



**TECHNICAL COORDINATING
COMMITTEE (TCC) MEETING AGENDA**

January 24, 2018 – 2:00 p.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

- 1. CALL TO ORDER AND INTRODUCTIONS**
- 2. APPROVAL OF MEETING SUMMARY – December 6, 2017**
- 3. FY 2016/17 – FY 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENTS**
- 4. COMPLETE STREETS APPLICATION PRESENTATIONS**
- 5. AMENDMENTS TO THE 2040 LONG RANGE TRANSPORTATION PLAN**
- 6. SAFETY PERFORMANCE MEASURES AND TARGETS**
- 7. CLEARWATER FERRY SERVICE**
- 8. AMENDMENTS TO THE COUNTYWIDE RULES**
- 9. INFORMATIONAL ITEMS**
 - A. SPOTLight Emphasis Areas Update**
 - B. Forward Pinellas Board Executive Summary – December 13, 2017**
 - C. Forward Pinellas Board Executive Summary – January 10, 2018**
 - D. Traffic Fatalities Map**
 - E. Gulf Coast Safe Streets Summit Flyer**
 - F. Local Transportation Planning Activities for UPWP**
 - G. Tentative Future Agenda Topics**
- 10. OTHER BUSINESS**
- 11. ADJOURNMENT**

NEXT MEETING – February 28, 2018

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.

Technical Coordinating Committee – January 24, 2018

2. Approval of Meeting Summary



SUMMARY

The meeting summary for the December 6, 2017 meeting is attached for review and approval.

ATTACHMENT(S): TCC Meeting Summary – December 6, 2017

ACTION: Provide recommendation regarding meeting summary.

**SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE
MEETING December 6, 2017**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held December 6, 2017 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

Members Present

Heather Sobush, Vice Chair	PSTA
Elizabeth Ciesla	City of Safety Harbor
Bennett Elbo	City of Clearwater Engineering
Brent Hall	Pinellas County Public Works Engineering (Alternate)
Caroline Lanford	Pinellas County Planning
Cory Martens	City of Clearwater Traffic (Alternate)
Ajaya Satyal	Pinellas County Air Quality
Cheryl Stacks	City of St. Petersburg Transportation and Parking
Danny Taylor	Pinellas Park Planning Department
Tom Washburn	Pinellas County Public Works Traffic (Alternate)
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.

Members Absent

Zain Adam	City of Clearwater Planning
Bob Bray	City of Treasure Island
Mike Burke	Pinellas County School Board
David Chase	City of Pinellas Park Stormwater &Transp. (Alternate)
Rafal Cieslak	City of Largo
Brian Ellis	TBRPC
Mark Ely	City of Seminole
Tim Funderburk	City of St. Petersburg Engineer & Capital Improvements
Lucy Fuller	City of Dunedin Planning Department
Hetty Harmon	Indian Rocks Beach
Frances Leong	City of Largo
Anthony Matonti	TBARTA
Michele Parisano	City of Oldsmar (Alternate)
Joan Rice, Chair	Pinellas County Public Works Traffic
Marcello Tavernari	City of Dunedin
Mike Taylor	City of Gulfport

Others Present

Brian Beaty	FDOT District 7
Kathy Gademer	Pinellas Park Planning Department (Alternate)
Richard Perez	City of Largo Planning
Patricia McNeese	City of Tarpon Springs
Katie Agoado	City of Dunedin
Whit Blanton	Forward Pinellas
Al Bartolotta	Forward Pinellas
Robert Feigel	Forward Pinellas
Sarah Caper	Forward Pinellas
Sarah Ward	Forward Pinellas
Marc Hanger	Forward Pinellas
Chelsea Favero	Forward Pinellas
Maria Kelly	Forward Pinellas

1. CALL TO ORDER

Vice-Chair Heather Sobush, called the meeting to order and asked everyone to introduce themselves.

2. APPROVAL OF SUMMARY

The summary of the October 25, 2017 meeting was approved as provided with no corrections.

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

There were no TIP amendments.

4. TRANSPORTATION IMPROVEMENT PROGRAM

Robert Feigel, Forward Pinellas staff, gave an update on the Transportation Improvement Program (TIP). The TIP contains project descriptions, schedules, and corresponding funding allocations for the 25 local governments of Pinellas County, the Florida Department of Transportation (FDOT), the Pinellas Suncoast Transit Authority (PSTA), the Tampa Bay Area Regional Transit Authority (TBARTA), local airports, and the Port of St. Petersburg. The projects include new construction, reconstruction, capital purchases, and maintenance work associated with roads, sidewalks, trails, transit services, airports, the Port of St. Petersburg, and the Transportation Disadvantaged Program. The TIP also identifies the Forward Pinellas priority lists which are required by law to be included in the TIP in order to receive state and federal funding. The TIP is being updated to incorporate the work programs of the local governments, which have a different fiscal year than the state and therefore are brought into the TIP on a different schedule than FDOT projects. Questions were taken and appropriately answered. A motion was made by a Caroline Lanford for the Forward Pinellas Board to approve the Transportation Improvement Program (TIP) updates. It was seconded by Danny Taylor and passed unanimously.

5. ST. PETERSBURG COMPLETE STREETS IMPLEMENTATION PLAN

Cheryl Stacks, City of St. Petersburg, presented the City's Complete Streets Implementation Plan. The elements of the plan include design criteria such as target speeds for roadway design, modal priorities, preferred facility types, innovative treatments, maintenance of traffic, and prioritization of capital projects. Ms. Stacks explained the preferred recommendation for wider sidewalks, and separated bicycle facilities, and that comfort and equity of facilities would be important considerations. By identifying low stress roadways for bicyclists, especially with the City's existing grid system, neighborhood greenways can be developed and enhanced with wayfinding. There were comments, with discussions regarding economic development, and future transit development. Questions were taken and appropriately answered.

6. SR 60 MULTIMODAL IMPLEMENTATION PLAN

Sarah Ward, Forward Pinellas staff, reviewed the SR 60 Multimodal Implementation Plan recommendations with the committee. In September, the committee received a presentation by Jacobs, covering the recommendations for the SR 60 Multimodal Implementation Plan. In summary, the SR 60 plan includes Druid Road, Gulf to Bay Boulevard and Drew Street (in addition to north/south connections); looking at transit service from Clearwater Beach to Tampa International Airport; other things considered were population, employment, density, crash data and existing and future land use to align with FDOT Complete Streets Context Zones. Summary tables listing short term and long term project recommendations, were included in the agenda packs. Ms. Ward noted there was a request made by the BPAC to include grade-separated trail crossings along the corridor. Questions were taken and appropriately answered. A motion was made by Cheryl Stacks to endorse the plan recommendations. A second was made by Danny Taylor and passed unanimously.

7. 2017 LEVEL OF SERVICE DATA

Marc Hanger, Forward Pinellas staff, updated the committee on the 2017 Level of Service Data (LOS). At the end of the LOS presentation to the TCC in October, Mr. Hanger stated he would return to the TCC if there were any changes to the LOS Report. There were two map corrections to traffic volumes from the last draft LOS Report given and Mr. Hanger reviewed the map corrections with the committee. In the previous draft, US 19, from Sunset Point to SR 580 and I-275, from I-175 to 22nd Avenue, didn't populate properly. This is the only change to the October draft report. Questions were taken and appropriately answered. Cheryl Stacks made a motion to approve the LOS Facilities tables and maps with the understanding that the Level of Service analysis measures may be updated in coordination with the TCC. The motion was seconded by Danny Taylor and passed unanimously.

8. ELECTION OF OFFICERS

Chelsea Favero, Forward Pinellas staff, addressed the committee regarding the by-laws requiring yearly elections of Chair and Vice-Chair to the committee. Ms. Favero opened the floor for nominations, as well as express the current Chair and Vice-Chairs willingness to serve another year. Cheryl Stacks made a motion for Joan Rice to service another year as Chair and Heather Sobush to serve another year as Vice-Chair. It was seconded by Caroline Lanford and passed unanimously.

9. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas Update

Chelsea Favero, Forward Pinellas staff, provided an update on the SPOTLight Emphasis Areas. The Scope for the Gateway Area Plan was received and once reviewed by staff, it will go out to all the funding partners for response and approval. From Al Bartolotta, Forward Pinellas staff, 34th Street study to look at lane elimination from 22nd Avenue South to 54th Avenue South and the impacts, will get under way shortly. The Express Bus study, looking at a concept plan, will come back to the committee in January with an update.

B. Board Action Sheet – attached

C. Traffic Fatalities Map – attached

D. 2018 Meeting Schedule – attached

E. Tentative Future Agenda Topics

- Congestion Management Process
- Performance Measures – by February
- US 19 Express Bus Study
- US 19 Improvements at Gandy Boulevard
- Unified Planning Work Program
- Trend Projections 2045 – socioeconomic data (employment and occupation data)
- Environmental Justice Area's

10. OTHER BUSINESS

Ajaya Satyal, Pinellas County Air Quality Division – 2014/2016 Ozone standards were issued on November 6th. Pinellas County and all other counties in Florida meet the air quality standards for ozone. Air Quality division currently has three measuring sites: one in the Azalea area of St. Petersburg, one in Clearwater and another in East Lake.

11. ADJOURNMENT- 3:13pm

Technical Coordinating Committee – January 24, 2018

3. Transportation Improvement Program Amendments



SUMMARY

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

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

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

SUMMARY

Complete Streets are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. The Forward Pinellas Complete Streets Program is in its second year, and provides competitive funding for both the planning and construction of complete streets projects countywide. This year, the program will award up to \$100,000 for a concept planning project in fiscal year (FY) 2018/19, and up to \$1,000,000 for a construction project with funding available beginning in FY 2023/24.

Between October 9 and December 15, 2017, Forward Pinellas issued a call for local governments to submit applications for funding of Complete Streets projects in their communities. We received a total of four applications, two for concept planning and two for construction:

- The City of Dunedin is requesting \$100,000 to develop a Complete Streets Concept Plan for Skinner Boulevard from U.S. Alternate 19 to Bass Boulevard.
- The City of Largo is requesting \$1,000,000 in construction funding for Rosery Road between Missouri Avenue and Eagle Lake Park.
- The City of Oldsmar is requesting \$1,000,000 in construction funding for St. Petersburg Drive from East Dartmouth Avenue to Bayview Boulevard.
- The City of St. Petersburg is requesting \$60,000 in planning funding for the southern half of the South St. Petersburg Community Redevelopment Area, bounded by 49th Street S, 13th Avenue S, 3rd Street S, and 30th Avenue S.

Forward Pinellas staff has reviewed all submitted applications and invited all applicants to come to both the Technical Coordinating Committee and the Planners Advisory Committee this month to provide a presentation on their projects and answer any questions from committee members. Forward Pinellas staff will be asking for volunteers from members of both committees, who are not representing agencies that submitted applications, to sit on a Complete Streets Subcommittee to review the applications and develop a recommendation for funding. The recommendation for funding will be brought to the Forward Pinellas Board at its March 14, 2018 meeting for review and approval, with funding awarded after July 1, 2018.

All applications are posted online for your review at: <http://forwardpinellas.org/projects/complete-streets/>

ATTACHMENT(S): None

ACTION: None required; informational item

SUMMARY

The Florida Department of Transportation has requested an amendment to the 2040 Long Range Transportation Plan (LRTP) to adjust the project description and total project cost for the replacement of the Howard Frankland Bridge. In order for a project to be eligible for state and federal funding, the project must be included in the LRTP and have an accurate project description. The adopted LRTP includes the replacement of the Howard Frankland Bridge already, but describes the project as being a bridge replacement without adding capacity, as was the plan during the development of the 2040 LRTP. The revised plans for the bridge replacement include the addition of two express lanes in each direction, as well as the addition of a multiuse trail along one side of the structure. Amendments to the LRTP are necessary to include these additional elements of the new bridge, as well as to revise the project cost estimate, which increased because of these additional elements, to ensure the continued cost feasibility of the Plan.

In addition to the Howard Frankland Bridge amendments, amendments are being made to the LRTP to remove the planned improvements to U.S. 19 from South of Lake Street to the Pasco County Line. The City of Tarpon Springs has requested that FDOT reconsider future plans for the construction of interchanges along U.S. 19 through the city of Tarpon Springs, asking for additional evaluation of the need for the interchange improvements, while expressing concern for the potential economic impact to land uses along the corridor. These interchanges were included in the Unfunded portion of the LRTP and therefore do not affect the cost feasibility of the Plan, but are being removed to ensure the project does not move forward without sufficient time to further evaluate the scale and need for the project. Forward Pinellas has committed to continuing to work with the City of Tarpon Springs and FDOT during the development of the 2045 LRTP to ensure that any improvements identified for this stretch of roadway reflect both the transportation and economic needs of the city and region.

ATTACHMENTS: Strikethrough Amended Pages
Amendment # 2 – Appendix E

ACTION: Recommendation of approval of the amendments to the 2040 Long Range Transportation Plan

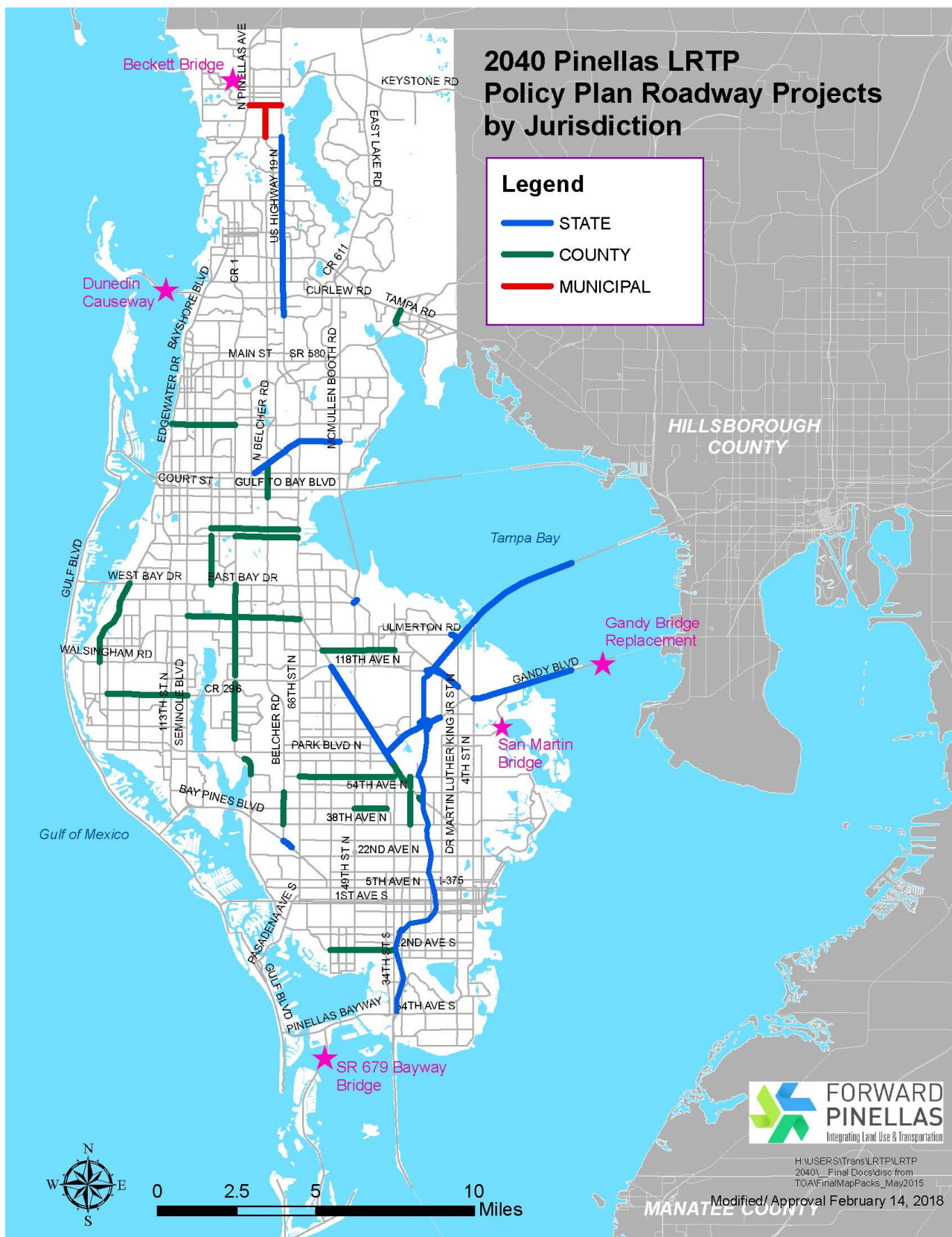
**Table 5-1
Committed Roadway Projects (2015–2019)**

Project Number	Facility	From	To	Existing	Committed
1	43rd St N Extension	118th Ave N	40th St	N/A	4D
2	Burbank Rd	Douglas Rd	Tampa Rd	N/A	2U
3	Douglas Rd	Commerce Blvd	Racetrack Rd	2U	2D
4	Forest Lakes Blvd	Pine Ave	Racetrack Rd	2D	4D
5	Haines Rd	60th Ave N	54th Ave N	2U	2E
6	I-275 (Howard Frankland Southern Bridge replacement) Replacement of NB Howard Frankland Bridge ¹	SR 687 (4th St N)	N of Howard Frankland	4F	4F replacement 8F/4E (express lanes) + Multi-use Trail
7	SR 682 Bayway Bridge	E of SR 699 (Gulf Blvd)	W of SR 679	2D	4D
8	SR 686 (Roosevelt Blvd)	SR 688 (Ulmerton Rd)	28th St N	4D	6D
9	SR 686 (296 Connector)	E of 40th St	E of 28th St	N/A	4P
10	SR 686 (296 Connector)	E of 34th St	W of 28th St	N/A	4P
11	SR 686	N of Ulmerton Rd	E of 40th St	N/A	4P
12	SR 686	At 49th St Interchange	N/A	N/A	4P
13	SR 686	49th St Bridge/Roosevelt Blvd	N of SR 688 (Ulmerton Rd)	4D	4P + 2O each side
14	SR 686	US 19 (SR 55)	SR 686 at 40th St	6D	4P + 2O/3O each side
15	SR 694 (Gandy Blvd)	E of 4th St	W of 9th St (16th St)	4D	4P + 2Aux
16	Starkey Rd	84th Lane N	Flamevine Ave	4D	6D
17	Ulmerton Rd	Lake Seminole Bypass	Wild Acres Blvd	4D	6D
18	Ulmerton Rd	E of 49th St	W of 38th St	4D	6D
19	Ulmerton Rd	W of 38th St	W of I-275	4D/6D	6D
20	US 19 (SR 55)	Sunset Point Rd	Countryside Blvd	6D	6P
21	US 19 (SR 55)	SR 60/Gulf to Bay Blvd	Whitney Rd	6D	6P
22	US 19 (SR 55)	N of SR 580 (Main St)	Northside Dr	6D	6P
23	Park St.	Tyrone Blvd	54th Ave N	4D	4D + E
24	Starkey Rd	Bryan Dairy Rd	@Intersection	-	-

*'U' is Undivided; 'D' is Divided; 'P' is Partially Controlled Access; 'F' is Freeway; 'AUX' is Auxiliary Lanes; 'O' is One Way; and 'E' are Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, setbacks, drainage, and other improvements.

¹Includes \$25 million to enhance the replacement structure for future rail.

PD&E on I-275 (SR93) from South of 54th Ave. S. to North of 4th St. N. is underway, and is not reflected in the map.



Map 5-3: 2040 Policy Plan Roadway Projects

Modified 11/9/2016

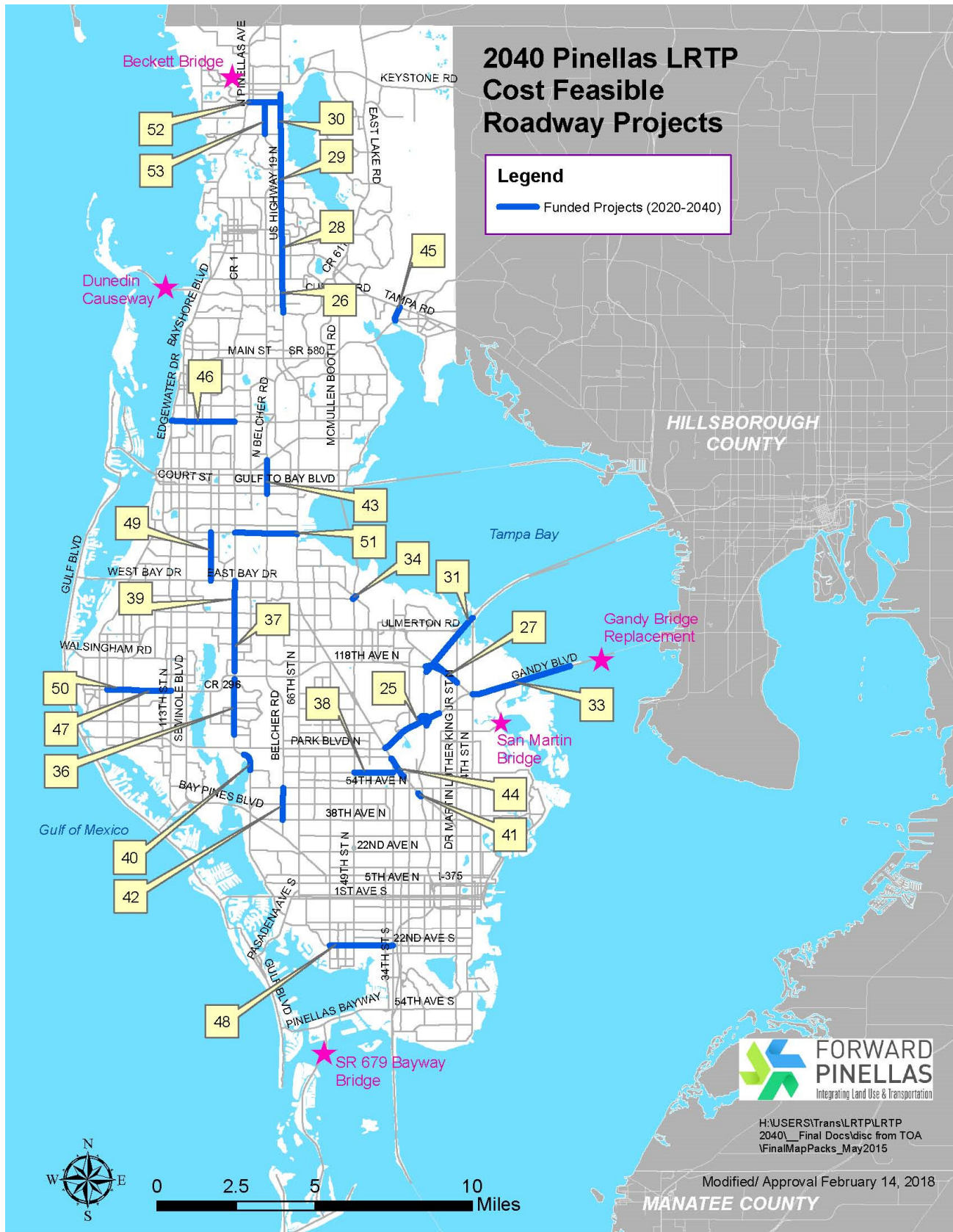
Table 5-5
Prioritization of State Roadway Projects

Priority	State Project Prioritization List	Improvement	Score
1	SR 694 (Gandy Blvd) from US 19 (SR 55) to E of I-275 (SR 93)	6D to 6D+E	9
2	US 19 (SR 55) from Northside Dr to N of CR 95 (Curlew Rd Interchange)	6D + 2Aux to 6P	8
3	SR 686 (Roosevelt Blvd) Stage 3 of 6, W of I-275 Interchange to SR 686 (Roosevelt Blvd) W of 9th St	NA to 4P	8
4	US 19 (SR 55) from N of CR 95 to N of Nebraska Ave (Tampa & Nebraska Interchange)	6D + 2Aux to 6P	7
5	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Alderman Interchange)	6D + 2Aux to 6P	7
6	Howard Frankland Bridge from 4th St to Pinellas County Line	2Aux + Transit Option	6
7	US 19 (SR 55) from S of Timberlane Rd to S of Lake Street (Klosterman Interchange)	6D + 2Aux to 6P	5
8	I-275 Express Lanes from S. of SR 694 (Gandy Blvd.) to 4th St/west end of Howard Frankland Bridge	6/8F to 6/8F + 2Aux	5
9	US 19 (SR 55) from S of Lake St to Pinellas Trail (Tarpon Interchange)	6D + 2Aux to 6P	4
10	I-275 Ramp NB I-275 to WB Ulmerton	NA to 2F	4
11	US 19 (SR 55) from Pinellas Trail to Pasco County Line	6D + 2Aux to 6P	4
12	SR 694 (Gandy Blvd) from E end of 4th St N to W end of Gandy Bridge (Brighton Bay Interchange)	4D to 4P	2
13	I-275 at 31st St Interchange	2F (modify interchange)	1
14	Tyrone Blvd Overpass Removal/Trail Overpass Construction	4D at Grade + Trail Overpass	1

'D' = Divided; 'F' = Freeway; 'AUX' = Auxiliary Lanes ; 'U'=Undivided

'P' = Access controlled by ramps from frontage roads with interchanges at some intersections

'E' = Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter



Map 5-6: 2040 Cost Feasible Roadway Projects

Table 5-8
2040 Roadway Projects: State Roads

Map Number	Project Name and Limits	Improvement Type	Committed	Project Phase and Cost (YOE)	Timeframe
25	SR 694 (Gandy Blvd) from US 19 (SR 55) to E of I-275 (SR 93)	6D to 6D +E	PE: Committed ROW: Committed	CST: \$25,740,000 (OA)	2020-2025
26	US 19 (SR 55) from Northside Dr to N of CR 95 (Curlew Rd Interchange)	6D + 2Aux to 6P	PE: Committed ROW: n/a	CST: \$223,532 (SIS)	2020-2025
27	SR 686 (Roosevelt Blvd) Stage 3 of 6, W of I-275 Interchange to SR 686 (Roosevelt Blvd) W of 9th St	NA to 4P	PE: Committed ROW: n/a	CST: \$142,315,045 (TMA/OA)	2020-2025
28	US 19 (SR 55) from N of CR 95 to N of Nebraska Ave (Tampa & Nebraska Interchange)	6D + 2Aux to 6P	PE: Committed ROW: n/a	CST: \$202,400,000 (SIS)	2031-2040
29	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Alderman Interchange)	6D + 2Aux to 6P	PE: Committed	CST: \$125,942,593 (OA) CST: \$112,455,830 (TMA/OA)	2026-2030 2031-2040
30	US 19 (SR 55) from S of Timberlane Rd to S of Lake Street (Klosterman Interchange)	6D + 2Aux to 6P	ROW: n/a	PE: \$15,741,000 (SIS) \$207,677,400 (TMA/OA)	2026-2030 2031-2040
31	I-275 Express Lanes from S. or SR 694 (Gandy Blvd.) to 4th St/W end of Howard Frankland Bridge	6/8F to 6/8F + 2Aux	PE: Committed ROW: n/a	CST \$80,705,938 (SIS)	2020-2025
32	US 19 (SR 55) from S of Lake Street to Pinellas Trail (Tarpon Interchange)	6D + 2Aux to 6P	ROW: N/A	PE: \$12,641,000 (SIS) CST: \$169,042,700 (OA)	2026-2030 2031-2040
33	SR 694 (Gandy Blvd) from E end of 4th St North to West end of Gandy Bridge (Brighton Bay Interchange)	4D to 4P	PE: Committed	CST: \$57,750,000 (TMA) CST: \$24,625,000 (OA)	2026-2030 2031-2040
34	SR 686 at 49th St	N/A to 2 lane bridge	PE: Committed ROW: Committed	CST: \$64,888,000 (SIS)	2026-2030
35 (un-mapped)	I-275 study, from 54th Ave S to N of 4th St N	Study		Study: \$13,992,000 (SIS)	2026-2030

Note: Scope for all I-275 projects may be adjusted as a result of the PD&E currently underway .

¹Includes the widening of the Howard Frankland Bridge northbound structure to accommodate a dedicated transit facility. Phasing of auxiliary lanes dependent upon the modification of the SR 60/I-275 Interchange, and may come before the transit improvements on the structure.

PE = Preliminary Engineering, ROW = Right of Way Acquisition, CST = Construction

'P' = Access controlled by ramps from frontage roads with interchanges at some intersections

'U' = Undivided; 'D' = Divided; 'P' = Partially Controlled Access; 'F' = Freeway; 'AUX' = Auxiliary Lanes; 'O' = One Way;

'E' = Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter

Modified 12/9/2015

Table 5-8 (Continued)
2040 Roadway Projects: State Roads

Map Number	Project Name and Limits	Improvement Type	Committed	Project Phase and Cost (YOE)	Timeframe
N/A	US 19 (SR 55) from Pinellas Trail to Pasco County Line	6D + 2Aux to 6P	ROW: Committed	PE: \$10,317,239 (TMA) CST: \$52,660,000	2020-2025 N/A
N/A	Howard Frankland Bridge from 4th St to Pinellas County Line ¹	2Aux + Transit Option	PE: Committed ROW: Committed	CST: \$567,875,878	N/A
N/A	I-275 Ramp NB I-275 to Westbound Ulmerton	NA to 2F	PE: Committed	ROW: \$53,590,996 CST: \$53,590,996	N/A
N/A	I-275 at 31st St Interchange	2F (modify interchange)		PE: \$17,811,000	N/A
N/A	Tyrone Boulevard Overpass Removal/Trail Overpass Construction	4D at Grade + Trail Overpass		PE: \$18,934,080	N/A
N/A	I-175 at 4th St.	Interchange Modification			N/A
N/A	I-275 from S. of 54th Ave. S to I-175, Segment A	Lane Continuity Improvements		ROW: \$4,400,000 CST: \$23,950,000	N/A
N/A	I-275 from I-175 to S. of Gandy Blvd, Segment B	Lane Continuity Improvements		ROW: \$1,580,000 CST: 71,640,000	N/A

TOTAL (funded) Cost: \$1,422,517,683

¹Includes the widening of the Howard Frankland Bridge northbound structure to accommodate a dedicated transit facility. Phasing of auxiliary lanes dependent upon the modification of the SR 60/I-275 Interchange, and may come before the transit improvements on the structure.

PE = Preliminary Engineering, ROW = Right of Way Acquisition, CST = Construction

'U' = Undivided; 'D' = Divided; 'P' = Partially Controlled Access; 'F' = Freeway; 'AUX' = Auxiliary Lanes; 'O' = One Way;

'E' = Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter

TMA = Transportation Management Area (federal funds); OA = Other Arterial (state funds); SIS = Strategic Intermodal System (state funds)

'N/A' in the Timeframe column denotes project phases that are not considered cost feasible before 2040 and costs are shown in Present Day dollars.

Modified 12/9/2015; 11/9/2016



Map 5-9: 2040 LTRP Unfunded Roadway Projects

6. Safety Performance Measures and Targets

SUMMARY

The Federal Highway Administration (FHWA) has shifted towards a performance-based, outcome-driven, process in recent years. FHWA now requires MPOs to adopt performance targets for defined safety measures, and to demonstrate progress towards meeting those targets on an annual basis. Progress is made towards the selected targets through the projects that Forward Pinellas programs in the Transportation Improvement Program (TIP) for funding. MPOs throughout the state have the option of supporting the performance targets that are set by the Florida Department of Transportation (FDOT), or setting their own. In 2017, FDOT set a statewide target of zero traffic deaths and injuries. While this is an aspirational goal that Forward Pinellas supports, the FHWA has encouraged the MPOs to set realistic, data-driven targets for all performance measures.

During a work session with the Board on January 12th, Forward Pinellas staff introduced the topic of performance targets for safety measures, and received an endorsement from the Board to set targets that are slightly aspirational in nature. Forward Pinellas staff is recommending that the targets adopted by the agency reflect a figure that is lower than the previous five years of data, but only slightly so. Forward Pinellas staff will provide an overview of the various safety performance measures and the recommended methodology for setting a target. In the coming months, staff will also be bringing this committee performance measures for system performance and bridge and pavement condition, along with recommended performance targets for those additional measures.

ATTACHMENT(S): Federally Required Performance Measures

ACTION: Review safety performance measures and recommend the Board approve selected performance targets

Federally Required Performance Measures

Safety

1. Number of fatalities
2. Rate of fatalities per 100 million VMT
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities
6. Number of non-motorized serious injuries

*5 year rolling average for all measures

System Performance

1. Percent of person-miles traveled on the Interstate that are reliable
2. Percent of person-miles traveled on non-Interstate NHS that are reliable
3. Percent change in tailpipe CO2 emissions on the NHS compared to calendar year 2017 level
4. Truck travel time reliability (TTR) Index (Interstate)

CMAQ

1. Annual Hours of Peak Hour Excessive Delay Per Capita
2. Percent of Non-SOV Travel
3. Total Emissions Reduction (nonattainment areas only)

Pavement Condition

1. Percentage of pavements on the Interstate system in good condition
2. Percentage of pavements on the Interstate system in poor condition
3. Percentage of pavements on the NHS (excluding the Interstate System) in good condition
4. Percentage of pavements on the NHS (excluding the Interstate System) in poor condition

Bridge Condition

1. Percentage of NHS bridges classified as in good condition
2. Percentage of NHS bridges classified as in poor condition

Transit Asset Management

1. Percent of revenue vehicles that have met or exceeded their useful life benchmark.
2. Percent of service vehicles that have met or exceeded their useful life benchmark.
3. Percent of facilities rated below 3 on the condition scale.
4. Percent of track segments with performance restrictions.

7. Clearwater Ferry Service



SUMMARY

The [Clearwater Ferry](#) is a passenger ferry service that has been operating for about two years. It provides access to Clearwater Beach while avoiding traffic congestion and parking issues at Clearwater Beach. Customers park for free in downtown Clearwater and take the ferry to one of [several locations](#) throughout the City of Clearwater.

Until recently, the Clearwater Ferry had not been operating long enough to provide sufficient transportation data about the ferry's service, ridership data, funding sources and plans for the future. Now that they have been in operation for a couple of years, however, they would like to share some of the types of data that other transit providers typically provide. This presentation highlights the water taxi as a viable multimodal form of transportation that helps Forward Pinellas improve beach access and reduce congestion.

ATTACHMENT(S): None

ACTION: Information only, no action required

SUMMARY

On August 7, 2015, the Board of County Commissioners acting as the Countywide Planning Authority adopted Ordinance 15-30 which repealed the Countywide Comprehensive Plan and replaced it with the Countywide Plan Strategies, Countywide Plan Map, and Countywide Rules, which together form the new Countywide Plan for Pinellas County. Since that time, the Countywide Rules were amended once on May 31, 2016 (Ordinance 16-31) to increase the amount of development rights that can be conveyed to a receiving parcel through the transfer of development rights (TDR) process, modification of the minimum threshold size of a Target Employment Center (TEC), and modification of the development rights for temporary lodging uses.

Since the new Countywide Plan has been in effect for over two years, Forward Pinellas staff and local government planners have been documenting sections that are vague, ambiguous, not achieving the intended purpose or are resulting in unintended consequences. These areas of the Countywide Plan were identified through discussions with the Planners Advisory Committee (PAC), the Forward Pinellas Board or by staff's administration and interpretation of the criteria and standards. Below is a general description of the areas under consideration and staff is seeking the Board's input on this draft list. With the Board's concurrence, staff will work with the PAC on amending these sections of the Rules and bring back a formal package of Countywide Plan amendments for review and recommendation to the Countywide Planning Authority (CPA) in early 2018.

DRAFT LIST OF PROPOSED COUNTYWIDE PLAN AMENDMENTS

- Transit-Oriented Land Use Vision Map {Land Use Goal 3.0}: Based on the input received at the Board Work Session, we are proposing to split the vision and regulatory elements of the Transit-Oriented Land Use Vision Map into two separate maps. We propose to change the current vision map to the "Countywide Plan Strategies Map" and maintain the current regulatory framework for applying higher densities and intensities surrounding certain corridor intersections (i.e., primary, secondary, supporting, regional) and transit station areas. We propose to use the map that was presented at the Board Work Session as the Countywide Vision Map to bring clarity and focus to our agency's goals and objectives. We are also proposing to keep the current premium transit alignment on the strategies map and add the alignment and station areas for the Pinellas Suncoast Transit Authority's (PSTA) Central Avenue Bus Rapid Transit (BRT) system.
- Amendments within Existing Special Centers {Section 6.5.4.3}: The Countywide Rules designate areas with previously approved Special Area Plans (SAP) as Special Centers which is a type of Activity Center. Most of these Special Centers contain several character districts that allow varying degrees of density and intensity. A local government must go through a Tier III review process in order to exceed the density or intensity standards (at the character district level) of the corresponding Activity Center subcategory for areas that do not meet the locational characteristics provisions. In some cases, the densities and/or intensities allowed under the SAP already exceed the allowances under the corresponding Activity Center subcategory and this approach limits a community's ability to adapt to market forces and achieve the purpose and intent of the SAP. One possible solution is to establish a cap for each Special Center that is based on the most dense/intense character district and allow other character districts within the Special Center to increase their allowances up to that cap. These amendments could be processed under the Type I or II review process.

- Hotel Density in Activity Centers {Section 2.3.3.14}: The Countywide Rules do not identify a rooms per acre or floor area ratio standard for hotels within Activity Centers. We are proposing to establish a standard for temporary lodging to provide clear guidance to our local government partners.
- Ancillary Non-Residential Uses {Division 8.2}: The Countywide Rules contain a very narrow definition of “ancillary non-residential uses” that limit the ability to establish a supporting use on a parcel of land. “Ancillary Non-Residential Uses” are defined as parking lots and dumpster enclosures and the intent should be broader. For example, a condominium development with a Residential Low Medium designation is limited to one acre of land that can be used for office and/or storage uses.
- Maximum Density/Intensity Provisions in Activity Centers {Table 2b}: The most dense/intense Activity Center, excluding Transit Station Centers, is the Major Center which allows up to 75 units per acre and a 2.5 maximum floor area ratio. Many buildings in some of Pinellas County’s downtown areas already exceed this standard and the Countywide Rules should provide a mechanism to allow continued urbanization through higher density and intensity allowances. One approach might be to raise the maximum allowable units per acre and floor area ratio by a specified amount or to allow Activity Centers to increase their density/intensity allowances by a certain percentage.
- Relevant Countywide Considerations {Section 6.5.3.1}: The Countywide Rules identify a roadway level of service “D” as the standard in reviewing the potential transportation impacts of land use amendments. We would like to explore a different way to consider transportation impacts on land use amendments which may include a multimodal facility-based analysis or other approach.
- Conversion Criteria for Employment or Industrial Designated Land {6.5.4.5}: We are proposing to clarify one of the criteria by adding reference to the amendment area’s proximity to the interstate highway system, international airport or functional rail line.
- Definitions {Division 8.2}: The Countywide Rules are vague in some areas and we are proposing to incorporate more definitions to provide clear guidance and direction.
- Submittal Requirements {Section 6.1.4.2}: The Countywide Rules only reference the submission of an application in order to begin the amendment process. There are other documents that we require including a copy of the local government staff report, local government ordinance, boundary survey (if applicable), development agreement (if applicable), etc. We further intend to clarify the submittal/review requirements for amendments to or within the Activity Center and Multimodal Corridor categories. We will also explore options for clearly delineating when we will require application of the Planning & Urban Design Criteria, transportation analysis, etc., and more in-depth analysis of minor land use amendments.
- Acreage Maximums {various sections}: The new Countywide Rules collapsed several land use categories and in doing so reduced the acreage maximums for some permitted uses that are subject to acreage thresholds. This has created numerous non-conforming situations around Pinellas County and we are proposing to evaluate the acreage maximums and make adjustments as necessary.
- Measurement of Mixed-Use Density and Intensity in Activity Centers {Section 4.2.3.3}: The Countywide Rules require that all mixed use projects calculate their respective proportion of density and intensity collectively. We will evaluate allowing mixed-use projects in Activity Centers to take advantage of the full residential and non-residential entitlements separately.
- Urban Agriculture {Division 8.2}: Demand is growing for the expansion of food production uses in urban environments including raising produce, poultry, fish, bees, etc. The Countywide Rules include two definitions (Agricultural Use and Community Garden Use) related to this type of use but these are very narrow in their scope and application. Forward Pinellas staff in collaboration with the City of St. Petersburg is exploring the future of urban agriculture in Pinellas County in an upcoming Knowledge Exchange Series study and we anticipate amending the Rules based on the findings of this effort.

ATTACHMENT(S): None

ACTION: None required; informational item only

Technical Coordinating Committee – January 24, 2018



9. A-F Information Items

A. SPOTLight Emphasis Area Update

Staff will provide an update of the SPOTLight Emphasis Areas.

B. Board Executive Summary – December 13, 2017

The December 13, 2017 Forward Pinellas Newsletter/Executive Summary is attached.

ATTACHMENT: Forward Pinellas Newsletter/Executive Summary – December 13, 2017

C. Board Executive Summary – January 10, 2018

The January 10, 2018 Forward Pinellas Newsletter/Executive Summary is attached.

ATTACHMENT: Forward Pinellas Newsletter/Executive Summary – January 10, 2018

D. Traffic Fatalities Map

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

ATTACHMENT: Traffic Fatalities Map

E. Gulf Coast Safe Streets Summit Flyer

ATTACHMENT: Gulf Coast Safe Streets Summit Flyer

F. Local Transportation Planning Activities for UPWP

ATTACHMENT: Letter to Cities

G. Tentative Future Agenda Topics

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

- US 19 Express Bus Study
- US 19 Improvements at Gandy Blvd.
- Unified Planning Work Program
- LRTP Amendment for Central Ave. BRT
- Complete Streets Program Funding Recommendation



Executive Summary, 12.13.17 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](#).

Jim Kennedy's Last Meeting

- This was Board Member Jim Kennedy's last meeting due to term limits on the St. Petersburg City Council. Each board member spoke in appreciation and recognition of his accomplishments on the board. Thank you, Councilmember Kennedy, for your decade of service!

Discussion on Funding for Regional Transit

- The board discussed Councilmember Kennedy's request from the previous month that the Forward Pinellas Executive Director meet with the Pinellas County Administrator and their counterparts in Hillsborough County to discuss possible funding strategies for transit
 - FDOT is looking for a local commitment by the end of 2018 or mid2019 to fund the project that comes out of the Regional Transit Feasibility Plan
- Executive Director Whit Blanton met with Pinellas County Administrator Mark Woodard to discuss those possibilities
 - They discussed coordination with other counties, and Woodard is already speaking with his counterparts in Hillsborough and Pasco
 - Possibilities include a Memorandum of Agreement, among other funding strategies
 - Next steps include the TMA recommending priorities from the RTFP, as well as the MPOs then adopting priorities coming out of the plan. Conversations among potential local funding partners on capital and operating cost commitments would need to follow.
- Kennedy stated that his concern was if the outcome of the RTFP depends on the federal process, the project may never get done
 - Chairman John Morroni agreed to set a monthly item on the agenda to discuss the status of discussions regarding transit funding

SR 60 Multimodal Implementation Plan Update

- Consultants with Jacobs Engineering presented the SR 60 Multimodal Implementation Plan
 - The plan, which has taken shape over the past year, looks at ways to improve multimodal transportation and connections in the State Road 60 Corridor (including Drew Street and Druid Road)
- The plan included a prioritized list of 10 short-term strategies

- Two projects were included in the top priority of filling the Premium Express Transit network gap
 - 1a. Beach to TIA Express premium transit
 - The preferred alternative was a 7-day, 5 a.m. to midnight bus service on the Memorial Causeway with a total peak travel time of 52 minutes
 - The annual operating cost would be \$2.8M
 - The capital cost would be \$3.4M-\$4.9M
 - Ridership is estimated at 264,680 annually
 - 1b. Memorial Causeway Busway for trolleys and the planned TIA to Beach Express
 - This project is a vision for the roadway that incorporates Complete Streets principles and also makes a busway to the beach a priority, with a possible alternate lane to enable transit and emergency vehicles bypassing traffic in peak season
 - The capital cost was estimated at \$8.1M
 - FDOT is currently preparing the design for this project and is very early in the process
- Executive Director Whit Blanton noted that the study was not intended to look at cable-propelled or other above-ground forms of transit, but that Forward Pinellas would continue to work with FDOT's Mobility Innovation & Technology group to explore those issues
- The board voted to forward the plan to the City of Clearwater, which will make recommendations and send it back to the Forward Pinellas Board in a few months with any requested changes
 - Board Member Bill Jonson requested that the organization of the document be revised before sending to Clearwater

Coastal High Hazard Area Update

- The board heard a presentation on the Coastal High Hazard Area, which is the category 1 storm surge zone created by National Oceanic and Atmospheric Administration (NOAA)
 - This designation identifies the areas most vulnerable to wind and flooding
 - Uses such as nursing homes and mobile home parks are prohibited in these areas
- The model that the Coastal High Hazard Area is based on has changed this year and now covers a larger area
 - Does not include future effects of climate change and is just based on current conditions
 - St. Petersburg had the highest gain in the Coastal High Hazard Area of any city in Pinellas County
 - Update covers virtually 100 percent of barrier islands
 - Countywide, went from 24,000 acres covered by the Coastal High Hazard Area in 2010 to nearly 45,000 acres with this year's update
 - Evacuation zones have already been updated based on this data
- Understanding of potential worst-case scenarios for storm surge has increased - thus the larger hazard area
- Forward Pinellas is providing local map assistance/mapping data, and is working with local governments to update their comprehensive plans regarding sea level rise and disaster preparedness

West Bay Drive Complete Streets Status Update

- The board heard an update on the status of the West Bay Drive Complete Streets project
- The project, which resulted from a Forward Pinellas study that is being coordinated with a Pinellas County road resurfacing project, has met with some opposition from the affected communities
 - The original project concept would connect Belleair Causeway Bridge and the Pinellas Trail by reducing lane widths and adding bicycle-pedestrian accommodations
- The resurfacing is being put on hold while additional community input is gathered
 - Forward Pinellas representatives, including board members and the executive director, will be attending meetings and talking with members of the affected cities in coordination with Pinellas County Public Works to come to a consensus

Election of 2018 Officers & Representatives to Other Boards

- The Forward Pinellas Board officers for 2018 will remain the same
 - Commissioner John Morroni, Chair
 - Councilmember Doreen Caudell, Vice Chair
 - Vice Mayor Cookie Kennedy, Treasurer
 - Commissioner Dave Eggers, Secretary
- The board also chose members to represent Forward Pinellas on other boards:
 - The representatives to the MPOAC will remain unchanged (Doreen Caudell as the member with John Tornga and Cookie Kennedy as alternates)
 - The representatives to the TBARTA Chairs Coordinating Committee will be Doreen Caudell continuing as the alternate, with Darden Rice replacing Jim Kennedy as the representative
 - The representatives to the TMA Leadership Group will remain unchanged (Doreen Caudell, Dave Eggers and John Tornga), with Lari Johnson added as an alternate replacing Jim Kennedy

Transportation Improvement Plan Fall Update

- The board voted on the fall update of the TIP, which incorporates local capital improvement programs into the current TIP
 - Pinellas County presented an update on its capital improvement program
 - St. Petersburg City Council Member Jim Kennedy asked about the status of the San Martin Bridge replacement project, which he was told had been delayed due to the County Commission requesting a sea level rise assessment
 - Pinellas County Transportation Director Ken Jacobs clarified that this was a request for all bridge projects, and that the additional PD&E requirements of the sea level rise assessment may not affect the overall timeline for construction
 - Jacobs estimated that construction may start in early 2020

Proposed Amendments to the Countywide Rules

- Planning Division Manager Rodney Chatman presented a brief overview of proposed amendments to the Countywide Plan

- Updates would address issues with activity centers, administrative issues, and clarifying what is meant by scenic/non-commercial corridors
- Next steps include a workshop of the Planners Advisory Committee, a review of the full committee, and bringing it back to the Forward Pinellas Board for review in the spring

Other Items

- The board heard a presentation on “Finding the Missing Middle” of housing in Pinellas County
 - The project is the latest in the Knowledge Exchange Series, and a blog post, video and more resources are up on the [Forward Pinellas website](#)
- Leaders from the Suncoast League of Cities gave a brief overview of a proposed Transportation Advisory Group, which would be made up of municipal members and advocate for specific transportation projects
 - The group will bring a more detailed proposal back after presenting to the TMA Leadership Group in January

Upcoming Dates

- [Forward Pinellas Board Work Session, January 12, SPC Clearwater Campus](#)
- [TMA meeting and Regional Transit Feasibility Plan workshop, January 19, PSTA](#)



Executive Summary, 1.10.18 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](#).

The board heard a presentation from PSTA staff and City of Clearwater staff on Clearwater Beach transit and related projects.

- PSTA discussed the status of several beach-related projects:
 - Spring Break Park and Ride 2018
 - Returning from Feb. 19-April 29, collaborating with Clearwater Ferry and others to market
 - The future Clearwater Beach to TIA express
 - A top 2018 legislative priority request, requesting \$2.2M annually
 - Clearwater Beach Transit Center
 - Will accommodate one-seat rides on the trolleys from Dunedin and Tarpon Springs to the beach, prepares for TIA express, bay will be open for February service with canopy constructed after Spring Break
 - Memorial Causeway Bridge Bus Way
 - FDOT conducting design study, would include an exclusive lane for bus service
 - Clearwater Intermodal Center
 - Planning and design phases already funded to replace the Park Street Transfer Center, site selection analysis is complete
- The City of Clearwater discussed plans to update the Clearwater Beach Roundabout
 - Improvements include:
 - New fencing
 - A pedestrian crosswalk with a signal across Causeway Boulevard
 - Removing the pavers surrounding the center island that pedestrians often think is a sidewalk

TBARTA Executive Director Ramond Chiamonte presented an update on the MPO regional coordination structure research and best practices project study.

- The study, which considers best practices for regional coordination among MPOs, is in Phase 1 and moving into Phase 2
 - Phase 1 addresses the question of “Who are the MPOs” and defines what regionalism for Tampa Bay looks like
- The study builds on a workshop held at Collaborative Labs in May 2017
 - A second collaborative lab is tentatively scheduled for May 18, 2018
 - A third workshop will be held in September, with the study wrapping up by the end of the year

- The study will examine the feasibility of an MPO merger and also build consensus for best models for regional coordination
 - This led to some discussion of the schedule for any possible merger and the caveat that it would take time to change the structure of MPOs and would not be immediate upon completion of the study
 - Any changes to the structure of an MPO would need to be decided on by each respective MPO board and the Governor
- The project study management team meeting schedule is available [on the TBARTA website](#)

The board discussed a legislative position statement from the board's Legislative Subcommittee.

- The board approved sending a legislative position statement to the Pinellas Legislative Delegation
 - The letter included the following positions:
 - Clarify the Tampa Bay Area Regional Transit Authority's (TBARTA's) role and responsibilities relative to the system planning and project priority setting responsibilities of metropolitan planning organizations
 - Develop and provide funding for a regional express transit network that provides competitive travel times to get workers to their destinations throughout Tampa Bay
 - Adapt existing state transportation funding sources to recognize the increasing need for transit in fast-growing or established urbanized areas
 - Make texting while driving a primary offense
 - Postpone any changes to the organizational structures of MPOs until after the conclusion of the regional coordination structure research and best practices project study
 - Support the continuation of Community Redevelopment Agencies (CRAs) as a local economic development tool
 - During the meeting, the board approved adding a position on voicing concerns for a bill that would restrict local government authority over dockless bike sharing entities
- The board also discussed the rectangular rapid flashing beacons (RRFBs) and authorized the executive director to write a letter in support of them if needed.
 - The Federal Highway Administration recently prohibited the construction of new projects with the flashing beacons due to a patent held on the devices
 - The board authorized a possible letter to be drafted when deemed appropriate supporting these beacons due to their effectiveness in pedestrian safety projects

Forward Pinellas staff presented an update on both the Complete Streets Grant Program and the Planning & Place-Making Grant Pilot Program.

- Each program received four applications
- The board will receive recommendations for which projects to award funding in March

Upcoming Dates

- [Gulf Coast Safe Streets Summit, Feb. 27, 2018](#)

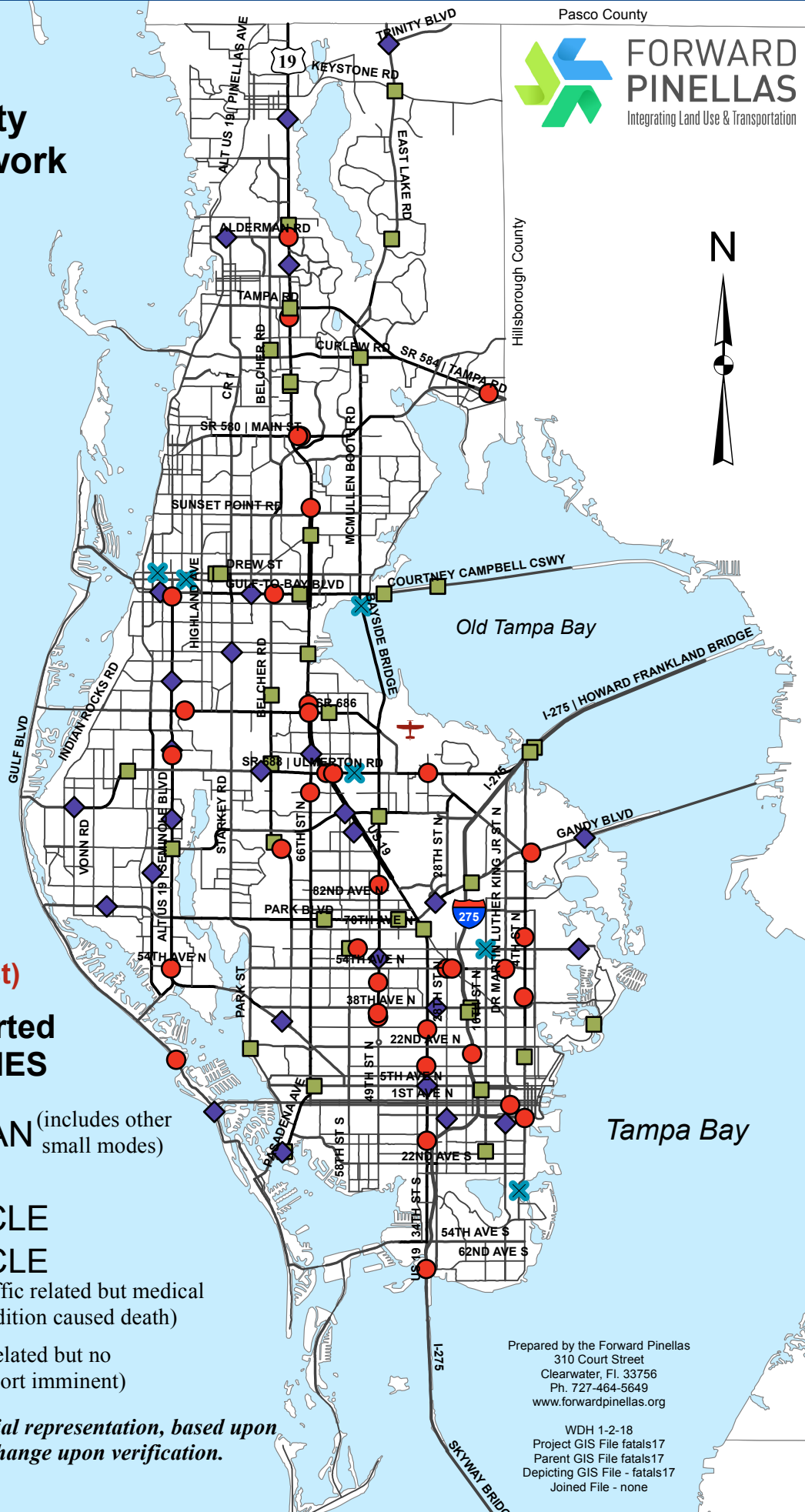
Pinellas County Major Road Network

Pasco County



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Gulf
of
Mexico



YEAR 2017
(thru December 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)

Tampa Bay

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

Prepared by the Forward Pinellas
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Clearwater, FL 33756
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WDH 1-2-18
Project GIS File fatalities17
Parent GIS File fatalities17
Depicting GIS File - fatalities17
Joined File - none

PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru December 31, 2017

115 FATALITIES INCLUDING MEDICAL INCIDENTS *

115 FATALITIES EXCLUDING MEDICAL INCIDENTS

109 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS *

109 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

41 AUTO-VEHICLE FATALITIES

35.7% (medical crashes not included)

38 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

30 MOTORCYCLE FATALITIES

26.1% of all traffic fatalities

28 MOTORCYCLE CRASHES (fatal)

6 BICYCLE FATALITIES

5.2% of all traffic fatalities

6 BICYCLE CRASHES (fatal)

38 PEDESTRIAN FATALITIES

33.0% of all traffic fatalities (includes other small modes)

37 PEDESTRIAN CRASHES (fatal)

74 VULNERABLE USER FATALITIES

71 VULNERABLE USER CRASHES (fatal)

64.3% Vulnerable/total fatalities

(medical crashes not included)

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	088F17	62ND AVE N	16TH ST N (delayed fatality)	BIC	9/18/2017	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	3151 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	075F17	ULMERTON RD	CORAL WAY	MC	8/8/2017	1
1	080F17	N MISSOURI AVE	ROSEY RD (scooter)	MC	8/20/2017	1
1	082F17	GULF-TO-BAY BLVD	S HERCULES AVE	MC	8/31/2017	1
1	086F17	49TH ST N	58TH AVE N	MC	9/18/2017	1
1	090F17	US19 HWY	MANGO ST	MC	9/29/2017	1
1	091F17	BRYAN DAIRY RD	JUST W OF US19 HWY	MC	9/30/2017	1
1	094F17	KEENE RD	BELLEAIR RD	MC	10/20/2017	1
1	099F17	GULF BLVD	104TH AVE	MC	11/13/2017	1
1	101F17	66TH ST N	142ND AVE N	MC	11/23/2017	1
1	103F17	DR MARTIN LUTHER KING ST S	JUST N OF 8TH AVE S (scooter)	MC	11/26/2017	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 130TH 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	083F17	54TH AVE N	28TH ST N (delayed fatality)	PED	5/7/2017	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	7/22/2017	1
1	072F17	15T AVE S	8TH ST S (delayed fatality)	PED	7/28/2017	1
1	070F17	US19 HWY	ALDERMAN RD	PED	7/31/2017	1
1	073F17	S MISSOURI AVE	NEAR TURNER ST (delayed fatality)	PED	8/4/2017	1
1	081F17	US 19 HWY	ROOSEVELT BLVD	PED	8/23/2017	1
1	084F17	4TH ST S	5TH AVE S (delayed fatality)	PED	8/27/2017	1
1	087F17	US19 HWY	JUST N OF SUNSET POINT RD	PED	9/20/2017	1
1	089F17	4TH ST N	6600 BLOCK	PED	9/27/2017	1
1	096F17	BELCHER RD	10300 BLOCK PINELLAS PARK	PED	11/1/2017	1
1	097F17	54TH AVE N	HAINES RD	PED	11/1/2017	1
1	100F17	34TH ST S	1400 BLOCK	PED	11/3/2017	1
1	098F17	GULF-TO-BAY BLVD	JUST E OF BELCHER RD	PED	11/7/2017	1
1	102F17	49TH ST N	3500 BLOCK	PED	11/26/2017	1
1	106F17	34TH ST N	2900 BLOCK	PED	12/11/2017	1
1	107F17	SEMINOLE BLVD	53RD AVE N	PED	12/14/2017	1
1	108F17	49TH ST N	8800 BLOCK	PED	12/27/2017	1
1	109F17	SEMINOLE BLVD	1799 BLOCK	PED	12/27/2017	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 DR	VEH	2/16/2017	1
1	015F17	58TH ST N	62ND AVE N	VEH	2/18/2017	1
1	016F17	SR688 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	4/22/2017	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	071F17	US19 HWY	BELLEAIR RD (delayed fatality)	VEH	7/9/2017	1
1	068F17	PARK BLVD	43RD ST N	VEH	7/18/2017	1
1	074F17	TAMPA RD	US 19 HWY	VEH	8/6/2017	3
1	076F17	PARK ST N	2100 BLOCK	VEH	8/12/2017	1
1	078F17	SR688 ULMERTON RD	1215T ST N (unborn baby fatality)	VEH	8/16/2017	1
1	077F17	COURTNEY CAMPBELL CSWY	PINELLAS SIDE OF BRIDGE	VEH	8/17/2017	1
1	079F17	US 19 HWY	70TH AVE N	VEH	8/19/2017	1
1	085F17	BELCHER RD	75TH ST N	VEH	9/17/2017	1
1	092F17	DREW ST	DUNCAN AVE	VEH	10/2/2017	1
1	093F17	BELCHER RD	NEAR GROVE PLACE	VEH	10/9/2017	1
1	095F17	I-275	S OF 38TH AVE N	VEH	10/31/2017	1
1	104F17	US19 HWY (northbound service rd)	SR 590	VEH	11/29/2017	1
1	105F17	US19 HWY	VIA GRANADA (Doral Village)	VEH	12/1/2017	2

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.



Gulf Coast Safe Streets Summit

Encouraging the implementation of
Complete Streets that are safe and
accessible for all!

This event brings people from across the Gulf Coast to learn about transportation safety from one another and from national leaders. As we elevate our individual efforts, sister communities will work together to create cohesive linkages and make a difference in the region.

All modes.

All ages.

All abilities.

Register for \$60
tinyurl.com/gulfcoastsummit

February 27, 2018
8:30am - 6:30pm

Glazer Children's Museum
110 W Gasparilla Plaza, Tampa 33602



Join us for the first-ever Gulf Coast Safe Streets Summit!

Speakers include:

Rick Kriseman, Mayor, St. Petersburg, FL

Leah Shahum, President, Vision Zero Network

Ryan Gravel, Founder, Atlanta Beltline

David Gwynn & L. K. Nandam
FDOT District Secretaries

Melissa Wandall, President, National Coalition for
Safe Roads

Laura Cantwell, AARP Florida

Schedule:

- 08:30 - Optional Walk/Cycle on the Riverwalk,
led by Tampa By Bike (TampaByBike.com)
- 10:00 - Opening Address
- 10:30 - Mayors Panel
- 12:00 - Lunch and Keynote
- 01:30 - Advocates Panel
- 02:45 - Secretaries Panel
- 05:00 - Reception & Awards at Franklin Manor,
912 N Franklin Street



planhillsborough.org/gulf-coast-safe-streets-summit





January 18, 2018

Dear Technical Coordinating Committee Members:

Forward Pinellas, as the metropolitan planning organization for Pinellas County, is developing the Unified Planning Work Program (UPWP) for state fiscal years 2018/19 and 2019/20. The UPWP includes state and federal transportation planning activities and associated funding. It must also list local transportation planning projects (e.g. studies, research, data collection) anticipated to occur from July 1, 2018 through June 30, 2020. If your agency is expecting to conduct any transportation planning activities, please provide the information listed below to Sarah Caper (scaper@forwardpinellas.org) by February 12, 2018.

1. Name of the activity and a short description of the work to be accomplished
2. The cost, or approximate cost, of the activity
3. The source(s) of funding used to pay for the study
4. Which municipality/agency is conducting the study

An example project that involves local transportation planning funds is the Gateway/Mid-County Area Master Plan, which has already been accounted for in the development of the FY 2018/19 and 2019/20 UPWP.

Thank you,

Sarah Caper, AICP
Principal Planner