CITIZENS ADVISORY COMMITTEE (CAC) AGENDA

August 24, 2017 – 7:00pm
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

SPECIAL PRE-MEETING DISCUSSION OF CAC TOPICS FOR 2017 (6:30 – 7:00)

1. **CALL TO ORDER AND INTRODUCTIONS (7:00 - 7:03)**
2. **APPROVAL OF MINUTES (7:03 - 7:05)**
   - **May 25, 2017**
3. **FORWARD PINELLAS ACTIONS (7:05 - 7:20)**
   - **June 14, 2017 and July 12, 2017**
4. **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS (7:20 - 7:40) – Presenter: FDOT Staff**
5. **COMPLETE STREETS PRESENTATION (7:40 – 7:55) – Presenter: FDOT Staff**
6. **FOLLOW-UP ON THE JUNE 22ND CAC SPECIAL SESSION (7:55 - 8:25) – Presenter: Forward Pinellas Staff**
7. **TRANSPORTATION DISADVANTAGED PROGRAM (8:25 - 8:40) – Presenter: Forward Pinellas Staff**
8. **OTHER BUSINESS (8:40 - 9:00)**
   - **A. TBARTA CAC Update**
   - **B. Transit Riders Advisory Committee letter**
   - **C. Pinellas SPOTlight Emphasis Areas Update**
   - **D. Traffic Fatalities Map**
   - **E. Tentative Future Agenda Items**
   - **F. Future Agenda Item Requests from Committee Members**
   - **G. Public Comments**
9. **ADJOURNMENT**

NEXT MEETING – September 28, 2017

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

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.

Citizen's Advisory Committee – August 24, 2017

2. Approval of the Minutes

SUMMARY

The meeting summary for the May 25, 2017 meeting are attached for the Committee's review and approval.

ATTACHMENT: CAC Meeting Summary – May 25, 2017

ACTION: Approval of Meeting Summary

PINELLAS COUNTY MPO
CITIZENS ADVISORY COMMITTEE
MINUTES – MEETING OF MAY 25, 2017

The Citizens Advisory Committee of the Pinellas County Metropolitan Planning Organization met on Thursday, May 25, 2017 at 7:00 p.m. in the conference room of the Pinellas County Planning Department, 310 Court Street, Clearwater, Florida.

MEMBERS PRESENT

Neil McMullen, *Chairman* – Clearwater
Lee Allen – St. Petersburg
Karen Cunningham - Clearwater
John Estok – At Large
Joe Falanga - Largo
Bob Henion – Dunedin
Jack Kleban – At Large
Stephen Lasky – St. Petersburg
Kim Marston – At Large
Karen Mullins – *Vice Chairman* - Dunedin
Terri Novitsky – Beaches
Vivian Peters – At Large
Patricia Rodriguez – At Large
Robby Thompson – St. Petersburg
Norris Varkalhoff – At Large
Tammy Vrana – At Large

MEMBERS ABSENT

Rebecca Afonso - Oldsmar/Safety Harbor/Tarpon Springs
Jack Nazario – Gulfport, Kenneth City, Seminole, Belleair, So. Pasadena, Belleair Bluffs Area
Larry Roybal – Oldsmar/Safety Harbor/Tarpon Springs
Jake Stowers – At Large
Geneva Waters – Pinellas Park/Mid-County
Steven Yost – Beaches

OTHERS PRESENT

Brian Beaty – FDOT
John Spagnola – Pinellas Park Citizen
Johnny Wong – St. Petersburg Citizen
Donald Lee – St. Petersburg Citizen
Dave Kovar – Safety Harbor Citizen
Gloria Lepik Corrigan – Clearwater Citizen
Nick Myers – AECOM
Don Skelton – Lochner
Lilliam Escalera - FDOT
Chelsea Favero – Forward Pinellas Staff
Alicia Parinello – Forward Pinellas Staff
Robert Feigel – Forward Pinellas Staff
Whit Blanton – Forward Pinellas Staff
Sarah Ward – Forward Pinellas Staff
Maria Kelly – Forward Pinellas Staff

1. **CALL TO ORDER/PLEDGE TO FLAG/INTRODUCTIONS**

Chairman Neil McMullen called the meeting to order at 7:01 p.m. The Pledge of Allegiance was recited. Chairman McMullen asked for guests to identify themselves and for the committee members to introduce themselves.

2. **APPROVAL OF MINUTES**

Kim Marston moved to approve the April 27, 2017 minutes. Joe Falanga seconded and the minutes were approved with no corrections. Editorial comment by Chair McMullen: attendance is critical. CAC is working on important information and member input is valuable to the staff and board. There are attendance requirements as noted in the by-laws, so make every effort to be at the meetings.

3. **MPO MEETING ACTIONS**

Sarah Ward, Forward Pinellas Staff, updated the committee on actions taken by the Board May 10, 2017. FDOT gave a presentation regarding the reset of the Tampa Bay Express (TBX) Project, where the DOT will be doing research, reevaluation and responding to the communities with regards to the concerns raised. Howard Frankland Bridge project to begin in 2019 and the Gateway Express project connecting US 19 to I-275 by way of County Road 296 in the Roosevelt Boulevard area will begin this fall and be completed in 2022. Legislation did pass on the restructure of TBARTA, and is awaiting action by the Governor. Also discussed was the legislative action that would allow for the referendum in 2018 that would increase the homestead exemption which would greatly affect the funding available for Forward Pinellas and transportation needs. Also received was an update from PSTA regarding the impacts of the new federal budget to PSTA and its new initiatives regarding the TIGER grant programs. If the budget passes as proposed, worst case would be a reduction in funding for the Central Avenue Bus Rapid Transit project. Please make note that all Forward Pinellas Board meetings are recorded and the recordings are available on the forwardpinellas.org website. Minutes from the meeting will be posted shortly thereafter.

4. **PROPOSED SPECIAL MEETING**

Chair McMullen addressed the committee with the idea to devote one full meeting over the summer months to further the cause for policy recommendations. With the committee being in agreement, there was a vote called for designating June or July, and the consensus was for June to be a devoted meeting month. Members are not required to attend however it would be beneficial to the committee in gaining more input regarding policy recommendations. The CAC members will meet June 22nd, 2017 at 7:00 p.m. to review Forward Pinellas policy recommendations.

5. **FY 2016/17 – FY 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Brian Beaty, Florida Department of Transportation (FDOT) - District 7, reviewed the TIP amendment with the committee. The proposed amendment is for the design phase of a sidewalk project on 62nd Avenue North from 62nd Street North to 55th Street North. The amendment adds $134,290 to the FY2016/17-FY2020/21 TIP. This project will be funded through the Transportation Alternatives Program. Questions were taken and appropriately answered. Lee Allen made a motion for the Forward Pinellas Board to approve the TIP amendment; it was seconded by Bob Henion and passed unanimously.

6. **FY 2017/18 – FY 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Robert Feigel, Forward Pinellas staff, gave an overview of the final Tentative Work Program included in the agenda packets for review. He addressed what had changed since the committee last saw the draft Tentative Work Program in December 2016. It was noted that the FY 2017/18 – 2021/22 TIP, will be presented to the Board on June 14, 2017 for final adoption. Questions

were taken and answered appropriately. Kim Marston made a motion for the Forward Pinellas Board to approve the FY 2017/18-FY 2021/22 TIP; it was seconded by Tammy Vrana and passed with one (Lee Allen) opposed.

7. JOE'S CREEK GREENWAY TRAIL ALIGNMENT STUDY

Nick Myers, AECOM, shared the preferred alignment for Joe's Creek Greenway Trail. There were several alignments shown with a goal of connecting Joe's Creek Greenway Park to the Pinellas Trail, 54th Avenue N and 34th Street (US 19) and future City of St. Petersburg facilities. The preferred alignment is to utilize the 71st Street connection to the west, connecting to the Pinellas Trail and eventually to connect with a future City of St. Petersburg multiuse trail project. To the east, the preferred alignment will connect at Joe's Creek Greenway Park, travel around the park utilizing a section of private property , cross the CSX line travel down Main Street N, to 49th Avenue N over to 34th Street where again it will connect with a future City of St. Petersburg multiuse trail project. An estimated cost for the entire project is $9.4 million. Questions were taken and appropriately answered. Bob Henion made a motion for approval of the preferred alignment for the Joe's Creek Greenway Trail; it was seconded by Joe Falanga and approved unanimously.

8. 2017 PRIORITY LISTS UPDATE

Chelsea Favero, Forward Pinellas staff, addressed the committee on the annual review of the priority list. Changes were made to the priority lists brought before the committee last month. Two projects came off the list due to completion; three bike/ped projects from the list were fully funded for construction and partially funded were Gandy Boulevard from 4th Street out to the bridge and the Courtney Campbell Causeway Trail Overpass. Forward Pinellas is increasing planning funds to $600K for planning projects, including$100K for complete streets concept planning. The US 19 complete streets project is being added to the list for $1 million to widen out a sidewalk from 54th Avenue South to 30th Avenue South. Also being added is $500K for the Gateway/Mid-County Area Master Plan effort and the priority of the Courtney Campbell Causeway Trail Overpass project is being elevated. A request was made from the BPAC last month to address a feasibility study for cross bay connections on the Gandy and Howard Frankland Bridge bike/ped accommodations. The Gandy Bridge Trail will be added, however it was requested by FDOT to hold off on the Howard Frankland Bridge until FDOT has concluded their already-in-progress study of using interstate corridors for trail facilities. Questions were taken and appropriately answered. Lee Allen made a motion to approve the 2017 Multimodal Transportation Priority Projects List; it was seconded by Karen Mullins and passed unanimously.

On the TA priority list, no new projects are being added, but project descriptions and statuses have been updated. Joe Falanga made a motion to approve the 2017 Transportation Alternatives Program Priority List; it was seconded by Karen Mullins and passed unanimously.

The Tampa Bay Transportation Management Area (TMA) Leadership Group, a group of elected officials from Hillsborough, Pinellas County and Pasco County MPO's who meet every couple of months, will be recommending approval of a regional priority list at their June 2nd meeting. The TMA does not have any express authority, they act as a recommending advisory group to the board. No changes to the trail priorities list at this time, however project descriptions are being updated. On the top five major projects list, there could be a name change of the Tampa Bay Express Phase I project to I-275 Corridor Capacity Improvements, the transit projects are proposed to be combined to reflect the results of the Tampa Bay Regional Transit Feasibility Plan, and staff is discussing the addition of an interchange on I-75 in either Hillsborough or Pasco counties. As this is not the final list, it was brought to the CAC as an FYI for review and comment. Once finalized by the TMA Leadership Group, staff will distribute final copies to the committee

via email. Lee Allen made a motion for approval of the Draft Transportation Management Area 2017 Top Five Priorities and the Draft Transportation Management Area 2017 Top Priorities for Multiuse Tails; it was seconded by Joe Falanga and passed unanimously.

9. US 19 PD & E REEVALUATION STUDY

Lilliam Escalera, FDOT – D7, provided a power point presentation to the committee reviewing the PD&E Reevaluation Study findings. The purpose of the project is to improve mobility along the corridor and identify improvements to the interchange at US 19 and Gandy Blvd. The original PD&E study from, 70th Avenue to 118th Avenue, was done in 1990. A reevaluation is necessary to maintain eligibility for future federal funding given the length of time since the original PD&E, as well as to extend the project limits further to the south. Taking into consideration the changes over the years, three alternatives were evaluated. The first alternative is to modify the already approved 1990 Finding of No Significant Impact (FONSI), the second alternative is looking at a US 19 overpass at Gandy, and the third alternative, also the recommended alternative, is to look at improvements to the corridor, with Gandy Boulevard continuing to be elevated above US 19. Some of the major improvements around the Gandy interchange would be to add auxiliary lanes along US 19,improving the ramps, adding buffered bike lanes, pedestrian median refuges, upgrading the sidewalk and crosswalks and taking a look at transfer stations and bus stops. The recommended alternative also includes a signal at the intersection with Gateway Centre Boulevard. Questions were taken and answered appropriately.

10. WEST BAY DRIVE COMPLETE STREETS CONCEPT PLAN

Chelsea Favero addressed the committee on the West Bay Drive Concept Plan. This plan was previously brought before the CAC and since that time, there have been various committee recommendations. This is a pilot project for a complete streets concept plan where we are looking at what improvements would be feasible to do in upcoming resurfacing projects and what improvements would we like to see if we had a little bit more money and we started moving curbs and utilities. The study area begins at the bridge and goes to Clearwater/Largo Road. The ultimate goal for this study was to link the Pinellas Trail on the east end to the trail facility on the bridge. Concept I is to reduce the current lane widths down to 10 ft. and adding bike lanes on both sides. Concept II is to reduce the current lane widths down to 10 ft. and add a 12 ft. multimodal path on the south end. Pedestrian crossings would include an RRFB. Although a third concept was recommended by BPAC at the last meeting, to remove the landscape buffer for a 5 ft. bike lane on either side. It was in the opinion of the staff this would not be carried forward as a recommendation due to the overwhelming citizen approval of a landscaped buffer. Questions were taken and appropriately answered. A motion was made by Lee Allen to recommend both concepts to the Board; it was seconded by Bob Henion, with special mention that the committee is pushing for Concept II and approved unanimously.

11. TRUCK ROUTE MAP AMENDMENT

Chelsea Favero addressed the committee with a request from the City of Clearwater to amend the current Truck Route Plan Map to remove the truck route designation from Myrtle Avenue south of Chestnut Street, as well as Drew Street west of Myrtle Avenue. These two roadway segments are part of the city roadway network and not a part of the truck routing network. Questions were taken and appropriately answered. A motion was made by Jack Kleban to approve the amendment to the Pinellas County Truck Route Plan; it was seconded by Karen Mullins and passed unanimously.

12. OTHER BUSINESS

A. Pinellas SPOTlight Emphasis Areas Update

Sarah Ward updated the committee on the SPOTlight Emphasis Areas and mentioned the Technology Forum to be hosted by Forward Pinellas later this summer.

B. Traffic Fatalities Map

Traffic fatalities map was included in the agenda packet.

C. Tentative Future Agenda Items

Bob Henion would like to see a presentation on Autonomous and Connected Vehicles

D. Future Agenda Item Requests from Committee Members

Lee Allen would like to address Road Diets in general, looking at the county roads to see where improvements can be made.

Karen Cunningham is interested in the enforcement of setbacks: fixing that situation where visibility of traffic is hindered by landscaping.

Jack Kleban is interested in the enforcement of speed limits. The correlation between controlling the traffic and traffic laws and the flow of traffic.

E. Public Comments

13. ADJOURNMENT

Being no further business, the meeting adjourned at 9:03 pm.

Citizen's Advisory Committee – August 24, 2017

3. Forward Pinellas Actions

SUMMARY

The June 14, 2017 and July 12, 2014 Executive Summaries are provided for your information. A staff member will review actions taken by the Forward Pinellas Board at these meetings.

ATTACHMENT: Executive Summary for June 14, 2017 and July 12, 2014

ACTION: None Required, Informational Item Only

Executive Summary, 6.14.17 Board Meeting

The full agenda for the meeting, the meeting video, and a short list of actions that the board took this month are all on our website.
All government correspondence is subject to the public records law.

- The board approved the new five-year Transportation Improvement Program (2017/18 through 2021/22) and one amendment to the previous version of the TIP
    - The amendment was to incorporate a sidewalk project on 62nd Avenue North from 62nd Street North to 55th Street North
    - For the TIP adoption, Commissioner Dave Eggers asked about the next five years of the planning for U.S. 19 projects, with staff clarifying that of the five projects on U.S. 19, only the projects north of Curlew Road have not been funded for construction
        - The executive director clarified that Forward Pinellas intends to have ongoing conversations with communities on whether extending the planned elevated portions of U.S. 19 north of Tampa Road is in their best interests
- The board also approved the Forward Pinellas 2017-18 multimodal priority list and Transportation Alternatives priority list
    - Three fully funded projects from the previous year are coming off the priority list:
        - Starkey Road sidewalks
        - Harn Boulevard Overpass
        - The north gap of the Pinellas Trail Loop
    - Seven projects are being added to the list:
        - $1 million for U.S. 19 Complete Streets project
        - $500,000 for the Gateway/Mid-County Area Master Plan
        - Construction of the Gandy Bridge Trail
        - Three Alternate U.S. 19 projects:
            - Two studies to identify improvements for Alt 19
            - Construction of a turn lane at Curlew Place
        - A study to identify improvements for U.S. 19 in the vicinity of Gandy Blvd
- Board members engaged in an extended discussion of the priorities approved by the TMA Leadership Group at its meeting earlier in the month
    - The board conditionally approved the TMA top priorities, with two changes: moving CSX corridors and Waterborne Transportation Projects from being in their own priority categories to the category of “regional transit catalyst projects, which may include”
        - Board members did not feel that these projects warranted inclusion on the list as immediate priority projects needing funding
        - Darden Rice and Jim Kennedy, both council members from St. Petersburg, voted against moving the waterborne projects
        - The TMA top priority project list will be sent back to the TMA Leadership Group for further discussion at its next meeting
    - The board approved the TMA multi-use trail priorities with no changes

    - Later in the meeting, the board expressed desire for the TMA Leadership Group to refocus its mission based on a regional vision and clear outcomes, citing the priority selection process as poorly defined and confusing
- AECOM consultant Nick Myers presented the final results of the Joe's Creek Preferred Trail Alignment study
    - The preferred alignment connects Joe's Creek Greenway Park to the Fred Marquis Pinellas Trail by generally following Joe's Creek and running down 71st Street North
        - In addition, the alignment continues along Joe's Creek past 71st Street North and up to 54th Avenue North
        - The eastern portion of the preferred alignment runs from Joe's Creek Greenway Park and connects to 34th Street North, crossing the CSX line at 52nd Avenue North
    - The consultant estimated $9.64 million for 5.2 miles of trail facilities, which included construction of two full signals for crossing on both 66th Street North and 49th Street North
        - That cost could be reduced if trail construction happened in conjunction with planned stormwater improvements
- Two amendments to the Countywide Plan Map came before the board:
    - Property in Tarpon Springs at U.S. 19 and Meres Boulevard, changing from office to retail & services classification
    - Property in unincorporated Pinellas County at 500 Anclote Road, with part of the parcel changing from employment to residential classification
        - The residential use would complement the employment use by providing housing for employees working in the area
            - The residential developer also signed an agreement to put in infrastructure to make industrial development on the parcel more attractive
        - The Pinellas County amendment sparked discussion among board members about the importance of workforce housing and the process the Countywide Plan puts in place to balance considerations of land needed for industrial purposes vs. residential uses
- The TBARTA Board did not approve the consultant for the regional best practices study at its June meeting and will be taking the issue up again with its new board at its next meeting in August
    - TBARTA staff is looking at a new timeline for the study given this development
- Staff presented a demonstration of the Truth in Annexation worksheet on the Forward Pinellas website, a resource to help property owners estimate the cost of annexing into a city or town
- The board approved the scopes for extending the economic impact study of U.S. 19 to include Tarpon Springs and Largo segments
- The executive director presented a legislative report on the outcome of the state budget
- The board approved dissolving the Transportation Mobility Management Advisory Committee, at the committee's recommendation
    - The committee's main focus, technology issues related to transportation, will be now be transferred to the Technical Coordinating Committee
- The Pinellas County FDOT Working Group on the Tampa Bay Next project will hold a meeting on July 13 at 5:30 p.m. at Collaborative Labs, 13805 58th St. N, Clearwater

Executive Summary, 7.12.17 Board Meeting

The full agenda for the meeting, the meeting video, and a short list of actions that the board took this month are all on our website.

- FDOT District 7 Government Liaison Stephen Benson presented the agency's new Complete Streets Handbook and forthcoming Florida Design Manual
    - The upcoming publications include new criteria for building roads that take land use into greater account to develop context-sensitive projects
        - Criteria changing include reducing lane widths, median widths, and lateral offsets (allowing trees to be built closer to the road), and increasing border widths and sidewalk widths
        - A rural state road with little surrounding development could now be designed to have higher speeds than a state road in a downtown, which could go as low as 25 mph in a downtown setting with lanes as narrow as 10 feet
        - These publications provide guidance for decision-making during the planning and design phases
    - Regional workshops will be held in the near future for agency partners to provide input into how the road context is determined
    - The changes are in processes, not funding, and will be applied systematically through the FDOT work program on all projects consistent with the context of their surroundings and function
    - The new Florida Design Manual will be posted in November; the draft Complete Streets Handbook is already posted
- Consultant Jared Schneider with Kimley-Horn presented the recommendations of the West Bay Drive Complete Streets pilot project study
    - He presented two Complete Streets concepts for West Bay Drive, connecting Belleair Causeway Bridge and the Pinellas Trail:
        - Concept 1, the less expensive option, would involve reduced lane widths, extending sidewalks, and adding bike lanes and medians
        - Concept 2, which would be more expensive because it requires moving the curb, would reduce lane widths and add a 12-foot wide separated bicycle/pedestrian path along with expanded street edge landscaping and center medians
        - Challenges addressed by each concept include the lack of bicycle treatments and median refuges for pedestrians, unsafe open median design, and a large number of driveways
    - There was discussion about recommended lane width, which was presented as 10 feet, but with the caveat that PSTA had requested a minimum of 11 feet with 12 feet preferred due to potential for crashes involving mirrors of larger vehicles

    - The board approved concept 2, with an additional motion to consider larger vehicles and lane width accommodations in the design phase of the project
- Forward Pinellas Executive Director Whit Blanton spoke about Forward Pinellas's major initiatives, recent accomplishments and discussed next steps for a Strategic Business Plan to come back to the board in September
    - Recent accomplishments are listed along with initiatives in the agenda, but include the Bike Your City event, the Collaborative Labs regional transportation discussion, the Joe's Creek Trail Alignment Study, the Complete Streets Program, and the Pinellas Economic Leadership Symposium
    - Strategic Plan Goals include:
        - Developing partnerships to strengthen our cities, county, and region
        - Creating plans that reflect the needs of Pinellas County's individual communities
        - Planning a future for Pinellas County as a whole
        - Using data to tell stories about who we are as a county and what our future should be
        - Engaging the public to create a future that reflects their needs and desires
        - Growing purposefully as an agency
    - Discussion included how to increase regional coordination (including a possible regional MPO) in a way that allowed Pinellas County to maintain local decision making
        - The executive director noted that a strong vision for Pinellas County and a mechanism for achieving that vision would ensure continued standing within the region, whatever organizational developments may occur
        - County Commissioner Dave Eggers emphasized the importance of community-based input and said that he disagreed with the terminology of forming a regional MPO resulting in "stronger regional decision making," and said he felt it would be more unified but not necessarily stronger by default
    - In addition, Dunedin Commissioner John Tornga mentioned technology, communication, and funding as areas that the Strategic Business Plan should focus on
- FDOT District 7 Director of Transportation Development Bill Jones presented an update on the Tampa Bay Next program, which is looking at interstate modernization and regional transportation that includes all modes
    - The project is looking at ways to solve Tampa Bay's traffic issues through design, demand, choice, and consensus
    - Jones noted that the department is looking to work with community colleges and other groups to develop the workforce for the project, and that there will be a symposium held toward that goal in the near future
    - He also mentioned the Tampa Bay Next Pinellas County Community Working Group that was taking place the following day on July 13 to gain public input on the project
    - The St. Petersburg City Council representatives on the board mentioned their desire for the managed lanes portion of the Tampa Bay Next project to be extended along I-275 into downtown St. Petersburg, and reiterated a request for lane continuity studies on I-275 to be included in the new fifth year of FDOT's work program
- Forward Pinellas Planning Division Manager Rodney Chatman presented the annual budget for the Pinellas Planning Council side of Forward Pinellas and millage rate for the 2018 fiscal year

    - The board approved presenting the budget to the Board of County Commissioners in September
    - The budget highlighted:
        - Continuing SPOTlight Emphasis Areas (A Vision for U.S. 19, Master Plan for the Gateway/Mid-County Area, Enhancing Beach Community Access)
        - Continuing Knowledge Exchange Series
        - Developing Special Area Planning Grant Program (neighborhood and place-based planning)
        - Continuing Intergovernmental Services
        - Millage rate would be held steady
- The board approved two amendments to the Transportation Improvement Plan:
    - One added funding for the Central Avenue Bus Rapid Transit project so that it could be eligible for federal funding; if the project succeeds in receiving federal funds, the TIP will be amended to show the final allocation of federal, state and local funding
    - The other reallocated funding for the Bay Pier dock at Fort De Soto from the construction phase to the preconstruction phase
- Two amendments to the Countywide Plan Map were approved, including one to create a trailhead facility with parking for the Ream Wilson Trail at McMullen Booth Road
- An update was given on the discussion regarding creating a 62nd Avenue Complete Streets corridor - a design project is funded, and construction funding is pending the Penny for Pinellas being renewed
- Upcoming dates include the Grand Opening for the Pinellas Trail Coast to Coast Trail Connector on July 20th
- The August Forward Pinellas meeting has been cancelled and the board will meet next on September 13

Citizen's Advisory Committee – August 24, 2017

4. Transportation Improvement Program (TIP) Amendments

SUMMARY

There were two "regular" amendments and two administrative amendments to the Pinellas County FY 2016/17 – FY 2020/21 Transportation Improvement Program (TIP) approved during the summer break when the CAC did not have regularly-scheduled meetings. Currently, there is a roll forward amendment to the FY 2017/18 through 2021/22 TIP scheduled to go before the Forward Pinellas Board at its September 13 meeting. The amendments are described below.

A. TIP Amendments Adopted at the July 12 Forward Pinellas Board Meeting

The Forward Pinellas Board approved two amendments to the Pinellas County FY 2016/17 – FY 2020/21 TIP at its July 12 meeting. The amendments were sent to CAC Members via electronic mail because the CAC did not have a regularly-scheduled meeting in June or July. These amendments are included below as an informational item.

1. **FPN# 4372452 – Central Avenue Bus Rapid Transit**
   This amendment adds $37 million in local funding in FY 2017/18 for design and construction related to the implementation of the Central Avenue Bus Rapid Transit (BRT) Project. This project is being shown as 100% locally funded so that it can be included in the TIP to be eligible for state and federal funding. PSTA is submitting a Federal Transit Administration (FTA) Small Starts application this month, and FTA will be looking to ensure that the project is included in the TIP. PSTA ultimately intends the $37 million cost for this project to be funded by a combination of $9.25 million in local funding, $9.25 million in state funding, and $18.5 million in federal funding. Once the anticipated state and federal share of the funding is received, the TIP will be amended once again to reflect the final proportions of federal, state and local funding to complete the project.

2. **FPN# 4321401 – Repair and Rehabilitate Existing Ferry Dock at Fort De Soto Park**

   This amendment adds $1 million of grant funding in FY 2017/18 for pre-construction costs related to the Bay Pier at Fort De Soto Park. The Bay Pier is used to provide passenger ferry service to Egmont Key. Pinellas County will provide local funding for the project in addition to the $1 million grant. The funding source for the grant is the U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) Section 5320 Paul S. Sarbanes Transit in Parks Program.

   Pinellas County and Forward Pinellas have been working with the FTA to obligate funding from the grant awarded in 2012. In March, FTA notified Forward Pinellas and the county that the grant would lapse if not executed by September, 2017. FTA recently offered a work around to obligate the funds by using them for pre-construction activities and amending the TIP, STIP and UPWP to show the grant funds.

Projects added to the FDOT Work Program during the three month period between the end of the state fiscal year (June 30) and the beginning of the new federal fiscal year (October 1) must be amended into the current year (FY 2016/17 – FY 2020/21) TIP to satisfy plan consistency requirements and to enable federal authorization of the funds.

ATTACHMENT(S): TIP amendment forms
Central Avenue BRT Brochure

ACTION: None Required, Informational Item Only

B. Administrative TIP Amendments

Forward Pinellas approved two Pinellas Suncoast Transit Authority (PSTA) bus-related administrative amendments to the Pinellas County FY 2016/17 – FY 2020/21 TIP on August 7, 2017. In accordance with Forward Pinellas Public Participation Plan, the Forward Pinellas Executive Director has the authority to approve TIP amendments when needed to obtain State or Federal approval within a constrained timeframe. This authority, granted by Forward Pinellas Board resolution, typically occurs when a Board meeting is cancelled. Because the August Board meeting was cancelled and the Pinellas Suncoast Transit Authority (PSTA) required a timely TIP amendment, it was administratively approved. These amendments are included below as an informational item because the CAC did not have an opportunity to review them at a regularly-scheduled meeting prior to administrative approval.

1. **FPN# 4343041 –Bus and Bus Facilities Program Section 5339 Program Grant**
   PSTA received an allocation of $1,360,868 in Federal Transit Administration (FTA) Section 5339 grant funds in FY 2016/17. The grant funds provide capital funding to replace, rehabilitate and purchase buses and/or related equipment and facilities. The TIP amendment is needed to satisfy plan consistency requirements and to receive federal authorization of the funds. The funding source is the FTA Section 5339, Bus and Bus Facilities Program.

2. **FPN# 4390041 – Section 5337 State of Good Repair Grant**
   PSTA received an allocation of $6,077 in FTA Section 5337 State of Good Repair Grant funds in FY 2016/17. The grant funds provide capital funding to replace and/or rehabilitate bus-related equipment to maintain a state of good repair. The TIP amendment is needed to satisfy plan consistency requirements and to receive federal authorization of the funds. The funding source is the FTA Section 5337, State of Good Repair Grant Program.

Projects added to the FDOT Work Program during the three month period between the end of the state fiscal year (June 30) and the beginning of the new federal fiscal year (October 1) must be amended into the current year (FY 2016/17 – FY 2020/21) TIP to satisfy plan consistency requirements and to enable federal authorization of the funds.

ATTACHMENT(S): TIP amendment forms

ACTION: None Required, Informational Item Only

C. Roll Forward TIP Amendments

The Florida Department of Transportation (FDOT) is requesting that Forward Pinellas, in its role as the Metropolitan Planning Organization, approve the attached Annual Roll-Forward Amendment to the adopted TIP to reconcile year one of the TIP with the FDOT Work Program. The FY 2017/18 through 2021/22 TIP will take effect on October 1, 2017. Until then, the FY 2016/17 through 2020/21 TIP will be used by FHWA and FTA for authorization of funds. This is a routine annual process to assist Forward Pinellas in identifying projects that were not committed in the previous Fiscal Year (2016/17) and have automatically rolled into FY 2017/18 of the FDOT Work Program. This amendment ensures that year one of the FY 2017/18 – 2021/22 TIP, adopted by the Board on June 14, 2017, matches year one of the FDOT Work Program. The affected projects submitted for approval are listed in the attached Roll Forward Report and letter from FDOT requesting the Annual Roll-Forward Amendment to the TIP.

ATTACHMENT(S): Letter from FDOT requesting the Annual Roll-Forward Amendment

ACTION: CAC to recommend Forward Pinellas Board approval of the Annual Roll-Forward Amendment

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment
FY**2016/17 - 2020 /21**
**** This STIP is in an MPO Area ****

STIP Amendment Number:

TIP Page Number: Attached

On **Wednesday, July 12, 2017**, the **Pinellas MPO** Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. **This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.**

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:**TBD**)

This document has not been approved

Metropolitan Planning Organization Chairman or Designee
Pinellas MPO

This document has not been approved

FDOT District Representative or Designee District **07**

This document has not been approved

Federal Aid Management Manager or Designee

This document has not been approved

Federal Authorization

STIP amendment criteria:
A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas
E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name**437245-2 CENTRAL AVENUE BRT FM DOWNTOWN ST PETERSBURG TO ST PETE BEACH**

Status	ITEM	Ver	Description							
	Fund	Phase	< FY 2017	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	> FY 2021	All Years
Original STIP										
			0.00	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Proposed Project	**437245 2**	**G1**	**CENTRAL AVE BRT DOWNTOWN ST PETERSBURG TO ST PETE BEACH** **RESPONSIBLE AGENCY NOT AVAILABLE**							
	LF	**CAP**	**0.00**	**37,000,000.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**37,000,000.00**
Funding Source After Change										
			0.00	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Funding Source Balance Before Change				37,000,000.00						37,000,000.00
Funding Source Balance After Change										
Net Change to Funding Source				-37,000,000.00						-37,000,000.00
Proposed Project Before Change										
Proposed Project After Change				37,000,000.00						37,000,000.00
Net Change to Project				37,000,000.00						37,000,000.00
Net Change to Funding Source				-37,000,000.00						-37,000,000.00
Net Change to Proposed Project				37,000,000.00						37,000,000.00
Net Change to STIP										

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

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment
FY**2016/17 - 2020 /21**
**** This STIP is in an MPO Area ****

STIP Amendment Number:

TIP Page Number: Attached

**** This STIP is Administered by the Federal Transit Administration (FTA) ****

On **Tuesday, July 11, 2017**, the **Pinellas MPO** Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. **This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.**

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:**Page 4 Objective 2.4**)

This document has not been approved
Metropolitan Planning Organization Chairman or Designee
Pinellas MPO

This document has not been approved
FDOT District Representative or Designee District **07**

This document has not been approved
Federal Aid Management Manager or Designee

This document has not been approved
Federal Authorization

STIP amendment criteria:
A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas
E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name**432140-1 FTA REPAIR AND REHAB EXISTING FERRY DOCK @ FT DESOTO PK**

Status	ITEM	Ver	Description							
	Fund	Phase	< FY 2017	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	> FY 2021	All Years
Original STIP										
			0.00	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Proposed Project	**432140 1**	**AM**	**REPAIR AND REHAB EXISTING FERRY DOCK @ FT DESOTO PK SECTION 5320** **MANAGED BY HILLSBOROUGH MPO**							
	FTA	**CAP**	**0.00**	**0.00**	**1,000,000.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1,000,000.00**
Funding Source After Change										
			0.00	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Funding Source Balance Before Change					1,000,000.00					1,000,000.00
Funding Source Balance After Change										
Net Change to Funding Source					-1,000,000.00					-1,000,000.00
Proposed Project Before Change										
Proposed Project After Change					1,000,000.00					1,000,000.00
Net Change to Project					1,000,000.00					1,000,000.00
Net Change to Funding Source					-1,000,000.00					-1,000,000.00
Net Change to Proposed Project					1,000,000.00					1,000,000.00
Net Change to STIP										

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

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment
FY**2016/17 - 2020 /21**
**** This STIP is in an MPO Area ****

STIP Amendment Number:

TIP Page Number: Attached

**** This STIP is Administered by the Federal Transit Administration (FTA) ****

On **Monday, August 07, 2017**, the **Pinellas MPO** Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. **This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.**

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:**Objective 2.4 (Pg 4 G&O)**)

This document has not been approved
Metropolitan Planning Organization Chairman or Designee
Pinellas MPO

This document has not been approved
FDOT District Representative or Designee District **07**

This document has not been approved
Federal Aid Management Manager or Designee

This document has not been approved
Federal Authorization

STIP amendment criteria:
A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas
E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name**434304-1 PSTA FTA SECTION 5339 CAPITAL ACTIVITIES**

Status	ITEM	Ver	Description							
	Fund	Phase	< FY 2017	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	> FY 2021	All Years
Original STIP										
			0.00	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Proposed Project	**434304 1**	**AM**	**PSTA SECTION 5339 CAPITAL ACTIVITIES PSTA FTA SECTION 5339; BUS/BUS FACILITIES PROGRAM MANAGED BY PINELLAS COUNTY**							
	FTA	**CAP**	**4,212,810.00**	**1,360,868.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5,573,678.00**
Funding Source After Change										
			0.00	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Funding Source Balance Before Change			4,212,810.00	1,360,868.00						5,573,678.00
Funding Source Balance After Change										
Net Change to Funding Source			-4,212,810.00	-1,360,868.00						-5,573,678.00
Proposed Project Before Change										
Proposed Project After Change			4,212,810.00	1,360,868.00						5,573,678.00
Net Change to Project			4,212,810.00	1,360,868.00						5,573,678.00
Net Change to Funding Source			-4,212,810.00	-1,360,868.00						-5,573,678.00
Net Change to Proposed Project			4,212,810.00	1,360,868.00						5,573,678.00
Net Change to STIP										

NOTE: ** 3 Attached documents found **

434304-1_lrtp.pdf (Size: 203 Kbytes) | MPO Director Action-Delegation.pdf (Size: 99 Kbytes)
434304-1_tip.pdf (Size: 192 Kbytes) |

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

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment
FY**2016/17 - 2020 /21**
**** This STIP is in an MPO Area ****

STIP Amendment Number:

TIP Page Number: Attached

**** This STIP is Administered by the Federal Transit Administration (FTA) ****

On **Monday, August 07, 2017**, the **Pinellas MPO** Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. **This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.**

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:**Objective 2.4(Pg 4 G&O)**)

This document has not been approved
Metropolitan Planning Organization Chairman or Designee
Pinellas MPO

This document has not been approved
FDOT District Representative or Designee District **07**

This document has not been approved
Federal Aid Management Manager or Designee

This document has not been approved
Federal Authorization

STIP amendment criteria:
A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas
E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name**439004-1 FTA Section 5337 PSTA HIGH INTENSITY MOTORBUS**

Status	ITEM	Ver	Description							
	Fund	Phase	< FY 2017	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	> FY 2021	All Years
Original STIP										
			0.00	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Proposed Project	**439004 1**	**AM**	**PSTA HIGH INTENSITY MOTORBUS - FTA SECTION 5337** **MANAGED BY PINELLAS COUNTY**							
	FTA	**CAP**	**26,482.00**	**6,077.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**32,559.00**
Funding Source After Change										
			0.00	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Funding Source Balance Before Change			26,482.00	6,077.00						32,559.00
Funding Source Balance After Change										
Net Change to Funding Source			-26,482.00	-6,077.00						-32,559.00
Proposed Project Before Change										
Proposed Project After Change			26,482.00	6,077.00						32,559.00
Net Change to Project			26,482.00	6,077.00						32,559.00
Net Change to Funding Source			-26,482.00	-6,077.00						-32,559.00
Net Change to Proposed Project			26,482.00	6,077.00						32,559.00
Net Change to STIP										

NOTE: ** 3 Attached documents found **

439004-1_lrtp.pdf (Size: 203 Kbytes) | MPO Director Action-Delegation.pdf (Size: 99 Kbytes)
439004-1_tip.pdf (Size: 168 Kbytes) |

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

Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

MIKE DEW
SECRETARY

July 31, 2017

Mr. Whit Blanton, FAICP
Executive Director
Forward Pinellas (MPO)
310 Court Street
Clearwater, FL 33756

Dear Mr. Blanton,

The purpose of this letter is to request the MPO's approval of the Annual Roll-Forward Amendment to the adopted Transportation Improvement Program (TIP) for FY 2017/18 through 2021/22 to reconcile differences between the TIP and the Department's Adopted Five Year Work Program. The FY 2017/18 through 2021/22 TIP will take effect on October 1, 2017. This is a manual process to assist Forward Pinellas in identifying projects that were not committed in the previous Fiscal Year (2016/17) and have automatically rolled into FY 2018 of the FDOT Work Program. This amendment ensures that year one of the TIP, adopted by the Board on June 14, 2017, matches year one of the FDOT Work Program.

The affected projects in Pinellas County are listed in the attached Roll Forward Report.

Please acknowledge the MPO's approval of this Roll-Forward Amendment to your current TIP by signature endorsement of this letter by the Chairperson, and return it to this office for further processing. The Department appreciates your expeditious handling of this request. If you have any questions, please feel free to contact me at (813) 975-6283.

Sincerely,

Brian C. Beaty, FCCM
Government Liaison
FDOT, District Seven

Attachment: Pinellas County Roll Forward Report
cc: Stephen Benson, FDOT

Approved by: _____

Commissioner John Morroni — Date
Chairman, Forward Pinellas

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
==========
HIGHWAYS
==========

ITEM NUMBER:433880 1 PROJECT DESCRIPTION:GATEWAY EXPRESSWAY FM SR690 @ US19 & SR686 EXT @ CR611 TO W OF I-275 *SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:NEW ROAD CONSTRUCTION
ROADWAY ID:15035000 PROJECT LENGTH: 2.827MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	2,022,357	0	0	0	0	0	0	2,022,357
DDR	15,448	0	0	0	0	0	0	15,448
DI	1,962	0	0	0	0	0	0	1,962
DIH	1,116,108	0	0	0	0	0	0	1,116,108
DS	5,367,059	0	0	0	0	0	0	5,367,059
PKYI	24,415	0	0	0	0	0	0	24,415
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	4,037,597	0	0	0	0	0	0	4,037,597
DDR	194,100	0	0	0	0	0	0	194,100
DI	298,285	0	0	0	0	0	0	298,285
DS	129,000	0	0	0	0	0	0	129,000
LF	12,231,839	811,316	0	0	0	0	0	13,043,155
SIWR	4,960,359	39,641	0	0	0	0	0	5,000,000
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	3,000,000	8,000,000	0	0	0	11,000,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	2,000,000	0	0	0	0	0	2,000,000
DI	0	0	2,000,000	0	0	0	0	2,000,000
DS	0	10,000	0	2,000,000	1,000,000	0	0	3,010,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	182,772,941	900,233	0	0	0	0	0	183,673,174
ACSA	58,971,430	0	0	0	0	0	0	58,971,430
CM	1,913,647	0	0	0	0	0	0	1,913,647
DDR	26,947,938	2,400,000	0	0	0	0	0	29,347,938
DI	45,532,290	0	0	0	0	0	0	45,532,290
DIH	3,483	1,652	0	0	0	0	0	5,135
DIS	6,216,944	0	0	0	0	0	0	6,216,944
DS	160,742	0	0	0	0	0	0	160,742
DSB1	74,761,361	0	0	0	0	0	0	74,761,361
LF	24,405,653	0	0	0	0	0	0	24,405,653
LFU	31,750,000	0	0	0	0	0	0	31,750,000
SA	600,942	0	0	0	0	0	0	600,942
SIWR	532,943	0	0	0	0	0	0	532,943
STED	569,136	0	0	0	0	0	0	569,136
SU	2,467,989	0	0	0	0	0	0	2,467,989
S115	789,243	0	0	0	0	0	0	789,243
TRIP	4,500,000	0	0	0	0	0	0	4,500,000
TRWR	300,000	0	0	0	0	0	0	300,000
TOTAL 433880 1	**493,595,211**	**6,162,842**	**5,000,000**	**10,000,000**	**1,000,000**	**0**	**0**	**515,758,053**
TOTAL PROJECT:	**493,595,211**	**6,162,842**	**5,000,000**	**10,000,000**	**1,000,000**	**0**	**0**	**515,758,053**

ITEM NUMBER:428601 1 PROJECT DESCRIPTION:MICHIGAN BLVD FROM W OF PINEHURST RD TO CR 1 *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:BIKE PATH/TRAIL
EX DESC:CONSTRUCT 8' SHARED USE PATH

ROADWAY ID:15000023 PROJECT LENGTH: .780MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DUNEDIN								
TALT	0	99,449	0	0	0	0	0	99,449
TALU	0	200,900	0	0	0	0	0	200,900

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALU	0	17,100	0	0	0	0	0	17,100
TOTAL 428601 1	**0**	**317,449**	**0**	**0**	**0**	**0**	**0**	**317,449**
TOTAL PROJECT:	**0**	**317,449**	**0**	**0**	**0**	**0**	**0**	**317,449**

ITEM NUMBER:432435 1 PROJECT DESCRIPTION:I-275/SR 93 FR HOWARD FRANKLAND TO OVER TAMPA BAY (SOUTHBOUND) *SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION
EX DESC:CATHODIC PROTECTION, CRACK SEALING, FENDER AND ACCESS REPAIR

ROADWAY ID:15190000 PROJECT LENGTH: 3.006MI LANES EXIST/IMPROVED/ADDED: 8/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	76,254	0	0	0	0	0	0	76,254
DIH	19,946	0	0	0	0	0	0	19,946
DS	8,106	0	0	0	0	0	0	8,106
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	1,031,615	0	0	0	0	0	0	1,031,615
DIH	11,956	11,694	0	0	0	0	0	23,650
DS	80	0	0	0	0	0	0	80
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	0	25,000	0	0	0	0	0	25,000
TOTAL 432435 1	**1,147,957**	**36,694**	**0**	**0**	**0**	**0**	**0**	**1,184,651**
TOTAL PROJECT:	**1,147,957**	**36,694**	**0**	**0**	**0**	**0**	**0**	**1,184,651**

ITEM NUMBER:432698 1 PROJECT DESCRIPTION:ALT US 19 (SR 595) FROM S OF PARK ST N TO W END LONG BAYOU BRIDGE *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:RESURFACING
EX DESC:5 LANES

ROADWAY ID:15010000 PROJECT LENGTH: .887MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	48,610	0	0	0	0	0	0	48,610
DIH	81,138	427	0	0	0	0	0	81,565
DS	755,835	0	0	0	0	0	0	755,835
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	96,167	3,061	0	0	0	0	0	99,228
DDR	172,019	0	0	0	0	0	0	172,019
DIH	603	44,842	0	0	0	0	0	45,445
DS	134,000	0	0	0	0	0	0	134,000
HSP	656,393	0	0	0	0	0	0	656,393
SA	902,041	24,791	0	0	0	0	0	926,832
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	0	10,000	0	0	0	0	0	10,000
TOTAL 432698 1	**2,846,806**	**83,121**	**0**	**0**	**0**	**0**	**0**	**2,929,927**
TOTAL PROJECT:	**2,846,806**	**83,121**	**0**	**0**	**0**	**0**	**0**	**2,929,927**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
==========
HIGHWAYS
==========

ITEM NUMBER:434890 1 PROJECT DESCRIPTION:ALT US 19 NORTH FROM SR 60 TO PASCO COUNTY LINE *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:ATMS - ARTERIAL TRAFFIC MGMT
EX DESC:ATMS/ITS

ROADWAY ID:15020000 PROJECT LENGTH: 15.691MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY PINELLAS COUNTY BOCC								
LFP	228,675	0	0	0	0	0	0	228,675
TRIP	175,000	0	0	0	0	0	0	175,000
TRWR	53,675	0	0	0	0	0	0	53,675
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY PINELLAS COUNTY BOCC								
LFP	0	708,477	0	0	0	0	0	708,477
TRWR	0	708,477	0	0	0	0	0	708,477
TOTAL 434890 1	**457,350**	**1,416,954**	**0**	**0**	**0**	**0**	**0**	**1,874,304**
TOTAL PROJECT:	**457,350**	**1,416,954**	**0**	**0**	**0**	**0**	**0**	**1,874,304**

ITEM NUMBER:434891 1 PROJECT DESCRIPTION:ALT US 19 SOUTH FROM US 19 TO SR 60 *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:ATMS - ARTERIAL TRAFFIC MGMT
EX DESC:ATMS/ITS

ROADWAY ID:15010000 PROJECT LENGTH: 17.597MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY PINELLAS COUNTY BOCC								
DS	65	0	0	0	0	0	0	65
LFP	157,175	0	0	0	0	0	0	157,175
TRIP	150,000	0	0	0	0	0	0	150,000
TRWR	7,175	0	0	0	0	0	0	7,175
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY PINELLAS COUNTY BOCC								
LFP	0	1,225,000	0	0	0	0	0	1,225,000
TRWR	0	1,225,000	0	0	0	0	0	1,225,000
TOTAL 434891 1	**314,415**	**2,450,000**	**0**	**0**	**0**	**0**	**0**	**2,764,415**
TOTAL PROJECT:	**314,415**	**2,450,000**	**0**	**0**	**0**	**0**	**0**	**2,764,415**

ITEM NUMBER:435896 1 PROJECT DESCRIPTION:BRIDGE PAINTING PINELLAS COUNTY VARIOUS LOCATIONS *SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:BRIDGE - PAINTING
EX DESC:STEEL BRIDGE PAINTING ON BR#150128 BR#150140 AND BR#150143

ROADWAY ID:15003000 PROJECT LENGTH: .450MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	145,769	0	0	0	0	0	0	145,769
DIH	12,863	137	0	0	0	0	0	13,000
DS	8,218	0	0	0	0	0	0	8,218
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	0	2,034,366	0	0	0	0	0	2,034,366
DIH	0	27,216	0	0	0	0	0	27,216

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	0	25,000	0	0	0	0	0	25,000
TOTAL 435896 1	**166,850**	**2,086,719**	**0**	**0**	**0**	**0**	**0**	**2,253,569**
TOTAL PROJECT:	**166,850**	**2,086,719**	**0**	**0**	**0**	**0**	**0**	**2,253,569**

ITEM NUMBER:436056 1 PROJECT DESCRIPTION:10TH & 11TH AVE S BOOKER CREEK BRIDGE #157235 *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:BRIDGE REPLACEMENT
EX DESC:BRIDGE REPLACEMENT ON 11TH AVE S BTWN 5TH ST AND US 92

ROADWAY ID:15900006 PROJECT LENGTH: .038MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBZ	0	642,694	0	0	0	0	0	642,694
LF	0	213,898	0	0	0	0	0	213,898
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBZ	0	0	0	2,796,500	0	0	0	2,796,500
LF	0	0	0	915,064	0	0	0	915,064
TOTAL 436056 1	**0**	**856,592**	**0**	**3,711,564**	**0**	**0**	**0**	**4,568,156**
TOTAL PROJECT:	**0**	**856,592**	**0**	**3,711,564**	**0**	**0**	**0**	**4,568,156**

ITEM NUMBER:436098 1 PROJECT DESCRIPTION:SR 690 - GATEWAY EXPRESS *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:FUNDING ACTION
ROADWAY ID:15000089 PROJECT LENGTH: 1.115MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 436098 1	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL PROJECT:	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**

ITEM NUMBER:437538 1 PROJECT DESCRIPTION:DUNEDIN CAUSEWAY BRIDGE REPLACEMENT *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:PD&E/EMO STUDY
EX DESC:#154005

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	1,000	0	0	0	0	0	1,000
TOTAL 437538 1	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,000**
TOTAL PROJECT:	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,000**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER:437622 1 PROJECT DESCRIPTION:SAN MARTIN BRIDGE REPLACEMENT *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:PD&E/EMO STUDY
EX DESC:D7 COORDINATING ENVIRO IMPACT STATEMENT TO FHWA FOR CO

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	1,000	0	0	0	0	0	1,000
TOTAL 437622 1	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,000**
TOTAL PROJECT:	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,000**

ITEM NUMBER:440306 1 PROJECT DESCRIPTION:SR 60 (COURTNEY CAMPBELL CSWY) TRAIL FR MP 8.142 TO MP 9.0 *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:15040000 PROJECT LENGTH: .858MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	97,281	0	0	0	0	0	97,281
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	428,981	0	0	0	0	0	428,981
TOTAL 440306 1	**0**	**526,262**	**0**	**0**	**0**	**0**	**0**	**526,262**
TOTAL PROJECT:	**0**	**526,262**	**0**	**0**	**0**	**0**	**0**	**526,262**

ITEM NUMBER:440804 1 PROJECT DESCRIPTION:FOREST LAKES BOULEVARD IN CITY OF OLDSMAR @ NCGN: 626842E *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:15000457 PROJECT LENGTH: .010MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
RHH	0	454,000	0	0	0	0	0	454,000
TOTAL 440804 1	**0**	**454,000**	**0**	**0**	**0**	**0**	**0**	**454,000**
TOTAL PROJECT:	**0**	**454,000**	**0**	**0**	**0**	**0**	**0**	**454,000**
TOTAL DIST: 07	**498,528,589**	**14,394,133**	**5,000,000**	**13,711,564**	**1,000,000**	**0**	**0**	**532,634,286**
TOTAL HIGHWAYS	**498,528,589**	**14,394,133**	**5,000,000**	**13,711,564**	**1,000,000**	**0**	**0**	**532,634,286**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

SEAPORT

ITEM NUMBER:439041 1 PROJECT DESCRIPTION:PORT ST. PETERSBURG INFRASTRUCTURE IMPROVEMENTS *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:SEAPORT REVENUE/OPERAT PROJECT
EX DESC:MARINE SCIENCE/RESEARCH FACILITY

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
LF	0	2,957,832	850,000	0	0	0	0	3,807,832
POED	0	1,400,000	850,000	0	0	0	0	2,250,000
PORT	0	1,557,832	0	0	0	0	0	1,557,832
TOTAL 439041 1	**0**	**5,915,664**	**1,700,000**	**0**	**0**	**0**	**0**	**7,615,664**
TOTAL PROJECT:	**0**	**5,915,664**	**1,700,000**	**0**	**0**	**0**	**0**	**7,615,664**
TOTAL DIST: 07	**0**	**5,915,664**	**1,700,000**	**0**	**0**	**0**	**0**	**7,615,664**
TOTAL SEAPORT	**0**	**5,915,664**	**1,700,000**	**0**	**0**	**0**	**0**	**7,615,664**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
==========
TRANSIT
==========

ITEM NUMBER:437245 2 PROJECT DESCRIPTION:CENTRAL AVE BRT DOWNTOWN ST PETERSBURG TO ST PETE BEACH *NON-SIS*
DISTRICT:07 COUNTY:PINELLAS TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
LF	0	37,000,000	0	0	0	0	0	37,000,000
TOTAL 437245 2	**0**	**37,000,000**	**0**	**0**	**0**	**0**	**0**	**37,000,000**
TOTAL PROJECT:	**0**	**37,000,000**	**0**	**0**	**0**	**0**	**0**	**37,000,000**
TOTAL DIST: 07	**0**	**37,000,000**	**0**	**0**	**0**	**0**	**0**	**37,000,000**
TOTAL TRANSIT	**0**	**37,000,000**	**0**	**0**	**0**	**0**	**0**	**37,000,000**
GRAND TOTAL	498,528,589	57,309,797	6,700,000	13,711,564	1,000,000	0	0	577,249,950

PINELLAS SUNCOAST TRANSIT AUTHORITY

Central Avenue Bus Rapid Transit Small Starts Project

Bus Rapid Transit (BRT) in St. Petersburg's Central Avenue corridor from downtown St. Petersburg to the Gulf beaches is an ideal BRT project for Pinellas County reflecting local priorities and local commitment to fixed guideway. This demographically diverse corridor represents the highest ridership corridor in the Tampa Bay Region.

The **goals of the Central Avenue BRT** project are to develop and implement successful BRT service that:

- Supports local revitalization and economic development plans;
- Supports tourism with a fast, convenient transportation alternative between two of Pinellas' major tourist centers;
- Attracts new ridership;
- Supports the unique character of the area; and
- Provides service in a cost-effective manner.

The Central Ave BRT will complement local service provided by the existing, and highly successful Central Avenue Trolley by providing **expedited, limited stop travel** from downtown St. Petersburg to the beaches, seven days a week on 1st Ave N (westbound) and 1st Ave S (eastbound).

The proposed BRT will serve only major stops in the corridor, cutting the current transit travel time from St. Pete to the beaches by more than a third.

Proposed Schedule

Spring 2016 – Enter Project Development
- Select alternatives for environmental review
- Begin agency coordination and public engagement

Summer 2016 – Refine Project
- Begin environmental impact analysis
- Develop design concepts
- Define project elements
- Continue agency coordination and public engagement

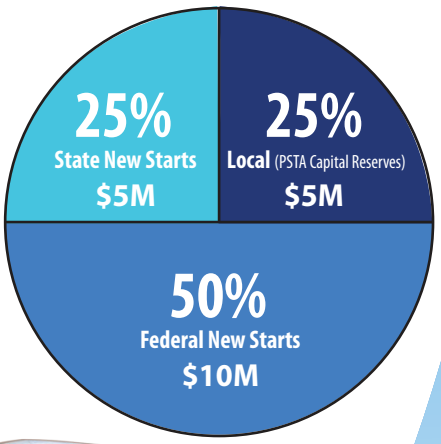
Spring 2017 – Conduct Impact Analysis (NEPA)
- Draft DCE Documentation to FTA

Summer 2017 – Finalize Project Development
- Complete Small Starts Evaluation and Justification Package
- Refine Financial Plan
- Request FTA Grant for inclusion in FY19 Budget

Summer 2019 – Anticipated Receipt of Construction Grant Agreement

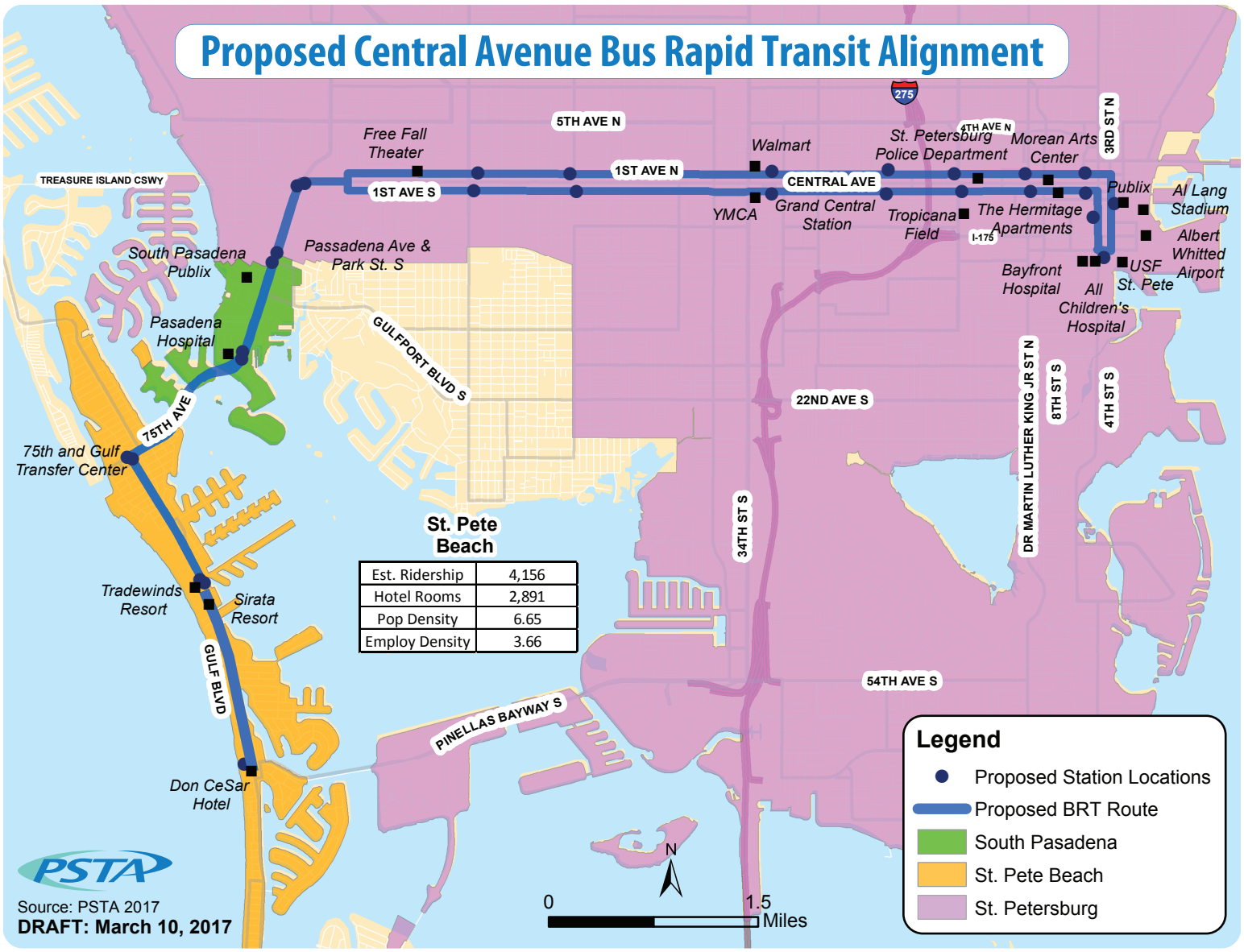
Fall 2020 – Begin Revenue Service

Proposed Capital Funding



PSTA.NET

Proposed Central Avenue Bus Rapid Transit Alignment



Serves Major Employers, Destinations, and Residential Areas:

- Downtown St. Petersburg's medical center and other major medical facilities.
- University of South Florida St. Petersburg
- Restaurants and shops
- Museums, Performing Arts Center and arts districts
- Tropicana Field
- Tourist destinations/employment on the Beaches
- Special events downtown and on the Beaches

Service Facts:

- Length of Route: 9-11miles
- City of St. Petersburg Dedicated Right-of-Way along 1st Ave. N. and 1st Ave. S.
- Proposed Stops: 11-13 in each direction
- Proposed Frequency: Bus every 15 minutes
- Proposed Service Span: 5am-midnight
- Total Number of Vehicles: 5-7
- Total Capital Cost: $18-20M
- # of Jobs within ½ mile of Corridor: 40K
- # of People within ½ mile of Corridor: 31K

Supported By:

- Pinellas Suncoast Transit Authority
- City of St. Petersburg
- Pinellas County
- St. Petersburg Chamber of Commerce
- St. Petersburg Downtown Partnership
- Central Avenue Business District
- Tampa Bay Beaches Chamber
- Tampa Bay Rays Baseball
- Pinellas MPO (Forward Pinellas)
- Tampa International Airport (TIA)

Supports Community Plans and Investments:

- City of St. Petersburg Central Avenue Revitalization Plan
- Central Avenue Art in Transit Project ($2.8-$4M+ City Investments)
- St. Petersburg City-Chamber Economic Development Initiatives

Brad Miller, PSTA Chief Executive Officer
Office: (727) 540-1807
Cell: (727) 459-9697
Email: bmiller@psta.net

Citizen's Advisory Committee – August 24, 2017

5. Complete Streets Presentation

SUMMARY

FDOT's goal with its Complete Streets program is to implement a policy that promotes safety, quality of life, and economic development in Florida. Complete Streets serve the transportation needs of users of all ages and abilities, including those walking, bicyclists, transit riders, motorists, and freight handlers. Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

In response to the Complete Streets Policy, the recently released Complete Streets Implementation Plan and the FDOT Design Manual (2018) have been developed to provide guidance to planners and engineers in putting the "right street in the right place." Over the next year, District staff is working to incorporate this approach into existing procedures and project development activities. This presentation is an update on these efforts and discussion on FDOT's approach to Complete Streets on the state highway system. To view more information on FDOT's Complete Streets Implementation Plan, go to www.flcompletestreets.com and select the *complete streets implementation plan* link.

ATTACHMENT(S): FDOT Complete Streets Brochure

ACTION: None required; informational item only

WHAT IS THE ROLE OF LOCAL PARTNERS?

A network of Complete Streets cannot be built entirely within the state roadway system and solely within FDOT's right of way. Transportation system and development pattern (such as land use, development density and intensity, building design, and site layout) are inextricably linked, and both have an effect on travel choices and mobility. A robust, connected roadway network provides options for the movement of people and goods and is the foundation for safe and comfortable travel for pedestrians, bicyclists, and transit riders.

Local governments and metropolitan planning organizations (MPOs) are responsible for land use and transportation planning to create supportive infrastructure and development patterns that match community goals and visions. Comprehensive plans, subarea plans, and land development regulations are some of the documents that will be reviewed to determine future visions and other land use-related items in evaluating context classification.

FDOT will apply criteria and standards based on the context classification. There is no separate FDOT funding category or FDOT funding source specifically for Complete Streets. Projects that require modifications to comply with criteria associated with the context classification will be funded through the funding programs currently available to Federal, State, and local roadways, as appropriate. The existing MPO funding process will remain the same. If local governments or other partners would like to include features that go beyond what is required by FDOT design criteria, such as decorative lighting or landscaping, patterned pavements, or street furniture and wayfinding, local communities must coordinate with FDOT to align local resources and projects with the FDOT project.

EXAMPLE OF A CONTEXT-SENSITIVE SYSTEM OF COMPLETE STREETS

WHEN WILL COMPLETE STREETS BE IMPLEMENTED?

The determination of a roadway's context classification is required in order to utilize the criteria in the FDM. The context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018, and may be applied to active design projects at the discretion of the district. For PD&E projects, implementation of context classification and the FDM is required for projects that have the Public Hearing scheduled in April 2018 or later. The 2017 Plans Preparation Manual (PPM) will apply through the completion of the PD&E studies for projects that have the Public Hearing scheduled prior to April 2018. Criteria contained in the FDM may also be applied earlier at the discretion of the district.

WHERE CAN I FIND MORE RESOURCES?

WWW.FLCOMPLETESTREETS.COM

DeWayne Carver, AICP
State Complete Streets Program Manager
(850) 414 4322
dewayne.carver@dot.state.fl.us

FDOT Completing FLORIDA'S STREETS

The right street in the right place.

WHAT IS FDOT'S APPROACH TO COMPLETE STREETS?

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). The policy captures three core concepts in its approach to Complete Streets:

- Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers.
- Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns.
- A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

WHAT IS IN THE COMPLETE STREETS HANDBOOK?

The Complete Streets Handbook describes how FDOT will apply context-based planning and design to non-limited access state roadway projects. It introduces the FDOT context classification system used in the FDOT Design Manual (FDM) to support the safety, comfort, and mobility of all users.

ES EXECUTIVE SUMMARY
Provides an overview of FDOT's Complete Streets approach and principles

01 CHAPTER 1
Describes the roles of FDOT and local and regional partners in implementing Complete Streets

02 CHAPTER 2
Defines context classifications that will inform planning and design decisions for Complete Streets

03 CHAPTER 3
Describes how context classifications will be determined for different types of FDOT projects

04 CHAPTER 4
Outlines roadway design considerations to support Complete Streets

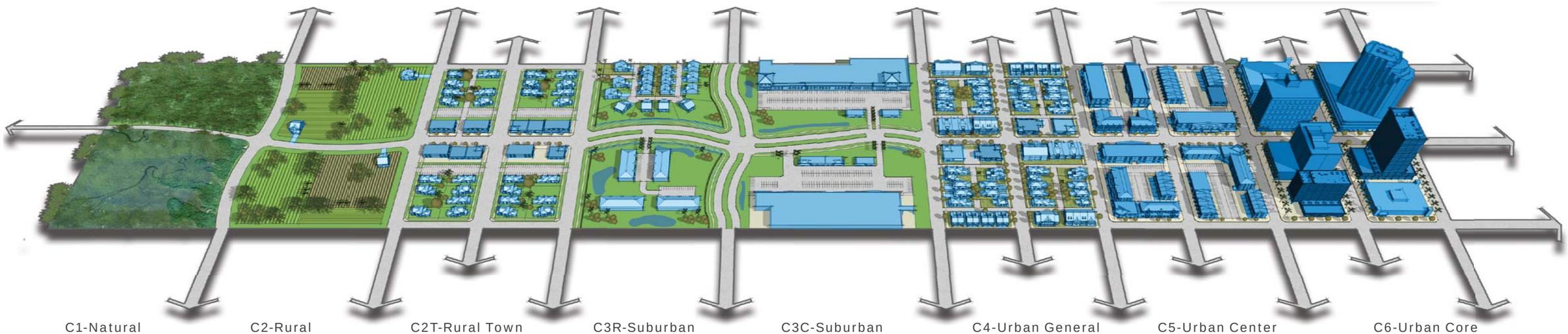
The FDOT Complete Streets approach is based on the following principles:

- Safety First
- Invest in Existing and Emerging Communities
- Enhance System Performance
- Enhance All Modes
- Connect Community Centers
- Create Quality Places
- Support the Context

WHAT IS FDOT CONTEXT CLASSIFICATION?

The FDOT context classification system broadly identifies the various built environments existing in Florida. The context classification of a roadway will inform FDOT's planning, Project Development and Environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria.

FDOT CONTEXT CLASSIFICATIONS



C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

CONTEXT CLASSIFICATION AND TRANSPORTATION CHARACTERISTICS

The context classification of a roadway, together with its transportation characteristics, will provide information about who the users are along the roadway, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user.

WHAT IS THE FDOT PROCESS FOR IMPLEMENTING CONTEXT CLASSIFICATION?

Complete Streets are not a specific type of project, but rather are an approach to ensure projects are pursued based on their contexts. This means that a Complete Streets approach will be implemented consistently for all non-limited access projects — from capital projects qualifying for Efficient Transportation Decision Making process (ETDM) screening to Resurfacing, Restoration and Rehabilitation (RRR), traffic operations, and safety projects.

All FDOT projects on non-limited-access roadways require the evaluation and documentation of context classification early in the life of a project, as follows:

For Non-Qualifying Projects
(projects that do not go through ETDM screening): The context classification will be determined during the work program development cycle and prior to the development of the design scope of work.

For Qualifying Projects
(projects that go through ETDM screening): The context classification will be provided in the Preliminary Environmental Determination (PED) in ETDM screening.

Citizen's Advisory Committee – August 24, 2017

6. Follow-Up on the June 22nd CAC Special Session

SUMMARY

The CAC held a Special Session on June 22, 2017 from 7:00 p.m. to 9:00 p.m. devoted exclusively to developing a vision statement and/or policy recommendation(s) that will ultimately be developed into a presentation to the Forward Pinellas Board toward the end of this year. Forward Pinellas staff will review the resulting summary report of the June 22nd special meeting.

ATTACHMENT(S): CAC June 22, 2017 Special Session Summary Report - This item will be distributed under separate cover

ACTION: Approve the CAC June 22, 2017 Special Session Summary Report

Citizen's Advisory Committee – August 24, 2017

7. Transportation Disadvantaged Program

SUMMARY

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

The TD Program is funded through the state Transportation Disadvantaged Trust Fund and is supplemented by PSTA. In order to be eligible for the TD Program in Pinellas County, individuals must be at least 150% of the federal poverty guidelines and not be able to transport themselves or be transported by others in their household. TD Program services include 31 day consecutive and 10 day non-consecutive bus passes for copayments of $11 and $5, respectively, door-to-door trips for a $3 copayment if an individual is unable to take the bus and agency group trips. PSTA has also received pilot program funding to run late night service and urgent day service utilizing Uber, United Taxi or Care Ride.

The Transportation Disadvantaged Service Plan (TDSP) is the guiding document for the TD Program. The TDSP is adopted every five years then updated annually. The Plan includes demographic information, policies and procedures and goals for the TD Program. A new TDSP is currently in development and is scheduled to be adopted this fall.

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

ATTACHMENT(S): None

ACTION: None required; informational item only

Citizen's Advisory Committee – August 24, 2017

8. A-G Other Business

SUMMARY

A. TBARTA CAC Update

A summary of the June 7th and August 16th Tampa Bay Area Regional Transit Authority's (TBARTA) Citizen Advisory Committee (CAC) meetings will be provided at this time.

B. Transit Riders Advisory Committee Letter

Included for your information is the attached letter from the Pinellas Suncoast Transit Authority's (PSTA) Transit Riders Advisory Committee (TRAC), sent to John Morroni, Chair of the Forward Pinellas Board.

ATTACHMENT: TRAC letter

C. Pinellas SPOTlight Emphasis Areas Update

Staff will provide an overview of the SPOTLight Emphasis Areas

D. Traffic Fatalities Map

Forward Pinellas staff is providing the updated Traffic Fatalities Map each month.

ATTACHMENT: Traffic Fatalities Map

E. Tentative Future Agenda Items

- PSTA Update (including successful examples of Bus Rapid Transit)
- Transit Access Study
- Trends and Conditions Report (situational assessment of transportation and land use conditions)
- Autonomous and Connected Vehicles
- Transportation Funding Alternatives
- Examples of regional planning best practices from other regions
- Transportation Improvement Program
- SPOTLight Emphasis Area Update (standing item)

F. Future Agenda Item Requests from Committee Members

Members may comment on other business and request future agenda items.

G. Public Comments

Comments are limited to three minutes per person and should not require presentations or extensive discussion.

Pinellas Suncoast Transit Authority

July 31, 2017

John Morroni
Chair
Forward Pinellas
315 Court Street
Suite 501
Clearwater, FL, 33756

RE: PSTA Transit Riders Advisory Committee Bus Stop Access Safety Concerns in Pinellas County

Dear Chairman Morroni:

We are the Transit Riders Advisory Committee (TRAC) of Pinellas Suncoast Transit Authority (PSTA). We represent the riders of PSTA and provide insight and recommendations to the PSTA Board of Directors and its committees (as appropriate) on operational and transit service issues. Our goal this year is to communicate and garner support for several key initiatives we have identified as important to riders and about which we believe we have a unique and informed perspective.

The first initiative we selected is safety. The attached list of concerns describes our collective point of view and requested next-steps. We have found that this multi-faceted issue may require actions by PSTA, other transportation planning agencies, and/or local municipal government departments.

We welcome an open discussion with you and others about the safety concerns we have expressed. Our committee meets monthly at PSTA at 4 PM on the third Tuesday of the month. We invite your organization to our meeting to present your ideas and possible solutions to these safety problems faced by transit riders. In addition, our committee members will volunteer to attend your meetings to present our initiatives. We can also be a great sounding board for your future projects, by providing the insights for transit riders from all geographic regions and demographics of Pinellas County.

I look forward to hearing from you about this initiative. I can be reached by calling the PSTA Planning Department at (727) 540-1801 or email lepikcorrigan@gmail.com.

Sincerely,

Gloria Lepik-Corrigan
Chair – PSTA Transit Riders Advisory Committee
c/o PSTA Planning Dept.

cc: PSTA Board of Directors
B. Miller, CEO
C. Borchers, CDO
W. Blanton, Forward Pinellas
A. Bartolotta, Forward Pinellas

Attachment : TRAC – Bus Stop Safety Concerns, July 31, 2017

PSTA - TRAC – BUS STOP SAFETY CONCERNS

As **regular riders** of PSTA what do we "know" that non-riders may not?

- Safety for transit riders involves the "whole trip" to and from a destination and is of paramount importance to us.
- When we choose to travel using public transportation over using a private car, safety on the bus is just a part of the equation.
    - Buses are quite safe, (often more-so than private cars)
    - Sidewalks are fairly contiguous and safe, although can present challenges in some cases.
    - Bus stop safety is contingent upon the condition of the sidewalks and roadways where they are located
    - Access to stores and businesses are often poor and quite dangerous
- Safety affects all riders. Most at risk are disabled, seniors, and children
- Lack of safe access can result in putting riders at much greater risk. And it increases liability risks for car-drivers, property owners and municipalities.
- Lack of safety may result in fewer trips, fewer riders.
- Because of risks some riders (who can) defer to using DART /CareRide --which costs more for the riders and PSTA.

Additional Factors

- PSTA does focus on rider safety and is responsive when concerns are voiced.
- Municipal roadways and sidewalks are generally maintained according to reasonable schedules and oversight. Areas of concern are generally addressed within a reasonable time frame.
- Pinellas County was developed in an automobile-centric manner.
- Shopping centers and office complexes were not required to provide safe access from sidewalks and bus stops, but do have required handicapped parking spaces, walkways and ramps from them.
- 100% of the riders on PSTA buses are NOT arriving by car to stores and offices. As such, we represent an ideal, collective "set of eyes" to identify issues affecting all pedestrian and non-car-driving citizens.

- New construction does adhere to current guidelines – BUT most existing centers are not compelled to upgrade.
- Despite some property owner resistance many of the recommended changes have low cost, disturb almost no one and benefit many.

What actions do we believe are warranted?

- Greater municipal awareness and commitment to transportation riders and pedestrian safety.
- Identify ways to bring established public and private infrastructure up to current standards as far as safety is concerned.
- Create a directory/system for addressing "Danger Zones" identified by transit riders.

PSTA TRAC "Danger Zone" Examples

Lack of safe pedestrian access is a major problem throughout the county and is present for a majority of destinations in all communities. Listed below are specific examples of areas the TRAC feels demonstrate the need for a comprehensive examination of pedestrian and bus stop access safety.

1. **No safe return:**

   When traveling to a destination, the returning bus boards on the other side of a busy road and no safe walkway exists to get there.

   Example:

   Long Center on Belcher Road. The Northbound Route 62 has 2 bus stops and a safe sidewalk to the entrance. But stops for the Southbound are located on the other side of this busy 4 lane road with no light, markings or island to enable safe crossing.

2. **Major Bus stop with no safe access**

   Bus riders plan trips to visit key locations but only discover after disembarking that there are not safe walkways to store or building entrances.

   Examples:

   a) **Countryside Mall** - The mall has 9 vehicle entrances and 6 bus stops, but only one safe pedestrian entrance from the perimeter sidewalk (South side by Macy's). The major stop on 580 and Summerland Dr. (serving routes 19, 61, 62, 67, 67, 68 and connectors) does not have a curb cut or marked walkway to the mall. Ambulatory

riders must walk down stairs, between parked cars and across an active car lane to a mall entrance. Wheelchairs and baby carriages have to go in busy car lanes at fairly blind curves.

b) **Clearwater Mall** – The major bus stop serving Routes 19 and 60 is located on an island that has no safe pedestrian pathway to the Target store just behind it. Shoppers who ride the bus must walk across parking lots, curbs and very active car lanes

c) **Boot Ranch** – The stop serving Routes 62 and OTC has no safe walkway to the stores at the plaza.

d) **Gandy Blvd. at Shady Lane, St. Petersburg** – The stop served by Route 9 has no bench or shelter. Cars travel at speeds of 55 mph or faster on this very busy stretch of Gandy Blvd.

3. **Unsafe sidewalks and bus stops**

Sometimes the challenges presented by poorly planned or degraded sidewalks are the most dangerous part of using public transportation.

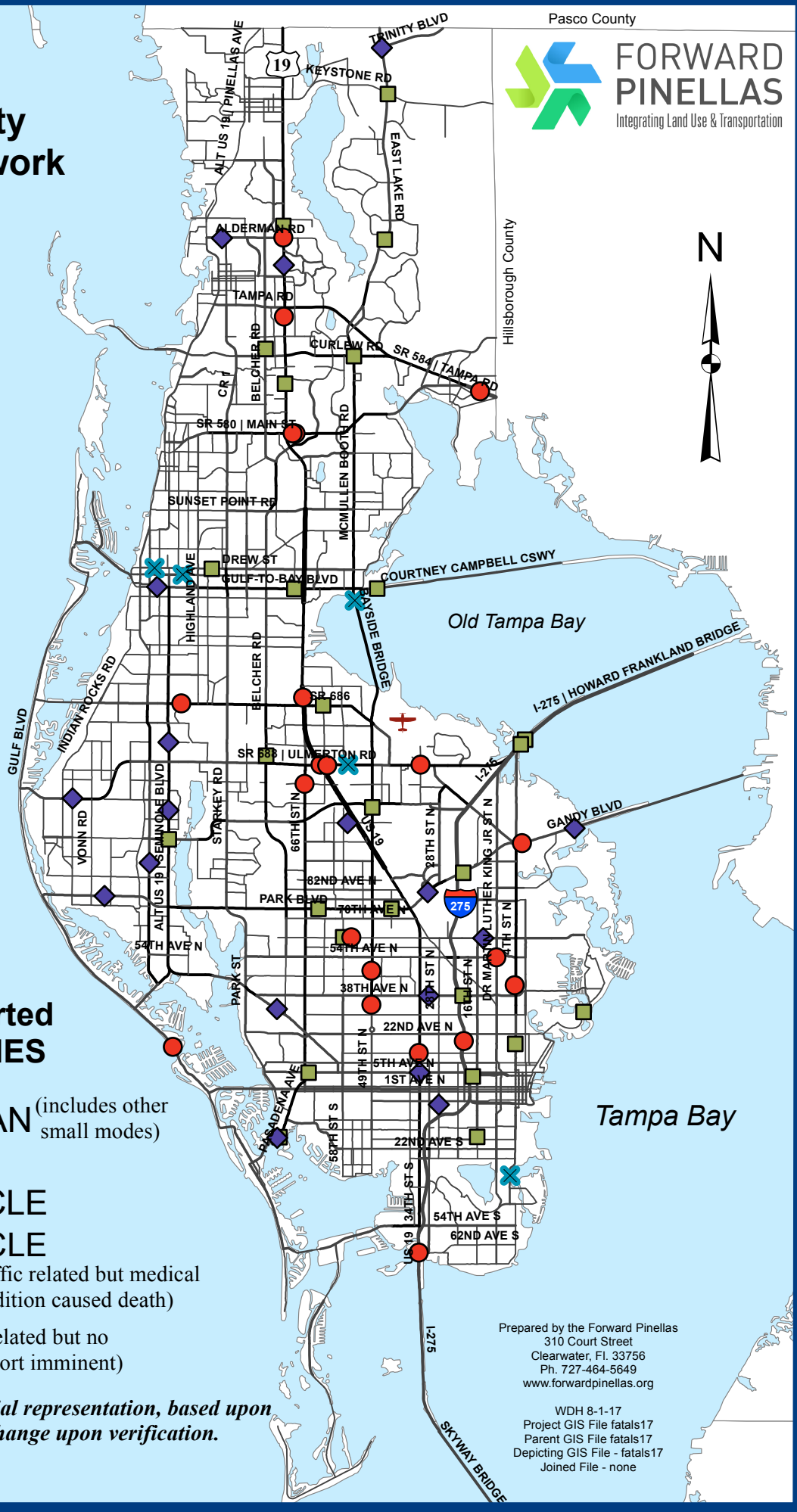
Examples:

a) The sidewalk at **84th Avenue and Belcher** going north looks like a sinkhole. Pedestrians must go out on Belcher in the bike lane for part of the damaged walkway and then move back onto the sidewalk just before the bus stop.

b) The sidewalk at **66th Street North and 94th Avenue North East** corner pitches too steeply for safe travel. Wheelchair users typically cut across the grass to go east on 94th and avoid that pitch. It is safe staying on 94th coming back to 66th.

c) The sidewalk that leads to the one of the primary transit stops (**Huey Ave/Stop 5638) along Route 19** can be unsafe to travel due to the lack of proper lighting, which presents a host of unsafe conditions especially in the evening when visibility is low within the immediate surrounding area. Furthermore, when our pedestrians cross from the primary bus stop (**Stop 5638) or to it (north to south on Tarpon Avenue or vice-versa**), the highly active car lane can present a challenge while navigating as well.

Pinellas County Major Road Network



Gulf of Mexico

YEAR 2017
(thru July 31st)

Locations of Reported TRAFFIC FATALITIES

- PEDESTRIAN (includes other small modes)
- BICYCLE
- MOTORCYCLE
- AUTO-VEHICLE
- MEDICAL (traffic related but medical condition caused death)
- OTHER (traffic related but no crash report imminent)

NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.

Prepared by the Forward Pinellas
310 Court Street
Clearwater, Fl. 33756
Ph. 727-464-5649
www.forwardpinellas.org

WDH 8-1-17
Project GIS File fatals17
Parent GIS File fatals17
Depicting GIS File - fatals17
Joined File - none

CRASHES	DATAID	ROADWAY	LOCATION	DESC	DATE	FATAL
1	047F17	CLEVELAND ST	FREDRICA AVE (delayed fatality)	BIC	5/30/2017	1
1	042F17	SR688 | ULMERTON RD	E OF 58TH ST N	BIC	5/31/2017	1
1	048F17	6TH ST S	3300 BLOCK	BIC	6/15/2017	1
1	055F17	BAYSIDE BRIDGE	S OF SR60 (delayed fatality)	BIC	6/23/2017	1
1	066F17	DREW ST	BOOTH AVE	BIC	7/11/2017	1
1	004F17	5TH AVE N	34TH ST N	MC	1/17/2017	1
1	005F17	113TH ST N	9000 BLOCK	MC	1/19/2017	1
1	008F17	COURT ST	CHESTNUT ST	MC	1/27/2017	1
1	010F17	SR688 | WALSINGHAM RD	137TH ST	MC	1/31/2017	2
1	022F17	GANDY BLVD	GRAND AVE	MC	3/12/2017	1
1	030F17	62ND AVE N	1400 BLOCK	MC	3/16/2017	1
1	051F17	SEMINOLE BLVD	16TH AVE SE	MC	3/17/2017	1
1	025F17	ALT 19 HWY | TYRONE BLVD	33RD AVE N	MC	3/20/2017	1
1	026F17	US 19 HWY	PINE RIDGE WAY S	MC	3/23/2017	1
1	027F17	PASADENA AVE	JUST W OF SHORE DR	MC	3/25/2017	1
1	035F17	GANDY BLVD	E OF SAN FERNANDO BLVD	MC	4/25/2017	1
1	059F17	ALDERMAN RD	EAST RIDGE DR	MC	5/13/2017	1
1	041F17	110TH AVE N	BETWEEN 58TH ST N & 56TH LN	MC	5/30/2017	1
1	045F17	28TH ST S	6TH AVE S	MC	6/8/2017	1
1	067F17	38TH AVE N	31ST ST N	MC	6/22/2017	1
1	061F17	SEMINOLE BLVD	114TH AVE N	MC	7/1/2017	2
1	063F17	EAST LAKE RD	TRINITY BLVD	MC	7/6/2017	1
1	065F17	PARK BLVD	128TH ST N	MC	7/11/2017	1
1	002F17	42ND AVE N	4TH ST N	PED	1/9/2017	1
1	003F17	49TH ST N	3500 BLOCK	PED	1/9/2017	1
1	057F17	EAST BAY DR	E OF CENTRAL PARK DR	PED	1/12/2017	1
1	009F17	US 19 HWY	S OF TAMPA RD	PED	1/25/2017	1
1	031F17	TAMPA RD	4000 BLOCK (delayed fatality)	PED	1/25/2017	1
1	058F17	SR 580	E OF PINETREE LN	PED	1/28/2017	1
1	011F17	GULF BLVD	JUST N OF 13OTH AVE	PED	2/8/2017	1
1	012F17	49TH ST N	JUST S OF 47TH AVE N	PED	2/9/2017	1
1	032F17	SR 580	SUMMERDALE DR	PED	2/11/2017	1
1	019F17	GANDY BLVD	E OF 4TH ST N	PED	3/2/2017	1
1	024F17	US 19 HWY	SR688 | ULMERTON RD	PED	3/17/2017	1
1	023F17	54TH AVE N	DR MARTIN LUTHER KING ST N	PED	3/20/2017	1
1	028F17	66TH ST N	126TH AVE N	PED	3/29/2017	1
1	033F17	SR688 | ULMERTON RD	34TH ST N	PED	4/5/2017	1
1	037F17	I-275	NEAR MILE MARKER 23	PED	4/27/2017	1
1	040F17	US19 HWY	JUST NORTH OF EAST BAY DR	PED	5/12/2017	2
1	044F17	I-275 RAMP	PINELLAS POINT DR	PED	6/2/2017	1
1	053F17	34TH ST N	13TH AVE N	PED	6/7/2017	1
1	062F17	62ND AVE N	5500 BLOCK	PED	7/3/2017	1
1	069F17	SR688 | ULMERTON RD	JUST E OF 62ND ST N	PED	7/23/2017	1
1	070F17	US19 HWY	ALDERMAN RD	PED	7/31/2017	1
1	001F17	US19 HWY	ROYAL BLVD	VEH	1/4/2017	1
1	017F17	US ALT 19 | SEMINOLE BLVD	102ND AVE N (delayed fatality)	VEH	1/5/2017	1
1	006F17	I-375	WB EXIT RAMP TO I-275	VEH	1/25/2017	1
1	007F17	SNELL ISLE BLVD NE	NB AT CURVE	VEH	1/25/2017	1
1	018F17	GULF-TO-BAY BLVD	OLD COACHMAN RD	VEH	2/4/2017	1
1	014F17	PASADENA AVE S	SHORE DR	VEH	2/12/2017	1
1	013F17	EASTLAKE RD	KEYSTONE RD	VEH	2/16/2017	1
1	015F17	58TH ST N	62ND AVE N	VEH	2/18/2017	1
1	016F17	SR686 | ROOSEVELT BLVD	62ND ST N	VEH	2/21/2017	1
1	029F17	COURTNEY CAMPBELL CSWY	DAMASCUS RD	VEH	3/4/2017	1
1	021F17	38TH AVE N	I-275 NB ON-RAMP	VEH	3/10/2017	1
1	020F17	CR611 | McMULLEN BOOTH RD	CURLEW RD	VEH	3/11/2017	1
1	052F17	I-275	HALF MILE EAST OF 4TH ST N	VEH	4/14/2017	1
1	049F17	49TH ST N	JUST S OF CR296 (delayed fatality)	VEH	4/20/2017	1
1	034F17	GANDY BLVD	WB APPROACHING I-275	VEH	4/23/2017	1
1	050F17	US 19 HWY	COUNTRY GROVE BL (delayed fatality)	VEH	4/25/2017	1
1	036F17	16TH ST S	1700 BLOCK	VEH	4/29/2017	1
1	038F17	5TH AVE N	65TH ST N	VEH	5/2/2017	1
1	039F17	4TH ST N	17TH AVE N	VEH	5/14/2017	1
1	060F17	EAST LAKE RD	TARPON LAKE BLVD	VEH	5/26/2017	1
1	043F17	DREW ST	KEYSTONE DR	VEH	6/3/2017	1
1	046F17	S BELCHER RD	13625 (Largo)	VEH	6/9/2017	1
1	054F17	BELCHER RD	N OF CURLEW RD	VEH	6/27/2017	1
1	056F17	PARK BLVD	6300 BLOCK	VEH	6/27/2017	1
1	064F17	I-275	N OF 4TH ST N	VEH	7/8/2017	1
1	068F17	PARK BLVD	43RD ST N	VEH	7/18/2017	1

PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru July 31, 2017

73 FATALITIES INCLUDING MEDICAL INCIDENTS *

73 FATALITIES EXCLUDING MEDICAL INCIDENTS

70 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS *

70 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

26 AUTO-VEHICLE FATALITIES
35.6% **(medical crashes not included)**
26 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

20 MOTORCYCLE FATALITIES
27.4% of all traffic fatalities
18 MOTORCYCLE CRASHES (fatal)

5 BICYCLE FATALITIES
6.8% of all traffic fatalities
5 BICYCLE CRASHES (fatal)

22 PEDESTRIAN FATALITIES
30.1% of all traffic fatalities (includes other small modes)
21 PEDESTRIAN CRASHES (fatal)

47 VULNERABLE USER FATALITIES

44 VULNERABLE USER CRASHES (fatal)

64.4% Vulnerable/total fatalities
(medical crashes not included)

NOTE
Table not an official representation, based upon initial reporting, subject to change upon verification.

Forward Pinellas

*** MEDICAL INCIDENTS INCLUDE HEART ATTACKS, STROKE, OR OTHER FATAL CONDITION.**