2010 State of the System Report

Pinellas County
Metropolitan Planning Organization

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General Description: The State of the System Report (SOS) provides a bi-annual snapshot of transportation trends and conditions, using 2009 data collected from a variety of resources, including MPO, Federal, State and local agencies. Contents of the SOS includes usage and crash data related to roads, transit, sidewalks and bike lanes, formatted in tables, maps, and graphs. A status report on the MPO's Congestion Management Process (CMP) is also included in this report.

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I. Executive Summary

As the foundation of the Metropolitan Planning Organization's Congestion Management Process (CMP), the State of the System (SOS) report provides a summary of transportation trends and conditions in Pinellas County, Florida for the data year (DY) 2009, which extends from January 1 through December 31 of that year. This report is used as a reference for developing the MPO's Transportation Improvement Program (TIP) and its Long Range Transportation Plan (LRTP), and as the foundation for the MPO's Congestion Management Process (CMP). The following trends and conditions were identified:

- There were 587 center line miles (2,281 lane miles) of MPO monitored roadway, including 2 centerline miles of Belcher Road Extension added since DY 2007. Concurrent with reductions in population and tourism, vehicle miles traveled (VMT) and vehicle hours traveled (VHT) dropped slightly, as well as duration of congestion (DOC). Twenty-one percent of the county's lane miles operated under congested conditions. Studies on Gulf-to-Bay Boulevard and US Highway 19 showed that implementation of Intelligent Transportation Systems (ITS) resulted in an overall improvement in travel time of 13.95% between DY 2006 and DY 2008. Rear end crashes were also reduced by 35.6% at Gulf-to-Bay Boulevard and by 16.4% at US Highway 19. Additional adjustments to the system are ongoing.

- The Pinellas Suncoast Transit Authority (PSTA) reported that ridership grew substantially during DY 2007-DY 2008. (PSTA's data year runs from October to September.) This trend is concurrent with a spike in gasoline prices, then a decline by 5.2% in DY 2008 – DY 2009, when prices lowered and fare increases were implemented. Approximately 49% of all PSTA routes achieved an on-time performance rate higher than the systemwide (79%) average.

- The road network had 71.6% sidewalk coverage and 14% bicycle lane coverage countywide. Trail miles increased 22% from 2007. The current 74.88 miles of trail does not include the Friendship Trail Bridge, which closed in the final months of 2008 due to concerns about structural integrity.

- The top five highest volume crash sites for 2009 were on US Highway 19, all located at the Gulf-to-Bay intersection and north. Twenty-three percent of all pedestrian and bicycle crashes in 2009 occurred at parking lots or private locations. "Vulnerable users" (pedestrians, bicyclists and motorcyclists) accounted for more than

half of all fatalities in DY 2009. Florida Department of Highway Safety and Motor Vehicles data indicates that drivers age 65 and older comprised 9.10% of all crash injuries and 13.5% of all crash fatalities in Pinellas County.

- The county's air quality was acceptable, according to the current National Ambient Air Quality Standard (NAAQS). However, it is noted that the eight county region is in presumtpive nonattainment, and a forthcoming announcement from the Environmental Protection Agency (EPA) may revise the current standards.

A major element of the SOS is to support the Congestion Management Process. This task includes a systemwide analysis to identify the top ranked (most severely congested) roadways and an update concerning the performance of existing CMP projects. For CMP evaluation purposes, duration of congestion (DOC) and volume/capacity ratios (V/C) are the primary measures, along with crash data. Of the most highly congested segments identified in SOS 2010, most are currently being addressed or are planned for improvements through the LRTP, the TIP, the ITS plan, or other processes. A closer review of these segments through the congestion management process will determine if additional or more immediate actions are needed to mitigate congestion.

It is recognized that the goal of reducing congestion should be balanced against other goals, such as promoting livable community initiatives, enhancing accessibility and safe mobility for all modalities and age groups, including age 65 and over, and supporting the area's economic vitality . A major challenge to be faced in coming years will be to find new resources for funding transportation projects, given likely reductions in per-gallons of fuel sold and other sources of tax revenue.

II. Introduction

A. Background

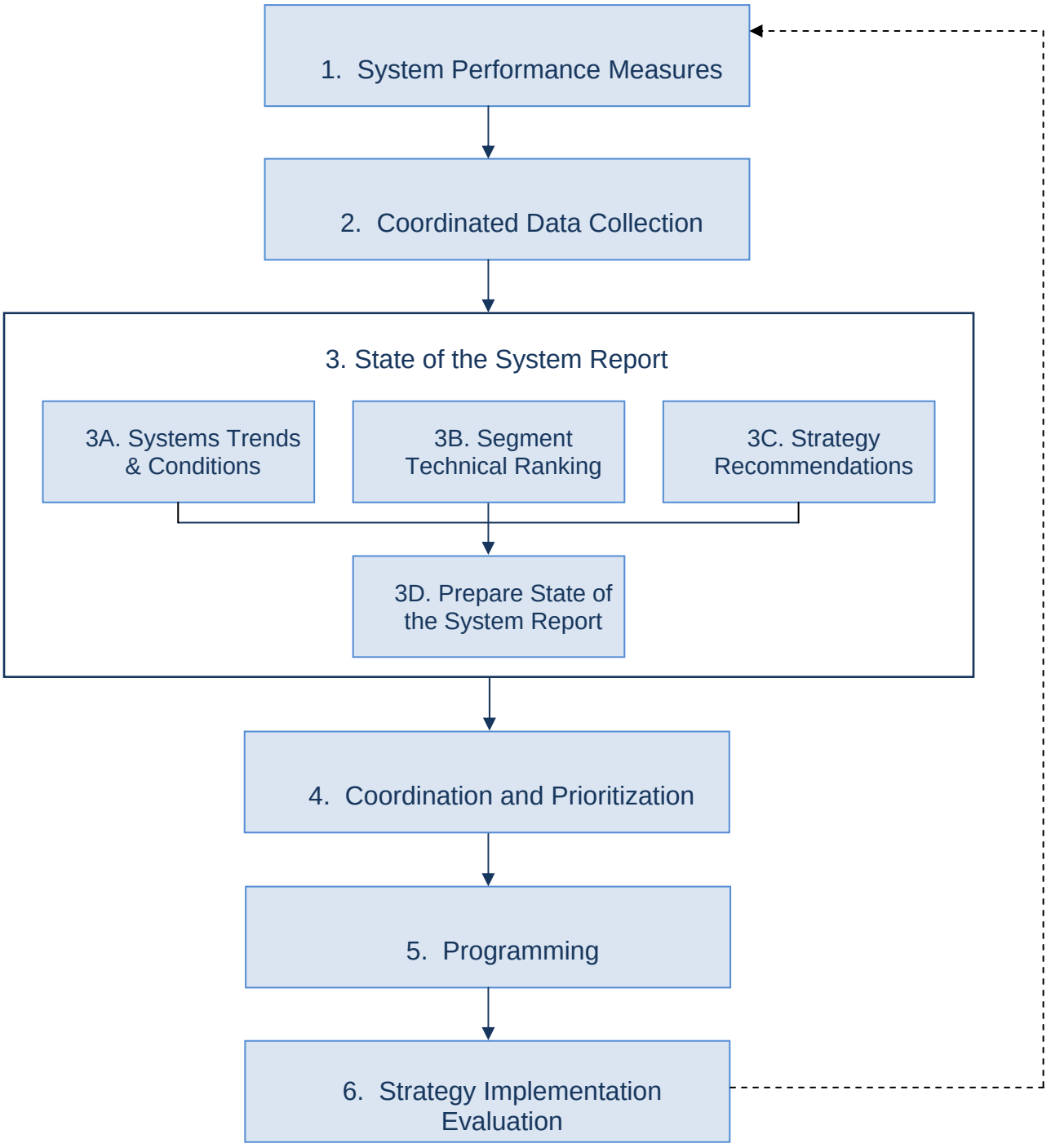
With approximately 280 square miles, Pinellas County is the second smallest county in Florida and the most densely populated. According to estimates from the Bureau of Economic and Business Research, University of Florida, Pinellas County had an estimated population of 931,113 in 2009, a decrease from 944,199 in the year 2007.

Opportunities for capital improvements on roadways are severely limited due to a variety of factors including availability of land and funding; high right-of-way costs; concern about environmental impact on neighborhoods; and a commitment to seeking alternative solutions to congestion mitigation, such as transportation demand management, wherever possible and practical. To meet this county's mobility challenges and to support quality of life, it has become increasingly important for the Pinellas County Metropolitan Planning Organization (MPO) and its partners to maximize the potential of all transportation modalities, including transit, roads, pedestrian, and bicycle.

The SOS serves as a basis for identifying where the transportation system is functioning properly and where improvements are needed. This report will be used by the MPO and local governments to identify and prioritize issues and to analyze the effectiveness of implemented congestion and safety strategies. Specifically, the SOS provides input for developing the MPO's Transportation Improvement Program (TIP).

Figure 1 on the next page illustrates the role of the SOS in informing the Congestion Management Process. Priority corridors identified in this report are the top candidates for action, given the funding constraints of the MPO and its State and local partners. Examples of these actions include ongoing monitoring, conducting detailed evaluations of corridors, and defining funding and implementing strategies. In general, state roadway priorities are implemented through the MPO's TIP, while local roadways are addressed through the capital improvements programming process of the respective jurisdictions.

Figure 1 – The Congestion Management Process



B. Methodology

The 2010 SOS Report summarizes the mobility conditions on the transportation system in the County for the 2009 calendar year (January 1, 2009 to December 31, 2009) and, wherever possible, makes historical comparisons. The report addresses availability, usage, safety and environmental issues relating to the following modalities: roads, transit, bicycle and pedestrian.

This report draws data from a variety of resources, including: the MPO's Transportation Planning Inventory (TPI) database; the MPO's Crash Data Management System (CDMS) database; the Florida Department of Highway Safety and Motor Vehicles (DHSMV) database; and the Florida Department of Transportation (FDOT) database. Additionally, this report includes data from the U.S. Census and from other agencies, including Pinellas County Economic Development and the Pinellas Suncoast Transit Authority (PSTA). A complete list of resources is included in the bibliography of this report. In some cases, numbers and totals may not be identical among databases, due to differences in methodologies. Explanations are provided where appropriate.

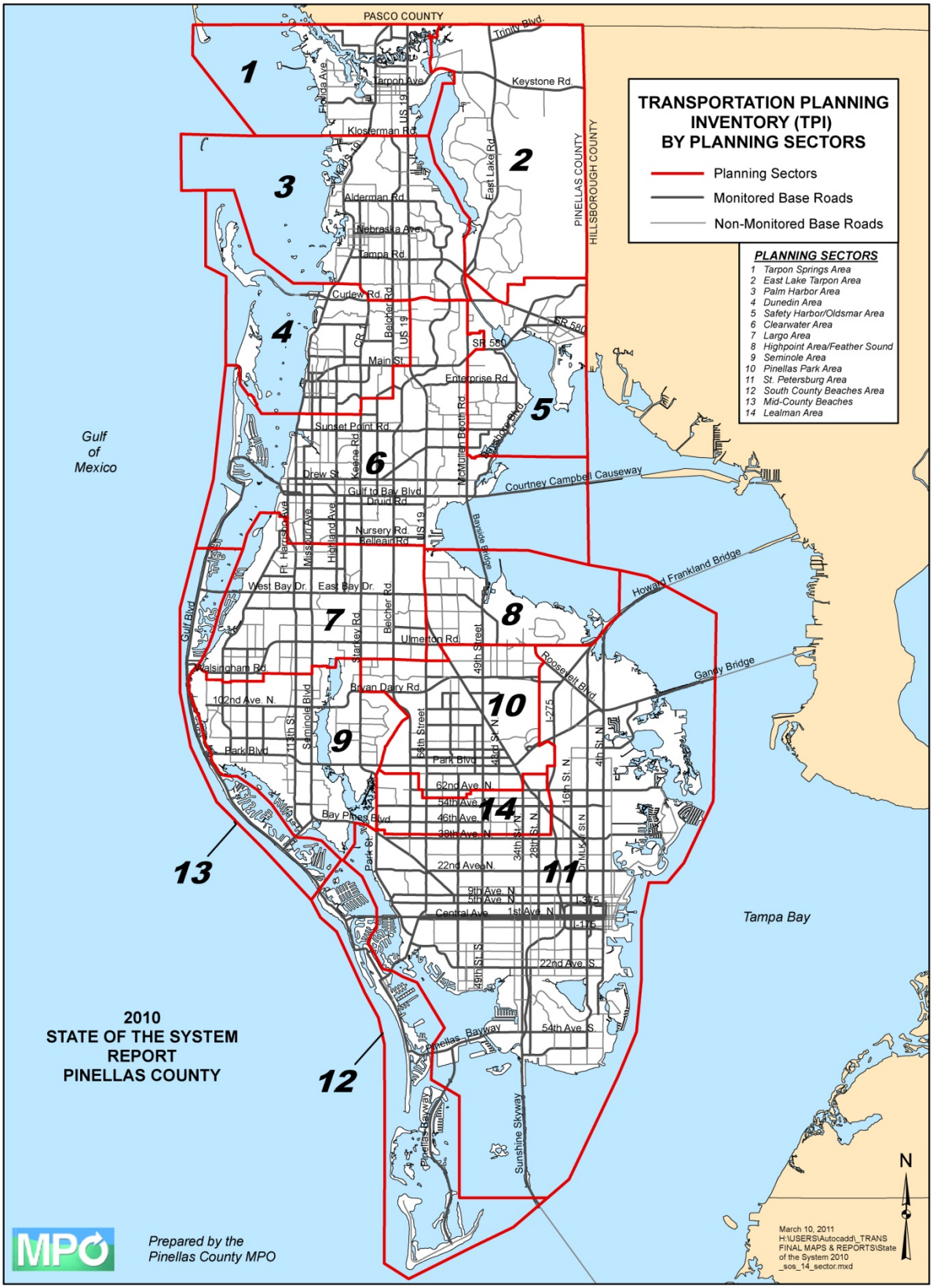
The segmentation used for this SOS report reflects the current, 14 planning sectors, as shown in Map 1. The 2008 SOS was based on 13 planning sectors. The new, 14th planning sector - Greater Lealman - was created by realigning boundaries of sectors 8, 9, 10 and 11. To accommodate these changes, when reporting 2007 data (13 sectors) , boundaries were realigned to conform to 2009 (14 sectors). It should be further noted that individual planning sectors don't necessarily conform to the boundaries of local governments. For example, Sector 11 includes the municipalities of St. Petersburg, Gulfport and South Passadena, and Sector 14, Lealman, is a district, not a local government.

Map 2 shows road designations, specifically identifying those that were included in the Strategic Intermodal System (SIS), as it existed in 2009. SIS facilities, which remained unchanged from the previous report, include:

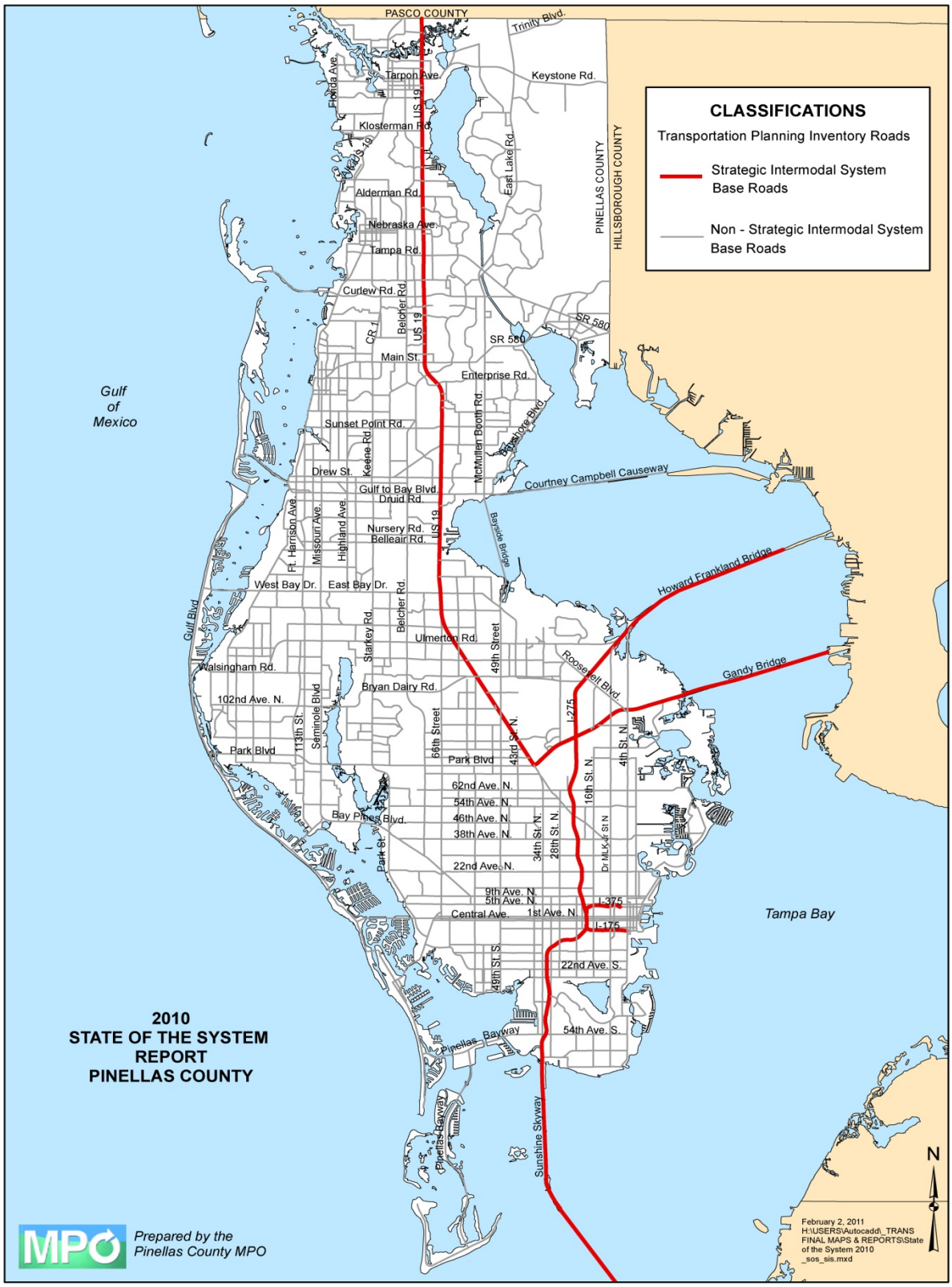
- The interstate highway system (Interstates 175, 275, and 375);
- US Highway 19 from the Pasco/Pinellas County Line to Gandy Blvd
- SR 694/Gandy Blvd from US Highway 19 to the Pinellas/Hillsborough County Line.

Major construction will result in changes to SIS facilities within the county. An improved Roosevelt Boulevard from the Bayside Bridge to 118th Avenue (future SR 690) is designated as a "Planned Add" to the SIS, as is an 118th Avenue Connector from US 19 to I-275. Gandy Boulevard from I-275 to US Highway 19, and US 19 from SR 694/Gandy Boulevard to 118th Avenue/Bryan Dairy Road are designated as a "Planned Drop" from the SIS. Future SOS reports will address these changes.

Map 1 – Planning Sectors



Map 2 – Strategic Intermodal System (SIS) and Non-Strategic Intermodal System



I.TRENDS AND CONDITIONS: Roads

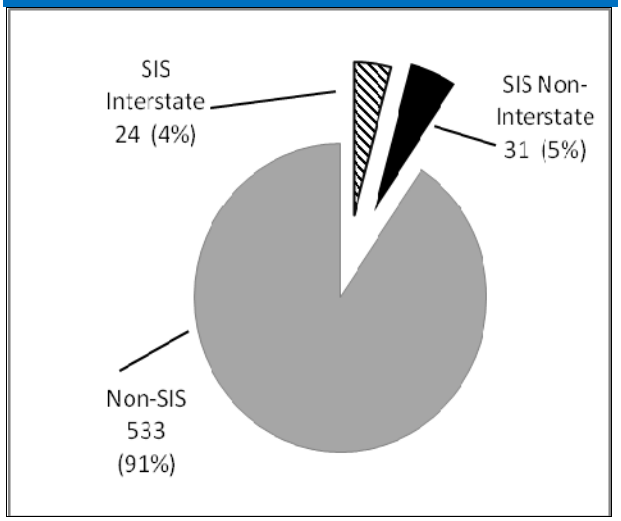
For DY 2009 the Pinellas County MPO's Transportation Planning Inventory (TPI) database archived information on 956.71 centerline miles of functionally classified roads. The MPO provided additional monitoring of traffic volumes on 61% of these roads - 587.32 centerline miles - to obtain data for its *Level of Service* (LOS) *Report* and other reports. Miles of roadway are broken down by centerline and lane miles and by Strategic Intermodal System (SIS) and Non-SIS in Table 1.

Table 1 – Roadway Miles on Monitored Roads, SIS and Non-SIS Roadways, DY 2009

	SIS by Road Classification		SIS Total (Interstate + Non Interstate)	Non- SIS Total	Total All Roads
	Interstate	Non-Interstate			
Centerline Miles	24 (4%)	31 (5%)	55 (9%)	533 (91%)	587 (100%)
Lane Miles	146 (6%)	172 (8%)	318 (14%)	1,963 (86%)	2,281 (100%)

Source: Pinellas County MPO Transportation Planning Inventory (TPI) database - monitored roads
Note: Centerline miles are measured, one-way, regardless of the number of lanes. Lane miles are the product of centerline miles times the number of lanes.

Figure 2 – Distribution of SIS/ Non-SIS Centerline Miles, DY 2009



Source: Pinellas County MPO Transportation Planning Inventory database (monitored roads)

Centerline miles on monitored, Non-SIS roadways increased by slightly less than 2 miles between DY 2007 and DY 2009, due to the opening of the Belcher Road Extension, from north of Alderman Road to Klosterman Road.

Vehicle Miles of Travel (VMT) and Vehicle Hours of Travel (VHT)

VMT estimates the number of miles driven on the roadway network during an average day, and is a good measure for identifying travel habits within an urbanized area. VMT is measured by multiplying the average (mean) of the total average annual daily traffic volume (AADT) by the length of the segment, in centerline miles. The map on the following page represents AADT by segment in Pinellas County.

Vehicle hours of travel (VHT) measures the number of hours that vehicles have driven on a given roadway segment during an average day. VHT is calculated by dividing the segment VMT by the average speed.

Map 3 - Average Annual Daily Traffic

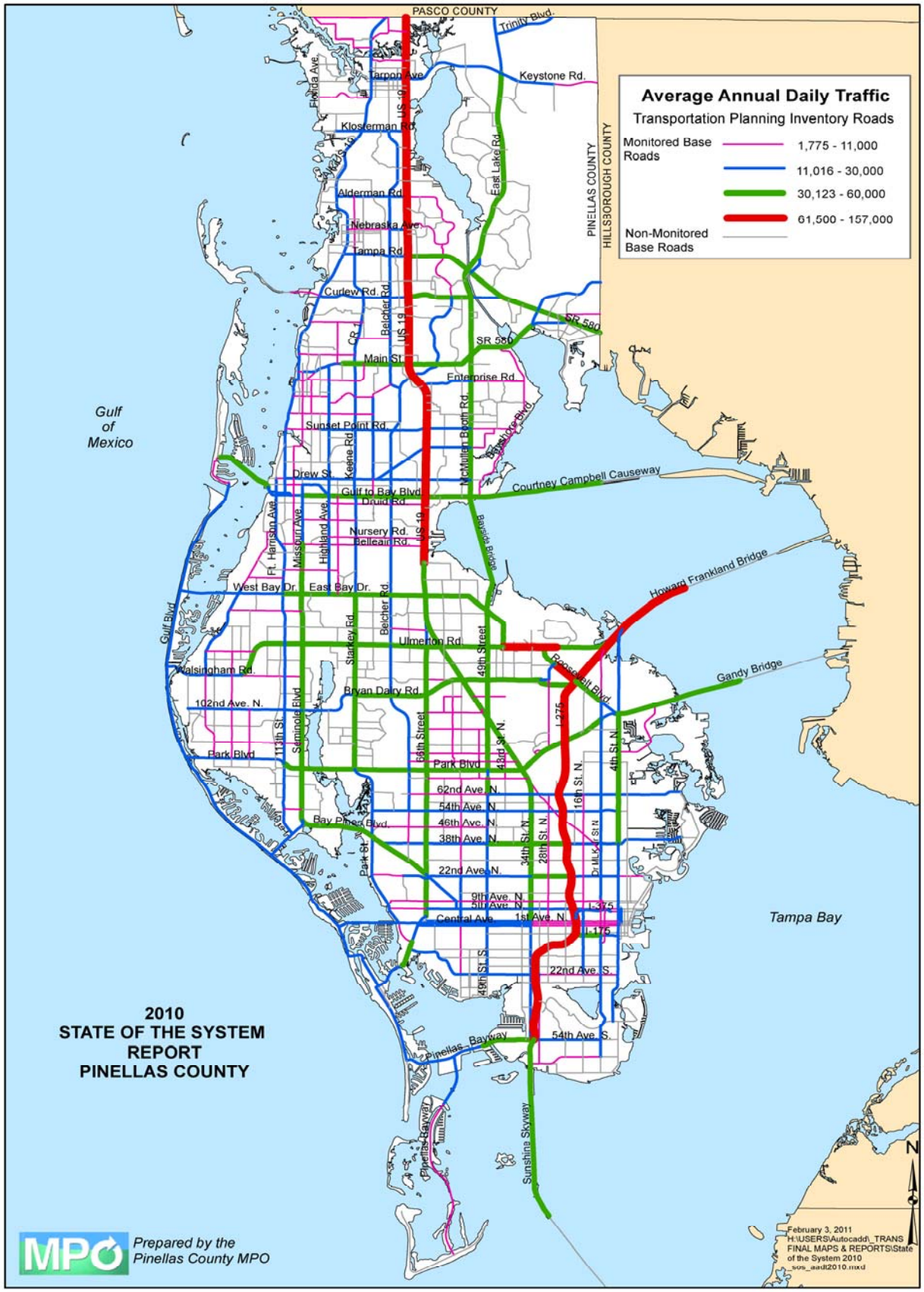


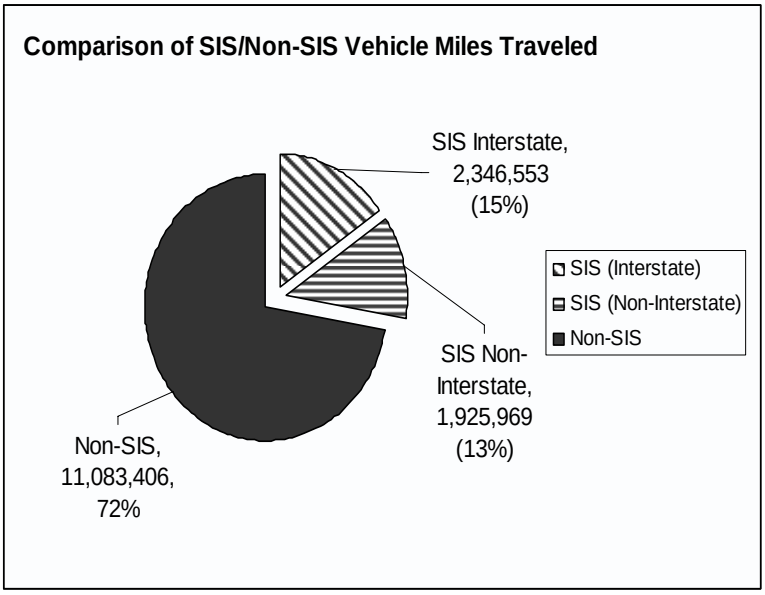
Table 2 – Vehicle Miles of Travel/Vehicle Hours of Travel, SIS and Non-SIS, DY 2009			
	SIS	**Non-SIS**	**Total**
VMT (000s)	4,273	11,083	15,356
% VMT	28%	72%	100%
VHT (000s)	141	423	564
% VHT	25%	75%	100%

Source: 2009 data from Pinellas County MPO Transportation Planning Inventory Database (TPI) - monitored roads

Notes:

- Monitored roads represent about 61% of the 2009 TPI database
- VMT = Average (mean) of total average annual daily traffic (AADT) volume x total length in centerline miles.
- VHT = VMT /calculated speed
- Calculated speed for SIS and Non-SIS roads were obtained by dividing the VHT by the VMT as presented in the 2008 SOS Report. Calculated speeds for the 2008 SOS were based on the Tampa Bay Regional Planning Model, which remains as the current model for this report.

Figure 3 – SIS/Non-SIS VMT, DY 2009



While Strategic Intermodal System (SIS) roads accounted for only 55 centerline miles, or 9% of all centerline miles, in 2009 this system comprised 28% of the VMT and 25% of the VHT, as shown in Table 2.

Vehicle Miles of Travel (VMT) and Vehicle Hours of Travel (VHT) totals for 14 planning sectors are shown in Table 3. To permit comparisons between the two years, the 13 planning sector boundaries used for SOS 2008 (DY 2007) were converted to correspond with current, 14 planning sector boundaries used for this SOS (DY 2009).

Sector 11, which represents the cities of St. Petersburg ,Gulfport and South Pasadena, and includes the County's interstate highways and two bridge crossings to Hillsborough County, recorded the highest percentage of total VMT/VHT in DY 2009, remaining virtually unchanged from DY 2007. Clearwater, Sector 6, had the second

highest total VMT/VHT. In contrast the lowest VMT/VHT occurred at Sector 12 and Sector 13. Sector 13, Mid-County Beaches, was the only sector to experience an increase during this time period.

Table 3 - Vehicle Miles of Travel and Vehicle Hours of Travel by Planning Sector

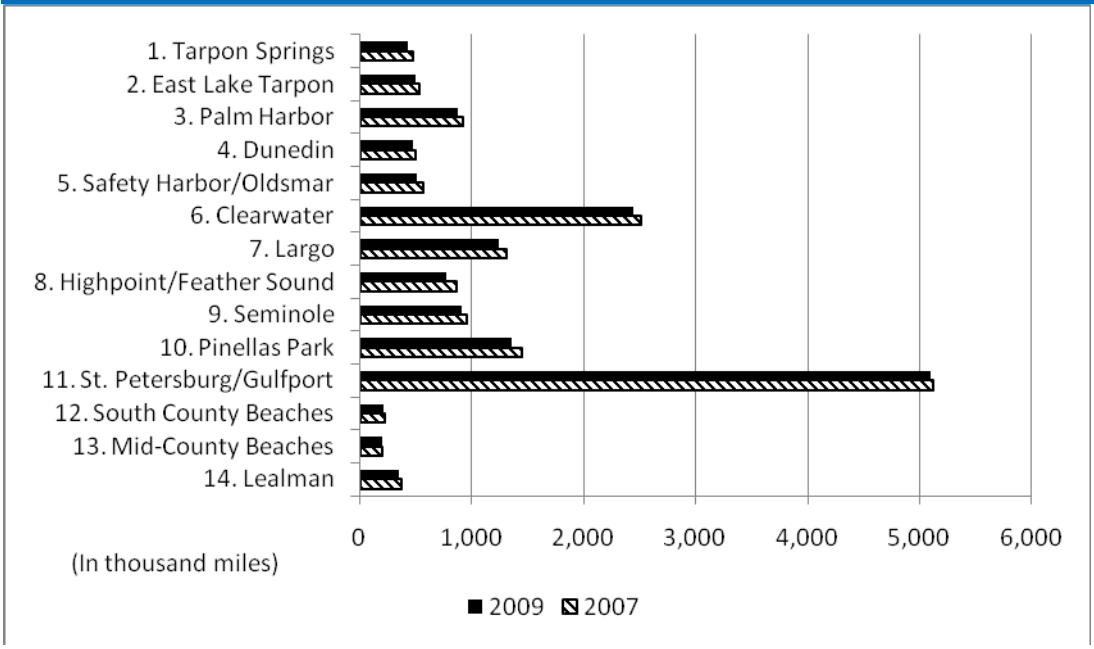
Sector[1, 2]		DY 2007		DY 2009			
		VMT[3,4] (000s)	VHT[3,5] (000s)	VMT[3,4] (000s)	VMT %	VHT[3,5] (000s)	VHT %
1	Tarpon Springs	474	22	426	2.8%	20	3.5%
2	East Lake Tarpon	531	22	498	3.2%	21	3.7%
3	Palm Harbor	915	39	873	5.7%	37	6.6%
4	Dunedin	491	19	473	3.1%	19	3.4%
5	Safety Harbor/Oldsmar	563	22	505	3.3%	20	3.5%
6	Clearwater	2,503	99	2,439	15.9%	96	17.0%
7	Largo	1,300	51	1,244	8.1%	48	8.5%
8	Highpoint/Feather Sound	859	32	772	5%	28	5.0%
9	Seminole	945	35	912	5.9%	34	6.0%
10	Pinellas Park	1,439	51	1,359	8.9%	48	8.5%
11	St. Petersburg/Gulfport	5,121	166	5,102	33.2%	166	29.4%
12	South County Beaches	216	8	206	1.3%	8	1.4%
13	Mid-County Beaches	192	6	200	1.3%	7	1.2%
14	Lealman[6]	362	13	346	2.3%	12	2.1%
Totals		15,909	585	15,356	100%	564	100%

Source: Pinellas County MPO Transportation Planning Inventory database (monitored roads); FDOT's Tampa Bay Regional Planning Model (used for VHT calculated speeds)

Notes:

1. Sector boundaries for 2007 were adjusted to conform to 2009 limits.
2. Monitored roads represent about 61% of the 2009 TPI base file.
3. Calculations use centerline miles.
4. VMT = average (mean) of the total average annual daily traffic (AADT) volume x the total length, in centerline miles.
5. VHT = VMT / calculated speed (This report used for the SOS 2008 report calculated speeds, which were based on the Tampa Bay Regional Planning Model.)
6. Calculated speeds for individual planning sectors were obtained by dividing the VHT by the VMT as presented in the 2008 SOS Report. Calculated speeds for the 2008 SOS were based on the Tampa Bay Regional Planning Model, which remains as the current model for this report. Calculated speed for Sector 10 was applied to the new Sector 14.

Figure 4 – Vehicle Miles of Travel by Planning Sector



Source: Pinellas County MPO Transportation Planning Inventory database (monitored roads)
Note: Measured by monitored roads, representing about 61% of the 2009 TPI base file.

Congestion

This section looks at peak congestion using TPI lane miles. For the purposes of this report, two indicators define congestion: volume to capacity (V/C) ratio, and duration of congestion (DOC) hours.

A. Congestion Measurement: Volume to Capacity (V/C) Ratio

The MPO defines a roadway as congested if the peak hour traffic volume is equal to or greater than 90% of capacity (peak hour, peak direction) volume of the adopted level of service (LOS) standard for the roadway. For all roadways, peak hour, peak directional volume is based on the MPO's TPI database, which uses vTIMAS software to implement the measurement methodology utilizing FDOT's *Quality/Level of Service (QLOS) Handbook*.

Based on V/C ratios, in FY 2009, 479 (about 21%) of 2,281 monitored lane miles, countywide, operated under congested conditions during the peak hours. Overall, SIS roadways accounted for 169 congested miles, or about 7.4% of total lane miles, countywide.

Table 4 – Distribution of Congested Miles (= or >.9 V/C), SIS and Non-SIS, DY 2009

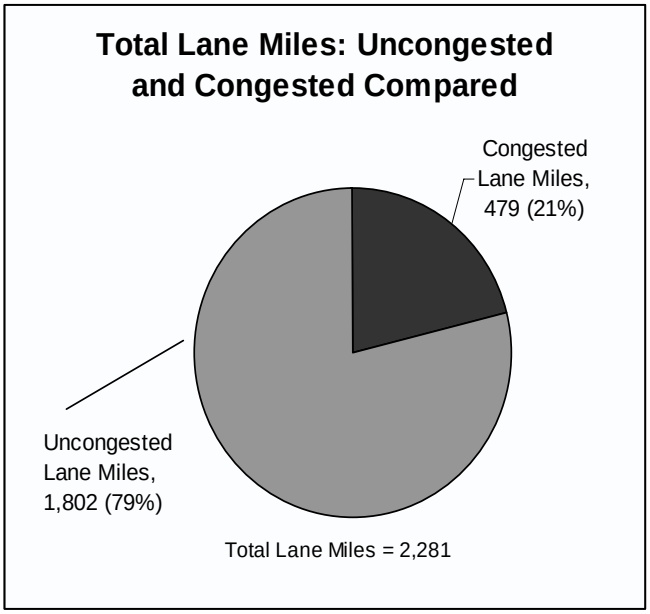
	Lane Miles	Congested Lane Miles	% Lane Miles Congested
- SIS interstate	146	58	2.5%
- SIS non-interstate	172	111	5%
Total SIS	318	169	7.4%
Total Non-SIS	1,963	310	13.6%
Total Lane Miles	2,281 (100%)	479	21.0%

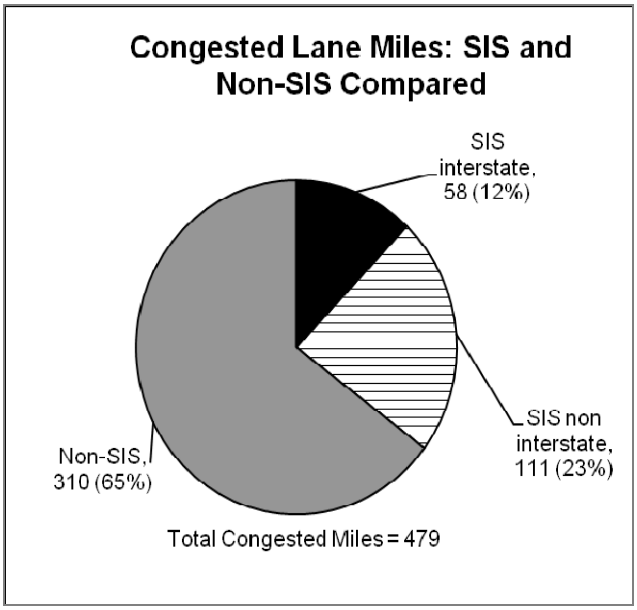
Source: Pinellas County MPO Transportation Planning Inventory database (monitored roads)

Notes:

- Congestion is defined as peak hour, peak direction traffic volume equal to or greater than 90% at the adopted level of service (LOS) standard for the roadway (V/C).
- Monitored roads represent about 61% of the 2009 TPI base file.
- Measurements are in lane miles

Figures 5 & 6 - Congested Miles (= or >.9 V/C) & Total Miles, & SIS/Non-SIS, DY 2009





Although SIS roadways accounted for only 14% of all lane miles countywide, about 35% of congested lane miles (12% interstate and 23% non-interstate) were on SIS roadways.

Table 5 – Congested Miles (= or >.9 V/C) by Planning Sector, FY 2009				
Sector		Lane Miles		
		Total	Congested	Congested %
1	Tarpon Springs	56.16	29.00	51.7%
2	East Lake Tarpon	56.59	29.85	52.8%
3	Palm Harbor	123.01	40.49	32.9%
4	Dunedin	91.08	9.65	10.6%
5	Safety Harbor/Oldsmar	75.35	32.14	42.7%
6	Clearwater	347.2	97.76	28.2%
7	Largo	191.04	55.05	28.8%
8	Highpoint/Feather Sound	88.92	12.06	13.6%
9	Seminole	156.26	32.12	20.6%
10	Pinellas Park	232.85	58.15	25%
11	St. Petersburg/Gulfport	708.04	79.77	11.3%
12	South County Beaches	46.12	0.00	0%
13	Mid-County Beaches	38.45	0.00	0%
14	Lealman	70.42	2.96	4.2%
Totals:		**2281.48**	479.01	**21%**

Source: Pinellas County MPO Transportation Planning Inventory database (monitored roads)

Notes:

- Congestion is defined as >.9 PM peak hour, peak direction volume over capacity (V/C) ratio.
- Monitored roads represent about 61% of the 2009 TPI base file.

Sectors 1 (Tarpon Springs) and 2 (East Lake Tarpon) accounted for the highest percentages of congested (90% or greater V/C) lane miles. Approximately half of the lane miles in these sectors were congested at peak period. The beaches - Sectors 12 (South County Beaches), and 13 (Mid-County Beaches) - experienced virtually no congestion during peak periods.

B. Congestion Measurement: Duration of Congestion

The duration of congestion (DOC) is calculated by identifying all 15-minute periods during an average day for which traffic volumes exceed capacity on roadways listed as congested on the MPO's LOS Report. This analysis uses traffic counts collected over a 48-72 hour period during 2007 and 2009, based on centerline miles of roadway. Tables 6 and 7 list the SIS and Non-SIS segments experiencing more than ten hours of congestion (base line set at maximum service volume divided by peak hour factor). For the purpose of this analysis, contiguous road segments with 10 hours or more DOC were joined to form a single segment, with limits defined below. In most of these cases, DOC was the same throughout the conjoined segments. For a few segments where there were variations in DOC within the segment, scores were averaged and noted as to where the highest DOC occurred.

Table 6 - SIS Roadway Segments With Ten or More Hours of Congestion (DOC)

On Street	From	To	2007 Hours	2009 Hours	% Change
U.S. Hwy 19	Druid Rd	Belleair Rd	14.5	15	3.4%
I-275[2]	Gandy Blvd	I-175	12.5	12	-4%
U.S. Hwy 19[2]	Sunset Point Rd	Beckett Way	13.14	12.85	-2.2
U.S. Hwy 19	Mainlands Blvd	Gandy Blvd.	13.17	12.75	-3.2
Gandy Blvd	4th St	Brighton Blvd	13.75	11.5	-16.4%
I-275	4th St N	Pinellas Shoreline	8	11.25	40.6%[3]
Gandy Blvd	Grand Ave/ Gandy Access	1-275 West Ramps	N.A[4]	10.75	N.A.

Source: Pinellas County MPO Transportation Planning Inventory database (monitored roads)

Notes:

1. DOC= (Maximum Service Volume (MSV)/Peak Hour Factor) per 15 Minute Volume.
2. Contiguous road segments with 10 hours or more DOC were joined to form a single, extended segment. The DOC was consistent throughout, with the following exceptions:
   - U.S. Highway 19 – DOC 14.5 between Tampa Rd and Alderman Rd
   - I – 275 –DOC 14.25 between 22nd Avenue N and 38th Ave N in 2009
3. The 40% increase in DOC was due to a change from 3.75 PM hours in 2007 to 6.75 PM hours in 2009. AM hours for 2007 and 2009 were consistent.
4. Gandy Blvd between Grand Ave/Gandy Access and I-275 ramp was not reported in 2007 due to construction.

As with previous years, US Highway 19 continued to show the longest periods of congestion, with the highest DOC hours between Druid Road and Belleair Road. Ongoing construction, including interchange and partially controlled access, should alleviate congestion significantly within this segment. The SIS roadway with the longest, contiguous miles of 10 hours or more DOC also occurred on U.S. Highway 19, from SR 580 to Tarpon Avenue. U.S. Highway 19 is routinely reviewed by the MPO and its partners to determine problems and to assess opportunities for improvements. The second longest conjoined segment with 10 or more hours of DOC occurred on I-275 from Gandy Boulevard to I-175.

Table 7 - Non-SIS Roadways With Ten or More Hours Duration of Congestion (DOC) [1]

	On Street	From	To	2007 Hours	2009 Hours	% Change
1	N.E. Coachman Rd	Drew Street	Old Coachman Rd	12.5	14.25	14%
2	Keystone Rd	U.S. Highway 19	East Lake Rd	14.17	14.25	0.6%
3	Courtney Campbell	Bayshore Blvd	Hillsborough Co.	14.5	13.5	-6.9%
4	West Bay Dr	Clearwater-Largo Rd	Missouri Ave	14.5	13.5	-6.9%
5	Roosevelt Blvd	49th St N	140th Ave N	13.75	13.31	-3.2%
6	Ulmerton Rd[2]	119th St N	Belcher Rd	14.22	13.28	-6.6%
7	East Bay Dr	US Hwy 19	Belcher Rd[3]	12.5	13	4%
8	East Lake Rd[2]	North Split	Keystone Rd	14	12.85	-8.2%
9	Tampa Rd	New SR 580	Curlew Rd	12.75	12.55	-1.6%
10	Alt US Hwy 19	Curlew Rd	Tampa Rd	11.75	12.25	4.3%
11	Ft. Harrison Ave[2]	Belleair Rd	Drew St	12.7	12.15	-4.3%
12	Gulf-to-Bay Blvd[2]	Bayshore Blvd	Keene Rd	12.81	12.15	-5.2%
13	Alt US Hwy 19	Skinner Blvd	Curlew Rd	12.75	12.13	-4.9%
14	22nd Avenue N	34th St N	I-275	12	12	0%
15	Alt. US Hwy 19[2]	Tampa Rd	Anclote Blvd	12.44	11.75	-5.5%
16	Alt. US Hwy 19	Main St	Skinner Blvd	12.5	11.75	-6%
17	Park Blvd	113th St N	Starkey Rd	12.04	11.42	-5.1%
18	McMullen Booth Rd[2]	Gulf-to- Bay Blvd	Curlew Rd	12.88	11.34	-12%
19	Forest Lakes Blvd	Pine Ave	Hillsborough Co. Line	11.75	11.25	-4.3%
20	Forest Lakes Blvd	SR 580	Tampa Rd	11.25	11	-2.2%
21	Park Blvd	U.S. Hwy 19	Belcher Rd	10.36	11	6.2%
22	Belleair Rd	U.S. Hwy 19	Keene Rd	11	10.75	-2.3%
23	102 Ave N	113th St N	125th St N	12.67	10.75	-15%
24	Memorial Causeway	Clearwater Beach	Island Way	9.88	10.5	6.3%
25	Indian Rocks Rd	Walsingham Rd	West Bay Dr	11.1	10.45	-5.9%
26	Bryan Dairy Rd	66th St N West Ramp	Starkey Rd	12.7	10.2	-19.7%
27	East Bay Dr	Keene Rd	Seminole Blvd	10.5	10.06	-4.2

Source: Pinellas County MPO Transportation Planning Inventory database (monitored roads)

Notes:

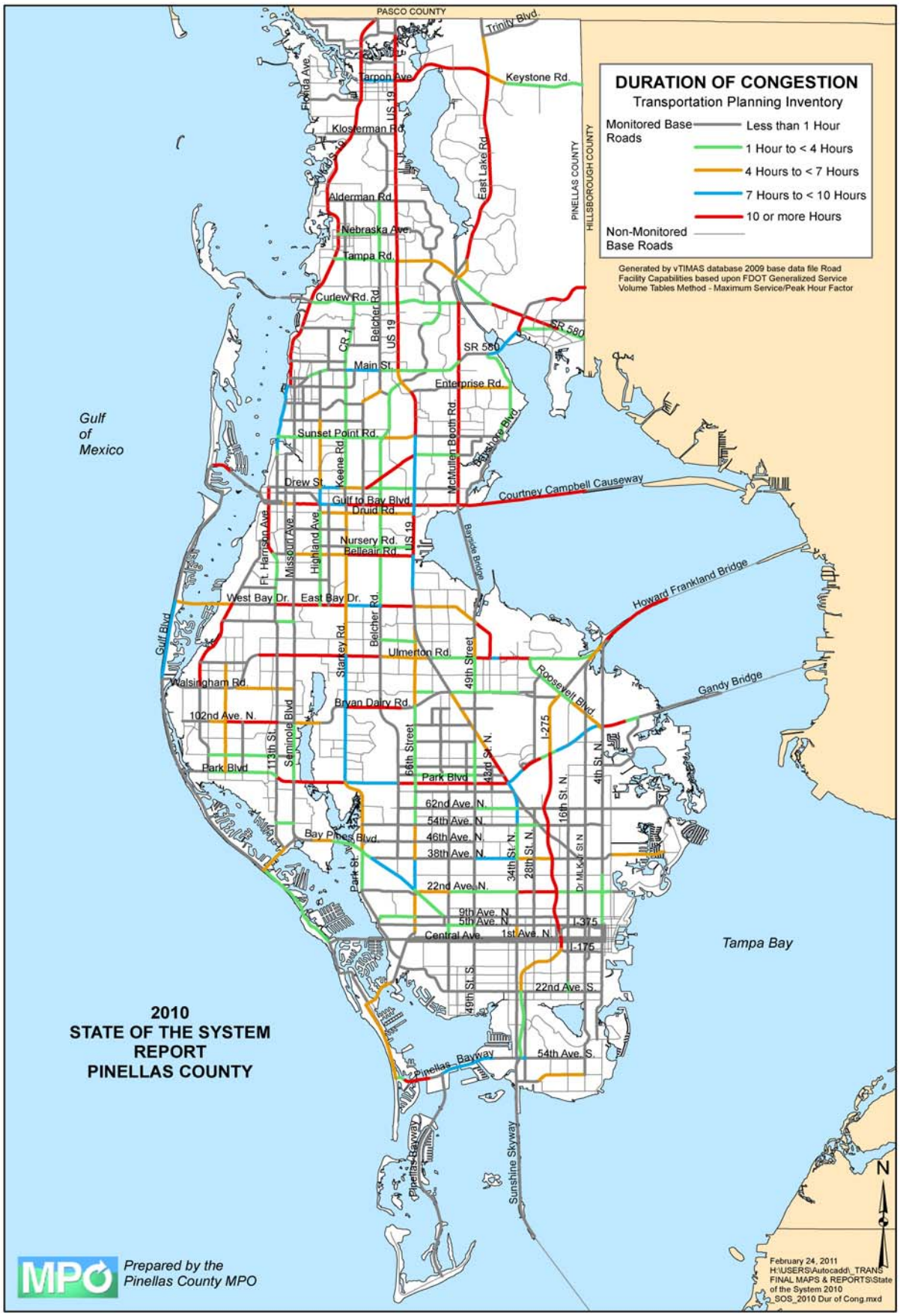
1. DOC= Maximum Service Volume/Peak Hour Factor per 15 Minute Volume
2. For the purpose of this analysis, contiguous road segments with 10 hours or more DOC were joined to form a single segment.
3. East Bay Drive between Belcher Rd and Keene/Starkey Rd has a DOC of 9.75.

The highest DOC on a single, Non-SIS segment was at N.E. Coachman Road from Drew Street to Old Coachman Road. However, as a two lane segment, the AADT is lower than many others on the list. In 2008 the intersection at N.E. Coachman Road and Old Coachman Road was identified as a Congestion Management Process (CMP) hot spot for this segment, and was entered into the MPO's CMP priority list. The second highest DOC was Keystone Road from US Highway 19 to East Lake Road, which is located in the northern section of the county, an area that has undergone the most recent residential development. A roadway widening project on this segment of Keystone Road is currently underway.

Additional road segments in Table 7 addressed through CMP studies include: Alternate US Highway 19; 22nd Avenue N; McMullen Booth Road and East Lake Road; and Belleair Road. Details concerning the locations and current implementation status of these CMP projects are contained in the appendices.

The longest contiguous segment of equal to or greater than 10 hours DOC occurred on Alternate US Highway 19 from Main Street to the Pasco County Line, with peaks at 12.25 from Curlew Road to Tampa Road, and 12.13 from Skinner Boulevard to Curlew Road . With the exception of a gap (lower DOC) occurring between Curlew Road and the north split, contiguous segments on McMullen-Booth Road/East Lake Road, from Gulf-to-Bay Boulevard to Keystone Road, comprised one long, congested segment with 10+ hours or more DOC. The Duration of Congestion map on the following page shows additional, extended segments of 10+ hours or more DOC on sections of Gulf-to-Bay Boulevard, Interstate 275, and Ulmerton Road.

Map 4 - Duration of Congestion Map



C. Congestion Management Process (CMP) Preliminary Screening

23 Code of Federal Regulations, Part 450.320 requires MPOs to have a formal Congestion Management Process (CMP), but permits MPOs to define their own procedures. As explained in the introduction, the State of the System report contributes to this MPO's Congestion Management Process (CMP) by providing a system wide screening that is useful for identifying needs and deficiencies prior to developing the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

The CMP preliminary ranking in the following table was based on a system wide screening of all roadways to identify segments with a peak hour, peak direction VC ratio equal to or greater than 90%. The V/C was then multiplied by the duration of congestion hours (DOC) for that segment to achieve a score. Ranked results (most severely congested for the longest period of time) are shown in the tables below.

Table 8 - Ranking Congested SIS Segments, DY 2009

Rank	On Street	From/To
1	US Hwy 19	Belleair Rd to Druid Rd/Seville Blvd
2	US Hwy 19	Sunset Point Rd to Enterprise Rd
3	US Hwy 19	Tampa Rd to Alderman Rd
4	US Hwy 19	Curlew Rd to Tampa Rd
5	US Hwy 19	Klosterman Rd to Tarpon Ave
6	US Hwy 19	SR 580/Main St to Curlew Rd
7	I-275	38th Ave N to 22nd Ave N
8	US Hwy 19	Alderman Rd to Klosterman Rd
9	I-275	Gandy Blvd to 54th Ave N
10	Gandy Blvd	4th St N to Brighton Blvd

Source: Pinellas County MPO Transportation Planning Inventory database (monitored roads)

Notes:

- Table represents individual segments. (Contiguous segments are not conjoined)
- Score = V/C x DOC

Seven of the top ten ranked (most severely congested for the longest period of time) SIS segments in this report, were located on US Highway 19. The first, US Highway 19 from Belleair Road to Druid Road, is currently under construction which will include an interchange. US Highway 19 from Sunset Point Road to Alderman Road was the second highest. It should be noted that, joined together, segments numbered 3 – 6, and 8 comprise one, contiguous, congested segment. There were two segments on I-275 and one on Gandy Boulevard also on the list.

Table 9 - Ranking Congested Non-SIS Segments, DY 2009		
Rank	**On Road**	**From/To**
1	East Lake Rd	Woodlands Blvd to Tarpon Woods Blvd.
2	Ne Coachman Rd	Drew St to US Hwy 19
3	SR 688/Ulmerton Rd	Starkey Rd to Alt US Hwy 19/Seminole Blvd
4	East Lake Rd	Tarpon Woods Blvd to Lansbrook Pkwy
5	SR 688/Ulmerton Rd	Roosevelt Blvd to 40th St
6	Keystone Rd	US Hwy 19 to East Lake Rd
7	Courtney Campbell Cswy	Hillsborough County Line to Bayshore Blvd
8	SR 688/Ulmerton Rd	Belcher Rd to Starkey Rd
9	SR 686/Roosevelt Blvd	Ulmerton Rd to 49th St Nb Ramp
10	West Bay Dr	Missouri Ave to Clearwater-Largo Rd
11	Alt US Hwy 19/Palm Harbor Blvd	Tampa Rd to Alderman Rd
12	SR 688/Ulmerton Rd	Roosevelt Blvd to 49th St N
13	Gulf-To-Bay Blvd	Bayshore Blvd to US Hwy 19
14	SR 686/East Bay Dr	US Hwy 19 to Belcher Rd
15	Ft Harrison Ave	Belleair Rd to Chestnut St
16	SR 584/Tampa Rd	New SR 580 to Curlew Rd
17	East Lake Rd	North Split to Woodlands Blvd
18	Park Blvd	Seminole Blvd to 113th St N
19	McMullen Booth Rd	Sunset Pt Rd/Main St to SR 580
20	East Lake Rd	Lansbrook Pkwy to Keystone Rd
21	Alt US Hwy 19/Bayshore Blvd	Skinner Blvd to Curlew Rd
22	22nd Ave N	I-275 to 34th St N
23	Forest Lakes Blvd	Pine Ave to Hillsborough County Line
24	Bryan Dairy Rd	66th St N West Ramps to Starkey Rd
25	McMullen Booth Rd	Gulf-To-Bay Blvd to Sunset Pt Rd/Main St

Source: Pinellas County MPO Transportation Planning Inventory database (monitored roads)

Notes:

- This table represents individual segments. (Contiguous segments are not conjoined)
- Score = V/C x DOC (Applied to top 25 only)

The first and fourth segments on the Non-SIS list at East Lake Road and the second ranked segment, NE Coachman Road, are currently included in the MPO's Congestion Management Process (CMP).

The MPO and local governments use this list as a basis for addressing congestion issues in their respective communities. Actions may include ongoing monitoring, corridor study, or development of operational strategies, for example. Additional factors that may be weighed in such decision making could include:

- Safety deficiencies, as identified by crash history
- Plans for implementing Intelligent Transportation Systems (ITS) technology and operational improvements
- Importance to economic development and/or regional connectivity
- Importance to the multimodal transportation network
- Importance as an emergency hurricane evacuation route
- Existing plans for capital improvements

A current update on the status of existing CMP projects is included in the appendix of this document, along with a list of the performance objectives that were identified in 2010.

Intelligent Transportation Systems (ITS)/Advanced Traffic Management System (ATMS)

Intelligent Transportation Systems (ITS) is being used increasingly as a cost-effective, alternative strategy for managing congestion, as opposed to total dependence on capacity improvements. As a subsystem of ITS, Advanced Traffic Management Systems (ATMS) focuses on technologies applied to the highway system. Pinellas County developed an ATMS/ITS Master Plan to prioritize corridors for implementation and to ensure that technologies are compatible countywide and with that of the interstate road system. Map 5 shows corridors designated for ITS implementation, some of which are already operational. Additional details on ITS implementation can be found in the appendix of this document.

It should be noted that the deployment of ITS/ATMS requires a highly dynamic, continual process that involves performance evaluation, operational adjustments, software updates, and expansion of the system to meet the requirements of additional corridors as they are deployed. The countywide Primary Control Center (PCC) is the hub for ITS/ATMS operations. Table 10 shows the implementation of ITS/ATMS through DY 2009.

Table 10 – Pinellas Countywide ATMS/ITS - Completed by DY 2009

Stage	Route	Limits	Completed	Devices
I	US Hwy 19 & SR 60	US Hwy 19 at Beckett Way to Enterprise Rd & from SR 60/Gulf-to-Bay To Haines Bayshore Rd; SR 60 /Gulf-to-Bay, from Hillcrest to Damascus Rd	Spring 2006	33 Int Adaptive Control, 24 CCTV, 4 DMS
II	US Hwy 19	Mainlands to 54th Ave N	Fall 2007	8 Int Adaptive Control, 9 CCTV, 3 DMS
III	CR 611 (McMullen-Booth Rd)	Trinity Blvd to SR60/Gulf-to-Bay Blvd & legs of SR 580, 586, & Tampa Rd To US Hwy 19	Summer 2009	33 Int Adaptive Control, 15 CCTV, 5 DMS

Source: Pinellas County Public Works Department
Key: CCTV = closed circuit television cameras; DMS = Dynamic Message Signs

Results of travel time studies that tested the effectiveness of installations are represented in Table 11. The overall improvement in travel time was estimated to be 13.95%.

Map 5 – Intelligent Transportation Systems Corridor Plan

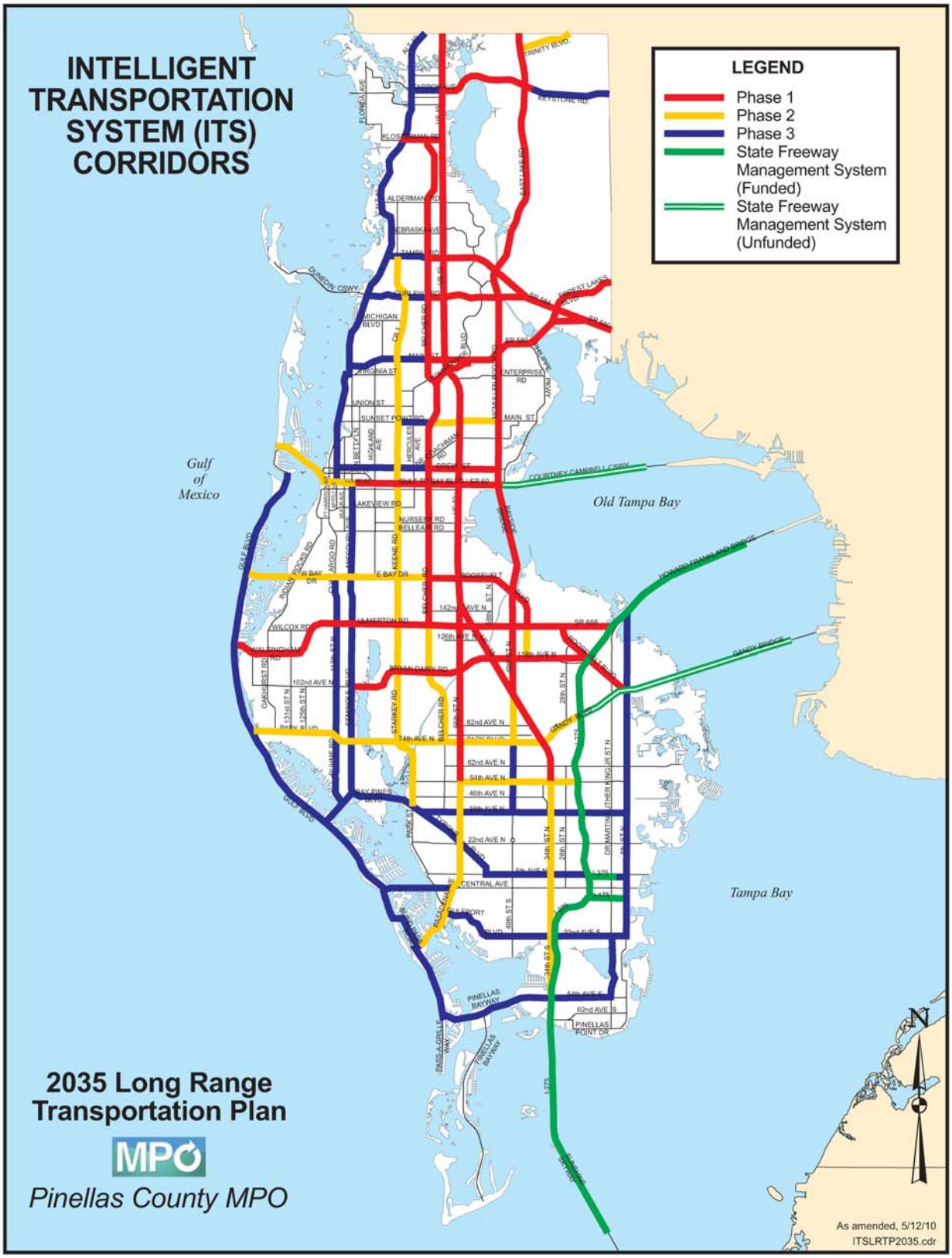


Table 11 - SR 60/Gulf-to-Bay Boulevard Before and After Travel Time Study						
Hour	Existing* DY 2006 (Before)	Adaptive DY 2006 (After)	Existing* vs Adaptive, DY 2006 (Improvement)	Adaptive DY 2008	Existing DY 2006* Vs Adaptive, DY 2008 (Improvement)	Adaptive DY 2006* vs Adaptive DY 2008 (Improvement)
Westbound						
AMP	11:02	10:11	7.70%	9:36	12.99%	5.73%
AMO	10:52	10:03	7.52%	10:01	7.82%	0.33%
PMO	12:04	10:38	11.88%	9:47	18.92%	7.99%
PMP	13:13	12:19	6.81%	10:01	24.21%	18.67%
Eastbound						
AMP	12:06	10:23	14.19%	9:42	19.83%	6.58%
AMO	10:32	10:03	4.59%	9:58	5.38%	0.83%
PMO	11:07	10:28	5.85%	9:54	10.94%	5.41%
PMP	11:45	11:42	0.43%	10:24	11.49%	11.11%

Source: Pinellas County Public Works Department
Note: Travel times are shown in (minutes):(seconds) format.
Key: AMP = morning, peak hour; AMO = morning, off-peak hour; PMO = afternoon, off peak hour; PMP = afternoon, off-peak hour
*"Existing" = signal timing running prior to new system

Additionally, a before/after analysis to study rear-end crash rates on SR 60/Gulf-to-Bay Boulevard and at US Highway 19 was performed. Results are shown in Table 12 below.

Table 12 – SR 60/Gulf-to-Bay Boulevard and US Highway 19: Rear End Crashes Before and After Deployment of ATMS/ITS								
	SR 60/Gulf-to-Bay Boulevard					US Highway 19		
	Total Rear Ends (RE)	Total RE Crashes w/Injuries	Injuries	Fatalities		Total Rear Ends (RE)	Total RE Crashes w/Injuries	Injuries	Fatalities
Before (10/1/02 - 9/30/26)	261	135	172	0		1531	604	995	3
After (10/1/06 – 9/30/08)	248	87	114	0		1344	505	879	0
Total Reductions	13	48	58	0		187	99	116	3
Percent Reductions	5.0%	35.6%	33.7%	0.0%		12.2%	16.4%	11.7%	100.0%

Source: Pinellas County Public Works Department

Results of studies show that ITS/ATMS has been effective in reducing travel time and rear-end crash rates. Additional studies will be performed and adjustments to the system will be made accordingly.

Trends and Conditions That Affect Congestion

Demographic and economic trends can provide a clearer picture of past and future transportation usage in Pinellas County. It should be noted that some of these trends, such as daily commute patterns and seasonal tourism, are somewhat cyclical.

A. Motorist Licenses and Vehicle Registrations

Vehicle registrations and drivers licenses issued are valuable indicators for studying road usage. As shown in Table 13, there were 87,452 fewer registrations in 2008/2009, when compared to 2006/2007, the four year peak. This represents a decline of 6.8%.

Table 13 - Vehicle Registrations in Pinellas County, DY 2005 – DY 2009

Data Year	No. of Vehicles Registered
2008/2009	1,207,733
2007/2008	1,254,250
2006/2007	1,295,185
2005/2006	1,210,894

Source: Florida Department of Highway Safety and Motor Vehicles (DY = July – June)

Note: "Vehicles" include passenger cars, lease vehicles, buses, ambulances, hearses, trucks (except tractors) and motorcycles.

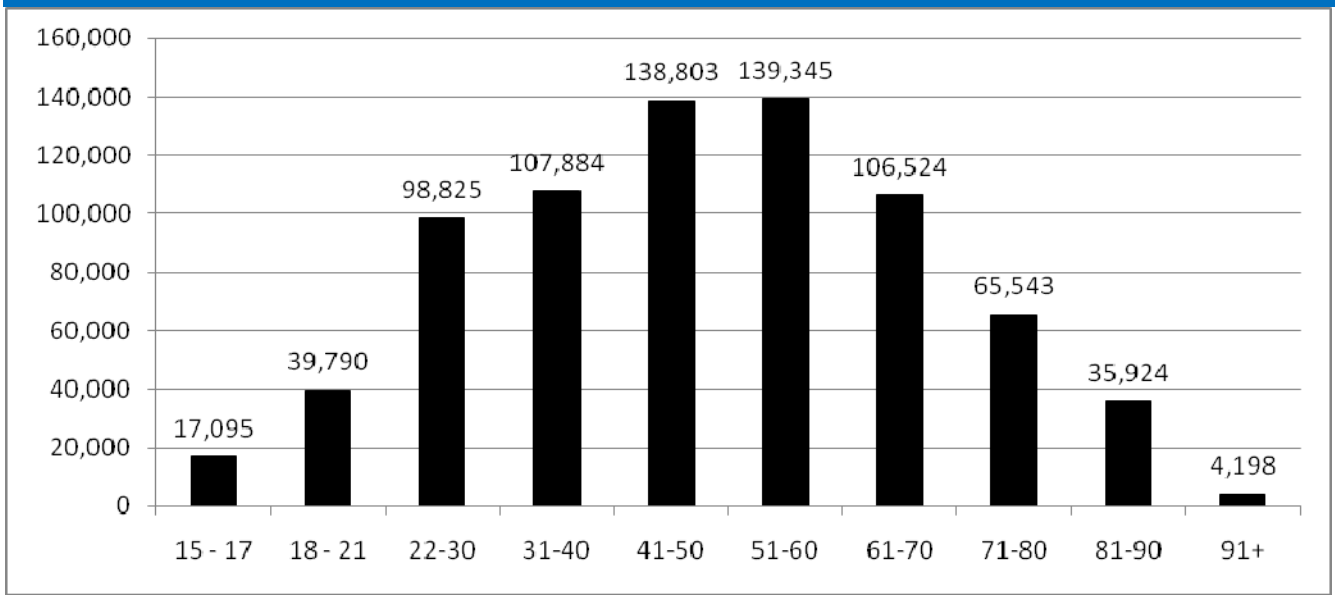
Table 14 - Comparison of Number of Drivers Licenses Issued DY 2005 - DY2009

2005	2006	2007	2008	2009
781,346	783,168	775,567	768,511	760,643

Source: Florida Department of Highway Safety and Motor Vehicles, Pinellas County Data (DY = July – June)

Similarly, the Table 14 shows that the number of drivers licenses issued in Pinellas County declined about 2.9% since 2006. Table 15 shows the distribution of drivers by age group.

Figure 7 – Licensed Pinellas County Drivers by Age Group, as of January 1, 2010

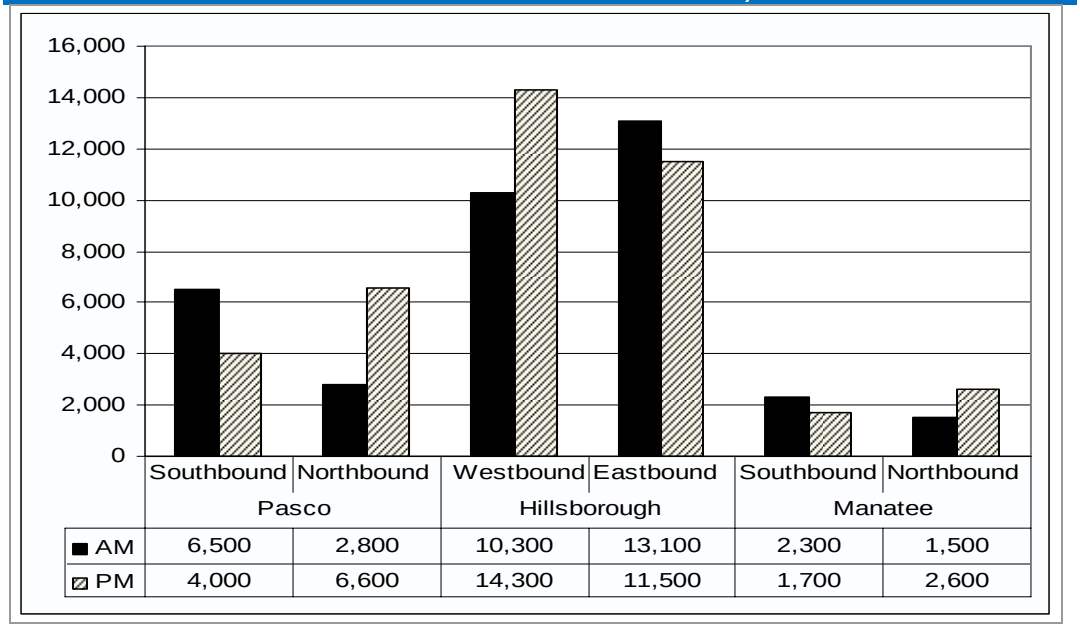


Source: Florida Department of Highway Safety and Motor Vehicles, Pinellas County Data

B. Regional Commuter Traffic

Pinellas County serves as a major origin and destination for regional commuter travel. An MPO analysis performed in 2008 showed the highest volume of commuter travel, measured from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m., occurred at the borders between Pinellas and Hillsborough counties, followed by borders between Pinellas and Pasco counties .

Figure 8 - Commuter Traffic Patterns at Pinellas County Borders – AM/PM Peak Hour /Peak Direction Volumes, DY 2008

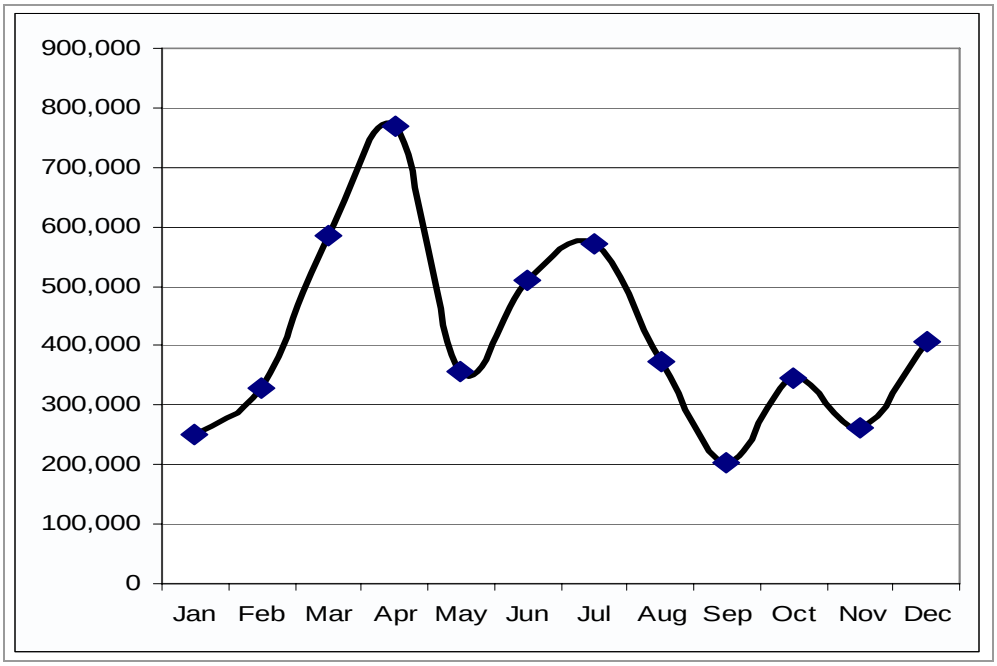


Source: Pinellas County MPO Transportation Planning Inventory (TPI) database: Monitored Roads
Note that rush hour traffic was measured by 7 to 8 AM or 8 to 9 AM, whichever was greater, and at 4 to 5 PM or 5 to 6 PM, whichever was greater.

B. Impact of Tourism

While tourism places additional demands on the transportation system, as Pinellas County's number one industry, it also provides revenue to fund transportation projects. If the condition, availability and efficiency of the transportation system are perceived by visitors as favorable, that impression contributes to Pinellas County's overall marketability as a tourist destination. The *St. Petersburg/Clearwater Area Convention Visitors Bureau's Annual 2009 Visitor Profile* reported a 3.9% decline in tourism from DY 2008 (5,193,980) to DY 2009 (4,991,410). The peak impact tends to be related to the occurrence of Easter and spring break from schools and colleges.

Figure 9 – Impact of Tourism in Pinellas County, Monthly Totals, DY 2009



Jan	251,000
Feb	328,600
Mar	586,200
Apr	768,200
May	355,900
Jun	510,300
Jul	572,300
Aug	372,800
Sep	204,740
Oct	345,700
Nov	260,700
Dec	406,600
Total	4,991,410

Source: Klages, W. (2010)," December 2009, Visitor Profile" Prepared for Pinellas County Tourist Development Council and Visit St.Petersburg/Clearwater Klages, W. (2010), " December 2009, Visitor Profile" Prepared for Pinellas County Tourist Development Council and Visit St.Petersburg/Clearwater

D. Fuel Usage and Cost

Compiled annually by the Florida Department of Revenue, fuel sales data provides a valuable indicator of road usage. Gas tax revenues are directly impacted by fuel sales because they are collected on a per gallon rate. Gasoline and diesel fuel sales highlights over the past five years in Pinellas County are represented in Table 15. There was a steady decline in the number of gallons of gasoline sold, beginning in 2005-2006 and continuing through 2008-2009, when it reversed slightly. It appears that the high cost of fuel and the economic recession may have influenced motorists to drive less and/or buy vehicles with better fuel economy.

Figure 10 – Pinellas County Fuel Sales: Taxable Gallons per Fiscal Year

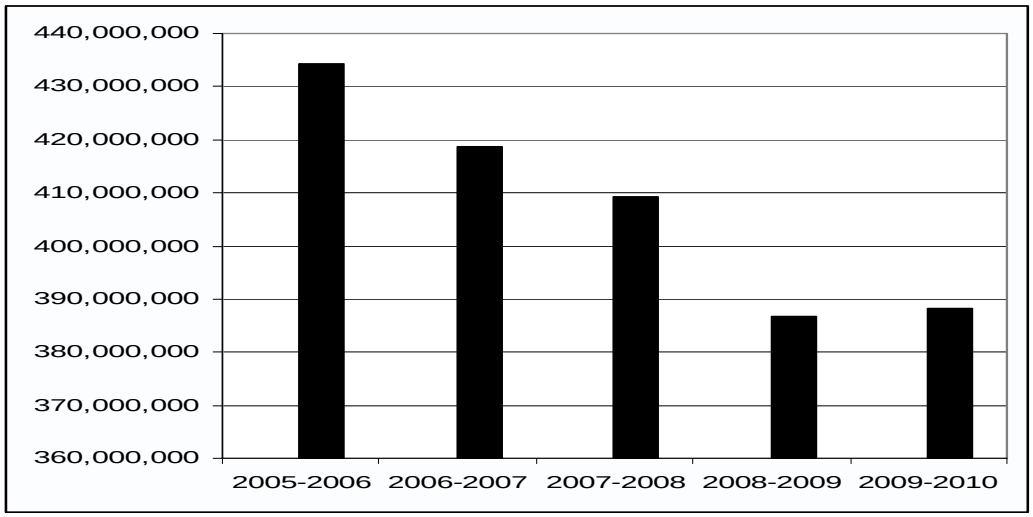


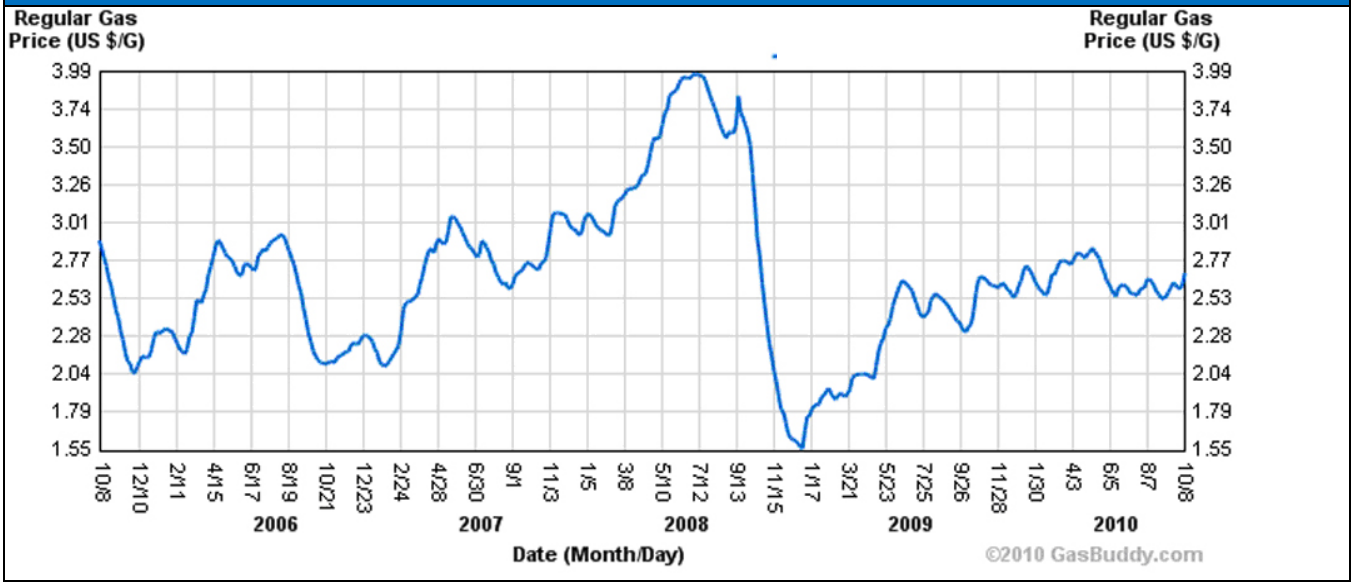
Table 15 - Pinellas County Fuel Sales: Taxable Gallons Per Fiscal Year

Fiscal Year	Motor fuel	Diesel Fuel	Total Gallons
2009-2010	352,575,404.76	35,774,178.00	388,349,582.77
2008-2009	349,349,969.96	37,320,691.63	386,670,661.58
2007-2008	364,822,662.61	44,401,358.00	409,224,020.62
2006-2007	386,670,661.58	47,205,415.32	418,745,469.86
2005-2006	385,178,698.00	49,065,372.29	434,244,070.29

Florida Department of Revenue, Taxable Gallons

As shown in Figure 11, the cost of gasoline peaked in mid 2008 in the Tampa Bay area at around $4.00 per gallon. It dropped to $1.55 in December, 2008, and rose to about $2.60 in mid 2009. It has long been assumed that high fuel costs would cause motorists to decrease their miles traveled as single passenger motorists, but until 2008 it was less clear as to where that threshold would occur. In the current economy, this point appears to be somewhere in the upper $3 to $4 range for Pinellas County. During that same period, both the Pinellas Suncoast Transit Authority (PSTA) and Bay Area Commuter Services (now a program of the Tampa Bay Area Regional Transportation Authority) observed marked increases in transit usage and requests for carpool assistance. It is likely, however, that this threshold is movable. For example, if the public develops a tolerance for higher prices and/or if vehicles become more fuel efficient, increased demand for transit and carpool assistance may be delayed.

Figure 11 - Per Gallon Cost of Gasoline, October 2006 to October 2010



Source: Gas Buddy, Historical Price Charts

Note: Gasoline prices in this chart represent an average for the Tampa Bay area

II. TRENDS AND CONDITIONS: Transit

Ridership

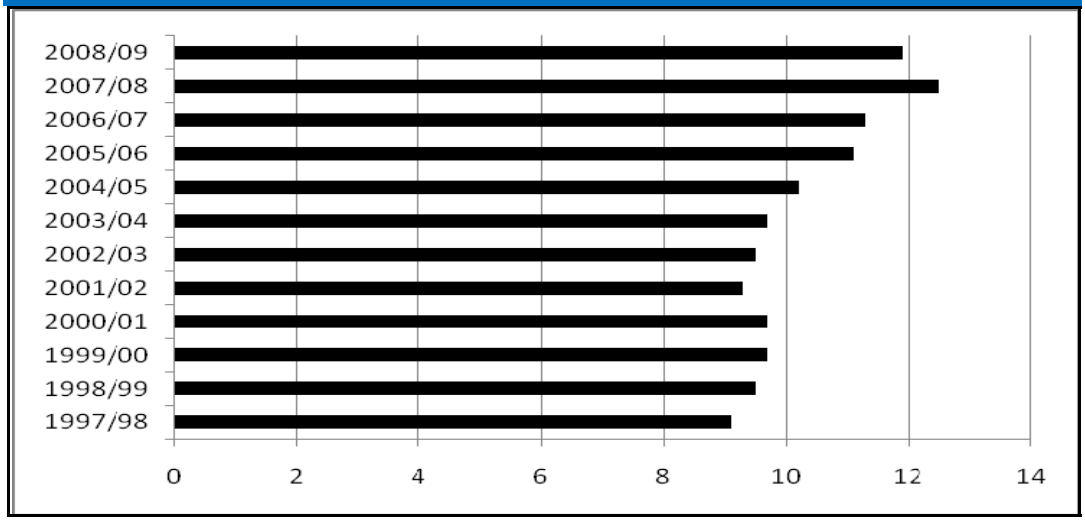
Local transit programs are operated by the Pinellas Suncoast Transit Authority (PSTA). Historic transit ridership data for fiscal year (FY) 2009, which began in October 2008 and ended September 2009, is summarized in Table 16 and Figure 12, with comparisons to previous years. Transit ridership has risen steadily between FY 1998 to FY 2008, reaching a peak of 12.5 million passengers in FY 2007/2008, likely due to the high cost of gasoline. However, total transit ridership decreased 5.2% from FY 2008 to FY 2009, likely due to lower gasoline costs and a PSTA fare increase implemented to offset rising energy and operating costs.

Table 16 – Annual Transit Ridership, 1997 - 2009

Fiscal Year	Total Ridership	% Change
1997/98	9.1	-
1998/99	9.5	4.7%
1999/00	9.7	2.1%
2000/01	9.7	-0.1%
2001/02	9.3	-4.1%
2002/03	9.5	2.1%
2003/04	9.7	2.2%
2004/05	10.2	5.4%
2005/06	11.1	8.9%
2006/07	11.3	1.4%
2007/08	12.5	10.8%
2008/09	11.9	-5.2%

Source: Pinellas Suncoast Transit Authority (PSTA) database
Notes: Ridership is shown in the millions

Figure 12 – Annual Transit Ridership, 1997 - 2009



Source: Pinellas Suncoast Transit Authority (PSTA) database
Notes: Ridership is shown in the millions

PSTA routinely monitors and evaluates all routes. Routes that fall below 75% of the system averages for passenger productivity (passengers per revenue hour or mile) and farebox recovery ratio (farebox revenue/operating costs), are monitored for at least two consecutive quarters before any adjustments, such as headway improvements, route realignment, scheduling modifications or the consolidation of existing fixed routes, are implemented. Additionally, PSTA evaluates the appropriateness of alternative service delivery options such as point-to-point shuttles, small bus technology, and community-based transit routing.

Tables 17 through 20, provided by PSTA, illustrate major ridership and service characteristics for each fixed route. (A complete list of routes and destinations are included in the appendix.) Ridership for Route 444, Pinellas Park Shuttle, increased by 45% between FY 2008 and FY 2009, the most of any route. However, PSTA may continue to monitor its performance because it did not meet the agency's benchmark for passengers per revenue mile. In all, 14 routes fell below performance for passenger revenue mile targets in FY 2009. Only five routes (61, 67, 68, 75, and 444) experienced overall ridership increases between FY 2008 and FY 2009. Compared with FY 2008, routes that experienced the most ridership loss (more than 20% reduction) were Routes 1, 7, 15, 30, 58, 62, and 98. Passengers per revenue mile on each of the following local routes, Routes 11, 58, 68, 75, and the Suncoast Beach Trolley, increased by more than 10% from FY 2008 to FY 2009.

Performance

To better assess the impact of roadway conditions on PSTA performance and service levels, an on-time performance assessment of all PSTA bus routes was performed using on-time performance data for March 2010. Routes were grouped into three categories:

- > 79% (Above systemwide average on-time performance rate)
- 72.5% - 79% (Systemwide average on-time performance rate minus one standard deviation to systemwide average on-time performance rate)
- < 72.5% (Below systemwide average on-time performance rate minus one standard deviation)

Approximately 49% of all PSTA routes achieved an on-time performance rate higher than the systemwide average. Only 18% of all PSTA routes achieved an on-time performance rate less than the systemwide average minus one standard deviation. The results of the on-time performance assessment are illustrated in the On-Time Performance Map 6, following the tables.

Table 17 – Transit Ridership by Route: Local Routes by Number

Route	Passengers Per Rev. Hour	Revenue Hours	Passengers Per Rev. Mile	Revenue Miles	Total Ridership	Total Ridership	% Change
	FY 2008/2009	FY 2008/2009	FY 2008/2009	FY 2008/2009	FY 2008/2009	FY 2007/2008	
1 (Rtes 1 + 22) [1]	6.74	6,622.51	0.48	92,542.7	44,639	92,862	-51.93%
4 (Rtes 4 + 111) [2]	22.91	43,529.00	1.71	584,789.3	997,170	1,017,677	-2.02%
5	17.16	11,983.37	1.38	149,250.0	205,660	211,413	-2.72%
7	17.90	8,222.95	1.44	102,496.2	147,217	192,392	-23.48%
11	18.54	12,189.14	1.42	158,889.3	225,978	268,438	-15.82%
14	21.43	15,818.91	1.68	201,836.5	338,988	374,687	-9.53%
15	18.43	7,225.92	1.30	102,726.6	133,199	189,280	-29.63%
18	23.56	54,527.10	1.93	664,342.8	1,284,813	1,326,886	-3.17%
19	24.51	61,617.83	1.67	906,649.2	1,510,311	1,513,439	-0.21%
20*	15.43	9,394.87	1.05	137,555.8	144,944	161,112	-10.04%
23*	13.75	15,988.09	1.04	212,157.3	219,798	259,257	-15.22%
30*	6.38	2,133.79	0.41	33,053.2	13,603	34,407	-60.46%
35	20.12	20,641.94	1.92	216,710.1	415,335	415,636	-0.07%
38*	15.46	9,579.64	1.04	142,829.5	148,083	162,473	-8.86%
52	26.56	43,330.74	1.80	639,054.2	1,150,785	1,163,546	-1.10%
58*	9.18	10,885.61	0.51	197,235.0	99,915	135,164	-26.08%
59	19.27	35,672.71	1.31	523,298.2	687,458	691,730	-0.62%
60	41.28	13,956.73	3.38	170,387.8	576,075	600,130	-4.01%
61	14.99	13,433.67	1.20	167,831.6	201,414	192,709	4.52%
62 (Rte 62 +82) [3]	11.72	12,822.78	0.63	236,747.7	150,246	213,536	-29.64%
66	14.05	17,999.89	0.93	271,478.0	252,881	261,652	-3.35%
67	18.16	6,836.82	0.98	127,086.3	124,177	122,190	1.63%
68	17.53	5,640.55	1.20	82,643.9	98,889	97,133	1.81%
73	17.03	7,942.88	1.09	123,781.3	135,238	148,831	-9.13%
74	15.17	33,656.75	1.01	502,985.6	510,458	519,634	-1.77%
75	12.69	10,936.08	1.02	136,616.0	138,750	130,793	6.08%
76	21.00	6,041.35	1.55	82,078.3	126,845	131,233	-3.34%
78	26.82	8,319.08	2.14	104,493.7	223,103	229,775	-2.90%
79	17.83	29,010.86	1.19	434,932.1	517,291	553,922	-6.61%
Suncoast Beach Trolley[SM]+Rt 80 [4]	18.15	41,780.19	1.09	697,951.4	758,236	782,833	-3.14%
SUBTOTAL	**20.05**	**577,741.75**	**1.41**	**8,204,429.6**	**11,581,499**	**12,194,770**	**-5.03%**
(75% of AVG)	**15.03**		**1.06**				

Source: Pinellas Suncoast Transit Authority

Notes: Routes 1, 22, 80, 82, 96, and 111 were discontinued on October 4, 2008. Changes were:

1. Route 1 was combined with Route 22 which was eliminated.
2. Route 4 absorbed Route 111.
3. Route 62 absorbed Route 82 which was eliminated.
4. Route 80 combined with SCBT.

Table 18 – Transit Ridership by Route: Shuttle/Circulator Routes by Number

Route	Passengers Per Rev. Hour	Revenue Hours	Passengers Per Rev. Mile	Revenue Miles	Total Ridership	Total Ridership	% Change
	FY 2008/2009	FY 2008/2009	FY 2008/2009	FY 2008/2009	FY 2008/2009	FY 2007/2008	
32	17.32	2,470.27	2.20	19,411.1	42,792	43,404	-1.41%
444	5.46	2,191.46	0.47	25,664.8	11,968	8,236	45.31%
Totals	**11.75**	**4,661.73**	**1.21**	**45,075.9**	**54,760**	**51,640**	**6.04%**
(75% of AVG)	**8.81**		**0.91**				

Source: Pinellas Suncoast Transit Authority

Note: Routes which fall below performance standards (75% of AVG) for passengers per revenue hour and passengers per revenue mile are noted at the end of each fiscal year.

Table 19 – Transit Ridership by Route: Peak Hour Commuter Routes by Number

Route	Passengers Per Rev. Hour	Revenue Hours	Passengers Per Rev. Mile	Revenue Miles	Total Ridership	Total Ridership	% Change
	FY 2008/2009	FY2008/2009	FY 2008/2009	2008/2009	FY 2008/2009	FY 2007/2008	
90	21.04	1,671.64	1.16	30,240.4	35,168	36,032	-2.40%
93[1]	9.68	3,134.02	0.51	59,682.5	30,336	33,873	-10.44%
96[2]	8.19	26.01	0.39	546.0	213	18,753	
97	15.97	2,747.00	1.12	39,085.2	43,856	48,961	-10.43%
98	18.53	1,603.17	1.19	24,911.3	29,709	38,119	-22.06%
Totals	**15.17**	**9,181.84**	**0.90**	**154,465.4**	**139,282**	**175,738**	**-20.74%**
(75% of AVG)	**11.38**	-	**0.68**	-	-	-	-

Source: Pinellas Suncoast Transit Authority

Notes:

1. Routes which fall below performance standards (75% of AVG) for passengers per revenue hour and passengers per revenue mile are noted at the end of each fiscal year.
2. Route 96 was eliminated.

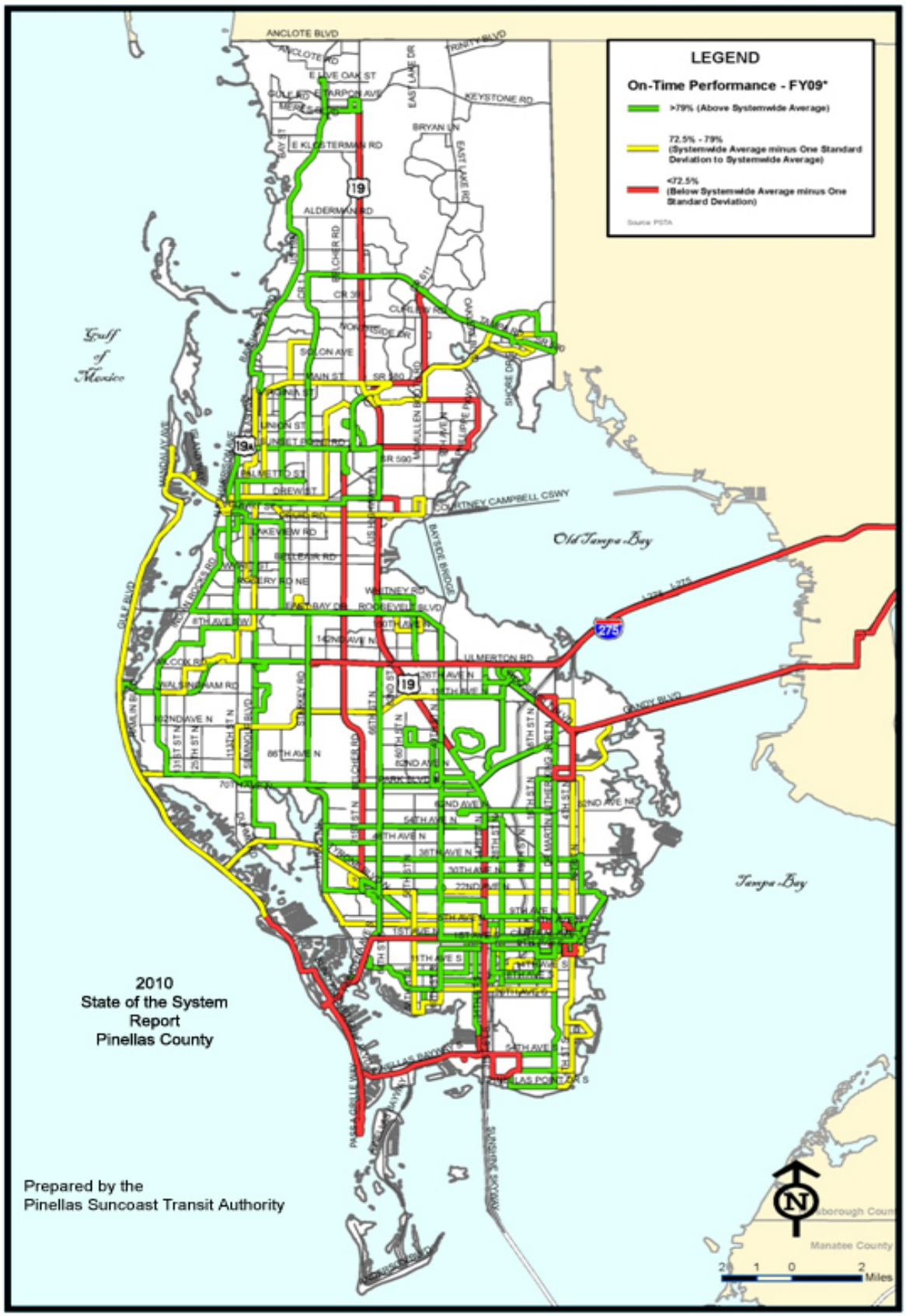
Table 20 – Transit Ridership by Route: Express Routes by Number

Route	Passengers Per Rev. Hour	Revenue Hours	Passengers Per Rev. Mile	Revenue Miles	Total Ridership	Total Ridership	% Change
	2008/2009	FY2008/2009	FY 2008/2009	FY 2008/2009	FY 2008/2009	FY 2007/2008	
100	7.32	7,036.31	0.35	146,427.5	51,483	59,826	-13.95%
300	5.23	7,360.42	0.24	159,696.3	38,496	40,285	-4.44%
SUBTOTAL	6.25	14,396.73	0.29	306,123.8	89,979	100,111	-10.12%
(75% of AVG)	4.69	-	0.22	-	-	-	-
Totals	**20.06**	**591,585.32**	**1.41**	**8,403,970.9**	**11,865,520**	**12,522,259**	**-5.24%**

Source: Pinellas Suncoast Transit Authority

Note: Special Revenue Service includes Airport Fire Department, Alternative Transportation Week, Clearwater Jazz Fest, Dunedin High School, Oldsmar Octoberfest, Stuff-A-Bus, Pinellas County Economic Development Department, Pinellas County Department of Public Affairs, Pinellas Park Christmas Parade, and Pinellas County Sheriff's Department.

Map 6 - On-Time Transit Performance Map



III. TRENDS AND CONDITIONS: Bicycle and Pedestrian

Sidewalks and Bike Lanes

As part of the goals set forth in the Pinellas County MPO's Long Range Transportation Plan, the MPO tracks bicycle and pedestrian travel throughout the County. Table 21 provides a 2009 sector analysis of roadway, bicycle lanes and sidewalks in centerline miles. It should be noted that some of the bike lanes in Table 21 and in Map 8 do not meet minimal 4' width and connectivity standards set by FDOT. Bike lanes on Ulmerton Road completed after DY 2009 are not included in the table or map.

Overall, Pinellas County has 71.6% coverage of sidewalk miles (measured centerline). Three sectors had greater than 80% sidewalk coverage, including: Sector 5 (Safety Harbor/Oldsmar); Sector 6 (Clearwater); and Sector 13 (Mid-County Beaches). Sector 11 (St. Petersburg/Gulfport) had substantially more miles of roads and sidewalks than any other sector. Additionally, Sector 11 (St. Petersburg/Gulfport) had the greatest number of bike lane miles.

Table 21 – Road, Sidewalk and Bike Lane Centerline Miles by Sector, DY 2009

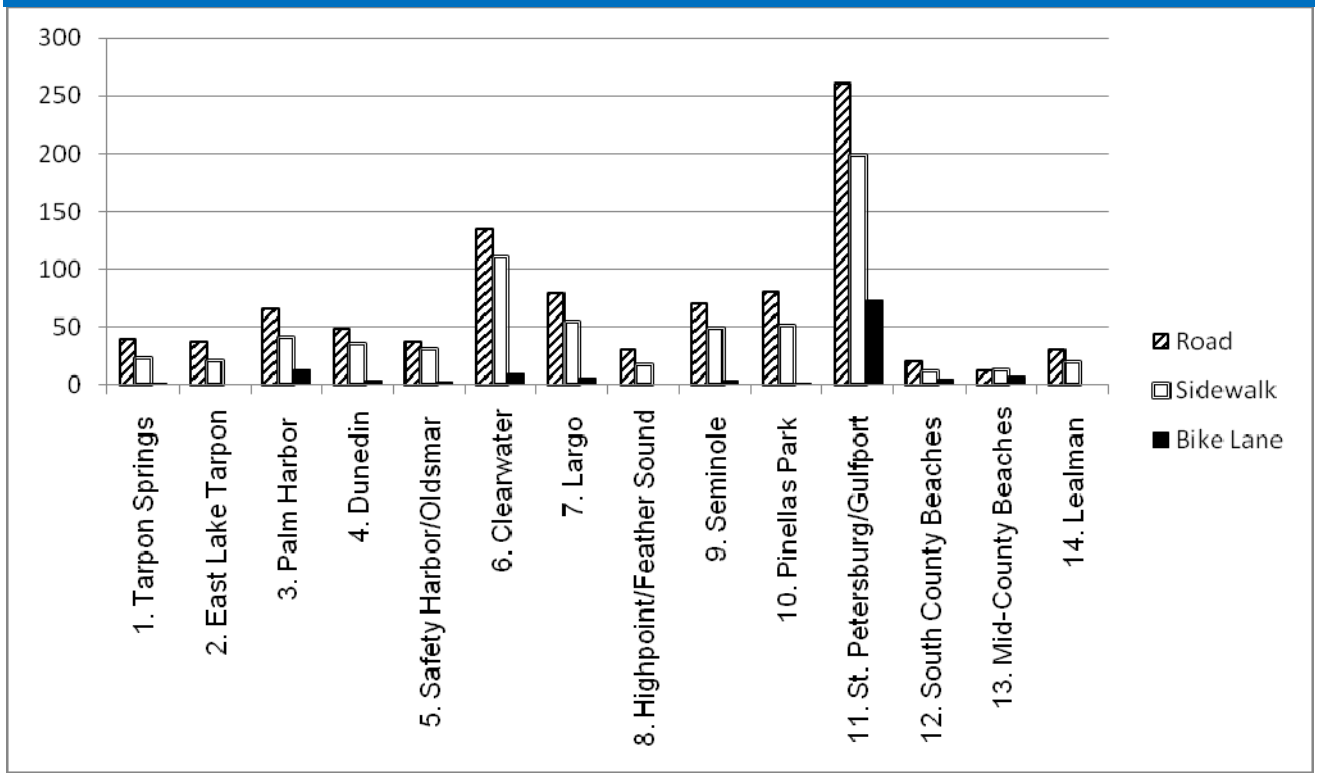
Planning Sectors		Roads	Sidewalks				Bike Lanes	
		Miles	Miles	Percent Coverage	Gap Miles	Percent Gap	Miles	Percent Coverage
1	Tarpon Springs	38.9	23.4	60.2%	15.5	39.70%	1.28	3.30%
2	East Lake Tarpon	37.2	21.2	57.0%	16	43.10%	0	0%
3	Palm Harbor	65.7	41	62.4%	24.7	37.60%	13.3	20.2%
4	Dunedin	48.9	35.6	72.8%	13.3	27.20%	4.2	8.6%
5	Safety Harbor/Oldsmar	36.7	31.1	84.7%	5.6	15.30%	2.2	5.9%
6	Clearwater	134.9	109.8	81.4%	25.2	18.70%	9.3	6.9%
7	Largo	79.2	54.8	69.2%	24.4	30.80%	6.3	8%
8	Highpoint/Feather Sound	30.5	17.3	56.7%	13.2	43.40%	0	0%
9	Seminole	70	48.7	69.6%	21.2	30.30%	4.1	5.9%
10	Pinellas Park	80.1	51.5	64.3%	28.6	35.70%	1.4	1.7%
11	St. Petersburg/Gulfport	260.2	198.2	76.2%	62	23.80%	72.7	27.9%
12	South County Beaches	20.3	11.9	58.6%	8.4	41.50%	4.7	22.9%
13	Mid-County Beaches	12.7	12.6	99.2%	0.2	1.20%	7	55.1%
14	Lealman	30	19.8	66.0%	10.2	33.90%	0	0%
Totals		945.30	676.90	71.6%	268.50	28.4%	126.48	13.4%

Source: Pinellas County MPO Transportation Planning Inventory (base miles)

Notes:

- There are a total of 956.71 miles in the Transportation Planning Inventory database. Eleven miles of external bridges outside the county limits are not included in this analysis.
- SOS 2008 analyzed sidewalks and bike lanes on monitored (592.7) centerline miles. This analysis uses TPI base miles (945.3 in Pinellas County), centerline.

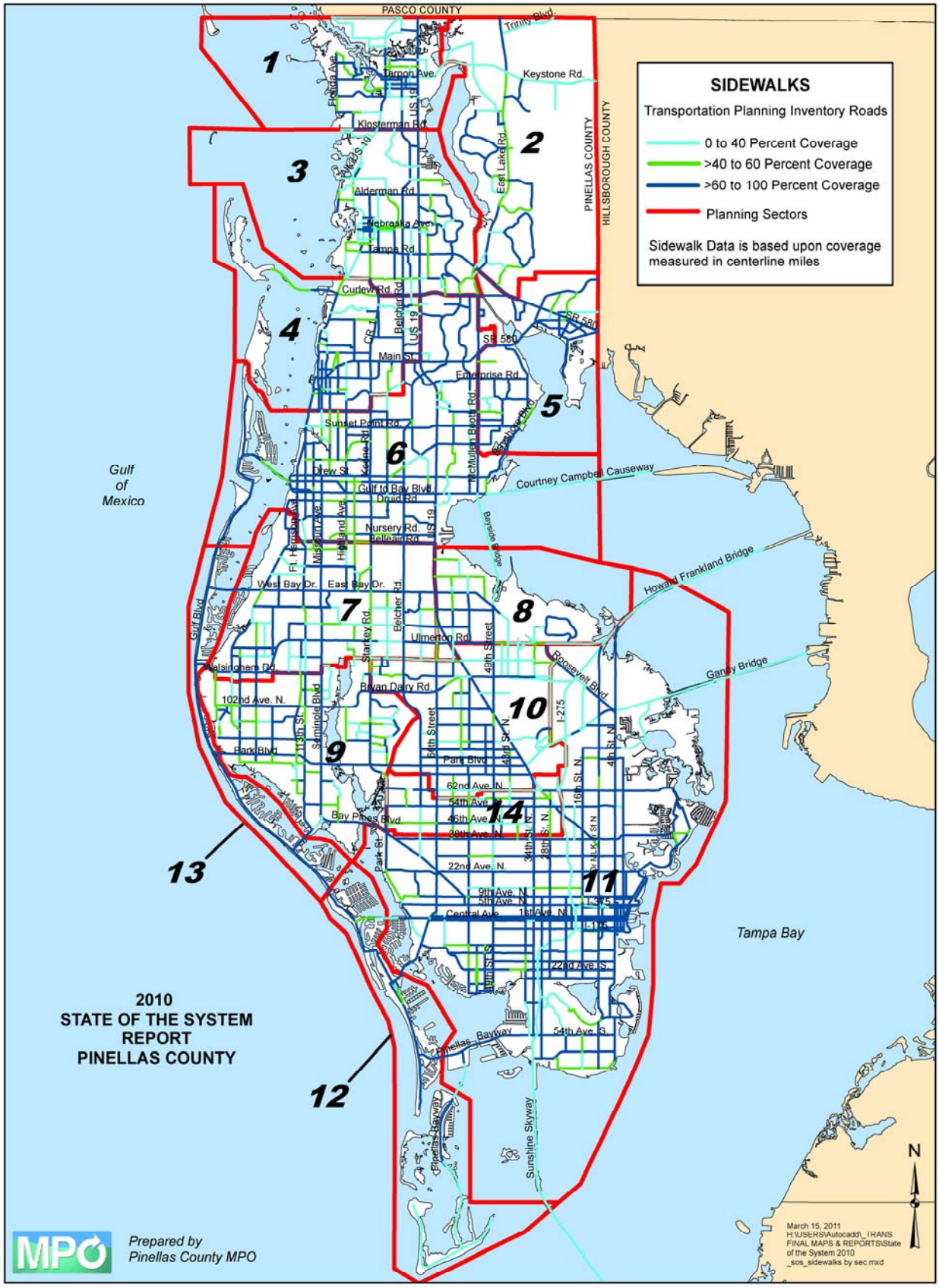
Figure 13 - Roads, Sidewalks and Bike Lanes, in Centerline Miles, DY 2009



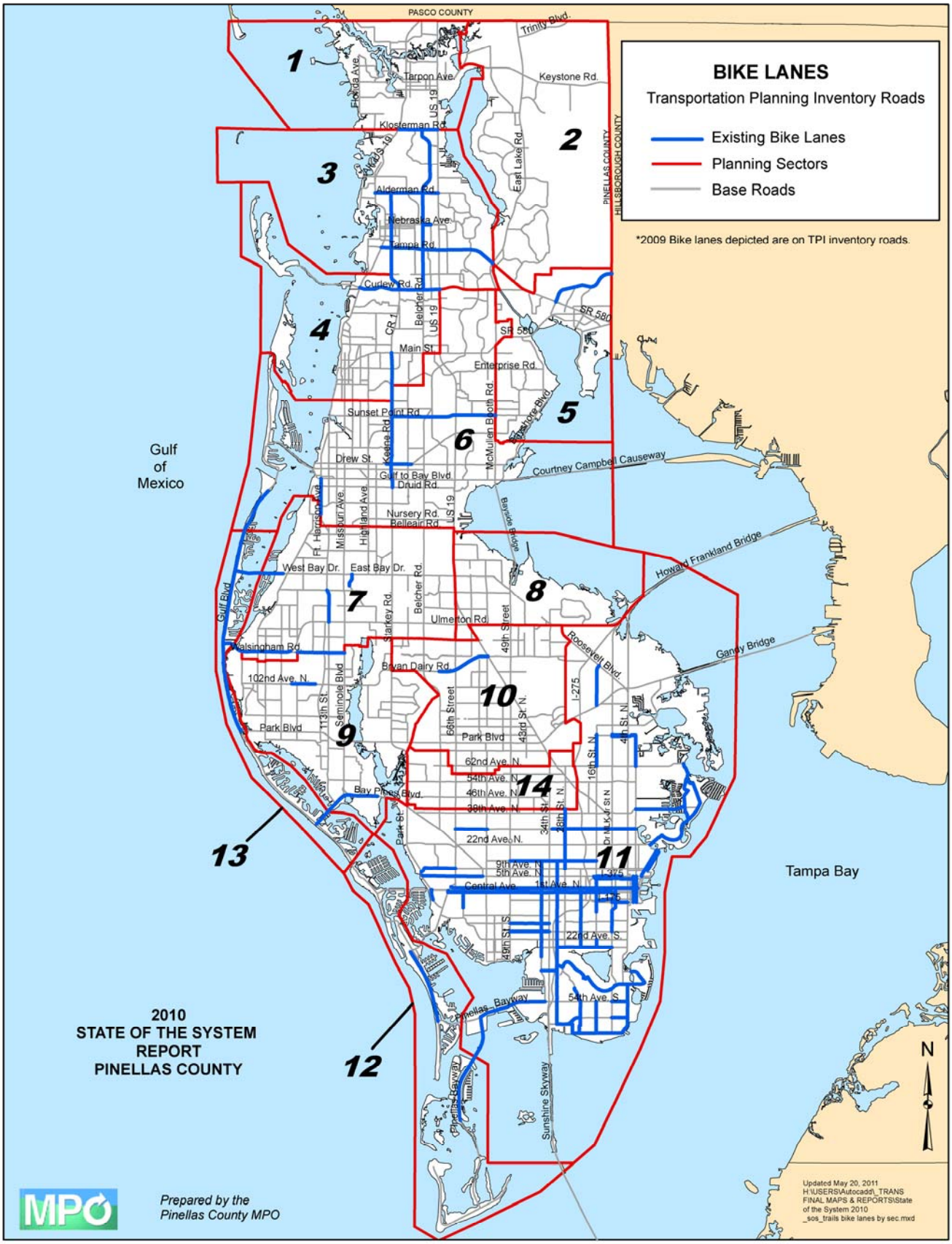
Source: Pinellas County MPO Transportation Planning Inventory (base miles)
Note: Measurements are in centerline miles

Approximately 13.4% of TPI base miles have bicycle lanes. Four sectors had over 20% bike lane coverage, including Sector 13, (Mid-County Beaches), Sector 12 (South County Beaches), Sector 11 (St. Petersburg/Gulfport), and Sector 3 (Palm Harbor). Sector 2 (East Lake Tarpon), Sector 8 (Highpoint/Feather Sound), and Sector 14 (Lealman) had no bike lanes in 2009. It should be noted that in recent years bike lanes have been implemented in coordination with road expansion or resurfacing projects. Consequently, where there are few road miles in a sector, there are fewer opportunities for implementing new bike lanes.

Map 7 - Sidewalks by Planning Sector



Map 8 - Bike Lanes by Planning Sector



Trail Availability and Usage

The table below identifies trail miles and distributions by planning sectors. The sectors with the two largest cities, Clearwater and St. Petersburg/Gulfport (Sectors 6 and 11) had the greatest number and highest percentages of trail miles.

Table 22 - Trail Miles by Planning Sector

Planning Sectors	Trail Miles	% of all Trail Miles
1. Tarpon Springs	5.0	6.7%
2. East Lake Tarpon	4.8	6.4%
3. Palm Harbor	5.4	7.2%
4. Dunedin	6.8	9.0%
5. Safety Harbor/Oldsmar	0.9	1.2%
6. Clearwater	14.1	18.8%
7. Largo	5.1	6.8%
8. Highpoint/Feather Sound	0.0	0.0%
9. Seminole	6.5	8.6%
10. Pinellas Park	0.0	0.0%
11. St. Petersburg/Gulfport	17.9	23.9%
12 South County Beaches	8.4	11.3%
13 Mid-County Beaches	0.1	0.2%
14 Lealman	0.0	0.0%
Total Trail Miles	75.0	100.0%

Source: Pinellas County GIS database

Notes:

- Equestrian, canoe, and some municipal trail data were not included in this table.
- The adjustment in sector boundaries and updgraded software permits improved sector analysis. (For this reason, table miles in this report are not directly comparable to the 2008 SOS report miles.)

The Pinellas County Parks and Conservation Resources Department monitors trail usage for the Pinellas Trail and for the Friendship TrailBridge, which closed on November 6, 2008 due to concerns about structural integrity. Adjoining catwalks were also closed one month later. Total usage of the Friendship TrailBridge for 2008 was 611,385, or about 41% of trail usage when combined with the Pinellas Trail.

The map on the following page shows the location of existing trails countywide that are included in the Trailways Network.

Map 9 - Trails by Planning Sector

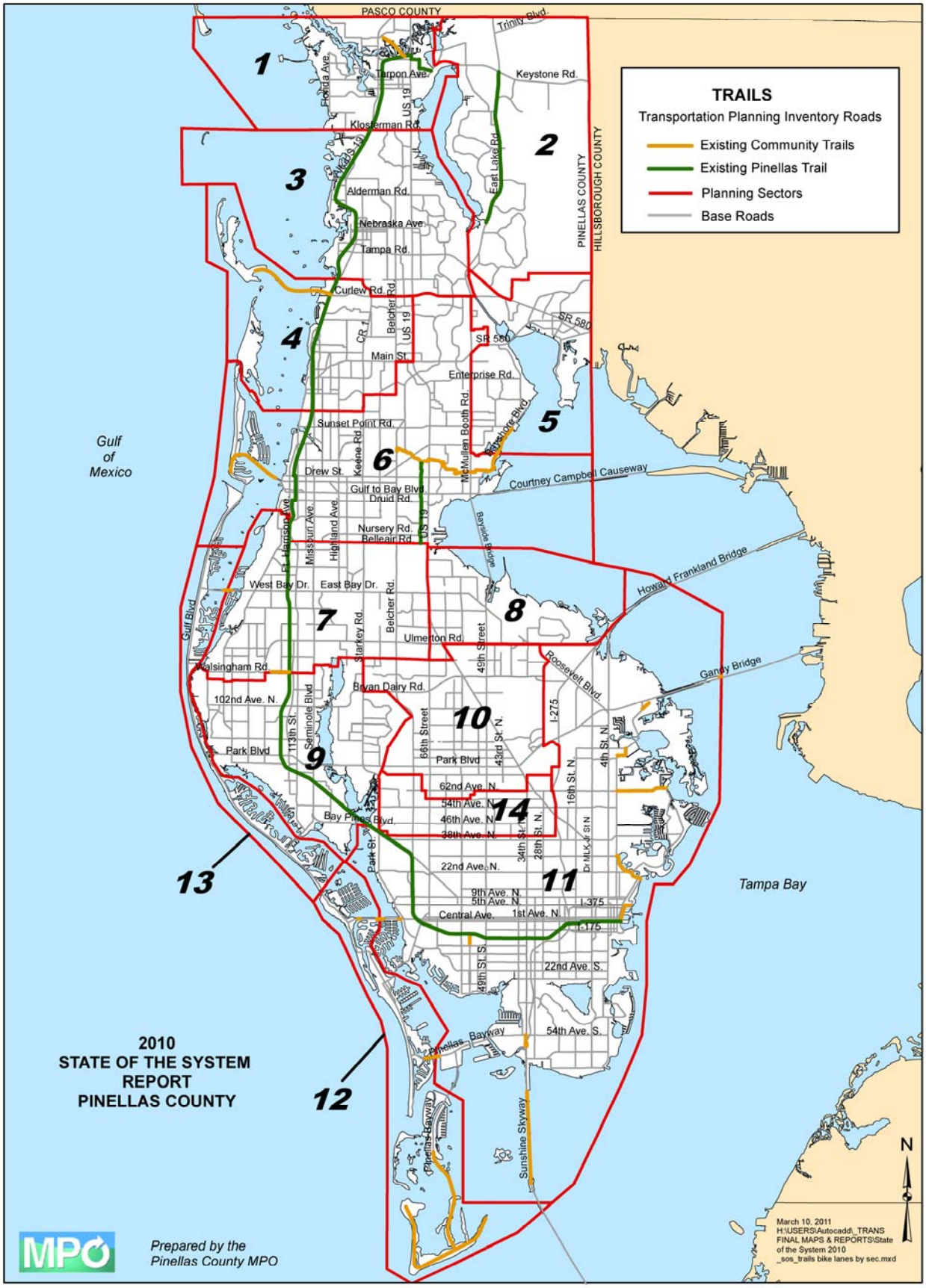


Table 23 identifies specific elements that make up the trail network and provides mileage data on each. Overall, trail miles in 2010 have increased by 21.5% since 2008 – from 58.74 miles to 74.88 miles. Discrepancies in miles between 2008 SOS and this report are attributable to improvements in software and additional refinements to more specifically locate appropriate trail locations and their limits. This analysis does not include canoe or equestrian trails.

Table 23 - Existing Trails in Pinellas County: Comparisons of DY 2008 to DY 2010

2008 miles	2010 miles	Trailway Name
-	1.55	62nd Avenue NE Trail
0.79	0.79	Bayshore Trail (Clearwater)
0.89	0.89	Bayshore Trail (Safety Harbor)
-	1.54	Bayway Trail South
-	0.3	Belleair Causeway Trail
-	0.51	Clam Bayou/Childs Park Trail
-	2.26	Clearwater Beach Connector Trail
-	0.78	Clearwater Beach Walk
-	3.06	Downtown Connection Trail (CSX Extension)
0.87	0.87	Elfers Spur
0.3	0.3	Friendship Trail/Savona Drive
6.37	6.37	Fort Desoto Park Trail
0.32	0.32	Gulfport Spur
2.56	2.56	Honeymoon Island Trail
-	1.85	North Bay Trail
-	0.54	North Bay Trail – Rio Vista Trail Connection
34.26	34.26	Pinellas Trail
4.76	4.76	Pinellas Trail – East Lake Road
1.06	1.06	Pinellas Trail Northeast Extension – Jasmine Section
-	2.59	Progress Energy Trail (Pinellas Trail Extension)
3.71	3.71	Ream Wilson Clearwater Trail
2.85	2.85	Skyway Trail
-	0.5	South Beaches Trail
-	0.33	Treasure Island Causeway Trail
-	0.33	Walsingham Spur
58.74	74.88	Total Miles

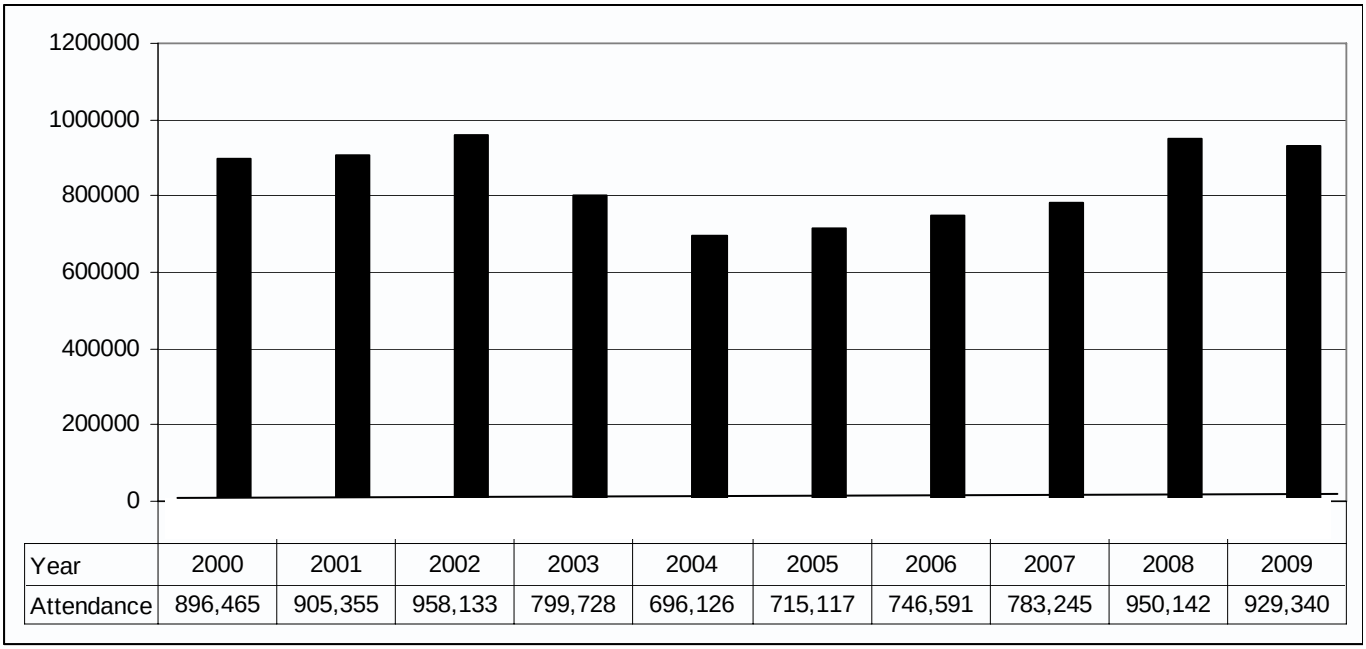
Source: Pinellas County GIS database (Data not available for2007 and 2009.)

Note: Equestrian, canoe and some municipal trail data were not included in this table.

As shown in Figures 14 and 15, Pinellas Trail usage has shown a steady increase in attendance from 2004 to 2008, with a slight decrease in 2009. Its peak year was in 2002 with 906,831 in attendance. Its five year high occurred

in 2008, followed by 2009, with 872,424 and 848,861. Traditionally, the highest attendance months are in spring. In 2009 the peak usage month was in May.

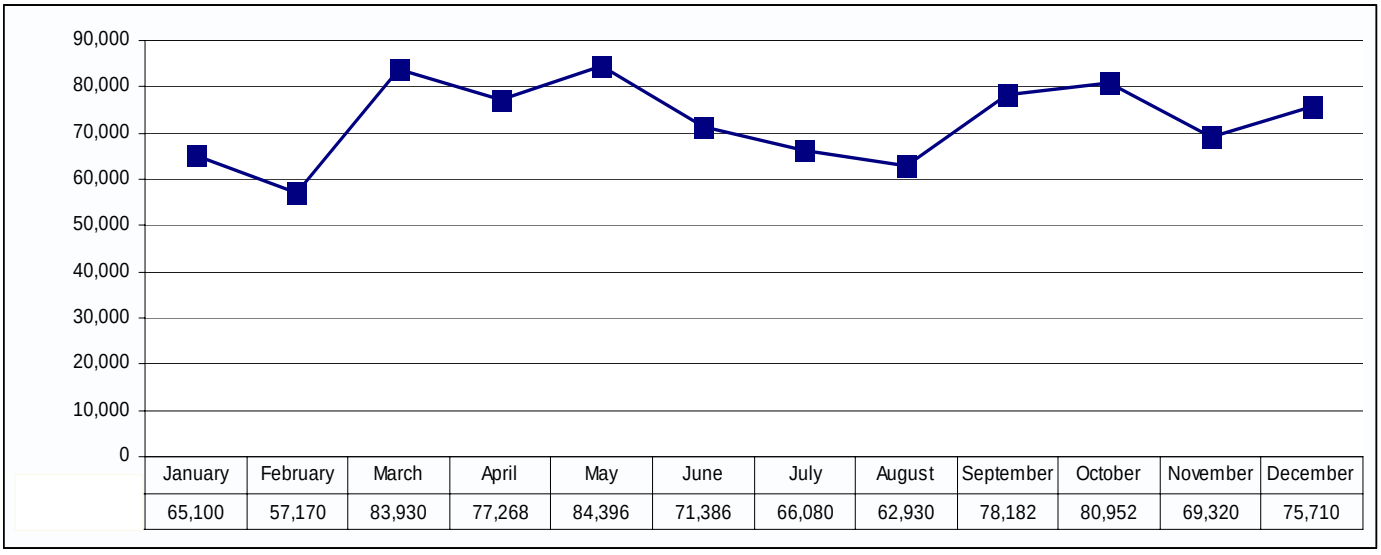
Figure 14 - Pinellas Trail Usage by Year



Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Attendance	896,465	905,355	958,133	799,728	696,126	715,117	746,591	783,245	950,142	929,340

Source: Pinellas County Parks and Conservation Resources Department

Figure 15 – Pinellas Trail Usage by Month, DY 2009



January	February	March	April	May	June	July	August	September	October	November	December
65,100	57,170	83,930	77,268	84,396	71,386	66,080	62,930	78,182	80,952	69,320	75,710

Source: Pinellas County Parks and Conservation Resources Department
Note: Friendship TrailBridge closed 11/06/08. Fishing catwalks closed 12/22/08.

IV. TRENDS AND CONDITIONS: Crash Frequency

This section reviews crash data from the Florida Department of Highway Safety and Motor Vehicles (FDHSMV) and Pinellas County MPO's Crash Data Management System (CDMS) databases. The FDHSMV database draws directly from long form reports submitted by law enforcement agencies on crashes that meet the following criteria: significant damage to property; bodily injury or death; leaving the scene of a crash; driving under the influence of alcohol, or other criminal activity.

Crash History

The FDHSMV database archived 13,669 long-form crash reports for Pinellas County, DY 2009. Crash incidents increased 3% from DY 2007 (its five year low) to DY 2008, remaining virtually unchanged through DY 2009. Crashes per 100 million vehicle miles traveled (VMT) remained virtually the same: 161.3 in DY 2008 and 162.7 in DY 2009.

Table 24 - Pinellas County Crash History, DY 2005 - DY 2009

Year	2005	2006	2007	2008	2009
Totals	14,194	13,939	13,228	13,685	13,669

Source: Florida Department of Highway Safety and Motor Vehicles Florida Crash Facts: County Data
Note: FDHSMV uses long form crash reports only.

Crashes by Location

In addition to long form law enforcement reports, the CDMS database archives short form reports submitted on crashes that don't meet long-form criteria. The CDMS also has the capability to more specifically locate crashes and to update data as revisions are submitted. For DY 2005 to DY 2009, CDMS data showed a 5% decrease (from 27,773 to 26,444). From DY 2007 to DY 2009 crash incidents decreased another 3% (25,588).

Table 25 represents the 25 intersections in Pinellas County with the highest frequency of crashes in DY 2009. Although there are differences in methodology used, it is significant that the top three on this list are among the top four in the 2008 SOS. The highest ranked (most crashes) also ranked first in the 2008 SOS.

Table 25 - Top Twenty-Five Crash Intersections, DY 2009			
Rank	**On Street**	**Cross Street**	**No. of Crashes**
1	US Highway 19	Tampa Road	176
2	US Highway 19	SR 586/Curlew Road	153
3	US Highway 19	SR 60/Gulf-to-Bay	126
4	US Highway 19	Alderman Road	95
5	US Highway 19	Nebraska Ave.	91
6	I-275	SR 694/Gandy Blvd	90
7	Belcher Road	SR 60/Gulf-to-Bay	88
8	I-275	22nd Ave. N.	84
9	US Highway 19	Drew Street	82
10	Belcher Road	East Bay Drive	80
11	US Highway 19	SR 580/Main St.	80
12	US Highway 19	Enterprise Road	78
13	Starkey Road	Park Blvd	77
14	SR 688/Ulmerton Road	Roosevelt Blvd.	75
15	I-275/Bridge	4th Street N.	73
16	US Highway 19	Klosterman Road	71
17	SR 60/Gulf-to-Bay	McMullen Booth Rd/Bayside Bridge	71
18	Starkey Road	East Bay Drive	68
19	East Lake Road	Keystone Road	66
20	Belcher Road/71st St N	SR 694/Park Blvd.	65
21	US Highway 19	70th Ave. N.	65
22	I-275	22nd Ave. S.	64
23	Starkey Road	SR 688/Ulmerton Road	63
24	Belcher Road	SR 688/Ulmerton Road	62
25	Seminole Blvd.	SR 688/Ulmerton Road	61

Source: Pinellas County MPO Crash Data Management System (CDMS) 2009 Crash Facts Report

Notes:

- This table represents the 25 intersections with the highest numbers of assigned crashes. (2008 SOS lists crashes within 300' of the intersection.)
- Because the CDMS database uses both long form and short form crash reports, the number of crashes will be greater than the FDHSMV database.

In reference to the above table, it is acknowledged that intersections with high crash frequencies will also tend to be those with high traffic volumes. Updated applications scheduled to be implemented on the CDMS 2011 will permit additional analysis by crash rates.

Table 26 - Location of Bicycle and Pedestrian Crashes, DY 2005, DY 2007 and DY 2009

Type	Location	2005		2007		2009	
		Number	% of All Crashes	Number	% of All Crashes	Number	% of All Crashes
Bicycle	Public Traffic Way	386	1.4%	433	1.6%	441	1.7%
	Parking Lot/Private	N/A	N/A	N/A	N/A	113	0.4%
	Total	N/A	N/A	N/A	N/A	554	2.2%
Pedestrian	Public Traffic Way	229	0.8%	258	1.0%	351	1.4%
	Parking Lot/Private	N/A	N/A	N/A	N/A	122	0.5%
	Total	N/A	N/A	N/A	N/A	473	1.8%
Combined Bicycle & Pedestrian	Public Traffic Way	615	2.2%	691	2.6%	792	3.1%
	Parking Lot/Private	N/A	N/A	N/A	N/A	235	0.9%
	Total	N/A	N/A	N/A	N/A	1,027	4.0%
All Crashes		27,773	100%	26,444	100%	25,588	100%

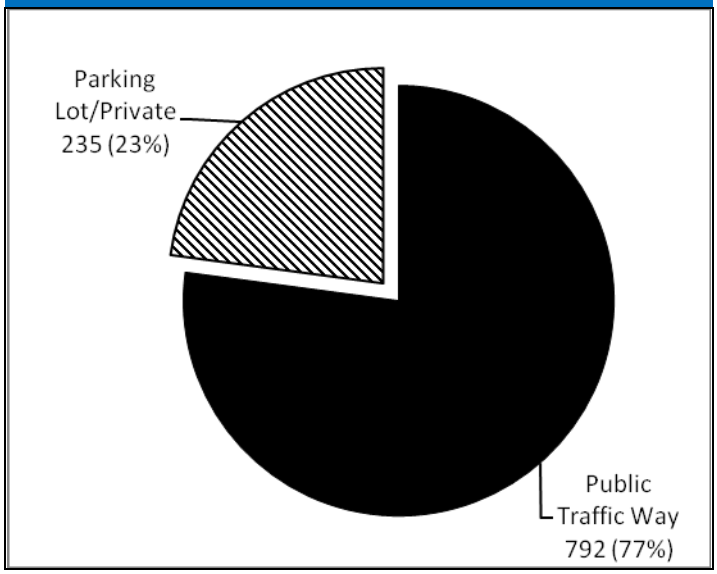
Source: Pinellas County MPO Crash Data Management System (CDMS); 2009 Crash Facts Report; 2008 State of the System Report

Notes:

- CDMS includes data on both long and short form crash reports.
- **2010 is the first SOS report to analyze crashes by location.**

Table 26 shows that parking lot/private crashes represented almost one quarter of all bicycle/pedestrian crashes in 2009. Bicycle/pedestrian combined percentages of total crashes have remained virtually the same from DY 2005 to DY 2009, with less than 1% variation.

Figure 16 – Combined Bicycle & Pedestrian Crashes by Location, DY 2009



Source: Pinellas County MPO Crash Data Management System (CDMS); 2009 Crash Facts Report, 2008 State of the System Report

It should be noted that beginning in 2011, law enforcement officers will no longer be required to complete short form crash reports. Adjustments will be made in future SOS reports as necessary.

Crash Fatalities

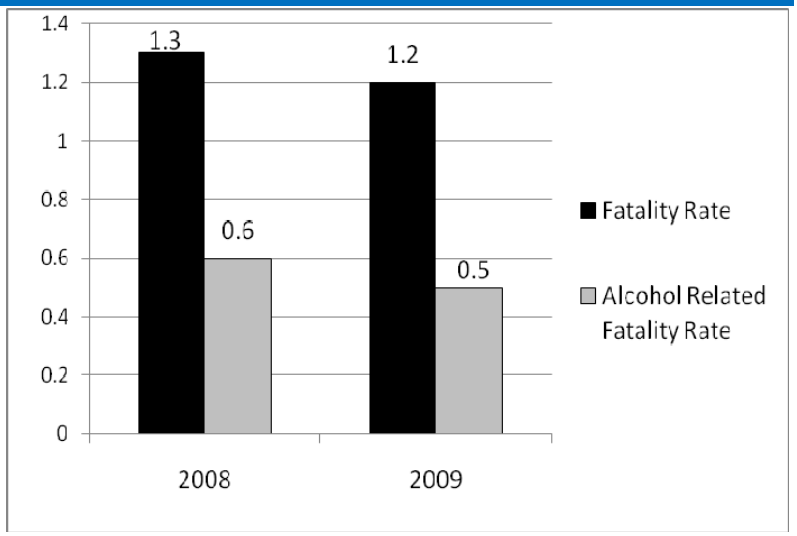
Table 27 - Total Crash Fatalities by Data Year					
Year	**2005**	**2006**	**2007**	**2008**	**2009**
Number of Fatalities	107	120	114	114	104

Source: Florida Highway Safety and Motor Vehicles 2009 Florida Crash Facts: County Data

Table 27 shows that Pinellas County's fatalities decreased 9%, from 114 in DY 2007 and DY 2008, to 104 in DY 2009, reflecting a statewide trend. Figure 17 below shows that crash fatality rates per 100 million vehicle miles traveled decreased slightly between 2008 and 2009. Alcohol-related fatalities decreased b y 10.9%.

Figure 17 - Crash Fatality Rates per 100 Million Vehicle Miles Traveled

Data Year	Fatality Rate	Alcohol Related Fatalities
2008	1.3	0.6
2009	1.2	0.5
% Change	-7.8%	-10.9%



Source: Florida Highway Safety and Motor Vehicles, 2009 Crash Facts, County Data (not available for 2007).
Note: Rate calculation = number of (fatalities, alcohol-related fatalities) multiplied by 100,000,000 divided by vehicle miles of travel.

Vulnerable User Fatalities

FDHSMV provides fatality data for three vulnerable user categories: pedestrians, bicyclists and motorcyclists. As shown in Table 28, this group typically comprises approximately half of all fatalities annually, with a high of 61.5% in DY 2009. In 2009 there were 30 pedestrian fatalities, up from 25 the previous year. It is significant to note that in the past five years, Florida has had the highest per capita pedestrian crash fatality rate in the

nation, at 2.99 per 100,000 persons. Pinellas County's per capita crash rate is 3.02 per 100,000, which is higher than the average for the State of Florida.

Bicycle fatalities remained at 10 in DY 2009. In comparing years, motorcyclists had 27 in 2008 and 24 in 2009. In reviewing motorcycle fatality rates, it should be noted that Pinellas County registered only 33,204 motorcycles - 3% of all vehicles - during FY 2008-2009 (not counting moped and antique motorcycles).

Table 28 - Vulnerable User Fatalities by Year and Classification

	2005	2006	2007	2008	2009
Bicyclist	7	5	4	10	10
Pedestrian	31	30	29	25	30
Motorcyclist	17	24	26	27	24
Total Vulnerable User	55	59	59	62	64
All Fatalities	107	120	114	114	104
% Vulnerable User Fatalities	51.40%	49.17%	51.75%	54.39%	61.54%

Source: Florida Highway Safety and Motor Vehicles, 2009 Crash Facts, County Data
Notes: FHSMV Bicyclist and motorcyclist fatalities count driver only.

Figure 18 – Vulnerable User Fatalities, DY 2005 – DY 2009

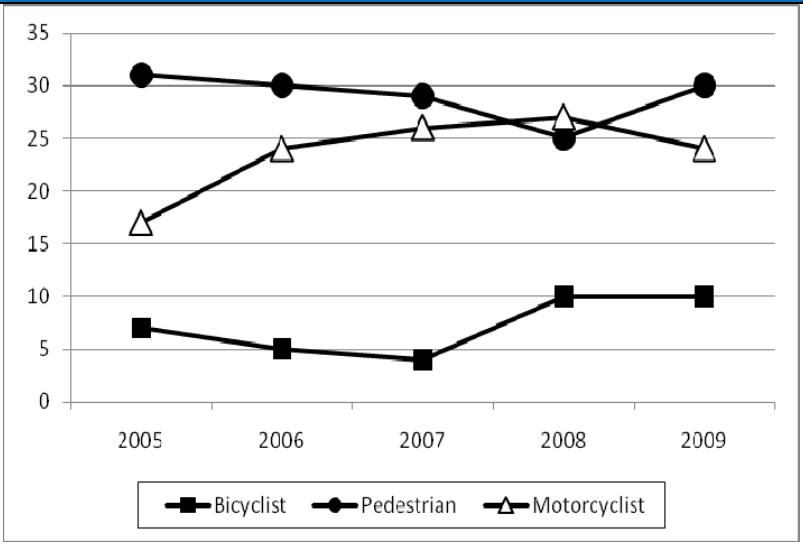
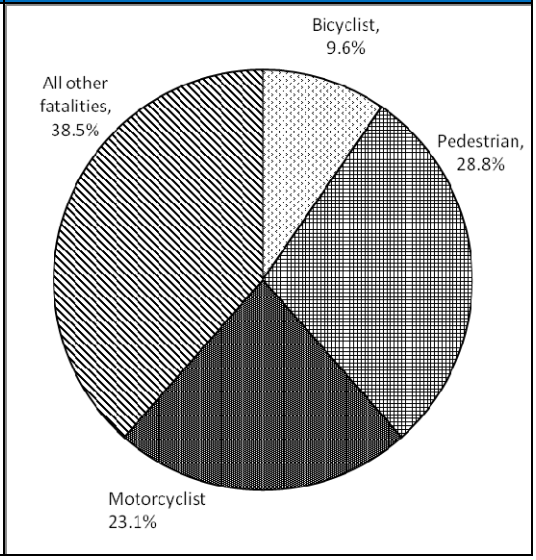


Figure 19 – All Fatalities by Classification, DY2009



Drivers Over Age 65

In 2009 the U.S. Census Bureau released figures estimating Pinellas County's percent of residents age 65 and older at 21.4%. This is a higher percentage than the state of Florida, which led the nation at 17.4%. It is estimated that by the year 2030, 26% of Florida's population will be 65 years or older, accounting for 1 in 4 drivers. Additionally, the U.S. Census 2000 specifically identified percentages for five Pinellas cities: St. Petersburg (17.4%); Pinellas Park (20.6%); Clearwater (21.5%); Dunedin (29.9%) and Largo (30.1%). As the population of the nation ages demographically, and local governments begin to focus on the mobility and safety needs of older drivers, Pinellas and a few other Florida counties will likely become models for the entire nation for how they manage these challenges.

Table 29 - Percent of Age 65 or Older: Drivers Licenses, Crash Fatalities and Injuries, Pinellas County Compared to All Florida, DY 2009

	Pinellas County	All Florida Counties
% of Total Population	21.40%	17.40%
% of Drivers Licenses Registrations	21.50%	18.60%
% of Total Crash Fatalities	13.50%	17.30%
% of Total Crash Injuries	9.10%	9.40%

Source: U.S. Census; Florida Department of Highway Safety and Motor Vehicles.

As the table above shows, the Department of Highway Safety and Motor Vehicles lists the 2009 percentage of licensed age 65+ drivers as 21.5% for Pinellas County, almost identical to the percentage of population for that group. It should be noted, however, that the actual number of senior drivers is suspected to be fewer than represented, because many who give up driving keep their licenses active for identification purposes. Additionally, data show that those who continue to drive do so less frequently and for fewer miles than other age groups. For this reason, although teenagers account for the highest frequency of crashes, the percentage of seniors involved crashes is suspected to be more significant and problematic, nationwide. Also, the severity of crashes is higher for seniors than for other groups, as shown by a Kansas State University study.

The table above suggests that the crash fatality percentage was significantly lower for Pinellas County than for the state of Florida, but for reasons not fully understood. This is one of the questions that will be addressed by the Safe Mobility for Life Program, which was formed by FDOT to assume responsibility for collecting, archiving and analyzing data contributed by agencies serving seniors in this state. The database will become a valuable resource for Pinellas County in the future.

V. TRENDS AND CONDITIONS: Air Quality

To meet federal ambient ozone and fine particulate standards, Pinellas County's air quality performance is measured annually. The federal standard for ozone pollution, the primary component of what is generally termed "smog," changed in 2008 from a threshold of 85 parts per billion to 75 parts per billion averaged over any eight-hour period. An area is considered to be in nonattainment if the average of the annual fourth highest ozone readings at any ozone monitoring station for any three-year period equals or exceeds 75 parts per billion (PPB).

Florida Ozone Network (Florida Department of Environmental Protection) FY 2007 – FY 2009 data, drawn from three monitoring stations in Pinellas County, are summarized in Table 30. At slightly lower than 75 PPB, Pinellas County's ozone readings currently fall just below the existing non-attainment standard.

It should be noted , however, that ozone readings in parts of Hillsborough County are not within acceptable ranges for attainment. As the counties share the same airshed, there is currently a presumptive non-attainment designation for Pinellas County, based on the 2008 revised National Ambient Air Quality Standard (NAAQS) for ozone within the statistical area that includes Hernando, Hillsborough, Pasco and Pinellas counties. A newly updated designation of non-attainment areas will be announced by the Environmental Protection Agency during 2011. At that time the attainment percentage standard of 75 parts per billion could also be redefined.

The potential implications of the non-attainment designation for Pinellas County and the rest of the airshed in the statistical area could include requirements for additional emission controls (e.g., gasoline station vapor controls and industrial source vapor controls), and additional requirements, including transportation demand management for road building projects. Consequences of nonattainment and problems in implementing strategies to correct deficiencies could result in the delay or loss of federal revenues for projects. Transportation strategies for achieving an attainment status for air quality include implementation of mass transit improvements and commute trip reduction measures that change travel behavior and reduce vehicle miles traveled, as well as traffic operational improvements that reduce vehicle delay and idle time.

Readings for 2007, 2008 and 2009 are presented in the following table. It should be noted that there has been a slight decline in ozone levels during the 2009 period. This is consistent with a slight decline in congestion, as reported in previous sections.

Table 30 - Ozone Attainment Status: Ozone Readings, April 2007 – April 2009

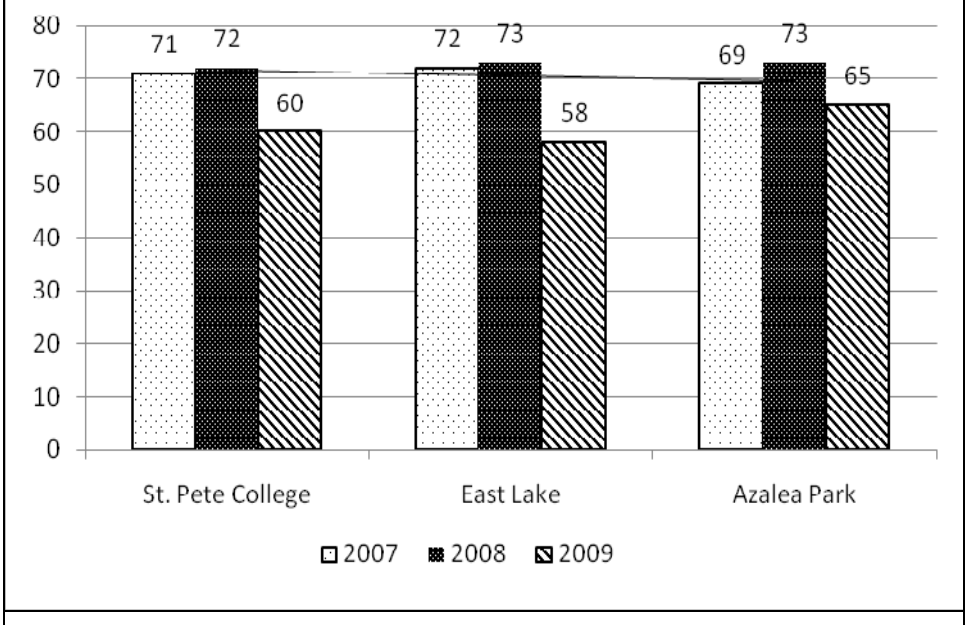
Year	St. Pete College		John Chesnut Sr. Park/East Lake		Azalea Park	
	Reading (PPB)	Date	Reading (PPB)	Date	Reading (PPB)	Date
2007	71	5/02/2007	72	4/20/2007	69	4/20/2007
2008	72	4/30/2008	73	5/14/2008	73	5/13/2008
2009	60	4/24/2009	58	4/23/2009	65	3/30/2009
Three Year Attainment Average	67		67		69	
2009 Year to Date Three Year Attainment Average	66		68		69	
Attainment Status	Attainment		Attainment		Attainment	

Source: Florida Department of Environmental Protection, Florida Ozone Network

Notes:

- Readings are 4th-highest eight-hour averages
- Data used to determine Attainment averages are from Ozone Season Only (1 March - 31 Oct) of each year.
- 2007, 2008 and 2009 data are needed to determine an area's attainment status with the 8-hour ozone standard. An area is considered to be in nonattainment if the average of the annual fourth highest ozone readings at any ozone monitoring station for any three-year period equals or exceeds 75 parts per billion. Pinellas county shares an airshed with Hernando, Hillsborough, Pasco and Pinellas counties
- PPB = Parts per billion

Figure 19 – Ozone Readings, April 2007 – April 2009



Readings (numbers) are in "parts per billion," (PPB).

VI. SUMMARY OF TRENDS AND CONDITIONS

Roads - SIS roads accounted for 9% of all centerline miles (14% of lane miles), 28% of the vehicle miles traveled (VMT) and 25% of the vehicle hours traveled (VHT). In DY 2009, SIS roadways accounted for 35% of all road segments that had V/C ratios of 90% or higher. When both V/C and DOC were combined for the purpose of Congestion Management Process (CMP) preliminary ranking, US Highway 19 segments held the top six positions, all of which were located between Gulf-to-Bay Boulevard and Tarpon Avenue.

A sector analysis of Non-SIS roads showed that Sectors 1 (Tarpon Springs) and 2 (East Lake Tarpon) accounted for the highest percentage of roads with V/C ratios of 90% or higher. The highest DOC on Non-SIS roadways occurred at N. E. Coachman Road (Drew St to Old Coachman Road) and at Keystone Road (US Highway 19 to East Lake Road. Sector 11, which includes the municipalities of St.Petersburg , Gulfport and South Pasadena, continued to have the highest percentage of population, road, sidewalk, bike lane and trail miles, followed by Sector 6, Clearwater.

Countywide, there is a continuation in the reduction of congestion, likely due to a combination of factors including a decline in population and a number of capital, operational and Intelligent Transportation Systems (ITS) improvements that have been totally or partially implemented. Presently, roadways with ten or more hours duration of congestion (DOC) dropped 4.2% from DY 2007. The Congestion Management Process Update table (in the Appendix), shows that 13 of 21 (62%) road facilities addressed through CMP studies improved their V/C x DOC score, when DY 2009 was compared to DY 2008. A safety study for East Lake Road, which contained the highest combined VC x DOC score at Woodlands Boulevard to Tarpon Woods Boulevard, was completed in June, 2009. (This particular segment was not included in the CMP study of East Lake Road.) NE Coachman Road had the second highest combined V/C x DOC score. CMP data will be reviewed by the MPO's Technical Coordinating Committee. Intelligent Transportation Systems (ITS) implementation continues, and data will be reviewed periodically by the MPO's ITS Committee.

Transit - PSTA routinely monitors its routes for productivity and performance. Transit ridership grew substantially during the 2007-2008, concurrent with the spike in gasoline prices, then declined by 5.2% in 2008-2009 when these prices declined and fare increases were implemented. Approximately 49% percent

of Pinellas Suncoast Transit Authority routes achieved an on-time performance rate higher than the systemwide average

Bicycle and Pedestrian - Countywide, using road miles as a base, sidewalk coverage was 71.6%, and bike lane coverage was 14%. Trail miles increased by 22% since 2008. The Friendship TrailBridge closed late in 2008, due to concerns about structural integrity.

Crashes - The top five highest volume crash sites for 2009 were on US Highway 19, all within segments at or north of Gulf-to-Bay Boulevard. Twenty-three percent of all pedestiran and bicycle crashes in 2009 occurred at parking lots or private locations. This SOS was the first year to report data for this category, which will be tracked for future reports. "Vulnerable user" fatalities (pedestrians, bicyclists and motorcyclists) accounted for 61.5% of all fatalities in DY 2009, an increase of 9.75 percentage points from 2007. During the years from 2005 to 2009, vulnerable user fatalities have accounted for approximately half of all crash fatalities in Pinellas County.

Air quality – Ozone levels are still within an acceptable range, although there is a presumptive non-attainment designation for Pinellas County. This assumption is based on the 2008 revised National Ambient Air Quality Standard (NAAQS) for ozone within the statistical area that includes Hernando, Hillsborough, Pasco and Pinellas counties. It is anticipated that a forthcoming announcement from the Florida Department of Environmental Protection may adjust this standard.

APPENDIX:

- Status Report on CMP Studied Corridors and “Hot Spots”
- Update on CMP Projects V/C and DOC, DY 2009 and DY 2009
- Congestion Management Process (CMP) Performance Measures
- Status Report on Advanced Traffic Management Systems (ATMS)/Intelligent Transportation Systems (ITS) Planned and Implemented Projects
- Pinellas Suncoast Transit Authority (PSTA) Bus Routes

Table 31 – Status Report on CMP Corridors and "Hot Spots"

Study Limits	Study Complete	Updates/Notes	Remaining
ALT US HWY 19 Lakeview RD to Pasco County Line	Oct. 1998 Updated Mar. 2004	• Alignment changed in Clearwater and Largo in 2007. • TIP: Resurfacing from N. of Monroe ST to Curlew RD and Whisper Lake RD to Harry ST • Gulf Beach Trolley service to Dunedin, Tarpon Springs, etc begun in 2010. • 2035 LRTP:Forecasts severe congestion; identified for premium transit routes between beaches, Largo, St. Petersburg, Tampa and US HWY 19; roadway enhancements between Anclote BLVD and Live Oak ST and between Klosterman RD and Brevard ST. • Phase III ITS • Truck route (unrestricted)	Previously identified improvements mostly completed, with the exception of southbound right turn lane at Dodecanese BLVD and southbound left turn lane at Curlew PL
22nd AVE N Park ST to Dr. M.L.King Jr. ST	Oct 2003	• Implemented at Dr. Martin Luther King, 16th ST and 28th ST - pedestrian signal heads at trail crossings. Solar powered crossing equipment installed at Pinellas Trail. • Implemented at I-275 - mast arms on both sides with backplate. • Truck route (unrestricted) • Bike lane system expanded in area.	Provide additional eastbound left turn lane to the northbound on-ramp at 1-275
54th AVE S 28th ST S to 41st ST S	Mar 2007	• Implemented signalization improvements. • Phase III ITS. • Bicycle lanes between 34th ST to east of 41st ST underway • Truck route (unrestricted)	Add exclusive eastbound right-turn lane at 31stST, extend westbound lane and modify it to a shared through/right turn lane. At 34th ST, modify the southbound approach to two exclusive left-turn lanes, one through lane and one right turn lane.
McMullen-Booth RD Gulf-to-Bay BLVD to Tampa RD	Jul 2003	• ITS in 2009. • County on-road bike lanes in TIP. • Identified in 2035 LRTP for premium bus • Truck route (daylight) • Safety study of signal at Briar Creek Rd.	Modifications for Drew St are underway. Intersection improvements include a triple left from eastbound to northbound with separate right turn lane dual lefts northbound onto Drew St, and a southbound exclusive right turn lane. Modifications for Enterprise Rd are underway,
East Lake RD Tarpon Woods BLVD to Keystone RD	Sept 2008	• 2035 LRTP: Forecasted for significant congestion; premium bus lines. • Safety Audit - Tampa RD to Trinity RD 2009 (Identified Keystone RD as highest crash. Overall, highest type was rear-end.) • ITS 2009. • Keystone RD widening underway • Truck route (daylight). • Safety related improvements at Tarpon Woods intersection.	Transportation Demand Management and access management.

Belleair RD Intersection at Belcher RD	Sept 2008	• Interchange at US HWY 19 under construction; • 2035 LRTP: intersection improvements and other enhancements planned for Belleair RD; planned Progress Energy Trail extension (Belleair RD to Ulmerton RD). • Eagle Lake Park opened 2010 at Keene RD, making this intersection link between trail and park. • (CIGP application for improvements to the intersection under consideration.)	Bicycle and pedestrian safety improvements and signalization.
East Bay DR Intersection at Belcher RD	Sept 2008	• ITS 2010-2011. • 2035 LRTP: Forecasted for significant congestion; identified for premium bus network, including to Downtown Tampa. • Truck route (unrestricted)	Pedestrian refuge and other safety improvements.
N.E. Coachman RD Intersection at Old Coachman RD	Sept 2008	• Upgraded signal and pavement 2009. • Expanded Wal-Mart to open at US 19/SR 590 • Progress Energy Trail expansion to US HWY 19 at Enterprise RD • FDOT to do PD&E study. • Truck route (unrestricted)	Intersection improvements including left turn lane, protected turn signal and bicycle facility improvements.
Drew ST. Intersection at Betty LA	Sept 2008	• Bicycle lane in 2035 LRTP. • ITS Phase III • Truck route (unrestricted) • Resurfacing project from Alt US 19/Myrtle to Mariva Ave. may provide opportunity for improvement. 2012/2013	Provide left turn storage lane.

Table 32 - Update on CMP Projects V/C and DOC, DY 2008 and DY 2009

Facility[1]	Limits	Volume to Capacity (V/C)[2]		Duration of Congestion (DOC)[3]		Score[4] (V/C X DOC)	
		2008	2009	2008	2009	2008	2009
NE Coachman Rd	Drew St to US HWY 19	1.41	1.56	12.5	14.25	17.63	22.23 ↑
East Lake Rd	Tarpon Woods Blvd to Lansbrook Pkwy	1.48	1.49	14	14.17	20.72	21.11↑
Alt US HWY 19	Tampa Rd to Alderman Rd	1.2	1.2	12.5	13	15.00	15.60↑
East Bay Dr	Belcher RD to US HWY 19	1.17	1.13	12.75	13	14.92	14.69↓
McMullen Booth Rd	Main St/Sunset Pt Rd to SR 580	1.27	1.1	13.4	12.5	17.02	13.75↓
East Lake Rd	Lansbrook Pkwy to Keystone Rd	1.23	1.22	12.5	11.25	15.38	13.73↓
22nd Ave N	34th St N to I-275	1.02	1.12	11.75	12	11.99	13.44↑
McMullen Booth Rd	Gulf-to-Bay Blvd to Main St/Sunset Pt Rd	1.24	1.13	12.8	10.88	15.87	12.29↓
Alt US HWY 19	Curlew Rd to Tampa Rd	1.02	1.06	12	12.25	12.24	12.99↑
Alt US HWY 19	Tarpon Ave to Anclote Blvd	0.94	1.01	11	11.6	10.34	11.72↑
Alt US HWY 19	Alderman Rd to Klosterman Rd	1.03	1.01	11.75	11.25	12.10	11.36↓
Alt US HWY 19	Meres Blvd to Tarpon Ave	1.04	0.98	11.75	11.5	12.22	11.27↑
Alt US HWY 19	Broadway/Main St to Skinner Blvd	1.07	0.94	12.25	11.75	13.11	11.05↓
McMullen Booth Rd	SR 580 to Curlew Rd	1.09	1.04	11.9	10.42	12.97	10.84↓
Alt US HWY 19	Klosterman Rd to Meres Blvd	1.05	0.99	11.75	10.75	12.34	10.64↓
East Bay Dr	Keene RD to Belcher RD	1.14	1.03	12.5	9.75	14.25	10.04↓
Alt US HWY 19	Skinner Blvd to Curlew Rd	1.18	1.11	12.65	12.13	14.93	13.46↓
Belleair Rd[9]	US Hwy 19 to Keene Rd	0.86	0.86	6.5	10.75	5.59	9.25↑
54th Ave S	34th St S to 31st St S	0.93	0.92	9.25	9.25	8.60	8.51↓
Alt US HWY 19	(Edgewater Dr) Myrtle Ave to Broadway Ave	0.93	0.87	10.5	9.25	9.77	8.05↓
Drew St[9]	Missouri Ave to Highland Ave	0.57	0.56	NA	0	0.14	0.00↓

1. This table includes corridors and intersections (hot spots) studied by the MPOP's CMP program. Prior to 2008 corridor studies were performed on: Alternate US Hwy 19 (Lakeview to Pasco County); 22nd Avenue N (Park St to Dr. M L King St); 54th Avenue S (28th St to 41st St); and McMullen-Booth Rd (Gulf-to-Bay Blvd to Tampa Rd). Five studies were performed in 2008, including one corridor, East Lake Rd (Tarpon Woods Blvd to Keystone Rd), and four intersections: Belleair Rd at Belcher Rd; NE Coachman Rd at Old Coachman Rd; East Bay Dr at Belcher Rd; and Drew St at Betty La. For purposes of comparison, the table above converts corridor, intersection and segment data to facility data.
2. V/C ratios and volumes were drawn from the MPO's 2009 Level of Service Report.
3. Duration of congestion figures are generated by vTIMAS (visual Transportation Inventory Management and Analysis)
4. "Volume" refers to peak hour, peak (one way) direction
5. In SOS 2010 East Lake Rd from Woodlands Blvd to Tarpon Woods Blvd was ranked as the #1 congested (V/C x DOC) segment. However, it was not a part of the CMP study performed in 2008, and therefore is not included in this table.

CONGESTION MANAGEMENT PROCESS (CMP)
PERFORMANCE MEASURES

Systemwide:

Public Information - Provide Interactive Transportation Improvement Program, including project details, on website by January, 2011

.Roads:

- Reduce Level of Service deficiencies on the major road network by 4% within three years.
- On future Advanced Traffic Management System (ATMS) implementations, achieve average travel time savings of 7% within two years.

Bicycle - Increase trail mileage and bicycle lane mileage on functionally classified roads by 7% within 3 years.

Pedestrian - Reduce pedestrian crashes to fewer than 10 people per 100,000 by 2020. (Pinellas County's *Pedestrian Safety Action Plan*, page 7, http://www.pinellascounty.org/mpo/docs/Pinellas%20PSAP%20Final%20Report%20083109.pdf)

Transit (Pinellas Suncoast Transit Authority) - Achieve 90% on-time performance systemwide.

Transportation Demand Management - (Tampa Bay Area Regional Transportation Authority) - Increase enrollment in School Pool in Pinellas County by 10% within two years.

Table 33 – Performance Measures Identified for 2008 CMP Projects

Location	Limits	Goal(s) and Performance Measures[1, 2]
East Lake RD	Tarpon Woods BLVD to Keystone RD	Reduce Duration of Congestion (DOC) to under 12.25 hours within 2 years. Reduce all crashes to fewer than 140 within 2 years. Initiate new strategies to reduce rear end crashes by 5% from previous data year available. [3]
Belleair RD	Belcher RD intersection	Reduce Duration of Congestion (DOC) to under 8.25 hours within 2 years. Reduce all crashes to fewer than 15 within 2 years.
East Bay DR	Belcher RD intersection	Reduce Duration of Congestion (DOC) to under 11.5 hours within 2 years Reduce all crashes to fewer than 59 within 2 years. Additionally, reduce pedestrian crashes to fewer than 3 within 2 years. [2]
NE Coachman RD	Old Coachman RD intersection	Reduce Duration of Congestion (DOC) to under 11.5 hours within 2 years Reduce all crashes to fewer than 8 (> 5% reduction of the 3-yr mean of 8)* within 2 years.
Drew ST	Betty LA Intersection	Maintain current Duration of Congestion (DOC) level at .25 for 2 years Reduce all crashes to fewer than 14 within 2 years.
All Facilities		Perform travel time studies before and after implementations, when appropriate.

1. Duration of congestion and crash goals represent approximately 5% decrease from the mean (data years 2006, 2007 and 2008), with the exception of Drew Street and Betty Lane.
2. Pinellas County's *Pedestrian Safety Action Plan*, page 7, sets a countywide goal of fewer than 10 people per 100,000 by 2020.
3. The Road Safety Audit Report: East Lake Road from Tampa Road to Trinity Boulevard/County Line (June 17, 2007) showed that the most common crash type was rear end. All other crash types were significantly lower.

Table 34 - Status Report on Advanced Traffic Management Systems (ATMS)/ Intelligent Transportation Systems (ITS) - Planned and Implemented Projects

On Street	Project No.	From	To	Improvement Type	Fund	Comments
I-275	FPN 4072334	54th Ave South	54th Ave North	DMS/CCTV/ RTMS	State Funds	Project has been completed and has been accepted by the District.
	FPN 4072335*	54th Ave South	Sunshine Skyway Bridge	DMS/CCTV/ RTMS	State Funds	This project is in design and is on schedule to be let in July 2012/2013.
	FPN 4086713*	ITS Communication System			State Funds	Sunshine Skyway Patrol 24 hours surveillance OPS 2011/2012
SR 688/Ulmerton Rd	FPN 2571391	49th St	US 19	ATMS/ITS	State Funds	Engineering and ROW complete. Under construction.
	FPN 257052	Oakhurst Ave	119th Ave	ATMS	State Funds	Signalized intersections under adaptive control system. CST 2012 - 2014
US Hwy 19	PID TBD FPN 4062553	SR 580/Main St	SR 60/Gulf-to-Bay Blvd	Signal Controllers, CCTV, Cameras, Communication Backbone	State Funds	Upgrade signal controllers at intersections; add CCTV Cameras, DMS, and communication backbone. Letting October 2013.
	FPN 4062553*	Beckett Way	Pasco County Line	Stage 3 ATMS	State Funds	PE 2011/2012 & CST 2013/2014
	FPN 4062555*	49th St	126th Ave	ATMS/ITS	State Funds	PE in FY 2011/2012 & CST in FY 2013/2014
	FPN	54th Ave. S	46th Ave N	ATMS/ITS	State Funds	PE in FY 2011-2012 & CST in FY 2013-2014

McMullen Booth Rd. ATMS/ITS	PID 743 FPN 4166041	Pasco County Line	SR 60/Gulf-to-Bay Blvd	ATMS/ITS	State Funds (CIGP), Penny for Pinellas	Major side-streets implemented with this project including: Tampa Rd - McMullen Booth to US 19 Curlew Rd - McMullen Booth to US 19 SR 580 - McMullen Booth to US 19 Drew St - McMullen Booth to US 19 Construction is complete / Software integration is underway.
49th St ATMS/ITS	 FPN 4166081	Roosevelt Blvd	US 19			
Belcher Rd ATMS/ITS	PID 1626/2059 FPN 4206281	Klosterman Rd	Druid Rd	ATMS/ITS	Federal Earmark/ TRIP	Stage 1 construction complete. Stage 2 construction underway with completion March 2011.
SR 688/Ulmerton Rd ATMS/ITS	FPN 2571541	US 19	El Centro	ATMS/ITS	State Funds	Project Complete
SR 60/Gulf-to-Bay BLVD ATMS/ITS	PID 1810 FPN 4206283	Island Way	Hillcrest Ave	ATMS/ITS	Federal Earmark	Includes DMS signs at Keene Rd and Damascus Rd. Construction to begin in January 2011
SR 584/Tampa Rd	PID 1809 FPN 4200851	McMullen Booth Rd	SR 580/Main St	ATMS/ITS	State Funds (CIGP), 9th Cent Fuel Tax	Remaining segment of SR 580 from Alt US 19 to US 19 will be implemented by FDOT as part of their 3R project on SR 580/Main St.
SR 580/Main St		McMullen Booth Rd	Race Track Rd			Stage 1 construction underway. Stage 2 plans are complete and ready to go to bid.
SR 586/Curlew Rd		McMullen Booth Rd	SR 584/Tampa Rd			Remaining Segment of SR 586 from Alt US 19 to US19 will be constructed by County forces upon completion of eastern segment.
SR 686/Roosevelt BLVD ATMS/ITS	PID 2023 FPN 4230841	Alt US 19	SR 688/Ulmerton Rd	ATMS/ITS	State Funds (CIGP), 9th Cent Fuel Tax	Design underway.
SR 688/Ulmerton Rd ATMS/ITS*	FPN 2570502	Oakhurst Rd	119th St	ATMS/ITS	State Funds	Scoping is underway, followed by design.
Ulmerton Rd	FPN 256995-1 and 256995-3	Although not a dedicated ITS/ATMS project, infrastructure will be installed as a part of FDOT's road widening.				256995- 1 is scheduled for 2016 letting. 256995-3 is not in the system yet
Bryan Dairy ATMS/ITS	PID TBD FPN 4230861	Alt US 19	28th St	ATMS/ITS	State Funds TRIP, 9th Cent Fuel Tax	CST FY14. Portion outside of road widening project to be done after road project is complete.

SR 693/66th St ATMS/ITS*	PID TBD FPN 4240111	Gulf Blvd	US 19	ATMS/ITS	State Funds, 9th Cent Fuel Tax, TRIP	Sequence 01 includes new ATMS signal system improvements, CCTV Cameras, DMS signs, and fiber optic cable for inclusion in countywide system. 2013-2014. No ATMS installed in St. Petersburg City limits, as per Interlocal Agreement.
SR 694/Park BLVD ATMS/ITS*	PID 2159 FPN 4240121	Gulf Blvd	4th Street	ATMS/ITS	State Funds, 9th Cent Fuel Tax	Sequence 01 includes new ATMS signal system improvements, CCTV Cameras, DMS signs, and fiber optic cable for inclusion in countywide system. 2013-2014. No ATMS installed within St. Petersburg city limits, as per Interlocal Agreement.
Alt US 19 - South Fiber Loop	PID 2160 FPN 4270051	Downtown Clearwater	US 19 / 54th Ave N	ATMS/ITS	State Funds, 9th Cent Fuel Tax	Funding Agreement being executed
Alt US 19 - North Fiber Loop	PID 1501 FPN TBD	SR 586	Downtown Clearwater	ATMS/ITS	State Funds, 9th Cent Fuel Tax	Project being programmed by FDOT
Regional Interconnect Project	PID TBD FPN TBD	Various Locations		ATMS/ITS	State Funds, 9th Cent Fuel Tax	Project being programmed by FDOT
ITS Website	N/A				9th Cent Fuel Tax	Currently being established.
Highway Advisory Radio	N/A				9th Cent Fuel Tax	Currently being established.
Enhancer Systems	FPN 4245326*	Various Locations	St. Petersburg	ITS/Ped	State Funding	Pedestrian crossing enhancements. PE 2011-2012 & CST 2013-2014

KEY:

ATMS = Advanced Traffic Management System
CIGP = County Incentive Grant Program
CCTV = Closed Circuit Television
CST = C D = Design construction
CIGP = County Incentive Grant Program
DMS = Dynamic Message Sign
DET = Detection Station
FMS = Freeway Management System
FPN = Financial Project Number
ITS = Intelligent Transportation System
PID = Project Identification Number
RTMS = Remote Traffic Microwave Sensors
TBD = To Be Determined
TENT = Tentative
TRIP = Transportation Regional Incentive Program

- In the Five Year Tentative Work Program 2011-2016

Table 35 - Pinellas Suncoast Transit Authority Bus Route Designations	
Suncoast Beach Trolley[SM]	Pass-a-Grille, St. Pete Beach, Treasure Island, John's Pass Village, Redington Beach, North Redington Beach, Redington Shores, Indian Shores, Indian Rocks Beach, Clearwater Beach, Park Street Terminal, Downtown Clearwater
Route 1	Tyrone Square Mall, Crossroads Shopping Center, 22nd Avenue N, 1 Street NE, Northeast Shopping Center, Gateway Mall
Route 4	25 Way S & Roy Hanna Dr, 4 St S, Coquina Key, University of South Florida (USF), Williams Park (Downtown St. Petersburg), 4 St N, Northeast Shopping Center, Gateway Mall, Koger Office Center, Goodwill Industries, 116 Ave N & 7 St
Route 5	Williams Park (Downtown St. Petersburg), St. Anthony's Hospital, St. Petersburg High School, Grand Central Station, Tyrone Gardens Shopping Center, St. Petersburg College, Azalea Middle School, St. Petersburg Science Center, Tyrone Square Mall
Route 7	Williams Park (Downtown St. Petersburg), Jordan Park, Campbell Park, Grand Central Station, Tyrone Gardens Shopping Center, Tyrone Square Mall
Route 11	34th Street N, PSTA Facility, Carillon Complex, 28 Street, Gateway Centre Pkwy, Shoppes at Park Place, 28th St. N, 38th Avenue N., Joe's Creek Industrial Park, Grand Central Station, Pinellas Technical Education Center (PTEC), 38th Ave S, Lakewood High School, Skyway Plaza, 62nd Ave S, 25th Way S, Roy Hanna Dr, Pinellas Point Drive S
Route 14	Williams Park (Downtown St. Petersburg), Bayfront Medical Center Hospital, 18 Ave S, Grand Central Station, Gulfport Blvd, Pasadena Ave, Palms of Pasadena Hospital
Route 15	Williams Park (Downtown St. Petersburg),15th Ave S, Gibbs High School, Grand Central Station, Town Shores Apartments, Gulfport Casino
Route 18	Park Street Terminal (Downtown Clearwater), Missouri Ave, Largo Mall, Seminole Blvd, Heritage Apartments, Seminole Mall, Bay Pines VA Medical Center, Tyrone Square Mall, Tyrone Gardens Shopping Center, Grand Central Station, Tropicana Field, Williams Park (Downtown St. Petersburg)
Route 19	US Highway 19 via: Tarpon Springs, Westfield Shopping Town Countryside, Coachman Fundamental Middle School, Hampton Rd, Clearwater Mall, Shoppes at Park Place, Grand Central Station, Pinellas Technical Education Center (PTEC), Gibbs High School, 46 Ave S & 34 St S, Eckerd College
Route 20	Tyrone Square Mall, Edward White Hospital, Williams Park (Downtown St. Petersburg), 9 St S/Dr ML King St, Skyway Plaza, Roy Hanna Dr S & 25 Way, Pinellas Point Dr
Route 23	Tyrone Square Mall, Tyrone Gardens Shopping Center, Boca Ciega High School, Town Shores, Gulfport Casino, Lakeview Shopping Center, 22 Ave S, Williams Park (Downtown St. Petersburg)
Route 30	Northeast Shopping Center, 30 Ave N, St. Pete Plaza Shopping Center, Crossroads Shopping Center, Tyrone Mall
Route 32	Downtown St. Petersburg Circulator: Williams Park (Downtown St. Petersburg), Sunshine Senior Center, Mirror Lake Area, St. Anthony's Hospital, John Knox Apartments, Greyhound Bus Terminal, Tropicana Field, Graham Park, Bayfront Medical Center, All Children's Hospital, Suncoast Medical Center, Publix Supermarket
Route 35	Grand Central Station, West Central Shopping Center, Pasadena Shopping Center, Palms of Pasadena Hospital, St. Pete Beach
Route 38	Williams Park (Downtown St. Petersburg), Beach Dr NE, Northeast Shopping Center, Colony Shopping Center, St. Petersburg Medical Center Hospital, Tyrone Square Mall
Route 52	Park Street Terminal (Downtown Clearwater), Clearwater Largo Rd, West Bay/East Bay Drive, Imperial Palms Apartments, Tri City Plaza, Whitney Rd, US 19 Frontage Rd, Pinellas Technical Education Center (PTEC), Roosevelt Blvd, 49th St N, Pinellas County Criminal Justice Center, 118th Ave, 34th St N, PSTA Facility, 49th St, Shoppes at Park Place, Grand Central Station, Williams Park (Downtown St. Petersburg)
Route 58	Gateway Mall, 4 St N, Roosevelt Blvd, Carillon Franklin-Templeton, Raymond James Towers, 118 Ave, Bryan Dairy Rd, 102 Ave N/CR296, St. Petersburg College, 113 St N, Seminole Mall
Route 59	Williams Park (Downtown St. Petersburg), Dr. MLK/9th St N, Gateway Mall, Dr. MLK/9 St N, Roosevelt Blvd, 28 St N, 118 Ave N, 34 St N, Ulmerton Rd/SR 688, ICOT Center, Largo Mall, Walsingham Rd, Indian Rocks Shopping Center, Indian Rocks Beach

Route 60	Park Street Terminal (Downtown Clearwater), Cleveland St, Gulf-to-Bay Blvd/60, Clearwater Mall, Drew St & Bayview Ave
Route 61	Palm Lake Village, County Rd 1, Main St/580, Mease Manor, Park Street Terminal (Downtown Clearwater), Missouri Ave/Seminole Blvd, Goodens Crossing, Indian Rocks Shopping Center
Route 62	Tyrone Square Mall, 71 St N, Belcher Rd, Sunset Point Rd, Safety Harbor, McMullen Booth Rd/CR 611, Westfield Shopping Town Countryside, The Shoppes of Boot Ranch
Route 66	Tarpon Springs, Tarpon Springs Sponge Docks, Alternate 19, Causeway Plaza, Bayshore Blvd, Main St/580, Mease Manor, Patricia/Highland Ave, Sunset Point Rd, Park Street Terminal (Downtown Clearwater), Morton Plant Hospital, Diagnostic Clinic, Largo Medical Center, Sun Coast Hospital, Indian Rocks Rd, Indian Rocks Shopping Center
Route 67	Park Street Terminal (Downtown Clearwater), Cleveland St, Gulf-to-Bay Blvd/60, Clearwater Mall, Drew St & Bayview Ave
Route 68	Tyrone Square Mall, Tyrone Blvd, Bay Pines VA Medical Center, Bay Pines VA Regional Office, Maderia Beach Shopping Center, Gulf Blvd, John's Pass Village
Route 73	Tyrone Square Mall, 66 St N, 46 Ave N, Park St, Starkey Rd, Keene Rd, Highland Ave, Park Street Terminal (Downtown Clearwater)
Route 74	Williams Park (Downtown St. Petersburg), Tropicana Field, 16 St N, Gateway Mall, Gandy Blvd, Shoppes at Park Place, Park Plaza, Park 66 Shopping Center, Park Blvd/74 Ave N, Lake Seminole Park, Seminole Mall, Oakhurst Rd, Indian Rocks Shopping Center
Route 75	Gateway Mall, Shoppes at Park Place, US 19/34 St N, 54th Ave N, Five Towns, Park Street, 22nd Ave N, Tyrone Square Mall
Route 76	Park Street Terminal (Downtown Clearwater), Cleveland St, St. Petersburg College, On Top of the World East and West, Westfield Shopping Town Countryside
Route 78	Park Street Terminal (Downtown Clearwater), Clear Bay Terrace Apartments, Dunedin City Hall, Mease Dunedin Hospital, Mease Manor, Main St/580, Westfield Shopping Town Countryside
Route 79	US 19 Frontage Rd, Whitney Rd, 58th St, Ulmerton Rd/SR 688,, 66 St N, Park 66 Shopping Center, Tyrone Square Mall, St. Petersburg College, Lutheran Residences, Bethany Towers, Pasadena Shopping Center, Gulfport Blvd/22 Ave S, 5 Ave S, Grand Central Station, Williams Park (Downtown St. Petersburg)
Route 90	Commuter Service: Grand Central Station, Palm View Apartments, The Woods Apartments, Don CeSar Beach Resort, Tradewinds Resort, St. Pete Beach
Route 93	THIS ROUTE HAS BEEN ELIMINATED.
Route 97	Commuter Service: Williams Park, Downtown St. Petersburg, Grand Central Station, Central Ave., 49 St, 118th Ave, Carillon Office Complex, Ulmerton Rd, 34 St N, PSTA Facility, Criminal Justice Center, Shoppes at Park Place
Route 98	Commuter Service: Park Street Terminal (Downtown Clearwater), West Bay Dr/East Bay Dr, US 19 Frontage Rd, Whitney Rd, 49th St N, Criminal Justice Center, Carillon Office Complex, 34th St N, PSTA Facility
Route 100X	Express Service: Gateway Mall, 4 St N, Certegy, Goodwill Park N Ride, Dale Mabry Hwy, Lee Roy Selmon Crosstown Expressway, Britton Plaza Station, Downtown Tampa, Marion Transit Center
Route 300X	Express Service: Limited Stops Only: Ulmerton Park N Ride, Ulmerton Rd, Stonybrook Dr Park N Ride, Downtown Tampa, Marion Transit Center
Route 444	Crystal Lakes Manor, Heatherwood Apartments, Shoppes at Park Place, Walmart, Mainlands of Tamarac, 102 Ave N, St. Giles Manor, Pinellas Park City Hall, Pinellas Park Library, Park Plaza

Source: Pinellas Suncoast Transit Authority

Note: Route 93 has been eliminated.

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