

Pinellas County Metropolitan Planning Organization



2014 State of the System (SOS) Report



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2014 State of the System Report

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Prepared by
Pinellas County Metropolitan Planning Organization (MPO)
310 Court Street
Clearwater, Florida 33756
Phone: (727)464-8250; www.pinellascounty.org/mpo

General Description: The State of the System Report (SOS) provides a biennial snapshot of transportation trends and conditions, generally using 2013 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 trails 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 data year (DY) 2013 (extending from January 1 through December 31). The 2014 SOS Report will be 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:

A. Roads and Congestion

- Countywide, there were 587 centerline miles (2,285 lane miles) of MPO monitored roadways. While Strategic Intermodal System (SIS) roads accounted for only 9% of the centerline miles, they accommodated 28% of the vehicle miles traveled (VMT) and 25% of the vehicle hours traveled (VHT), consistent with what occurred in DY 2011.
- Analysis of the County's 14 planning sectors revealed that both VMT and VHT were up slightly in DY 2013. VMT increased by 1.1%, and VHT increased by 0.5% since DY 2011.
- Congestion has increased slightly, as 20.3% of the 2,285 lane miles operated under congested conditions in DY 2013, up from 17.5% in DY 2011.
- While Sector 6 (Clearwater) has the most congested lane miles (113), Sector 2 (East Lake Tarpon) and Sector 1 (Tarpon Springs) continue to exhibit the highest percentage of congested lane miles (54.4% and 48.2%, respectively).
- Duration of congestion (DOC) is calculated by identifying (and adding up) all 15-minute periods during an average day in which traffic volumes congest the roadway. In DY 2013, 6 SIS roadway facilities/segments were identified (4 on U.S. Highway 19) with a DOC of 10 hours or greater, which is unchanged from 6 in DY 2011, moreover, the DOC for 4 segments decreased between DY 2011 and DY 2013, and increased for 2 segments.
- In DY 2013, 29 non-SIS roadway facilities/segments were identified with a DOC of 10 hours or greater, up from 23 in DY 2011.
- The total number of tourists visiting Pinellas County increased by approximately 6.6% between DY 2011 and DY 2013, and 5.5% between DY 2013 and DY 2014.

B. Transit

- The Pinellas Suncoast Transit Authority (PSTA) routinely monitors its routes for productivity and performance. Transit ridership has grown substantially, with an increase of 49.5% between FY 1997 and FY 2013.

C. Bicycle Lanes, Sidewalks and Trails

- Countywide, the Transportation Planning Inventory (TPI) road network had 74.6% sidewalk coverage and 19.3% bicycle lane coverage, and there were approximately 97 miles of trails.
- Sector 11 (St. Petersburg, Gulfport) and Sector 6 (Clearwater) exceeded all other sectors in miles of roads, sidewalks and trails.
- Sector 11 (St. Petersburg, Gulfport) also had the most miles of bike lanes, followed by Sector 6 (Clearwater), and then by Sector 3 (Palm Harbor).
- Trail miles increased 17% between 2011 and 2013.

D. Crash Data

- 4 of the 5 highest crash intersections in DY 2013 were on U.S. Highway 19, at 38th Avenue North, Tampa Road, Curlew Road and Gulf to Bay Boulevard, respectively.
- In DY 2013, 23% of all pedestrian and bicycle crashes occurred in parking lots or private property.
- “Vulnerable user” fatalities (pedestrians, bicyclists and motorcyclists) accounted for approximately 63% of all fatalities in DY 2013.

E. Air Quality

- Pinellas County is part of a regional airshed for the purposes of determining compliance with the federal ozone standard. This airshed, which is currently in attainment, is defined by EPA to include Hernando, Hillsborough, Pasco and Pinellas counties. 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 (ppb) to 75 ppb. Ozone readings from 2011, 2012 and 2013 data, drawn from the three monitoring stations in Pinellas County, averaged 66 ppb, well below the federal standard.

As noted, a major purpose of the SOS Report is to aid in the development, refinement and implementation of the Congestion Management Process (CMP). The 2014 SOS Report includes a system wide analysis to identify

the top ranked, i.e., most severely congested roadways (see Tables 6, 7, 8 and 9) and an update concerning the performance and status of existing CMP projects (see appendix). For CMP evaluation purposes, duration of congestion (DOC) and volume/capacity ratios (V/C) are the primary measures, along with crash data. The most highly congested segments identified in 2014 SOS Report are currently being addressed or are planned for improvements through the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Intelligent Transportation Systems (ITS) plan, and other processes. A closer review of these facilities and segments through the congestion management process will determine if more immediate or additional 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, and supporting the area's economic viability. A major challenge in coming years will continue to be maintaining and finding new sources for funding transportation projects, given overall budget reductions as well as reductions in fuel tax receipts and other sources of tax revenue.

I. Introduction

A. Background

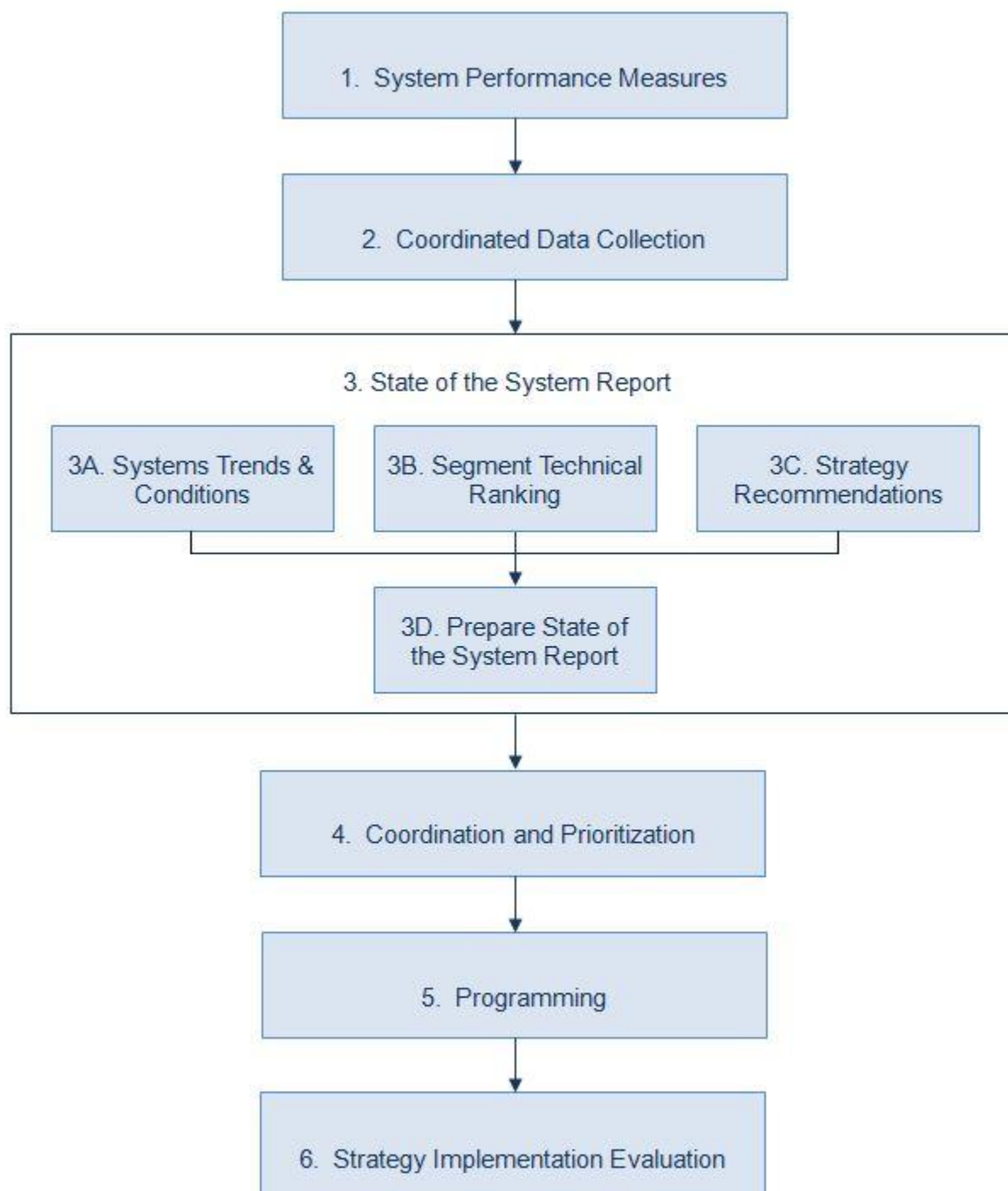
Pinellas County is geographically the second smallest county in Florida, covering approximately 280 square miles, and according to the Bureau of Economic and Business Research (BEBR), University of Florida, the County's 2013 estimated population of 926,610 still makes it the state's most densely populated county. While this population estimate is a 1.1% increase over the 2010 Census figure of 916,542, it is a .5% decrease from the 931,113 BEBR estimate in 2009, and a 1.9% decrease from the 944,199 estimate in 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 impacts on neighborhoods, including compatibility issues, property values and environmental concerns; and a commitment to seeking alternative solutions to congestion mitigation, such as transportation demand management, wherever possible and practical. To meet the 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, pedestrian and bicycle, as well as roads.

The SOS Report is a “trends and conditions” report that 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 its committees and local governments to identify and prioritize projects and to analyze the effectiveness of implemented congestion and safety strategies; moreover, the SOS Report provides input for developing the MPO’s Transportation Improvement Program (TIP) and its Long Range Transportation Plan (LRTP). 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 illustrates the role of the SOS Report within the MPO’s Congestion Management Process (CMP). While priority corridors identified in the report are the top candidates for “action,” given the funding constraints of the MPO and its State and local partners, “actions” are more likely to be in the form of operational improvements and ongoing monitoring, conducting detailed evaluations of corridors, and defining funding and implementing strategies.

Figure 1 - The Congestion Management Process



B. Methodology

The 2014 SOS Report summarizes the mobility conditions on the transportation system in the County for the 2013 calendar year (January 1 to December 31) and, wherever possible and appropriate, makes historical comparisons. The report addresses availability, usage, safety and environmental issues relating to the following modalities: roads, transit, bicycle and pedestrian.

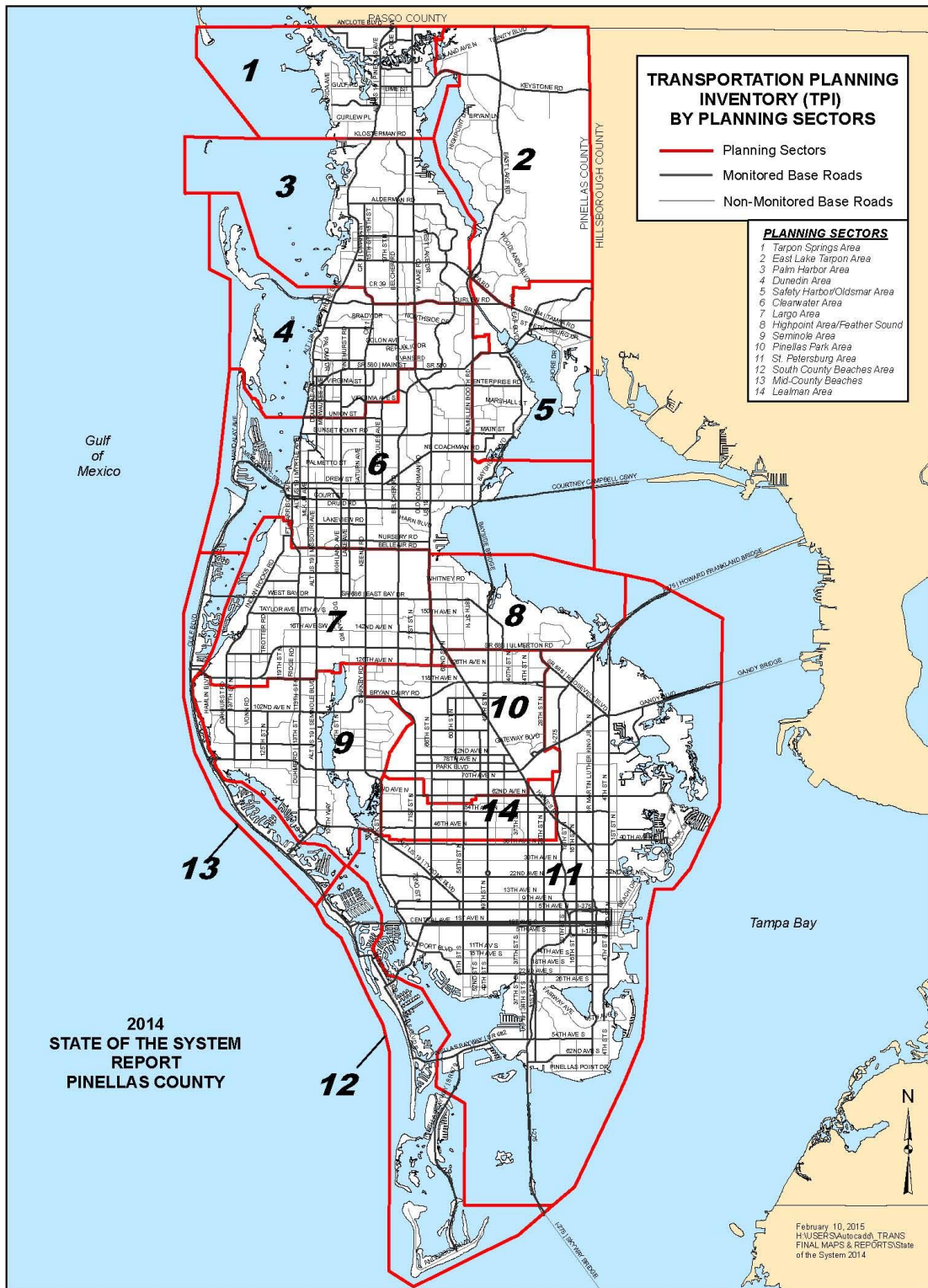
This report draws data from a variety of sources, including the following databases: the MPO's Transportation Planning Inventory (TPI) and Crash Data Management System (CDMS); the Florida Department of Highway Safety and Motor Vehicles (FDHSMV); and the Florida Department of Transportation (FDOT). Additionally, this report includes data from the U.S. Census Bureau and from other agencies, including the Pinellas Suncoast Transit Authority (PSTA) and several County departments, e.g., Planning, Parks & Conservation Resources, and Public Works. A list of resources is included in the attached bibliography. In some cases, numbers and totals may not be identical among databases, due to differences in methodologies. Explanations are provided, when and where appropriate.

Consistent with the 2012 Report, the segmentation used for the 2014 SOS Report reflects the 14 planning sectors shown in Map 1. It should be further noted that the 14 planning sectors do not necessarily conform to the boundaries of a particular local government. For example, Sector 11 includes the municipalities of St. Petersburg, Gulfport and South Pasadena, while Sector 14 includes Lealman (an unincorporated area of the County) and the Town of Kenneth City.

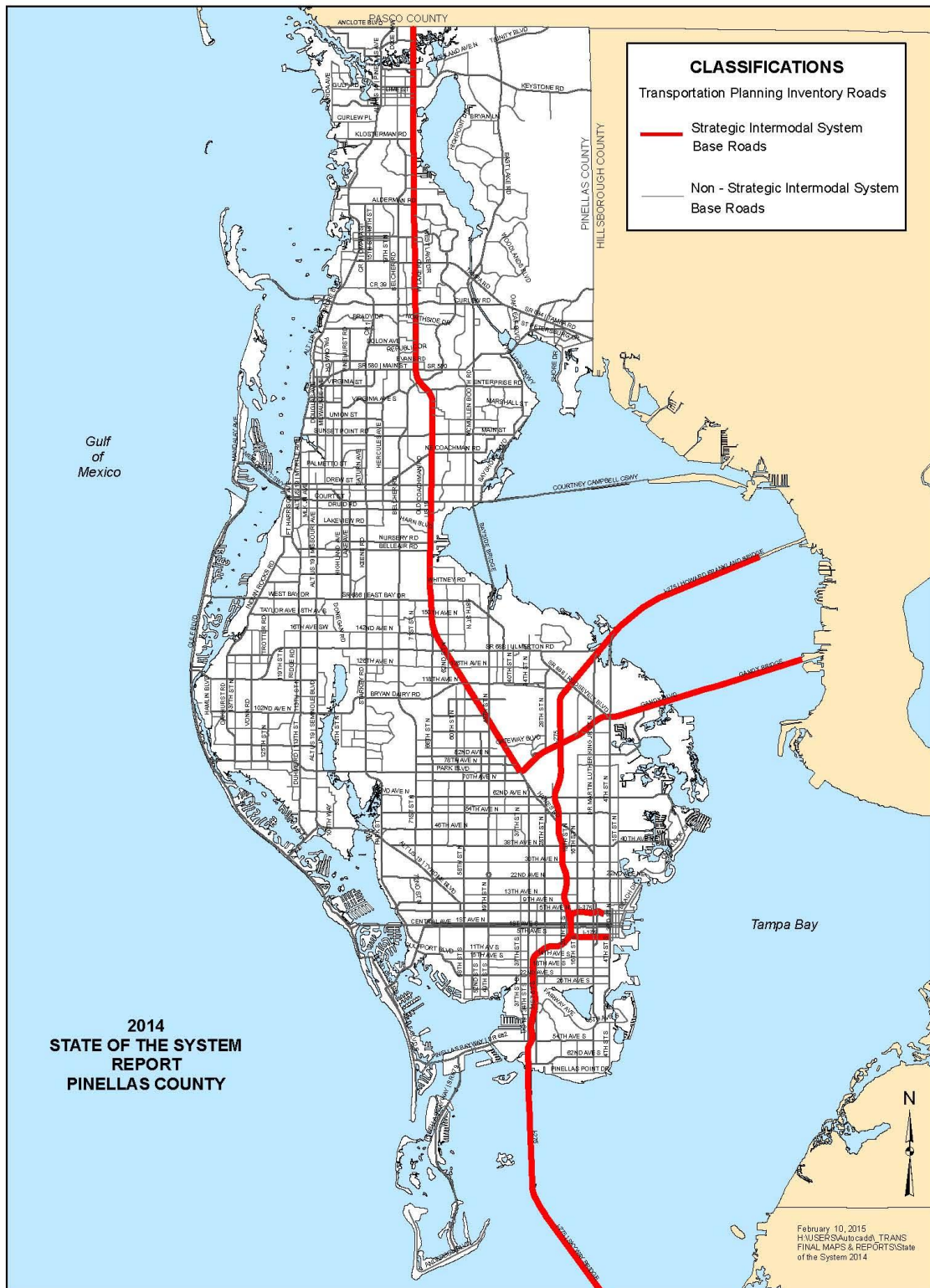
Map 2 depicts Strategic and Non-Strategic Intermodal System (SIS) roadway facilities. SIS facilities, which remained unchanged from the 2012 Report, include:

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

Map 1 - Planning Sectors



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



II. TRENDS AND CONDITIONS: Roads

For DY 2013, the Pinellas County MPO's Transportation Planning Inventory (TPI) database archived information on approximately 958 centerline miles of functionally classified roads. The MPO provided additional monitoring of traffic volumes on approximately 61% of these roads (or 587 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 as shown in Table 1 and Figure 2.

Table 1 - Roadway Miles on Monitored Roads, SIS and Non-SIS, DY 2013

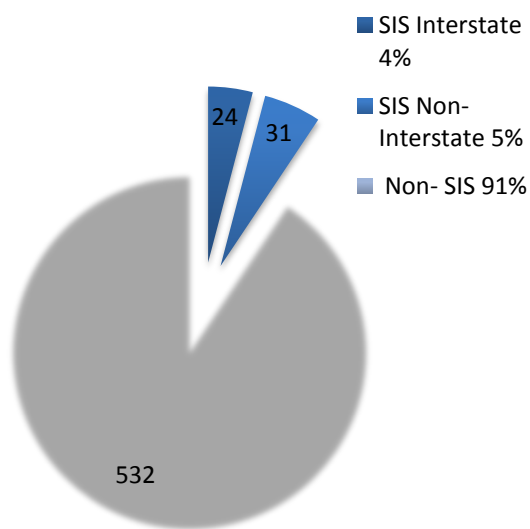
	SIS by Road Classification		SIS Total	Non- SIS 91%	Total All Roads
	SIS Interstate 4%	SIS Non-Interstate 5%	(Interstate + Non Interstate)		
Centerline Miles	24	31	55	532	587 (100%)
Lane Miles	146 (6%)	175 (8%)	321 (14%)	1,964 (86%)	2,285 (100%)

Source: Pinellas County MPO 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.

The final total of lane mile calculations on monitored roadways changed slightly from the 2012 SOS Report (a five mile increase); however, the percentages of the sub-totals have remained unchanged.

Figure 2 - Distribution of SIS and Non-SIS Centerline Miles, DY 2013



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

Vehicle Miles Traveled (VMT) is an estimation of the number of miles driven on the roadway network during an average day, and is a relevant 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. Map 3 represents AADT in

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

Map 3 - Average Annual Daily Traffic

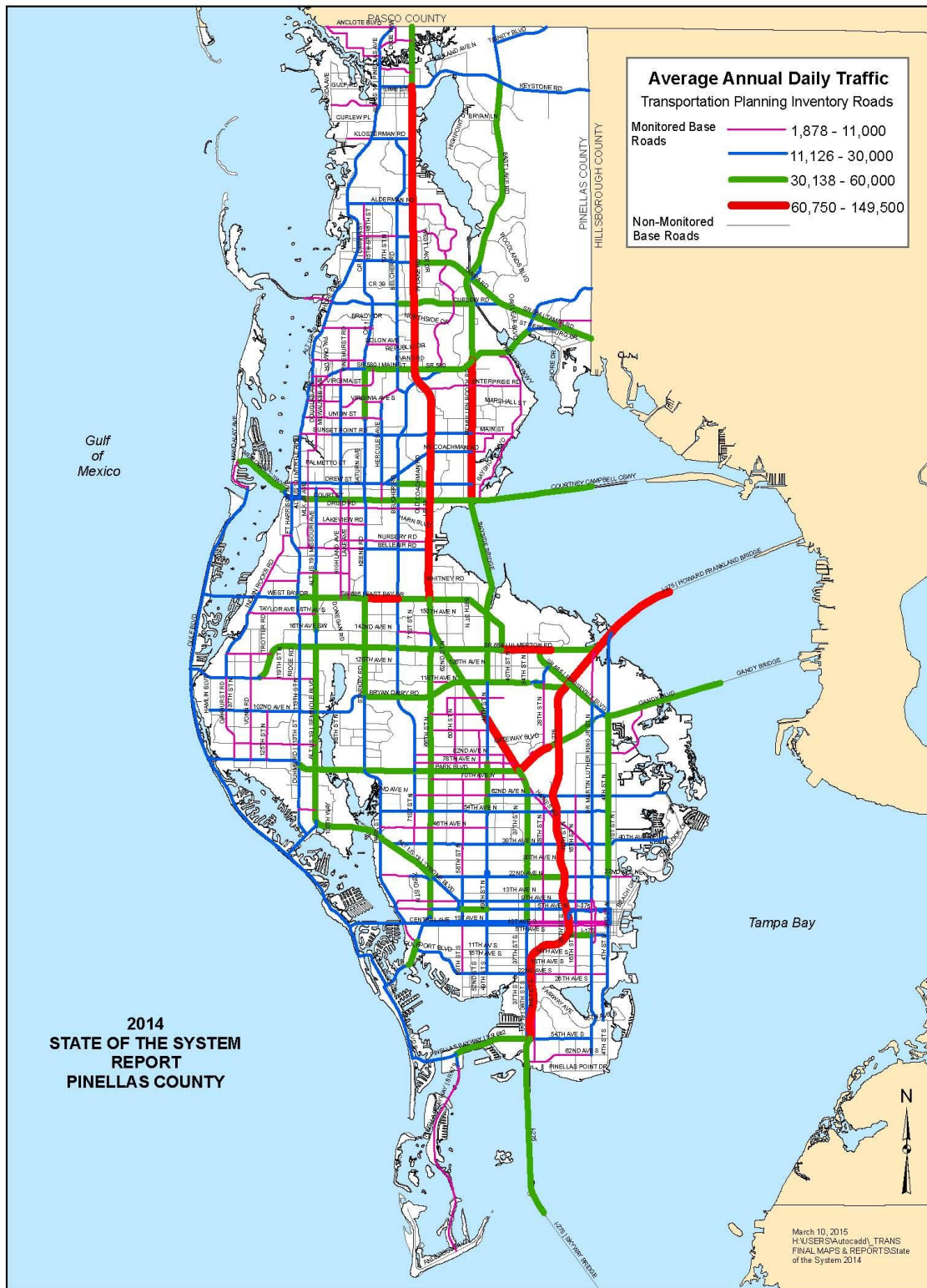


Table 2 - Vehicle Miles of Travel/Vehicle Hours of Travel, SIS and Non-SIS, DY 2013

	SIS	Non-SIS	Total
VMT (000s)	4,272	10,994	15,267
% VMT	28%	72%	100%
VHT (000s)	141	420	561
% VHT	25%	75%	100%

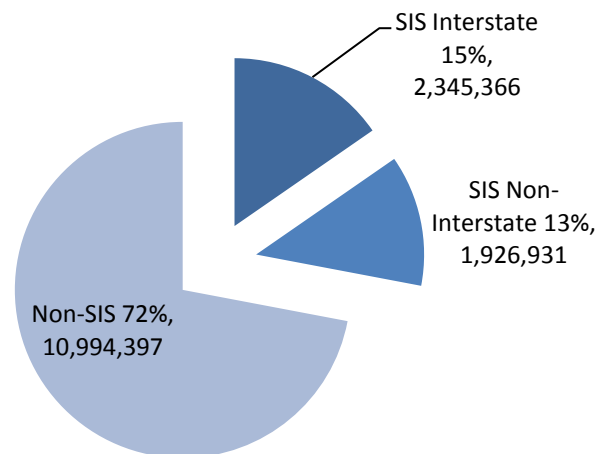
Source: Pinellas County MPO TPI database - monitored roads

Notes:

1. Monitored roads represent about 61% of the 2013 TPI (functional class) database
2. VMT = Average (mean) of total average annual daily traffic (AADT) volume x total length in centerline miles.
3. VHT = VMT /calculated speed
4. Calculated speed for SIS and Non-SIS roads were obtained by dividing the VHT by the VMT. Calculated speeds for the 2008, 2010, 2012 and 2014 SOS Reports were based on the Tampa Bay Regional Planning Model, which remains as the current model for this report.

As shown in Tables 1 and 2, while Strategic Intermodal System (SIS) roads accounted for only 55 centerline miles, or 9% of all centerline miles, 28% of the VMT and 25% of the VHT occurred on SIS roads in DY 2013; identical to what occurred in DY 2009 and DY 2011. Figure 3 compares SIS/Non-SIS VMT. (Trend: While not a significant percentage of the total centerline miles that are

Figure 3 - SIS/Non-SIS VMT, DY 2013



Source: Pinellas County MPO TPI database - monitored roads

monitored, SIS roads continue to account for a significant percentage of VMT and VHT countywide.)

Vehicle Miles of Travel (VMT) and Vehicle Hours of Travel (VHT) totals for the County's 14 planning sectors are shown in Table 3, and VMT in Figure 4. The planning sector boundaries used for this SOS Report (DY 2013) are consistent with the boundaries used in the 2010 (DY 2009) and 2012 SOS Reports (DY 2011).

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 and VHT in DY 2013, with totals just slightly more than what was reported in DY 2011. Clearwater (Sector 6) had the second highest total VMT and VHT. In contrast, the lowest VMT and VHT occurred within Sectors 12 and 13 (South and Mid-County Beaches, respectively). Sectors 1, 7, 8, 12, and 13 were the only sectors to experience a slight decrease in both VMT and VHT during this time period, while countywide, VMT increased by 1.1%, and VHT increased by 0.5% since DY 2011.

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

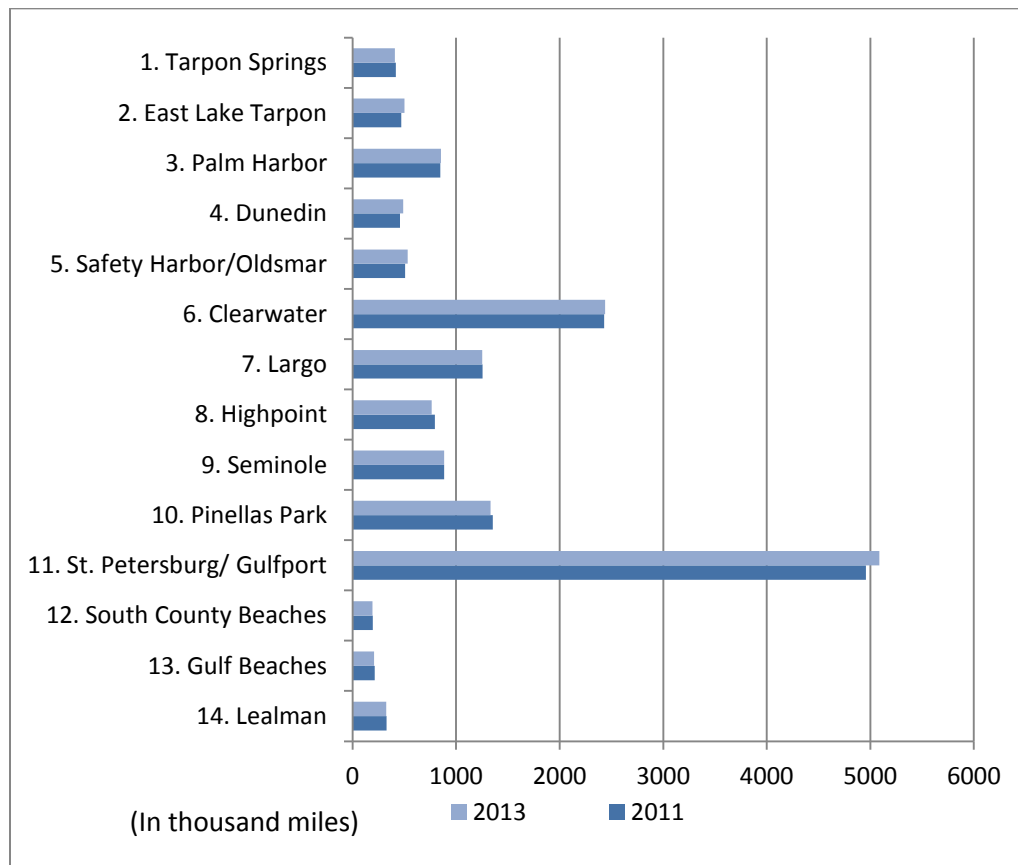
Sector		DY 2011		DY 2013			
		VMT (000s)	VHT (000s)	VMT (000s)	VMT %	VHT (000s)	VHT %
1	Tarpon Springs	417	20	408	2.70%	14	2.50%
2	East Lake Tarpon	470	20	502	3.30%	19	3.40%
3	Palm Harbor	846	36	853	5.60%	31	5.50%
4	Dunedin	457	18	490	3.20%	18	3.20%
5	Safety Harbor/Oldsmar	508	20	532	3.50%	20	3.60%
6	Clearwater	2,429	96	2,440	16.00%	96	16.10%
7	Largo	1,254	48	1,251	8.20%	47	8.40%
8	Highpoint/Feather Sound	794	29	764	5.00%	29	5.20%
9	Seminole	884	33	884	5.80%	34	6.10%
10	Pinellas Park	1,354	48	1,332	8.70%	49	8.80%
11	St. Petersburg/Gulfport	4,957	161	5,087	33.30%	181	32.40%
12	South County Beaches	195	8	192	1.30%	7	1.30%
13	Mid-County Beaches	215	8	207	1.40%	8	1.40%
14	Lealman	328	11	325	2.10%	12	2.10%
Totals		15,108	556	15,267	100%	559	100%

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

Notes:

1. Monitored roads represent about 61% of the 2013 TPI (functional class) base file.
2. Calculations use centerline miles.
3. VMT = average (mean) of the total average annual daily traffic (AADT) volume x the total length, in centerline miles.
4. VHT = VMT / calculated speed. (This report used the same calculated speeds used in the 2010 SOS Report, which were based on the Tampa Bay Regional Planning Model.)
5. Data collected mid-week (not on weekends or holidays).

Figure 4 - Vehicle Miles of Travel by Planning Sector



Source: Pinellas County MPO TPI database - monitored roads

Note: Measured by monitored roads, representing about 61% of the 2013 TPI base file.

(Trend: Sectors 11, 6, 10 and 7 continue to record the highest vehicle miles traveled and vehicle hours of travel.)

B. Congestion

This section looks at peak congestion using Transportation Planning Inventory (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.

1. 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, and General Tables.

Table 4, and Figures 5 and 6, show that in DY 2013, based on V/C ratios, approximately 20.3% or 464 of the 2,285 monitored lane miles, countywide, operated under congested conditions during the peak hours. Overall, SIS roadways accounted for 157 congested miles, or about 6.9% of total lane miles, countywide.

Table 4 - Distribution of Miles (> 0.9 V/C), SIS and Non-SIS, DY 2013

	Lane Miles	Congested Lane Miles	% Lane Miles Congested
- SIS interstate	146	58	2.5%
- SIS non-interstate	175	99	4.3%
Total SIS	321	157	6.8%
Total Non-SIS	1964	307	13.4%
Total Lane Miles	2285	464	20.3%

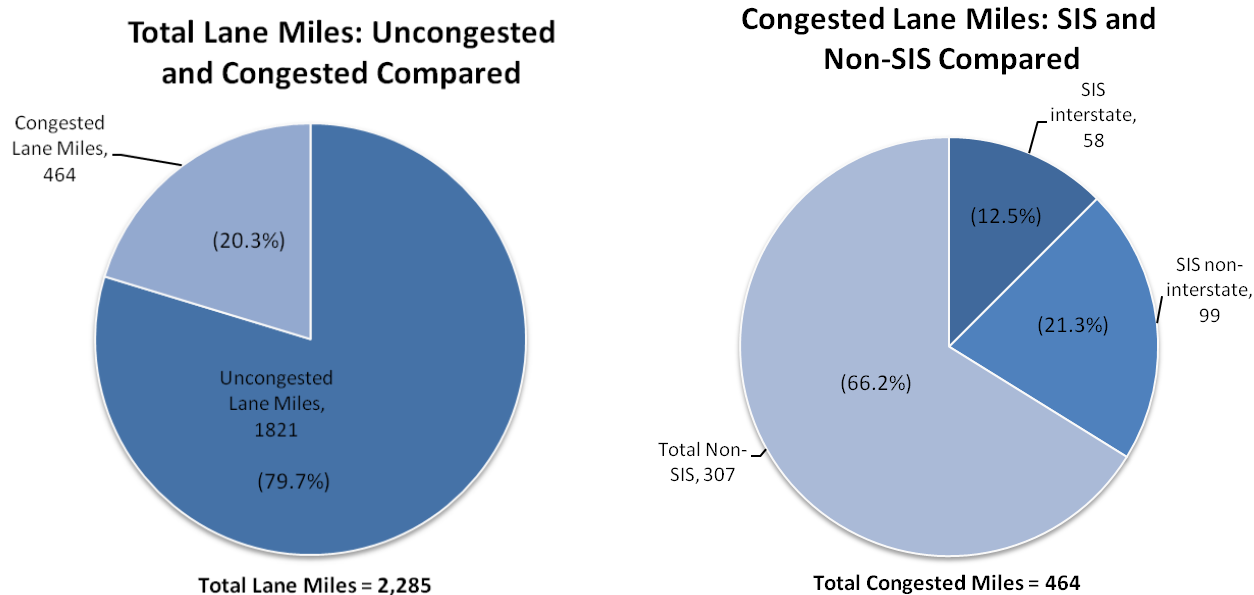
Source: Pinellas County MPO TPI database - monitored roads, which is utilizing vTIMAS (Transportation Inventory Management Analysis Software)

Notes:

1. 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).
2. Monitored roads represent about 61% of the 2013 TPI base file.
3. Measurements are in lane miles.

Figure 5 - Total Lane Miles: Uncongested and Congested Compared

Figure 6 - Congested Lane Miles: SIS and Non-SIS Compared



Source: Pinellas County MPO TPI database - monitored roads

(Trend: As detailed in the 2012 SOS Report (DY 2011), approximately 17.5% of the monitored lane miles operated under congested conditions, and overall, SIS roadways accounted for 137 congested miles, or 6.9% of the total lane miles, countywide. For DY 2013, it can be stated that countywide, the percentage of monitored lane miles operating under congested conditions is up, from 17.5% to 20.3%; and the total number of congested SIS roadway lane miles is up, from 6% to 6.9%).

Although SIS roadways accounted for only 14% of all lane miles countywide, about 33.8% of congested lane miles (12.5% interstate and 21.3% non-interstate) were on SIS roadways. As shown in Table 5, Sectors 1 (Tarpon Springs) and 2 (East Lake Tarpon) accounted for the highest percentages of congested lane miles. Approximately half of the monitored lane miles in these sectors were congested during peak period, while Sector 12 (South County Beaches) and Sector 13 (Mid-County Beaches) experienced virtually no congestion during peak periods. (Trend: While the overall percentage of congested lane miles, countywide, increased from 17.5% to 20.3% between DY 2011 and DY 2013, Sectors 2, 1, 5, 6, 3 and 7 – East Lake Tarpon, Tarpon Springs, Safety Harbor/Oldsmar, Clearwater, Palm Harbor and Largo, respectively, continue to exhibit the highest percentage of congested lane miles.)

Table 5 - Congested Miles (> 0.9 V/C) by Planning Sector, DY 2013

Sector		Lane Miles		
		Total	Congested	Congested %
1	Tarpon Springs	56	27	48.2%
2	East Lake Tarpon	57	31	54.4%
3	Palm Harbor	123	40	32.5%
4	Dunedin	90	16	17.8%
5	Safety Harbor/Oldsma	75	32	42.7%
6	Clearwater	347	113	32.6%
7	Largo	191	61	31.9%
8	Highpoint/Feather Sound	89	12	13.5%
9	Seminole	158	22	13.9%
10	Pinellas Park	234	31	13.2%
11	St. Petersburg/Gulfport	710	75	10.6%
12	South County Beaches	46	0	0.0%
13	Mid-County Beaches	38	0	0.0%
14	Lealman	70	3	4.3%
Totals		2,285	464	20.3%

Source: Pinellas County MPO TPI database - monitored roads

Notes:

1. Congestion is defined as ≥ 0.9 PM peak hour, peak direction volume over capacity (V/C) ratio.
2. Monitored roads represent about 61% of the 2013 TPI base file.

2. 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 to 72 hour period during DY 2011 and DY 2013, based on centerline miles of roadway. Tables 6 and 7 list the SIS and Non-SIS segments experiencing ten or more hours of congestion (base line set at maximum service volume divided by peak hour factor). In most of these cases, DOC was the same throughout the conjoined segments. Scores were averaged for a few segments where there were variations in DOC within the segment.

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

On Street	From	To	2011 Hours	2013 Hours	% Change
U.S. Hwy 19	Whitney Rd	Belleair Rd	12.75	12.75	0.0%
U.S. Hwy 19	Belleair Rd	Druid Rd	14.58	14.33	-1.7%
U.S. Hwy 19	Mainlands Blvd	Gandy Blvd	11.83	11.75	-0.7%
I-275*	Gandy Blvd	I-175	11.79	13.10	11.1%
U.S. Hwy 19*	Sunset Point Rd	Beckett Way	11.26	10.59	-6.0%
Gandy Blvd	4 th St N	Brighton Blvd	9.50	11.50	21.1%
<i>Gandy Blvd*</i>	Grand Ave/Gandy Access	1-275 West Ramps	10.25	8.38	-18.2%

Source: Pinellas County MPO TPI database - monitored roads

Notes: *Segment includes a top 25 crash intersection (see Table 28).

1 DOC = (Maximum Service Volume (MSV)/Peak Hour Factor) per 15 Minute Volume.

2 The SIS roadway segments listed are the same as in the 2012 SOS Report.

3 Italic listing (Gandy Blvd) show below 10 hours DOC in DY 2013 but over 10 hours DOC in DY 2011.

4 Due to 2013 data unavailable for I-275, 2012 data was used.

5 Due to construction, traffic counts for US Hwy 19 from Whitney Rd to Druid Rd have been unavailable since 2010/11.

As with previous years, U.S. Highway 19 continues to show long periods of congestion, with the highest DOC hours between Druid Road and Belleair Road. However, ongoing construction, including interchange and partially controlled access improvements should alleviate congestion significantly within this segment of U.S. Highway 19, as well as the segment between Sunset Point Road and Countryside Boulevard, located farther north. The SIS roadway with the longest, contiguous miles of 10 hours or more DOC is also U.S. Highway 19, between S.R. 580 and Tarpon Avenue. U.S. Highway 19 is routinely reviewed by the MPO and its partners to further assess the problems and identify opportunities for improvements. The second longest conjoined segment with 10 or more hours of DOC occurred on I-275, from Gandy Boulevard to I-375. (Trend: After review of the 2013 data, it can be stated that the DOC for 4 of the SIS roadway segments identified in Table 6 has decreased between DY 2011 and DY 2013, while there was an increase in 2 of the SIS roadway segments.)

With regard to Table 7, the highest DOC on a single, non-SIS segment was on Keystone Road from U.S. Highway 19 to East Lake Road (14.5 hours). However, this segment was under construction in 2013 to improve the

roadway from a 2 lane undivided to a 4 lane divided road. Other on-going or funded capacity projects through FY 2014 on Ulmerton Road will reduce DOC as well. In both 2008 and 2010, the intersection of N.E. Coachman Road and Old Coachman Road was identified as a Congestion Management Process (CMP) “hot spot” for the segment of N.E. Coachman Road between Drew Street and Old Coachman Road. This intersection was added to the MPO’s CMP priority list, however, due to an incorrect data collection location, this segment may be removed from the list. While there are existing operational issues, new data shows no significant congestion on this segment. The Courtney Campbell Causeway, which ranked third (13.75 hours) on Table 7, is also on the CMP priority list, with no capacity improvements planned.

Additional road segments in Table 7 addressed through the CMP include: Alternate U.S. Highway 19; 22nd Avenue North; McMullen Booth Road; East Lake Road; Belleair Road; Indian Rocks Road; Park Boulevard; Belcher Road; and 102nd Avenue North. Details concerning the locations and current implementation status of these CMP projects are contained in the appendix.

The longest contiguous segment of greater than or equal to 10 hours DOC occurred on McMullen Booth Road from Gulf-to-Bay Boulevard to Curlew Road, with an average of 12.55 hours DOC, which is up slightly (0.56%) between DY 2011 and DY 2013. As noted above, the Courtney Campbell Causeway, between Bayshore Boulevard and the Hillsborough County line, was the third highest DOC, and it is also the second longest contiguous segment. The 13.75 DOC remains the same between DY 2011 and DY 2013. It should be noted that five segments reported as 10 or more hours DOC in the 2012 Report (DY 2011) have dropped below the threshold, as shown in Table 7, while ten segments have been added. Map 4, the Duration of Congestion map, includes all 29 locations with 10 hours or more DOC. (Trend: Table 7 identifies 29 non-SIS roadway segments as congested, up from the 23 segments identified in the 2012 SOS Report (DY 2011)).

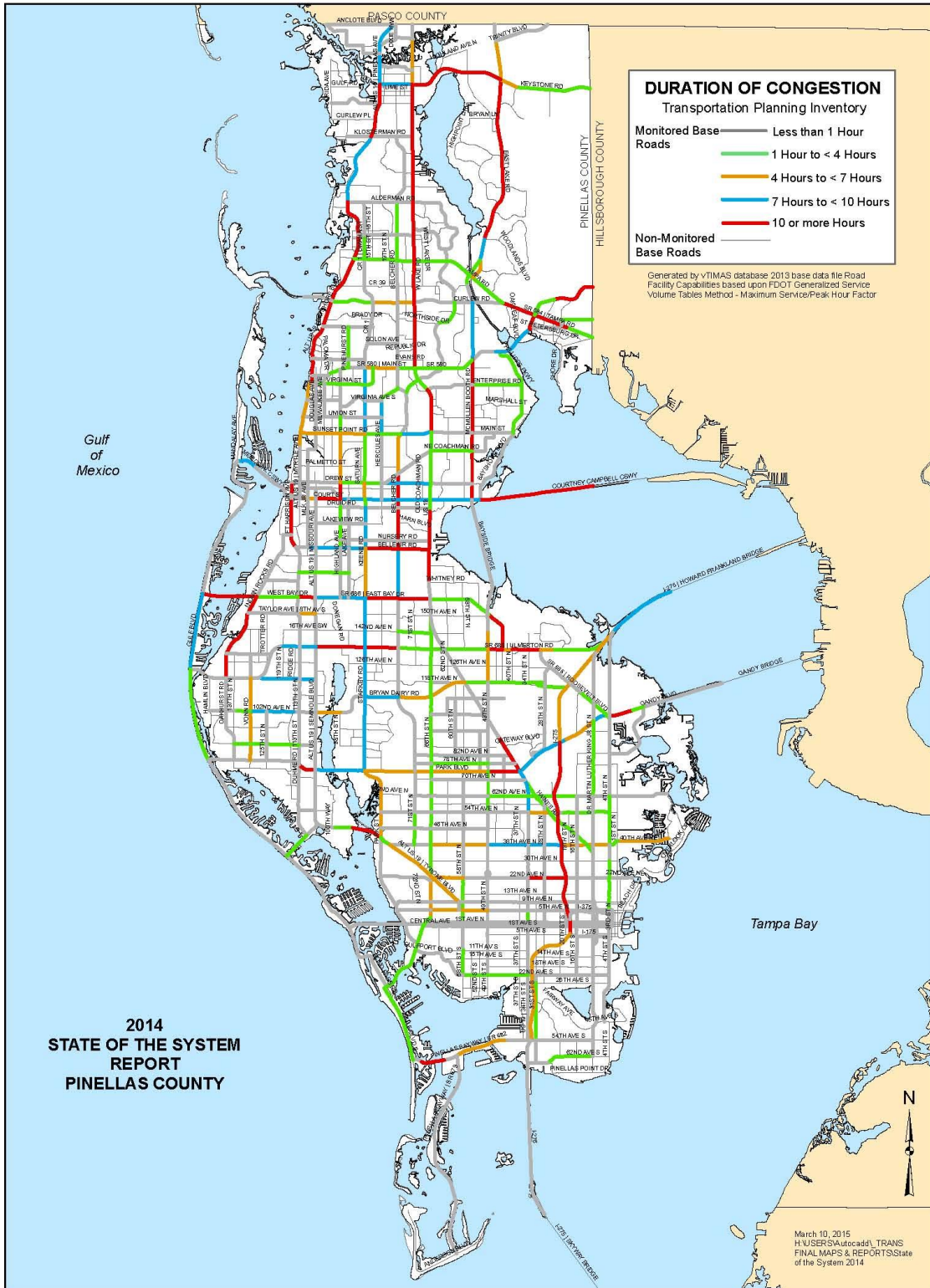
Table 7 - Non-SIS Roadways with Ten or More Hours Duration of Congestion (DOC)

On Street		From	To	2011 Hours	2013 Hours	% Change
1	Keystone Rd	US Hwy 19	East Lake Rd	14.50	14.50	0.00%
2	West Bay Dr	Clearwater-Largo Rd	Missouri Ave	13.25	14.00	5.66%
3	Courtney Campbell	Bayshore Blvd	Hillsborough County	13.75	13.75	0.00%
4	East Lake Rd	North Split	Keystone Rd	11.90	13.09	10.00%
5	Ft Harrison Ave	Belleair Rd	Drew St	12.39	12.68	2.34%
6	McMullen Booth Rd	Gulf-to-Bay Blvd	Curlew Rd	12.48	12.55	0.56%
7	22 nd Ave N	34 th St N	I-275	12.75	12.50	-1.96%
8	Forest Lakes Blvd	Pine Ave	Hillsborough Co. Line	10.50	12.50	19.05%
9	Indian Rocks Rd	Walsingham Rd	West Bay Dr	12.05	12.35	2.49%
10	East Bay Dr	Starkey Rd	Belcher Rd	11.25	12.25	8.89%
11	Alt US Hwy 19	Main St	Skinner Blvd	10.50	11.75	11.90%
12	Forest Lakes Blvd	SR 580	Tampa Rd	9.75	11.75	20.51%
13	Alt US Hwy 19 (Bay Pines)	West End of Bridge	Park St	N/A	11.75	***
14	Ulmerton Rd	119 th St N	Belcher Rd	11.58	11.71	1.12%
15	Ulmerton Rd	49 th St N	Roosevelt Blvd (east)	11.70	11.70	0.00%
16	Alt US Hwy 19	Skinner Blvd	Curlew Rd	11.25	11.69	3.91%
17	Tampa Rd	New SR 580	Curlew Rd	8.85	11.65	31.64%
18	East Bay Dr	US Hwy 19	Belcher Rd	10.75	11.50	6.98%
19	Park Blvd	US Hwy 19	49 St N	9.00	11.50	27.78%
20	Belleair Beach Cswy	Indian Rocks Rd	Gulf Blvd	9.25	11.25	21.62%
21	Belcher Rd	Belleair Rd	Gulf-to-Bay Blvd	5.25	11.17	112.76%
22	Belcher Rd	Gulf-to-Bay Blvd	NE Coachman Rd	6.17	11.08	79.58%
23	Pinellas Bayway SR682	Bahia Del Mar Blvd	Granada St	7.13	11.00	54.28%
24	Alt US Hwy 19	Curlew Rd	Tampa Rd	9.08	10.92	20.26%
25	Roosevelt Blvd	49 th St N	Ulmerton Rd	11.81	10.81	-8.47%
26	Highland Ave	Gulf-to-Bay Blvd	Drew St	11.00	10.50	-4.55%
27	Alt US Hwy 19	Tampa Rd	Anclote Blvd	9.73	10.49	7.81%
28	Belleair Rd	US Hwy 19	Keene Rd	11.25	10.25	-8.89%
29	Court St	Missouri Ave	Highland Ave	9.88	10.13	2.53%
30	Park Blvd	113 th St N	Starkey Rd	10.21	9.75	-4.51%
31	102 nd Ave N	Ridge Rd	Vonn Rd	11.75	8.92	-24.09%
32	Gulf-to-Bay Blvd	Bayshore Blvd	Keene Rd	10.38	8.71	-16.09%
33	Tarpon Ave	Alt US Hwy 19	US Hwy 19	10.69	8.25	-22.83%
34	Starkey Rd	Ulmerton Rd	East Bay Dr	11.25	7.25	-35.56%

NOTE: *** Due to a PM Peak Direction change Alt. U.S. Hwy 19 (Bay Pines) from west end of bridge to Park Street changed from a non-signalized facility to a signalized facility.

1. DOC= Maximum Service Volume/Peak Hour Factor per 15 Minute Volume.
2. For the analysis, contiguous road segments with 10 hours or more DOC were joined to form a single extended segment.
3. Due to an incorrect data collection location, the segment of N.E. Coachman Road between Drew Street and Old Coachman Road was removed from the table (see narrative). Analysis of the new traffic data has found no significant DOC for this segment.

Map 4 - Duration of Congestion



3. 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 the Pinellas MPO's 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 V/C ratio equal to or greater than 90%. The V/C was then multiplied by the duration of congestion (DOC) hours for that segment to achieve a score. Ranked results (most severely congested for the longest period of time) are shown in Table 8 (SIS roads and segments) and Table 9 (Non-SIS roads and segments).

With regard to Table 8, seven (7) of the top 10 ranked (most severely congested for the longest period of time) SIS segments are located on U.S. Highway 19. It should be noted, as it is elsewhere in this report, that ongoing and planned construction on U.S. Highway 19, including interchange and partially controlled access improvements should alleviate congestion significantly, specifically between Whitney Road and S.R. 60/Gulf-to-Bay Boulevard, and between Sunset Point Road and Countryside Boulevard. It should also be noted that joined together, the segments ranked 1 and 6 comprise one congested section of U.S. Highway 19, likewise the segments ranked 7, 5, 3, 2 and 10. (Trend: After review of DY 2011 and DY 2013, it can be stated that U.S. Highway 19 remains the County's most congested SIS roadway. While a segment of U.S. Highway 19 (between Gandy Boulevard to Mainlands Boulevard) came off of the top 10 list, the segment of Gandy Boulevard (4th Street North to Brighton Boulevard) was added and ranked number 9 in the table.)

With regard to Table 9, six facilities/segments are new to the top 25 list: East Lake Road (#9), Alt. U.S. Highway 19/Bay Pines Boulevard (#16), S.R. 686/East Bay Drive (#19), Alt U.S. Highway 19/Pinellas Avenue (#21), Forest Lakes Boulevard (#23) and S.R. 584/Tampa Road (#24). Falling off the list (after review of the 2012 SOS Report) were the following six facilities/segments: S.R. 686/Roosevelt Boulevard (Ulmerton Road to 49th Street); McMullen Booth Road (S.R. 580/Main Street to Curlew Road); East Lake Road (North Split to Woodlands Boulevard); 102nd Avenue North (Vonn Road to Ridge Road); and Bryan Dairy Road (66th Street North to Starkey Road). (Trend: All but six of the top 25 congested Non-SIS roads/segments listed in Table 9, above, were listed in the same table in the 2012 SOS Report.)

Table 8 - Ranking Top 10 Congestion SIS Facilities/Segments, DY 2013

Rank	Facility	From/To	DY 2011: Top 10 Ranking
1	US Hwy 19	Belleair Rd to Druid Rd/Seville Blvd	1
2	US Hwy 19	SR 580/Main St to Curlew Rd	7
3	US Hwy 19	Tampa Rd to Alderman Rd	6
4	I-275	22 nd Ave N to 38 th Ave N	5
5	US Hwy 19	Curlew Rd to Tampa Rd	4
6	US Hwy 19	Whitney Rd. to Belleair Rd	3
7	US Hwy 19	Sunset Point Rd to Enterprise Rd	2
8	I-275	Gandy Blvd to 54 th Ave N	8
9	Gandy Blvd	4th St N to Brighton Blvd	Not ranked in top ten
10	US Hwy 19	Klosterman Rd to Tarpon Ave	9

Source: Pinellas County MPO TPI database - monitored roads

Note: The score to determine the ranking was derived as follows: V/C X DOC.

Table 9 - Ranking Top 25 Congested Non-SIS Facilities/Segments, DY 2013

Rank	Facility	From/To
1	East Lake Rd	Woodlands Blvd to Tarpon Woods Blvd
2	Keystone Rd	US Hwy 19 to East Lake Rd
3	Courtney Campbell Cswy	Hillsborough County Line to Bayshore Blvd
4	East Lake Rd	Tarpon Woods Blvd to Lansbrook Pkwy
5	West Bay Dr	Missouri Ave to Clearwater-Largo Rd
6	McMullen Booth Rd	Sunset Pt Rd/Main Street to SR 580
7	McMullen Booth Rd	Gulf-to-Bay Blvd to Sunset Point Rd
8	SR 688/Ulmerton Rd	Roosevelt Blvd to 40th St
9	East Lake Rd	Lansbrook Pkwy to Keystone Rd
10	Forest Lakes Blvd	Pine Ave to Hillsborough County Line
11	SR 688/Ulmerton Rd	Starkey Rd to Alt US Hwy 19/Seminole Blvd
12	SR 688/Ulmerton Rd	Belcher Rd to Starkey Rd
13	Ft Harrison Ave	Belleair Rd to Chestnut St
14	Ft Harrison Ave	Chestnut St to Drew St
15	Alt US Hwy 19/Palm Harbor Blvd	Tampa Rd to Alderman Rd
16	Alt US Hwy 19/Bay Pines Blvd	West end of bridge to Park St
17	SR 688/Ulmerton Rd	Roosevelt Blvd to 49th St N
18	Alt US Hwy 19/Bayshore Blvd	Skinner Blvd to Curlew Rd
19	SR 686/East Bay Dr	Belcher Rd to Keene Rd
20	Indian Rocks Rd	Walsingham Rd to West Bay Dr
21	Alt US Hwy 19/Pinellas Ave	Meres Blvd to Tarpon Ave
22	22nd Ave N	I-275 to 34th St N
23	Forest Lakes Blvd	SR 580 to Tampa Rd
24	SR 584/Tampa Rd	New SR 580 to Curlew Rd
25	Park Blvd	Seminole Blvd to 113th St N

Source: Pinellas County MPO TPI database - monitored roads

Note: The score to determine the ranking was derived as follows: V/C X DOC.

It should also be noted with regard to Tables 8 and 9 that for the second time in a State of the System Report, the top congested SIS and non-SIS facilities/segments are cross-referenced with the top 25 crash intersections (the latter identified in Table 25). Moreover, the facilities/segments identified in Table 9 will be studied further as part of the MPO's Congestion Management Process (CMP), in addition to the CMP Corridor and Hot Spot areas identified in Table 34 and the CMP projects identified in Table 35 in the appendix. The MPO, FDOT, PSTA and local governments will continue to use these identified facilities/segments as a basis for addressing congestion issues in their respective communities. Actions may include the preparation of a corridor study,

development of operational strategies, or ongoing monitoring. 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
- Existing Multimodal Transportation Plans or Special Area Plans

C. Intelligent Transportation Systems (ITS)/Advanced Traffic Management Systems (ATMS)

Intelligent Transportation Systems (ITS) is the application of ever emerging technologies that assist agencies in the operation and management of transportation facilities. ITS have shown to increase operational capacity, improve efficiency and enhance safety. ITS covers all transportation modes and is commonly divided into subcategories, based on services, which include Advanced Traffic Management Systems (ATMS) for arterials and freeways. ITS/ATMS have become a cost-effective, alternative strategy for managing congestion. ITS/ATMS solutions do not replace the traditional capacity building investments such as new lanes or new roads, nor are they substitutes for conventional traffic engineering and traffic operations strategies. Rather, ITS/ATMS offer transportation agencies a broad set of transportation related technologies that encompass more than smart traffic signal systems.

Pinellas County developed an ITS/ATMS Master Plan in 2006 to prioritize corridors for implementation and to ensure that technologies are compatible countywide and with that of the interstate highway 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. The Pinellas County Primary Control Center (PCC) is the hub for ITS/ATMS operations. Table 10 shows the implementation of ITS/ATMS through DY 2014.

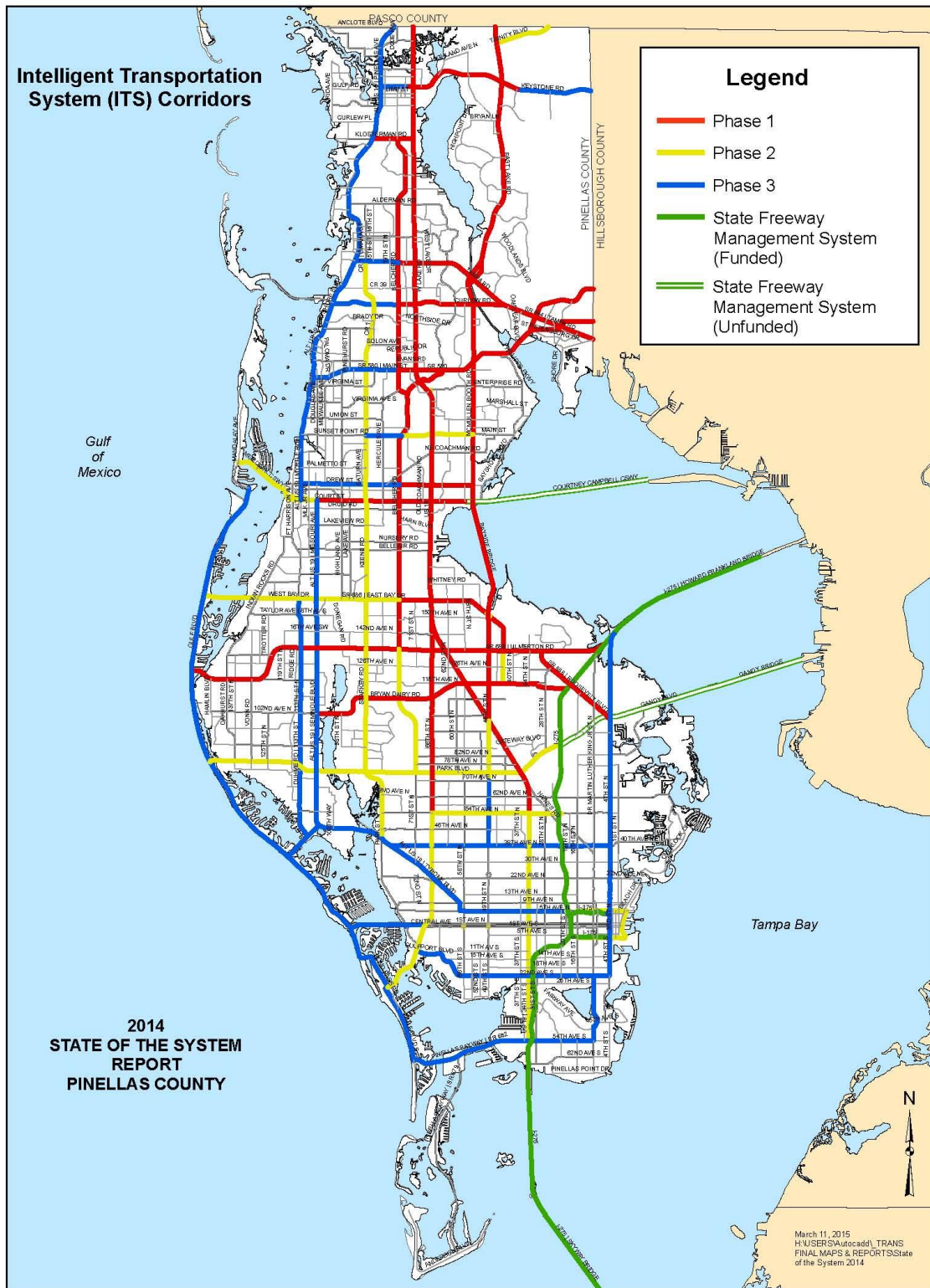
Table 10 - Pinellas Countywide ITS/ATMS Projects - Completed through DY 2014

Route	Limits	Completed	Devices
US Hwy 19 & SR 60	US Hwy 19 at Beckett Way to Enterprise Rd & from SR 60/Gulf-to-Bay Blvd to Haines Bayshore Rd; SR 60 /Gulf-to-Bay Blvd, from Hillcrest to Damascus Rd	2006	33 installations of adaptive control, 24 CCTV, 4 DMS and fiber optic communications
US Hwy 19	Mainlands to 54th Ave N	2007	8 installations of adaptive control, 9 CCTV, 3 DMS and fiber optic communications
CR 611/East Lake Rd	Trinity Blvd to SR60/Gulf-to-Bay Blvd & legs of SR 580, 586 & Tampa Rd to US Hwy 19	2009	33 installations of adaptive control, 15 CCTV, 5 DMS and fiber optic communications
Primary Control Center	Countywide	2010	New control center including ITS operations and traveler information capabilities
Belcher Rd N	Druid Rd to Klosterman Rd	2011	17 installations of ATMS, 20 CCTV, 5 DMS and fiber optic communications
SR 580/586 Stage 1	SR 580/586 (Tampa Rd) from Race Track Rd to CR 611 (McMullen Booth Rd)	2011	Installation of fiber optic communications for SR 580 ATMS project
Tampa Rd, Curlew Rd (SR 586/SR 584/SR 580) Stage 1 and 2	Alt US Hwy 19 to Tampa Rd	2011	Installation of adaptive control, CCTV, DMS, fiber optic communications
SR 60/Gulf-to-Bay Blvd	Hillcrest to Island Way	2012	Installation of adaptive control, CCTV, DMS and fiber optic communications
Main St (SR 580)	Alt US Hwy 19 to Racetrack Rd	2013	Installation of Adaptive Control, Controllers and fiber optic communications
North Fiber Loop (Along Myrtle Ave & Pinellas Trail)	Pinellas County Courthouse to Curlew Rd	2013	Installation of fiber optic communications
SR 686/East Bay	Ulmerton Rd to Alt 19	2014	Installation of adaptive control, CCTV, DMS, fiber optic communications
South Fiber Loop Phase 1 (US Hwy 19A/SR 595)	Pinellas County Courthouse to Park St	2014	Installation of CCTV and fiber optic communications
South Fiber Loop Phase 2 (US Hwy 19, SR 595, Tyrone Blvd)	Park St to St Pete Traffic Ops/46 th Ave N & US 19	2014	Installation of fiber optic communications

Source: Pinellas County Traffic Management

Key: CCTV = Closed Circuit Television Cameras; DMS = Dynamic Message Signs

Map 5 - Intelligent Transportation Systems Corridor Plan



Pinellas County conducted a before and after travel time study on S.R. 60/Gulf to Bay Boulevard using both DY 2006 and DY 2008 information. Based on analysis, after the installation of adaptive control software, the overall improvement in travel time was estimated to be 13.95%. Additionally, a before/after analysis to study rear-end crash rates on S.R. 60/Gulf-to-Bay Boulevard and U.S. Highway 19 was performed. Results showed that ITS/ATMS were effective in reducing rear-end crash rates by 5% and total rear-end crashes with injuries by 35.6%.

One additional study pertains to S.R. 580. An Adaptive Traffic Control System (ATCS) was installed by Pinellas County and tested in March 2012 on a 2.3 mile, 9 intersection corridor along S.R. 580, between Summerdale Drive and Pinehurst Road, which included the signal at the interchange with U.S. Highway 19. Table 11 shows a comparison of the “before” and “after” average trip speed, travel time, number of stops, and delay recorded at intersections.

Table 11 - SR 580 Travel Time Comparisons (Overall Results)

Performance Metric	Before	After	Percent Improvement
Travel Time (secs)	2,127.80	1,914.70	10%
Average Speed (mph)	23.6	26.6	13%
Total Delay (secs)	889.3	675.7	24%
Number of Stops	15.4	9.7	37%

Source: *InSync Evaluation Before and After Study*, prepared for Pinellas County by Kimley-Horn and Associates, Inc., July 2012.

D. 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.

1. Motorist Licenses

The number of drivers licenses issued is a valuable indicator for studying road usage. Table 12 shows that the number of drivers licenses issued in Pinellas County has steadily declined about 1% per year between DY 2010 and DY 2014, with the total decline estimated to be 3.5% over that time span. Table 13 and Figure 7 show the

distribution of drivers by age group. While approximately 64% of the licensed drivers are between the ages of 21 and 60, it is interesting to note that there are nearly as many licensed drivers over age 80 as there are from ages 15 to 20 (approximately 5%).

Table 12 - Number of Licensed Drivers: Pinellas County

2010	2011	2012	2013	2014
753,931	743,339	731,746	729,012	727,353

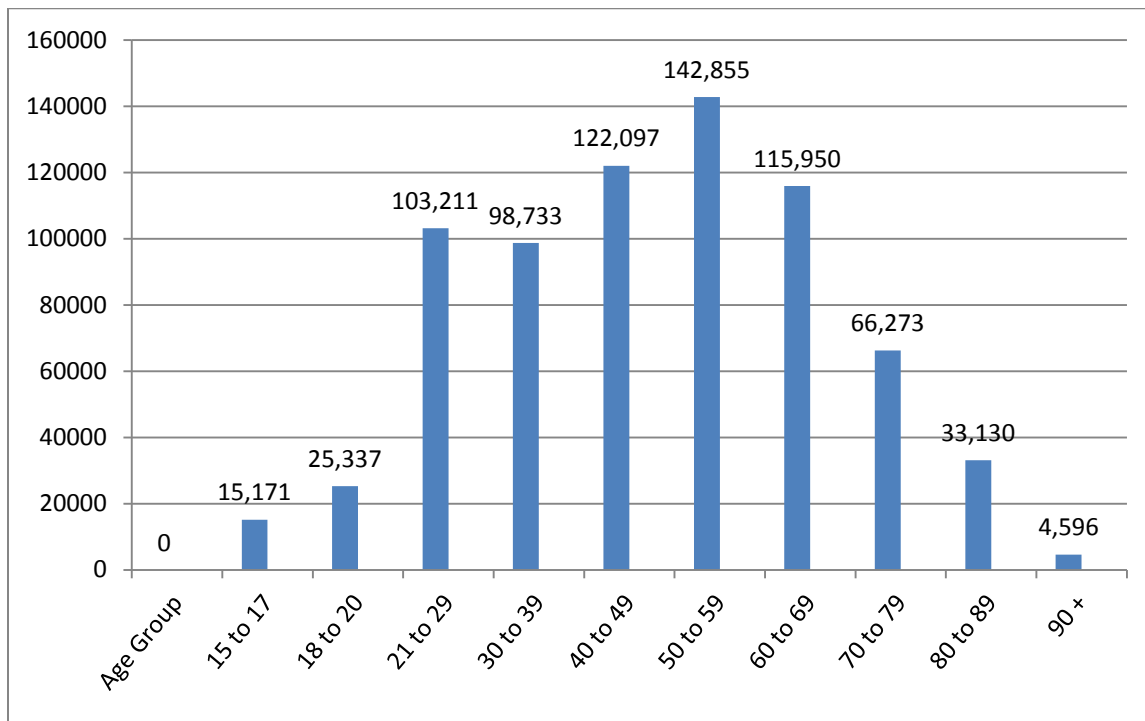
Source: Florida Department of Highway Safety and Motor Vehicles (as of January 1 for the year shown).

Table 13 - Pinellas County: Licensed Drivers by Age Group (as of January 1, 2014)

Age Group	Number	Percentage
15 to 17	15,171	2.09%
18 to 20	25,337	3.48%
21 to 29	103,211	14.19%
30 to 39	98,733	13.57%
40 to 49	122,097	16.79%
50 to 59	142,855	19.64%
60 to 69	115,950	15.94%
70 to 79	66,273	9.11%
80 to 89	33,130	4.55%
90 +	4,596	0.63%
Total	727,353	100%

Source: Florida Department of Highway Safety and Motor Vehicles.

Figure 7 - Pinellas County: Licensed Drivers by Age Group (as of January 1, 2014)



Source: Florida Department of Highway Safety and Motor Vehicles.

2. Regional Commuter Traffic

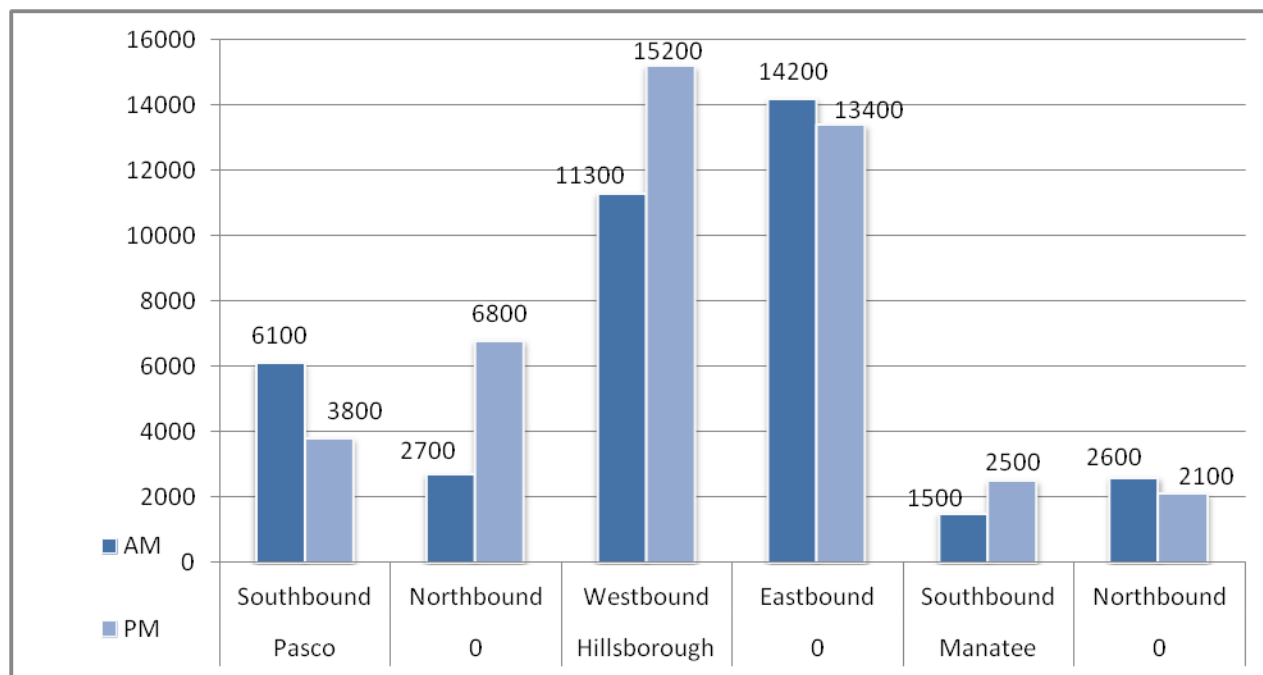
Pinellas County continues to serve as a major origin and destination for regional commuter travel. The analysis provided using DY 2013, in Figure 8, shows the highest hour of volume of inter-county commuter travel, measured between 7 a.m. and 9 a.m. and 4 p.m. to 6 p.m., occurred between Pinellas and Hillsborough counties (approximately 25,500 vehicles in the a.m. peak hour and 28,600 in the p.m.). These are mid-week daily averages. The morning rush hour has more of the vehicles traveling eastbound from Pinellas into Hillsborough, while in the afternoon rush hour has more of the vehicles traveling westbound from Hillsborough into Pinellas. However, the difference with both a.m. and p.m. peak hour directions is minimal.

With regard to commuter traffic between Pinellas and Pasco counties, the morning rush hour (involving approximately 8,800 vehicles) is dominated by vehicles traveling southbound from Pasco into Pinellas. In the afternoon rush (involving approximately 10,600 vehicles) vehicles are significantly more in the northbound direction from Pinellas into Pasco.

Finally, with regard to Manatee County, of the 4,100 vehicles in the morning peak hour 2,600 are traveling northbound from Manatee into Pinellas, while the afternoon rush hour shows of the 4,600 vehicles 2,500 are traveling southbound from Pinellas into Manatee.

(Trend: After review of DY 2011 and DY 2013, it can be stated that commuter travel between Pinellas and the counties of Hillsborough and Pasco has not changed, other than slight changes in the traffic volumes. However, the travel pattern between Pinellas and Manatee did reverse from earlier reports, specifically in DY 2011, more traffic in the morning traveled southbound from Pinellas into Manatee, and there was more traffic northbound from Manatee into Pinellas in the afternoon.) Also peak hour traffic on all three county borders shows the p.m. peak hour activity more than the a.m.

Figure 8 - AM/PM Peak Hour/Peak Direction Traffic Volumes at Pinellas County Borders, DY 2013



Source: Pinellas County MPO TPI database - monitored roads

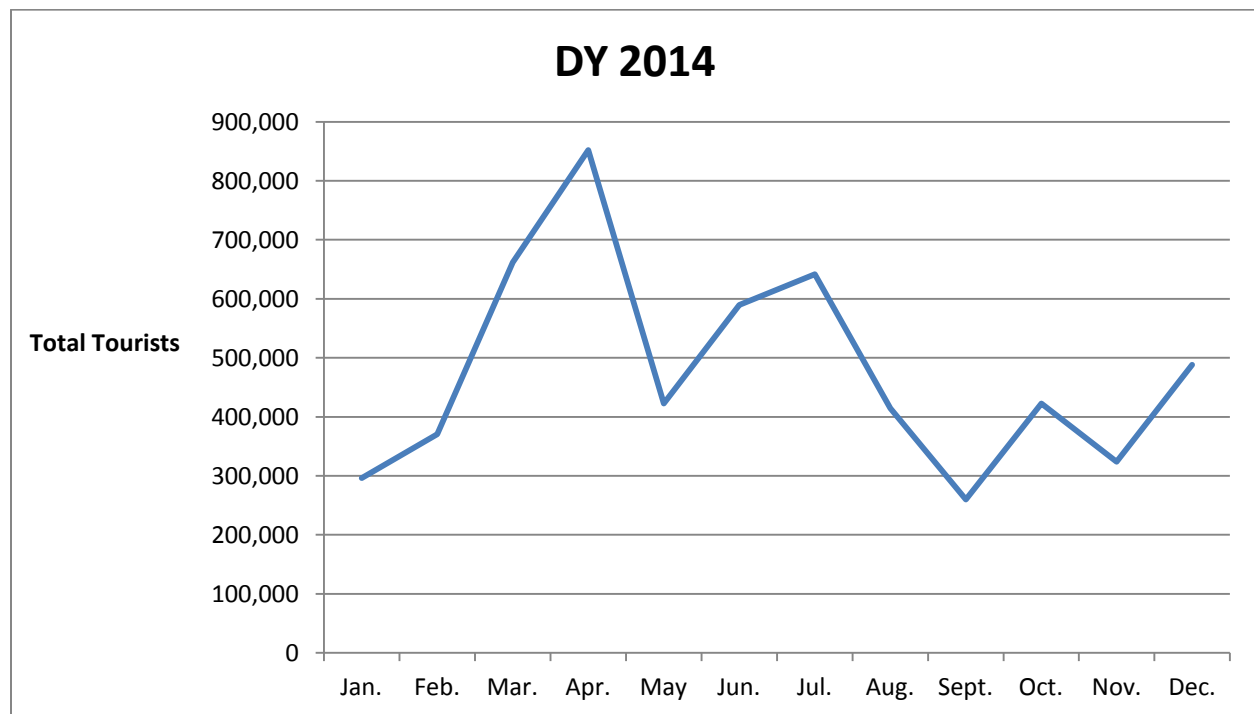
Note: Rush hour traffic was measured 7 AM to 8 AM or 8 AM to 9 AM, whichever was greater, and 4 PM to 5 PM or 5 PM to 6 PM, whichever was greater.

3. Impact of Tourism

Tourism is Pinellas County's second leading industry, and while it places additional demands on the area's roadway network, i.e., more out-of-county and out-of-state cars as well as rental cars added to the transportation system, it also provides revenue to fund transportation projects via sales tax and gas tax

revenues. If the condition, availability and efficiency of the transportation system are perceived by visitors as favorable, that impression contributes to Pinellas County's overall desirability (and marketability) as a tourist destination. The St. Petersburg/Clearwater Area Convention and Visitors Bureau's Annual 2013 Visitor Profile reported a 2.7% increase in tourism from DY 2012 (5,435,000) to DY 2013 (5,579,900). The peak impact tends to be related to the annual occurrence of Easter and spring break for schools and colleges. (Trend: After review of DY 2011 through DY 2014, it can be stated that the total number of tourists visiting Pinellas County increased by approximately 6.6% between DY 2011 and DY 2013, and 5.5% between DY 2013 and DY 2014. The DY 2014 monthly totals are shown in Figure 9.)

Figure 9 - Impact of Tourism in Pinellas County, Monthly Totals, DY 2014



Source: Research Data Services, Inc. (2015), "December 2014, Visitor Profile" Prepared for Pinellas County Tourist Development Council and Visit St. Petersburg/Clearwater

4. Fuel Usage and Cost

Compiled annually by the Florida Department of Revenue, fuel sales data provides a valuable indicator of road usage. Gasoline and diesel fuel sales for seven years in Pinellas County are shown in Table 14. Overall, fuel sales have been down by approximately 9.6% since FY 2005, affecting gas tax revenues which are collected on a per gallon basis. There was a steady decline in the number of gallons of gasoline sold, beginning in FY 2005 and continuing through FY 2008, when it reversed slightly. Fuel sales again declined by approximately 2% between

FY 2009 and FY 2011. Fuel sales increased slightly by 3.2% between FY 2011 and FY 2013. (Trend: Since FY 2005, annual fuel sales have decreased overall in Pinellas County.) Hybrid and fuel efficient vehicles may also play a role in the declining fuel sales. Certain states are offering incentives to low-emission vehicles (ILEVs) and hybrid electric vehicles (HEVs) drivers.

Table 14 - Pinellas County Fuel Sales: Taxable Gallons per Fiscal Year (Shown in Million Gallons)

Fiscal Year	Motor fuel	Diesel Fuel	Total Gallons
2013-2014	358.3	35.1	393.4
2012-2013	352.8	34.7	387.5
2011-2012	347.7	33.5	381.3
2010-2011	346.9	35.5	382.5
2009-2010	352.5	35.7	388.3
2008-2009	349.3	37.3	386.6
2007-2008	364.8	44.4	409.2
2006-2007	386.6	47.2	418.7
2005-2006	385.1	49	434.2

Source: Florida Department of Revenue, Taxable Gallons

The cost of gasoline peaked in mid-2008 in the Tampa Bay area at around \$4.00 per gallon, and after dropping to approximately \$1.55 in December 2008 the price steadily rose again to about \$3.80 per gallon in mid-2011. While the gas prices have fluctuated, they continued to remain above \$3.00 from CY 2011 to CY 2013. The CY 2013 year-end average was approximately \$3.30 per gallon (Source: FloridaStateGasPrices.com). (Trend: Since late 2008, the cost of gasoline has increased overall in Pinellas County.)

III. TRENDS AND CONDITIONS: Transit

A. Ridership

Public transportation is provided by the Pinellas Suncoast Transit Authority (PSTA). Historic transit ridership data for fixed route bus service for FY 2013, which began in October 2013 and ended September 2014, is summarized in Table 15 and Figure 10, with comparisons to previous years. A general trend of rising ridership can be seen through FY 1997, which is consistent with national trends and is likely related to rising costs of gasoline and other increasing car travel expenses. A slowdown in ridership increase between FY 2008 and FY 2011 may be attributed in part to stabilizing gas prices, fare increases in FY 2008, service efficiency improvements requiring reduced service on many routes, and additional partial fare increases that included the regular and discounted

fares in October 2010. Fare increases and efficiency improvements were necessary to offset rising energy and operating costs. Ridership peaked again in FY 2011 at an estimated 13.7 million riders. Transit ridership has grown substantially, with an increase of 49.5% between FY 1997 and FY 2013.

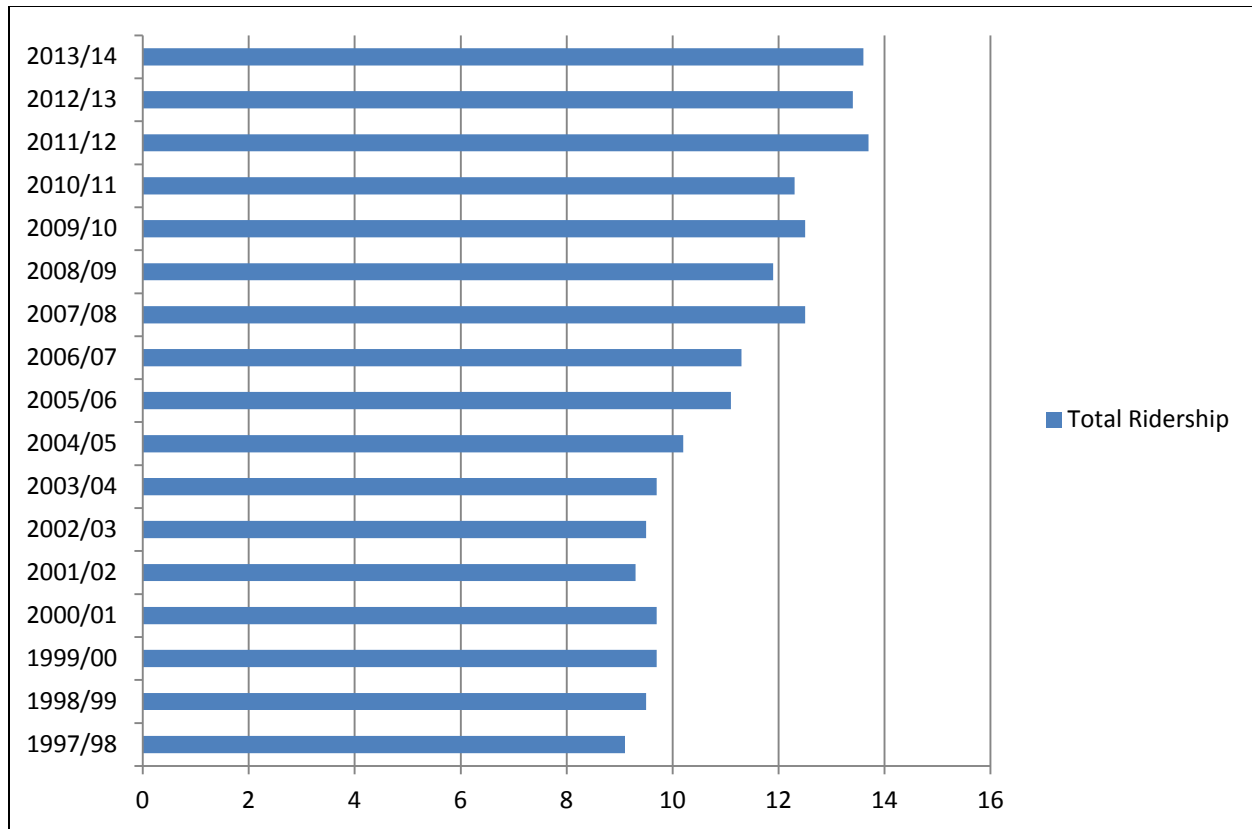
Table 15 - Annual Transit Ridership: FY 1997 to FY 2013

Fiscal Year	Total Ridership	% Change
1997/98	9.1	-
1998/99	9.5	4.70%
1999/00	9.7	2.10%
2000/01	9.7	-0.10%
2001/02	9.3	-4.10%
2002/03	9.5	2.10%
2003/04	9.7	2.20%
2004/05	10.2	5.80%
2005/06	11.1	9%
2006/07	11.3	1.40%
2007/08	12.5	10.80%
2008/09	11.9	-5.20%
2009/10	12.5	5.40%
2010/11	12.3	-1.30%
2011/12	13.7	10.80%
2012/13	13.4	-1.62%
2013/14	13.6	0.92%

Source: Pinellas Suncoast Transit Authority (PSTA) database

Notes: Ridership is shown in the millions

Figure 10 - Annual Transit Ridership: FY 1997 to FY 2013



Source: Pinellas Suncoast Transit Authority (PSTA) database

Notes: Ridership is shown in the millions

PSTA regularly evaluates on-time performance of its routes. Many factors have an impact on on-time performance including roadway construction, traffic congestion, accidents, bus breakdowns, passenger boarding time, number of stops, detours, inclement weather, school zones, route length, and scheduling. When a route regularly experiences poor on-time performance, PSTA evaluates it to determine the likely cause(s) and possible solutions to improve on-time performance. Solutions may include splitting a route, adjusting the schedule, modifying the route, consolidating stops, and introducing limited stop service on overcrowded routes. PSTA also has a real time system that utilizes GPS to continuously monitor every route. If a bus has broken down or a route is running particularly behind, PSTA will send out another bus to alleviate the situation and get the route back on schedule. The real time system has also greatly improved the rider experience by providing realistic bus arrival time information for each stop, which can be obtained by the rider through text messaging, the customer service information line, PSTA's website, or real-time information signs at major transfer locations.

Tables 16 through 20, provided by PSTA, illustrate major ridership and service characteristics for each fixed route. In FY 2013, ridership for Route 67, Clearwater to Oldsmar, decreased by 8.5% between FY 2012 and FY 2013, the largest decrease of any route. A total of 17 routes (Routes 5, 7, 11, 14, 15, 19, 23, 30, 38, 52, 58, 59, 61, 62, 68, 75, and 76), plus the Suncoast Beach Trolley SM experienced overall ridership increases between FY 2012 and FY 2013.

In terms of productivity, four routes fell below the passenger productivity benchmark of 75% of system averages for FY 2013, specifically, Routes 1, 30, 62, and 75. Routes 60, 78, 52, 19, 14 and 4 had the highest productivity in terms of passengers per revenue hour. In terms of passengers per revenue mile, Routes 60, 78, 52, 35, and 14 were the most productive. Passengers per revenue mile on local Routes 30 and 62 increased by more than 5% from FY 2012 to FY 2013. Passengers per revenue mile on local Route 67 decreased by more than 8% from FY 2012 to FY 2013.

In Map 6, the Suncoast Beach Trolley and Routes 19, 59, 62, and 90 are shown as having lower than average on-time performance for FY 2014. All of these routes have been majorly impacted by roadway construction. As the roadway construction is completed, the performance on these routes is expected to improve. Route 19 is also impacted by regular traffic congestion and a route length of 33 miles. As a result, PSTA is evaluating schedule adjustments or the possibility of splitting the route. In addition to roadway construction, Route 62's on-time performance has been affected by an increase in passenger loads which has resulting in more stops and increased boarding time. To offset these impacts, PSTA is adjusting the routes schedule to more reflect actual running times.

Table 16 - Transit Ridership by Route: Local Routes by Number

SHUTTLE/ CIRCULATOR ROUTES	PASSENGERS PER REVENUE HOUR	REVENUE HOURS	PASSENGERS PER REV. MILE 2013/2014	REVENUE MILES 2013/2014	TOTAL RIDERSHIP 2013/2014	TOTAL RIDERSHIP 2012/2013	RIDERSHIP PERCENT CHANGE
1	7	3,608	0.43	59,075	25,337	25,772	-1.7%
4	26	43,302	1.92	584,622	1,120,019	1,146,084	-2.3%
5	18	11,616	1.43	147,045	209,985	207,786	1.1%
7	18	8,286	1.47	102,324	150,834	144,923	4.1%
11	23	11,951	1.72	158,009	271,097	260,637	4.0%
14	26	15,524	2.02	200,254	404,412	394,338	2.6%
15	23	6,918	1.63	99,595	162,366	159,850	1.6%
18	24	54,177	1.90	694,149	1,317,264	1,322,326	-0.4%
19	29	60,302	1.96	907,385	1,774,759	1,712,398	3.6%
20	19	9,383	1.28	137,155	175,751	179,345	-2.0%
23	17	15,972	1.28	210,823	269,734	263,345	2.4%
30	9	1,937	0.60	28,138	16,810	15,934	5.5%
35	25	34,444	2.10	416,347	873,349	880,811	-0.8%
38	19	9,525	1.24	142,180	176,942	175,353	0.9%
52	30	45,687	2.11	644,902	1,363,918	1,314,861	3.7%
58	10	5,213	0.60	90,293	53,863	51,980	3.6%
59	23	35,452	1.55	534,896	827,498	826,273	0.1%
60	38	14,079	3.82	139,535	533,179	542,348	-1.7%
61	16	13,419	1.25	167,884	209,527	206,762	1.3%
62	15	13,898	0.93	231,435	214,839	200,365	7.2%
66	17	18,459	1.12	278,020	312,418	318,294	-1.8%
67	19	7,562	1.14	128,397	145,967	159,597	-8.5%
68	18	5,717	1.23	85,086	104,889	103,358	1.5%
73	17	7,314	1.11	112,605	125,030	130,656	-4.3%
74	19	32,461	1.29	482,313	622,925	635,998	-2.1%
75	16	10,196	0.34	482,313	165,852	163,025	1.7%
76	24	6,116	1.78	81,365	145,045	140,468	3.3%
78	31	8,087	2.40	106,025	254,144	254,038	0.0%
79	20	29,401	1.38	422,663	583,217	592,364	-1.5%
Suncoast Beach Trolley SM	21	32,150	1.16	581,453	673,637	654,302	3.0%
SUBTOTAL	619	572,156	44.18	8,456,286	13,284,607	13,183,591	0.8%
(75% of AVG)	15.47		1.10				

Source: Pinellas Suncoast Transit Authority (PSTA) database

Table 17 - Transit Ridership by Route: Shuttle/Circulator Routes by Number

SHUTTLE/ CIRCULATOR ROUTES	PASSENGERS PER REVENUE HOUR	REVENUE HOURS	PASSENGERS PER REV. MILE 2013/2014	REVENUE MILES 2013/2014	TOTAL RIDERSHIP 2013/2014	TOTAL RIDERSHIP 2012/2013	RIDERSHIP PERCENT CHANGE
32	18	2,534	2.32	19,527	45,239	42,012	7.68%
444	5	2,791	0.03	377,789	13,077	14,073	-7.08%
SUBTOTAL	23	5,325	2.35	397,316	58,316	56,085	3.98%
(75% of AVG)	8.5		0.88				

Source: Pinellas Suncoast Transit Authority (PSTA) database

Notes: Route 32: Downtown St. Petersburg circulator
Route 444: Crystal Lakes Manor to Park Plaza

Table 18 - Transit Ridership by Route: Peak Hour Commuter Routes by Number

PEAK HOUR COMMUTER ROUTES	PASSENGERS PER REVENUE HOUR	REVENUE HOURS	PASSENGERS PER REV. MILE 2013/2014	REVENUE MILES 2013/2014	TOTAL RIDERSHIP 2013/2014	TOTAL RIDERSHIP 2012/2013	RIDERSHIP PERCENT CHANGE
90	17	1,672	0.9	30,333	28,171	28,328	-0.55%
97	19	2,818	1.3	40,963	52,459	46,142	13.69%
98	25	1,592	1.6	24,896	39,943	40,177	-0.58%
SUBTOTAL	61	6,082	3.8	96,192	120,573	114,647	5.17%
(75% of AVG)	15.1		1.0				

Source: Pinellas Suncoast Transit Authority (PSTA) database

Notes: Route 90: Commuter Service: Grand Central Station to St. Pete Beach
Route 97: Commuter Service: Williams Park to Shoppes at Park Place
Route 98: Commuter Service: Park Street Terminal (Downtown Clearwater) to PSTA Facility

Table 19 - Transit Ridership by Route: Express Routes by Number

EXPRESS ROUTES	PASSENGERS PER REVENUE HOUR	REVENUE HOURS	PASSENGERS PER REV. MILE 2013/2014	REVENUE MILES 2013/2014	TOTAL RIDERSHIP 2013/2014	TOTAL RIDERSHIP 2012/2013	RIDERSHIP PERCENT CHANGE
100X	11	5,772	0.5	117,091	60,666	68,007	-10.79%
300X	9	4,618	0.4	105,401	40,469	40,626	-0.39%
SUBTOTAL	19	10,390	0.9	222,492	101,135	108,633	-6.90%
(75% of AVG)	7.2		0.3				

Source: Pinellas Suncoast Transit Authority (PSTA) database

Notes: Route 100X: Commuter Service (St. Petersburg to Tampa)
 Route 300X: Express Service - Limited Stops Only (Largo to Tampa)

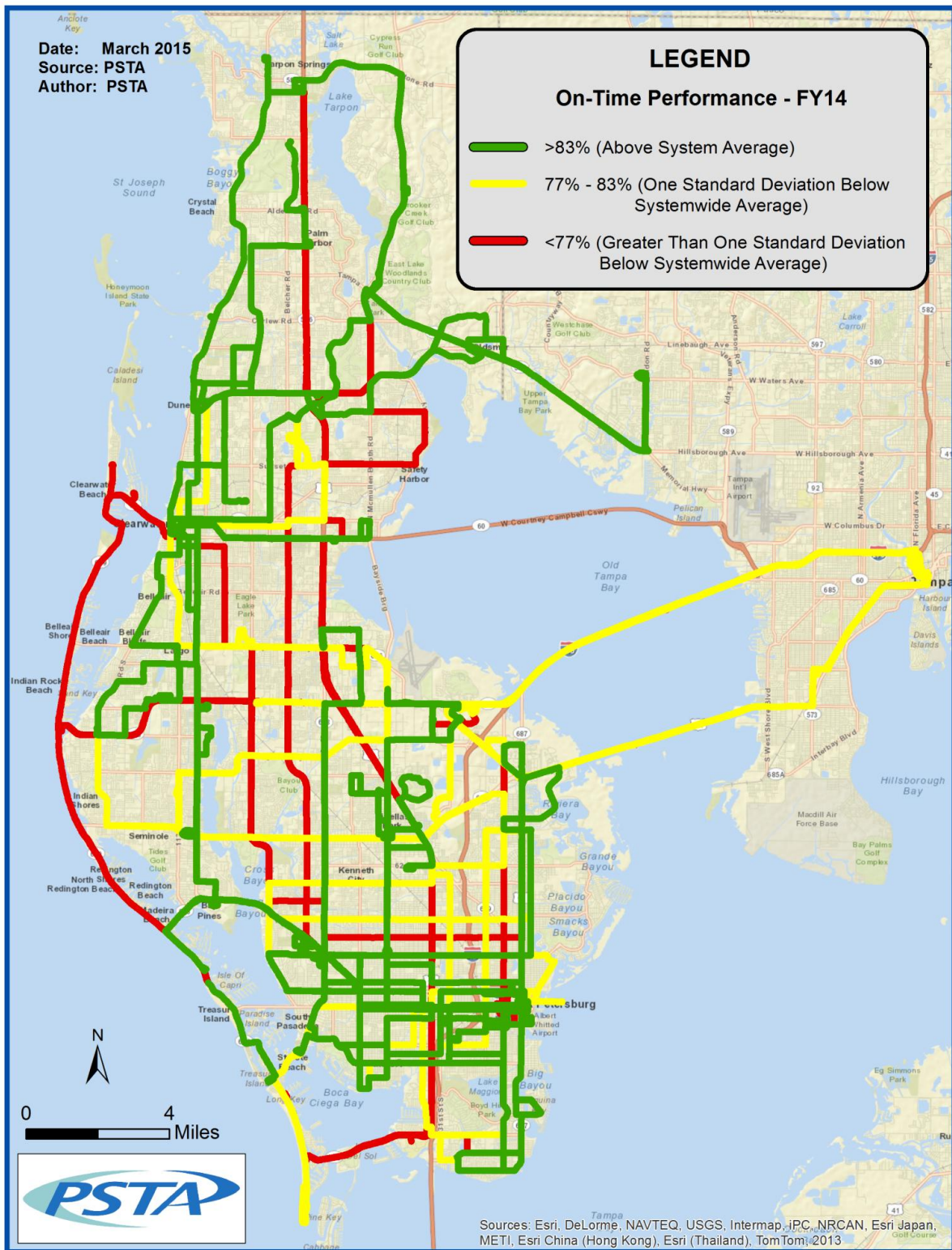
Table 20 - Transit Ridership by Route: Flex/Connector Routes by Number

FLEX/CONNECTOR ROUTES	PASSENGERS PER REVENUE HOUR	REVENUE HOURS	PASSENGERS PER REV. MILE 2013/2014	REVENUE MILES 2013/2014	TOTAL RIDERSHIP 2013/2014	TOTAL RIDERSHIP 2012/2013	RIDERSHIP PERCENT CHANGE
811	1	5,015	0.12	54,751	6,719	3,959	69.71%
812	5	6,056	0.28	104,968	29,568	16,041	84.33%
813	2	6,792	0.15	94,192	13,940	8,372	66.51%
SUBTOTAL	8	17,863	0.55	253,911	50,227	28,372	77.03%
(75% of AVG)	2.1		0.14				

Source: Pinellas Suncoast Transit Authority (PSTA) database

Notes: Route 811: East Lake Connector
 Route 812: Oldsmar/Tampa Connector
 Route 813: Palm Harbor/Dunedin Connector

Map 6 - On-Time Transit Performance



IV. TRENDS AND CONDITIONS: Bicycle and Pedestrian

A. Bike Lanes and Sidewalks

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 DY 2013 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 the minimum widths and connectivity standards set by FDOT.

As described in the notes associated with Table 21, the 925.7 total miles of roads is less than the total TPI database due to the fact that 11.4 miles of bridges and 20 miles of "planned streets" were excluded. Thus, it is difficult to perform any trend analysis.

Table 21 does show, however, that countywide in DY 2013, there was 74.6% sidewalk coverage. This is an increase from the 73.1% coverage in DY 2011. In DY 2013, the following three sectors had greater than 80% coverage: Sector 13 (Mid-County Beaches), Sector 5 (Safety Harbor/Oldsma), and Sector 6 (Clearwater). There were two sectors having a greater than 40% gap in sidewalk coverage, specifically Sector 2 (East Lake Tarpon) and Sector 12 (South County Beaches).

With regard to bike lanes, Table 21 shows that countywide, there was approximately 19.5% bike lane coverage in DY 2013. This is an increase from the 14.5% coverage in DY 2011. In DY 2013, Sector 13 (Mid-County Beaches) and Sector 12 (South County Beaches) had the highest percentage of coverage.

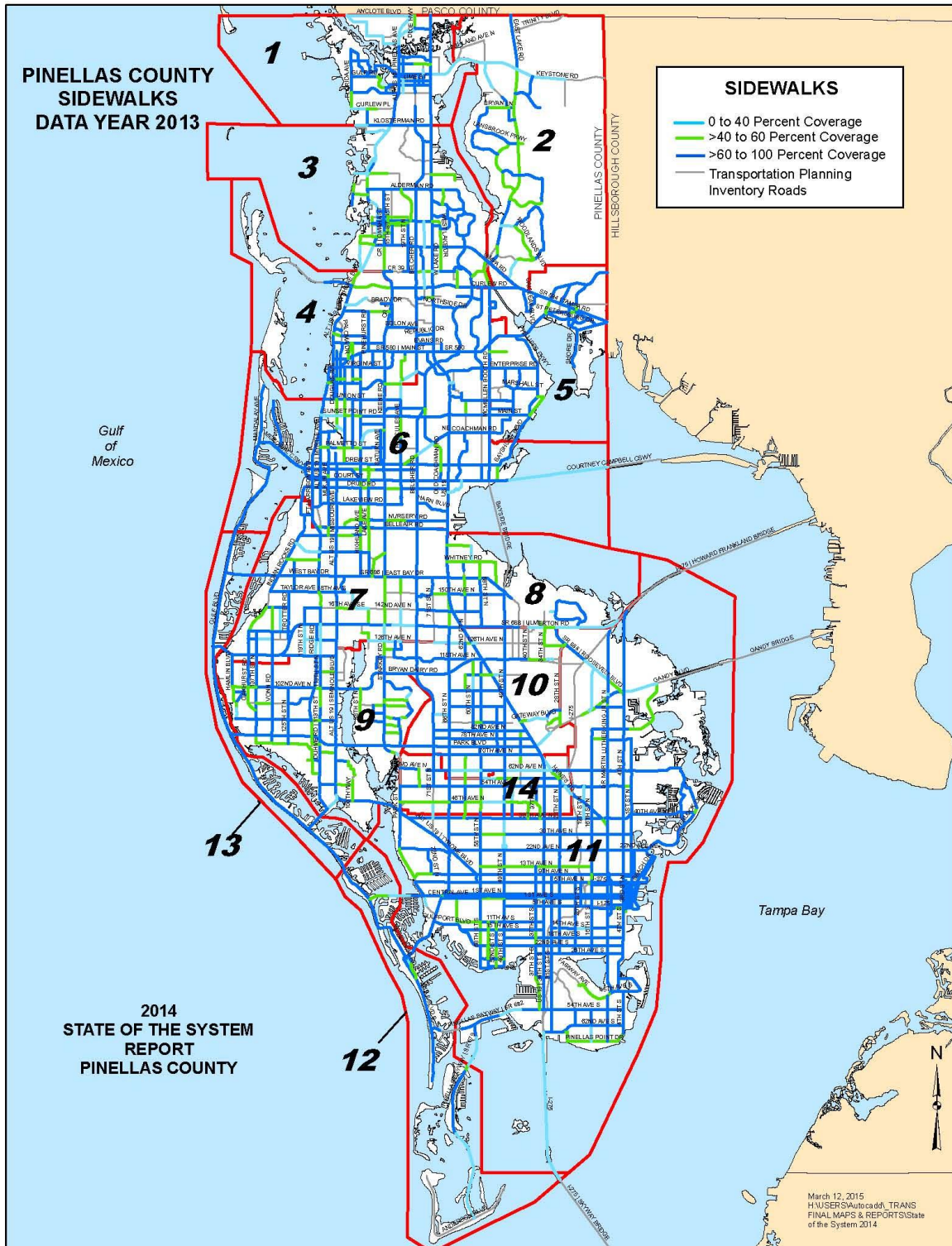
Table 21 - Road, Sidewalk and Bike Lane Centermiles by Sector, DY 2013

Planning Sectors		Roads	Sidewalks				Bike Lanes	
		Miles	Miles	Percent Coverage	Gap Miles	Percent Gap	Miles	Percent Coverage
1	Tarpon Springs	36.9	24.3	66.0	12.6	34.0	1.3	3.5
2	East Lake Tarpon	36.9	19.0	51.5	17.9	48.5	8.3	22.4
3	Palm Harbor	63.6	45.5	71.5	18.1	28.5	15.1	23.7
4	Dunedin	47.8	37.8	79.1	10.0	20.9	7.5	15.7
5	Safety Harbor/Oldsmar	35.8	30.8	85.9	5.0	14.1	1.9	5.3
6	Clearwater	134.4	114.0	84.8	20.4	15.2	19.2	14.3
7	Largo	74.5	54.4	74.1	19.3	25.9	11.0	14.8
8	Highpoint/Feather Sound	28.4	19.1	67.0	9.4	33.0	4.4	15.6
9	Seminole	69.0	49.0	71.1	20.0	28.9	4.2	6.0
10	Pinellas Park	75.5	53.8	71.3	21.7	28.7	8.9	11.7
11	St. Petersburg/Gulfport	259.9	197.4	75.9	62.5	24.1	75.4	29.0
12	South County Beaches	20.3	11.8	58.0	8.5	42.0	7.2	35.4
13	Mid-County Beaches	12.7	15.3	99.4	0.1	0.6	10.3	80.9
14	Lealman	30.0	20.6	68.6	9.4	31.4	4.4	14.7
Totals		925.7	692.7	74.8	233.0	25.2	178.9	19.3

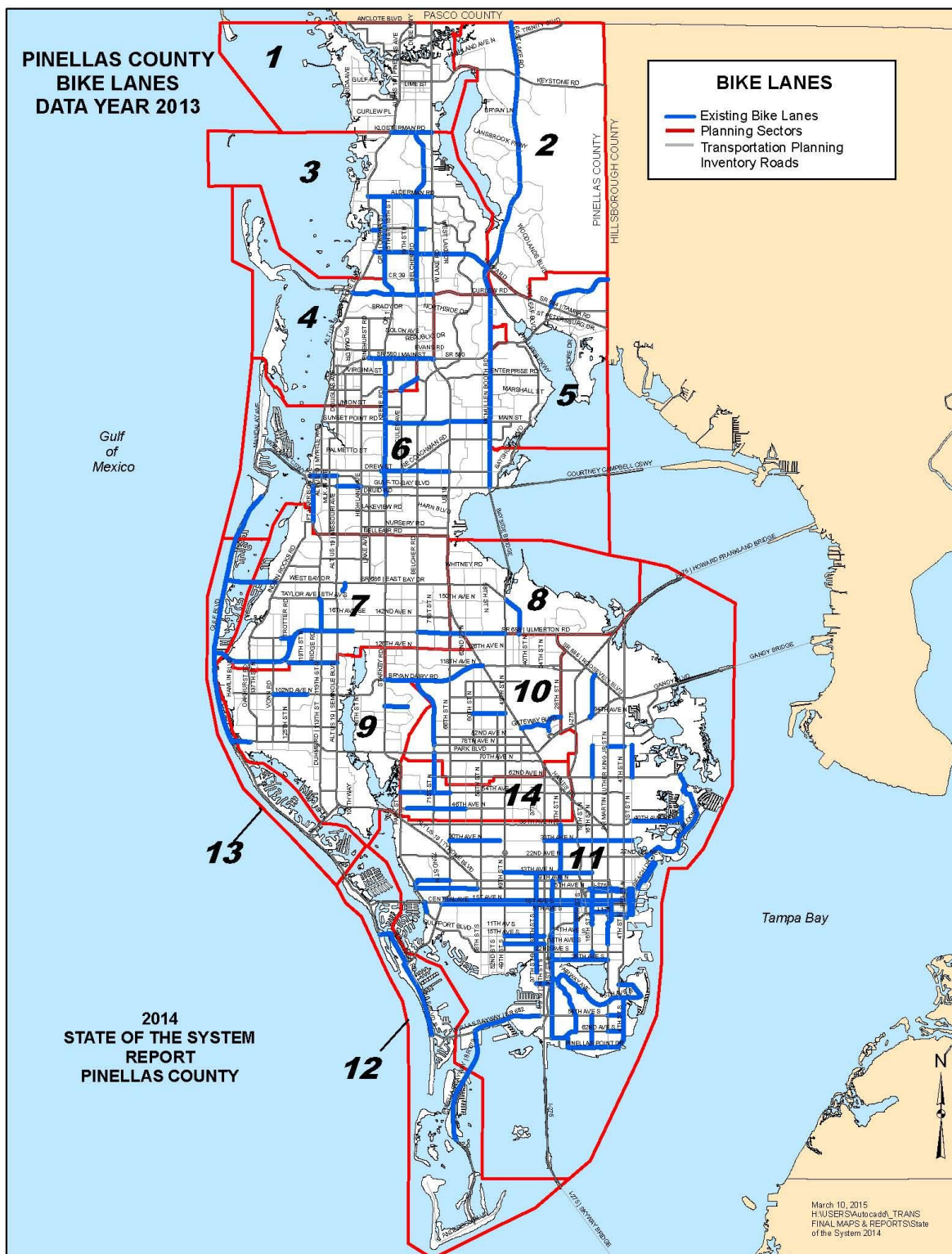
Source: Pinellas County MPO Transportation Planning Inventory (base miles)

Notes: There are a total of 957.1 centerline miles in the Transportation Planning Inventory (TPI) database. The 925.7 miles of roads shown here is less than the total TPI database due to the fact that 11.4 miles of bridges and 20 miles of future/planned streets (have not been built) were excluded. No trend analysis is provided because the percentage of sidewalk coverage and sidewalk gap, as well as bike lane coverage will be skewed.

Map 7- Sidewalks by Planning Sector



Map 8 - Bike Lanes by Planning Sector



B. Trail Availability and Usage

Table 22 identifies trail miles and distribution by planning sectors. The sectors with the two largest cities, Clearwater and St. Petersburg/Gulfport (Sectors 6 and 11, respectively) had the most trail miles, thus the highest percentages. (Trend: The DY 2013 total trail miles figure of 100.42 is a 34% increase over the DY 2010 estimate of 74.88 miles.) Map 9 on the following page shows the location of existing trails, countywide, that are included in the Trailways Network.

Table 22 - Trail Miles by Planning Sector, DY 2013

Planning Sectors		Trail Miles	Percentage of Trail Miles
1	Tarpon Springs	4.98	4.96%
2	East Lake Tarpon	7.06	7.03%
3	Palm Harbor	5.38	5.36%
4	Dunedin	6.77	6.74%
5	Safety Harbor/Oldsmar	7.43	7.40%
6	Clearwater	14.14	14.08%
7	Largo	4.68	4.66%
8	Highpoint/Feather Sound	0.00	0.00%
9	Seminole	6.48	6.45%
10	Pinellas Park	0.00	0.00%
11	St. Petersburg/Gulfport	33.91	33.77%
12	South County Beaches	9.30	9.26%
13	Mid-County Beaches	0.29	0.29%
14	Lealman	0.00	0.00%
Total Trail Miles		100.42	100.00%

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 upgraded software permits improved sector analysis.

Map 9 - Trails by Planning Sector

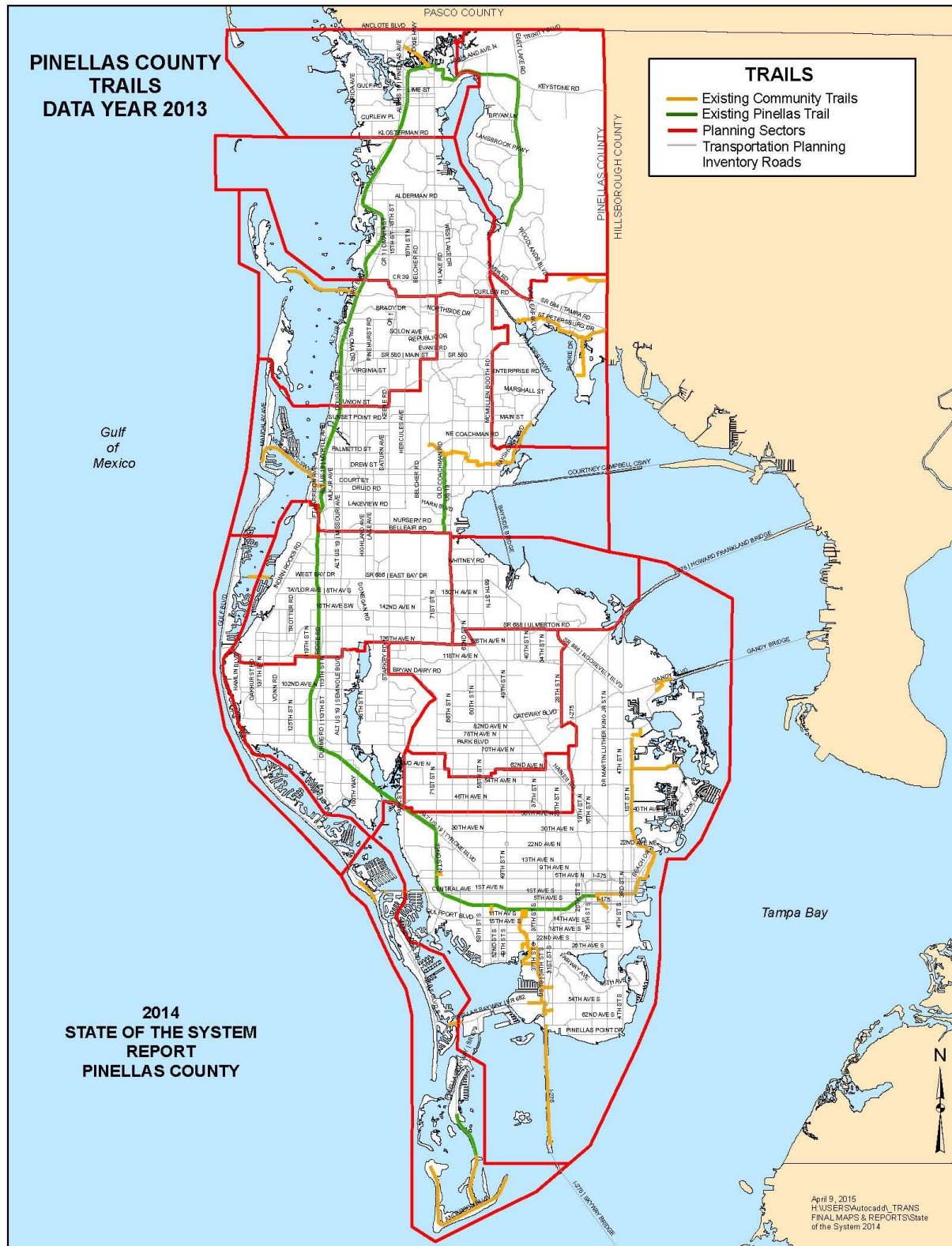


Table 23 identifies specific elements that make up the trail network and provides mileage data on each. As previously stated, overall, trail miles in DY 2013 have increased by approximately 34% since DY 2010. Slight discrepancies in miles between the 2012 SOS Report and this report are attributable to improvements in software and additional refinements to more accurately locate and measure the length of the trails. This analysis does not include canoe or equestrian trails.

Table 23 - Existing Trails in Pinellas County: Comparison of Data Years 2010, 2011 and 2013

2010 miles	2011 miles	2013 miles	Trailway Name
1.55	1.55	1.55	62nd Avenue NE Trail (St. Petersburg)
0.79	0.79	0.79	Bayshore Trail (Clearwater)
0.89	0.89	0.89	Bayshore Trail (Safety Harbor)
++	++	1.04	Bayway Trail North (St. Petersburg, east of SR 679)
1.54	1.54	1.54	Bayway Trail South (Tierra Verde, Ft. Desoto Beach)
0.30	0.30	0.30	Belleair Causeway Trail (Belleair Bluffs, Belleair Beach)
2.26	2.26	2.26	Clearwater Beach Connector Trail
0.78	0.78	0.78	Clearwater Beach Trail
3.06	3.06	3.06	Downtown Connection Trail (St. Petersburg)
0.87	0.87	0.87	Elfers Spur (Tarpon Springs)
0.30	0.30	0.30	Friendship Trail/Savona Drive (St. Petersburg)
++	2.97	2.97	Gandy Blvd. Trail (St. Petersburg)
6.37	6.37	6.37	Fort Desoto Park Trail
0.32	0.32	0.32	Gulfport Spur
++	0.68	0.91	Historic Booker Creek Trail (St. Petersburg)
2.56	2.56	2.56	Honeymoon Island Trail (Dunedin)
1.85	6.10	6.10	North Bay Trail (St. Petersburg)
0.54	0.54	0.54	North Bay Trail – Rio Vista Trail Connection (St. Petersburg)
++	++	6.54	Oldsmar Trails
34.26	34.26	36.49	Pinellas Trail (Countywide)
4.76	4.76	4.76	Pinellas Trail – East Lake Road (East Lake area)
1.06	1.06	1.06	Pinellas Trail Northeast Extension – Jasmine Section (East Lake area)
2.59	2.59	2.59	Duke Energy Florida Trail (Pinellas Trail Extension)
3.71	3.71	3.71	Ream Wilson Clearwater Trail
3.36	6.90	10.45	Skyway Trail (St. Petersburg)
0.50	0.50	0.86	South Beaches Trail (St. Pete Beach)
++	++	0.18	SPC Trail Spur (Seminole)
0.33	0.33	0.33	Treasure Island Causeway Trail
0.33	0.33	0.75	Walsingham Spur (Largo)
74.88*	86.32	100.87	Total Miles

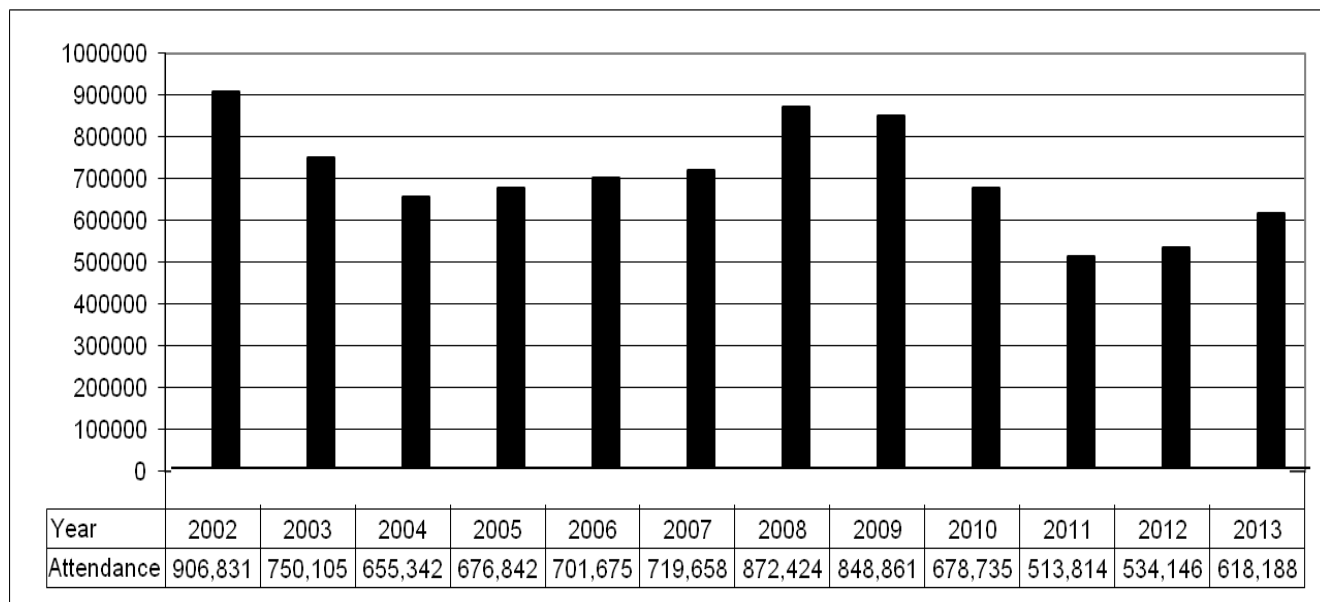
Source: Pinellas County GIS database (*As reported in the 2012 SOS Report.)

Notes: Equestrian, canoe and some municipal trail data were not included in this table. The former 0.9 mile Booker Creek Trail is now Historic Booker Creek Trail.

++ Denotes trails not previously included in report.

As shown in Figure 11, DY 2002 was the banner year for the total estimated users of the Pinellas Trail at 906,831. Pinellas Trail usage increased by approximately 33% between DY 2004 and DY 2008. However, between DY 2008 and DY 2011, Pinellas Trail usage declined by approximately 41%. Pinellas Trail usage has increased by 20% between DY 2011 and DY 2013. While data shows an overall decrease in Pinellas Trail usage since DY 2002, other trails have been built and utilized since that time that provide trail users more options. Traditionally, the months with highest usage are April, May and June on the Pinellas Trail.

Figure 11 - Pinellas Trail Usage by Year, DY 2002 to DY 2013



Source: Pinellas County Parks and Conservation Resources

V. TRENDS AND CONDITIONS: Crash Data

This section reviews crash data from the Florida Department of Highway Safety and Motor Vehicles (FDHSMV) and the 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.

A. Crash History

Table 24 provides a five-year crash history for Pinellas County. Between DY 2009 and DY 2013, the Florida DHSMV database contained an average of 13,580 long-form crash reports for Pinellas County, while the CDMS averaged 21,283 long- and short-form crash reports.

In DY 2011, there was a significant reduction in the number of MPO/CDMS reports due to several factors, including an overall decrease in the number of crashes and the State no longer providing the short-form data to local agencies.

While the crash numbers are now closer for trend analysis, the Pinellas MPO CDMS continues to maintain a larger data set than the FDHSMV due to the private property/parking lot crashes as well as the crashes that are not specifically located by x/y coordinate.

Table 24 - Pinellas County Crash History: DY 2009 through DY 2013

Year	2009	2010	2011	2012	2013
FDHSMV Reports	13,669	13,683	10,878	13,601	16,069
Pinellas MPO CDMS Reports	25,760	23,131	14,895	18,006	24,622

Sources: Florida Department of Highway Safety and Motor Vehicles, 2012 Florida Traffic Crash Fact Annual Report; and the Pinellas County MPO Crash Data Management System (CDMS).

B. Crashes by Location

Table 25 identifies the 25 intersections in Pinellas County with the highest number of crashes in DY 2013. It should be noted that not all of the crashes occurred exactly within the identified intersection. In many instances the intersection was the closest intersection for reporting purposes. It should also be noted that intersections with high crash frequencies also tend to be those with high traffic volumes. In Table 26, the MPO cross-references the top 25 crash intersections with those roadway facilities/segments identified as congested. Approximately 56% of the top 25 crash intersections identified in Table 25 are associated with either the top congested SIS or non-SIS facilities/segments (previously identified in Tables 8 and 9). (Trend: Although there are differences in the methodology used, it is significant to note that 3 out of the top 5 crash locations in DY 2011 were on U.S. Highway 19; and as shown in Table 25, out of the top 5 crash locations in DY 2013, 3 of 5 on U.S. Highway 19. Moreover, in prior years, the intersection of U.S. Highway 19 and S.R. 584/Tampa Road has been the number one crash location, countywide. It has remained the top crash location in DY 2013.)

Table 26 identifies in greater detail the top ranked crash intersections and congested SIS and non-SIS facilities/segments.

Table 27 shows that in DY 2013, bicycle & pedestrian crashes accounted for approximately 4.6% of all crashes, moreover, parking lot/private property crashes represented nearly 23% of all bicycle/pedestrian crashes. (Trend: Bicycle & pedestrian crashes as a percentage of all crashes has decreased since 2011, while parking lot/private property crashes as a percentage of all bicycle/pedestrian crashes increased between DY 2011 and DY 2013, public traffic way crashes as a percentage of all bicycle/pedestrian crashes has decreased.)

Table 25 - Top Twenty-Five Crash Intersections, DY 2013

Rank	On Street	Cross Street	No. of Crashes
1	US Highway 19	SR 584/Tampa Rd ¹	165
2	US Highway 19	SR 586/Curlew Rd ¹	146
3	I-275	4 th St N Bridge (Eastbound)	109
4	US Highway 19	SR 60/Gulf to Bay Blvd	109
5	East Bay Dr	Starkey Rd ²	108
6	SR 60/Gulf to Bay Blvd	S Belcher Rd	106
7	I-275 Interchange	Gandy Blvd Interchange ¹	103
8	I-275	22 nd Ave N ¹	93
9	Seminole Blvd	Park Blvd N ²	90
10	I-275	54th Ave S	90
11	East Bay Dr	S Belcher Rd	89
12	I-275	38 th Ave N ¹	88
13	US Highway 19	Alderman Rd ¹	81
14	US Highway 19	Drew St	78
15	US Highway 19	Enterprise Rd ¹	78
16	US Highway 19	Main St ¹	78
17	US Highway 19	East Bay Dr	77
18	I-275 Interchange	Roosevelt Blvd Interchange	76
19	US Highway 19	Nebraska Ave ¹	72
20	Belcher Rd	Park Blvd N	71
21	US Highway 19	SR 688/Ulmerton Rd	71
22	SR 60/Gulf to Bay Blvd	Bayside Bridge ²	71
23	SR 688/Ulmerton Rd	S Belcher Rd ²	70
24	SR 686/Roosevelt Blvd	34th St N ²	69
25	US Highway 19	66th St N	65

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

Notes: ¹ Associated with a Top 10 Congested SIS Facility/Segment, see Table 8; ² Associated with a Top 25 Congested Non-SIS Facility/Segment, see Table 9; and because the CDMS database uses both long-form and short-form crash reports, the number of crashes will be greater than what is reported in the FDHSMV database.

Table 26 - Cross-Referencing the Top 25 SIS and Non-SIS Crash Intersections with the Top 10 Congested SIS and Top 25 Congested Non-SIS Facilities/Segments, DY 2013

	Crash Intersection	Crash Rank	Congestion Segment(s)	Congestion Rank(s)
	US Hwy 19 @ Tampa Rd	1	US Hwy 19: Curlew Rd to Tampa Rd; and Tampa Rd to Alderman	3, 5 (both SIS)
	US Hwy 19 @ Curlew Rd	2	US Hwy 19: Curlew Rd to Tampa Rd; and SR 580/Main St to Curlew Rd	5, 2 (both SIS)
	East Bay Dr @ Starkey Rd	5	SR 686: Belcher to Keene Rd	19 (non-SIS)
	I-275 @ Gandy Blvd Interchange	7	I-275: Gandy Blvd to 54th Ave N	8 (SIS)
	I-275 @ 22nd Ave N	8	I-275: 22nd Ave N to 38th Ave N	4 (SIS)
	Seminole Blvd @ Park Blvd N	9	Park Blvd: Seminole to 113th St N	25 (non-SIS)
	I-275 @ 38 th Ave N	12	I-275: 22nd Ave N to 38th Ave N	4 (SIS)
	US Hwy 19 @ Alderman Rd	13	US Hwy 19: Tampa Rd to Alderman Rd	3 (SIS)
	US Hwy 19 @ Enterprise Rd	15	US Hwy 19: Sunset Point Rd to Enterprise Rd	7 (SIS)
	US Hwy 19 @ Main St	16	US Hwy 19: SR 580/Main St to Curlew Rd	2 (SIS)
	US Hwy 19 @ Nebraska Ave	19	US Hwy 19: Tampa Rd to Alderman Rd	3 (SIS)
	SR 60 @ Bayside Bridge	22	McMullen Booth Rd: Gulf-to-Bay Blvd to Sunset Point Rd	7 (non-SIS)
	SR 688 @ S Belcher Rd	23	SR 688: Belcher Rd to Starkey Rd	12 (non-SIS)
	SR 686 @ 34th St N	24	SR 688: SR 686/Roosevelt Blvd to 40th St	8 (non-SIS)

Sources: Tables 8, 9 and 25.

Table 27 - Location of Bicycle and Pedestrian Crashes

Type	Location	2010		2011		2012		2013	
		Number	% of All Bike/ Ped Crashes	Number	% of All Bike/ Ped Crashes	Number	% of All Bike/ Ped Crashes	Number	% of All Bike/ Ped Crashes
Bicycle	Public Traffic Way	500	91	456	95	534	92	441	81
	Parking Lot/Private	49	9	25	5	46	8	105	19
	Total	549	100%	481	100%	580	100%	546	100%
Pedestrian	Public Traffic Way	357	78	369	85	436	82	425	73
	Parking Lot/Private	101	22	65	15	96	18	153	27
	Total	458	100%	434	100%	532	100%	578	100%
Combined Bicycle & Pedestrian	Public Traffic Way	857	85	825	90	970	87	866	77
	Parking Lot/Private	150	15	90	10	142	13	258	23
	Total	1,007	100%	915	100%	1,112	100%	1,124	100%
All Crashes (Table 27)		23,131	100%	14,855	100%	17,991	100%	24,622	100%
Bike & Ped. Percentage of all Crashes			4.3		6.1		6.2		4.57

Sources: Pinellas County MPO Crash Data Management System (CDMS); and 2012 Crash Facts Report.

Notes: The MPO's CDMS includes data on both long-form crash reports.

C. Crash Fatalities

Table 28 shows that alcohol-related crashes decreased nearly 15.5% between DY 2009 and DY 2013. After an increase of alcohol-related fatalities between 2011 and 2012, there was a decrease of approximately 66% between DY 2012 and DY 2013.

Table 28 - Pinellas County: Five Year History of Alcohol-Related Crashes, Alcohol-Related Fatalities and Total Fatalities, DY 2009 – DY 2013

	2009	2010	2011	2012	2013
Alcohol-Related Crashes (Suspected)	1,223	1,183	1,160	1,232	1,033
Alcohol-Related Fatalities (Suspected)	45	40	40	44	15
Total Fatalities	104	96	112	105	80

Source: Florida Department of Highway Safety and Motor Vehicles, 2012 Florida Traffic Crash Statistics Report and the Pinellas County MPO Crash Data Management System (CDMS).

D. Crash Fatalities: Vulnerable Users

The Pinellas County MPO's CDMS tracks fatality data for pedestrians, bicyclists and motorcyclists (three vulnerable user categories). As shown in Table 29, these vulnerable users accounted for 50% or more of all crash fatalities annually over the five-year period, with a high of approximately 62.5% in DY 2009 and DY 2013. In DY 2013, there were two less bicyclist fatalities than DY 2012, but one more than DY 2011; and four less pedestrian fatalities than DY 2012, and 6 less than DY 2011. (TREND: The majority of crash fatalities in Pinellas County continue to involve pedestrians, bicyclists and motorcyclists – all vulnerable users.)

Table 29 - Pinellas County: Five Year History of Vulnerable User Fatalities, DY 2009 – DY 2013

	2009	2010	2011	2012	2013
Motorcycle Fatality	24	26	28	20	16
Bicyclist Fatality	11	1	8	11	9
Pedestrian Fatality	30	22	31	29	25
Total Fatalities (from Table 31)	104	96	112	105	80
Percentage of Vulnerable User Fatalities	62.50%	61.50%	60%	57%	62.50%

Source: Pinellas County MPO Crash Data Management System (CDMS).

E. At-Risk Drivers: Teen Drivers and Aging Road Users

Two of the emphasis areas being targeted in the Florida Department of Transportation's Strategic Highway Safety Plan (SHSP) are teen drivers (ages 15-19) and aging road users (65 and older).

1. Teen Drivers (Ages 15-19)

Motor vehicle crashes are the number one killer of teens in the United States. More teens die in crashes than the next three leading causes of death – homicide, suicide, and disease – combined. The 2012 SOS report stated that on average, eleven 15-19 year-olds are killed in the teen driver crashes every day in the United States.

In Florida, the teen driver crashes have increased 5.35% between DY 2012 and DY 2013 which had previously declined from DY 2009 to DY 2011. Teen driver fatalities have decreased almost 26% from DY 2012 to DY 2013, where previous years increased 12%. Teen passengers killed in a traffic crash have slightly decreased, from 48 in DY 2012 and 46 in DY 2013. In addition, the injuries of teen drivers and passengers are on the rise by nearly 6% from DY 2012 to DY 2013.

Pinellas County crashes involving a driver between 15 and 19 years of age have increased of 61% between DY 2011 and DY 2013. Overall, this data indicates that teen driver-involved fatalities have decreased in Pinellas County, while also declining across the state from 91 fatalities in DY 2011 to 57 fatalities in DY 2013.

Looking at the population-based crash rate for teen drivers shows an increase from 196.20 crashes per 100,000 residents in DY 2012 to 280.41 in DY 2013. Over the last three-year period, the fatalities have decreased just over

33% for teen drivers in Pinellas County. Finally, an analysis of the teen driver-involved impact type reveals that a vast majority of these types of crashes involve a “front-to-rear” collision which may indicate driver distraction as a root cause.

The Florida Department of Transportation is focusing on the following strategies to reduce the number of crashes involving teen drivers:

- Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and supports the Florida Teen Coalition.
- Create a safe driving culture for teen drivers through outreach and education.
- Support initiatives that enhance traffic laws and regulations related to safe teen driving.

Table 30 - Pinellas County Teen Drivers Crash Data, DY 2011- DY 2013

	2011	2012	2013	2011-2013 % Change
Total Crashes	1,616	1,807	2,605	61.20%
Total Injuries	655	415	515	-21.37%
Total Fatalities	6	1	4	-33.33%
Population	917,434	921,319	929,048	1.27%
Population Crash Rate	176.23	196.20	280.41	59.12%
Percent of State Crashes	5.74%	5.26%	7.20%	25.44%
Percent of State Population	4.81%	4.77%	4.75%	-1.25%

Source: 2014 Annual Crash Report MPO

2. Aging Road Users (65 and Older)

As an increasing number of aging adults drive on Florida’s roadways, or travel the roads as pedestrians, passengers, bicyclists, or motorcyclists, the issue of transportation safety for this population is an increasingly significant public health concern. In 2013 in Florida, adults age 65 and older made up 11% of all traffic crashes but on a local county level the aging road users made up just over 15.35% of all traffic crashes in Pinellas County. In addition, the fatalities in DY 2011 totaled 16 aging road users which increased to 20 in DY 2013, a 25% increase.

Today's older drivers are driving longer and driving more miles per year than in the past. Research shows that older adults can expect to outlive their ability to safely drive by 7 to 10 years. By the year 2030, over 27 percent of Floridians will be over age 65, and half of them will be 75 or older. Mirroring this growth, an increasing proportion of licensed drivers in Florida are trending older. Pinellas County's population of older residents grew 1.27% in composition from DY 2011 to DY 2013, and their representation among motor vehicle-related crashes increased 28% for the same time frame. Also, Pinellas County's population-based crash rate increased from 322.14 (crashes per 100,000 population) in DY 2011 to 407.00 crashes in DY 2013 (+26.34%). However, the overall totals for aging road user-involved crashes has decreased from 18.83% in DY 2012 to 15.35% in DY 2013. Finally, an analysis of the aging road user involved "driver contributing cause" data reveals that a vast majority (39.72%) of these types of crashes were due to the driver operating the motor vehicle in a careless or negligent manner.

The Florida Department of Transportation is focusing on numerous strategies to reduce the number of crashes involving aging road users, including the following:

- Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources;
- Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility;
- Provide information and resources regarding aging road user safety, access, and mobility;
- Inform public officials about the importance of and need to support national, state, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility;
- Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users);
- Promote safe driving and mobility for aging road users through licensing and enforcement; and
- Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists and other non-motorized vehicles).

Table 31 - Pinellas County Aging Road User Crash Data, DY 2011- DY 2013

	2011	2012	2013	2011-2013 % Change
Total Crashes	2,954	3,391	3,781	28.00%
Total Injuries	1,217	832	1,317	8.22%
Total Fatalities	16	17	20	25.00%
Population	917,434	921,319	929,048	1.27%
Population Crash Rate	322.14	368.19	407.00	26.34%
Percent of State Population	4.81%	4.77%	4.75%	-1.25%

Source: 2014 Annual Crash Report MPO

3. Pinellas County

As was previously shown in Table 16, as of January 1, 2012 approximately 5.6% of the licensed drivers in Pinellas County were age 20 or younger, while 30.2% were age 60 or older. It is interesting to note that there are nearly as many licensed drivers over 80 as there are 15 to 20 (approximately 5%).

In 2011, the U.S. Census Bureau released figures estimating Pinellas County's percent of residents less than 21 years of age at 21.2%. This is a slightly lower percentage than the state of Florida (25.6%). The 2013 estimate for Pinellas County residents less than 21 years of age is 19.6% (U.S. Census Bureau 2009-2013 Five Year American Community Survey). The following are 2011 U.S. Census population estimates for the five largest Pinellas cities (percentage of population under 21 years of age): St. Petersburg (24.1%), Pinellas Park (22.1%), Clearwater (22%); Dunedin (17.5%) and Largo (17.4%).

The 2011 U.S. Census Bureau's estimate for Pinellas County's percent of residents age 65 and older is 21.4%. This is a higher percentage than the state of Florida, which led the nation at 17.6%. The 2013 estimate for Pinellas County residents age 65 and older is 21.6% (U.S. Census Bureau 2009-2013 Five Year American Community Survey). The following are 2011 U.S. Census Bureau population estimates for Pinellas' five largest cities (percentage of population age 65 and older): St. Petersburg (15.2%), Pinellas Park (21.1%), Clearwater (20.7%); Dunedin (26.6%) and Largo (25.7%). The University of Florida, Bureau of Economic and Business Research (Florida's official demographer), estimates that by the year 2030, 26.2% of Florida's population will be 65 years or older, i.e., one of every four Florida residents will be over the age of 65. It should be noted, however, that the actual number of senior drivers will likely be fewer than represented, because many will give up driving

but keep their licenses active for identification purposes. Additionally, data show that those ages 65 and older who continue to drive do so less frequently and for fewer miles than other age groups. Regardless, as the population of the state and nation ages, local governments will begin to focus on the mobility and safety needs of older drivers, and Pinellas and a few other Florida counties will likely become models for the state as well as the nation with regard to how these challenges are managed.

The Pinellas County crash fatality and injury data provided in Table 32 shows the difference in the total number of crashes, fatalities and injuries between the two age groups. In DY 2011, the difference in the total number of crashes and injuries was 21.3% and 16.5%, respectively. In DY 2012, the difference in the total number of crashes and injuries was 28.1% and 17%, respectively. Finally, in DY 2013, the difference in the total number of crashes and injuries was 48.6% and 49.5%, respectively.

Table 32 - Crashes/Fatalities/Injuries by Age Group, Pinellas County, DY 2011 – DY 2013

Age Group	2011			2012			2013		
	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
19 and younger	1,540	7	638	1,377	1	308	1,314	4	263
65 and older	1,956	12	764	1,916	12	371	2,558	13	521

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

VI. TRENDS AND CONDITIONS: Air Quality

To meet federal ambient ozone and fine particulate standards, Pinellas County's air quality is continuously monitored and evaluated 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 (ppb) to 75 ppb. (The primary sources of smog in Pinellas County and the Tampa Bay area are mobile sources, e.g., emissions from cars, trucks and buses, etc., and emissions from stationary sources such as power plants and industrial operations.) Compliance with the 75 ppb standard is determined using daily averages of the eight highest consecutive hourly readings. An area is considered to be in nonattainment if the average of the annual fourth highest ozone readings at any ozone monitoring station for the most recent three-year period equals or exceeds 75 ppb.

The pollutants that drive ozone formation in the atmosphere are nitrogen dioxide and volatile organic compounds. Nitrogen dioxide emissions in Pinellas County are dominated by mobile sources, on-road and off-road vehicle emissions from cars, trucks, construction equipment, etc. Mobile sources also account for the majority of volatile organic compound emissions in Pinellas, but stationary source industrial and commercial facilities that use solvents or chemicals in their processes currently account for nearly as much (according to the 2008 United States Environmental Protection Agency (EPA) National Emissions Inventory, which is the most recent).

Ozone readings from 2011, 2012 and 2013 data, drawn from the three monitoring stations in Pinellas County, are summarized in Table 33. Similar to 2008 and 2009, Pinellas County's ozone readings remain below the standard, indicating attainment. Pinellas County has not exceeded the ozone standard since the 1980s. (Trend: After review of the 2012 SOS Report, the County's ozone readings remain below the threshold for nonattainment.)

Pinellas County is part of a regional airshed for the purposes of determining compliance with the ozone standard. This airshed is currently defined by EPA to include Hernando, Hillsborough, Pasco and Pinellas counties. Some relatively recent ozone readings in (parts of) Hillsborough County have been above the attainment standard. However, in 2013 EPA evaluated data for the entire four-county airshed that includes Pinellas County and determined this airshed to be in attainment. On November 25, 2014, EPA proposed to strengthen the national ambient air quality standards for ground-level ozone, based on extensive scientific evidence about ozone's effects on public health and welfare.

Table 33 - Ozone Attainment Status: Ozone Readings, 2011 - 2013

Year	St. Petersburg College, Clearwater Campus		John Chestnut Sr. Park, East Lake Tarpon		Azalea Park, St. Petersburg	
	Reading (ppb)	Date	Reading (ppb)	Date	Reading (ppb)	Date
2011	72	4/14/2011	67	4/30/2011	66	5/10/2011
2012	63	4/10/2012	63	4/12/2012	66	5/20/2012
2013	67	3/8/2013	65	3/16/2013	66	5/26/2013
Three Years Attainment Average	67		65		66	
Attainment Status	Attainment		Attainment		Attainment	

Source: Florida Department of Environmental Protection, Division of Air Resource Management, 2012 Air Monitoring Report

Notes: An area is considered to be 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); readings are 4th-highest eight-hour averages; Pinellas County shares an airshed with Hernando, Hillsborough and Pasco counties.

VII. APPENDIX

- Table 34: Status Report: Implementation of Identified Strategies - CMP Studied Corridors and Hot Spot Studies
- Table 35: Update on CMP Projects (V/C x DOC), DY 2008, DY 2009, DY 2011 and DY 2013
- Table 36: Status Report on Advanced Traffic Management Systems (ATMS)/ Intelligent Transportation Systems (ITS) - Planned and Implemented Projects
- Table 37: Pinellas Suncoast Transit Authority (PSTA) Bus Routes
- Table 38: Road Safety Assessment/Audit, DY 2012 and DY 2013

Table 34 - Status Report: Implementation of Identified Strategies - CMP Corridor and Hot Spot Studies

Study Limits	Study Performed/Updated	Remaining Improvements/Activities
Alternate US 19 (Lakeview Road to Pasco County Line)	March 2004	City of Tarpon Springs and FDOT are partnering to complete the improvements north of Klosterman Road. An evaluation of pedestrian safety and transit access at Florida Avenue and Alternate US 19 in Palm Harbor.
22nd Avenue North (Park Street to Dr. M.L. King Jr. Street)	October 2003	Provide additional eastbound left-turn lane to the northbound on-ramp at I-275.
54th Avenue South (28th Street South to 41st Street South)	March 2007	Add an exclusive right-turn lane at 31 st Street and extend the westbound lane and modify it to a shared through/right-turn lane. Modify the 34 th Street southbound approach to two exclusive left-turn lanes, one through lane and one right-turn lane.
McMullen-Booth Road (Gulf-to-Bay Boulevard to Tampa Road)	July 2003	MPO is monitoring corridor performance.
East Lake Road (Tarpon Woods Boulevard to Keystone Road)	September 2008	Road Safety Audit recommendations have not been programmed for construction.
Belleair Road (Intersection at US Highway 19)	September 2008	Bicycle and pedestrian safety improvements and an intersection operational study.
East Bay Drive (Intersection at Belcher Road)	September 2008	Pedestrian refuge islands and other safety improvements.
N.E. Coachman Road (Intersection at Old Coachman Road)	September 2008	Intersection improvements including left-turn lane, protected turn signal, and bicycle facility/safety.
Drew Street (Intersection at Betty Lane)	September 2008	Left-turn storage lane and eliminate gaps in the sidewalk network.
Park Boulevard (113th Street North to Seminole Boulevard)	February 2014	Comprehensive corridor analysis/study.
102nd Avenue (137th Street to Seminole Boulevard)	February 2014	Convert the roadway to either a four-lane suburban parkway (with bike lanes and complete sidewalk connectivity) or a two-lane suburban parkway (with a wide landscaped median with left-turn lanes at cross streets, bike lane, and multi-use trail). Add right-turn lanes at Ridge Road and 113th Street.
Belcher Road (N.E. Coachman Road to Druid Road)	2008 2014 (Gulf-to-Bay Blvd. intersection)	Monitoring Work Program and CIP for RSA implementation opportunities.

Table 35 - Update on CMP Projects, as Measured by V/C X DOC, DY 2008, 2009, 2011 and 2013

Facility	Limits	Score (V/C X DOC) (↑↓ is comparing to previous scoring)			
		2008	2009	2011	2013
NE Coachman Rd	Drew St to US HWY 19	n/a	n/a	n/a	0.68
East Lake Rd	Tarpon Woods Blvd to Lansbrook Pkwy	20.72	21.11↑	19.84↓	20.04↑
Alt US HWY 19	Tampa Rd to Alderman Rd	15.00	15.60↑	15.25↓	14.21↓
East Bay Dr	Belcher RD to US HWY 19	14.92	14.69↓	11.61↓	12.31↑
McMullen Booth Rd	Main St/Sunset Pt Rd to SR 580	17.02	13.75↓	17.35↑	19.35↑
East Lake Rd	Lansbrook Pkwy to Keystone Rd	15.38	13.73↓	9.77↓	16.80↑
22nd Ave North	34th St N to I-275	11.99	13.44↑	12.88↓	13.13↑
McMullen Booth Rd	Gulf-to-Bay Blvd to Main St/Sunset Pt Rd	15.87	12.29↓	12.62↑	19.18↑
Alt US HWY 19	Curlew Rd to Tampa Rd	12.24	12.99↑	8.81↓	10.04↑
Alt US HWY 19 / Pinellas Ave.	Tarpon Ave to Anclote Blvd	10.34	11.72↑	7.91↓	7.52↓
Alt US HWY 19 / Palm Harbor Blvd.	Alderman Rd to Klosterman Rd	12.10	11.36↓	9.44↓	8.91↓
Alt US HWY 19 / Pinellas Ave.	Meres Blvd to Tarpon Ave	12.22	11.27↓	8.60↓	13.23↑
Alt US HWY 19 / Broadway	Main St to Skinner Blvd	13.11	11.05↓	10.71↓	11.87↑
McMullen Booth Rd	SR 580 to Curlew Rd	12.97	10.84↓	14.03↑	8.33↓
Alt US HWY 19 / Pinellas Ave.	Klosterman Rd to Meres Blvd	12.34	10.64↓	7.92↓	11.81↑
East Bay Dr	Keene Rd to Belcher Rd	14.25	10.04↓	11.70↑	13.35↑
Alt US HWY 19 / Bayshore Blvd.	Skinner Blvd to Curlew Rd	14.93	13.46↓	12.71↓	13.44↑
Belleair Road	US Hwy 19 to Keene Rd	5.59	9.25↑	11.36↑	10.76↓
54th Ave S	34th St S to 31st St S	8.60	8.51↓	8.37↓	8.37
Alt US HWY 19 / Edgewater Dr.	Myrtle Ave to Broadway Ave	9.77	8.05↓	3.98↓	3.89↓
Drew St	Missouri Ave to Highland Ave	0.57	0.56↓	0.50↓	0.47↓
<ul style="list-style-type: none"> This table includes corridors and intersections (hot spots) studied by the MPO'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. V/C ratios were drawn from the MPO Level of Service Reports. Duration of congestion figures were generated by vTIMAS (visual Transportation Inventory Management and Analysis). When duration of congestion is less than one hour, then one hour DOC is used for scoring (V/C x DOC). 					

Table 36 - 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 complete
	FPN 4072335*	54th Ave South	Sunshine Skyway Bridge	DMS/CCTV/RTMS	State Funds	Under construction
	FPN 4086713*	ITS Communication System			State Funds	Sunshine Skyway Patrol 24 hours surveillance OPS
SR 688/Ulmerton Rd	FPN 2571391	49th St	US 19	ATMS/ITS	State Funds	Project complete
	FPN 2570502	Oakhurst Ave	119 th Ave	ATMS	State Funds	Project complete
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	Project complete
	FPN 4062553*	Beckett Way	Pasco County Line	Stage 3 ATMS	State Funds	Construct in 2015
	FPN 4062555*	49 th St N	126 th Ave N	ATMS/ITS	State Funds	Construct in 2015
	FPN 4062556	54 th Ave S	46 th Ave N	ATMS/ITS	State Funds	Project complete
McMullen Booth Rd ATMS/ITS	PID 743	Pasco County Line	SR 60/Gulf-to-Bay Blvd	ATMS/ITS	State Funds (CIGP), 9 th Cent Fuel Tax	Project complete
49th St ATMS/ITS	FPN 4166041	Roosevelt Blvd	US 19			

	FPN 4166081					
Belcher Rd ATMS/ITS	PID 1626/2059 FPN 4206281	Klosterman Rd	Druid Rd	ATMS/ITS	Federal Earmark/ TRIP	Project complete
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	Project complete
<u>SR 60/ Courtney Campbell Causeway</u>	<u>FPN 4245073</u>	<u>McMullen Booth Rd.</u>	<u>Hills. Co. line</u>	<u>ITS Freeway Mgmt.</u>		Project complete
SR 584/ Main St	PID 1809 FPN 4200851	McMullen Booth Rd	SR 580/Main St	ATMS/ITS	State Funds (CIGP), 9th Cent Fuel Tax	Project complete
SR 580/ Tampa Rd		McMullen Booth Rd	Race Track Rd			Project complete
SR 586/Curlew Rd		McMullen Booth Rd	SR 584/Tampa Rd			Project complete
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	Project complete
SR 686/ Roosevelt Blvd.	256995-1	North of Ulmerton Rd	East of 40 th St	Although not a dedicated ITS/ATMS project, infrastructure will be installed as a part of FDOT's road widening.		In design; Project funded
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 256995-3	I-275	119 th St	Although not a dedicated ITS/ATMS project, infrastructure will be installed as a part of FDOT's road widening.		Under construction

Bryan Dairy ATMS/ITS	PID TBD FPN 4230861	Alt US 19	28th St	ATMS/ITS	State Funds TRIP, 9th Cent Fuel Tax	Construct in 15/16
SR 693/66th St ATMS/ITS*	PID TBD FPN 4240111	Gulf Blvd	US 19	ATMS/ITS	State Funds, 9th Cent Fuel Tax, TRIP	Construct in 2015
SR 694/Park BLVD ATMS/ITS*	PID 2159 FPN 4240121	Gulf Blvd	4th Street	ATMS/ITS	State Funds, 9th Cent Fuel Tax	Construct in 15/16
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	Project complete
Alt US 19 - North Fiber Loop	PID 000405 FPN 428970	SR 586	Downtown Clearwater	ATMS/ITS	State Funds, 9th Cent Fuel Tax	Project complete
ITS Website	N/A				9th Cent Fuel Tax	Under development
Highway Advisory Radio	N/A				9th Cent Fuel Tax	Underway
Gulf Blvd ATMS	PID 00131 FPN 429068	Various Locations		ATMS / ITS	State Funds, 9th Cent Fuel Tax, TRIP	Construct in 2016
South Belcher Road ATMS	PID 001030 FPN 4290671	Druid Road	Park Blvd	ATMS/ITS	State Funds, 9th Cent Fuel Tax	Construct in 2016
Enhancer Systems	FPN 4245326*	Various Locations	Various Governments	ITS/Ped	State Funding	Pedestrian crossing enhancements underway

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 37 - Pinellas Suncoast Transit Authority Bus Route Designations

Route	Route Information
Central Avenue Trolley	The Pier, BayWalk, Williams Park (Downtown St. Petersburg), Central Avenue, Grand Central Station, Palms of Pasadena Hospital, 75 Ave & Gulf Way, St. Pete Beach, Pass-a-Grille
Downtown Looper*	Mon. - Sun.: The Pier, Museum of History/Dolphin Parking, Renaissance Vinoy Resort, Museum of Fine Arts/Beach Dr., BayWalk, St. Petersburg College, Courtyard Marriott, Open Air Post Office, Florida Holocaust Museum, USF St. Petersburg, Dali Museum, Hilton St. Petersburg, Hampton Inn & Suites, Chamber Visitor Center/BayWalk, Pelican Parking
East Lake Shuttle	Connecting Service at Shoppes of Boot Ranch.
Jolley Trolley:*	Northbound: Bay Park, Shoppes, Marriott, Clearwater Pointe, Crabby Bill's, BeachWalk, Marina, Island Way, Publix, Aquarium, Island Way Grill, Beachcomber, Brown Boxer, Rec. Center, Acacia, and 880 Mandalay
Clearwater Beach Route	Southbound: 880 Mandalay, Acacia, Rockaway, Clear Sky, Hilton, Marina, Island Way, Publix, Aquarium, Island Way Grill, Pier 60, BeachWalk, Shephard's, Sheraton, and Bay Park
Jolley Trolley:*	Northbound: Publix, Park St. (PSTA), Casanova's, Tony's Pizza, Pickles-Coachman, Sea Sea Riders, Dunedin City Hall, Curlew Causeway, Peggy O'Neils, Primate Sanctuary, Pinellas-Tarpon, Riverside Gr. House, Rusty Bellies
Coastal Route	Southbound: Rusty Bellies, Pinellas (South), Alt. 19-Palm Harbor, Cricketers, Beso Del Sol, Jolli Mons, Dunedin City Hall, Pinellas Trail, Old Bay Cafe, Clr. Harbor Marina, Cleveland St., Park St., Publix
Jolley Trolley:*	Serving Downtown Safety Harbor and Downtown Dunedin
North County Connector	Countryside / Oldsmar / Tampa Route: Westfield Countryside, Shoppes at Boot Ranch, HART Northwest Transfer Center
	Dunedin / Palm Harbor Route: Westfield Countryside, Walmart Palm Harbor, St. Pete College Tarpon Campus
	East Lake Route: Shoppes at Boot Ranch, Ridgemoor Blvd, Huey Ave and Tarpon Ave
Suncoast Beach TrolleySM	Park Street Terminal (Downtown Clearwater), Island Estates, North Clearwater Beach, South Clearwater Beach, Sand Key Park, Bay Park, Indian Rocks Beach, Indian Shores, Redington Shores, North Redington Beach, Redington Beach, Madeira Beach, John's Pass Village, Treasure Island, St. Pete Beach
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, Gateway Mall, Kroger Office Center, Goodwill Industries, 116th Ave N & 4 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), Largo Mall, Heritage Apartments, Seminole Mall, Bay Pines VA Medical Center, Tyrone Square Mall, Grand Central Station, Tropicana Field, Williams Park (Downtown St. Petersburg)
Route 19	US Highway 19 via: Tarpon Springs, Westfield Shopping Town Countryside, 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, 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	Route eliminated, replaced with Central Avenue Trolley.
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, 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), Gateway Mall, 9 St N, Roosevelt Blvd, 28 St N, 118 Ave N, 34 St N, PSTA Facility, 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, Philippe Pkwy, Enterprise Rd, Westfield Shopping Town Countryside, The Shoppes of Boot Ranch

Route 66	Tarpon Springs, Tarpon Springs Sponge Docks, Tarpon Mall, Alternate 19, Causeway Plaza, Bayshore Blvd, Main St/580, Mease Manor, Patricia/Highland Ave, Sunset Point Rd, Coachman Fundamental Middle School, 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), Drew St, Hercules Ave, Westfield Shopping Town Countryside, Enterprise Rd, McMullen Booth Rd/611, SR 580, Tampa Rd/584, Oldsmar City Hall, Downtown Oldsmar, Nielsen Media Research
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, Lake Seminole Park, 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 Hosptial, 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	Route 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, WhitneyRd, 49th St N, Criminal Justice Center, Carillon Office Complex, 34th St N, PSTA Facility
Route 100X	Commuter Service (St. Petersburg to Tampa): Gateway Mall, Certegy, Britton Plaza Station, Marion Transit Center (Downtown Tampa)
Route 300X	Express Service - Limited Stops Only (Largo to Tampa): Ulmerton Park N Ride, Ulmerton Rd, Tampa St, Pierce St & Whiting St, Marion Transit Center (Downtown Tampa)
Route 444	Crystal Lakes Manor, Heatherwood Apartments, Shoppes at Park Place, Walmart, St. Petersburg Housing Authority, Mainlands of Tamarac, 102 Ave N, St. Giles Manor, Pinellas Park City Hall, Pinellas Park Library, Park Plaza

Source: Pinellas Suncoast Transit Authority (PSTA)

*Service funded in part by PSTA but operated by PSTA partners.

Table 38 - Road Safety Assessment/Audit, DY 2012 and DY 2013

Project	From	To	Jurisdiction	Project Description	Date Completed
Alternate US 19/SR 60/SR 595/Chestnut (EB)	East of Palm Avenue	West of Court Street	FDOT	Road Safety Assessment	Mar-12
SR 687/4 th Street N.	106 th Avenue N.	Big Island Gap	FDOT	Road Safety Assessment	May-12
US 19/SR 55	North of Gandy Blvd.	49 th Street N.	FDOT	Road Safety Assessment	Jun-12
SR 686/East Bay Drive	SR 595/SR 651/Missouri Avenue	West of Highland Avenue	FDOT	Road Safety Assessment	Aug-12
118 th Avenue	N/A	N/A	Pinellas County	Roadway Safety Assessment	Feb-13
(Pinellas Park High School and Fitzgerald Middle School)					
5 th Avenue N.	28 th Street N.	25 th Street N.	FDOT	Pedestrian Safety Audit	Feb-13
(St. Petersburg High School)					
East Bay Drive (SR 686)	Country Club Drive / Lake Avenue	Keene Road / Starkey Road	FDOT	Bicycle Road Safety Audit	Jul-13
SR 580/Main Street	Bass Boulevard	West of Pinehurst Road	FDOT	Road Safety Assessment	Feb-13
SR 60/Gulf-to-Bay Boulevard	Court Street / S. Highland Avenue	Bypass Drive	FDOT	Road Safety Assessment	Jun-13
SR 679/Pinellas Bayway	N. end of Boca Ciega Bridge	SR 682/54 th Avenue S.	FDOT	Road Safety Assessment	Aug-13
4 th Street S.	@ 5 th Avenue S.	N/A	FDOT	Road Safety Audit Training and Site Review	Jul-13
(All Children's Hospital)					
4 th Street S. (All Children's Hospital)	@ 6 th Avenue S.	N/A	FDOT	Road Safety Audit Training and Site Review	Jul-13
Alternate US 19/SR 595	South of Park Street	Long Bayou Bridge	FDOT	Road Safety Assessment	Aug-13

Source: Pinellas County MPO, Florida Department of Transportation

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