We’re lucky to live in Pinellas County.

From our white-sand beaches, parks, vibrant downtowns and hard-working residents, Pinellas County is a dream destination to live, work, and play. Over the next 25 years, we are expected to add 93,000 people countywide, basically the size of Largo, and then some. Forward Pinellas is responsible for the creation of Pinellas County’s Long Range Transportation Plan called Advantage Pinellas. This Plan lays out a vision for transportation projects, within the context of land use planning that directs growth to areas best equipped to grow.

It is always of utmost importance to me, as a public servant, that the actions of government agencies are based on input from our residents. Forward Pinellas created Advantage Pinellas with two years of community feedback, attending events big and small from the Dunedin Orange Festival to the Skyway Marina District Five-Year Anniversary. We received almost 5,000 responses through an online survey about transportation options.

As residents, you told us what you wanted. You want to see opportunities for bicyclists and pedestrians to safely use our roadways and trails. You called for premium, express transit options that are missing from our region. You recognize the increasing role that technology will play in helping us move around. While you value maintaining roads at an excellent level, you acknowledged the difficulty in finding additional land to widen the roads.

You will see these ideas, your ideas, throughout Advantage Pinellas. I look forward to realizing the future laid out in the following pages, as I hope you will too.

Commissioner Dave Eggers
Forward Pinellas Chair
As we envision the future of Pinellas County, we know we have to plan differently. Unlike our neighbors in the Tampa Bay region, we’re a fully urban county with little vacant land. With 588 miles of coastline, we’re also vulnerable to sea level rise, flooding and storms. To sustain our diverse economy and strengthen the livable community vibe that exists in our 24 cities and unincorporated places, we need to direct growth to the right places and support it with good transportation decisions.

Building more roads and wider highways is not in our long-term future. A better fit for our urban character: more walkable places, with housing near jobs, commercial areas, educational opportunities and choices for getting around our county and region. This Advantage Pinellas Plan envisions Pinellas County as a highly accessible county with many diverse communities and a variety of transportation choices. This is the first Long Range Transportation Plan developed since the 2014 merger of the Pinellas Planning Council and the Pinellas County Metropolitan Planning Organization into Forward Pinellas. The plan integrates our land use and transportation plans to respond to our challenges and long-term community goals.

Let’s build on our great assets. We’re an international destination for tourism, one of Florida’s leaders in manufacturing and technology jobs, and we have some of the most historic, interesting and walkable places. We’ve built and will continue to invest in strong roadway network connections, and our iconic Pinellas Trail will soon grow to 75 miles circling the county.

It’s imperative that we continue developing a transportation network with efficient transit options to have a fully functioning system, both locally and regionally. Let’s make our transportation system one of the key advantages of Pinellas County and greater Tampa Bay.

- Whit Blanton,
  Executive Director
  FAICP Forward Pinellas

If you need additional assistance with viewing the Advantage Pinellas Plan Summary, please contact Forward Pinellas by phone: 727-464-8250 or by email: Info@forwardpinellas.org. You may also request assistance directly through Chelsea Favero, Planning Manager, by phone: 727-464-5644.
Forward Pinellas is your land use and transportation planning agency for Pinellas County. We guide land use decisions and transportation improvements as one dynamic system to improve our economic competitiveness and quality of life.

Forward Pinellas functions as both the Pinellas Planning Council and the Pinellas County Metropolitan Planning Organization, using a cohesive planning process. We identify needs for housing, employment, transportation and resiliency of our communities. We look to you to direct how the county will continue to grow.

We assist the county and our 24 local governments with technical support and grant funding. We use data to develop land use and transportation opportunities for our residents and to build strong regional partnerships.

We operate within federal and state requirements to enhance our county’s transportation system.

Our abundance of natural resources continues to draw new residents and tourists every day. We consider long range needs for both our residents and our visitors.
Advantage Pinellas is your Long Range Transportation Plan through 2045. Forward Pinellas needs to develop a new Plan every five years, with updated data and analysis, to receive state and federal transportation funding.

Advantage Pinellas is a Plan for everyone. It considers travel choices for all generations and economic backgrounds, and it recognizes the diversity of our distinct communities, numerous industries and jobs and natural lands and waterways. The Plan follows your priorities: safety, planning for walkable communities and access to premium transit corridors that connect our region.

Pinellas County is Florida’s most densely populated county. We expect to add 93,000 people and 60,000 new jobs over the next 25 years, with limited land area. Advantage Pinellas considers projected growth and land use redevelopment as key factors in developing a cost feasible plan that supports economic opportunity for all our residents.
In developing your Advantage Pinellas Plan, we considered the major advantages and opportunities of planning for your mobility.

ADVANTAGES OF LIVING AND WORKING IN PINELLAS COUNTY

PROVIDE ECONOMIC OPPORTUNITY

FOSTER HEALTHY COMMUNITIES
ENHANCE MOBILITY & ACCESSIBILITY

CONNECT OUR REGION

SUSTAIN ROBUST TOURISM
DEVELOP RESILIENT COMMUNITIES

CREATE WALKABLE NEIGHBORHOODS

INVEST IN TECHNOLOGY
SPOTlight INITIATIVES

Advantage Pinellas builds upon five years of data analysis and community input for SPOTlight Initiatives. Locations in Pinellas County that are growing and rebuilding. The SPOTlight efforts focus on three critical areas in the county.

“Enhancing beach access, to me, means making sure that our visitors, residents and workers can have a fantastic experience in our beach communities. We should be able to get to the beach, hotels, restaurants and our homes without being stuck in bumper-to-bumper traffic, and it should be easy to get there safely on bike, trolley, water taxi or foot.”

- Indian Rocks Beach Mayor Joanne “Cookie” Kennedy
“With the development of the Gateway/Mid-County Area Master Plan, we are creating a destination, not just a corridor to somewhere else. Gateway residents deserve a distinctive place, with a variety of housing and recreational options. The opportunity for economic development, increasing property values, and creating a true destination is the long term vision for the Gateway. A vision now within reach!”

- Brandi Gabbard
Councilmember District 2
City of St Petersburg
“Defining a vision for U.S. 19 is about efficiently moving traffic north and south in our county. We have been working towards that goal for almost 20 years. It’s also about making U.S. 19 safer for all users; drivers, pedestrians and bicyclists. Using smart technology, removing unsafe conflicts and completing overpasses and side road improvements will ensure that our residents will travel quickly, safely and connect to their local businesses and neighborhoods.”

- Pinellas County Commissioner
Karen Seel
FUNDING ADVANTAGE PINELLAS

Funding Advantage Pinellas requires working with local, state and federal agencies to identify revenue sources reasonably expected to be available through 2045. Funding needs are based on prioritized transportation investments.

Forward Pinellas documented your input using surveys and focus groups to develop a list of the county’s critical transportation issues. You have made it clear that widening roadways to solve traffic congestion is not the best option. You want strategic investments in areas of growth. You want mobility options that serve the needs of all road users, including drivers, bicyclists, pedestrians and transit users, while maintaining our existing infrastructure.

Based on your input, Advantage Pinellas includes increased funding for building new bike and pedestrian facilities and investing in technology.

Our ability to allocate funds to categories other than roadways is limited based on restrictions tied to state and federal funding requirements.

We have dedicated close to 100% of our flexible funding sources to projects that address safety, accessibility, transit and technology. As shown in the graphic, spending by mode includes 10% to bicycle, pedestrian and technology improvements; 15% to transit; and 75% to roadway construction and expansion.

Advantage Pinellas shows projects scheduled in phases spanning between 2020 and 2045. Committed projects are underway or have dedicated funding for construction within the next five years. Cost feasible projects are higher priority based on your input and project costs. Unfunded projects have no identified funding source at time of Plan adoption. Maps and tables representing project phasing and improvements to roadways, active transportation (bicycle/pedestrian trails) and public transit are provided.
Existing + Committed Projects

Legend

- Bike/Pedestrian Trail
- Complete Streets
- Road Capacity

Does not show transit or Intelligent Transportation Systems (ITS) Existing + Committed projects

H:\USERS\Information Resources\GIS\Maps & Data\Special Projects\2019 LRTP Project Maps\roadway_projectsec.mxd
## EXISTING PLUS COMMITTED TRANSPORTATION PROJECTS 2020 - 2024

<table>
<thead>
<tr>
<th></th>
<th>FPN</th>
<th>Sponsor</th>
<th>Type</th>
<th>Project</th>
<th>From</th>
<th>To</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>43380-1</td>
<td>FDOT</td>
<td>Capacity</td>
<td>SR 686/Roosevelt Boulevard (CR 296 Connector)</td>
<td>49th Street North</td>
<td>I-275/SR 93</td>
<td>Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CR 296 (Future SR 690I/ East-West 118th Avenue Expressway/Gateway Express</td>
<td>US 19 SR55</td>
<td>East of 40th Street</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>FDOT</td>
<td>Capacity</td>
<td>US 19/SR 55 (including Republic Dr Overpass and Curlew Road Interchanges)</td>
<td>North of SR 580</td>
<td>Northside Drive</td>
<td>Construction of grade separated roadway improvements</td>
</tr>
<tr>
<td></td>
<td>256774-2</td>
<td>FDOT</td>
<td>Capacity</td>
<td>Phase I – Boy Scout Overpass</td>
<td>Northside Drive</td>
<td>North of CR 95</td>
<td></td>
</tr>
<tr>
<td></td>
<td>256774-3</td>
<td>FDOT</td>
<td>Capacity</td>
<td>Phase II – Curlew Road Interchange</td>
<td>Northside Drive</td>
<td>North of CR 95</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>422904-2</td>
<td>FDOT</td>
<td>Capacity</td>
<td>I-275/SR 93/Howard Frankland Bridge Replacement</td>
<td>North of SR 687 (4th St N)</td>
<td>North of Howard Frankland Bridge</td>
<td>Bridge Replacement, addition of express lanes, and a multi-use trail.</td>
</tr>
<tr>
<td>4</td>
<td>424501-2</td>
<td>FDOT</td>
<td>Capacity</td>
<td>I-275 Express Lanes</td>
<td>South of SR 694/ Gandy Boulevard</td>
<td>North of 4th Street North</td>
<td>Construction of one managed lane in each direction providing interregional connectivity from Gateway Expy and south of Gandy Blvd to Howard Frankland Bridge</td>
</tr>
<tr>
<td>N/A (5-6)</td>
<td>4377362</td>
<td>Pinellas County</td>
<td>Capacity</td>
<td>Phase II - Park/Starkey Sidewalks</td>
<td>Ulmerton Road</td>
<td>East Bay Drive</td>
<td>Construction of continuous sidewalks along both sides of corridor</td>
</tr>
<tr>
<td>7</td>
<td>437710-1</td>
<td>FDOT</td>
<td>Capacity</td>
<td>Alt US 19</td>
<td>South of Curlew Place</td>
<td>North of Country Club</td>
<td>Add SB left turn lane</td>
</tr>
<tr>
<td>8</td>
<td>424501-5</td>
<td>FDOT</td>
<td>Capacity</td>
<td>I-275</td>
<td>South of 54th Avenue South</td>
<td>South of Roosevelt Boulevard</td>
<td>Lane continuity improvements throughout the corridor. And a hardened shoulder for transit operations from I375 to Gandy Boulevard.</td>
</tr>
<tr>
<td>9</td>
<td>437807-2</td>
<td>FDOT</td>
<td>Capacity</td>
<td>4th Street North and South</td>
<td>5th Avenue S</td>
<td>5th Avenue N</td>
<td>Urban corridor improvements including sidewalks, pedestrian signal modifications and high emphasis crosswalks</td>
</tr>
<tr>
<td>10</td>
<td>N/A</td>
<td>Pinellas County</td>
<td>Capacity</td>
<td>Forest Lakes Blvd</td>
<td>Pine Ave N</td>
<td>Race Track Rd</td>
<td>Widen roadway to 4 lanes divided</td>
</tr>
<tr>
<td>11</td>
<td>N/A</td>
<td>Oldsmar</td>
<td>Capacity</td>
<td>Douglas</td>
<td>Commerce Blvd</td>
<td>Race Track Rd</td>
<td>Roadway enhancement projects</td>
</tr>
<tr>
<td>12</td>
<td>N/A</td>
<td>Oldsmar</td>
<td>Capacity</td>
<td>Burbank</td>
<td>Douglas Rd</td>
<td>Tampa Rd</td>
<td>New road connection</td>
</tr>
<tr>
<td>13</td>
<td>N/A</td>
<td>Tarpon Springs</td>
<td>Capacity</td>
<td>Meres Blvd</td>
<td>Alt US 19</td>
<td>US 19</td>
<td>New road connection</td>
</tr>
<tr>
<td>14</td>
<td>N/A</td>
<td>Tarpon Springs</td>
<td>Capacity</td>
<td>Disston Ave Ext</td>
<td>Woodhill Dr</td>
<td>Meres Blvd</td>
<td>New road connection</td>
</tr>
<tr>
<td>N/A</td>
<td>4530500-1</td>
<td>FDOT</td>
<td>Capacity</td>
<td>SR 687/4th St N</td>
<td>Big Island Gap</td>
<td>S. of I 275/ SR 93</td>
<td>Bridge replacement</td>
</tr>
<tr>
<td>15</td>
<td>4400931</td>
<td>Pinellas County</td>
<td>Bike/Pedestrian</td>
<td>Pinellas Trail Loop, Phase 2 North Gap (partially on Duke Energy ROW)</td>
<td>Enterprise Road</td>
<td>Chesnut Park</td>
<td>Construction of Phase 2 of the Pinellas Trail Loop</td>
</tr>
<tr>
<td>16</td>
<td>437498-1</td>
<td>FDOT</td>
<td>Bike/Pedestrian</td>
<td>Courtney Campbell Causeway Trail Overpass</td>
<td>SR 60/Gulf-to-Bay Boulevard at Bayshore Boulevard</td>
<td>N/A</td>
<td>Construction of a bicycle/pedestrian overpass over SR 60 near Bayshore.</td>
</tr>
<tr>
<td>17</td>
<td>2568815</td>
<td>FDOT</td>
<td>Bike/Pedestrian</td>
<td>Harn Boulevard Overpass</td>
<td>North of 1st Street</td>
<td>N/A</td>
<td>Construction of a pedestrian overpass across US 19</td>
</tr>
<tr>
<td>18</td>
<td>440093-2</td>
<td>Pinellas County</td>
<td>Bike/Pedestrian</td>
<td>Pinellas Trail Loop</td>
<td>Ulmerton Road</td>
<td>Belleair Road</td>
<td>South Gap - Phase 2, 3, 4</td>
</tr>
<tr>
<td>19</td>
<td>440093-3</td>
<td>Pinellas County</td>
<td>Bike/Pedestrian</td>
<td>Pinellas Trail Loop</td>
<td>126th Ave N</td>
<td>Ulmerton Road</td>
<td>South Gap - Phase 1</td>
</tr>
</tbody>
</table>
## EXISTING PLUS COMMITTED TRANSPORTATION PROJECTS 2020 - 2024

<table>
<thead>
<tr>
<th></th>
<th>FPN</th>
<th>Project Sponsor</th>
<th>TYPE</th>
<th>Project</th>
<th>From</th>
<th>To</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>440246-1</td>
<td>FDOT</td>
<td>Complete Streets</td>
<td>U.S. 19</td>
<td>54th Avenue South</td>
<td>22nd Avenue South</td>
<td>$1 million Complete Streets upgrade to FDOT resurfacing project to construct a wide sidewalk on west side of roadway</td>
</tr>
<tr>
<td>21</td>
<td>443928-1</td>
<td>Oldsmar</td>
<td>Complete Streets</td>
<td>St. Petersburg Drive</td>
<td>Dartmouth Avenue</td>
<td>Bayview Boulevard</td>
<td>$1 million to supplement a City of Oldsmar Complete Streets project.</td>
</tr>
<tr>
<td>22</td>
<td>443929-1</td>
<td>Largo</td>
<td>Complete Streets</td>
<td>Rosery Road</td>
<td>Missouri Avenue</td>
<td>Eagle Lake Park</td>
<td>$1 million to supplement a City of Largo Complete Streets project.</td>
</tr>
<tr>
<td>23</td>
<td>N/A</td>
<td>Pinellas County</td>
<td>Complete Streets</td>
<td>Haines Rd</td>
<td>60th Ave N</td>
<td>US 19</td>
<td>Roadway enhancement projects</td>
</tr>
</tbody>
</table>

Note: Table does not include transit or technology projects.

Note: N/A indicates project not able to be shown on this high-level, generalized map.
## 2045 DRAFT COST FEASIBLE ROADWAY PROJECTS

<table>
<thead>
<tr>
<th>Map #</th>
<th>Project Name and Limits</th>
<th>Project Sponsor</th>
<th>2019 Cost Estimate</th>
<th>Cost in Year of Expenditure</th>
<th>2045 Lane Configurations</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>I-275 from S of Roosevelt to N of 4th Street N</td>
<td>State</td>
<td>$141,779,260</td>
<td>$141,779,260</td>
<td>Add 1 additional express lane in each direction</td>
</tr>
<tr>
<td>43</td>
<td>46th Ave N from 49th St N to 38th St N</td>
<td>County</td>
<td>$2,525,000</td>
<td>$3,045,616</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>16</td>
<td>54th Ave N from 49th St N to 34th St N</td>
<td>County</td>
<td>$5,450,000</td>
<td>$6,573,705</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>44</td>
<td>Fisher Rd from Curlew Rd to CR 39</td>
<td>County</td>
<td>$2,525,000</td>
<td>$3,045,616</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>4</td>
<td>Forest Lakes Blvd from SR 580 to SR 584</td>
<td>County</td>
<td>$6,900,000</td>
<td>$9,137,219</td>
<td>Widens to 4 lanes divided</td>
</tr>
</tbody>
</table>

### 2026-2030

<table>
<thead>
<tr>
<th>Map #</th>
<th>Project Name and Limits</th>
<th>Project Sponsor</th>
<th>2019 Cost Estimate</th>
<th>Cost in Year of Expenditure</th>
<th>2045 Lane Configurations</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>US 19 (SR 55) from N of CR 95 to S of Pine Ridge Way S (Tampa Rd Interchange)</td>
<td>State</td>
<td>$111,936,674</td>
<td>$111,936,674</td>
<td>Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile</td>
</tr>
<tr>
<td>1</td>
<td>Starkey Rd from Flamevine Ave to Bryan Dairy Rd</td>
<td>County</td>
<td>$16,560,000</td>
<td>$21,929,326</td>
<td>Widens to 6 lanes divided</td>
</tr>
<tr>
<td>3</td>
<td>Starkey Rd from Ulmerton Rd to Bryan Dairy Rd</td>
<td>County</td>
<td>$10,380,000</td>
<td>$13,745,556</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>23</td>
<td>Belcher Rd at SR 60</td>
<td>County</td>
<td>$13,050,000</td>
<td>$17,281,262</td>
<td>Intersection improvement at SR 60</td>
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<tr>
<td>6</td>
<td>Belleair Rd from US 19 to Keene Rd</td>
<td>County</td>
<td>$5,379,076</td>
<td>$7,123,159</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>12</td>
<td>126th Ave N from 34th St to US 19</td>
<td>County</td>
<td>$3,588,468</td>
<td>$4,751,974</td>
<td>New connection/widening to 2 lanes divided + trail</td>
</tr>
<tr>
<td>21</td>
<td>US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Alderman Interchange)</td>
<td>State</td>
<td>$157,003,697</td>
<td>$157,003,697</td>
<td>Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile</td>
</tr>
<tr>
<td>20</td>
<td>Gandy Blvd from 4th St to W of Gandy Bridge</td>
<td>State</td>
<td>$131,214,743</td>
<td>$173,759,111</td>
<td>New interchange/frontage roads + trail</td>
</tr>
<tr>
<td>28</td>
<td>22nd Ave S from 58th St to 34th St</td>
<td>County</td>
<td>$22,615,728</td>
<td>$35,201,339</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>13</td>
<td>62nd Ave N from US 19 to 49th St</td>
<td>County</td>
<td>$16,764,000</td>
<td>$26,093,135</td>
<td>Widens to 3 lanes divided</td>
</tr>
<tr>
<td>46</td>
<td>East Lake Rd from Tampa Rd to Pasco County Line</td>
<td>County</td>
<td>$32,500,000</td>
<td>TBD</td>
<td>Widens to 6 lanes divided</td>
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</table>

### 2031-2035

<table>
<thead>
<tr>
<th>Map #</th>
<th>Project Name and Limits</th>
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<th>2019 Cost Estimate</th>
<th>Cost in Year of Expenditure</th>
<th>2045 Lane Configurations</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Park St from Tyrone Blvd to 54th Ave</td>
<td>County</td>
<td>$2,475,000</td>
<td>$3,277,481</td>
<td>Roadway enhancement</td>
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<tr>
<td>18</td>
<td>102nd Ave from 137th St to 113th St</td>
<td>County</td>
<td>$4,625,000</td>
<td>$6,124,585</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>2</td>
<td>Starkey Rd from East Bay Dr to Ulmerton Rd</td>
<td>County</td>
<td>$13,350,000</td>
<td>$17,678,533</td>
<td>Widens to 5 lanes divided</td>
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<tr>
<td>22</td>
<td>Park St from 54th Ave N to 84th Ave N</td>
<td>County</td>
<td>$8,939,560</td>
<td>$13,914,408</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>5</td>
<td>Highland Ave from East Bay Dr to Belleair Rd</td>
<td>County</td>
<td>$11,285,456</td>
<td>$17,565,792</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>7</td>
<td>28th St from 38th Ave N to 54th Ave N</td>
<td>County</td>
<td>$8,735,728</td>
<td>$13,597,145</td>
<td>Roadway enhancement</td>
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<tr>
<td>33</td>
<td>16th Ave SE from Lake Ave to Starkey Rd</td>
<td>County</td>
<td>$1,688,617</td>
<td>$2,628,329</td>
<td>New roadway connection</td>
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<tr>
<td>29</td>
<td>16th Ave SE from Donegan Rd to Lake Ave</td>
<td>County</td>
<td>$1,351,680</td>
<td>$2,103,887</td>
<td>New roadway connection</td>
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<tr>
<td>31</td>
<td>16th Ave SE from Seminole Blvd to Donegan Rd</td>
<td>County</td>
<td>$2,085,983</td>
<td>$3,246,829</td>
<td>New roadway connection</td>
</tr>
<tr>
<td>24</td>
<td>142nd Ave N from 66th St N to Belcher Rd</td>
<td>County</td>
<td>$4,254,685</td>
<td>$6,622,409</td>
<td>New roadway connection</td>
</tr>
</tbody>
</table>
Funding was set aside for the following programs before the cost feasibility of roadway projects was determined.

**Future Technology Needs:** $1,000,000 Annually
**Complete Streets Construction Grants:** $1,000,000 Annually
**Capital Transit (Bus Replacements):** $1,500,000 Annually
**Regional Transit Capital Investments (Vanpool, Waterborne, Regional vehicles, Other):** $500,000 Annually
**Active Transportation Plan Recommendations:** $61,259,000 Distributed through 2045
**Trail Overpasses at High Conflict Crossings:** $6,000,000 (each) four total (one in each time period)

### 2045 Draft Cost Feasible Roadway Projects

<table>
<thead>
<tr>
<th>Map #</th>
<th>Project Name and Limits</th>
<th>Project Sponsor</th>
<th>2019 Cost Estimate</th>
<th>Cost in Year of Expenditure</th>
<th>2045 Lane Configurations</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>US 19 (SR 55) from S of Timberlane Rd to S of Lake St (Klosterman Interchange)</td>
<td>State</td>
<td>$145,601,179</td>
<td>$145,601,179</td>
<td>Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile</td>
</tr>
<tr>
<td>26</td>
<td>US 19 from 66th Ave N to 118th Ave N</td>
<td>State</td>
<td>$26,636,296</td>
<td>$41,459,345</td>
<td>Add turn lanes and intersection improvements</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2036-2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>47 Belcher Rd from 38th Ave N to 54th Ave N</td>
</tr>
<tr>
<td>9 102nd Ave from 113th St to Seminole Blvd</td>
</tr>
<tr>
<td>30 142nd Ave N from Belcher Rd to Starkey Rd</td>
</tr>
<tr>
<td>14 62nd Ave N from 49th St to 66th St</td>
</tr>
<tr>
<td>15 28th St from 58th Ave N to 62nd Ave N</td>
</tr>
<tr>
<td>32 Nursery Rd from Highland Ave to Belcher Rd</td>
</tr>
<tr>
<td>34 Nursery Rd from Belcher Rd to US 19</td>
</tr>
<tr>
<td>35 102nd Ave N from 18th St N to Hallkey Roberts Pl</td>
</tr>
<tr>
<td>36 SR 686 / Roosevelt Boulevard from I-275/SR 93 to W of 9th St N/MLK St N</td>
</tr>
<tr>
<td>37 Tyrone Blvd at Pinellas Trail</td>
</tr>
<tr>
<td>38 SR 694 (Gandy Blvd) US 19 (SR 55) to W of I-275</td>
</tr>
<tr>
<td>39 SR 590/NE Coachman Rd from Drew St to McMullen-Booth Rd</td>
</tr>
<tr>
<td>25 Sunset Point Rd from Kings Hwy to Keene Rd Roadway Improvements</td>
</tr>
<tr>
<td>40 Indian Rocks Rd from Walsingham Rd to West Bay Dr</td>
</tr>
</tbody>
</table>

### Unfunded Roadway Projects

<table>
<thead>
<tr>
<th>Map #</th>
<th>Project Name and Limits</th>
<th>Project Sponsor</th>
<th>2019 Cost Estimate</th>
<th>Cost in Year of Expenditure</th>
<th>2045 Lane Configurations</th>
</tr>
</thead>
<tbody>
<tr>
<td>45 I-275 at Ulmerton Rd</td>
<td>State</td>
<td>$115,641,429</td>
<td>N/A</td>
<td>New ramp from northbound I-275 to Ulmerton Rd</td>
<td></td>
</tr>
<tr>
<td>41 McMullen Booth Rd from SR 60 to Tampa Rd</td>
<td>County</td>
<td>TBD</td>
<td>N/A</td>
<td>TBD</td>
<td></td>
</tr>
</tbody>
</table>

Note: Table includes roadway projects only. Transit and bicycle pedestrian cost feasible and unfunded projects are reflected on separate tables.

Note: For more detailed phasing information, see Appendix C.

TBD: Scope of project to be provided once a Pinellas County corridor study is completed.
Forward Pinellas has set aside funding to implement bicycle and pedestrian improvements along ten priority corridors countywide. The Active Transportation Plan map illustrates the location of the 10 corridors, and the Active Transportation table provides a list of projects, with funding distributed through 2045.

The Active Transportation Plan is designed to improve health outcomes, expand economic opportunities and protect the environment by encouraging residents to walk and bicycle for their everyday transportation needs. Pinellas County has an abundance of bicycle and pedestrian facilities, and Forward Pinellas has prioritized continued improvements to the active transportation network to support mobility options for all residents.

The Active Transportation Plan recognizes this unique advantage of living in Pinellas County and includes funding for a safe, accessible network of bicycle and pedestrian trails as the cornerstone for a healthy and economically vibrant community.
Active Transportation

Legend

Top 10 Active Transportation Corridors

1. Oldsmar Canal Park Connection
2. Nebraska Avenue Loop
3. Sunset Point Corridor
4. 142nd Avenue Corridor
5. 70th Avenue Corridor
6. 28th Street Corridor
7. San Martin Boulevard
8. Joe’s Creek Greenway Trail
9. 9th Avenue N Corridor
10. 18th Avenue S Corridor & Salt Creek Trail Extension

H:\USERS\Information Resources\GIS\Maps & Data\Special Projects\2019 LRT\Project Maps\ATF.mxd
### COST FEASIBLE ACTIVE TRANSPORTATION PLAN PROJECTS 2025-2045

<table>
<thead>
<tr>
<th>Active Transportation Project</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Oldsmar Canal Park Connection</td>
<td>$1,591,400</td>
</tr>
<tr>
<td>2 Nebraska Avenue Loop</td>
<td>$9,212,100</td>
</tr>
<tr>
<td>3 Sunsent Point Corridor</td>
<td>$2,986,800</td>
</tr>
<tr>
<td>4 142nd Avenue Corridor</td>
<td>$9,883,800</td>
</tr>
<tr>
<td>5 70th Avenue Corridor</td>
<td>$6,501,500</td>
</tr>
<tr>
<td>6 28th Street Corridor</td>
<td>$8,857,400</td>
</tr>
<tr>
<td>7 San Martin Boulevard</td>
<td>$920,100</td>
</tr>
<tr>
<td>8 Joe's Creek Greenway Trail</td>
<td>$10,029,000</td>
</tr>
<tr>
<td>9 9th Avenue N Corridor</td>
<td>$6,334,100</td>
</tr>
<tr>
<td>10 18th Avenue South Corridor &amp; Salt Creek Trail Extension</td>
<td>$4,942,800</td>
</tr>
<tr>
<td><strong>Total Active Transportation Plan Projects:</strong></td>
<td><strong>$61,259,000</strong></td>
</tr>
</tbody>
</table>

Note: For more detailed phasing information, see Appendix C.
Federal or state funding requires a local capital match and a commitment to fund transit operations at the local level, either publicly or privately. With the Pinellas Suncoast Transit Authority’s (PSTA) constrained local funding sources, transit does not include any significant expansion of public transit service beyond what is currently offered by PSTA. Only the Central Avenue Bus Rapid Transit project, which has local and state funding in place, is shown as a cost feasible capital improvement.

Advantage Pinellas recognizes several investment corridors to better support transit and connecting people to jobs, training opportunities and access to a variety of housing options that are affordable. The corridors are considered priorities as they support strategic future investments for housing, economic development and transportation through redevelopment, infrastructure and land assembly.
The preparation of this report has been financed in part through grants from the Federal Highway Administration and the Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views of policy of the U.S. Department of Transportation.