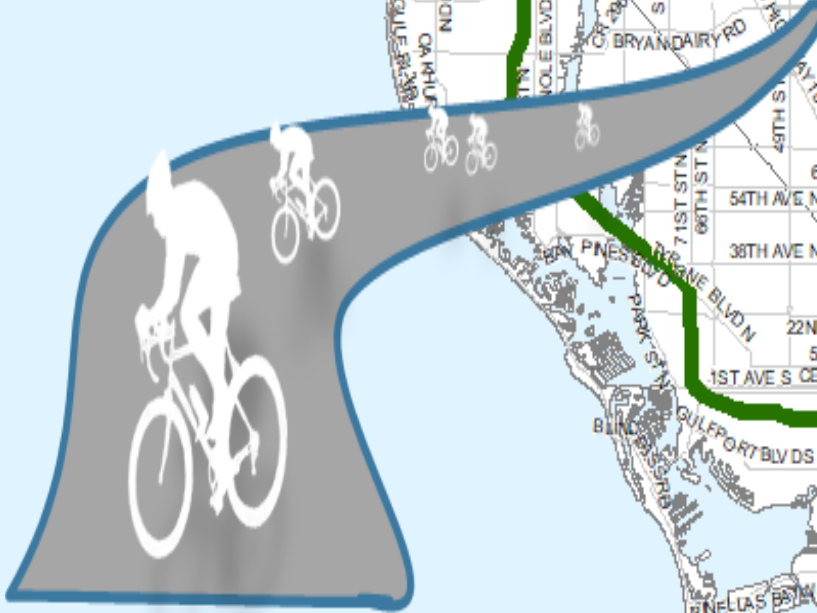


89% COMPLETED

67 existing miles of the 75 miles Pinellas Trail Loop have been completed and 8 miles not yet constructed

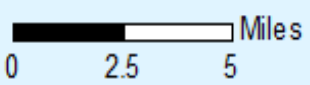
Legend

- Existing Trails
- Trail Gaps



168.5 MILES OF Multiuse TRAILS

(not including the Pinellas Trail Loop)



Pinellas County, Florida



Pinellas

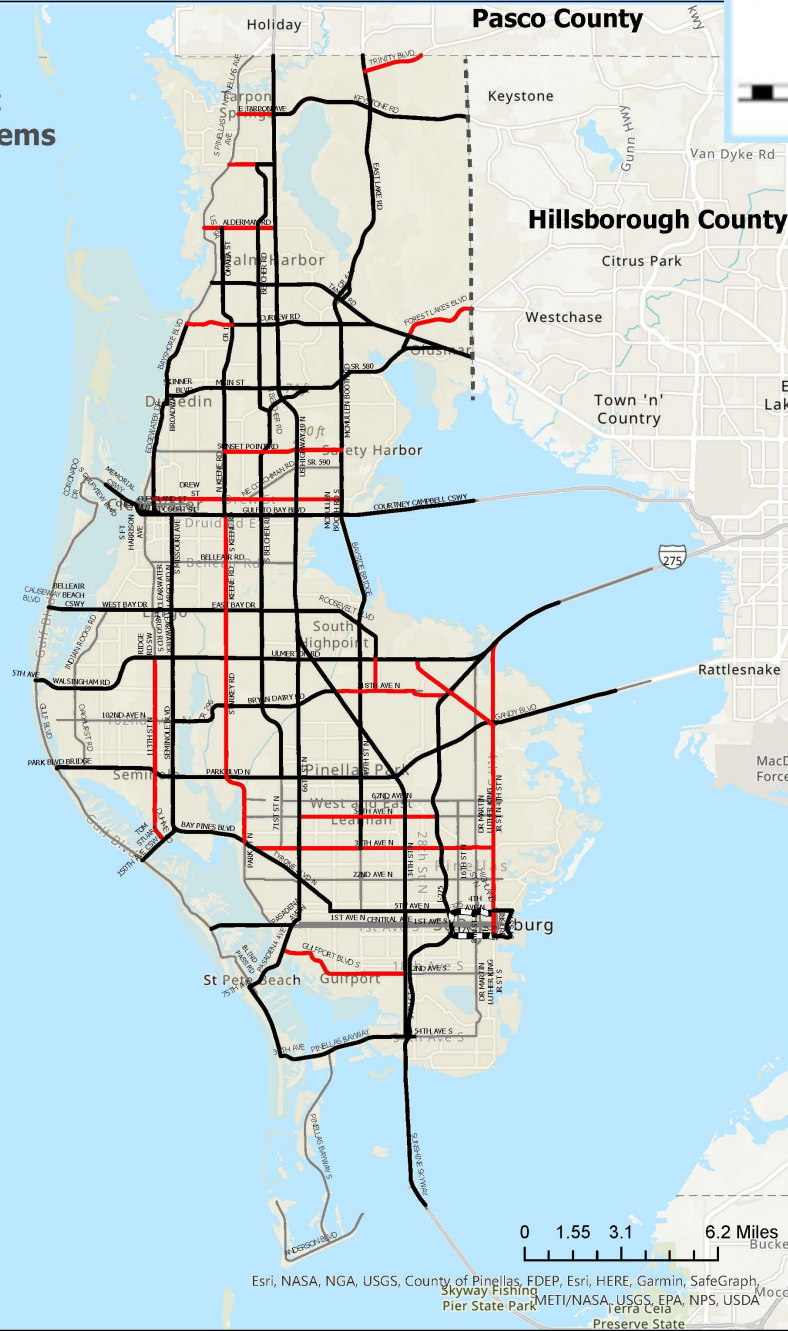
County operates a leading Advanced Transportation Management System/Intelligent Transportation System (ATMS/ITS) that integrates a network of smart technology to enhance mobility for all road users and improve traffic flow. Wireless communication, including radio and mobile phones, and connected smart devices, including Bluetooth sensors and closed-circuit television (CCTV) cameras are used to detect and transmit data between the County's Traffic Management Center, transportation infrastructure, transit, vehicles, pedestrians, and bicyclists. The interconnected transportation system works cohesively to optimize signal patterns, control traffic flow, improve safety and enhance mobility.

Pinellas County 2023 Intelligent Transportation Systems Map



ITS Corridors
Corridors

- Completed
- Planned
- Underway





Waterborne Transportation



Ferries and water taxis are increasingly being used to help meet the region's transportation needs. The Clearwater Ferry is a private-sector ferry that operates three

routes connecting Clearwater Beach with downtown Clearwater and the City of Dunedin.

Other private-sector providers include the Pelican St. Pete and Hubbard's. Although these are advertised more as tour boats, they provide transportation from Fort DeSoto to Egmont and Shell Keys, with up to five trips a day during peak season. Funded via a public-private partnership, the Cross-Bay Ferry operates between downtown St. Petersburg to downtown Tampa. Service was impacted by the pandemic, decreasing from 51,658 passengers during the 2019/20 season to just 38,718 during 2020/21. During the 2021/22 season, however, ridership increased to a record-breaking 62,130 passengers. In 2022/23, ridership increased again to 72,000 riders, and in April 2023, the ferry celebrated its 300,000 rider since the debut of its service in 2016.

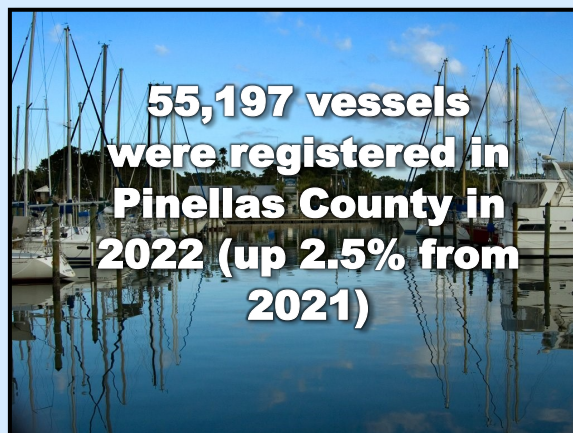


The Forward Pinellas Waterborne Transportation Committee meets quarterly and brings local government partners together to discuss the status and potential opportunities for supporting and expanding waterborne transportation options throughout Pinellas County. Staff from PSTA and Forward Pinellas have been working together researching integration of waterborne transportation into the public transportation network. Next steps include finalizing recommendations and a system plan vision and incorporating the system plan vision into a Waterborne Transportation section in the long-range transportation plan.



Personal watercraft are also a part of the multimodal transportation system. According to the Florida Department of Highway Safety and Motor Vehicles, there were 55,197 vessels registered in Pinellas County in 2022 the second-highest of all Florida counties. This is a 2.5% increase compared to

2021. The Pinellas County Property Appraiser's Office has identified 58 marinas in the county, and 88 boat ramps have been inventoried by the Florida Fish and Wildlife Conservation Commission. The Pinellas County Parks and Conservation Resources Department has also identified 79 miles of locally designated canoe/kayak paddling trails in Pinellas County waters, including 46 miles of the statewide Florida Circumnavigational Saltwater Paddling Trail.



Pinellas County, Florida

ENHANCING SAFETY

Safety Performance Measures

The Fixing America's Surface Transportation (FAST) Act requires performance-based, multimodal planning processes to address the safety challenges on the U.S. transportation system. The FAST Act authorizes FHWA to establish safety performance measures. Forward Pinellas began reporting on these safety performance measures in its *Traffic Crash Trends and Conditions Report*, and continues to report on safety performance measures, which are summarized in the tables and infographics in the pages that follow.



Pinellas County Safety Performance Measures	2017	2018	2019	2020	2021	2022	2017-2021 Average	2018-2022 Average	Percent Change (from 2017-21 Avg. to 2018-22 Avg.)
Number of Motor Vehicle Serious Injury Crashes	799	954	677	665	687	592	756	715	↓ 5.4%
Number of Motor Vehicle Fatal Crashes	116	119	104	113	151	113	121	120	↓ 0.8%
Number of Serious Injury Crashes of Bicycle/Pedestrian Users	173	184	145	132	185	129	164	155	↓ 5.5%
Number of Bicycle/Pedestrian Fatalities	42	43	52	43	71	50	50	52	↑ 4.0%
Number of Serious Injury Crashes per *Vehicle Miles Traveled (VMT)	33.96	40.82	27.89	27.39	26.78	26.78	31	30	
Number of Fatalities per *Vehicle Miles Traveled (VMT)	4.93	5.06	4.40	5.35	5.67	5.67	5	5	

* per 1,000,000 Vehicle Miles Traveled (VMT)

Notes: Unless cited otherwise, statistics that do not report a percent increase or decrease represent the five-year rolling average from 2016 to 2020. Percent increases or decreases are the rounded percent increase or decrease between the five-year rolling average for 2015 through 2019 and the five-year rolling average for 2016 through 2020 for crash data in Pinellas County, Florida as reported in the Forward Pinellas Crash Data Management System. Crash data includes parking lot crashes. Serious injury crashes in the Forward Pinellas CDMS are "incapacitating injuries" and do not include "non-incapacitating injuries" or "possible injuries".



Florida's Strategic Highway Safety Improvement Plan (SHSP) Performance Measures

Another element of transportation safety planning is the SHSP. The Florida Department of Transportation (FDOT) developed their SHSP in collaboration with the Departments of Education, Health, Highway Safety and Motor Vehicles, and the Florida Highway Patrol, dozens of traffic safety organizations, cities and counties, as well as private sector businesses. This effort resulted in a statewide, data-driven plan that addresses the "4-E's" of safety: engineering, enforcement, education and emergency response.

Florida's SHSP goal is to achieve at least a five percent annual reduction in the actual number of fatal and serious injury crashes in seven focus areas that are defined below.

- **Aggressive Driving** - Aggressive driving occurs when a driver has committed two or more of the following actions: failed to yield right-of-way, failed to keep in the proper lane, followed too closely, ran a red light, ran a stop sign, passed improperly, exceeded the posted speed limit, disregarded other road markings, operated a motor vehicle in an erratic or reckless manner, or who disregarded other traffic signage.
- **Intersection Crash** - A crash in which the first harmful event occurs within the limits of an intersection.
- **Vulnerable Road Users** - Pedestrians, bicyclists or motorcyclists.
- **Lane Departure Crash** - A crash where the driver's vehicle impacted a utility pole, light support, traffic sign/signal support, tree, mailbox, guardrail, fence, ditch, culvert, concrete traffic barrier, cable barrier, bridge trail, bridge pier or support. This definition also includes any vehicle sideswipe or rollover.
- **Impaired Driving** - A crash involving a person who is suspected of drug or alcohol use or is under the influence of medication.
- **At-Risk Drivers** - A crash involving a 15 to 19-year-old person or person 65 years old or older.
- **Distacted Driving** - A crash resulting from the driver being distracted by electronic communication devices (cell phones, etc.), other electronic devices (navigation device, DVD player, etc.), other distraction inside the vehicle, external distraction (outside the vehicle), texting or general inattentiveness.

Pinellas County, Florida

The hard work and dedication of safety partners in implementing the SHSP continues to pay off. Crashes are down for most SHSP categories in Pinellas County. Improvements are needed, however, for fatal crashes involving lane departures (up 19.2% on average) and fatal intersection crashes (up 10.6%).

STRATEGIC HIGHWAY SAFETY PLAN FOCUS AREAS	2017	2018	2019	2020	2021	2022	2017-2021 Avg.	2018-2022 Avg.	Percent Change (from 2017-21 Avg. to 2018-22 Avg.)
Serious Injury Crashes Due to Aggressive Driving	19	23	26	20	33	33	24	27	12%
Serious Injury Crashes Involving Vulnerable Users	271	323	247	229	287	223	271	262	-4%
Lane Departure Serious Injury Crashes	112	159	119	127	114	109	126	126	-0.5%
Serious Injury Crashes Due to Driver Impairment	88	105	89	78	90	37	90	80	-11%
Serious Injury Crashes Involving At-Risk Drivers	262	352	241	242	258	223	271	263	-3%
Serious Injury Crashes Due to Distracted Driving	106	103	66	60	60	42	79	66	-16%
Serious Injury Intersection Crashes	239	345	235	217	222	295	252	263	-0.4%
Fatal Crashes Due to Aggressive Driving	18	12	10	11	14	16	13.0	12.6	-3.1%
Fatal Crashes Involving Vulnerable Users	68	74	73	61	105	79	76	78	2.9%
Lane Departure Fatal Crashes	12	16	19	22	30	31	20	24	19.2%
Fatal Crashes Due to Driver Impairment	42	35	24	32	56	26	38	35	-8.5%
Fatal Crashes Involving At-Risk Drivers	38	51	49	44	62	50	49	51	4.9%
Fatal Crashes Due to Distracted Driving	8	10	10	10	10	5	10	9	-6.3%
Fatal Intersection Crashes	26	45	22	32	35	43	32	35	10.6%

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Trends in Florida (2017 - 2022)

Florida is one of the most populous states in the country according to the latest population estimates from the U.S. Census Bureau, and the population is projected to continue to increase in the foreseeable future. Increases in population and licensed drivers are contributing factors to the overall increase in motor vehicle use. The table below shows corresponding increases in the number of traffic crashes, injuries and fatalities in Florida during the same time frame.

Although the average number of total motor vehicle crashes and total injuries decreased slightly at the statewide level, total fatalities are up 2.4% on average. Vulnerable users continue to make up a disproportionate number of total fatalities with the total number of pedestrian fatalities up more than two percent and total bicycle fatalities up twelve percent on average.

To reduce the number of fatalities, there must be a continued focus on taking additional steps to improve traffic safety, including the strengthening of traffic laws, enhancing enforcement, expanding educational outreach and continuing to develop engineering solutions whenever feasible. The Florida Department of Transportation’s (FDOT) 2021 - 2025 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads.

FLORIDA TRENDS	2017	2018	2019	2020	2021	2022	5 Year Rolling Avg. (2017-2021)	5 Year Rolling Avg. (2018-2022)	5 Year Rolling Avg. Percent Change
Total Motor Vehicle Crashes ¹	401,318	341,331	402,725	341,331	401,496	391,901	377,640	375,757	-0.5%
Total Injuries ¹	253,928	212,535	255,249	212,535	252,938	249,352	237,437	236,522	-0.4%
Total Fatalities ¹	3,093	3,104	3,192	3,347	3,731	3,490	3,293	3,373	2.4%
Total Pedestrian Crashes ¹	9,392	8,106	9,752	8,106	9,565	10,016	8,984	9,109	1.4%
Total Pedestrian Fatalities ¹	650	714	735	714	831	765	729	752	3.2%
Total Bicycle Crashes ¹	6,656	5,949	6,678	5,949	6,403	7,132	6,327	6,422	1.5%
Total Bicycle Fatalities ¹	117	163	156	163	195	212	159	178	12.0%



¹ <https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>

Pinellas County, Florida

Trends in Pinellas County (2017 - 2022)



In 2022, a total of 25,467 motor vehicle crashes were reported in Pinellas County. This is down 4% compared to 26,614 in 2021. So, the total number of crashes reduced 4% between 2021 and 2022, but what about the overall trend? As seen in the table below, the most recent five-year average number of total crashes is 26,743. This is down 3.4% compared to the previous five-year average. So, the overall trend is that we have had 3.4% fewer crashes on average.

The 25,467 reported crashes in Pinellas County in 2022 resulted in 121 fatalities (down from 151 in 2021 and a total of 2,944 injuries (up from 2,932 injuries in 2021). On average, the overall trend is a 3.4% decrease in the total number of motor vehicle crashes and a decrease of nearly 8% in the total number of injuries. The number of fatalities, however, increased by nearly 1% on average. That said, the number of fatalities decreased nearly 20% between 2021 and 2022. There were 151 fatalities in 2021 and 121 fatalities in 2022.

PINELLAS COUNTY TRENDS	2017	2018	2019	2020	2021	2022	5 Year Rolling Avg. (2017- 2021)	5 Year Rolling Avg. (2018- 2022)	Percent Change
Total Motor Vehicle Crashes	30,194	29,656	28,854	23,126	26,614	25,467	27,689	26,743	-3.4%
Total Injuries	4,443	4,229	4,099	3,292	2,932	2,944	3,799	3,499	-7.9%
PC Total Fatalities	116	119	104	113	151	121	121	122	0.8%
Total Pedestrian Crashes	563	601	764	606	647	668	636	657	3.3%
Total Pedestrian Fatalities	38	37	43	33	54	37	41	41	-0.5%
Total Bicycle Crashes	687	761	649	626	656	738	676	686	1.5%
Total Bicycle Fatalities	4	6	9	10	17	13	9	11	19.6%
Total Motorcycle Crashes	587	592	511	455	487	496	526	508	-3.5%
Total Motorcycle Fatalities	26	28	21	18	27	29	24	25	2.5%

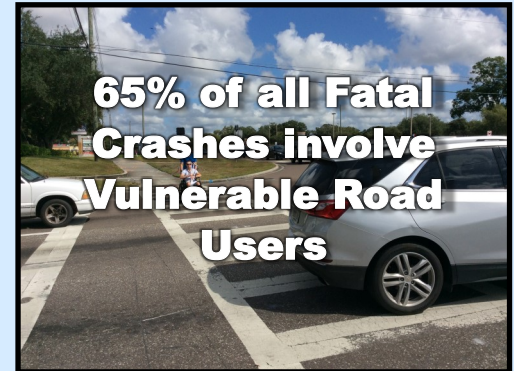
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Vulnerable Road User Crashes



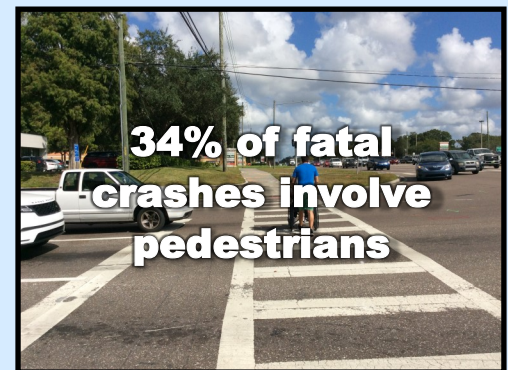
- “Vulnerable Road Users” include bicyclists, pedestrians and motorcyclists.
- Fatal vulnerable road user crashes increase nearly 3% from an average of 76 per year to an average of 78 per year.
- The number of vulnerable user fatal crashes decreased from 105 in 2021 to 79 in 2022.
- Of the 593 serious injuries in 2022, 223 involved vulnerable users (38%).



Pedestrian Crashes



- On average, 657 crashes per year involve pedestrians (up 3.3% from last year’s average of 636).
- An average of 41 fatal crashes per year involved pedestrians, which is 34% of all traffic fatalities. The number is down half a percent from last year on average.
- In 2022, there were 65 serious injury crashes involving pedestrians.



Bicycle Crashes



- The average total number of bicycle crashes per year (including both fatal and non-fatal crashes) increased from 676 to 686 per year (a 1.51% increase).
- On average, fatal bicycle crashes account for 9% of all fatal crashes.
- There are 11 fatal crashes per year involving bicyclists on average (up from an average of 9 last year).
- In 2022, there were 64 serious injury crashes involving bicyclists.



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Pinellas County, Florida

Motorcycle Crashes

- The average number of motorcycle crashes per year decreased 3.46% from a five-year average of 526 (for 2017 to 2021) to 508 (for 2018-2022).
- On average, 2% of all crashes involve motorcycles
- On average, approximately 20% of all fatal crashes involve motorcycles. This is 1 out of 5 fatal crashes, which is a significant improvement over 1 out of 4 in previous years.
- In 2022, there were 94 serious injuries involving motorcycles.



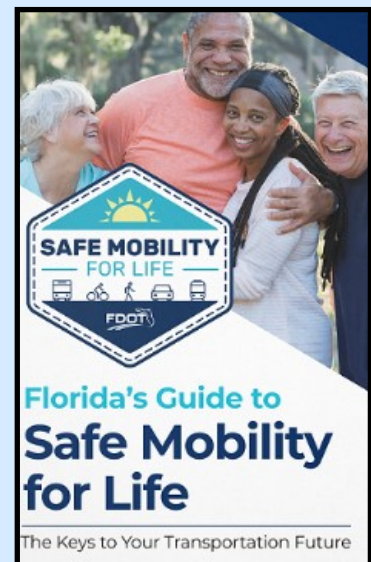
Teen Driver Crashes

- There were 2,557 crashes involving teens in 2022 compared to 2,703 in 2021. On average, there are 2,514 teen crashes per year (down 1% from 2,550 last year).
- On average, 9.4% of all crashes involved teen drivers.
- An average of 7.4 fatal crashes per year involved teen driving (down from 8). 6% of all traffic-related fatalities involved teen drivers (down from 7%)
- Parents can rescind a minor's driver license
- If a teen receives a moving violation conviction with a Lerner's License, they have one more year before they can obtain an Operator's License.
- Teens must be in compliance with school attendance or they will be ineligible to obtain or maintain their license.
- More information on teen driver safety in Florida is available online at <https://www.flhsmv.gov/safety-center/driving-safety/teen-drivers/>

Crashes Involving Aging Drivers

Older adults are living and driving longer than ever before, and Florida has the largest number of aging road users in the nation.

- 35% of all fatal crashes involve aging drivers (up from 33%).
- The number of crashes involving aging drivers decreased from an average of 6,432 to 6,680 (nearly 4% decrease since last year).
- An average of 43 fatal crashes per year involved aging drivers (up from an average of 40 last year or a 6% increase).
- A wealth of information to help Florida's aging road users is available at SafeMobilityFL.com.
- Order a FREE copy of Florida's Guide to Safe Mobility for Life. The guide helps aging drivers understand the impacts aging has on safe driving and plan for the day they may no longer be able to drive.





Impaired Driving Crashes

- There were 26 fatal crashes involving impaired drivers in 2022 (down significantly from 56 in 2021). The five-year average is currently 35 per year (down 8.5% from last year).
- There were 37 serious injury crashes involving impaired drivers in 2022 (down significantly from 90 in 2021). The five-year average is currently 80 per year (down 11% from last year).
- Nearly 4% of all crashes involve impaired driving, and approximately 30% of all fatal crashes.



Aggressive Driving Crashes



Aggressive driving occurs when a driver has committed two or more of the following actions: speeding, failure to yield right-of-way, improper or unsafe lane changes, improper passing, following too closely or the failure to obey traffic control devices (stop signs, yield signs, traffic signals, railroad grade cross signals, etc.).

- Nearly one out of every ten traffic fatalities in Pinellas County involved aggressive driving.
- An average of 12.6 or 10% fatal crashes per year involve aggressive driving (down 3%).

Distracted Driving Crashes



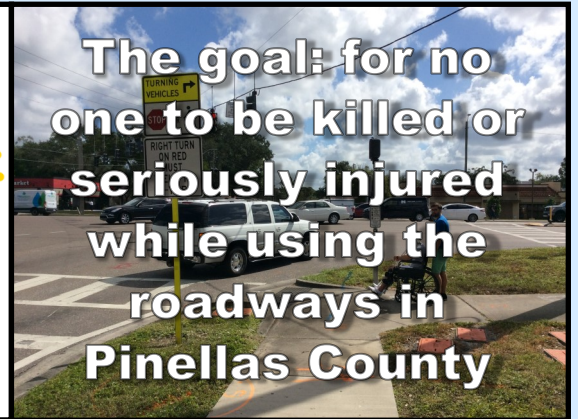
Distracted driving is defined as a crash resulting from the driver being distracted by electronic communication devices (cell phones, etc.), other electronic devices (navigation device, DVD player, etc.), other distraction inside the vehicle, external distraction (outside the vehicle), texting or general inattentiveness.

- Distractions resulting from a driver’s cell phone, navigation device, external distraction, general inattentiveness or other activity are responsible for an average of 3,112 crashes per year, 66 serious injury crashes and 9 fatalities.
- 11% of all crashes involve distracted driving.
- 8% of all fatal crashes involve distracted driving (an average of 9 fatal crashes per year).
- An average of 66 serious injury crashes occur annually that involve distracted driving.

Pinellas County, Florida

WHAT'S BEING DONE?

Safe Streets Pinellas is a collaborative effort to create a transportation system that is safe for everyone. Forward Pinellas started Safe Streets Pinellas, a Vision Zero safety effort. Vision Zero is a safety strategy employed by communities across the country and



the world. Vision Zero is a transportation safety philosophy based upon the principal that loss of life is not an acceptable price to pay for mobility. Vision Zero exists to eliminate roadway deaths and serious injuries for all users of the transportation system with a proactive, preventative approach. It recognizes that humans make mistakes, so the transportation system should be designed to minimize the consequences of human error.

The goal of Safe Streets Pinellas is for no one to be killed or seriously injured while using the roadways in Pinellas County. One of the first steps in the process of making our streets safer is understanding more about our problems. Forward Pinellas uses detailed collision analysis to learn more about the crashes on our roadways. Forward Pinellas looks at factors such as the location of collisions, time of day, ages of those involved, and whether or not driving under the influence was a factor. Such analysis helps us to better understand what is happening and how we can address the problems. We've put together a Story Map that helps us dive deeper into where our more serious problems may be. If you're interested in data and details, we encourage you to explore the Story Map.

Throughout the course of Safe Streets Pinellas, Forward Pinellas worked with a diverse set of stakeholders in the community to develop a Safe Streets Action Plan to guide the implementation of safety projects throughout Pinellas County as we strive towards zero. The task force included stakeholders such as citizens, engineers, Emergency Management, the business community, the transportation disadvantaged, the Florida Department of Transportation, the sheriff's office, planners, school officials, healthcare professionals, transit administrators and elected officials. Forward Pinellas and its partners are exploring how Vision Zero will work in Pinellas County via potential demonstration project, engineering and non-engineering countermeasures and testing various performance measures.



Integrating Land Use & Transportation



Adapt – Build – Connect

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SUMMARY

This item is intended to provide an opportunity for the LCB to review the proposed meeting schedule. Below are the proposed LCB meeting dates for 2024.

- February 20, 2024
- May 21, 2024
- September 17, 2024
- November 19, 2024

ATTACHMENT(S):

- Forward Pinellas Committee Meeting Schedule 2024
- Forward Pinellas Board Meeting Schedule 2024

ACTION: None required, information item only

COMMITTEES MEETING SCHEDULE 2024

PAC (Planners Advisory Committee) 1:30 pm	CAC (Citizens Advisory Committee) 7:00 pm	TCC (Technical Coordinating Committee) 2:00 pm	BPAC (Bicycle Pedestrian Advisory Committee) 8:30 am	LCB (Local Coordinating Board) 9:15 am	STSC (School Transportation Safety Committee) 9:00 am	PTSTF (Pinellas Trail Security Task Force) at the Pinellas County Public Safety Services Office - 12490 Ulmerton Road, Largo, Rm 130) 9:00 am
01/02/2024 - Tuesday	01/25/2024	01/24/2024	(4th Mon) 01/22/2024	-----	-----	01/09/2024 Meeting Room 130
02/05/2024	02/22/2024	02/28/2024	(4th Mon) 02/26/2024	02/20/2024	-----	-----
03/04/2024	03/28/2024	03/27/2024	03/18/2024	-----	02/28/2024	-----
04/01/2024	04/25/2024	(4th Tues) 04/23/2024	04/15/2024	-----	-----	04/09/2024 Meeting Room 130
04/29/2024	05/23/2024	05/22/2024	05/20/2024	05/21/2024	-----	-----
06/03/2024	*06/27/2024	06/26/2024	06/17/2024	-----	06/05/2024	-----
07/01/2024	*07/25/2024	*07/24/2024	*07/15/2024	-----	-----	07/09/2024 Meeting Room 130
*08/05/2024	08/22/2024	08/28/2024	08/19/2024	-----	-----	-----
09/03/2024-Tuesday	09/26/2024	09/25/2024	09/16/2024	09/17/2024	-----	-----
09/30/2024	10/24/2024	10/23/2024	10/21/2024	-----	10/02/2024	10/08/2024 Meeting Room 130
11/04/2024	Nov/Dec Combined	Nov/Dec Combined	11/18/2024	11/19/2024	-----	-----
*12/02/2024	12/05/2024	12/04/2024	*12/16/2024	-----	-----	-----

(These dates are subject to change)

*Meeting Subject to Cancellation

FORWARD PINELLAS MEETING CALENDAR – 2024

**Schedule of Meeting Dates for the Forward Pinellas Public Hearings and
Corresponding Meeting/Public Hearing Dates for the
Planners Advisory Committee (PAC) and Countywide Planning Authority (CPA)**

Deadline for Submittal of PPC Items Requiring Public Hearing	PAC Meeting Date	Forward Pinellas Hearing Date	Board of County Commissioners acting as the CPA Hearing Date
December 13, 2023	January 2, 2024 - Tuesday	January 10, 2024	February 20, 2024
January 10, 2024	February 5, 2024	February 14, 2024	March 5, 2024
February 14, 2024	March 4, 2024	March 13, 2024	April 9, 2024
March 13, 2024	April 1, 2024	April 10, 2024	May 7, 2024
April 10, 2024	April 29, 2024	May 8, 2024	June 11, 2024
May 8, 2024	June 3, 2024	June 10, 2024 - Monday	July 16, 2024
June 12, 2024	July 1, 2024	July 10, 2024	August 13, 2024 6:00 p.m.
July 10, 2024	* August 5, 2024	* August 14, 2024	October 15, 2024
August 14, 2024	September 3, 2024 - Tuesday	September 11, 2024	October 15, 2024
September 11, 2024	September 30, 2024	October 9, 2024	November 19, 2024 6:00 p.m.
October 9, 2024	November 4, 2024	November 13, 2024	December 17, 2024 6:00 p.m.
November 13, 2024	* December 2, 2024	* December 11, 2024	January 2025 TBD

*** Subject to Cancellation**

**Unless otherwise noted, the PAC, FP and CPA meetings are held in the Pinellas County Communications Building, Palm Room
333 Chestnut Street, Clearwater**

SUMMARY

A. Federal Transit Administration Section 5310 Grant Update

The Florida Department of Transportation (FDOT) staff administers the Section 5310 Grant and will provide a brief update.

B. Community Transportation Coordinator (CTC) Update

PSTA staff will provide an update on recent activities including information about free rides for veterans, the homeless population and Sunrunner.

C. Commission for the Transportation Disadvantaged (CTD) Update

Staff will provide a Commission for the Transportation Disadvantaged update.

D. Other

ATTACHMENT(S): None

SUMMARY

A. Trip/Expenditure Reports

The trip/expenditure reports are attached.

B. Complaints and Commendations

PSTA received no TD Program complaints.

ATTACHMENT(S):

- 23/24 Trip/Expenditure Reports attached
- 22/23 Trip Expenditure Reports attached

TD REIMBURSEMENT REQUESTS 2023-2024

	NCN	PARC	ARC-TB	BROKERED*	TOTAL AMT SPENT	AMT INVOICED CTD	MONTHLY DIFFERENCE	CUMULATIVE BALANCE
START	\$387,780.00	\$168,204.00	\$167,204.00	\$1,755,538.08	\$2,478,726.08			
JULY	\$29,851.57	\$16,859.50	\$13,031.87	\$157,010.74	\$216,753.68	\$274,124.00	\$57,370.32	\$57,370.32
BALANCE	\$357,928.43	\$151,344.50	\$154,172.13	\$1,598,527.34	\$2,261,972.40			
AUGUST	\$30,626.00	\$10,952.67	\$12,309.82	\$152,067.57	\$205,956.06	\$273,828.00	\$67,871.94	\$125,242.26
BALANCE	\$327,302.43	\$140,391.83	\$141,862.31	\$1,446,459.77	\$2,056,016.34			
SEPTEMBER	\$41,795.93	\$12,411.43	\$15,279.55	\$155,687.62	\$225,174.53	\$273,828.00	\$48,653.47	\$173,895.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$1,290,772.15	\$1,830,841.81			
OCTOBER					\$0.00	\$273,828.00	\$273,828.00	\$447,723.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$1,290,772.15	\$1,830,841.81			
NOVEMBER					\$0.00	\$273,828.00	\$273,828.00	\$721,551.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$1,290,772.15	\$1,830,841.81			
DECEMBER					\$0.00	\$273,828.00	\$273,828.00	\$995,379.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$1,290,772.15	\$1,830,841.81			
JANUARY					\$0.00	\$273,828.00	\$273,828.00	\$1,269,207.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$574,693.69	\$1,830,841.81			
FEBRUARY					\$0.00	\$273,828.00	\$273,828.00	\$1,543,035.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$574,693.69	\$1,830,841.81			
MARCH					\$0.00	\$273,828.00	\$273,828.00	\$1,816,863.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$574,693.69	\$1,830,841.81			
APRIL					\$0.00	\$273,828.00	\$273,828.00	\$2,090,691.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$574,693.69	\$1,830,841.81			
MAY					\$0.00	\$273,828.00	\$273,828.00	\$2,364,519.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$169,338.80	\$1,830,841.81			
JUNE					\$0.00	\$273,828.00	\$273,828.00	\$2,638,347.73
BALANCE	\$285,506.50	\$127,980.40	\$126,582.76	\$169,338.80	\$1,830,841.81			
END					0			
						\$3,286,232.00		

TD REIMBURSEMENT REQUESTS 2022/2023

	NCN	PARC	ARC-TB	LIGHTHOUSE	BROKERED*	TOTAL AMT SPENT	AMT INVOICED CTD	MONTHLY DIFFERENCE	CUMULATIVE BALANCE
START	\$387,780.00	\$168,204.00	\$167,204.00	\$0.00	\$1,755,538.08	\$2,478,726.08			
JULY	\$35,915.41	\$11,205.11	\$13,858.74	\$0.00	\$153,939.14	\$214,918.40	\$274,124.00	\$59,205.60	\$59,205.60
BALANCE	\$351,864.59	\$156,998.89	\$153,345.26	\$0.00	\$1,601,598.94	\$2,263,807.68			
AUGUST	\$38,480.40	\$11,397.67	\$16,805.18	\$0.00	\$165,742.29	\$232,425.54	\$273,828.00	\$41,402.46	\$100,608.06
BALANCE	\$313,384.19	\$145,601.22	\$136,540.08	\$0.00	\$1,435,856.65	\$2,031,382.14			
SEPTEMBER	\$34,886.02	\$12,780.29	\$12,635.91	\$0.00	\$135,875.25	\$196,177.47	\$273,828.00	\$77,650.53	\$178,258.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$1,299,981.40	\$1,835,204.67			
OCTOBER				\$0.00		\$0.00	\$273,828.00	\$273,828.00	\$452,086.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$1,299,981.40	\$1,835,204.67			
NOVEMBER				\$0.00		\$0.00	\$273,828.00	\$273,828.00	\$725,914.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$1,299,981.40	\$1,835,204.67			
DECEMBER				\$0.00		\$0.00	\$273,828.00	\$273,828.00	\$999,742.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$1,299,981.40	\$1,835,204.67			
JANUARY				\$0.00		\$0.00	\$273,828.00	\$273,828.00	\$1,273,570.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$574,693.69	\$1,835,204.67			
FEBRUARY				\$0.00		\$0.00	\$273,828.00	\$273,828.00	\$1,547,398.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$574,693.69	\$1,835,204.67			
MARCH				\$0.00		\$0.00	\$273,828.00	\$273,828.00	\$1,821,226.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$574,693.69	\$1,835,204.67			
APRIL				\$0.00		\$0.00	\$273,828.00	\$273,828.00	\$2,095,054.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$574,693.69	\$1,835,204.67			
MAY				\$0.00		\$0.00	\$273,828.00	\$273,828.00	\$2,368,882.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$169,338.80	\$1,835,204.67			
JUNE				\$0.00		\$0.00	\$273,828.00	\$273,828.00	\$2,642,710.59
BALANCE	\$278,498.17	\$132,820.93	\$123,904.17	\$0.00	\$169,338.80	\$1,835,204.67			
END						0	\$3,286,232.00		

SUMMARY

This is an opportunity for any member of the public to address the board on issues related to the Transportation Disadvantaged Program. Speakers are requested to limit their comments to no more than five minutes.