

CONCEPT PLANNING PROJECT APPLICATION:



Clearwater-Largo Road Multimodal Safety Improvements

Forward Pinellas

Complete Streets 2022

Submitted by the City of Largo



P.O. Box 296
Largo, FL 33779
LARGO.COM

November 8, 2022

Chelsea Favero, AICP
Planning Manager
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Dear Ms. Chelsea Favero,

I write in strong support of the Clearwater-Largo Road Multimodal Improvement project, spanning from 8th Ave SW to West Bay Drive, for consideration of funding as part of the Forward Pinellas Complete Streets Program. Located within the West Bay Drive Community Redevelopment Area (CRA), and as identified in the City of Largo's 2023-2027 Capital Improvement Program, this project presents an all-important opportunity for the City to make critical upgrades that are designed to create an active and interconnected downtown area that is safe and walkable for pedestrians.

The Clearwater-Largo Road Multimodal Improvement project will deliver necessary safety additions, including a crosswalk, pedestrian refuge, and other enhancements designed to increase pedestrian conspicuity or stop traffic. Currently, this stretch of roadway sees frequent pedestrian and bicyclist activity with the surrounding neighborhoods, businesses, and the proximity of Mildred Helms Elementary School. Importantly, these enhancements will deliver safety improvements for school children walking directly adjacent to motorists along this roadway. With the pedestrian safety enhancements scoped for this project, the Clearwater-Largo Road Multimodal Improvement project also aligns with the Safe Street Pinellas Vision Zero framework adopted by Pinellas County in 2021.

Funding for this grant application will allow solutions to be implemented that increases safety in our community, improves our roadways, and develops a multimodal street and sidewalk network that expands the availability of interconnected transportation options for our residents. A key initiative of the City's strategic plan is developing an active and interconnected downtown corridor and the realization of this project creates conditions that further that objective, allowing for additional economic development or redevelopment efforts to be achieved.

As Mayor of the City of Largo, I am confident that our residents are in full support of these improvements as safety and increasing interconnectivity are two leading priorities for our community, and I kindly urge all due consideration be afforded to this application.

Sincerely,

Woody Brown
Mayor, City of Largo

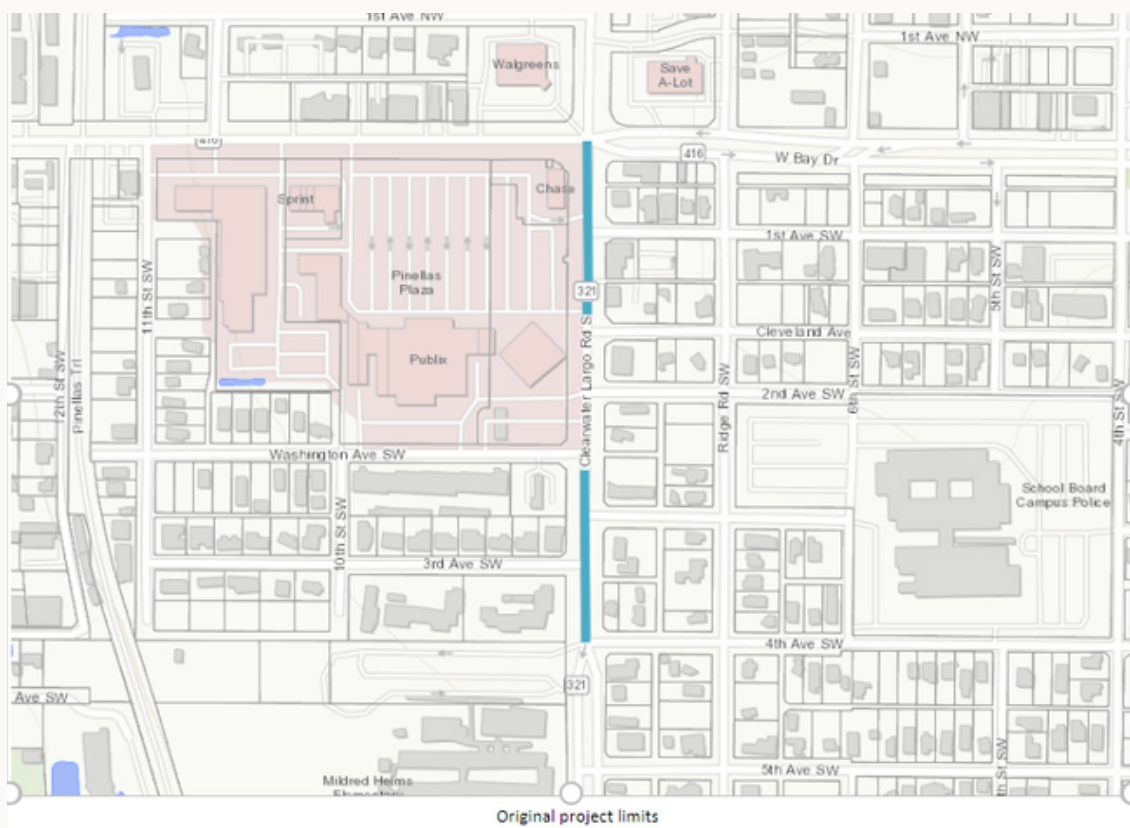
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ABSTRACT

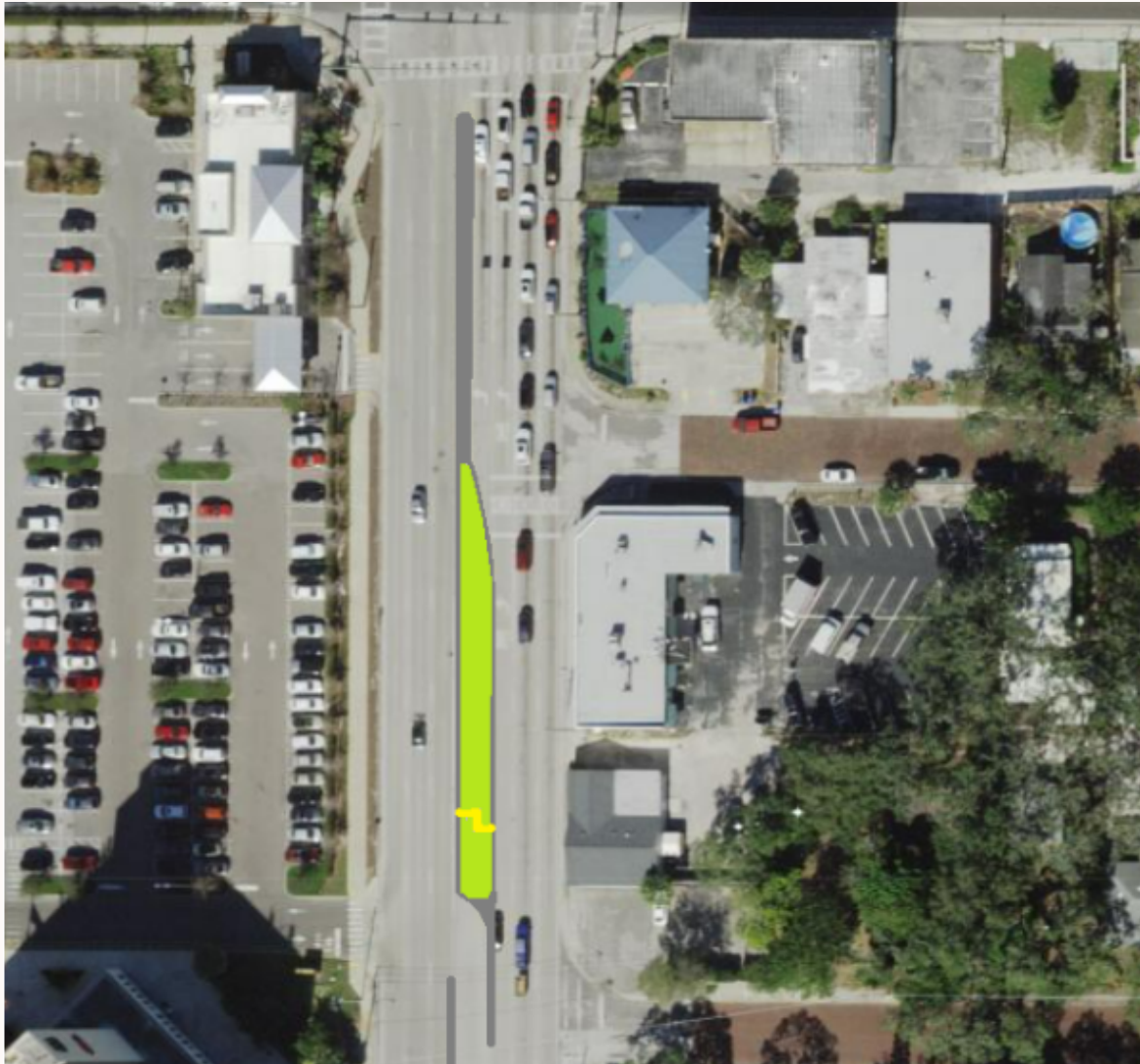
The City of Largo is seeking a Concept Planning Project grant to enhance the safety of pedestrians, chiefly elementary school children walking to school adjacent to Clearwater-Largo Road traffic and an increased number of pedestrians crossing Clearwater-Largo Road to get to the Publix Shopping Plaza. The concept of this evaluation grew out of stakeholder meetings on a funded Clearwater-Largo Road Multimodal Improvements CIP project. The study will focus on safety improvements which could include a range of options (crossing and intersection improvements, sidewalk improvements where we would look at potential lane repurposing). The evaluation is intended to provide Pinellas County, who has roadway jurisdiction in the project limits, data-based justification for a proposed build alternative.

PROJECT DESCRIPTION & BACKGROUND

The City of Largo has a Clearwater-Largo Road multimodal project with limits from 4th Ave SW to West Bay Drive programmed in its 2023-2027 CIP (see Exhibit 1). The project implements the West Bay Drive Community Redevelopment District (WBD-CRD) Plan objective of creating a safe, walkable downtown. The project is entirely located within the West Bay Drive Community Redevelopment Area (CRA).



The project as presently scoped consists of a raised, vegetated median from the Pinellas Plaza/Publix entrance to West Bay Drive, with a crosswalk, pedestrian refuge, and a pedestrian-activated conspicuity enhancement or vehicular stop signal.



The purpose of the planned improvement is to provide enhanced safety for the well-documented, frequent pedestrian crossings Clearwater-Largo Road south of the West Bay Drive crosswalk (to access the Publix and businesses on the west side of Clearwater-Largo Road).

The project would be consistent with the safety, landscaping, and placemaking improvements to Clearwater-Largo Road north of West Bay Drive the City has invested in significantly, as recommended in the WBD-CRD Plan.

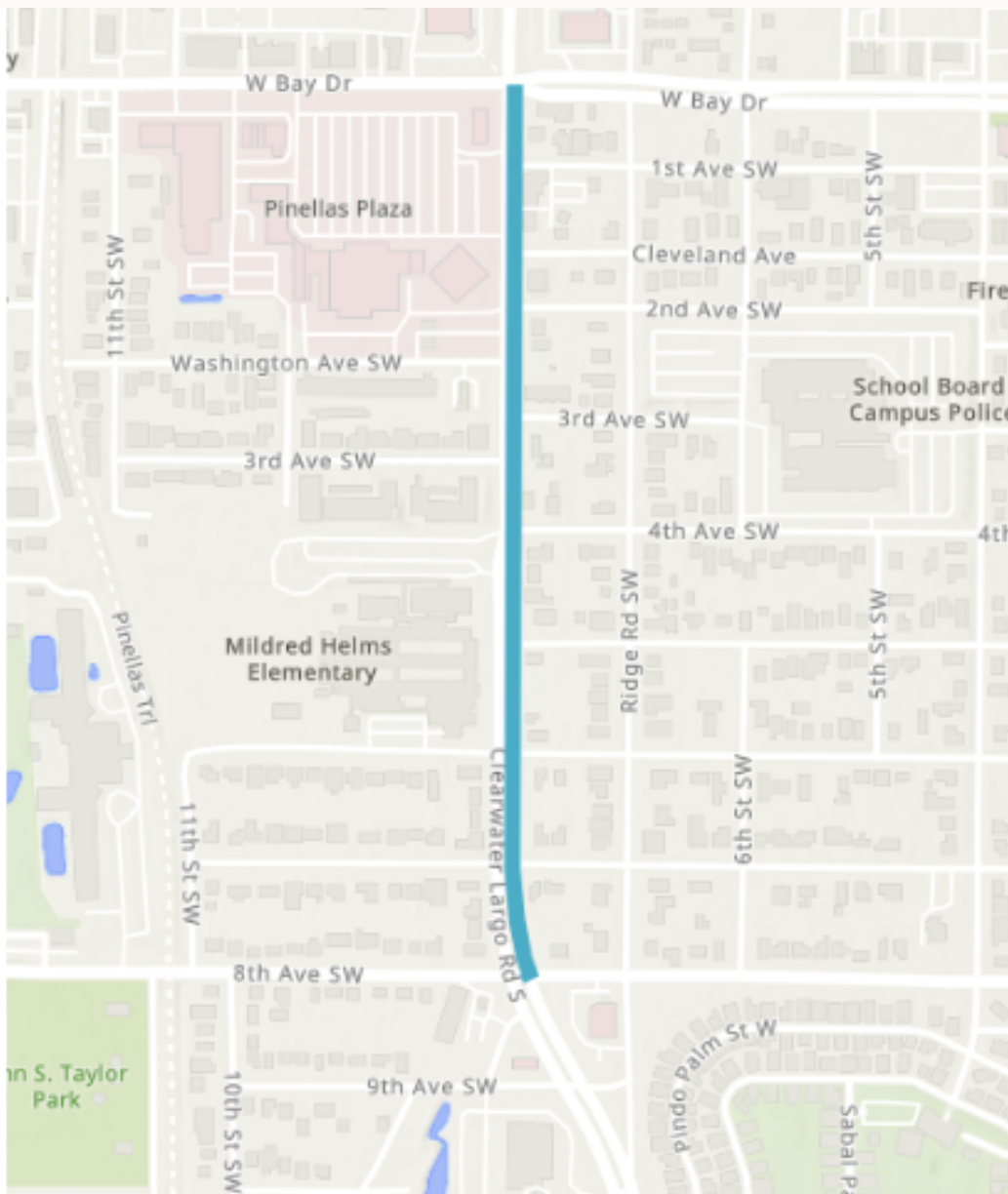


Google Maps view of pedestrian crossing to Publix Plaza south of West Bay Drive



Clearwater-Largo Road improvements adjacent to the north project limits

A stakeholder meeting with the Pinellas County School Board has indicated scope should be re-evaluated to include safety improvements for school children walking to Mildred Helms Elementary School on the west side of Clearwater-Largo Road in addition to the planned improvements. The City Commission supports this scope enhancement. The City's sponsor department has changed the project limits to Clearwater-Largo Road from 8th Ave SW to West Bay Drive to provide for the safety of children walking to Mildred Helms Elementary School from both directions.



Revised project limits

Any pedestrian safety improvement to Clearwater-Largo Road is complicated by absence of right-of-way; specifically, sidewalk is located back of curb and extends to the right-of-way line. This creates a condition where elementary school-aged children are walking adjacent to vehicles traveling along a minor arterial roadway with a posted speed limit of 35 miles per hour.



The City Commission provided further direction to staff to evaluate repurposing lanes on Clearwater-Largo Road from vehicular to pedestrian and cyclist use, i.e., converting it from a 6-lane road to a 4-lane road with added bicycle and pedestrian facilities. City staff would evaluate a balanced lane repurposing and unbalanced alternative, in which only a southbound lane would be repurposed. In addition to enhancing school children's safety, a southbound lane repurposing may facilitate bicyclist access to the Pinellas Trail at 8th Avenue SW. Build alternatives besides lane repurposing that could achieve the desired safety objectives will also be considered.

At a minimum, the following will be considered:

- 1) balanced lane reduction
- 2) unbalanced lane reduction
- 3) each of the above with different pedestrian crossings
- 4) lane width reduction
- 5) cross-street access management (i.e., eliminating left turns at side streets)

Clearwater-Largo Road within the project limits is a Pinellas County roadway. County staff have indicated any build alternatives that significantly affect the geometric design should be supported by a comprehensive analysis to justify the safety-related modification.

The analysis should include, at a minimum:

- A project description
- Proposed modifications
- Traffic analysis, including:
 - Traffic forecasting methodology
 - LOS analysis of build- versus no-build alternative
 - Delays, volumes, queues analysis and
 - Transportation network/corridor impacts
- Safety analysis
- Analysis of pedestrian traffic control devices (i.e., RRFB vs Pedestrian Hybrid Beacon)
- Public involvement

City staff have prepared this Concept Planning Project Application, seeking grant funding for the comprehensive analysis.

1. Describe in detail the existing conditions of the project location, including the following, as applicable:

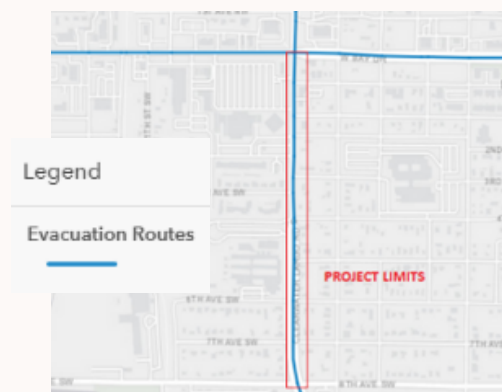
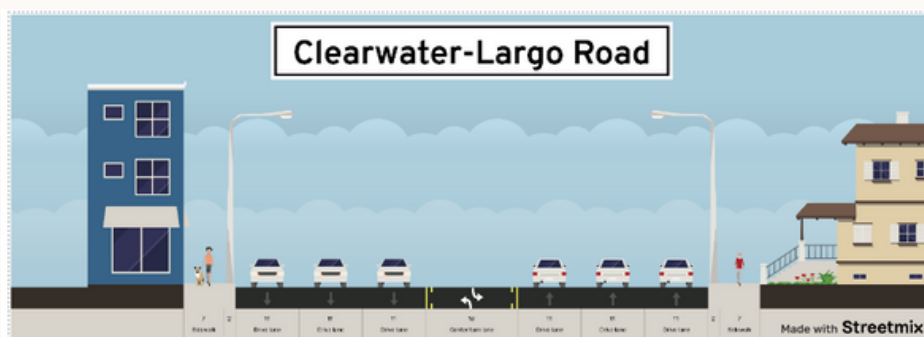
a. Sidewalks along the corridor (e.g., gaps exist on both sides of the corridor, 100% coverage on both sides of the corridor, sidewalks along one side of corridor, sidewalk width, buffered from travel lanes if applicable, etc.)

- There is 100% sidewalk coverage on both sides of the 0.5-mile corridor. There is previously buffered 5 ft sidewalk for 80% of the east side; however, the buffer has been asphalted, adding 2 ft of walking surface and effectively placing pedestrian travel back of curb the length of the corridor on the east side. There is previously buffered 5 ft sidewalk for 70% of the west side; however, the buffer has been asphalted, adding 2 ft of walking surface, effectively placing school age pedestrian travel back of curb on the west side. The northern 30% on the west side is 8 ft buffered sidewalk from West Bay Drive to the south end of Pinellas Plaza.



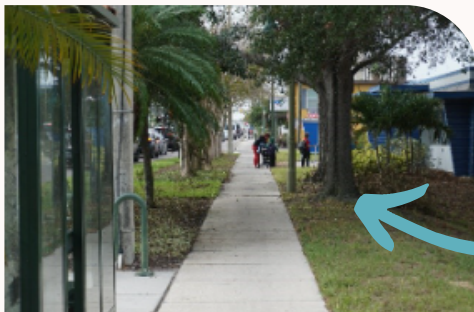
Opportunities exist to improve sidewalk by addressing obstacles and unused curb cuts.

- b. Bicycle facilities along the corridor (e.g., bike lanes, adjacent multiuse trail, etc.)
- There are no bicycle facilities along the corridor.
- c. Sidewalks and/or bicycle facilities along an intersecting roadway segment that truncate at the project limits
- Continuous sidewalks intersect Clearwater-Largo Road on both sides of 8th Avenue SW and West Bay Drive. There is a continuous sidewalk intersecting Clearwater-Largo Road on at least one side of all other cross streets within the project limits.
- d. Roadway characteristics (e.g., number of travel lanes, lane widths, posted speed limit, traffic volume if available, etc.)
- There are six (6) 11-ft travel lanes the length of the corridor. The 16-ft center lane is characterized by traffic separators and raised vegetated medians from 8th Ave SW to 4th Ave SW, a center left turn lane from 4th Ave SW to Cleveland Ave and dedicated left turns with a traffic separator from Cleveland Ave to West Bay Drive.
 - The posted speed limit is 35 mph. The 2021 AADT is 22,000 with an am peak of 1,875 and pm peak of 2,214. Volume has decreased annually from 2016 to 2021.
 - Clearwater-Largo Road within the project limits is a thru truck route and an evacuation route.



e. Heat mitigation (e.g., existing, or planned street trees, existing tree canopy cover of sidewalk and/or bicycle facility, existing or planned building awnings, etc.)

- There is existing tree canopy cover of the sidewalk on both sides of Clearwater-Largo Road except on the west side from Mildred Helms Elementary to West Bay Drive. Repurposing of the southbound outside lane would create opportunity for street trees where there is presently no heat mitigation.



Street trees, Clearwater-Largo Road north of West Bay Drive

f. Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.).

- The corridor has a high crash rate, with an average of about 45 crashes per year from 2017 to 2021, with injury crashes making up approximately 25% of the total crashes. Approximately 33% of the total crashes involve an aging road user. This data is from the Crash Data Management System (CDMS) and is included as Exhibit 2.
 - Despite an elementary school being adjacent to the corridor, there is not a school zone along the corridor.

Intersection Summary Top 50 Report	Total Crashes	Total Fatalities	Total Serious Injuries	Total Injuries	Injury Severity				Ped/Bike	
					Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike
WEST BAY DR @ CLEARWATER LARGO RD N	132	0	0	15	0	0	12	19	1	1
CLEARWATER LARGO RD S @ 8TH AVE SW	37	1	4	6	1	3	1	4	1	2
CLEARWATER LARGO RD S @ CLEVELAND AVE SW	8	0	0	1	0	0	1	3	0	0
CLEARWATER LARGO RD S @ 1ST AVE SW	8	0	0	0	0	0	0	1	0	0
CLEARWATER LARGO RD S @ 6TH AVE SW	6	0	0	0	0	0	0	1	1	1
CLEARWATER LARGO RD N @ 4TH AVE NW	6	0	0	1	0	0	1	1	0	0
CLEARWATER LARGO RD S @ 7TH AVE SW	5	0	0	1	0	0	1	0	0	0
CLEARWATER LARGO RD S @ WASHINGTON AVE	5	0	0	0	0	0	0	0	0	0
CLEARWATER LARGO RD N @ 2ND AVE NW	4	0	0	1	0	0	1	0	0	0
CLEARWATER LARGO RD S @ 4TH AVE SW	3	0	0	0	0	0	0	0	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	3	0	0	2	0	0	1	0	0	0
CLEARWATER LARGO RD S @ 2ND AVE SW	2	0	0	0	0	0	0	2	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	1	0	0	0	0	0	0	0	0	0
CLEARWATER LARGO RD N @ 3RD AVE NW	1	0	0	0	0	0	0	0	0	0
CLEARWATER LARGO RD N @ 6TH AVE NW	1	0	0	0	0	0	0	1	0	0

Intersection Summary Top 50 Report	Crash Type			
	Angle	Left Turn	Right Turn	Head On
WEST BAY DR @ CLEARWATER LARGO RD N	12	1	1	0
CLEARWATER LARGO RD S @ 8TH AVE SW	5	0	0	1
CLEARWATER LARGO RD S @ CLEVELAND AVE SW	4	0	1	0
CLEARWATER LARGO RD S @ 1ST AVE SW	1	0	0	0
CLEARWATER LARGO RD S @ 6TH AVE SW	3	0	0	0
CLEARWATER LARGO RD N @ 4TH AVE NW	2	0	0	0
CLEARWATER LARGO RD S @ 7TH AVE SW	1	0	0	0
CLEARWATER LARGO RD S @ WASHINGTON AVE	1	0	0	0
CLEARWATER LARGO RD N @ 2ND AVE NW	2	0	0	0
CLEARWATER LARGO RD S @ 4TH AVE SW	0	0	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	1	2	0	0
CLEARWATER LARGO RD S @ 2ND AVE SW	0	1	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	0	0	0	0
CLEARWATER LARGO RD N @ 3RD AVE NW	0	0	0	0
CLEARWATER LARGO RD N @ 6TH AVE NW	0	1	0	0

Intersection Summary Top 50 Report	Strategic Highway Safety Plan										
	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
WEST BAY DR @ CLEARWATER LARGO RD N	5	1	1	25	28	43	36	10	42	4	1
CLEARWATER LARGO RD S @ 8TH AVE SW	1	0	0	11	14	9	8	2	15	1	0
CLEARWATER LARGO RD S @ CLEVELAND AVE SW	0	0	0	2	3	3	1	0	4	0	0
CLEARWATER LARGO RD S @ 1ST AVE SW	1	0	0	0	0	0	2	0	5	0	0
CLEARWATER LARGO RD S @ 6TH AVE SW	0	0	0	0	1	1	1	2	0	0	0
CLEARWATER LARGO RD N @ 4TH AVE NW	0	0	0	2	1	1	3	0	0	1	0
CLEARWATER LARGO RD S @ 7TH AVE SW	0	0	0	1	4	0	0	1	1	0	1
CLEARWATER LARGO RD S @ WASHINGTON AVE	0	0	0	0	2	0	1	1	2	0	0
CLEARWATER LARGO RD N @ 2ND AVE NW	0	0	1	2	1	0	2	0	2	0	0
CLEARWATER LARGO RD S @ 4TH AVE SW	0	0	0	0	1	0	0	1	1	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	0	0	0	0	0	0	0	0	1	0	0
CLEARWATER LARGO RD S @ 2ND AVE SW	0	0	0	1	1	2	1	0	0	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	0	0	0	0	1	0	0	0	1	0	0
CLEARWATER LARGO RD N @ 3RD AVE NW	0	0	0	0	0	0	1	0	0	0	0
CLEARWATER LARGO RD N @ 6TH AVE NW	0	0	0	0	0	0	0	0	1	0	0

g. Existing and proposed transit service along the corridor, including frequency of service

- The corridor is served by PSTA route 65 hourly. Connections are available to route 61 at 8th Ave SW and route 52 at West Bay Drive.

h. Access/connections to Activity Center(s) or Multimodal Corridor(s), as designated on the PPC Transit Oriented Land Use Vision Map

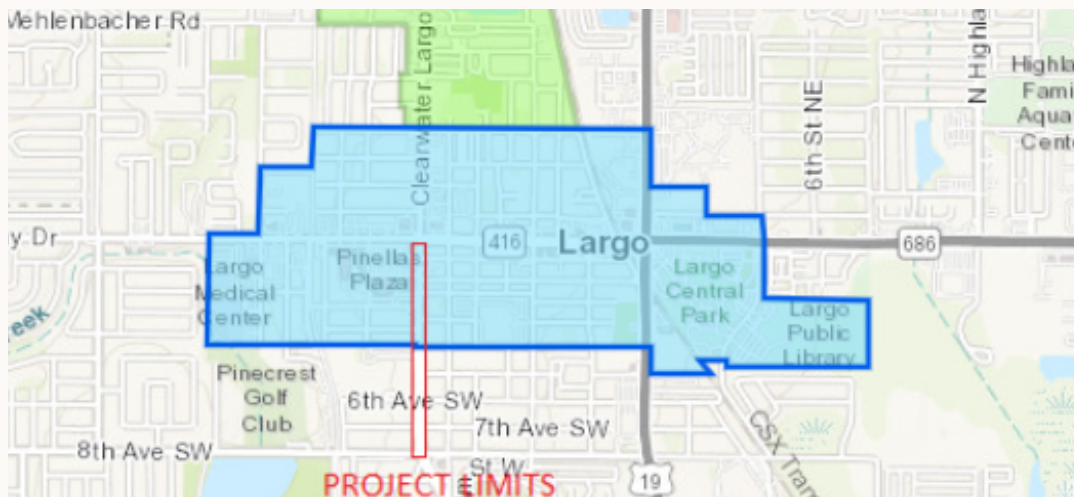
- Clearwater-Largo Road from 8th Ave SW to West Bay Drive is a Supporting Multimodal Corridor and connects to a Primary Multimodal Corridor (Clearwater-Largo Road north of West Bay Drive). It connects to two Special Activity Centers, which make up the City's Downtown.



Transit-Oriented Land Use Vision Map,
Forward Pinellas (2016)
Vision_Map_21000_scale.pdf
(forwardpinellas.org)

i. Is the project within an adopted Community Redevelopment Area (CRA)?

- The northern half of the project is within the West Bay Drive CRA. The Clearwater-Largo Road CRA is adjacent to the northern boundary of the West Bay Drive CRA.



j. Describe how this project fits into an economic development or redevelopment strategy or plan, if applicable.

- Excerpts from the WBD-CRD Plan:

P. 1-6:

The City of Largo recognizes the importance of a vibrant downtown in the WBD-CRD, the City's traditional urban core. The *City's Strategic Plan and Implementation Program* identifies the historic downtown as one of the City's three major activity centers. The *City's Comprehensive Plan* recognizes the need to promote activity centers as "walkable destinations to live, work, shop and play" (Economic Development Element (EDE) Objective 1.5).

P. 1-7:

At each community meeting, participants were asked to rank the most desirable past, present and future qualities of the historic downtown. In general, community stakeholders indicated support for intensifying the level of development in selected portions of the WBD-CRD to create a walkable, mixed-use downtown. In addition, the community indicated strong support for the preservation of existing neighborhoods. The results are shown in Table 1-3: 2009 Community Values. These values have helped staff shape the characteristics of the land use districts which will guide the redevelopment of the District.

P. 1-8:

The community values were ranked in order of highest importance and are listed below:

1. Mixed-use development
2. Safe neighborhood
3. Walkable community
4. Urban forest and shopping opportunities
5. Affordable housing, clean neighborhood, historic preservation, and public transit
6. Community identity and public gathering space
7. Employment opportunities, neighborhood preservation, parks, and unified design

In these community conversations, residents and business owners supported a walkable, mixed-use, urban downtown that supports transit. In some locations, the community desired to have mid-to-high rise, mixed-use structures. At the same time, the community was committed to preserving the fabric of existing neighborhoods, and emphasized neighborhood safety within the WBD-CRD. Community leaders also concluded that the design, placement, and massing of structures were more important to successful redevelopment than a unified architectural style.

Following the community meetings, the Community Development Advisory Board (CDAB) helped staff to refine these values into one simplified goal and three main objectives.

P. 2-1:

The community planning process concluded that the WBD-CRD's suburban scale development characteristics need to change through redevelopment actions to achieve the Community Goal of a vibrant downtown. In order to define the characteristics of the proposed land use (character districts), the City's consultant analyzed the physical characteristics of the West Bay Drive corridor. Functionally, the West Bay Drive corridor can be defined as having five main functional areas or nodes, described below. Each area is walkable; they are as wide as a person can comfortably walk (see Map 2.1 Urban Design Nodes).

- **Intersection of West Bay Drive and Clearwater-Largo Road** – The southwest quadrant of this intersection is currently developed with large scale commercial uses including the Publix Shopping Center and Wachovia Bank high-rise building. The three remaining quadrants are underutilized. This is an appropriate location for higher intensity development that may include parcel consolidation. Clearwater-Largo Road north of the intersection has previously been improved to include mid-block pedestrian crossings, increased right-of-way landscaping and public parking lots. The segment south of the intersection is proposed to be similarly treated.

P. 2-2:

The community planning process concluded that the WBD-CRD's suburban scale development characteristics need to change through redevelopment actions to achieve the Community Goal of a vibrant downtown. In order to define the characteristics of the proposed land use (character districts), the City's consultant analyzed the physical characteristics of the West Bay Drive corridor. Functionally, the West Bay Drive corridor can be defined as having five main functional areas or nodes, described below. Each area is walkable; they are as wide as a person can comfortably walk (see Map 2.1 Urban Design Nodes).

Within the WBD-CRD the character districts are described as follows (see Map 2.2 Character Districts):

- **Mixed-Use Corridor (MUC)** – The MUC Character District is intended to include the highest density and intensity development within the WBD-CRD.
- **Medical Arts (MA)** – The MA Character District allows office and commercial development surrounding the medical center, as well as short term stay residential units supporting the medical function.
- **City Home (CH)** – The CH Character District is intended for multifamily residential uses with limited potential for live-work office use.
- **Neighborhood Residential (NR)** – The NR Character District is intended for lower-density single-family residential use and supports the preservation of existing neighborhoods.

In addition to the WBD-CRD's four recognized character districts, the WBD-CRD includes other land use designations consistent with the Countywide Future Land Use Map and Plan Rules. These land uses must be protected and are not currently considered as redevelopment opportunities. The supporting land uses include (see Map 2.2 Character Districts):

k. Does the project corridor have street lighting? Will the project add/enhance street lighting along the corridor?

- The corridor has lighting. Additional lighting could be evaluated during design.



2. Provide a cost estimate and documentation of the local match being provided by the applicant.

- Cost for the following scope is estimated to be \$75-100,000. The City requests grant funding of \$75,000. The City would pay any amount greater than \$75,000. Documentation of local match is provided as Exhibit 3.

SCOPE

Transportation and safety analysis

- 3-4 turning movement counts (West Bay Drive and 8th Ave SW) and videos at key intersections
- Possible counts at median locations (to evaluate whether to close some of the medians).
- Traffic analysis
 - Existing conditions and volume (20 Year forecast)
 - Traffic forecasting with travel delay
 - Synchro analysis
- Meetings/coordination with Pinellas County and Forward Pinellas
- Crash analysis
 - Summarize five-year trend and crash typing
 - Observations (am, midday) – Mildred Helms Middle School/Publix

Public Engagement

- 2 rounds –
 1. List challenges/concerns/what should be considered
 2. Review recommendations
- Business Forums (2)
- Stakeholder meetings
- One Public forum
- Online engagement (website development)

Concepts

- Three plan views and three renderings
- Three renderings
- Most optimal for this location/conflicts

3. Describe how the project will serve multiple travel modes, including walking, bicycling and transit use.

- The project will serve people walking and cycling the most. Creation of conditions that favor walking, however, can encourage transit use. Additionally, some build alternatives may create enough space for amenities such as transit shelters and ensure ADA compliance, without impacting the sidewalk.
- The project will seek to balance modes of travel so that walking, bicycling, and transit may reduce single person vehicle use and reduce congestion. The study will evaluate impacts to adjacent roadways and parallel routes.

4. Describe the local planning requirements that make the area surrounding the project corridor supportive of multimodal transportation improvements.

- The WBD-CRD Plan regulates the northern portion of this segment of Clearwater-Largo Road, from West Bay Drive to 4th Street SW. Additionally, this portion of the segment is located within the City of Largo's Downtown Multimodal Activity Center (DMAC). Therefore, a total of fifteen (15) of the thirty-seven (37) total parcels directly abutting this corridor segment are within the WBD-CRD and DMAC boundaries.
- The WBD-CRD Plan was created in 2009 and organizes the area by character districts that support pedestrian-friendly, mixed use, and transit-supportive design. Each of the districts incorporates design techniques to reduce setbacks, create a wider pedestrian zone for walking and amenities, and orient the building frontages to the street-facing sides. The DMAC requires (re)development to incorporate pedestrian zones that include five-foot landscape strips with street trees between the sidewalk and back of curb. Buildings are encouraged to be placed against the pedestrian zone to create a more walkable environment, with parking placed in the rear of the building and screened. As this corridor (re)develops, existing land use policies will allow for enhanced walkability, while encouraging multimodal transportation. While the southern portion of the Clearwater-Largo Road segment, from 4th Street SW to 8th Ave SW, is not within the WBD-CRD or DMAC, it connects the Activity Center to the Mildred Helms Elementary School and serves an integral route for students to walk and bike to school from the downtown and surrounding community.

5. It is expected that these projects will move forward for implementation & construction. Provide a project schedule to highlight the anticipated timeline for completion of the concept planning project. Please include a proposed timeline for the design and ultimate implementation & construction of the project.

- Design for the original CIP project to construct a raised, vegetated median adjacent to Pinellas Plaza is programmed for FY23 and construction for FY24. Both design and construction will remain funded but will need to be deferred to allow evaluation of build alternatives resulting from stakeholder engagement.
- The City also has design for a Safe Routes to School CIP project for Mildred Helms Elementary programmed for FY25. The selected alternative, if approved by the County, may be all or part of the design. The City would pursue a Safe Routes to School grant for construction.

6. What percentage of parcels along the corridor are vacant?

- There are currently no vacant parcels along this corridor segment. There are a total of thirty-seven (37) parcels abutting this segment with a variety of land uses, including single-family, duplex/triplex/fourplex, multifamily, commercial, and institutional use types. All properties are developed but have potential for redevelopment in the near future.

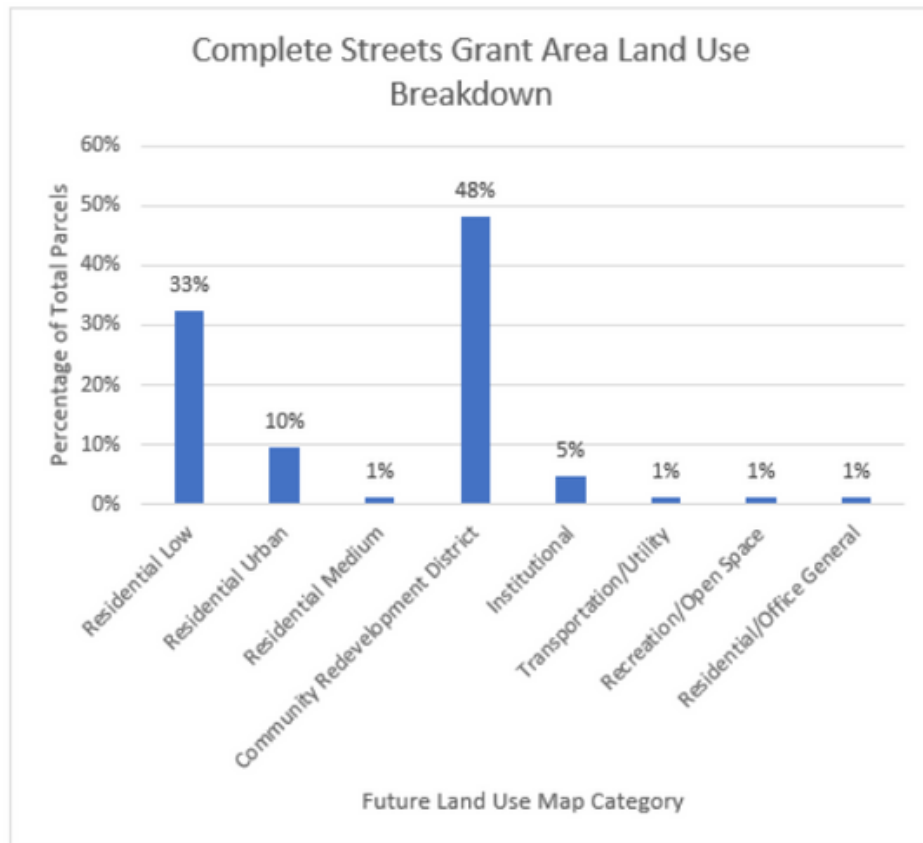
7. Describe how the parcels along the corridor are underdeveloped or underutilized and would benefit from complete streets treatments.

- There are many single-family homes along this segment of Clearwater-Largo Road, with forty-five (45) percent of the total parcels being developed as single-family homes. Approximately twenty-four (24) of the segment's parcels are developed as commercial, with the ability to take advantage of additional densities and intensities if they were to be redeveloped in the future. Twenty-one (24) percent of the parcels are multifamily or duplex/triplex/fourplex uses. Two large parcels on the western side of the segment are owned by Pinellas County School Board and serve an integral function as Mildred Helms Elementary School. Complete street treatments would help to spur redevelopment along this corridor, as pedestrian access and walkability would support mixed use types and revitalization in the area. Lack of safety and pedestrian zones along the corridor segment pose a challenge for placemaking and supporting mixed use types. Therefore, a complete street treatment to the segment would encourage revitalization, redevelopment, and activity.

8. Provide the percentages of each existing land use category that is within ¼ mile of the centerline of the roadway included in this application.

- Below is the percent breakdown of Future Land Use Map classifications for all properties within ¼ mile buffer of the corridor segment.

Land Use Category	% of Parcels
RL	33%
RU	10%
RM	1%
CRD	48%
I	5%
T/U	1%
R/OS	1%
R/OG	1%
Total	100%

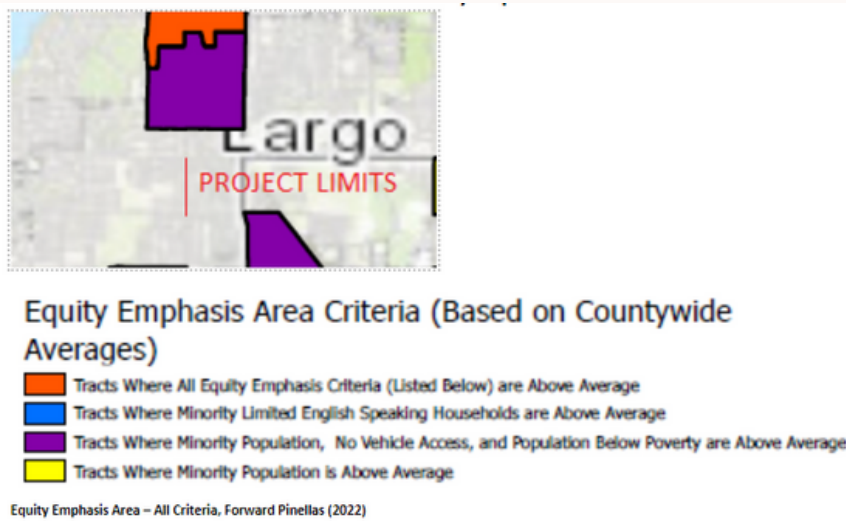


- Additionally, a variety of future land use classifications are directly adjacent to this segment, with various use types on each property, which would have a direct impact from improvements along this corridor. The segment is supportive of mixed use development, with over thirty-five (35) percent of the directly adjacent parcels being located on land uses that allow for both residential and commercial use types, with opportunities to take advantage of WBD-CRD bonuses. This is indicated in the table below, which breaks down these thirty-seven (37) parcels by use type.

City of Largo Future Land Use Analysis for Parcels Directly Adjacent to Clearwater-Largo Road Segment		
Percentage of Parcels	Land Use Classification	Use Type
54%	Residential Low	Single-family, Duplex/Triplex/Fourplex, Multifamily
35%	WBD-CRD Mixed Use Corridor (MUC)	Commercial & Multifamily
1%	Institutional	Public School
3%	WBD-CRD City Home (CH)	Multifamily
3%	WBD-CRD Neighborhood Residential (NR)	Multifamily

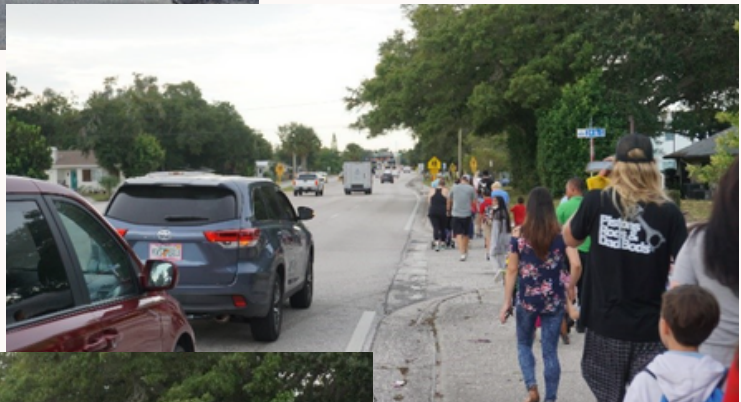
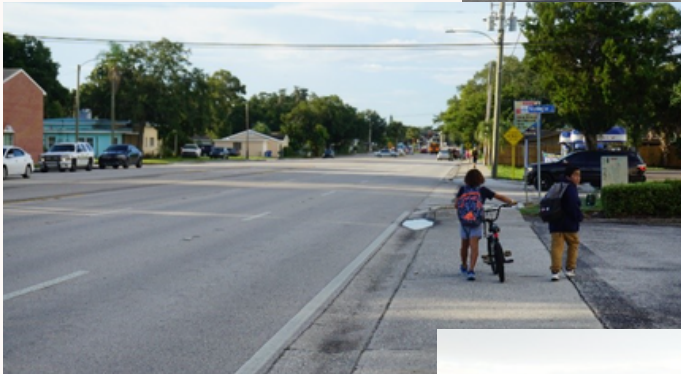
9. Is the project located an in area designated by Forward Pinellas as an Environmental Justice area? For minority, low income, or both?

- The corridor has surrounding areas that have minority populations that are low income and do not have vehicle access. This population is also likely accessing the school. While the areas are not physically touching the corridor, they are within the WBD-CRD Mixed Use Corridor Character District and have a need for safety improvements in the area for them to get around.



10. Describe how the transportation disadvantaged (persons with disabilities, children, the elderly and low income) populations will be served by the improvements proposed.

- The project will evaluate all options to separate people walking on the west side of Clearwater-Largo Road, including lane repurposing. The west side of Clearwater-Largo Road is heavily used by students attending Mildred Helms Elementary School. The safety improvements would benefit the children the most.



- The project will also evaluate allowing the transportation disadvantaged to cross Clearwater-Largo Road from the adjacent WBD-CRD Plan's City Home and Neighborhood Residential Character Districts to the Publix supermarket, banks, and other businesses in the Pinellas Plaza.

11. Describe how the project would increase access to healthy food for minority, low-income or both populations in the abutting and adjacent communities.

- The original design (which will be retained for the re-scoped project) was for a raised, vegetated median with crosswalk and pedestrian refuge between Cleveland Avenue and 1st Avenue NW.



- Its purpose is to enhance the safety of people accessing the supermarket on the west side of Clearwater-Largo Road from neighborhoods to the east. The neighborhoods east of Clearwater-Largo Road to the north and south of the project include tracts where minority population, no vehicle access, and population below poverty are above average. The project would enhance the safety of these demographics in accessing healthy food.



12. Would you be willing/able to accept a lower grant allocation than the amount you requested? If yes, what is the minimum allocation you would need for the project?

- The City would accept a grant allocation of \$65,000.

EXHIBIT 1
CLEARWATER-LARGO ROAD MULTIMODAL IMPROVEMENTS CIP PROJECT

Clearwater/Largo Road Multimodal Improvements

Project Number: 192
Project Status: Funded
Project Driver: Strategic Plan
Project Score: 4
Estimated Useful Life: 25 Years
Additional FTEs: -



Strategic Goal:

2.2.4. - Develop a multimodal street, trail, and sidewalk network that provides interconnected transportation options to residents.

Project Description:

This item is identified in the 2009 West Bay Drive Community Redevelopment District Plan, Capital Improvements section. Retrofit the roadway between Clearwater-Largo Road from West Bay Drive to 4th Ave SW with median islands, streetscape and pedestrian crossing improvements similar to the completed northern CLR segment. This project has been moved up in prioritization as a result of the Downtown Connectivity Strategic Plan Project.

Strategic Goal Advancement:

This segment of the corridor would see enhanced pedestrian facilities to enhance multi-modal connectivity in the downtown core.

Revisions from Previous Year:

N/A

Funding Breakdown:

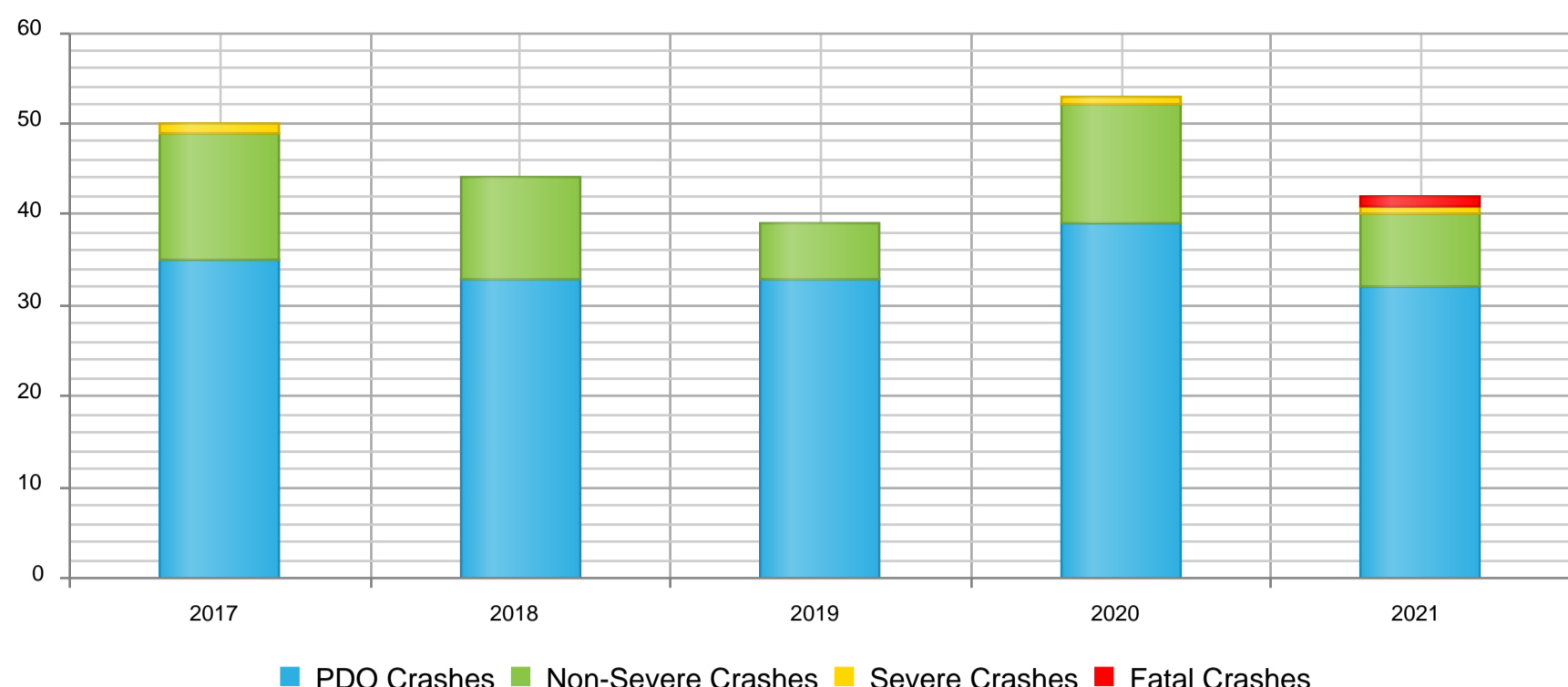
FUND	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Project Total	\$150,000	\$800,000	\$0	\$0	\$0
Subtotal Total By Expenditure Type					
Operating Expenditures	\$150,000	\$0	\$0	\$0	\$0
Capital Expenditures	\$0	\$800,000	\$0	\$0	\$0
Subtotal Total By Fund					
(128) West Bay Drive Community Redevelopment District (WBD-CRD) Fund	\$150,000	\$800,000	\$0	\$0	\$0

EXHIBIT 2
CDMS DATA

Quick Summary

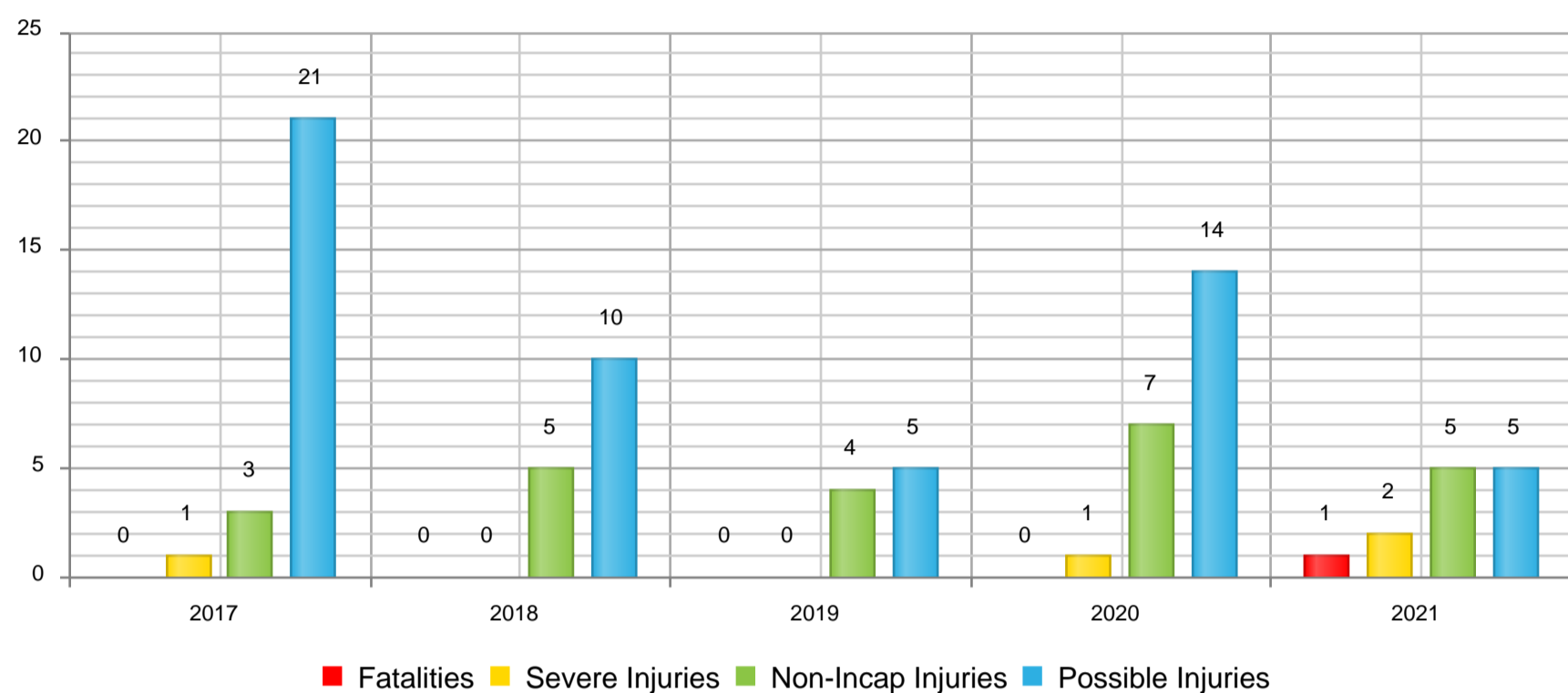
Crashes

Category	2017	2018	2019	2020	2021	TOTAL
Fatal Crashes	0	0	0	0	1	1
Severe Crashes	1	0	0	1	1	3
Non-Severe Crashes	14	11	6	13	8	52
PDO Crashes	35	33	33	39	32	172
Total Crashes	50	44	39	53	42	228



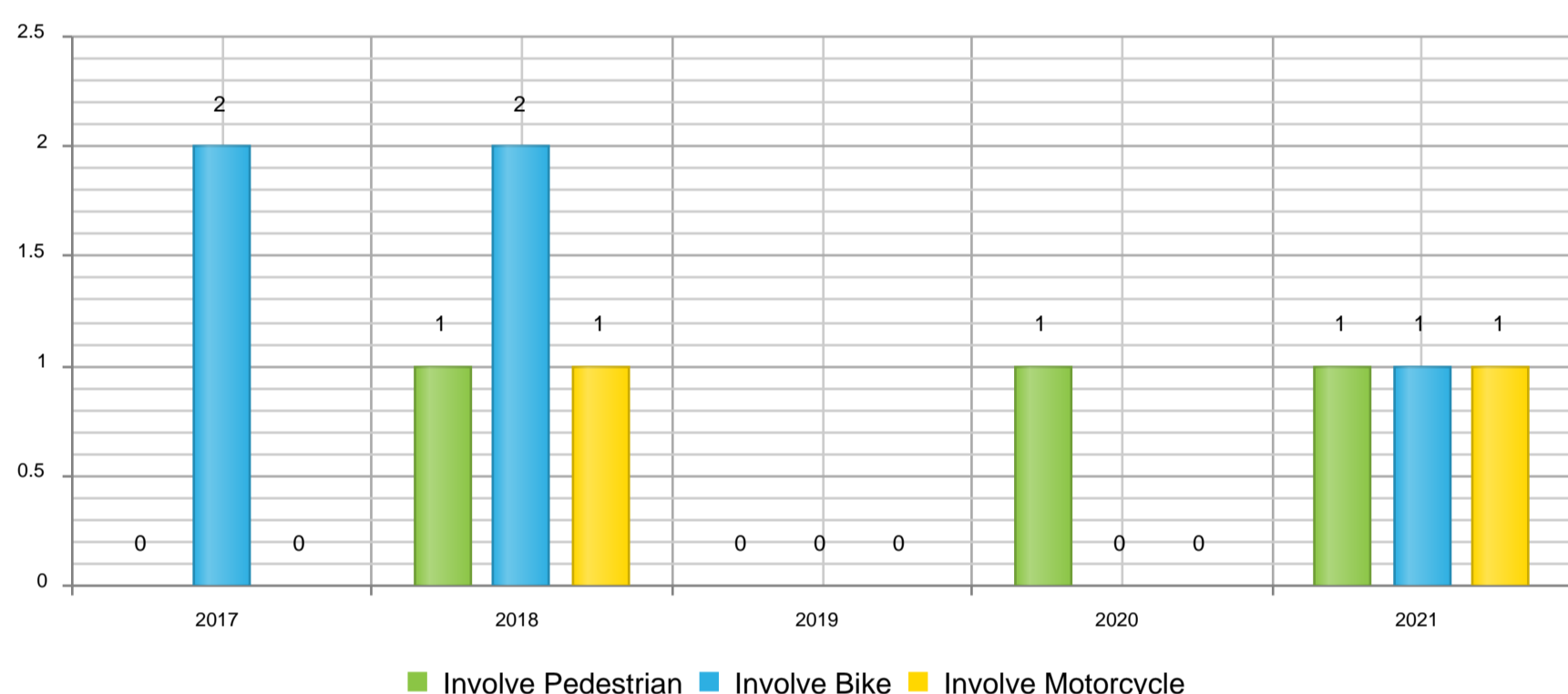
Injuries

Category	2017	2018	2019	2020	2021	TOTAL
Fatalities	0	0	0	0	1	1
Severe Injuries	1	0	0	1	2	4
Non-Incap Injuries	3	5	4	7	5	24
Possible Injuries	21	10	5	14	5	55



Vulnerable User Crashes

Category	2017	2018	2019	2020	2021	TOTAL
Involve Pedestrian	0	1	0	1	1	3
Involve Bike	2	2	0	0	1	5
Involve Motorcycle	0	1	0	0	1	2



Crash Types

Category	2017	2018	2019	2020	2021	TOTAL
Angle	5	4	7	8	9	33
Head On	0	1	0	0	0	1
Left Turn	1	1	1	2	1	6
Right Turn	0	0	1	1	0	2
Rear End	29	27	22	31	19	128
Sideswipe	9	7	5	4	5	30
Hit Fixed Object	2	1	1	4	3	11
Hit Non-Fixed Object	0	0	0	0	0	0
Bike	2	1	0	0	1	4
Pedestrian	0	1	0	1	1	3
Run Off Road	0	0	0	0	0	0
Single Vehicle	0	1	1	0	3	5
U-Turn	1	0	1	0	0	2
Unknown	1	0	0	2	0	3

Strategic Highway Safety

Category	2017	2018	2019	2020	2021	TOTAL
Impaired	0	3	1	2	1	7
Aggressive and Speeding	9	2	13	11	11	46
Intersections	18	11	7	15	11	62
Commercial	0	4	1	2	1	8
Lane Departure	13	10	8	13	16	60
Distracted	11	10	8	15	15	59
Aging Road User	16	14	14	18	13	75
Teen Driver	0	6	4	2	5	17
No Restraint	0	1	0	2	0	3

Other Contributing Factors

Category	2017	2018	2019	2020	2021	TOTAL
Disregard Control	2	0	0	2	2	6
No Lighting	1	1	0	0	0	2
NightTime	9	9	12	9	12	51
WetSurface	4	4	5	6	3	22

Top Locations

View: Crashes | Top: 20 | Sort by: Crashes Exclude Interstates

Node	Intersection	Crashes	Fatals	Severe	NonIncap	Possible
15_19369	WEST BAY DR @ CLEARWATER LARGO RD N	132	0	0	12	19
15_18762	CLEARWATER LARGO RD S @ 8TH AVE SW	37	1	3	1	4
15_19301	CLEARWATER LARGO RD S @ 1ST AVE SW	8	0	0	0	1
15_19232	CLEARWATER LARGO RD S @ CLEVELAND AVE SW	8	0	0	1	3
15_18910	CLEARWATER LARGO RD S @ 6TH AVE SW	6	0	0	0	1
15_19737	CLEARWATER LARGO RD N @ 4TH AVE NW	6	0	0	1	1
15_19150	CLEARWATER LARGO RD S @ WASHINGTON AVE	5	0	0	0	0
15_18846	CLEARWATER LARGO RD S @ 7TH AVE SW	5	0	0	1	0
15_19550	CLEARWATER LARGO RD N @ 2ND AVE NW	4	0	0	1	0
15_19053	CLEARWATER LARGO RD S @ 4TH AVE SW	3	0	0	0	0
15_19075	CLEARWATER LARGO RD S @ 3RD AVE SW	3	0	0	1	0
15_19192	CLEARWATER LARGO RD S @ 2ND AVE SW	2	0	0	0	2
15_19635	CLEARWATER LARGO RD N @ 3RD AVE NW	1	0	0	0	0
15_19115	CLEARWATER LARGO RD S @ 3RD AVE SW	1	0	0	0	0
15_19861	CLEARWATER LARGO RD N @ 6TH AVE NW	1	0	0	0	1

Selection Query:

Years: 2021,2020,2019,2018,2017 Saved Area 1Extent(-82.79678388783884,27.909227996375357,-82.79609724233102,27.916983150055806)

Report Memo:

None



Selections used to generate this report:

Years: 2021,2020,2019,2018,2017

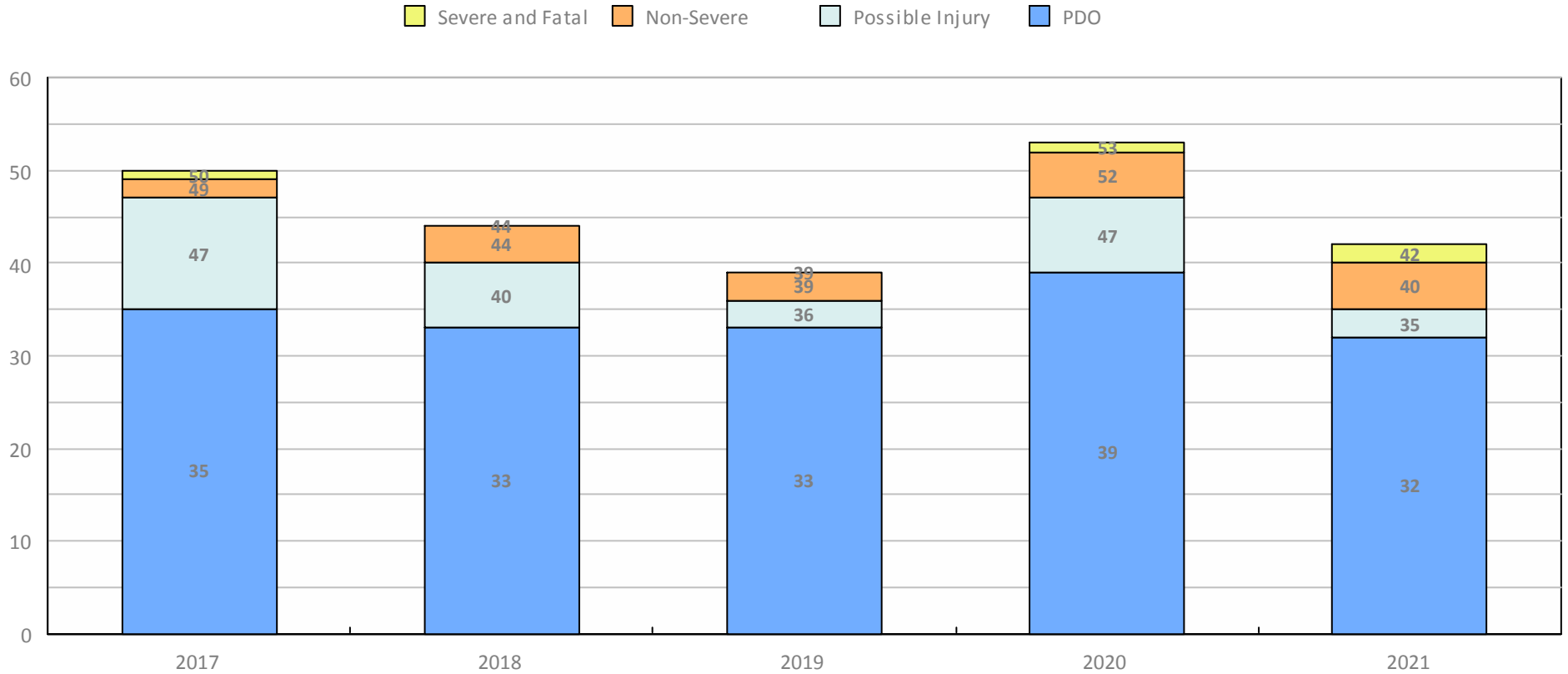
Saved Area 1: Extent(-82.79678388783884,27.909227996375357,-82.79609724233102,27.916983150055806)

Intersection Summary Top 50 Report	Total Crashes	Total Fatalities	Total Serious Injuries	Total Injuries	Injury Severity				Ped/Bike		Crash Type				Strategic Highway Safety Plan										
					Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
WEST BAY DR @ CLEARWATER LARGO RD N	132	0	0	15	0	0	12	19	1	1	12	1	1	0	5	1	1	25	28	43	36	10	42	4	1
CLEARWATER LARGO RD S @ 8TH AVE SW	37	1	4	6	1	3	1	4	1	2	5	0	0	1	1	0	0	11	14	9	8	2	15	1	0
CLEARWATER LARGO RD S @ CLEVELAND AVE SW	8	0	0	1	0	0	1	3	0	0	4	0	1	0	0	0	0	2	3	3	1	0	4	0	0
CLEARWATER LARGO RD S @ 1ST AVE SW	8	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	2	0	5	0	0
CLEARWATER LARGO RD S @ 6TH AVE SW	6	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	1	1	2	0	0	0
CLEARWATER LARGO RD N @ 4TH AVE NW	6	0	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	1	3	0	0	1	0
CLEARWATER LARGO RD S @ 7TH AVE SW	5	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	4	0	0	1	1	0	1
CLEARWATER LARGO RD S @ WASHINGTON AVE	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	2	0	0
CLEARWATER LARGO RD N @ 2ND AVE NW	4	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	1	2	1	0	2	0	2	0	0
CLEARWATER LARGO RD S @ 4TH AVE SW	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	3	0	0	2	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0
CLEARWATER LARGO RD S @ 2ND AVE SW	2	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	1	1	2	1	0	0	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
CLEARWATER LARGO RD N @ 3RD AVE NW	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
CLEARWATER LARGO RD N @ 6TH AVE NW	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0

* Total Injuries = Total Incapacitating and Total Non-Incapacitating injuries. Possible Injuires are not included in total.

* Ped and Bike totals are for all crashes involving a Pedestrian and/or Bicycle

Crashes by Year

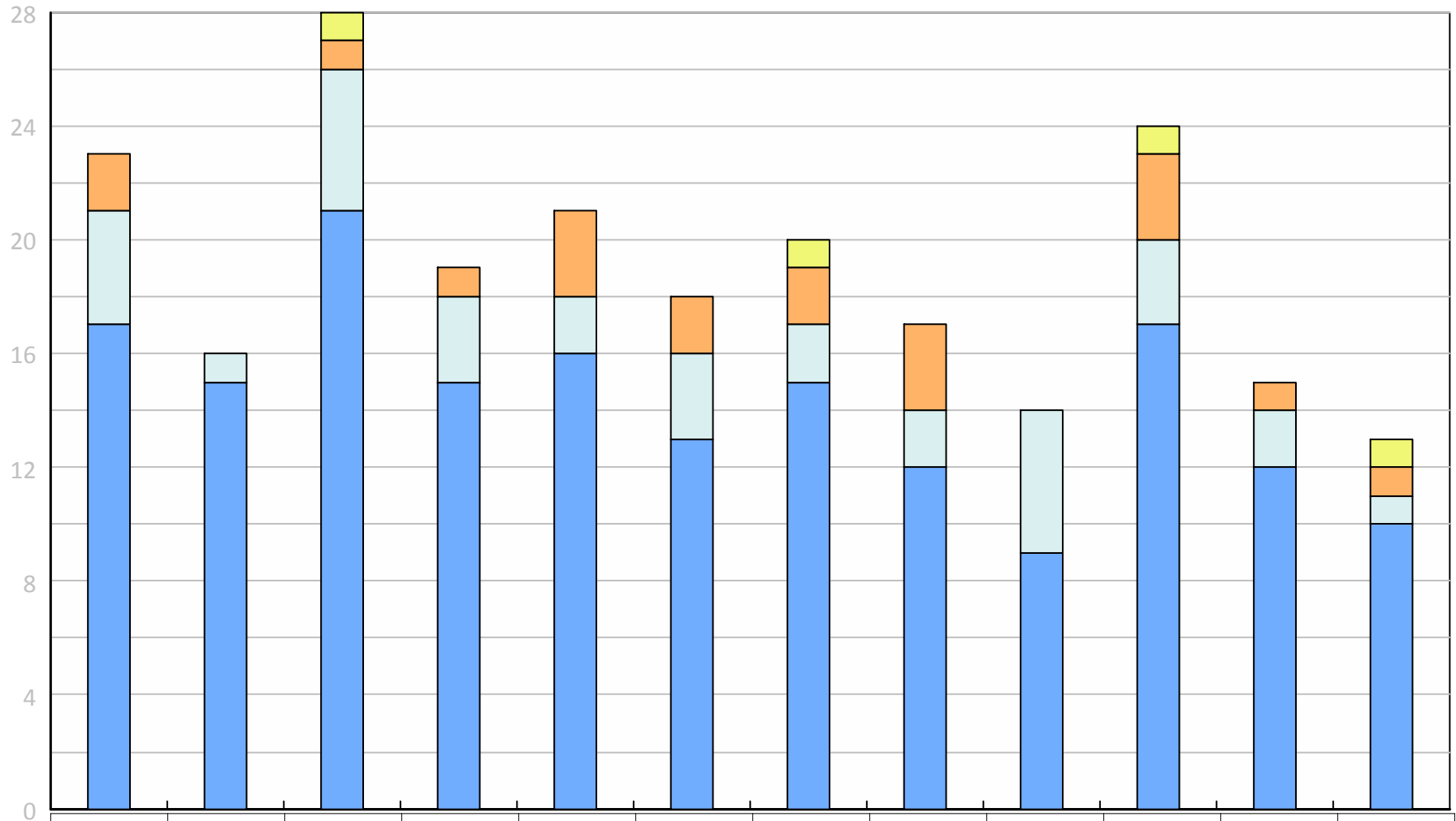


	2017	2018	2019	2020	2021	TOTAL
PDO	35	33	33	39	32	172
Possible Injury	12	7	3	8	3	33
Non-Severe Injury	2	4	3	5	5	19
Severe Injury	1	0	0	1	1	3
Fatal	0	0	0	0	1	1
TOTAL	50	44	39	53	42	228

* PDO = Property Damage Only

Crashes by Month

■ Severe and Fatal
 ■ Non-Severe
 ■ Possible Injury
 ■ PDO



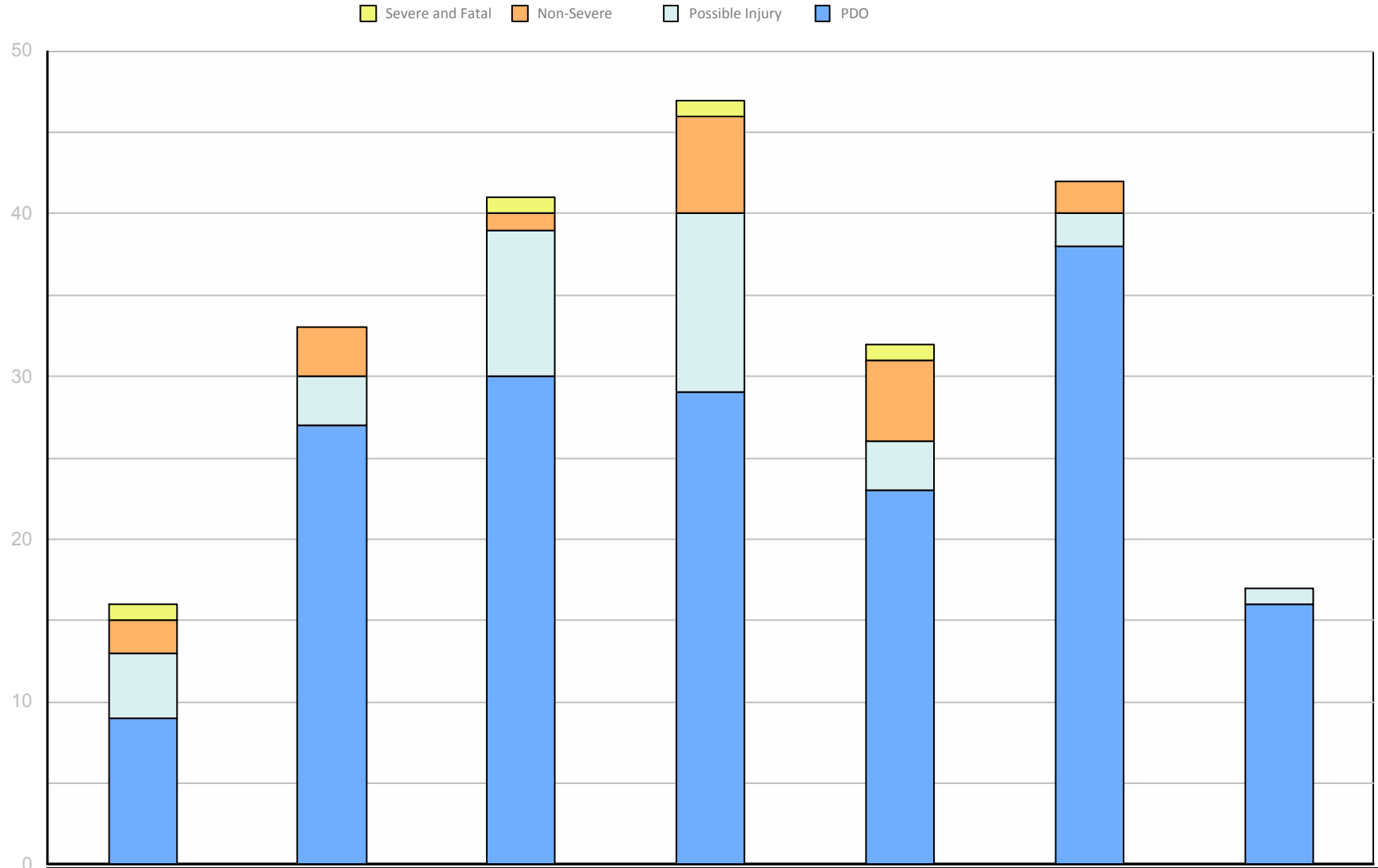
	January	February	March	April	May	June	July	August	September	October	November	December
PDO	17	15	21	15	16	13	15	12	9	17	12	10
Possible Injury	4	1	5	3	2	3	2	2	5	3	2	1
Non-Severe Injury	2	0	1	1	3	2	2	3	0	3	1	1
Severe Injury	0	0	1	0	0	0	0	0	0	1	0	1
Fatal	0	0	0	0	0	0	1	0	0	0	0	0
TOTAL	23	16	28	19	21	18	20	17	14	24	15	13

* PDO = Property Damage Only

Crashes by Month/Year

		January	February	March	April	May	June	July	August	September	October	November	December
2017	PDO	2	5	6	5	2	4	3	3	1	3	1	0
	Possible Injury	1	1	1	2	1	1	0	1	1	1	1	1
	Non-Severe	0	0	0	0	0	0	0	1	0	0	0	1
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	1
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2018	PDO	3	3	3	4	4	3	3	1	4	2	2	1
	Possible Injury	1	0	0	1	1	0	1	0	2	1	0	0
	Non-Severe	2	0	0	0	1	0	0	0	0	0	1	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2019	PDO	3	1	1	4	4	1	2	3	0	6	3	5
	Possible Injury	0	0	1	0	0	1	0	0	0	1	0	0
	Non-Severe	0	0	0	0	1	1	0	0	0	1	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2020	PDO	7	3	5	0	3	3	3	3	4	3	3	2
	Possible Injury	2	0	1	0	0	0	1	1	2	0	1	0
	Non-Severe	0	0	1	0	1	1	1	0	0	1	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	1	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2021	PDO	2	3	6	2	3	2	4	2	0	3	3	2
	Possible Injury	0	0	2	0	0	1	0	0	0	0	0	0
	Non-Severe	0	0	0	1	0	0	1	2	0	1	0	0
	Severe Injury	0	0	1	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	1	0	0	0	0	0

Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
PDO	9	27	30	29	23	38	16
Possible Injury	4	3	9	11	3	2	1
Non-Severe Injury	2	3	1	6	5	2	0
Severe Injury	0	0	1	1	1	0	0
Fatal	1	0	0	0	0	0	0
TOTAL	16	33	41	47	32	42	17

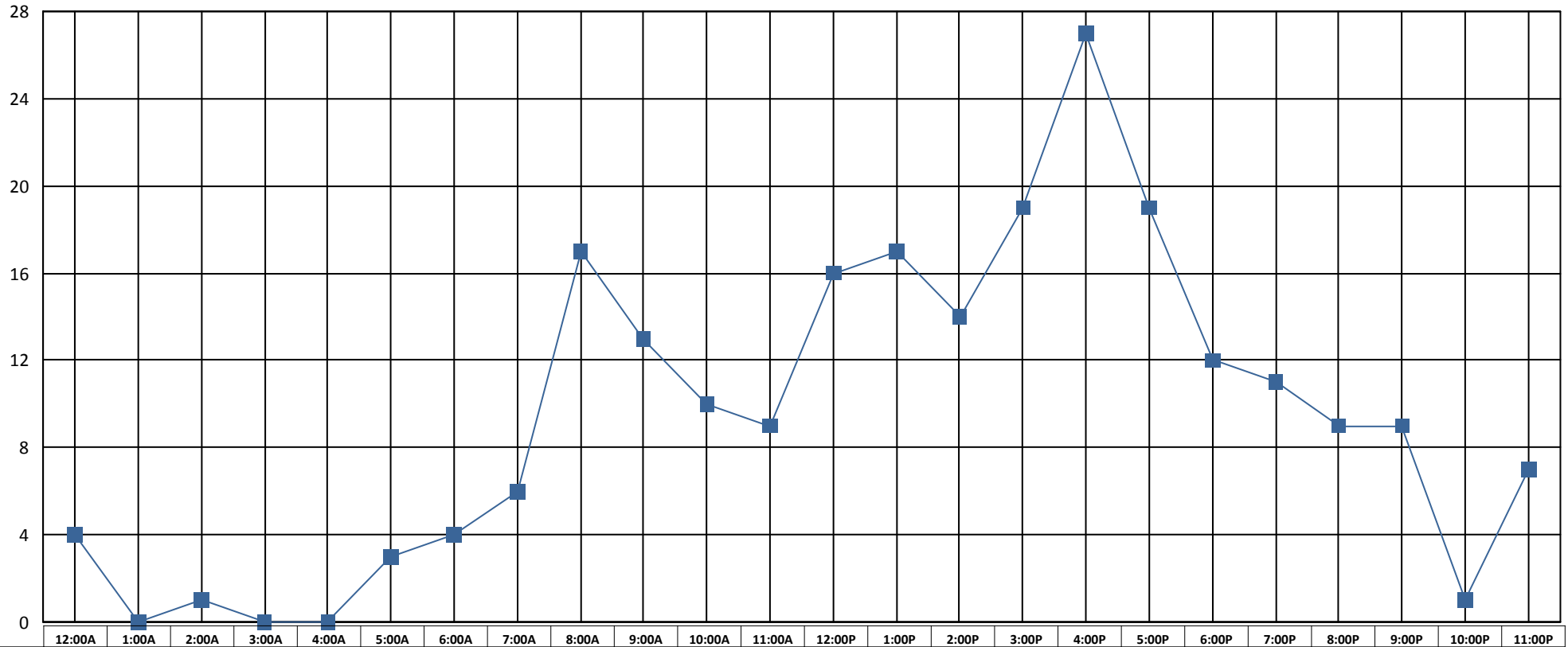
* PDO = Property Damage Only

Crashes by Month / Day of Week

		Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday			Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday		
January	PDO	1	3	4	2	3	2	2	July	PDO	0	5	3	3	1	2	1		
	Possible Injury	1	0	1	2	0	0	0		Possible Injury	0	1	0	1	0	0	0	0	
	Non-Severe Injury	0	0	0	2	0	0	0		Non-Severe Injury	0	0	0	1	1	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0		Fatal	1	0	0	0	0	0	0	0	0
	TOTAL	2	3	5	6	3	2	2		TOTAL	1	6	3	5	2	2	2	1	
February	PDO	1	4	2	1	3	3	1	August	PDO	1	1	1	3	1	4	1		
	Possible Injury	0	0	0	1	0	0	0		Possible Injury	1	0	0	1	0	0	0	0	
	Non-Severe Injury	0	0	0	0	0	0	0		Non-Severe Injury	1	0	0	1	1	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	0
	TOTAL	1	4	2	2	3	3	1		TOTAL	3	1	1	5	2	4	1		
March	PDO	0	5	6	2	1	4	3	September	PDO	0	0	2	4	2	1	0		
	Possible Injury	1	0	2	1	0	0	1		Possible Injury	1	1	1	0	1	1	0	0	
	Non-Severe Injury	0	0	0	0	0	1	0		Non-Severe Injury	0	0	0	0	0	0	0	0	
	Severe Injury	0	0	1	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	0
	TOTAL	1	5	9	3	1	5	4		TOTAL	1	1	3	4	3	2	0		
April	PDO	2	0	2	1	3	7	0	October	PDO	1	4	2	5	3	1	1		
	Possible Injury	0	0	1	1	1	0	0		Possible Injury	0	0	1	1	1	0	0	0	
	Non-Severe Injury	0	0	0	0	1	0	0		Non-Severe Injury	0	1	0	1	0	1	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	1	0	0	0	0	
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	0
	TOTAL	2	0	3	2	5	7	0		TOTAL	1	5	3	8	4	2	1		
May	PDO	0	3	4	3	2	4	0	November	PDO	1	2	3	0	0	4	2		
	Possible Injury	0	0	1	0	0	1	0		Possible Injury	0	1	0	1	0	0	0	0	
	Non-Severe Injury	0	2	0	0	1	0	0		Non-Severe Injury	0	0	0	0	1	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	0
	TOTAL	0	5	5	3	3	5	0		TOTAL	1	3	3	1	1	4	2		
June	PDO	0	0	1	3	2	3	4	December	PDO	2	0	0	2	2	3	1		
	Possible Injury	0	0	2	1	0	0	0		Possible Injury	0	0	0	1	0	0	0	0	
	Non-Severe Injury	1	0	1	0	0	0	0		Non-Severe Injury	0	0	0	1	0	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	1	0	0	0	
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	4	4	2	3	4		TOTAL	2	0	0	4	3	3	3	1	

* PDO = Property Damage Only

Crashes by Time of Day



	12:00A	1:00A	2:00A	3:00A	4:00A	5:00A	6:00A	7:00A	8:00A	9:00A	10:00A	11:00A	12:00P	1:00P	2:00P	3:00P	4:00P	5:00P	6:00P	7:00P	8:00P	9:00P	10:00P	11:00P
PDO	1	0	0	0	0	2	4	6	9	9	5	9	12	15	11	13	21	16	11	8	7	8	1	4
Possible Injury	0	0	0	0	0	1	0	0	6	1	3	0	2	2	1	3	5	3	1	2	1	1	0	1
Non-Severe Injury	3	0	1	0	0	0	0	0	1	3	2	0	2	0	0	3	1	0	0	1	1	0	0	1
Severe Injury	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	4	0	1	0	0	3	4	6	17	13	10	9	16	17	14	19	27	19	12	11	9	9	1	7

* PDO = Property Damage Only

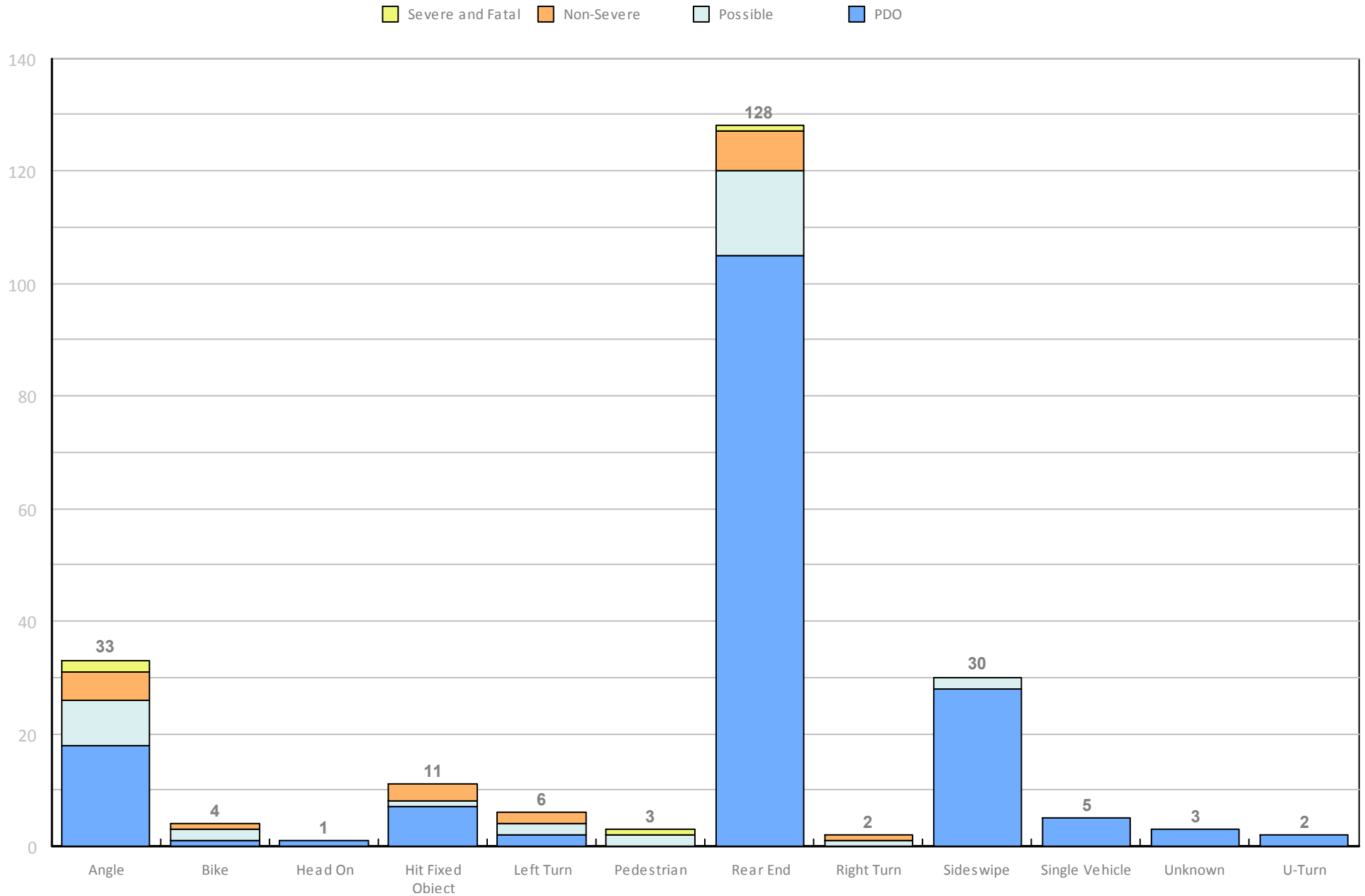
Crashes by Crash Type

		2017	2018	2019	2020	2021	Total
Angle	PDO	2	2	5	5	4	18
	Possible Inj	2	1	2	1	2	8
	Non Severe	1	1	0	1	2	5
	Severe	0	0	0	1	1	2
	Fatal	0	0	0	0	0	0
	Total	5	4	7	8	9	33
Left Turn	PDO	0	1	0	1	0	2
	Possible Inj	1	0	0	0	1	2
	Non Severe	0	0	1	1	0	2
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	1	1	1	2	1	6
Right Turn	PDO	0	0	0	0	0	0
	Possible Inj	0	0	0	1	0	1
	Non Severe	0	0	1	0	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	0	0	1	1	0	2
Head On	PDO	0	1	0	0	0	1
	Possible Inj	0	0	0	0	0	0
	Non Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	0	1	0	0	0	1
Rear End	PDO	21	21	20	25	18	105
	Possible Inj	6	4	1	4	0	15
	Non Severe	1	2	1	2	1	7
	Severe	1	0	0	0	0	1
	Fatal	0	0	0	0	0	0
	Total	29	27	22	31	19	128
Sideswipe	PDO	8	6	5	4	5	28
	Possible Inj	1	1	0	0	0	2
	Non Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	9	7	5	4	5	30
U-Turn	PDO	1	0	1	0	0	2
	Possible Inj	0	0	0	0	0	0
	Non Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	1	0	1	0	0	2

Crashes by Crash Type

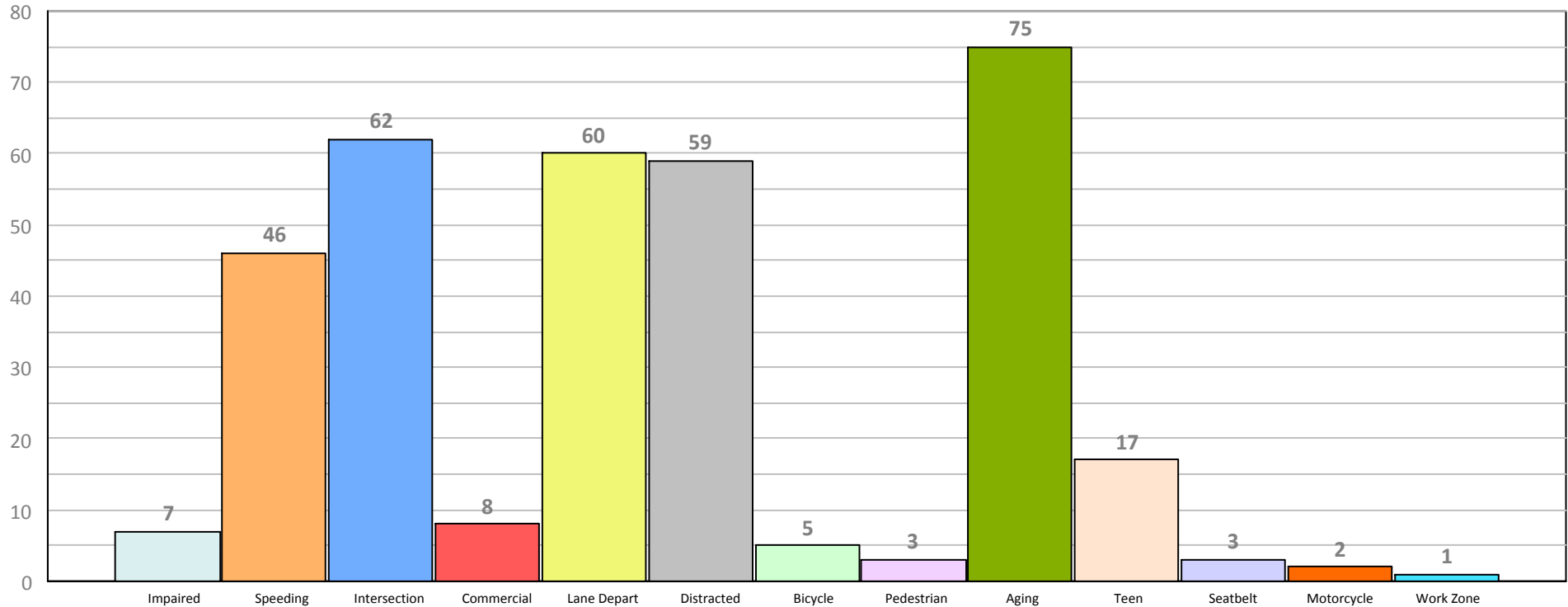
		2017	2018	2019	2020	2021	Total
Hit Fixed Object	PDO	2	1	1	2	1	7
	Possible Injury	0	0	0	1	0	1
	Non-Severe	0	0	0	1	2	3
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	2	1	1	4	3	11
Pedestrian	PDO	0	0	0	0	0	0
	Possible Injury	0	1	0	1	0	2
	Non-Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	1	1
	Total	0	1	0	1	1	3
Bike	PDO	0	0	0	0	1	1
	Possible Injury	2	0	0	0	0	2
	Non-Severe	0	1	0	0	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	2	1	0	0	1	4
Single Vehicle	PDO	0	1	1	0	3	5
	Possible Injury	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	0	1	1	0	3	5
Unknown	PDO	1	0	0	2	0	3
	Possible Injury	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	1	0	0	2	0	3

Crashes by Crash Type



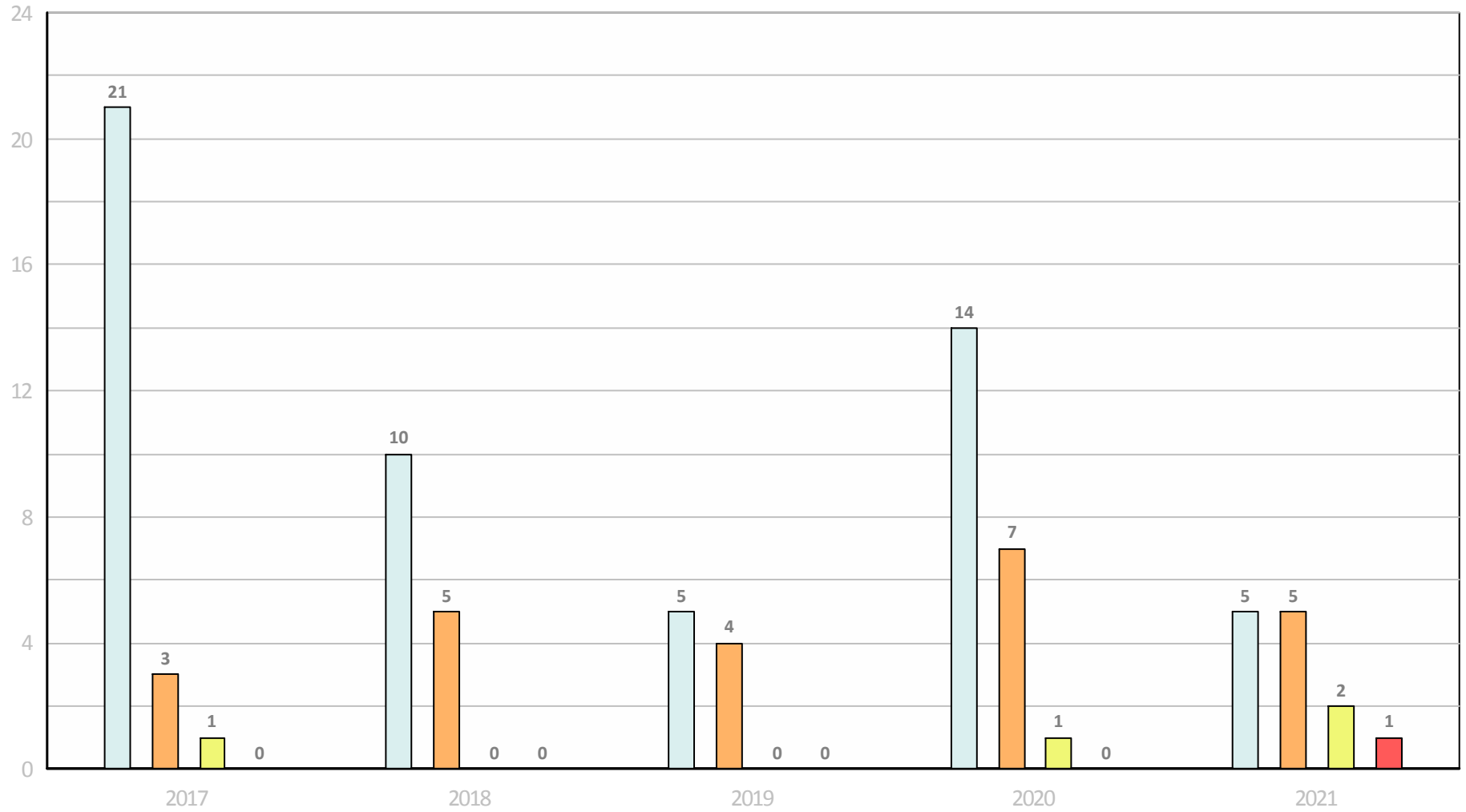
Crashes by Strategic Highway Safety Plan Category

[More Information](#)



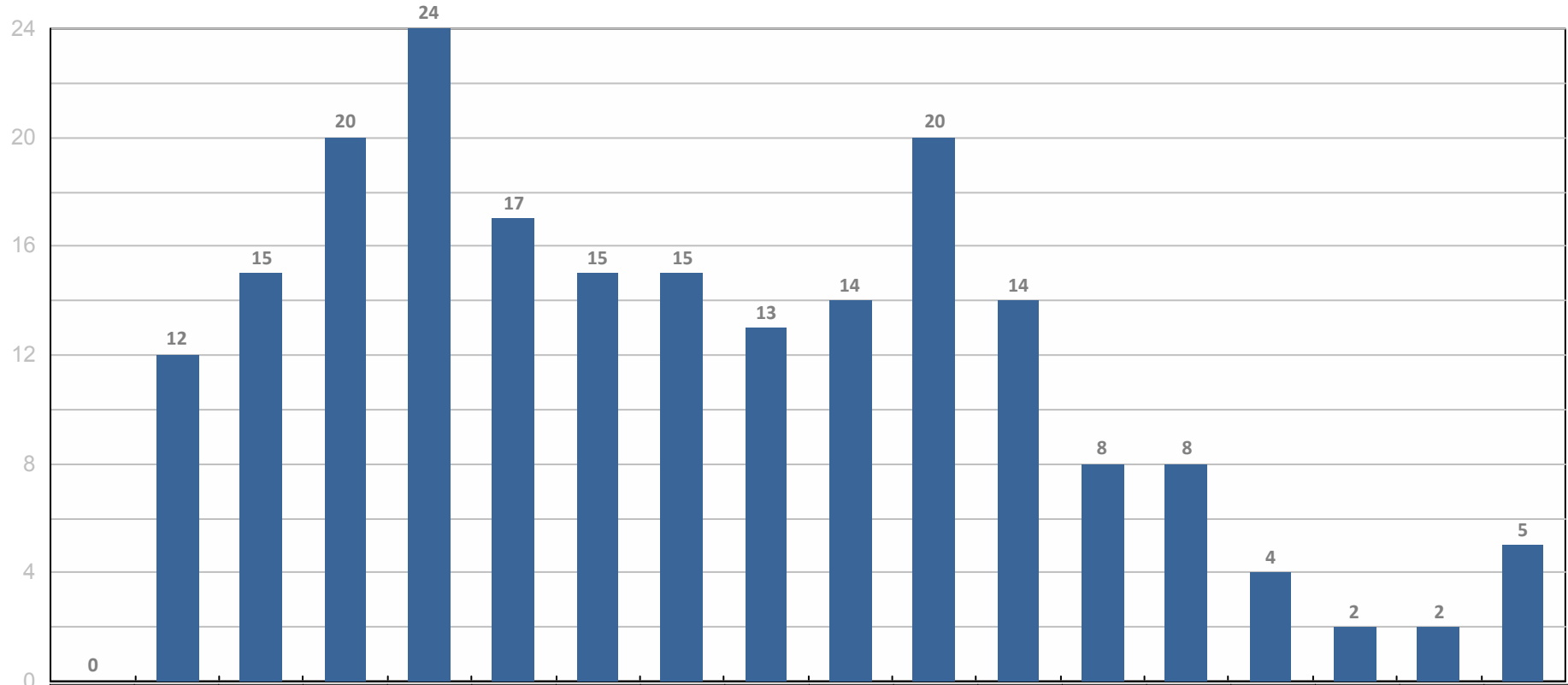
	2017			2018			2019			2020			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Impaired	0	0	0	3	0	0	1	0	0	2	0	0	1	0	1	7	0	1
Speeding and Aggressive	9	0	0	2	0	0	13	0	0	11	0	0	11	1	0	46	1	0
Intersection	18	1	0	11	0	0	7	0	0	15	1	0	11	1	0	62	3	0
Commercial	0	0	0	4	0	0	1	0	0	2	0	0	1	0	0	8	0	0
Lane Departure	13	0	0	10	0	0	8	0	0	13	0	0	16	0	0	60	0	0
Distracted	11	0	0	10	0	0	8	0	0	15	0	0	15	0	0	59	0	0
Bicycle Involved	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	5	0	0
Pedestrian Involved	0	0	0	1	0	0	0	0	0	1	0	0	1	0	1	3	0	1
Aging Road User	16	0	0	14	0	0	14	0	0	18	1	0	13	1	0	75	2	0
Teen Driver	0	0	0	6	0	0	4	0	0	2	0	0	5	0	0	17	0	0
Seatbelt	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	0	0
Motorcycle	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0	0
Work Zone	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Injuries per Year



	2017	2018	2019	2020	2021	Total
Possible Injuries	21	10	5	14	5	55
Non-Severe Injuries	3	5	4	7	5	24
Severe Injuries	1	0	0	1	2	4
Fatalities	0	0	0	0	1	1

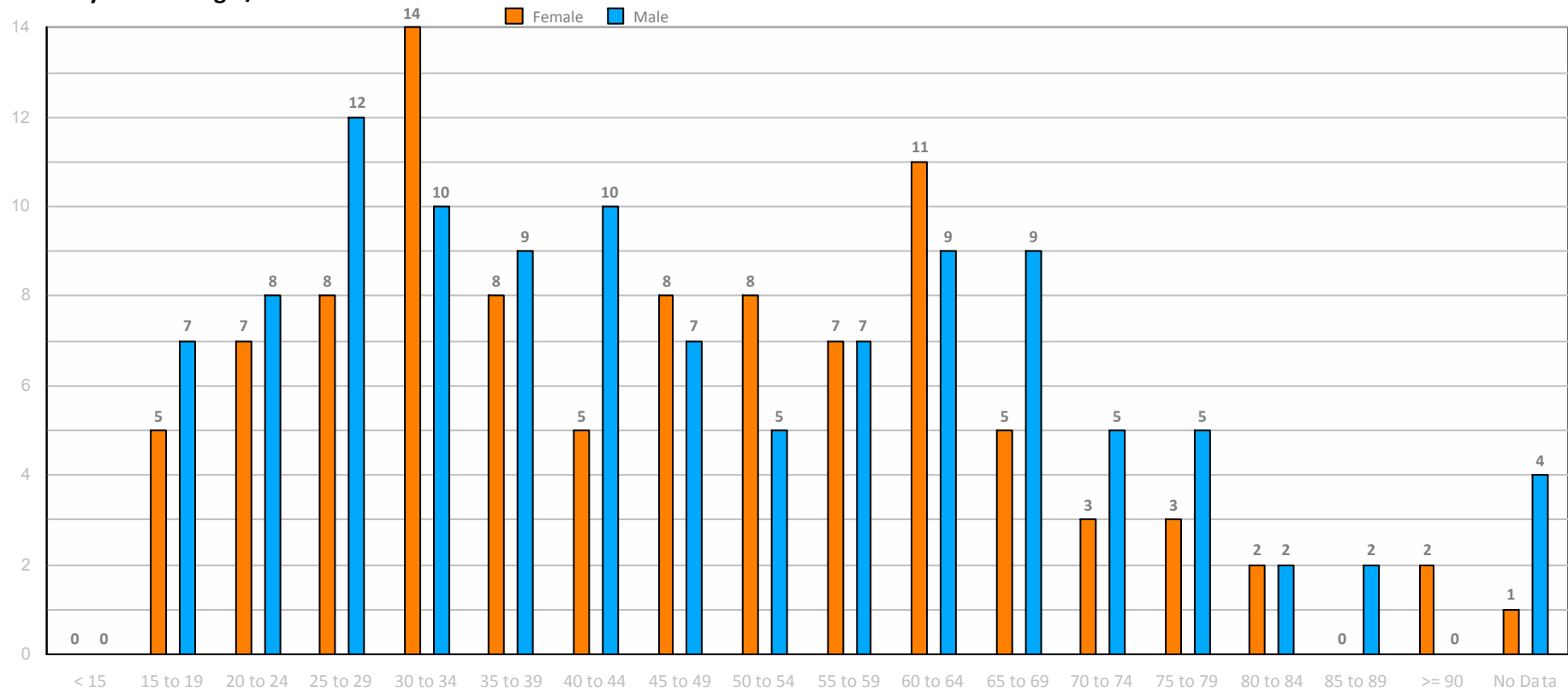
Crashes by Driver 1 Age



	< 15	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	>= 90	No Data
PDO	0	11	12	16	19	12	9	12	11	10	15	9	7	6	4	2	0	3
Possible Injury	0	1	2	1	4	4	3	1	2	3	4	4	0	0	0	0	0	1
Non-Severe Injury	0	0	0	3	1	1	3	2	0	1	1	0	1	1	0	0	2	1
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Fatal	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	12	15	20	24	17	15	15	13	14	20	14	8	8	4	2	2	5

* PDO = Property Damage Only

Crashes by Driver 1 Age / Gender

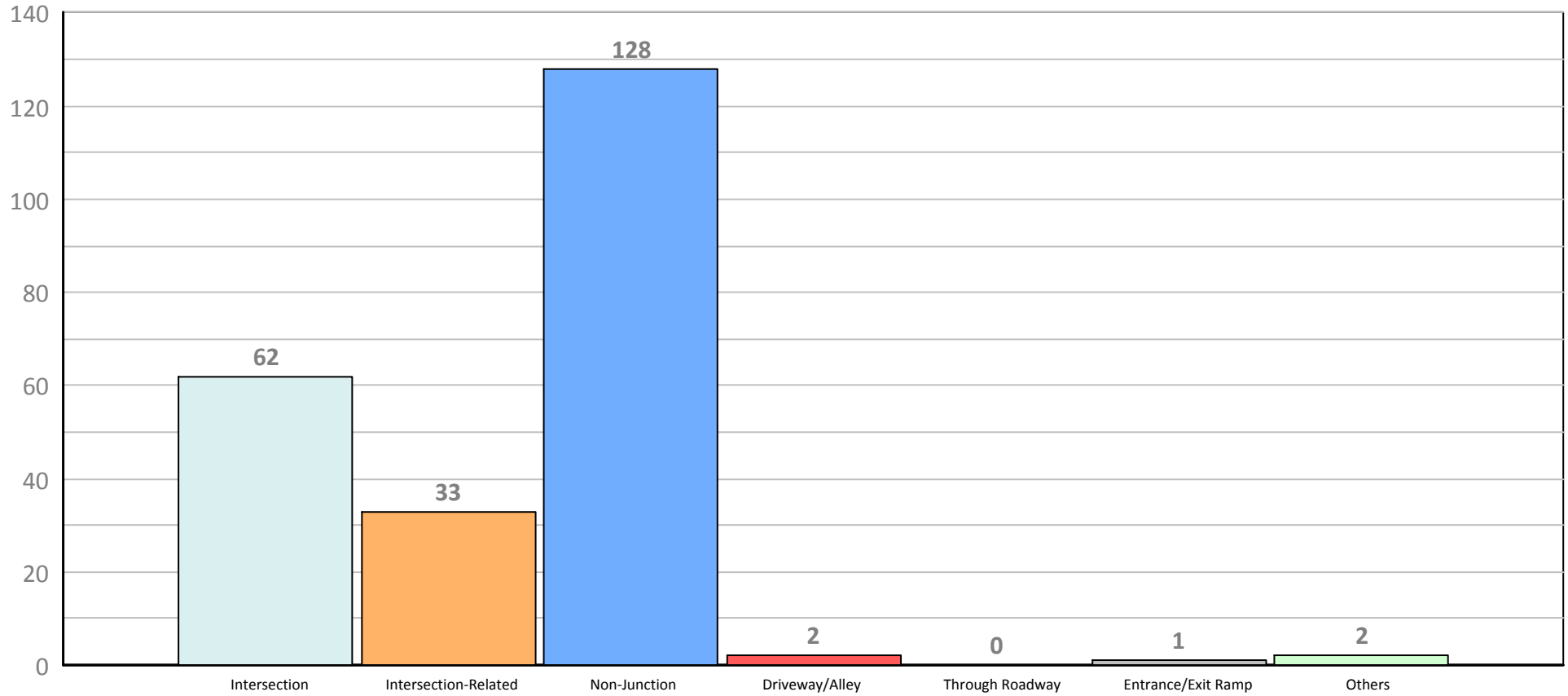


	< 15		15 to 19		20 to 24		25 to 29		30 to 34		35 to 39		40 to 44		45 to 49		50 to 54	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	0	0	5	6	6	6	5	11	11	8	7	5	3	6	6	6	6	5
Possible Injury	0	0	0	1	1	1	1	0	2	2	1	3	1	2	1	0	2	0
Non-Severe Injury	0	0	0	0	0	0	2	1	1	0	0	1	1	2	1	1	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	5	7	7	8	8	12	14	10	8	9	5	10	8	7	8	5
	55 to 59		60 to 64		65 to 69		70 to 74		75 to 79		80 to 84		85 to 89		>= 90		No Data	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	5	5	7	8	4	5	2	5	3	3	2	2	0	2	0	0	0	3
Possible Injury	2	1	4	0	1	3	0	0	0	0	0	0	0	0	0	0	1	0
Non-Severe Injury	0	1	0	1	0	0	1	0	0	1	0	0	0	0	2	0	0	1
Severe Injury	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	7	7	11	9	5	9	3	5	3	5	2	2	0	2	2	0	1	4

* PDO = Property Damage Only

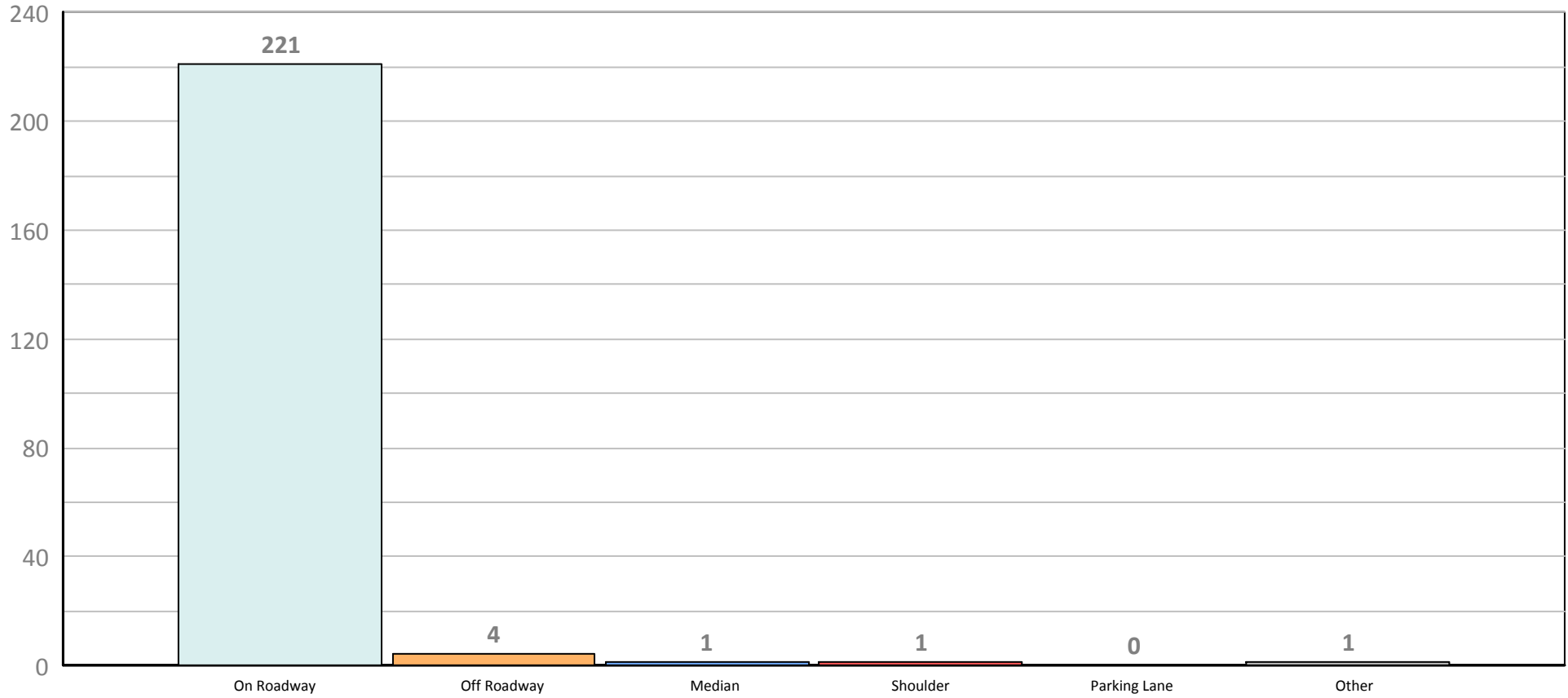
Driver Contributing Cause (Driver 1)		2017	2018	2019	2020	2021	Total
Disregarded Other Traffic Sign	Crashes	0	0	0	1	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Failed to Keep in Proper Lane	Crashes	3	1	4	0	2	10
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Failed to Yield Right-of-Way	Crashes	3	1	8	2	4	18
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Followed too Closely	Crashes	0	0	1	6	1	8
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Improper Backing	Crashes	0	1	0	0	1	2
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Improper Passing	Crashes	1	0	0	0	1	2
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Improper Turn	Crashes	0	0	2	0	1	3
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Operated MV in Careless or Negligent Manner	Crashes	29	35	19	29	19	131
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Ran Red Light	Crashes	1	0	0	2	2	5
	Severe	0	0	0	0	1	1
	Fatal	0	0	0	0	0	0
Swerved or Avoided	Crashes	0	0	0	0	1	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
No Contributing Action	Crashes	4	2	1	6	5	18
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	1	1
Other Contributing Actions	Crashes	3	1	2	3	0	9
	Severe	0	0	0	1	0	1
	Fatal	0	0	0	0	0	0

Relation to Intersection



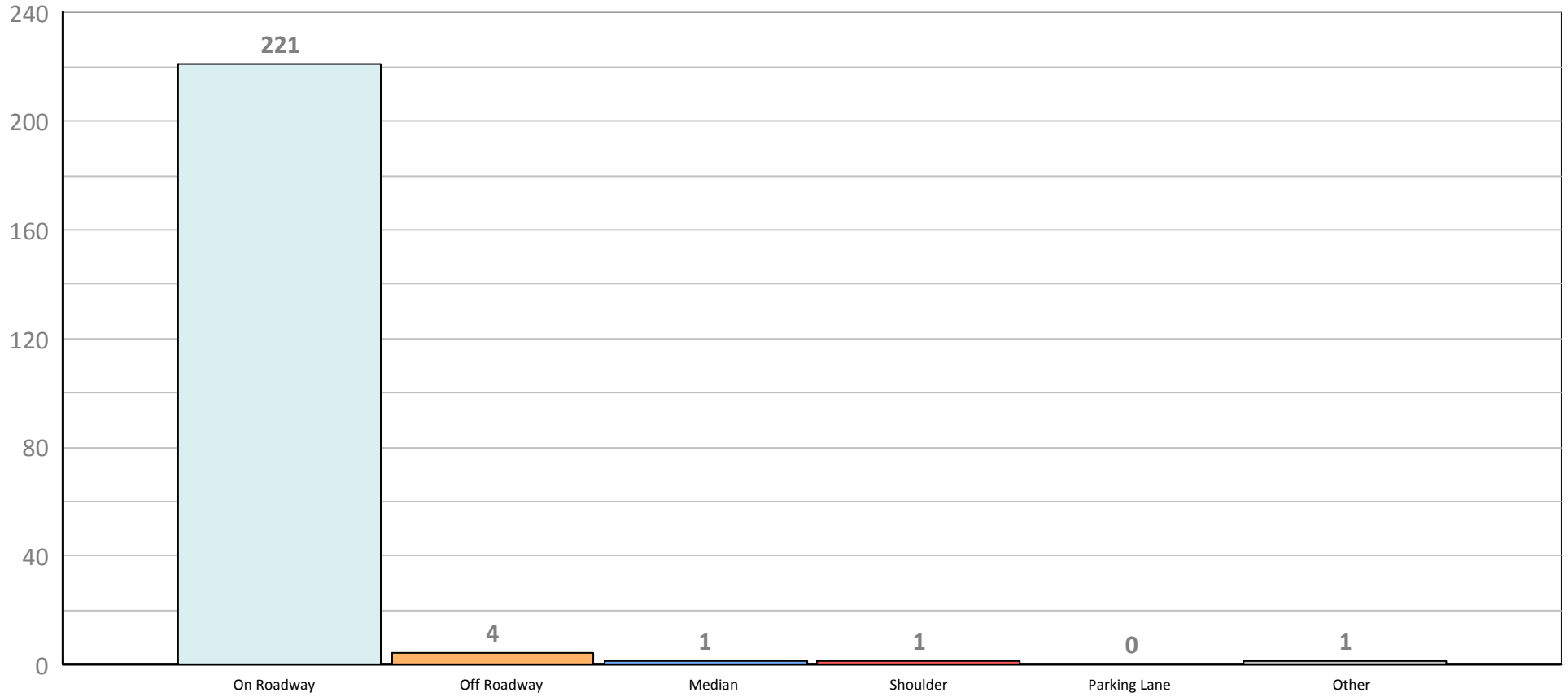
	2017			2018			2019			2020			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Intersection	18	1	0	11	0	0	7	0	0	15	1	0	11	1	0	62	3	0
Intersection-Relate	6	0	0	4	0	0	10	0	0	6	0	0	7	0	1	33	0	1
Non-Junction	24	0	0	28	0	0	21	0	0	31	0	0	24	0	0	128	0	0
Driveway/Alley	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0
Through Roadway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entrance/Exit Ramp	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Others	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0

Location on Roadway



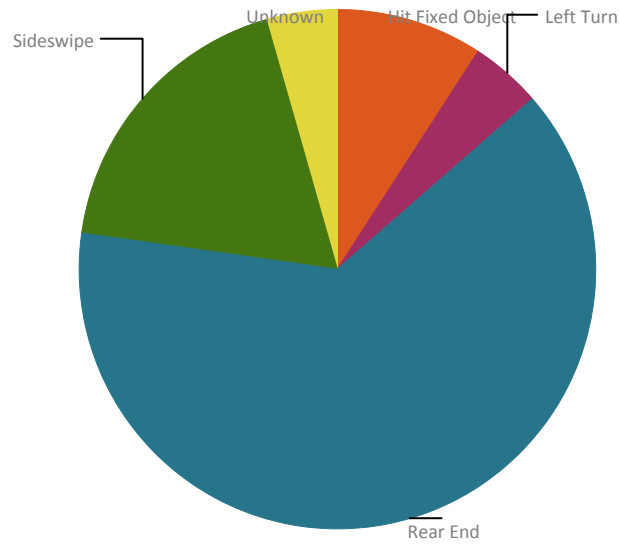
	2017			2018			2019			2020			2021		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
On Roadway	48	1	0	44	0	0	38	0	0	51	1	0	40	1	1
Off Roadway	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0
Median	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Parking Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Location on Roadway



	Total		
	Crashes	Severe	Fatal
On Roadway	221	3	1
Off Roadway	4	0	0
Median	1	0	0
Shoulder	1	0	0
Parking Lane	0	0	0
Other	1	0	0

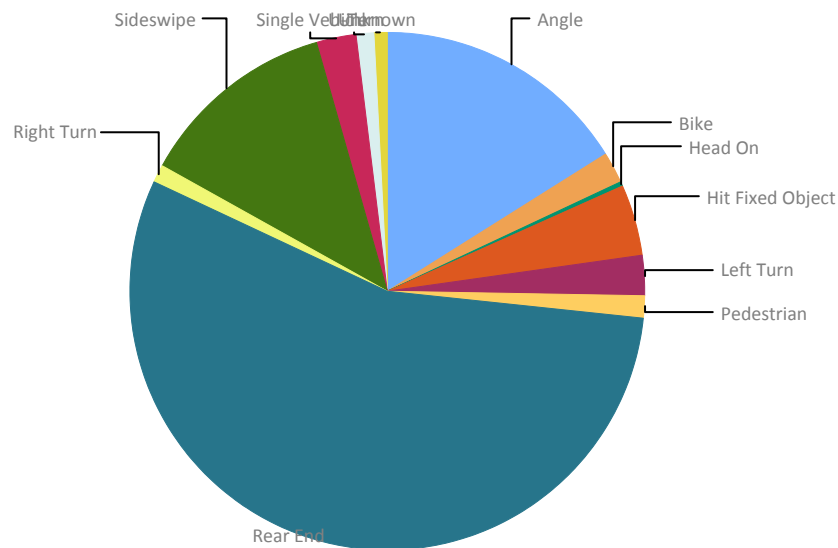
Wet Crashes by Crash Type



Angle	0.0%
Bike	0.0%
Head On	0.0%
Hit Fixed Object	9.1%
Left Turn	4.5%
Pedestrian	0.0%
Rear End	63.6%
Right Turn	0.0%
Sideswipe	18.2%
Single Vehicle	0.0%
U-Turn	0.0%
Unknown	4.5%
Total:	100.0%

	Wet Crashes	Severe	Fatal
Angle	0	0	0
Bike	0	0	0
Head On	0	0	0
Hit Fixed Object	2	0	0
Left Turn	1	0	0
Pedestrian	0	0	0
Rear End	14	0	0
Right Turn	0	0	0
Sideswipe	4	0	0
Single Vehicle	0	0	0
U-Turn	0	0	0
Unknown	1	0	0
Total	22	0	0

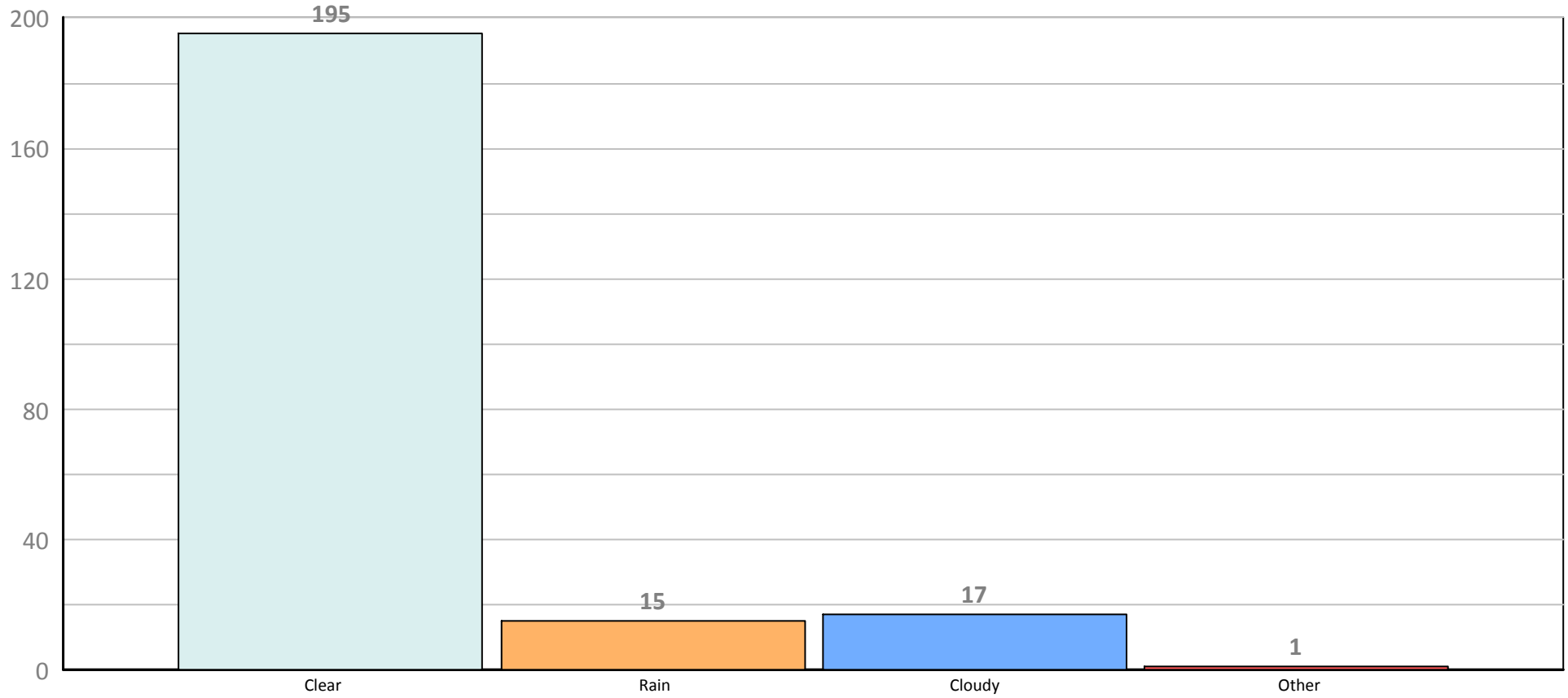
Dry Crashes by Crash Type



Angle	16.0%
Bike	1.9%
Head On	0.5%
Hit Fixed Object	4.4%
Left Turn	2.4%
Pedestrian	1.5%
Rear End	55.3%
Right Turn	1.0%
Sideswipe	12.6%
Single Vehicle	2.4%
U-Turn	1.0%
Unknown	1.0%
Others	0.0%
Total:	100.0%

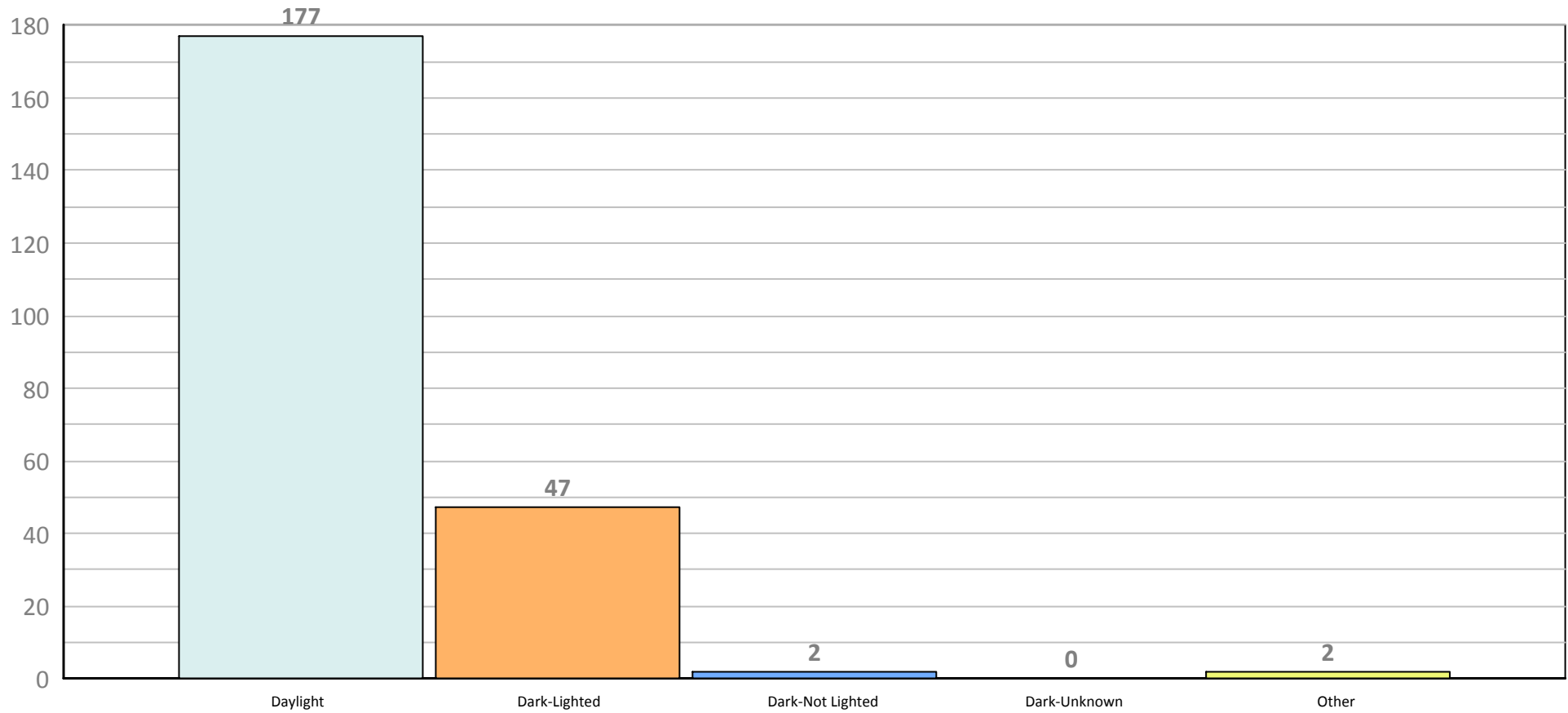
	Dry Crashes	Severe	Fatal
Angle	33	2	0
Bike	4	0	0
Head On	1	0	0
Hit Fixed Object	9	0	0
Left Turn	5	0	0
Pedestrian	3	0	1
Rear End	114	1	0
Right Turn	2	0	0
Sideswipe	26	0	0
Single Vehicle	5	0	0
U-Turn	2	0	0
Unknown	2	0	0
Total	206	3	1

Weather Condition



	2017			2018			2019			2020			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Clear	43	0	0	40	0	0	32	0	0	42	0	0	38	1	1	195	1	1
Rain	2	0	0	2	0	0	3	0	0	6	0	0	2	0	0	15	0	0
Cloudy	5	1	0	1	0	0	4	0	0	5	1	0	2	0	0	17	2	0
Other	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Lighting Condition



	2017			2018			2019			2020			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Daylight	41	1	0	35	0	0	27	0	0	44	1	0	30	1	0	177	3	0
Dark-Lighted	8	0	0	8	0	0	11	0	0	9	0	0	11	0	1	47	0	1
Dark-Not Lighted	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Dark-Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0

Located Crashes

<i>Area</i>	<i>Crashes</i>	<i>Fatalities</i>	<i>Severe Injuries</i>
LARGO	222	1	4
Totals:	222	1	4

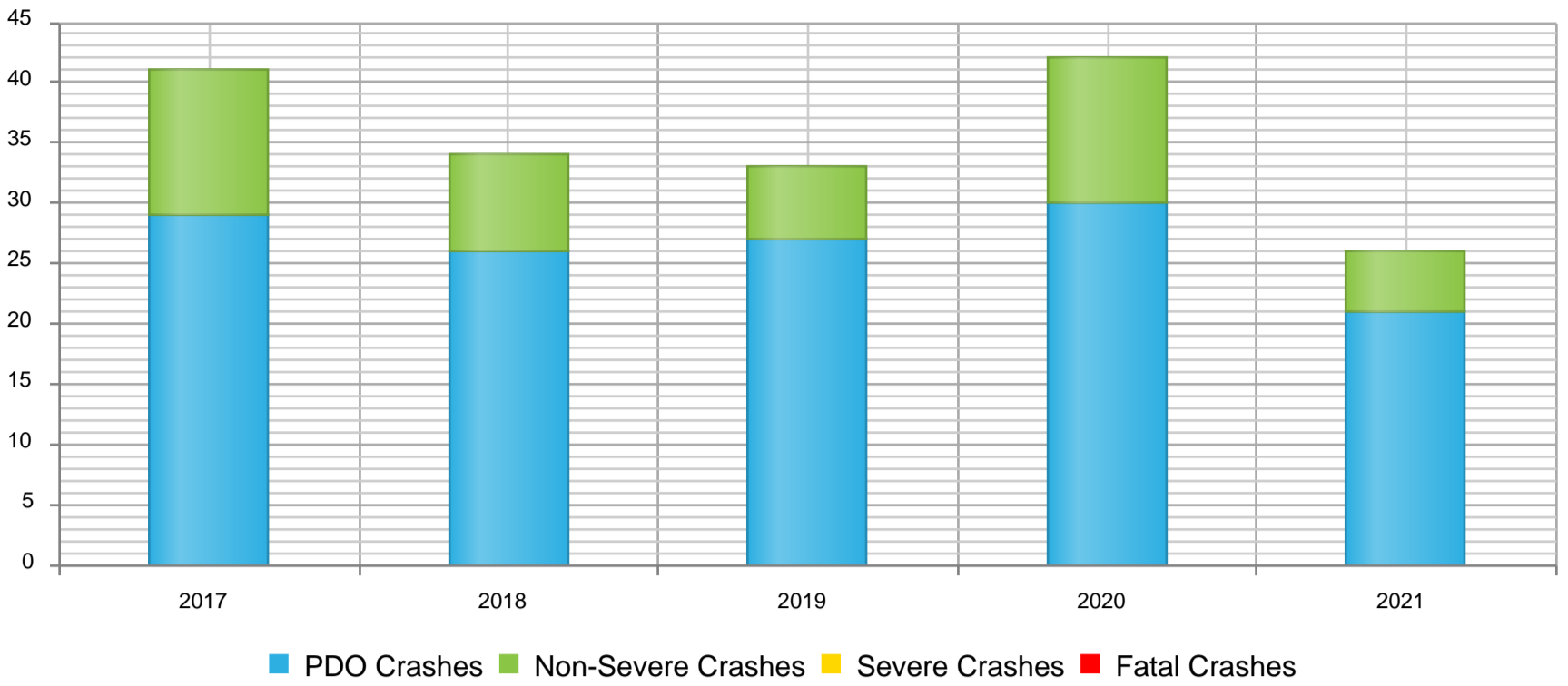
Private Property, Parking Lot, and Unlocated Crashes

<i>Area</i>	<i>Crashes</i>	<i>Fatalities</i>	<i>Severe Injuries</i>
LARGO	6	0	0
Totals:	6	0	0

Quick Summary

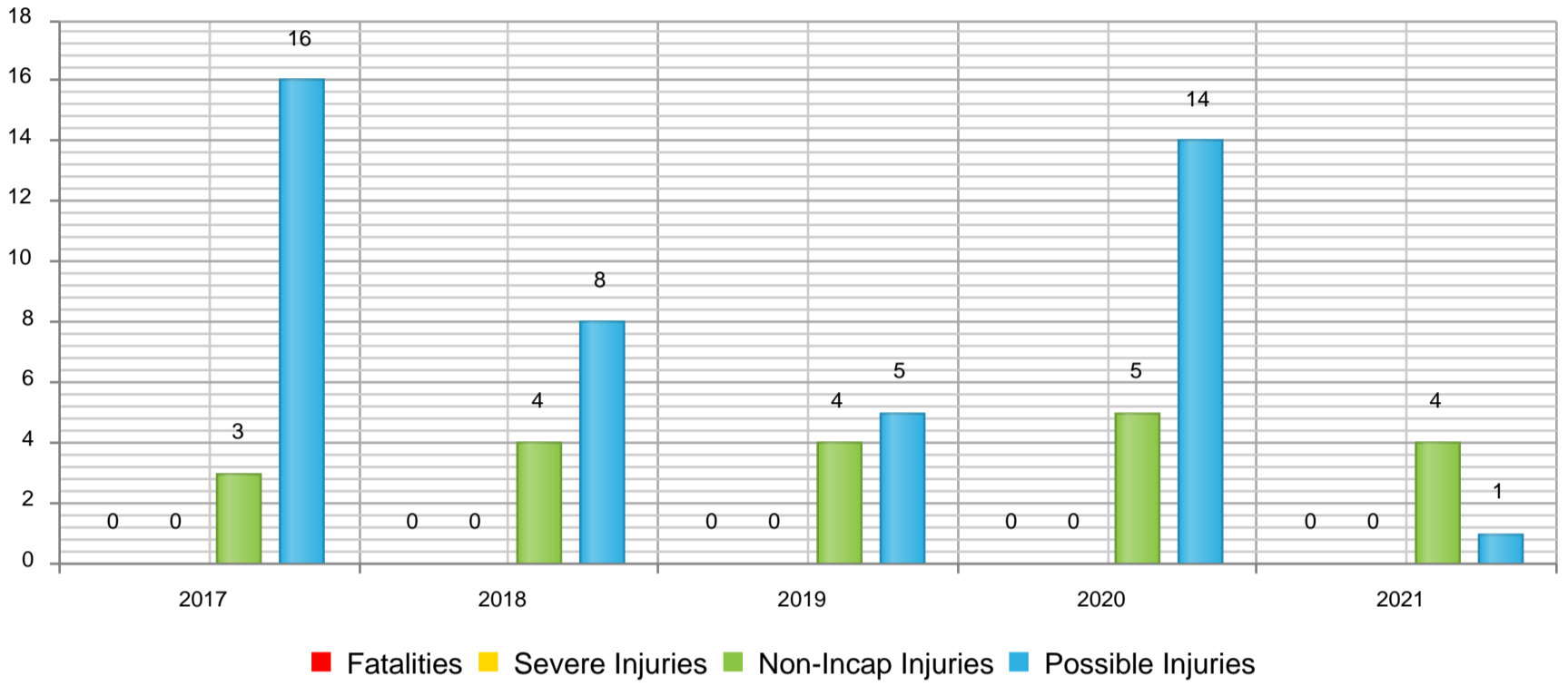
Crashes

Category	2017	2018	2019	2020	2021	TOTAL
Fatal Crashes	0	0	0	0	0	0
Severe Crashes	0	0	0	0	0	0
Non-Severe Crashes	12	8	6	12	5	43
PDO Crashes	29	26	27	30	21	133
Total Crashes	41	34	33	42	26	176



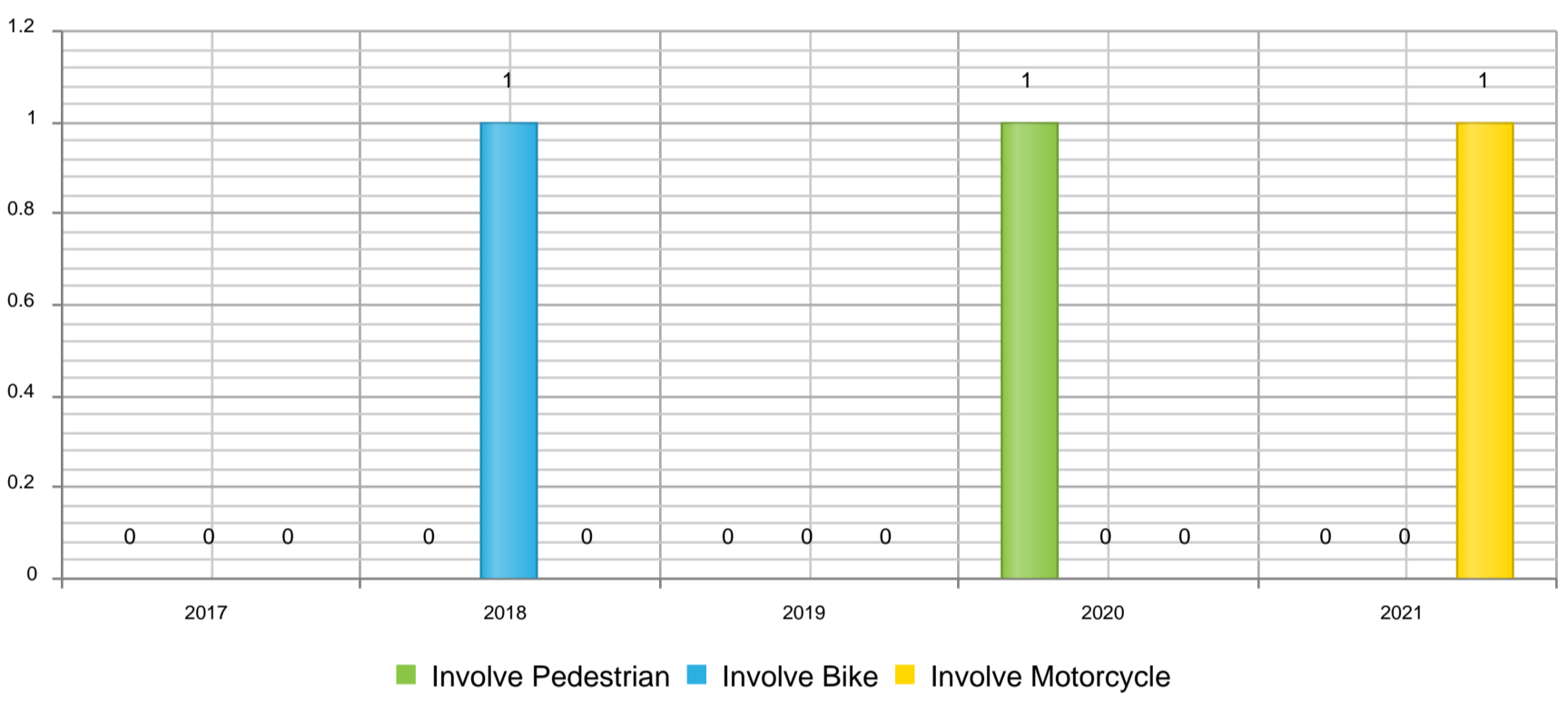
Injuries

Category	2017	2018	2019	2020	2021	TOTAL
Fatalities	0	0	0	0	0	0
Severe Injuries	0	0	0	0	0	0
Non-Incap Injuries	3	4	4	5	4	20
Possible Injuries	16	8	5	14	1	44



Vulnerable User Crashes

Category	2017	2018	2019	2020	2021	TOTAL
Involve Pedestrian	0	0	0	1	0	1
Involve Bike	0	1	0	0	0	1
Involve Motorcycle	0	0	0	0	1	1



Crash Types

Category	2017	2018	2019	2020	2021	TOTAL
Angle	5	3	4	6	5	23
Head On	0	0	0	0	0	0
Left Turn	1	1	1	2	0	5
Right Turn	0	0	1	1	0	2
Rear End	25	22	19	25	14	105
Sideswipe	7	6	5	3	2	23
Hit Fixed Object	1	0	1	3	3	8
Hit Non-Fixed Object	0	0	0	0	0	0
Bike	0	1	0	0	0	1
Pedestrian	0	0	0	1	0	1
Run Off Road	0	0	0	0	0	0
Single Vehicle	0	1	1	0	2	4
U-Turn	1	0	1	0	0	2
Unknown	1	0	0	1	0	2

Strategic Highway Safety

Category	2017	2018	2019	2020	2021	TOTAL
Impaired	0	3	1	2	0	6
Aggressive and Speeding	5	1	12	10	5	33
Intersections	15	10	7	12	5	49
Commercial	0	4	0	2	0	6
Lane Departure	7	6	7	11	8	39
Distracted	10	8	8	12	10	48
Aging Road User	14	9	13	15	7	58
Teen Driver	0	6	2	1	3	12
No Restraint	0	1	0	2	0	3

Other Contributing Factors

Category	2017	2018	2019	2020	2021	TOTAL
Disregard Control	2	0	0	2	0	4
No Lighting	0	1	0	0	0	1
NightTime	7	6	11	7	6	37
WetSurface	2	4	5	5	3	19

Top Locations

View: Crashes | Top: 20 | Sort by: Crashes Exclude Interstates

Node	Intersection	Crashes	Fatals	Severe	NonIncap	Possible
15_19369	WEST BAY DR @ CLEARWATER LARGO RD N	132	0	0	12	19
15_19301	CLEARWATER LARGO RD S @ 1ST AVE SW	8	0	0	0	1
15_19232	CLEARWATER LARGO RD S @ CLEVELAND AVE SW	8	0	0	1	3
15_19737	CLEARWATER LARGO RD N @ 4TH AVE NW	6	0	0	1	1
15_19150	CLEARWATER LARGO RD S @ WASHINGTON AVE	5	0	0	0	0
15_19550	CLEARWATER LARGO RD N @ 2ND AVE NW	4	0	0	1	0
15_19053	CLEARWATER LARGO RD S @ 4TH AVE SW	3	0	0	0	0
15_19075	CLEARWATER LARGO RD S @ 3RD AVE SW	3	0	0	1	0
15_19192	CLEARWATER LARGO RD S @ 2ND AVE SW	2	0	0	0	2
15_19635	CLEARWATER LARGO RD N @ 3RD AVE NW	1	0	0	0	0
15_19115	CLEARWATER LARGO RD S @ 3RD AVE SW	1	0	0	0	0

Selection Query:

Years: 2021,2020,2019,2018,2017 Saved Area 1Extent(-82.79692795911029,27.912715580564463,-82.79604819455336,27.917114518345944)

Report Memo:

None



Selections used to generate this report:

Years: 2021,2020,2019,2018,2017

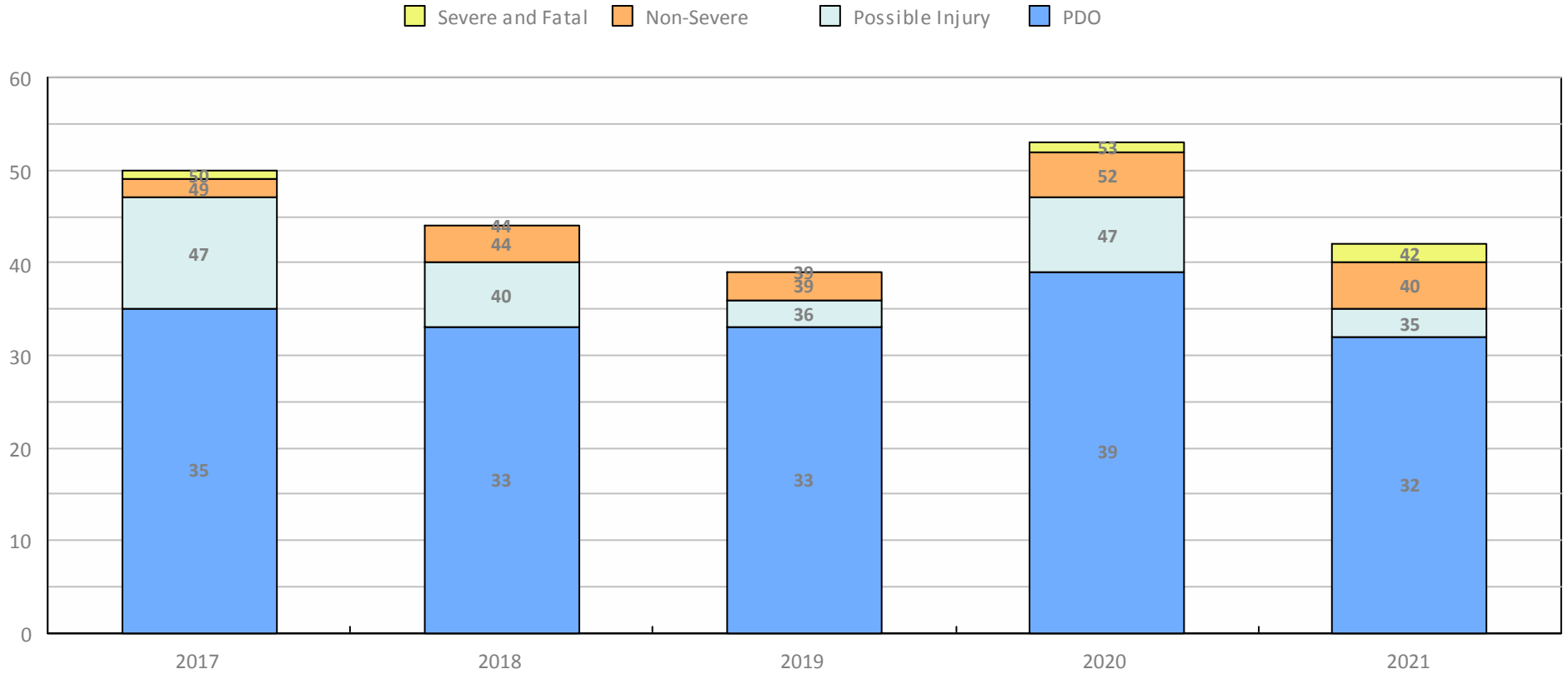
Saved Area 1: Extent(-82.79678388783884,27.909227996375357,-82.79609724233102,27.916983150055806)

Intersection Summary Top 50 Report	Total Crashes	Total Fatalities	Total Serious Injuries	Total Injuries	Injury Severity				Ped/Bike		Crash Type				Strategic Highway Safety Plan										
					Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
WEST BAY DR @ CLEARWATER LARGO RD N	132	0	0	15	0	0	12	19	1	1	12	1	1	0	5	1	1	25	28	43	36	10	42	4	1
CLEARWATER LARGO RD S @ 8TH AVE SW	37	1	4	6	1	3	1	4	1	2	5	0	0	1	1	0	0	11	14	9	8	2	15	1	0
CLEARWATER LARGO RD S @ CLEVELAND AVE SW	8	0	0	1	0	0	1	3	0	0	4	0	1	0	0	0	0	2	3	3	1	0	4	0	0
CLEARWATER LARGO RD S @ 1ST AVE SW	8	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	2	0	5	0	0
CLEARWATER LARGO RD S @ 6TH AVE SW	6	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	1	1	1	2	0	0	0
CLEARWATER LARGO RD N @ 4TH AVE NW	6	0	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	1	3	0	0	1	0
CLEARWATER LARGO RD S @ 7TH AVE SW	5	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	4	0	0	1	1	0	1
CLEARWATER LARGO RD S @ WASHINGTON AVE	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	2	0	0
CLEARWATER LARGO RD N @ 2ND AVE NW	4	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	1	2	1	0	2	0	2	0	0
CLEARWATER LARGO RD S @ 4TH AVE SW	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	3	0	0	2	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0
CLEARWATER LARGO RD S @ 2ND AVE SW	2	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	1	1	2	1	0	0	0	0
CLEARWATER LARGO RD S @ 3RD AVE SW	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
CLEARWATER LARGO RD N @ 3RD AVE NW	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
CLEARWATER LARGO RD N @ 6TH AVE NW	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0

* Total Injuries = Total Incapacitating and Total Non-Incapacitating injuries. Possible Injuires are not included in total.

* Ped and Bike totals are for all crashes involving a Pedestrian and/or Bicycle

Crashes by Year

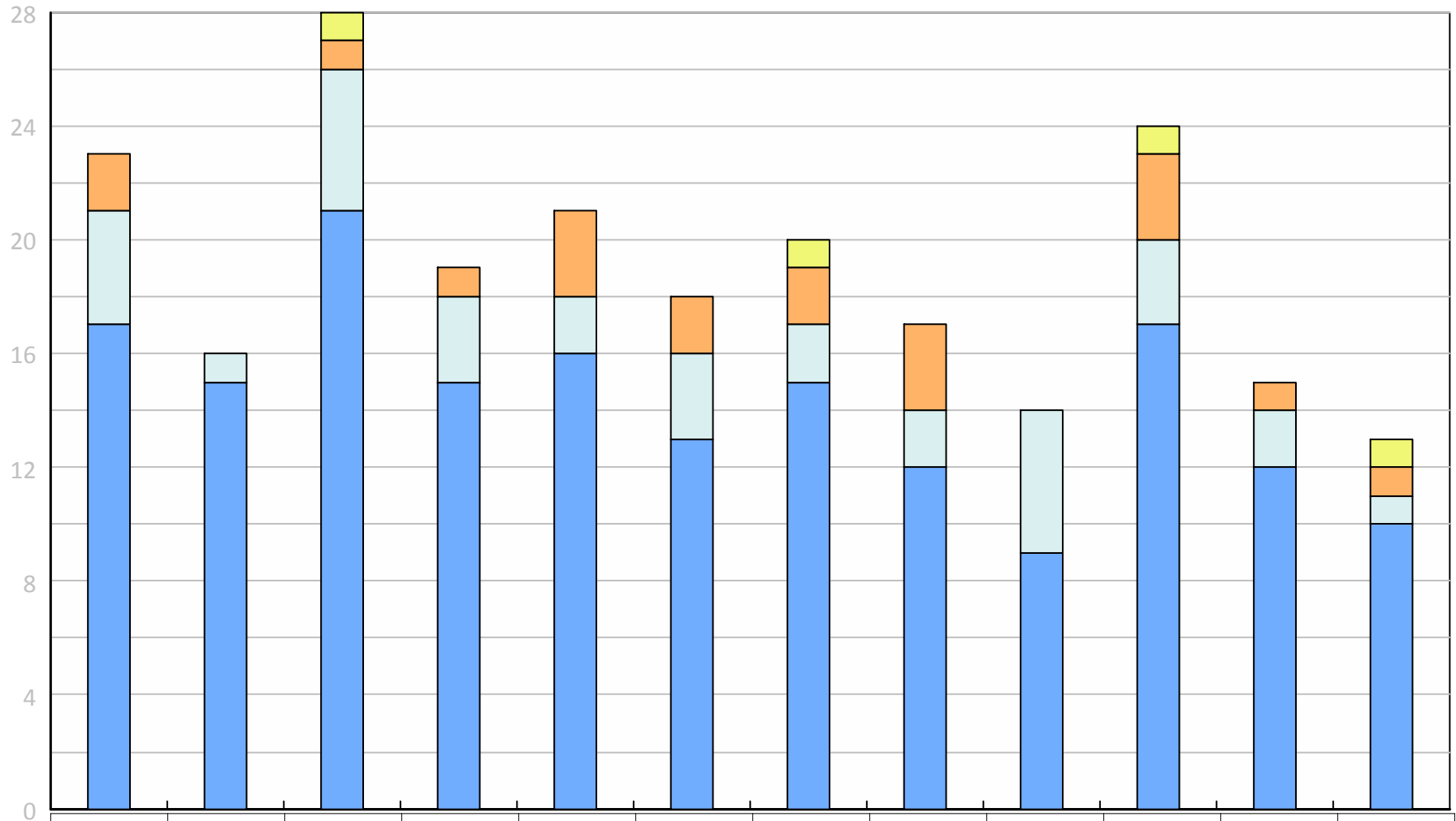


	2017	2018	2019	2020	2021	TOTAL
PDO	35	33	33	39	32	172
Possible Injury	12	7	3	8	3	33
Non-Severe Injury	2	4	3	5	5	19
Severe Injury	1	0	0	1	1	3
Fatal	0	0	0	0	1	1
TOTAL	50	44	39	53	42	228

* PDO = Property Damage Only

Crashes by Month

■ Severe and Fatal
 ■ Non-Severe
 ■ Possible Injury
 ■ PDO



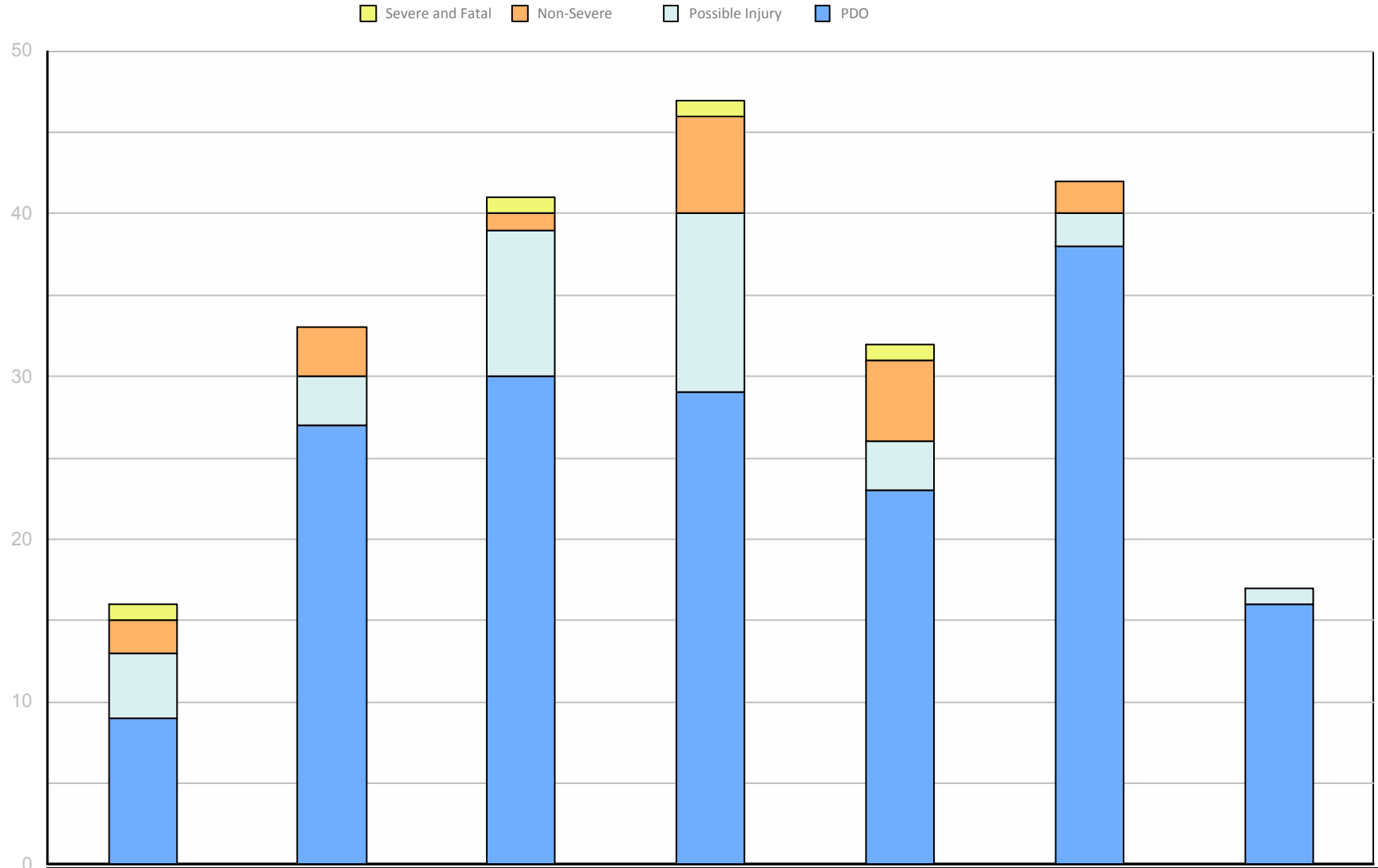
	January	February	March	April	May	June	July	August	September	October	November	December
PDO	17	15	21	15	16	13	15	12	9	17	12	10
Possible Injury	4	1	5	3	2	3	2	2	5	3	2	1
Non-Severe Injury	2	0	1	1	3	2	2	3	0	3	1	1
Severe Injury	0	0	1	0	0	0	0	0	0	1	0	1
Fatal	0	0	0	0	0	0	1	0	0	0	0	0
TOTAL	23	16	28	19	21	18	20	17	14	24	15	13

* PDO = Property Damage Only

Crashes by Month/Year

		January	February	March	April	May	June	July	August	September	October	November	December
2017	PDO	2	5	6	5	2	4	3	3	1	3	1	0
	Possible Injury	1	1	1	2	1	1	0	1	1	1	1	1
	Non-Severe	0	0	0	0	0	0	0	1	0	0	0	1
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	1
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2018	PDO	3	3	3	4	4	3	3	1	4	2	2	1
	Possible Injury	1	0	0	1	1	0	1	0	2	1	0	0
	Non-Severe	2	0	0	0	1	0	0	0	0	0	1	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2019	PDO	3	1	1	4	4	1	2	3	0	6	3	5
	Possible Injury	0	0	1	0	0	1	0	0	0	1	0	0
	Non-Severe	0	0	0	0	1	1	0	0	0	1	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2020	PDO	7	3	5	0	3	3	3	3	4	3	3	2
	Possible Injury	2	0	1	0	0	0	1	1	2	0	1	0
	Non-Severe	0	0	1	0	1	1	1	0	0	1	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	1	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2021	PDO	2	3	6	2	3	2	4	2	0	3	3	2
	Possible Injury	0	0	2	0	0	1	0	0	0	0	0	0
	Non-Severe	0	0	0	1	0	0	1	2	0	1	0	0
	Severe Injury	0	0	1	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	1	0	0	0	0	0

Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
PDO	9	27	30	29	23	38	16
Possible Injury	4	3	9	11	3	2	1
Non-Severe Injury	2	3	1	6	5	2	0
Severe Injury	0	0	1	1	1	0	0
Fatal	1	0	0	0	0	0	0
TOTAL	16	33	41	47	32	42	17

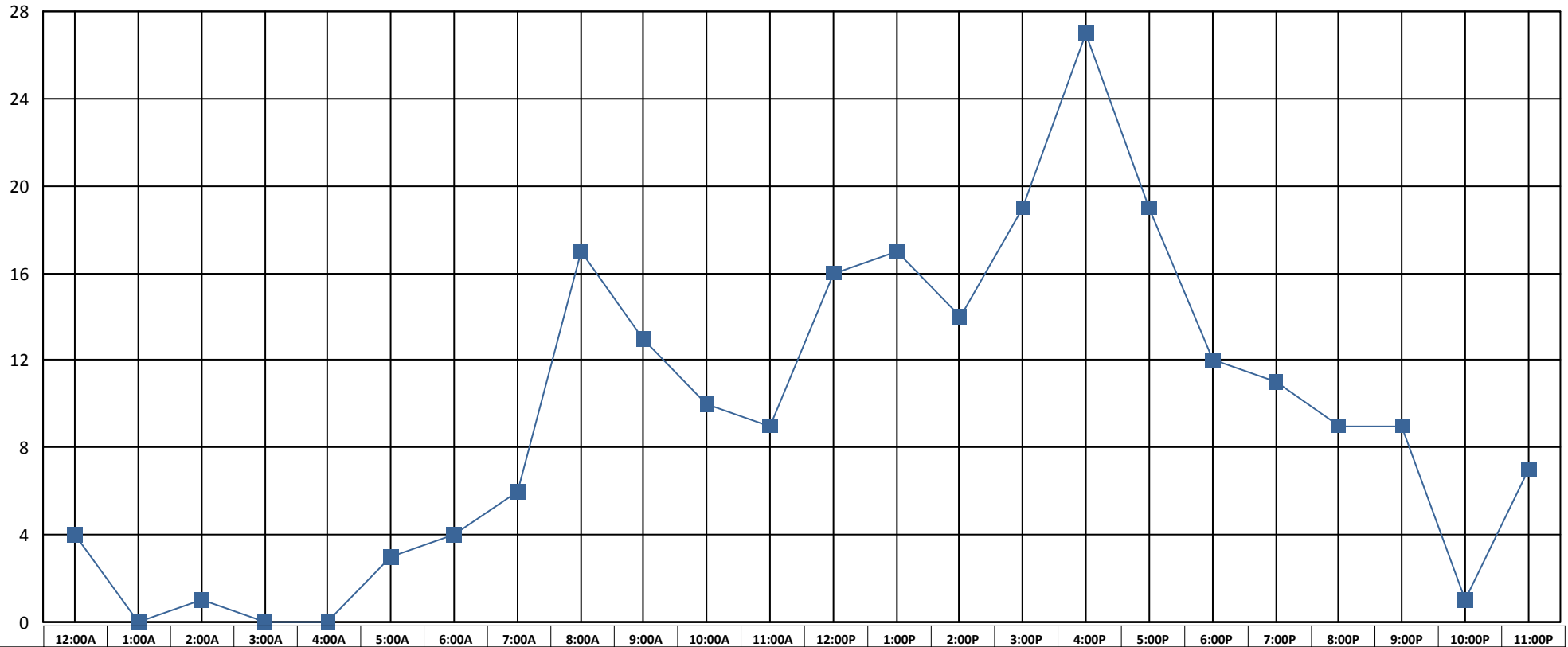
* PDO = Property Damage Only

Crashes by Month / Day of Week

		Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday			Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday	
January	PDO	1	3	4	2	3	2	2	July	PDO	0	5	3	3	1	2	1	
	Possible Injury	1	0	1	2	0	0	0		Possible Injury	0	1	0	1	0	0	0	
	Non-Severe Injury	0	0	0	2	0	0	0		Non-Severe Injury	0	0	0	1	1	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0		Fatal	1	0	0	0	0	0	0	0
	TOTAL	2	3	5	6	3	2	2		TOTAL	1	6	3	5	2	2	2	1
February	PDO	1	4	2	1	3	3	1	August	PDO	1	1	1	3	1	4	1	
	Possible Injury	0	0	0	1	0	0	0		Possible Injury	1	0	0	1	0	0	0	
	Non-Severe Injury	0	0	0	0	0	0	0		Non-Severe Injury	1	0	0	1	1	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0
	TOTAL	1	4	2	2	3	3	1		TOTAL	3	1	1	5	2	4	1	
March	PDO	0	5	6	2	1	4	3	September	PDO	0	0	2	4	2	1	0	
	Possible Injury	1	0	2	1	0	0	1		Possible Injury	1	1	1	0	1	1	0	
	Non-Severe Injury	0	0	0	0	0	1	0		Non-Severe Injury	0	0	0	0	0	0	0	
	Severe Injury	0	0	1	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0
	TOTAL	1	5	9	3	1	5	4		TOTAL	1	1	3	4	3	2	0	
April	PDO	2	0	2	1	3	7	0	October	PDO	1	4	2	5	3	1	1	
	Possible Injury	0	0	1	1	1	0	0		Possible Injury	0	0	1	1	1	0	0	
	Non-Severe Injury	0	0	0	0	1	0	0		Non-Severe Injury	0	1	0	1	0	1	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	1	0	0	0	
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0
	TOTAL	2	0	3	2	5	7	0		TOTAL	1	5	3	8	4	2	1	
May	PDO	0	3	4	3	2	4	0	November	PDO	1	2	3	0	0	4	2	
	Possible Injury	0	0	1	0	0	1	0		Possible Injury	0	1	0	1	0	0	0	
	Non-Severe Injury	0	2	0	0	1	0	0		Non-Severe Injury	0	0	0	0	1	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0
	TOTAL	0	5	5	3	3	5	0		TOTAL	1	3	3	1	1	4	2	
June	PDO	0	0	1	3	2	3	4	December	PDO	2	0	0	2	2	3	1	
	Possible Injury	0	0	2	1	0	0	0		Possible Injury	0	0	0	1	0	0	0	
	Non-Severe Injury	1	0	1	0	0	0	0		Non-Severe Injury	0	0	0	1	0	0	0	
	Severe Injury	0	0	0	0	0	0	0		Severe Injury	0	0	0	0	1	0	0	
	Fatal	0	0	0	0	0	0	0		Fatal	0	0	0	0	0	0	0	0
	TOTAL	1	0	4	4	2	3	4		TOTAL	2	0	0	4	3	3	1	

* PDO = Property Damage Only

Crashes by Time of Day



	12:00A	1:00A	2:00A	3:00A	4:00A	5:00A	6:00A	7:00A	8:00A	9:00A	10:00A	11:00A	12:00P	1:00P	2:00P	3:00P	4:00P	5:00P	6:00P	7:00P	8:00P	9:00P	10:00P	11:00P
PDO	1	0	0	0	0	2	4	6	9	9	5	9	12	15	11	13	21	16	11	8	7	8	1	4
Possible Injury	0	0	0	0	0	1	0	0	6	1	3	0	2	2	1	3	5	3	1	2	1	1	0	1
Non-Severe Injury	3	0	1	0	0	0	0	0	1	3	2	0	2	0	0	3	1	0	0	1	1	0	0	1
Severe Injury	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	4	0	1	0	0	3	4	6	17	13	10	9	16	17	14	19	27	19	12	11	9	9	1	7

* PDO = Property Damage Only

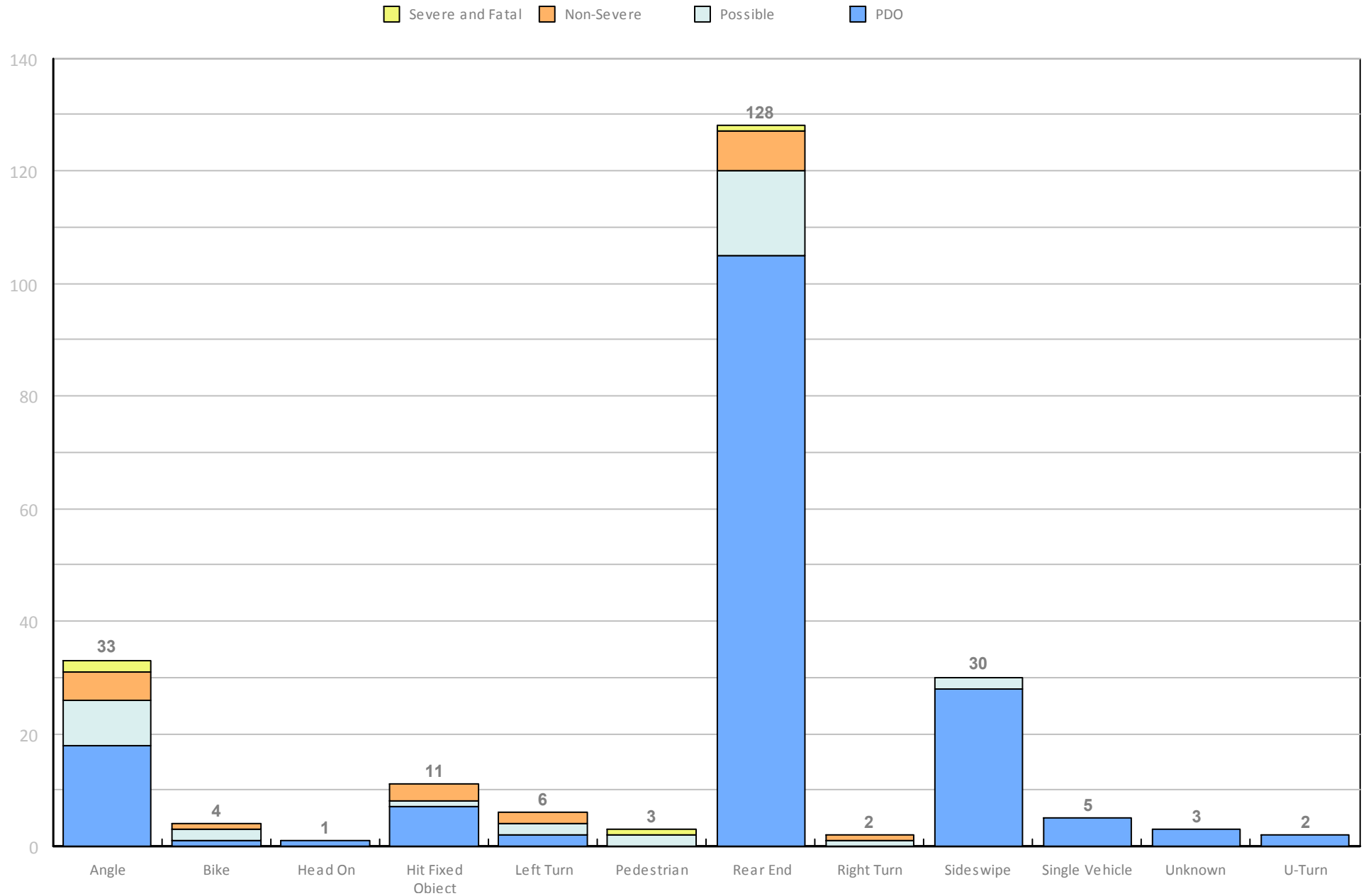
Crashes by Crash Type

		2017	2018	2019	2020	2021	Total
Angle	PDO	2	2	5	5	4	18
	Possible Inj	2	1	2	1	2	8
	Non Severe	1	1	0	1	2	5
	Severe	0	0	0	1	1	2
	Fatal	0	0	0	0	0	0
	Total	5	4	7	8	9	33
Left Turn	PDO	0	1	0	1	0	2
	Possible Inj	1	0	0	0	1	2
	Non Severe	0	0	1	1	0	2
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	1	1	1	2	1	6
Right Turn	PDO	0	0	0	0	0	0
	Possible Inj	0	0	0	1	0	1
	Non Severe	0	0	1	0	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	0	0	1	1	0	2
Head On	PDO	0	1	0	0	0	1
	Possible Inj	0	0	0	0	0	0
	Non Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	0	1	0	0	0	1
Rear End	PDO	21	21	20	25	18	105
	Possible Inj	6	4	1	4	0	15
	Non Severe	1	2	1	2	1	7
	Severe	1	0	0	0	0	1
	Fatal	0	0	0	0	0	0
	Total	29	27	22	31	19	128
Sideswipe	PDO	8	6	5	4	5	28
	Possible Inj	1	1	0	0	0	2
	Non Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	9	7	5	4	5	30
U-Turn	PDO	1	0	1	0	0	2
	Possible Inj	0	0	0	0	0	0
	Non Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	1	0	1	0	0	2

Crashes by Crash Type

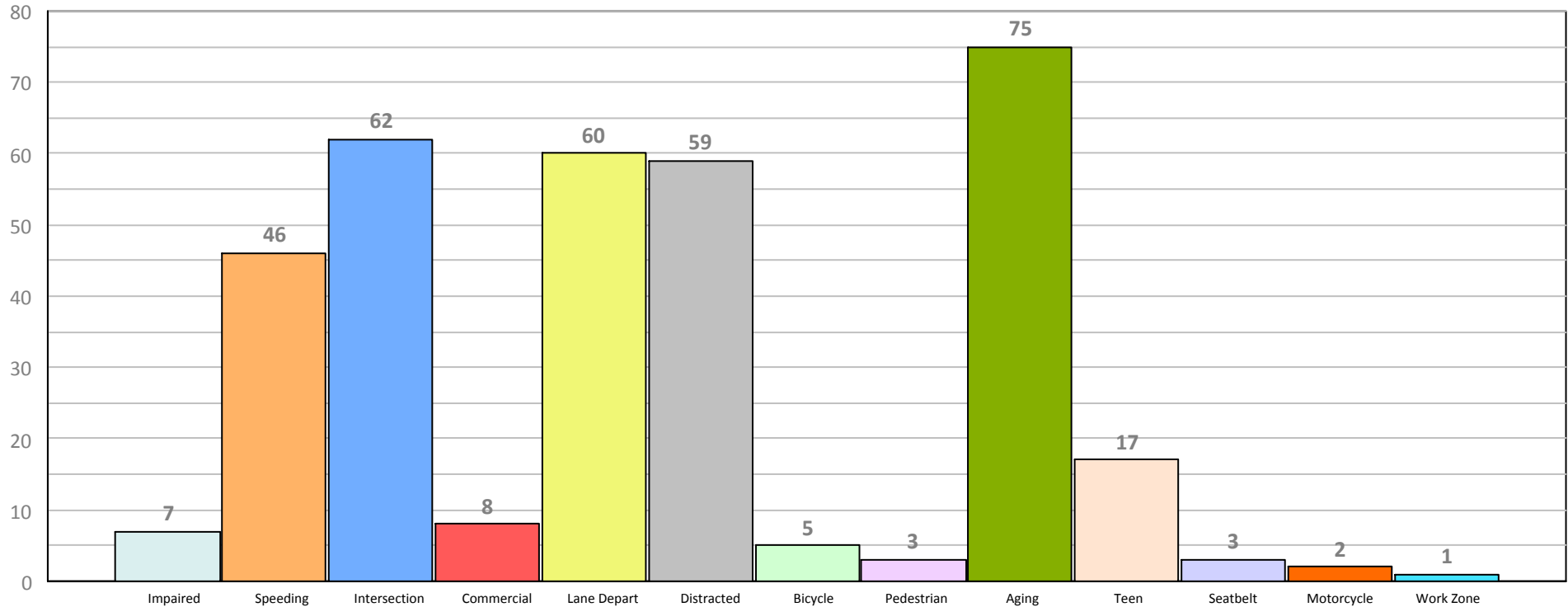
		2017	2018	2019	2020	2021	Total
Hit Fixed Object	PDO	2	1	1	2	1	7
	Possible Injury	0	0	0	1	0	1
	Non-Severe	0	0	0	1	2	3
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	2	1	1	4	3	11
Pedestrian	PDO	0	0	0	0	0	0
	Possible Injury	0	1	0	1	0	2
	Non-Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	1	1
	Total	0	1	0	1	1	3
Bike	PDO	0	0	0	0	1	1
	Possible Injury	2	0	0	0	0	2
	Non-Severe	0	1	0	0	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	2	1	0	0	1	4
Single Vehicle	PDO	0	1	1	0	3	5
	Possible Injury	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	0	1	1	0	3	5
Unknown	PDO	1	0	0	2	0	3
	Possible Injury	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	1	0	0	2	0	3

Crashes by Crash Type



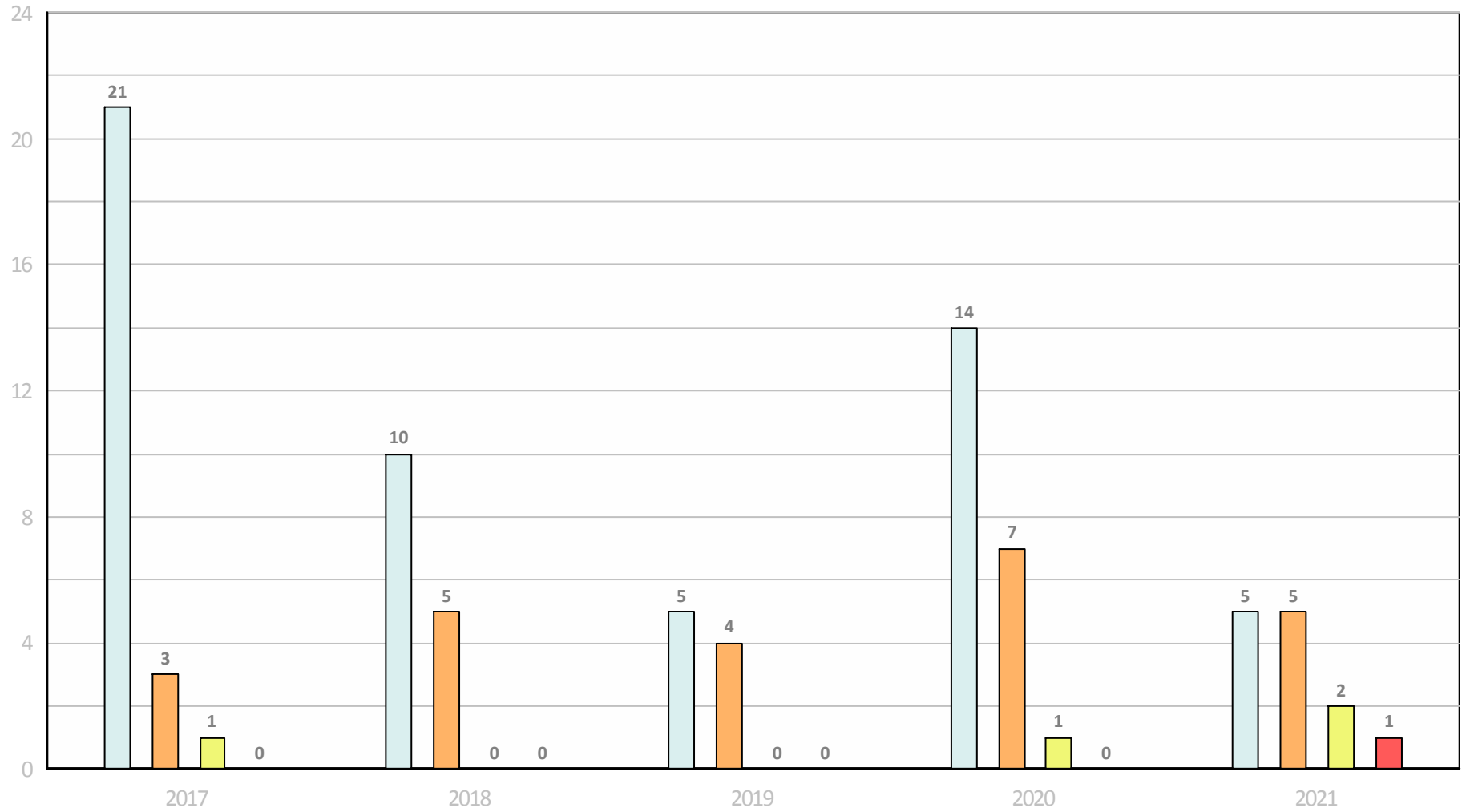
Crashes by Strategic Highway Safety Plan Category

[More Information](#)



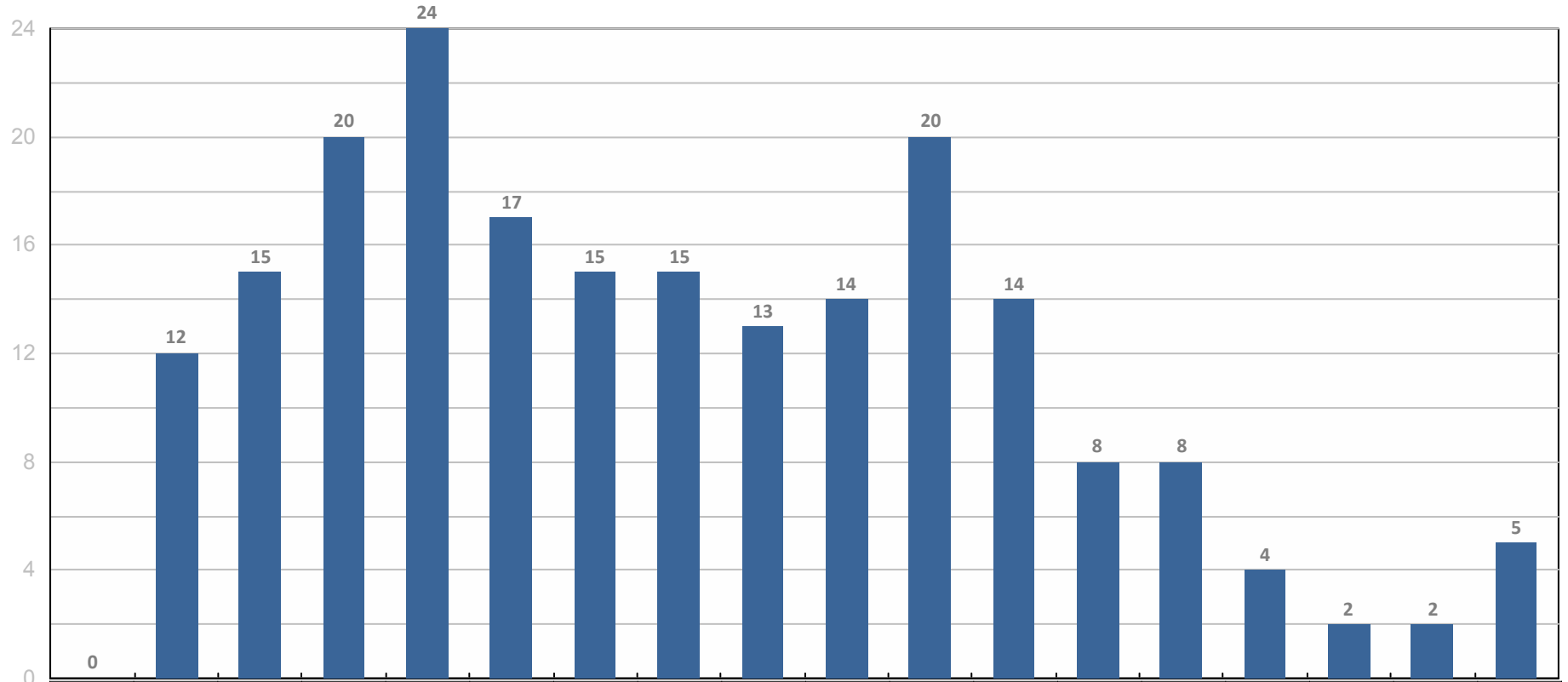
	2017			2018			2019			2020			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Impaired	0	0	0	3	0	0	1	0	0	2	0	0	1	0	1	7	0	1
Speeding and Aggressive	9	0	0	2	0	0	13	0	0	11	0	0	11	1	0	46	1	0
Intersection	18	1	0	11	0	0	7	0	0	15	1	0	11	1	0	62	3	0
Commercial	0	0	0	4	0	0	1	0	0	2	0	0	1	0	0	8	0	0
Lane Departure	13	0	0	10	0	0	8	0	0	13	0	0	16	0	0	60	0	0
Distracted	11	0	0	10	0	0	8	0	0	15	0	0	15	0	0	59	0	0
Bicycle Involved	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	5	0	0
Pedestrian Involved	0	0	0	1	0	0	0	0	0	1	0	0	1	0	1	3	0	1
Aging Road User	16	0	0	14	0	0	14	0	0	18	1	0	13	1	0	75	2	0
Teen Driver	0	0	0	6	0	0	4	0	0	2	0	0	5	0	0	17	0	0
Seatbelt	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	0	0
Motorcycle	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0	0
Work Zone	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Injuries per Year



	2017	2018	2019	2020	2021	Total
Possible Injuries	21	10	5	14	5	55
Non-Severe Injuries	3	5	4	7	5	24
Severe Injuries	1	0	0	1	2	4
Fatalities	0	0	0	0	1	1

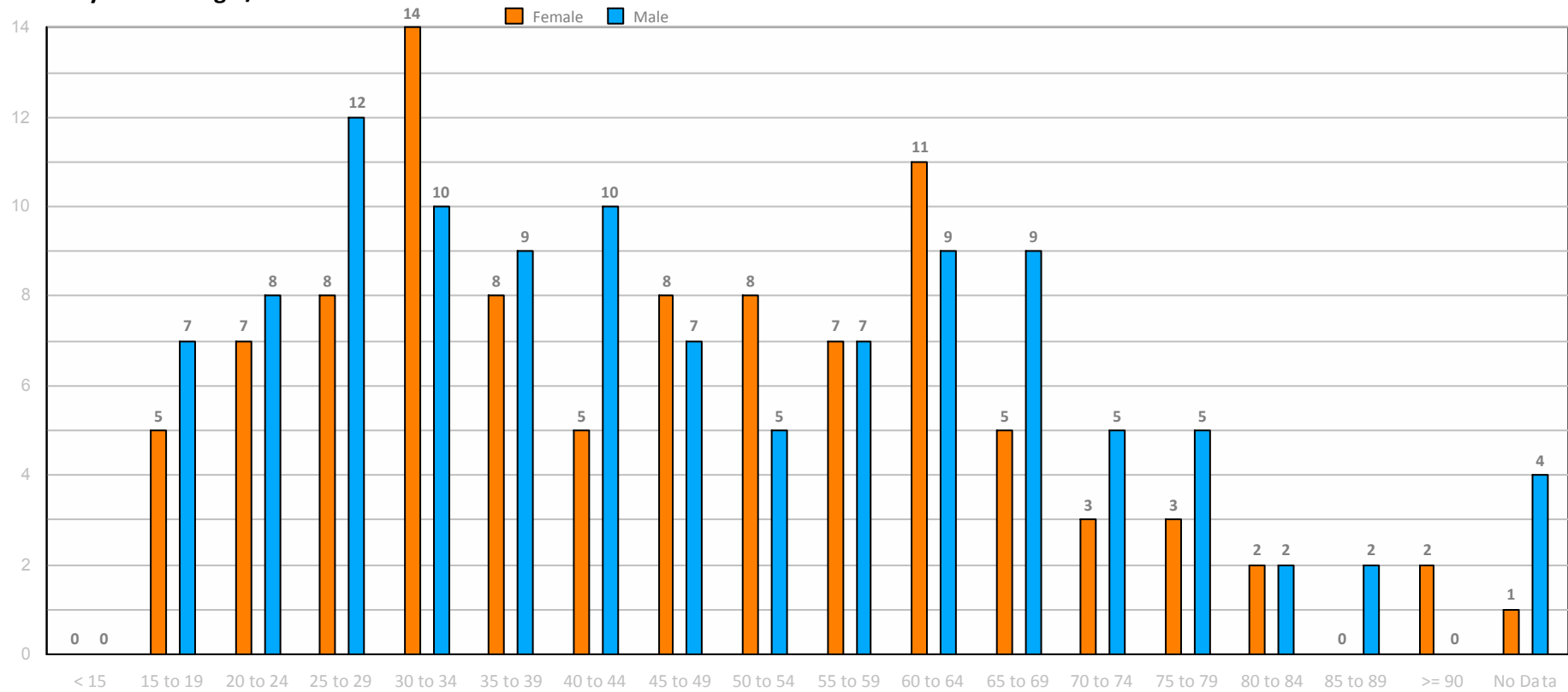
Crashes by Driver 1 Age



	< 15	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	>= 90	No Data
PDO	0	11	12	16	19	12	9	12	11	10	15	9	7	6	4	2	0	3
Possible Injury	0	1	2	1	4	4	3	1	2	3	4	4	0	0	0	0	0	1
Non-Severe Injury	0	0	0	3	1	1	3	2	0	1	1	0	1	1	0	0	2	1
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Fatal	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	12	15	20	24	17	15	15	13	14	20	14	8	8	4	2	2	5

* PDO = Property Damage Only

Crashes by Driver 1 Age / Gender

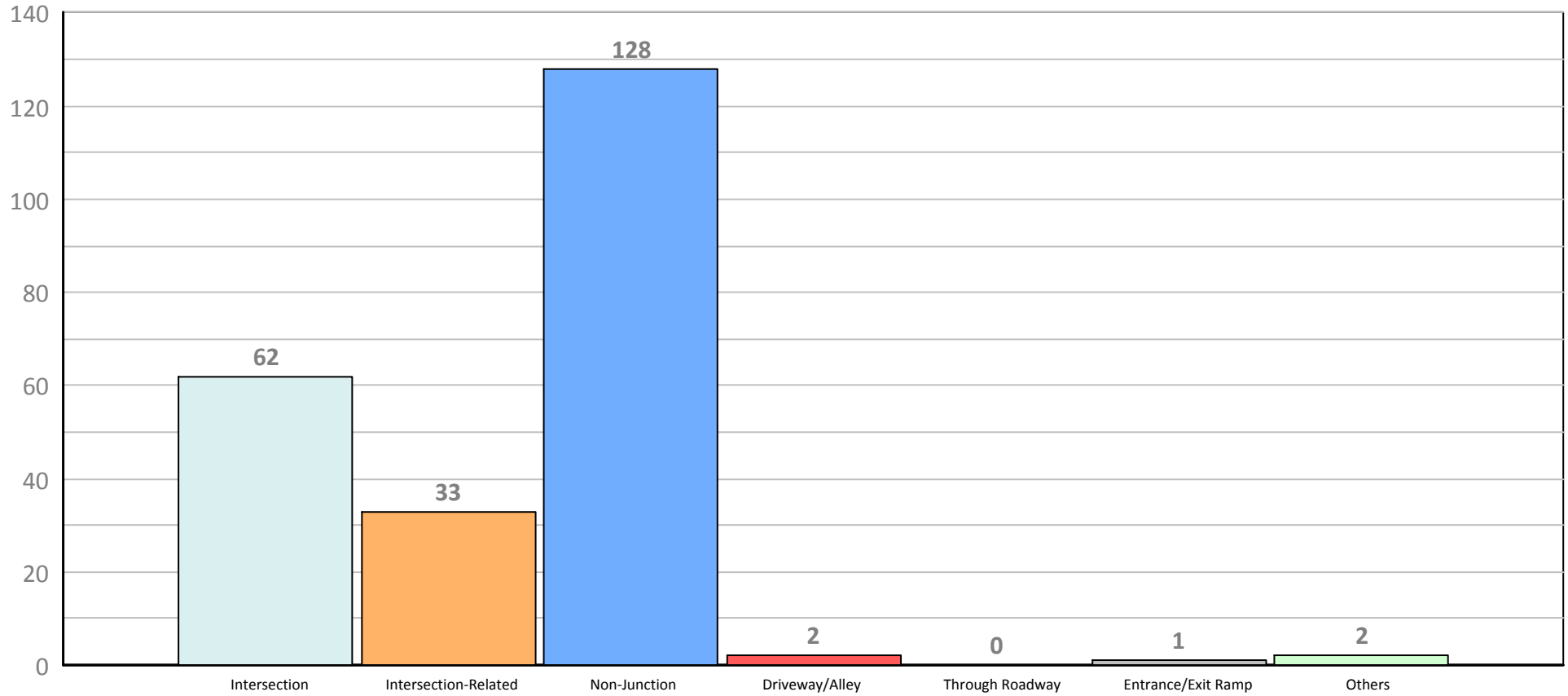


	< 15		15 to 19		20 to 24		25 to 29		30 to 34		35 to 39		40 to 44		45 to 49		50 to 54	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	0	0	5	6	6	6	5	11	11	8	7	5	3	6	6	6	6	5
Possible Injury	0	0	0	1	1	1	1	0	2	2	1	3	1	2	1	0	2	0
Non-Severe Injury	0	0	0	0	0	0	2	1	1	0	0	1	1	2	1	1	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	5	7	7	8	8	12	14	10	8	9	5	10	8	7	8	5
	55 to 59		60 to 64		65 to 69		70 to 74		75 to 79		80 to 84		85 to 89		>= 90		No Data	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	5	5	7	8	4	5	2	5	3	3	2	2	0	2	0	0	0	3
Possible Injury	2	1	4	0	1	3	0	0	0	0	0	0	0	0	0	0	1	0
Non-Severe Injury	0	1	0	1	0	0	1	0	0	1	0	0	0	0	2	0	0	1
Severe Injury	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	7	7	11	9	5	9	3	5	3	5	2	2	0	2	2	0	1	4

* PDO = Property Damage Only

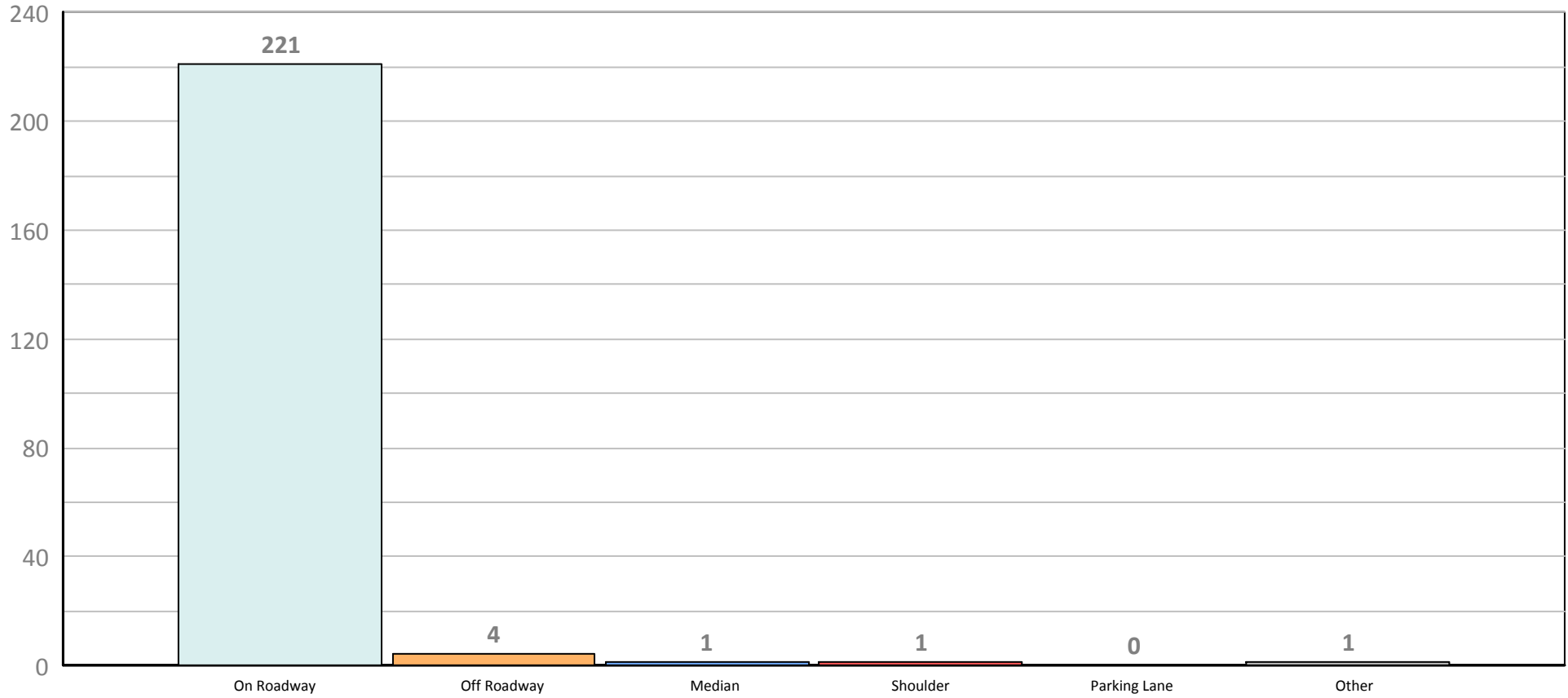
Driver Contributing Cause (Driver 1)		2017	2018	2019	2020	2021	Total
Disregarded Other Traffic Sign	Crashes	0	0	0	1	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Failed to Keep in Proper Lane	Crashes	3	1	4	0	2	10
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Failed to Yield Right-of-Way	Crashes	3	1	8	2	4	18
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Followed too Closely	Crashes	0	0	1	6	1	8
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Improper Backing	Crashes	0	1	0	0	1	2
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Improper Passing	Crashes	1	0	0	0	1	2
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Improper Turn	Crashes	0	0	2	0	1	3
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Operated MV in Careless or Negligent Manner	Crashes	29	35	19	29	19	131
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Ran Red Light	Crashes	1	0	0	2	2	5
	Severe	0	0	0	0	1	1
	Fatal	0	0	0	0	0	0
Swerved or Avoided	Crashes	0	0	0	0	1	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
No Contributing Action	Crashes	4	2	1	6	5	18
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	1	1
Other Contributing Actions	Crashes	3	1	2	3	0	9
	Severe	0	0	0	1	0	1
	Fatal	0	0	0	0	0	0

Relation to Intersection



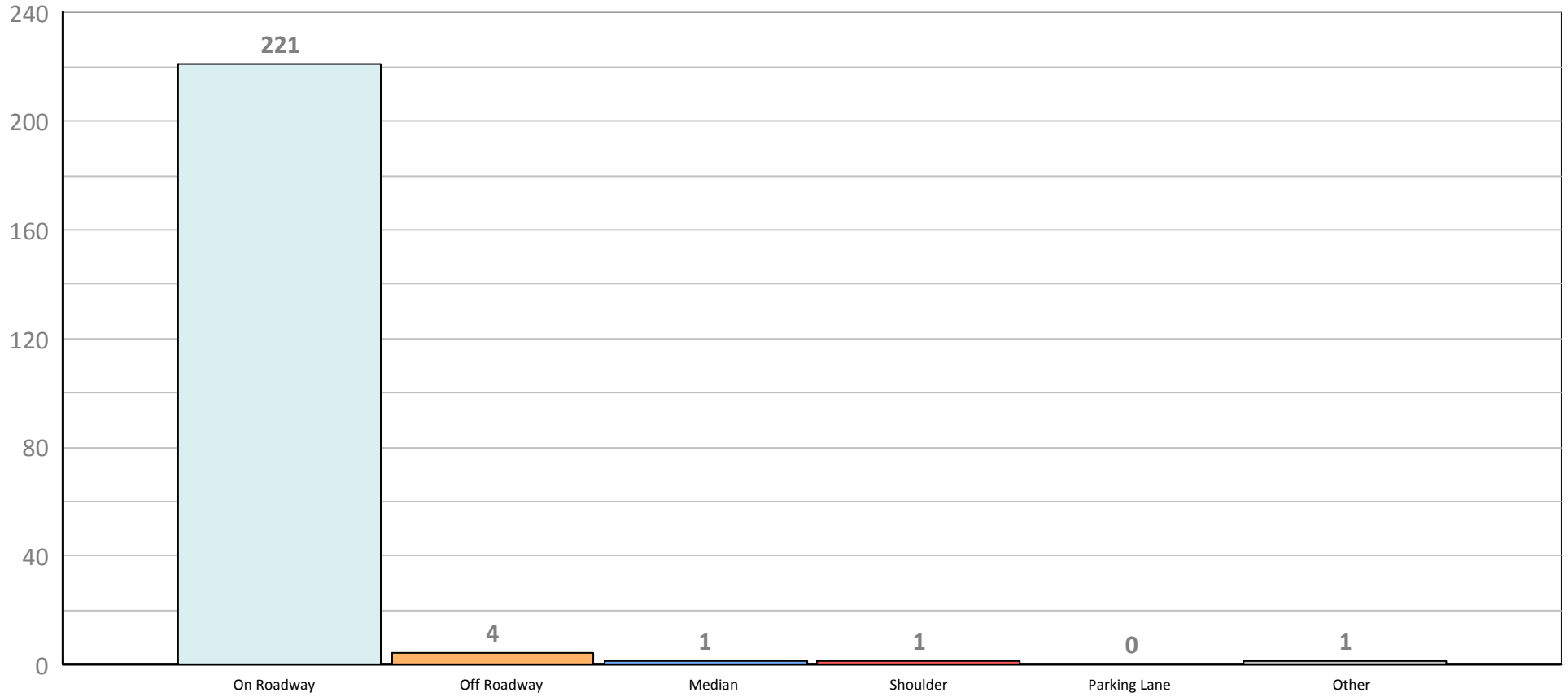
	2017			2018			2019			2020			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Intersection	18	1	0	11	0	0	7	0	0	15	1	0	11	1	0	62	3	0
Intersection-Relate	6	0	0	4	0	0	10	0	0	6	0	0	7	0	1	33	0	1
Non-Junction	24	0	0	28	0	0	21	0	0	31	0	0	24	0	0	128	0	0
Driveway/Alley	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0
Through Roadway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entrance/Exit Ramp	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Others	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0

Location on Roadway



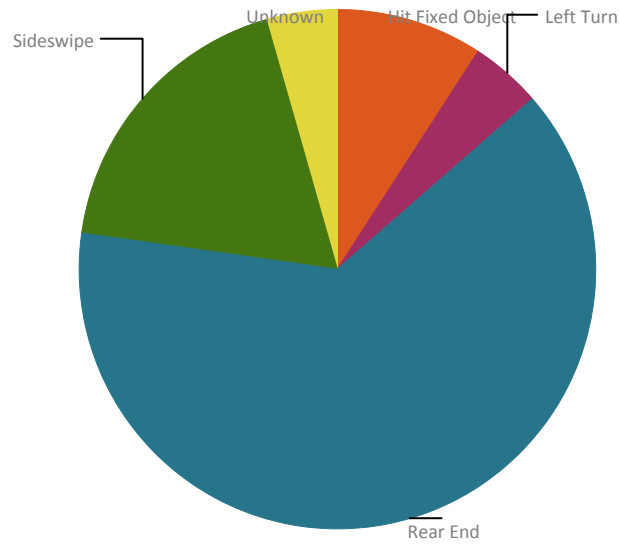
	2017			2018			2019			2020			2021		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
On Roadway	48	1	0	44	0	0	38	0	0	51	1	0	40	1	1
Off Roadway	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0
Median	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Parking Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Location on Roadway



	Total		
	Crashes	Severe	Fatal
On Roadway	221	3	1
Off Roadway	4	0	0
Median	1	0	0
Shoulder	1	0	0
Parking Lane	0	0	0
Other	1	0	0

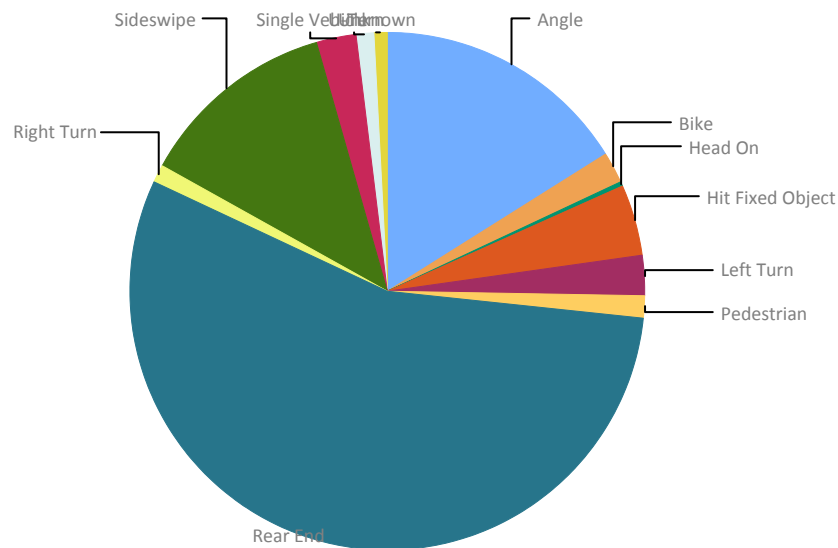
Wet Crashes by Crash Type



Angle	0.0%
Bike	0.0%
Head On	0.0%
Hit Fixed Object	9.1%
Left Turn	4.5%
Pedestrian	0.0%
Rear End	63.6%
Right Turn	0.0%
Sideswipe	18.2%
Single Vehicle	0.0%
U-Turn	0.0%
Unknown	4.5%
Total:	100.0%

	Wet Crashes	Severe	Fatal
Angle	0	0	0
Bike	0	0	0
Head On	0	0	0
Hit Fixed Object	2	0	0
Left Turn	1	0	0
Pedestrian	0	0	0
Rear End	14	0	0
Right Turn	0	0	0
Sideswipe	4	0	0
Single Vehicle	0	0	0
U-Turn	0	0	0
Unknown	1	0	0
Total	22	0	0

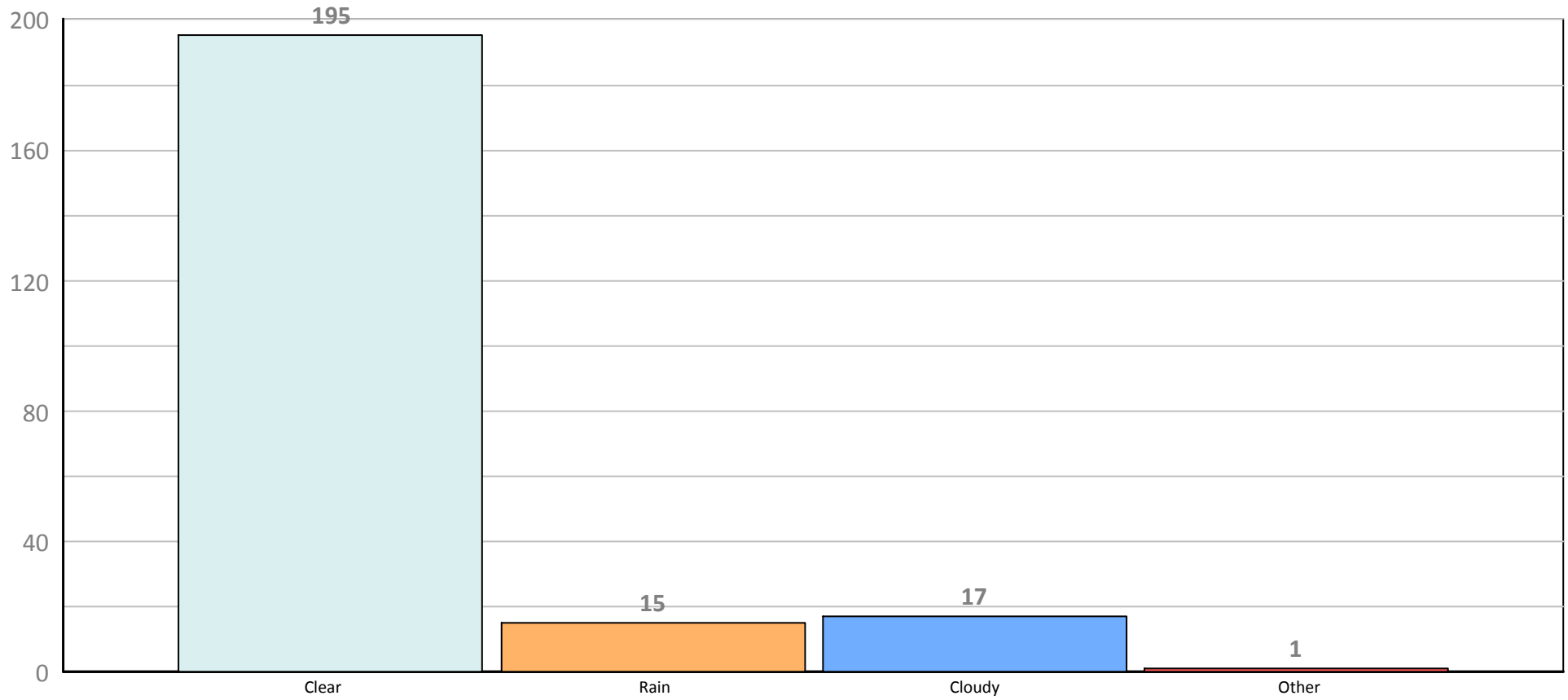
Dry Crashes by Crash Type



Angle	16.0%
Bike	1.9%
Head On	0.5%
Hit Fixed Object	4.4%
Left Turn	2.4%
Pedestrian	1.5%
Rear End	55.3%
Right Turn	1.0%
Sideswipe	12.6%
Single Vehicle	2.4%
U-Turn	1.0%
Unknown	1.0%
Others	0.0%
Total:	100.0%

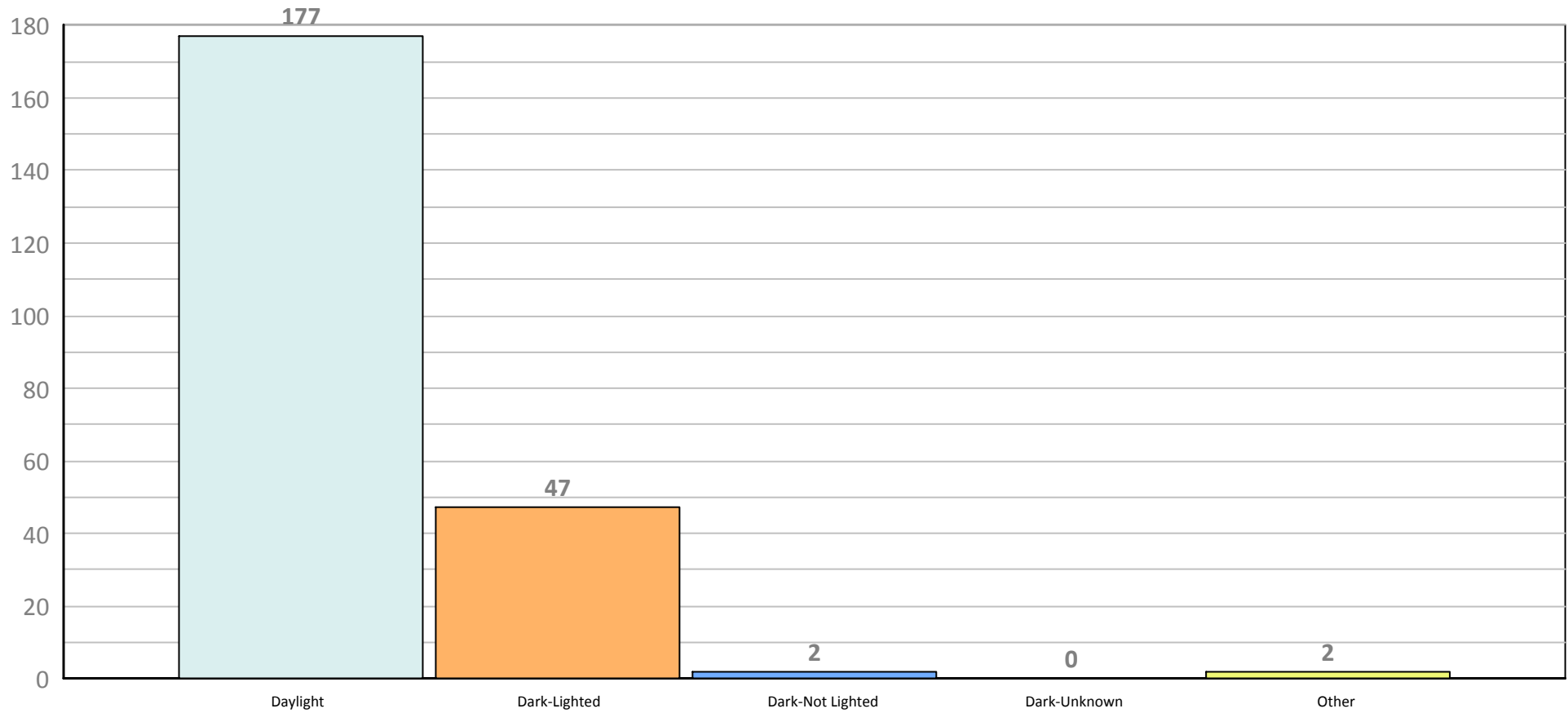
	Dry Crashes	Severe	Fatal
Angle	33	2	0
Bike	4	0	0
Head On	1	0	0
Hit Fixed Object	9	0	0
Left Turn	5	0	0
Pedestrian	3	0	1
Rear End	114	1	0
Right Turn	2	0	0
Sideswipe	26	0	0
Single Vehicle	5	0	0
U-Turn	2	0	0
Unknown	2	0	0
Total	206	3	1

Weather Condition



	2017			2018			2019			2020			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Clear	43	0	0	40	0	0	32	0	0	42	0	0	38	1	1	195	1	1
Rain	2	0	0	2	0	0	3	0	0	6	0	0	2	0	0	15	0	0
Cloudy	5	1	0	1	0	0	4	0	0	5	1	0	2	0	0	17	2	0
Other	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Lighting Condition



	2017			2018			2019			2020			2021			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Daylight	41	1	0	35	0	0	27	0	0	44	1	0	30	1	0	177	3	0
Dark-Lighted	8	0	0	8	0	0	11	0	0	9	0	0	11	0	1	47	0	1
Dark-Not Lighted	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Dark-Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0

Located Crashes

<i>Area</i>	<i>Crashes</i>	<i>Fatalities</i>	<i>Severe Injuries</i>
LARGO	222	1	4
Totals:	222	1	4

Private Property, Parking Lot, and Unlocated Crashes

<i>Area</i>	<i>Crashes</i>	<i>Fatalities</i>	<i>Severe Injuries</i>
LARGO	6	0	0
Totals:	6	0	0

EXHIBIT 3
DOCUMENTATION OF LOCAL MATCH



201 Highland Ave NE
PO Box 296
Largo, FL 33779
LARGO.COM

FINANCE DEPARTMENT

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November 10, 2022

Chelsea Favero
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Dear Ms. Favero,

Please accept this letter as confirmation of the City of Largo's match on the Complete Streets funding opportunity through Forward Pinellas for pedestrian safety improvements on Clearwater-Largo Road. The city will provide a match for the amount of the planning project that is over \$75,000, up to a \$25,000 match. The source of the match will be budgeted funds from the West Bay Drive Community Redevelopment District. If further clarification or documentation is needed, please do reach out.

Thank you,

Rebecca Spuhler
Finance Director
City of Largo



YOUR COMMUNITY OF CHOICE
Naturally