



**CITIZENS ADVISORY COMMITTEE
(CAC) AGENDA**

January 25, 2018 – 7:00pm
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** (7:00 - 7:03)
2. **APPROVAL OF MINUTES** (7:03 - 7:05)
3. **FORWARD PINELLAS ACTIONS** (7:05 - 7:10)
4. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS** (7:10 - 7:15) – Presenter: FDOT Staff
5. **AMENDMENTS TO THE 2040 LONG RANGE TRANSPORTATION PLAN** (7:15 - 7:25) – Presenter: Forward Pinellas Staff
6. **CLEARWATER FERRY PRESENTATION** (7:25 – 7:45) – Presenter: Clearwater Ferry Staff
7. **COMPLETE STREETS PROGRAM UPDATE** (7:45 - 7:55) – Presenter: Forward Pinellas Staff
8. **PERFORMANCE MEASURES AND TARGETS** (7:55 - 8:10) – Presenter: Forward Pinellas Staff
9. **MAJOR PROJECTS UPDATE** (8:10 - 8:30) – Presenter: FDOT Staff
10. **FOLLOW-UP ON CAC SUBCOMMITTEE** (8:30 - 8:40) – Presenter: Forward Pinellas Staff
11. **CAC MEMBER ATTENDANCE REQUIREMENTS** (8:40 - 8:45) – Presenter: Forward Pinellas Staff
12. **OTHER BUSINESS** (8:45 - 9:00)
 - A. Pinellas SPOTlight Emphasis Areas Update
 - B. Traffic Fatalities Map
 - C. Tentative Future Agenda Items
 - D. Future Agenda Item Requests from Committee Members
 - E. Public Comments
13. **ADJOURNMENT**

NEXT MEETING – February 22, 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.

Citizens Advisory Committee – January 25, 2018

2. Approval of Meeting Summary



SUMMARY

The meeting summary for the December 7, 2017 meeting are attached for the Committee's review and approval.

ATTACHMENT: CAC Meeting Summary – December 7, 2017

ACTION: Approval of Meeting Summary

**PINELLAS COUNTY MPO
CITIZENS ADVISORY COMMITTEE
MINUTES – MEETING OF DECEMBER 07, 2017**

The Citizens Advisory Committee of the Pinellas County Metropolitan Planning Organization met on Thursday, December 07, 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
Karen Mullins – *Vice Chairman* - Dunedin
Rebecca Afonso - Oldsmar/Safety Harbor/Tarpon Springs
Kyle Caudell – At Large
John Estok – At Large
Bob Henion – Dunedin
Dave Kovar – TRAC
Stephen Lasky – St. Petersburg
Vivian Peters – At Large
Luis Serna - Clearwater
John Spagnola – Pinellas Park
Robby Thompson – St. Petersburg
Norris Varkalhoff – At Large
Tammy Vrana – At Large
Johnny Wong – St. Petersburg

MEMBERS ABSENT

Lee Allen – St. Petersburg
Karen Cunningham - Clearwater
Joe Falanga - Largo
Kim Marston – At Large
Terri Novitsky – Beaches
Patricia Rodriguez – At Large
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
Bonnie Epstein - PSTA
Gregory Cutrone – Pinellas County Public Works – Transportation and Engineering
Kimberly Connor – Largo Guest
Loretta Statsick – Largo Guest
Kyle Simpson – City of St. Petersburg
Robert Feigel – Forward Pinellas Staff
Sarah Ward – Forward Pinellas Staff
Maria Kelly – Forward Pinellas Staff

1. CALL TO ORDER/PLEDGE TO FLAG/INTRODUCTIONS

Chair Neil McMullen called the meeting to order at 7:00 p.m. The Pledge of Allegiance was recited followed by introductions. Chair McMullen also addressed the representation vacancies and that if members know someone who would be interested in serving on the CAC, to please have them fill out an application and send it to Robert Feigel. Ms. Sarah Ward, Forward Pinellas Division Manager, reminded the committee that the appointment approval to the CAC does not come from the municipality being represented. Only the Forward Pinellas Board can approve advisory committee appointments.

2. APPROVAL OF MINUTES

Bob Henion moved to approve the October 26, 2017 minutes. Karen Mullins seconded and the minutes were approved with no corrections.

3. FORWARD PINELLAS ACTIONS

Ms. Sarah Ward, Forward Pinellas Division Manager, reviewed the actions from the Forward Pinellas Board's November 8, 2017 meeting. The board did approve the three TIP amendments that were presented to the CAC at their last meeting. The board did concur with the advisory committees on the FDOT work program to submit a request to advance the project dates of the Courtney Campbell Overpass and the Harn Boulevard Overpass on US 19 projects, as well as the I-275 Lane Continuity design and construction project. The board did receive the same presentation on the feasibility project. St. Petersburg Forward Pinellas Board member, Jim Kennedy, will complete his term as a member of the Board in December. Mr. Kennedy did ask the Forward Pinellas Executive Director to meet with the County Administrator, Hillsborough County Administrator and MPO Executive Director to discuss strategy for transit funding tied to the regional premium transit study. The Board requested the feasibility plan be tabled until after that meeting. The Board did receive a presentation from a Tampa architect and USF graduate, Mr. Frank, presenting his concept to convert a section of I-275 from the interchange up to Bearss Avenue, from an elevated highway to an at-grade boulevard, based on his USF thesis project, which is being evaluated by FDOT as part of the Tampa Bay Next program. Chair McMullen shared he attended the Clearwater/St. Pete (PIE) Airport 20-year master plan meeting. He inquired as to where the old master plan might be available to view, and no one was able to answer the question. Chair McMullen asked Forward Pinellas staff to see if they could locate the PIE master plan from 20 years ago and make it available.

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

There were no TIP amendments.

5. FY 2018/19 – 2022/23 FDOT DRAFT TENTATIVE WORK 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. Bob Henion inquired about a City of Clearwater project, the Druid Trail (a bicycle

trail from Betty Lane to Duke Energy Trail), and why the project had not begun. This project is still in the TIP, it may have been deferred, but Mr. Feigel will check with the City of Clearwater to get some updates for the next meeting. A motion was made by a Bob Henion for the Forward Pinellas Board to incorporate local government work programs into the TIP as part of the TIP update. It was seconded by John Spagnola and passed unanimously.

6. ST. PETERSBURG COMPLETE STREETS IIMPLEMENTATION PLAN

Kyle Simpson, 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. Mr. Simpson 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.

7. SR 60 MULTIMODAL IMPLEMENTATION PLAN

Ms. Ward 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 Becky Afonso for the committee to endorse the plan recommendations. A second was made by Karen Mullins and passed unanimously.

8. REGIONAL POLLING EXERCISE

Ms. Ward addressed the committee regarding this interactive regional polling exercise. This exercise was given to the Transportation Management Area group at their last meeting and because the response was positive, Forward Pinellas brought it before the advisory committees. Committee members were invited to answer a series of polling questions tailored to gauge the level of support for various ideas to improve regional coordination in the Tamp Bay areas. A Regional Planning Best Practices Study is currently underway and the results of this polling are intended to help inform that study and ensure that the recommendations developed are considerate of the needs and desires for our region. The results were given to CAC member Johnny Wong, who is currently on the sub-committee conducting this survey.

9. ELECTION OF OFFICERS

Ms. Ward addressed the committee regarding the by-laws requiring yearly elections of Chair and Vice-Chair to the committee. The committee voted in Neil McMullen, to serve another year as Chair and Karen Mullins to serve another year as Vice Chair.

10. FOLLOW-UP ON THE OCTOBER CAC SUBCOMMITTEE MEETING

Robert Feigel, Forward Pinellas staff, introduced the sub-committee update and Tammy Vrana spoke for the sub-committee on the update for the Guiding Principles. A draft of the guiding principles was distributed noting that it was still a draft and for the committee to review over the next month, with a goal to discuss it in January's meeting. Kyle Caudell expressed his desire to

see more land use in the guiding principles. Ms. Ward expressed that the CAC advises the Forward Pinellas Board in its role as the MPO and although the integration is there and it is a valid point, and it does not mean you cannot include language with the overall mission of the agency however as the advisory committee to the MPO, the focus is generally on transportation.

11. OTHER BUSINESS

A. TBARTA CAC Update

Meeting cancelled

B. Pinellas SPOTlight Emphasis Areas Update

Ms. Ward gave an update on the SPOTlight Emphasis areas

C. Traffic Fatalities Map

Traffic fatalities map was included in the agenda packet.

D. Tentative Future Agenda Items

- Tampa Bay Next Presentation by FDOT
- CAC Orientation Presentation
- PSTA Update
- Transit Access Study
- Bike Stress Test Presentation
- Environmental Justice
- Planning Assumptions
- Follow-Up on the CAC's development of strategic actions or guiding principles to achieve the CAC's vision statement
- SPOTLight Emphasis Area Update (standing item)

E. 2018 CAC Meeting Schedule

2018 CAC Meeting Schedule was included in the agenda packet.

F. Future Agenda Item Requests from Committee Members

G. Public Comments

12. ADJOURNMENT

Being no further business, the meeting adjourned at 9:00 p.m.

Citizens Advisory Committee – January 25, 2018

3. Forward Pinellas Actions



SUMMARY

The December 13, 2017 Executive Summary and the January 10, 2018 Executive Summary are provided for your information. A staff member will review actions taken by the Forward Pinellas Board at these meetings.

ATTACHMENT: Executive Summary for December 13, 2017
Executive Summary for January 10, 2018

ACTION: None Required, Informational Item Only



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](#)

Citizens Advisory Committee – January 25, 2018

4. Transportation Improvements 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

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.

ATTACHMENT(S): Strikethrough Amended Pages
Amendment # 2 – Appendix E

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

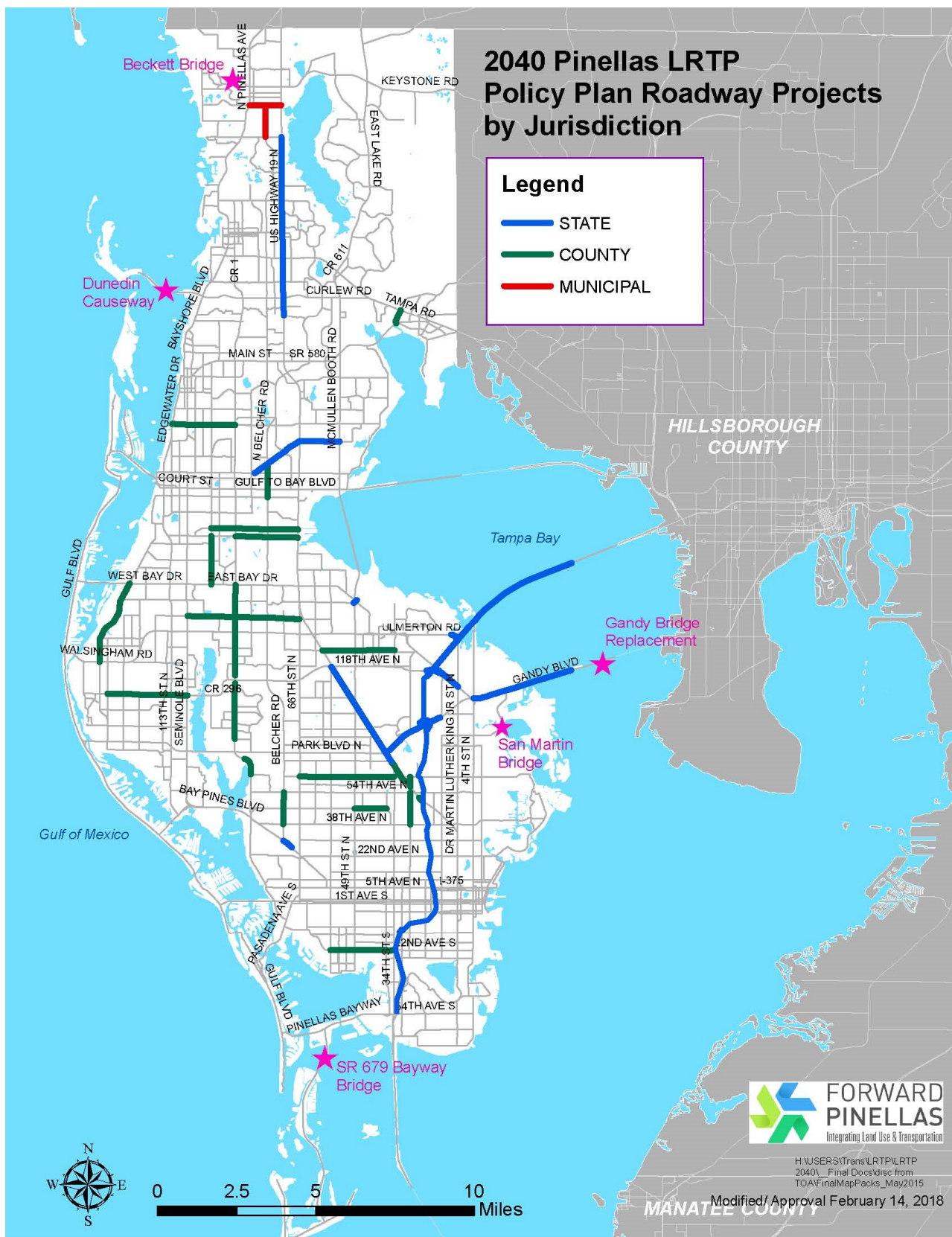
**Table 5-1
Committed Roadway Projects (2015–2019)**

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

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

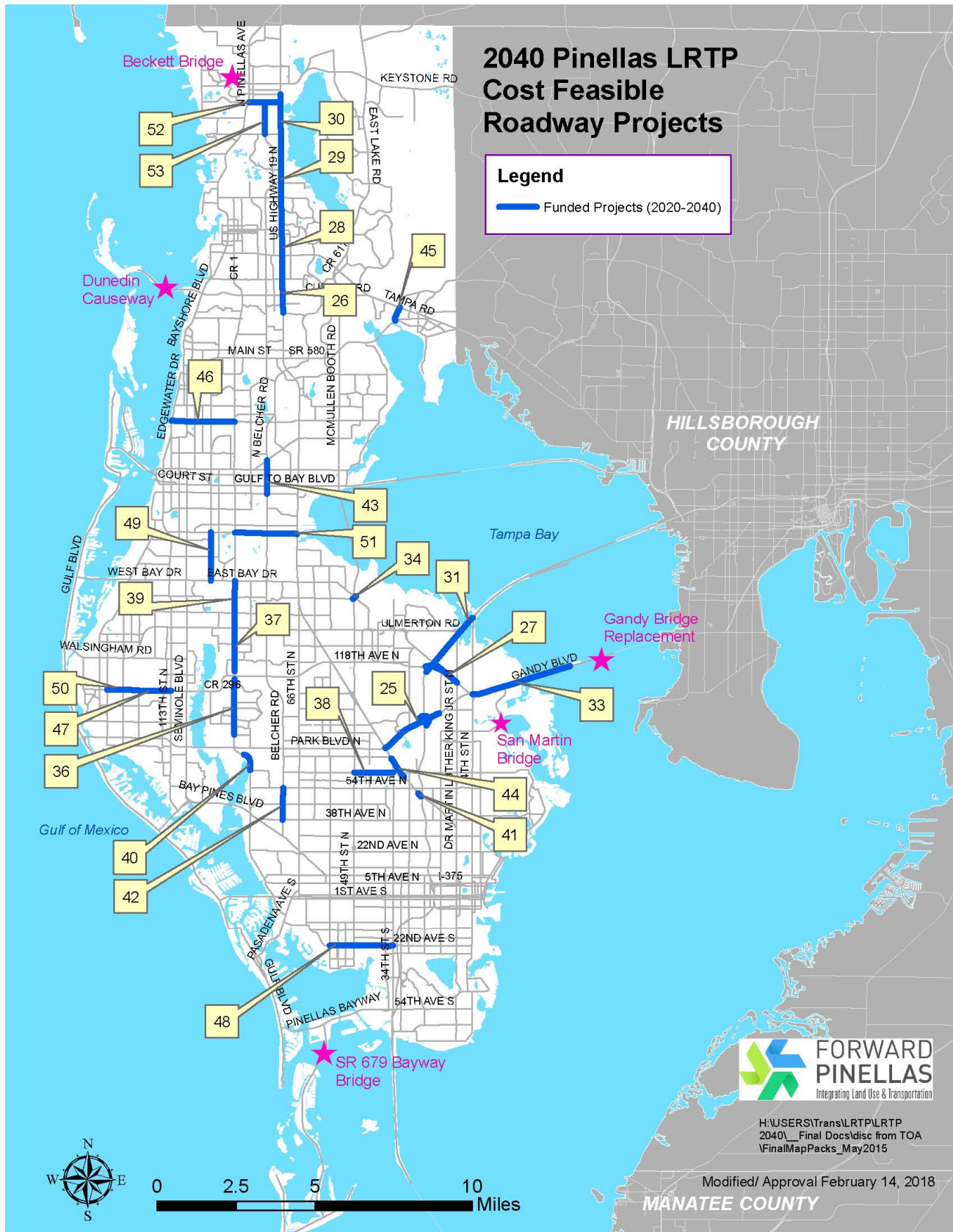
Table 5-5
Prioritization of State Roadway Projects

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, setbacks, 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

**Appendix E - Table 1
Pinellas MPO 2040 LRTP
Pinellas County Roads Phasing/Balancing**

	2020-2025	2026-2030	2031-2040	Total
STATE Total Revenues YOY				
SIS	\$80,929,470	\$107,262,000	\$202,400,000	\$390,591,470
spent	\$80,929,470	\$94,621,000	\$202,400,000	\$377,950,470
remaining	\$0	\$12,641,000	\$0	\$12,641,000
OA	\$188,350,000	\$145,500,000	\$318,300,000	\$652,150,000
spent	\$146,047,223	\$125,942,594	\$210,706,930	\$482,696,751
remaining	\$42,302,778	\$19,557,406	\$107,593,064	\$169,453,248
TMA	\$74,016,962	\$61,683,920	\$123,405,270	\$259,106,152
spent	\$72,007,834	\$57,750,000	\$118,051,294	\$247,809,128
remaining	\$2,009,128	\$3,933,920	\$10,464,024	\$16,297,035
TRIP	\$2,444,547	\$2,287,845	\$4,575,690	\$9,308,082
remaining	\$2,444,547	\$2,287,845	\$4,575,690	\$9,308,082

The OA revenue is overcommitted during the last time period (2031-2040) by nearly 20%. However, since the earlier time periods of the plan include proactive balances opportunities exist to advance projects during programming through the Transportation Improvement Program. Adjustments made during the programming of projects would be evaluated to determine the need for a future LRTP amendment to ensure consistency between the TIP and LRTP.

COUNTY Total Revenues YOY	2020-2025	2026-2030	2031-2040	Total
County Revenues	\$65,690,531	\$64,380,215	\$161,155,941	\$291,226,687
spent	\$49,181,728	\$59,092,917	\$167,536,363	\$275,811,008
remaining	\$16,508,803	\$5,287,299	\$-6,380,422	\$15,415,680
Municipal Revenues	\$0	\$0	\$19,213,705	\$19,213,705
spent	\$0	\$0	\$19,213,705	\$19,213,705
remaining	\$0	\$0	\$0	\$0
ALL Revenues YOY*	2020-2025	2026-2030	2031-2040	Total
Revenues	\$408,986,963	\$378,826,135	\$824,474,916	\$1,612,288,014
spent	\$298,166,244	\$337,406,510	\$783,908,298	\$1,369,481,052
remaining	\$110,820,719	\$41,419,625	\$90,566,618	\$242,806,962

* Excludes TRIP revenues

Source	Source	Timing	Inflation Factors
None	None	None	None
SIS	SIS	Underway	None
OA	Other Arterial	Committed	1.00
TMA	Transportation Management Area	2020	1.17
TRIP	TRIP	2021-2025	1.31
County	County General	2026-2030	1.54
Municipal	County Mobility Fees	2031-2040	1.97
		Unfunded	

Project Number	On Street	From	To	Existing Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOY)	ROW cost (PDC)	Source	Timing	ROW Cost (YOY)	Construction cost (PDC)	Source	Timing	CST Cost (YOY)	Total Cost (YOY)	
County Roads																			
Project Number	On Street	From	To	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing		ROW cost (PDC)	Source	Timing		CST (PDC)	Source	Timing	CST Cost (YOY)	Total Cost (YOY)	
36	Starkey Rd.	Flamevine Ave.	Bryan Dairy Rd.	4D	6D	\$1,632,063	County	2021-2025	\$2,138,002				\$0	\$10,880,419	County	2021-2025	\$14,253,349	\$16,391,352	
37	Starkey Rd.	Ulmerton Rd.	Bryan Dairy Rd.	4D	4D + E	\$1,078,281	County	2021-2025	\$1,412,548				\$0	\$7,188,541	County	2021-2025	\$9,416,988	\$10,829,537	
38	62nd Ave. N.	US 19	49th St.	2U	4D	\$2,011,680	County	2021-2025	\$2,635,301	\$1,341,120	County	2021-2025	\$1,756,867	\$13,411,200	County	2021-2025	\$17,568,672	\$21,960,840	
39	Starkey Rd.	East Bay Dr.	Ulmerton Rd.	4D	5D/6D	\$1,574,160	County	2026-2030	\$2,424,206	\$2,000,000	County	2026-2030	\$3,080,000	\$10,494,400	County	2026-2030	\$16,161,376	\$21,665,582	
40	Starkey Rd.	54th Ave. N.	84th Ave. N.	4D	6D	\$1,166,030	County	2026-2030	\$1,795,685				\$0	\$7,773,530	County	2026-2030	\$11,971,237	\$13,766,922	
41	Haines Rd.	51st Ave.	I-275	2U	2U + E				\$0	\$500,000	County	2026-2030	\$770,000	\$4,758,000	County	2026-2030	\$7,327,320	\$8,097,320	
42	Belcher Rd.	38th Ave. N.	54th Ave. N.	2U	2D	\$1,252,944	County	2026-2030	\$1,929,534	\$500,000	County	2026-2030	\$770,000	\$8,352,960	County	2026-2030	\$12,863,538	\$15,563,092	
43	Belcher Rd.	NE Coachman	Draud Rd.	4U	4U + E	\$1,200,000	County	2031-2040	\$2,364,000	\$8,000,000	County	2031-2040	\$15,760,000	\$8,000,000	County	2031-2040	\$15,760,000	\$13,884,000	
44	Haines Rd.	60th Way	US 19	2U	2U + E				\$0	\$250,000	County	2031-2040	\$492,500	\$2,388,818	County	2031-2040	\$4,705,972	\$5,198,472	
45	Forest Lakes Blvd.	SR 580	SR 584	2D	4D				\$0	\$600,000	County	2031-2040	\$1,182,000	\$3,194,146	County	2031-2040	\$6,292,467	\$7,474,467	
46	Sunset Point Rd.	Alt US 19	Keene Rd.	2U	2U + E				\$0	\$1,702,891	County	2031-2040	\$3,354,695	\$6,745,217	County	2031-2040	\$13,288,077	\$16,642,772	
47	102nd Ave. N.	125th St.	113th St.	2U	2U + E	\$730,450	County	2031-2040	\$1,438,987	\$1,217,417	County	2031-2040	\$2,398,311	\$4,869,667	County	2031-2040	\$9,593,244	\$13,430,542	
48	22nd Ave. S.	58th St.	34th St.	2U	2U + E	\$2,055,975	County	2031-2040	\$4,050,271	\$6,853,251	County	2031-2040	\$13,500,904	\$13,706,502	County	2031-2040	\$27,001,809	\$44,552,985	
49	Highland Ave	East Bay Dr.	Belleair Rd.	2U	2U + E	\$1,341,581	County	2031-2040	\$2,642,915	\$1,000,000	County	2031-2040	\$1,970,000	\$8,943,875	County	2031-2040	\$17,619,434	\$22,232,349	
50	102nd Ave. N.	137th St. N.	125th St. N.	2U	2U + E	\$735,533	County	2031-2040	\$1,449,000	\$1,225,888	County	2031-2040	\$2,414,999	\$4,903,552	County	2031-2040	\$9,659,997	\$13,523,996	
N/A	Indian Rocks Rd.	Walingham Rd.	West Bay Dr.	2U	2U + E	\$2,453,855	Unfunded	Unfunded	\$0	\$8,179,517	Unfunded	Unfunded	\$0	\$16,359,033	Unfunded	Unfunded	\$0	\$0	
N/A	28th St.	38th Ave. N.	54th Ave. N.	2U	2U + E	\$878,573	Unfunded	Unfunded	\$0	\$2,000,000	Unfunded	Unfunded	\$0	\$5,857,155	Unfunded	Unfunded	\$0	\$0	
N/A	126th Ave. N.	34th St.	US 19	N/A-2U	2D/4D	\$2,503,582	Unfunded	Unfunded	\$0	\$16,690,549	Unfunded	Unfunded	\$0	\$16,690,549	Unfunded	Unfunded	\$0	\$0	
51	Belleair Rd.	US 19	Keene Rd.	2U	2U + E	\$489,007	County	2031-2040	\$963,344	\$1,630,023	County	2031-2040	\$3,211,146	\$3,260,046	County	2031-2040	\$6,422,291	\$10,596,781	
N/A	16th Ave. SE	Lake Ave.	Starkey Rd.	N/A	2E	\$253,293	Unfunded	Unfunded	\$0	\$1,688,617	Unfunded	Unfunded	\$0	\$1,688,617	Unfunded	Unfunded	\$0	\$0	
N/A	46th Ave. N.	37th St.	49th St.	2U	2U + E	\$878,573	Unfunded	Unfunded	\$0	\$2,928,578	Unfunded	Unfunded	\$0	\$5,857,155	Unfunded	Unfunded	\$0	\$0	
N/A	102nd Ave. N.	113th St.	Seminole Blvd.	4D	4D + E	\$287,498	Unfunded	Unfunded	\$0	\$500,000	Unfunded	Unfunded	\$0	\$1,916,656	Unfunded	Unfunded	\$0	\$0	
N/A	142nd Ave. N.	Belcher Rd.	Starkey Rd.	N/A	2E	\$1,123,219	Unfunded	Unfunded	\$0	\$7,488,124	Unfunded	Unfunded	\$0	\$7,488,124	Unfunded	Unfunded	\$0	\$0	
N/A	62nd Ave. N.	49th St.	66th St.	2U	2U + E	\$877,697	Unfunded	Unfunded	\$0	\$2,958,989	Unfunded	Unfunded	\$0	\$5,917,978	Unfunded	Unfunded	\$0	\$0	
N/A	16th Ave. SE	Seminole Blvd.	Donegan Rd.	2U	2U + E		Unfunded	Unfunded	\$0	\$1,042,991	Unfunded	Unfunded	\$0	\$2,085,983	Unfunded	Unfunded	\$0	\$0	
N/A	28th St.	58th Ave. N.	62nd Ave. N.	2U	2U + E	\$263,572	Unfunded	Unfunded	\$0	\$876,573	Unfunded	Unfunded	\$0	\$1,757,147	Unfunded	Unfunded	\$0	\$0	
N/A	142nd Ave. N.	66th St. N.	Belcher Rd.	2U	2U + E		Unfunded	Unfunded	\$0	\$800,000	Unfunded	Unfunded	\$0	\$3,454,885	Unfunded	Unfunded	\$0	\$0	
N/A	Nursery Rd.	Highland Ave	Belcher Rd.	2U	2U + E	\$904,296	Unfunded	Unfunded	\$0	\$3,000,000	Unfunded	Unfunded	\$0	\$6,028,640	Unfunded	Unfunded	\$0	\$0	
N/A	16th Ave. SE	Donegan Rd.	Lake Ave.	2U	2U + E		Unfunded	Unfunded	\$0	\$1,351,680	Unfunded	Unfunded	\$0	\$1,351,680	Unfunded	Unfunded	\$0	\$0	
N/A	Nursery Rd.	Belcher Rd.	US 19	2U	2U + E	\$488,231	Unfunded	Unfunded	\$0	\$813,718	Unfunded	Unfunded	\$0	\$3,254,872	Unfunded	Unfunded	\$0	\$0	
52	Meres Blvd	Alt US 19 (SR 595)	US 19 (SR 55)	NA/2U	2U/2D				\$0	\$0			\$0	\$2,956,800	Municipal	2031-2040	\$5,824,896	\$5,824,896	
53	Diston Avenue Ext	Woodhill Drive	Meres Blvd	NA	2U				\$0	\$0			\$0	\$6,796,350	Municipal	2031-2040	\$13,388,809	\$13,388,809	
									\$0	\$0			\$0	\$0				\$0	\$0
									\$0	\$0			\$0	\$0				\$0	\$0
									\$0	\$0			\$0	\$0				\$0	\$0
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									\$0	\$0			\$0	\$0				\$0	\$0
									\$0	\$0			\$0	\$0				\$0	\$0
									\$0	\$0			\$0	\$0				\$0	\$0
									\$0	\$0			\$0	\$0				\$0	\$0

TMA = Transportation Management Area (Federal Funds); OA = Other Arterial (State Funds); SIS = Strategic Intermodal System (State Funds)

Modified December 9, 2015
Modified November 9, 2016

6. 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

7. Complete Streets Program Update

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

8. 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.

Citizens Advisory Committee – January 25, 2018

9. Major Projects Update



SUMMARY

Forward Pinellas staff will provide updates on major projects, including the Gateway Express, Gandy Boulevard and Ulmerton Road.

ATTACHMENT(S): None

ACTIONS: None required; informational item only

10. Follow-Up on the CAC Subcommittee

SUMMARY

The CAC continues to play an important role in shaping the agenda for transportation and development and is tasked with developing a recommended vision statement and 4 or 5 strategies or guiding principles focused upon how to achieve the vision statement. The CAC will subsequently develop a presentation to the Forward Pinellas Board to present its recommendations.

Input from a public involvement exercise at the CAC's June 22nd special meeting identified where there is the most consensus among CAC members. It indicated that the CAC recognizes the limited ability to build new roads and widen existing ones and highlighted the importance of identifying non-road capacity solutions to relieve congestion. The results of the feedback from the special meeting are summarized below:

1. **Improvements to Public Transit Needed:** The majority of feedback received was in support of public transit that is faster, more frequent and has both local and regional service to major metropolitan areas, destinations and events. Recommended forms of transit included fixed guideway, express bus service, bus rapid transit, people movers and water taxis.
2. **Improvements to Bicycle and Pedestrian Facilities Needed:** The CAC also emphasized that improvements to bicycle and pedestrian infrastructure is needed with east-west trails, better connectivity, well-marked bike lanes and countywide bike sharing.
3. **Improvements to Relieve Congestion Needed:** The CAC recommended real-time traffic signal coordination, better communication of information regarding traffic delays to motorists and increased capacity on bridges.

The CAC approved the following vision statement at its September 28th meeting: A community-driven, modern transportation system that is safe, provides equitable access and efficient mobility options in support of a sustainable, healthy, livable, and economically vibrant region.

At the September meeting, the CAC subcommittee was tasked with developing 4 or 5 strategies, policies or guiding principles focused upon achieving the approved vision statement. The subcommittee met in October and November to develop draft guiding principles and shared the attached draft at the December meeting for feedback.

CAC subcommittee members will provide an update during the meeting, seek any CAC feedback and possibly seek CAC approval of the guiding principles.

ATTACHMENT(S): Draft vision statement and guiding principles

ACTIONS: Subcommittee to provide a status report

VISION AND GUIDING PRINCIPLES

FORWARD PINELLAS CITIZENS ADVISORY COMMITTEE

The Forward Pinellas Citizens Advisory Committee (CAC) vision represents the long-term aspiration or desired outcome for Pinellas County. The guiding principles give further definition to the vision and serve as a framework for CAC recommendations for ‘vision forward’ goals and implementation strategies. The guiding principles provide focus in terms of where organizational efforts and resources should be focused over the next 10 to 20 years to advance Pinellas County and the region toward the vision. The CAC will consider whether policy, project, and program proposals align with the vision and guiding principles in its deliberations and recommendations to the Forward Pinellas Board.

CAC VISION

A community-driven, modern transportation system that is safe, provides equitable access, and efficient mobility options in support of a sustainable, healthy, livable, and economically vibrant region.

CAC GUIDING PRINCIPLES

Community Driven

- Meet the community’s transportation needs for residents, businesses, and visitors.
- Inform the public of transportation needs, problems, options, and plans, including the use of mass media.
- Provide meaningful opportunities for public input.

Modern Transportation System

- As our preferred solution to Pinellas County’s long-term mobility needs, support transit that is widely available day and night, predictable, comfortable, and easy and affordable to use in support of resident quality of life and business prosperity;
- Support a range of mobility options that are demonstrated to be economically and environmentally cost-effective in comparison to the alternatives.
- Support a comprehensive regional transit system.
- Support multi-modal transportation solutions that connect transit-oriented growth centers—both existing and planned.

- Advocate for technological and funding innovations, as proven effective, to build a transportation system that is ready for the opportunities and challenges of the future.

Sustainable, Healthy, Livable, and Economically Vibrant Region

Support actions that:

- Minimize harm to the environment and make efficient use of resources;
- Reduce the health impacts and health inequalities of transportation;
- Maintain or enhance community character, identity, function, and comfort;
- Attract residents, businesses, workers, and tourists invigorating [to invigorate] the economy.

DRAFT

11. CAC Member Attendance Requirements

SUMMARY

The CAC bylaws (attached) state that CAC members “. . . having three or more consecutive absences or four or more absences during a twelve-month period shall require reconfirmation by the Forward Pinellas Board or membership shall be terminated. The reconfirmation may make allowance for absences due to a major health-related condition.” In 2017, there were a few CAC members who missed three meetings in a row, but a larger number of CAC members have missed four or more meetings during the twelve-month period. Letters from our agency have been sent to those CAC members who missed three meetings in a row to confirm their willingness to continue on the committee.

Staff is not recommending reconfirmation of CAC members who did not meet attendance requirements at this time. However, it will be considered should frequent and/or consecutive absences continue to be a concern. As we begin a new calendar year, please make every effort to attend meetings in accordance with the CAC bylaws.

ATTACHMENT(S): CAC By-Laws

ACTIONS: None, Informational Item Only

FORWARD PINELLAS CITIZENS ADVISORY COMMITTEE BYLAWS

Adopted:

April 13, 1978

Amended:

January 8, 1981

May 14, 1981

November 12, 1981

September 9, 1982

June 23, 1989

July 13, 1989

September 4, 1989

December 12, 2001

September 8, 2004

November 10, 2004

Modified January 11, 2006

Modified February 9, 2011

Modified February 10, 2016

Modified July 13, 2016

Modified May 10, 2017

SECTION I: NAME

The name of this committee shall be Citizens Advisory Committee (CAC).

SECTION II: PURPOSE

The Committee shall serve Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, in an advisory capacity pursuant to Federal Regulations (CRF), Title 23, Chapter 1, Part 450, Subpart A, Section 450.120, which requires the provision of public involvement within the Urban Transportation Planning Process.

A. The functions and responsibilities of the Committee shall include, but not be limited to, the following major areas:

1. Information

- Relate overall community needs and values, relative to planning goals and to future land use and transportation patterns.
- Establish comprehension and promote credibility for the planning process.
- Provide Citizen Committee knowledge of the planning process into local citizen group discussions and meetings.
- Promote better public dissemination of general information through mass circulation methods.

2. Issue Clarification and Problem Solving

- Evaluating and proposing solutions and alternatives on major transportation proposals and critical transportation issues.
- Determining general citizen attitudes and response to planning and programming issues.
- Articulating and interpreting the goals of the PATS program in program evaluation and information dissemination.
- Identification of existing transportation problem areas of general citizen concern.

SECTION III: MEMBERSHIP, COMPOSITION, APPOINTMENT, QUALIFICATIONS, AND TERMS

A. The Citizens Advisory Committee shall be composed of one representative from the Pinellas Suncoast Transit Authority’s (PSTA) Transit Riders Advisory Committee (TRAC) and twenty-six (26) appointed persons from designated areas in the County as follows:

St. Petersburg Area	4
Clearwater Area	2
Dunedin	2
Pinellas Park and Mid-County Area	2
Largo Area	2
Beaches	2
Gulfport, Kenneth City, Seminole, Belleair	
South Pasadena, and Belleair Bluffs	1
Tarpon Springs, Oldsmar, Safety Harbor	2
At Large, (Includes Handicapped)	9
<u>Transit Riders Advisory Committee (TRAC)</u>	<u>1</u>
Total	<u>27</u>

Anyone interested in serving on the CAC must complete a Forward Pinellas Advisory Committee Member application and attend at least one CAC meeting in order to be considered for appointment. This includes individuals recommended by Forward Pinellas Board members. Elected officials are not eligible to serve on the Committee. Considerations in the appointment of CAC members are listed below in order of priority.

1. Minority representation as reflected in population data for Pinellas County and the Forward Pinellas Board Title VI Plan.
2. Effect on balance of age and gender of the Committee.

3. Whether the candidate previously served on the Committee. Individuals without prior experience on the Committee shall be given preference over those who previously served.
4. For at-large positions, consideration shall be given to how the individual would affect the balance of geographic representation on the Committee. The geographical representation of at-large Committee members should be equitable to the fullest extent possible.

- B. A member having three or more consecutive absences or four or more absences during a twelve-month period shall require reconfirmation by the Forward Pinellas Board or membership shall be terminated. The reconfirmation process may make allowance for absences due to a major health-related condition.

Forward Pinellas shall appoint members of the Committee by affirmative action of the Forward Pinellas Board with the recommendation made by either the Board Chairman, a member of the Board, or the Forward Pinellas Director.

The term of appointment for each member shall be four years in duration unless the member resigns or until the membership is withdrawn by the Forward Pinellas Board. Members shall be limited to no more than two terms. An individual having served two terms may be appointed to another term or terms but must wait at least one year between appointments.

To initiate the term of office procedure, the Forward Pinellas Board will establish a staggered set of terms of 1, 2, 3, and 4 years using membership seniority, with the term of appointment starting January 1, 2005.

Concerning reappointment, that action would take into consideration the member's Committee participation, attendance, and the interest of other individuals in that membership.

SECTION IV: OFFICERS AND DUTIES

- A. A Chairman and Vice Chairman of the Committee shall be a citizen member and shall be elected at the last regularly-scheduled meeting of each calendar year and shall hold office for one year and until their successors are elected. The Chairman may not serve

more than two terms. The Chairman must have been a Committee member for at least two years.

- B. Any member may nominate a citizen member to be an Officer. All elections shall be by the majority vote of regular members present.
- C. The Chairman shall preside at all meetings and shall be responsible for the agenda minutes and conduct of all meetings. The Chairman shall be responsible for pertinent Committee correspondence and information releases. The Chairman shall approve, with any necessary modifications, the agenda tentatively developed for him by the County Planning Department at least seven (7) days prior to any scheduled meeting. The Chairman shall also serve as a liaison between the Citizens Committee and the Metropolitan Planning Organization, whenever the need arises. Subcommittees and their Chairman may be appointed by the Chairman, with the approval of the Committee.
- D. The Vice Chairman shall, during the absence of the Chairman or his inability to serve, have and exercise all the duties and powers of the Chairman. The Vice Chairman shall also perform such other duties as may be assigned him by the Chairman.
- E. If both the Chairman and Vice Chairman are absent from a meeting, a temporary Chairman shall be provided by a majority vote of the members present. Any vacancy in office created by resignation or replacement of the Officer by the appointing Agency shall be filled by a majority vote of members present at the next regular meeting. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.
- F. If, at any time, the Committee feels that an Officer is not performing his duties in accordance with Section 4, Subsection C, that Officer may be removed from office by a two-thirds vote of the members present at a regular meeting, provided that an item to that effect has been distributed in accordance with Section 4, Subsection C, of these Bylaws.

SECTION V: MEETINGS

- A. The Committee shall meet monthly at a date, time, and place acceptable to a majority of the membership. The date or time may be changed by a majority vote of the regular

members if ten (10) days notice is given to the members. (If circumstances warrant, the Chairman may cancel or postpone a regular or special meeting and, if necessary, set a new date, time, and place for the meeting.)

- B. The Chairman may call special meetings whenever deemed necessary.
- C. A seven (7) day notice shall be given for regular meetings. Emergency or Special Meetings may be called with a minimum of three (3) days notice, indicating the reason for the meeting. The three (3) days notice for Emergency or Special Meetings will be conducted by telephone. Agendas shall be prepared prior to all meetings. Agendas should be mailed with meeting notices and minutes of the previous meeting approximately seven (7) days prior to any regular meeting and three (3) days prior to any Emergency or Special Meeting. Members may place items on the mail-out agenda with approval of the Chairman. Any item requiring Committee action may be brought before the Committee by any member with the Committee's approval, even though it is not on the agenda. The Committee shall decide if action is to be taken at that meeting or at a subsequent meeting.
- D. Whenever reports are to be given, copies will be prepared for each member of the Committee. When possible, said copies should be mailed with meeting notices.
- E. Each member shall have an equal vote.
- F. A quorum shall consist of one-third of the voting membership and shall be required for conduct of all official business. A majority of the quorum shall be necessary to decide an issue before the Committee.

SECTION VI: AMENDMENTS

These Bylaws may be amended by the affirmative vote of a majority of the regular members of the Committee, provided a copy of the proposed amendment(s) has been sent to every member approximately seven (7) days before it is voted on. All proposed amendments shall be voted on at regular meetings.

A. Pinellas SPOTlight Emphasis Areas Update

Staff will provide an overview of the SPOTLight Emphasis Areas

B. Traffic Fatalities Map

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

ATTACHMENT: Traffic Fatalities Map

C. Tentative Future Agenda Items

- US 19 Express Bus Study
- CAC Orientation Presentation
- PSTA Update
- Transit Access Study
- Bike Stress Test Presentation
- Environmental Justice
- Planning Assumptions
- Follow-Up on the CAC's development of guiding principles to achieve the CAC's vision statement
- SPOTLight Emphasis Area Update (standing item)

D. Future Agenda Item Requests from Committee Members

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

E. Public Comments

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

Pinellas County Major Road Network

Gulf of Mexico

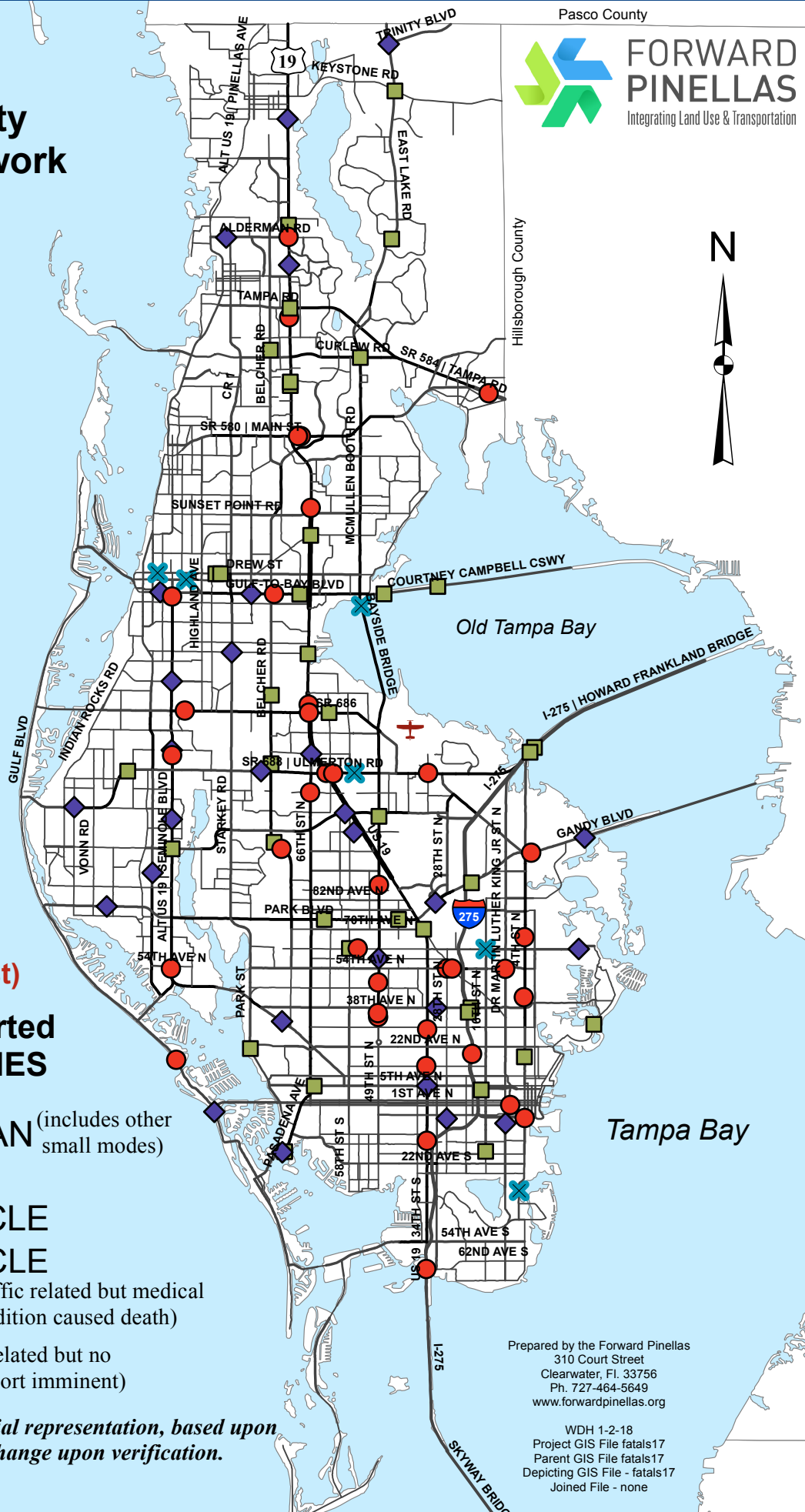


YEAR 2017 (thru December 31st)

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)

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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 www.forwardpinellas.org

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.