

# Pinellas

## Transportation Plan



*Moving People,  
Providing  
Choices*







# The 2040 Pinellas Transportation Plan

## What is the Plan?

The Pinellas Transportation Plan (PTP) is a 25-year vision of transportation improvements for the community.

Every 5 years, the Pinellas County Metropolitan Planning Organization (MPO) develops the PTP to account for the latest population and employment growth patterns, trends, and goals for the future. Based on an analysis of this growth, future transportation needs are determined and the Plan identifies strategies and improvements necessary to address them.

## What is the MPO?

The Pinellas County MPO was established by Federal Law in 1977. The primary purpose of the MPO is to assess transportation needs, and to identify improvements, policies and strategies necessary to meet those needs. The MPO develops and maintains the PTP to document needed transportation projects and to establish the priorities for transportation funding. In order for a transportation project to be eligible for state and federal funding, the project must be included in the PTP. The Pinellas MPO is governed by a 13 member board representing the local governments of Pinellas County and the Pinellas Suncoast Transit Authority (PSTA).

## Goals for the 2040 Pinellas Transportation Plan

**Goal 1: Support and further economic development.**

**Goal 2: Provide a balanced and integrated multi-modal transportation system for local and regional travel.**

**Goal 3: Provide for a safe and secure transportation system for all users.**

**Goal 4: Provide for, manage and operate an efficient transportation system.**

**Goal 5: Encourage public participation and ensure that the transportation plan and other MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.**

**Goal 6: Enhance quality of life and promote sustainability.**





# Investing in Options



## What's in the Plan?

The PTP identifies future transportation projects and priorities in order to maintain and improve the transportation system over time. All modes of travel are considered, including:

- Public transportation/transit
- Bicycling
- Walking
- Freight/truck
- Automobile

## Why is the PTP Important?

The PTP is required for the county to receive state and federal funding for transportation projects. Funding for all modes of travel is included in the PTP and provides options for getting around. For example, funding bicycle and pedestrian projects provides alternatives for people who either cannot, or chose not to, drive cars. Providing options helps to reduce congestion and creates a community where everyone can move about, regardless of age or income.

## The Pinellas transportation system includes:

- PSTA buses that serve 5,159 bus stops on 37 routes with over 14 million trips
- 945 miles of major roads
- 677 miles of sidewalks along major roads
- 200 miles of bicycle lanes and trails



Did you know that most roadway projects include some type of accommodation for bicycles and pedestrians?







# Road Projects

## Safety, Efficiency and Preservation

With only a few remaining projects left that will widen our roads (notably, US 19 and Gandy Blvd.), the PTP is focusing on safety, efficiency and maintenance. Most of the remaining roadway projects are 'enhancement' projects, which include adding sidewalks, adding bike lanes and improving drainage and intersections.



### Key Projects:

- Adding interchanges along US 19 N.
- Improving Gandy Blvd. with frontage roads, interstate access and intersections
- Widening 62nd Ave. N. between 34th St. and 49th St.
- Improving Park St./Starkey Rd. to add sidewalks, bike lanes, widen some sections and increase intersection capacity
- Adding managed lanes to I-275 from 118th Ave. N. to the Howard Frankland Bridge
- Enhancement projects on County roads, including Belleair Rd., 22nd Ave. S., and Belcher Rd.

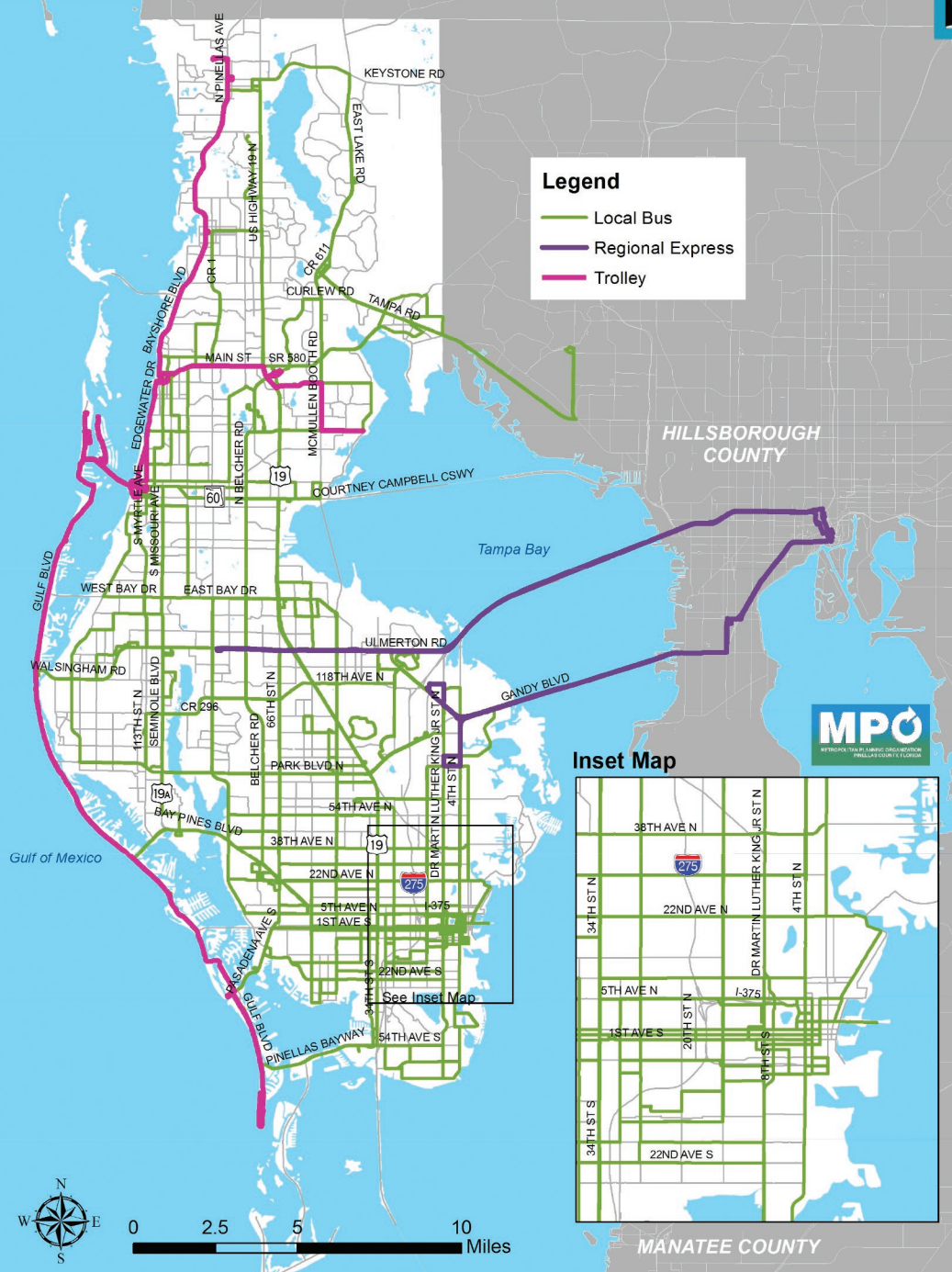
### Scheduled and Funded Roadway Projects





## Providing Transit Services

## PSTA Bus Network



The transit component of the PTP is the existing PSTA bus network. In light of a failed referendum to invest in expanded transit services, the PTP assumes no new revenue for transit through 2040. PSTA will focus on the existing network, and any future adjustments to that network, will need to be revenue neutral.

## Highlights:

- Local bus service on many major roads
- Flex connector service in north county areas
- Trolley service along the beaches, to Dunedin, Tarpon Springs and Safety Harbor
- Express routes from the Gateway area to Tampa

**Flex connector service allows the bus to deviate from the main road to provide door-to-door service for passengers, using vehicles like the one to the right.**





# Increase Opportunities to Safely Bike and Walk

## Planned & Existing Bicycle Lanes and Multi-Use Trails

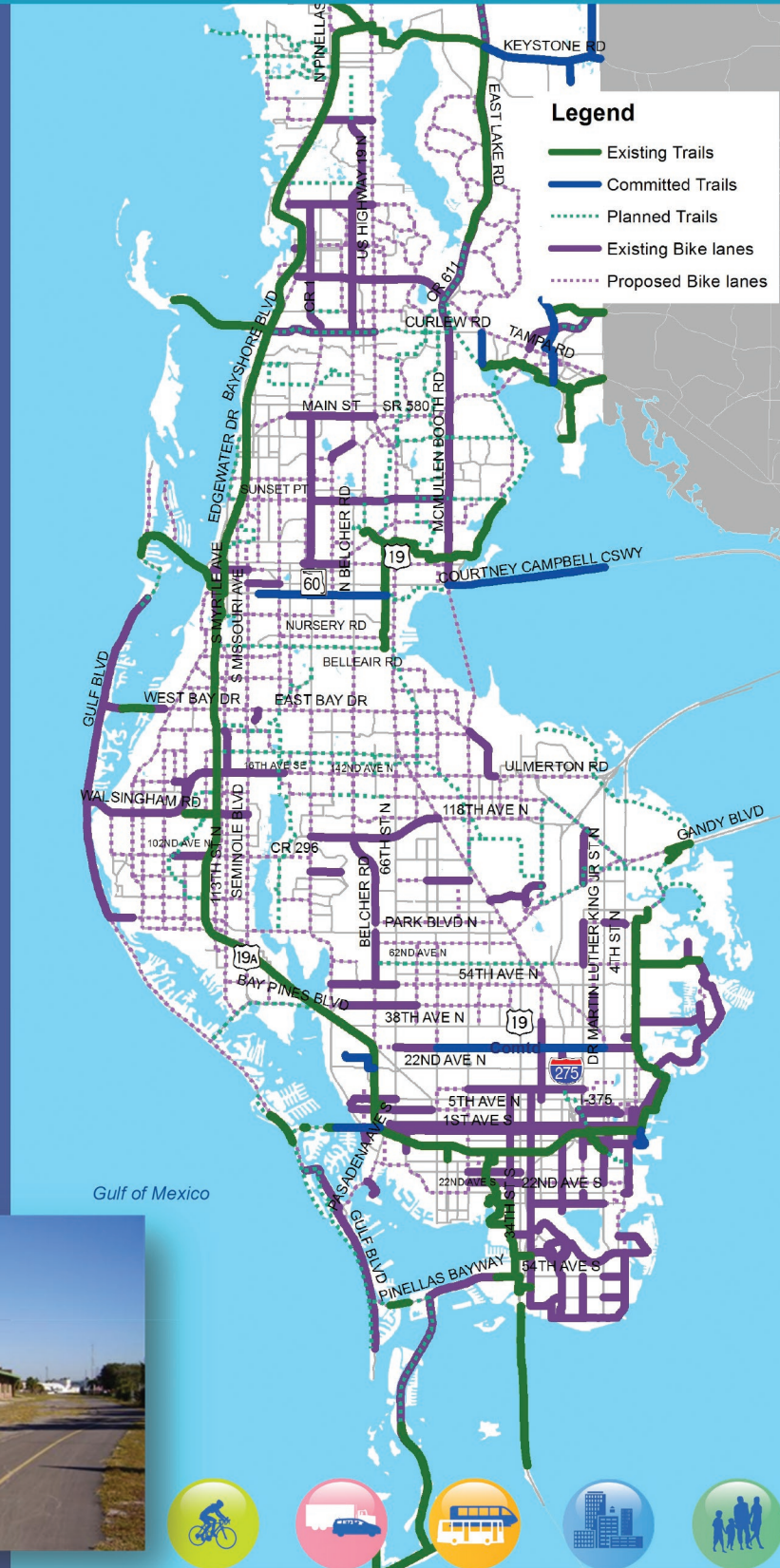


Pinellas County has more than 100 miles of trails, more than 170 miles of bicycle lanes, and sidewalks on at least one side of most major roads. Between 2008 and 2012, nearly 30 miles of trails were constructed, furthering the effort to make bicycling and walking viable options for commuting as well as recreational activity throughout the county.

Accommodations for bicycles and pedestrians are included in road projects, wherever possible, so that people can easily and safely bike or walk for exercise, to run errands, or to get to work.

### Plan Highlights:

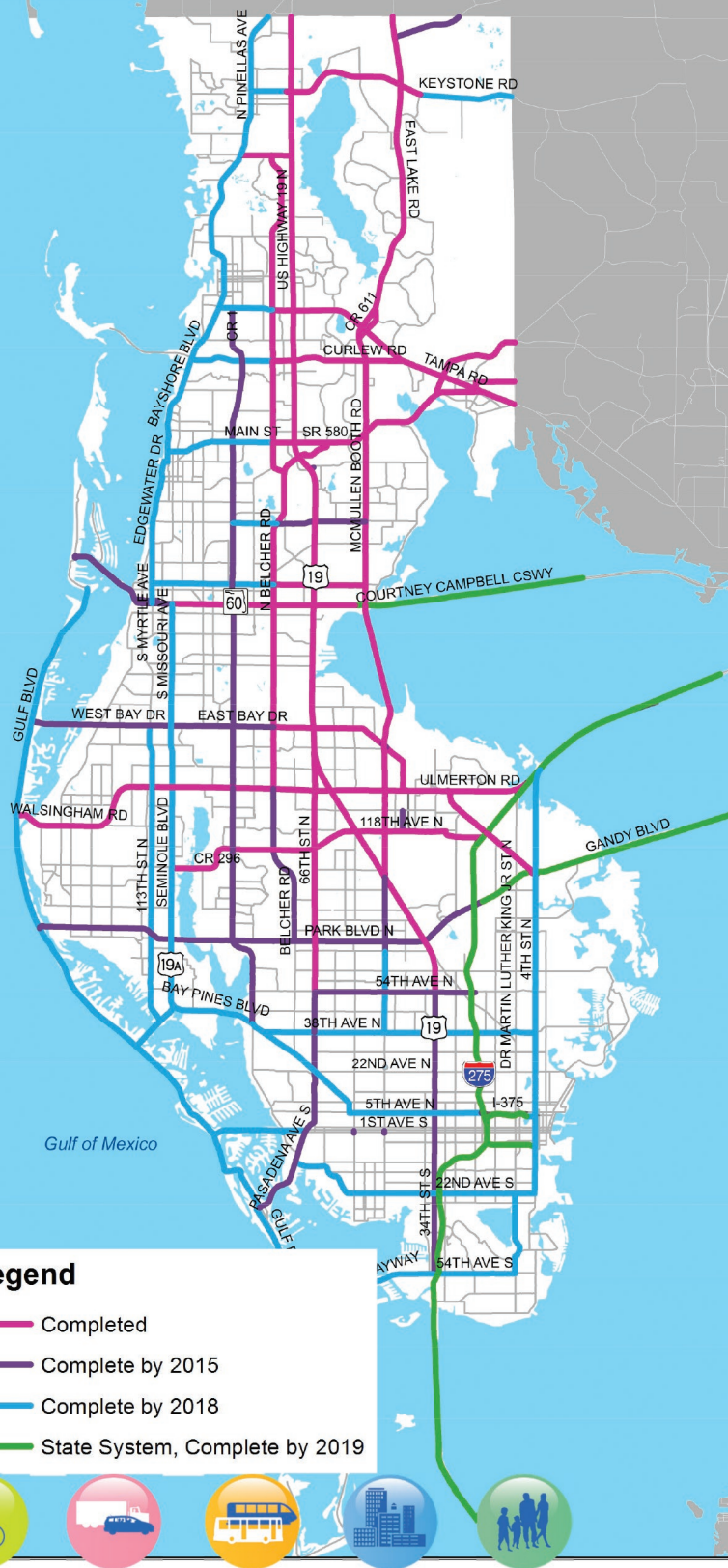
- 146 miles of planned multi-use trails
- 346 miles of planned bicycle lanes





# Technology and Traffic Management

## Pinellas County ITS Installations by 2019



### Completed ITS Infrastructure

Intelligent Transportation Systems (ITS) maximize the efficiency of our roadway network by helping traffic flow more smoothly without adding more traffic lanes. Examples of ITS technology include computerized traffic signal systems that automatically adjust to maximize traffic flow and to permit emergency vehicles to pass through intersections quickly, cameras and detectors that identify congested areas and travel advisories that inform drivers about these problems and recommend alternative routes.

When complete, there will be:

- 91 Dynamic Message Signs (DMS)
- 235 traffic monitoring cameras at intersections
- 430 remotely-controlled traffic signals

Fiber optic cables that run along roadways transmit video feeds, DMS text, and remotely-controlled traffic signals transmit information to and from the Primary Control Center, where traffic controllers can adjust traffic signals and post messages to DMS signs to help relieve congestion.

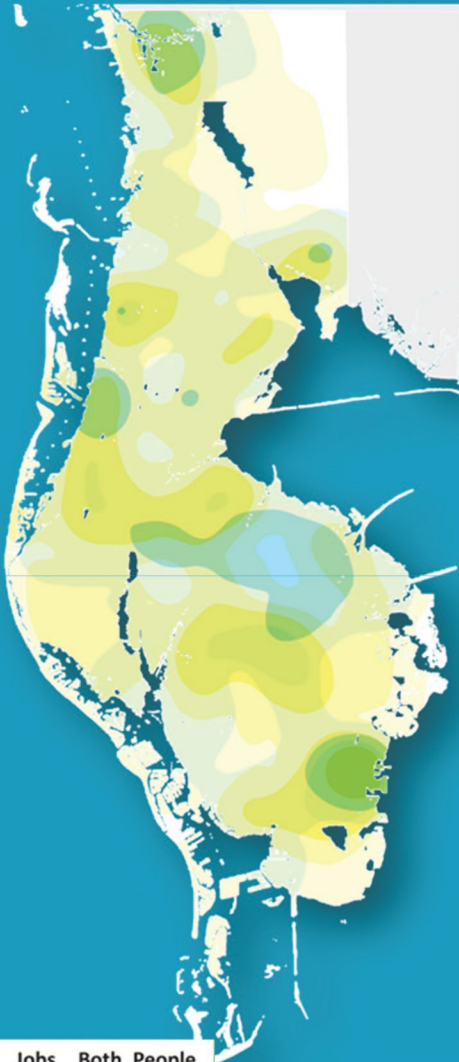
### Primary Control Center





# Coordinated Planning

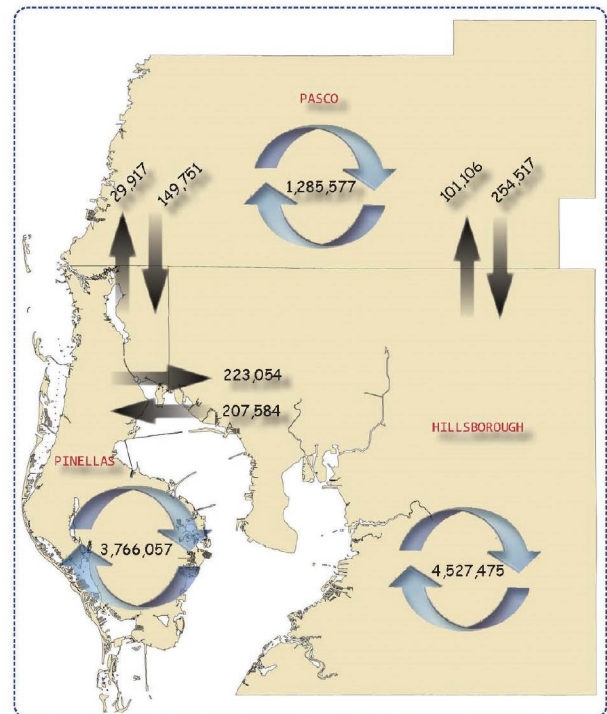
*Working with our citizens, local and regional partners*



The map to the left highlights areas of projected growth out to 2040. The MPO works with local governments to make sure land use decisions are coordinated with transportation plans to accommodate future growth in areas where the transportation system can better support it.



Total Vehicle Trips in the Tampa Bay Area  
Tampa Bay Regional Planning Model version 8.0 (2010)



In the Tampa Bay area, many people cross county lines throughout their day, as demonstrated in the graphic above that highlights the number of trips made within and between counties, on any given day. Because of this, the MPO closely coordinates with other transportation agencies throughout the region to make sure future plans are consistent across county lines.



**Public Hearing for adoption of  
the 2040 PTP:  
December 10, 2014 at 1:00 PM.**

## Have Your Say!

For more information visit:

[www.pinellascounty.org/mpo/LRTP40/ThePlan.html](http://www.pinellascounty.org/mpo/LRTP40/ThePlan.html)  
[www.telluspinellas.com](http://www.telluspinellas.com)

To request a speaker call (727) 464-8200 or email us at [mpo@pinellascounty.org](mailto:mpo@pinellascounty.org).