



US Highway 19 South



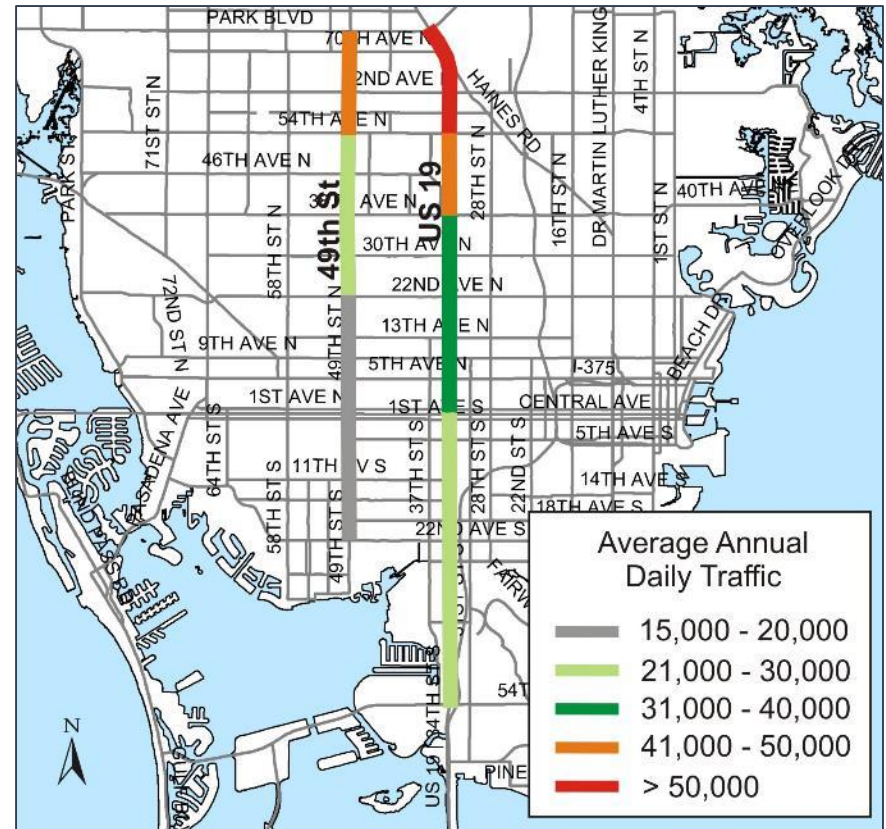
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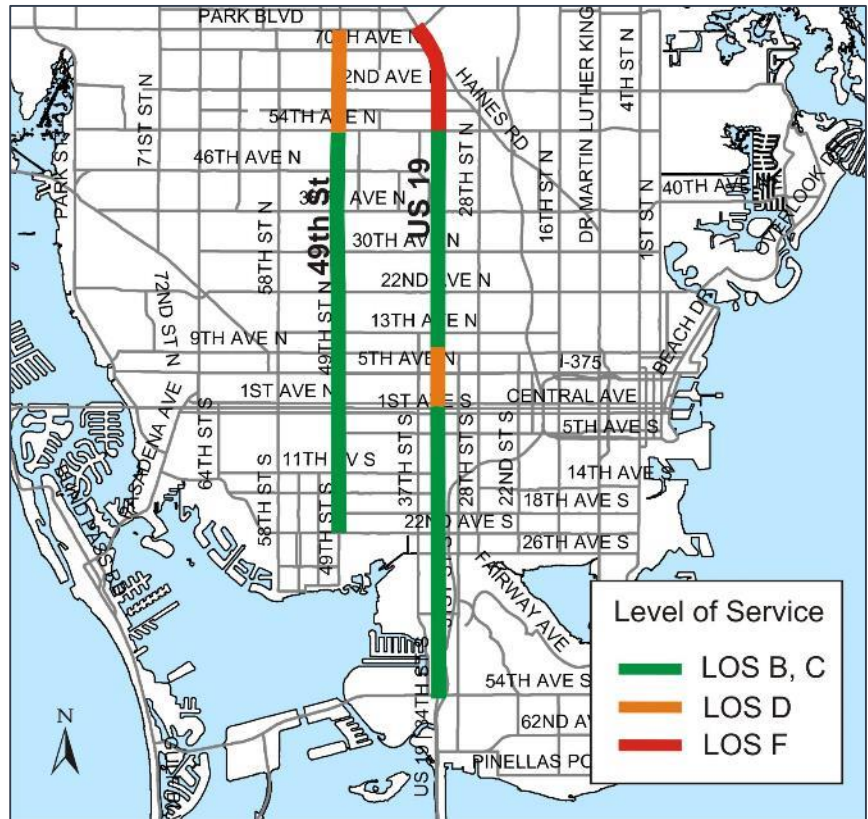
Traffic Conditions

- Annual Average Daily Traffic (AADT) in 2014
 - n/o Gandy average = 69,133
 - s/o Gandy average = 35,048
 - Declining aadt since 2000



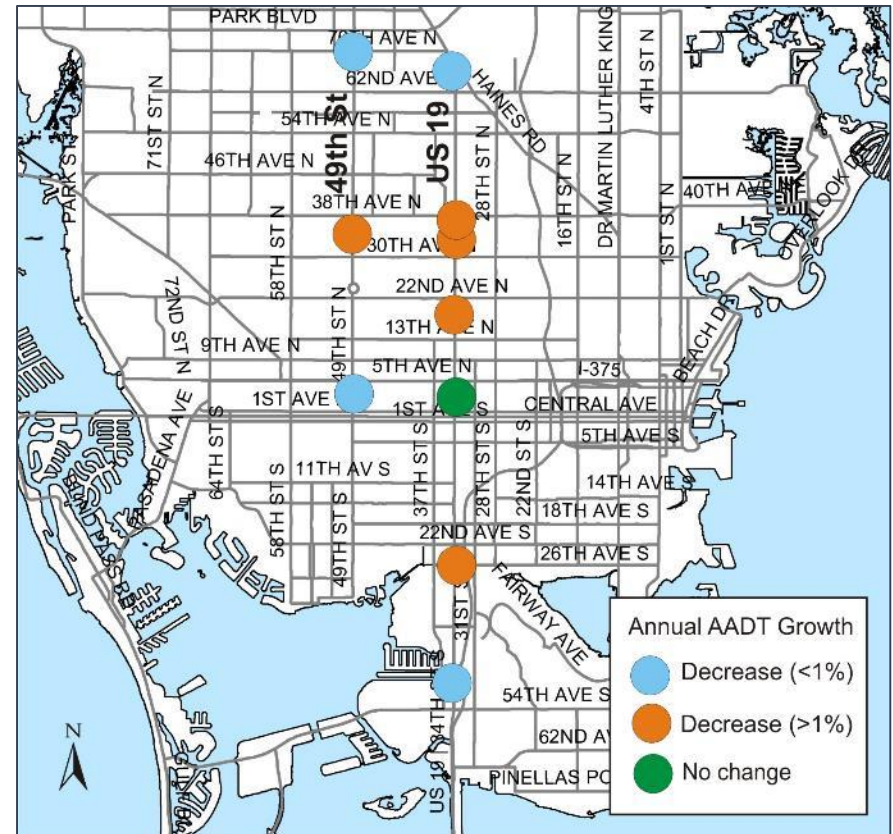
Traffic Conditions

- US 19 - 2014 Level of Service (LOS)
 - F = 1.4 miles
 - D = 0.5 miles
 - B,C = 6.5 miles
- US 19 - 2000 LOS
 - F = 0 miles
 - D = 4 miles
 - B,C = 4.4 miles

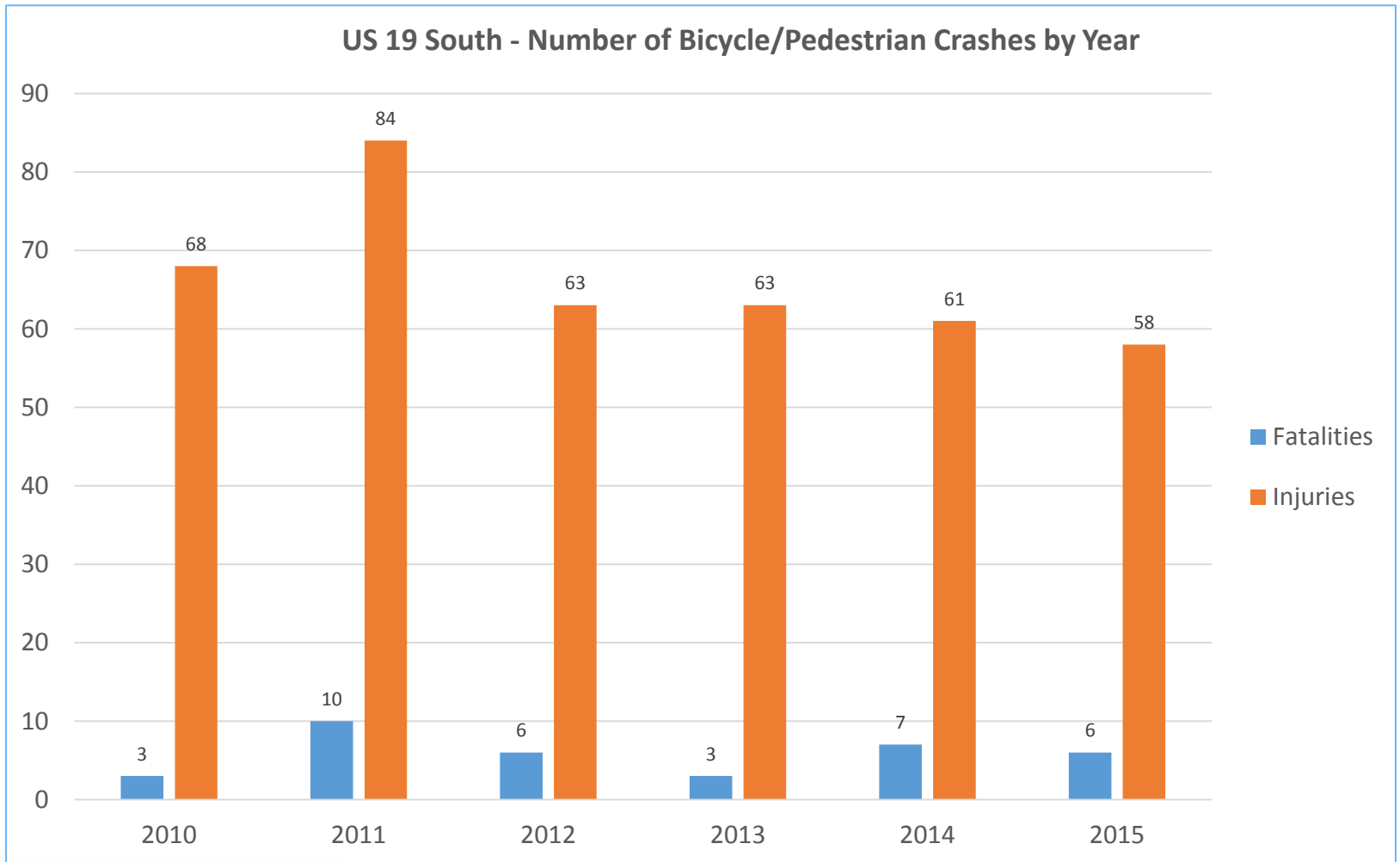


Traffic Conditions

- Annual AADT Growth Since 2000
 - Decreasing
 - Same trend on parallel corridors



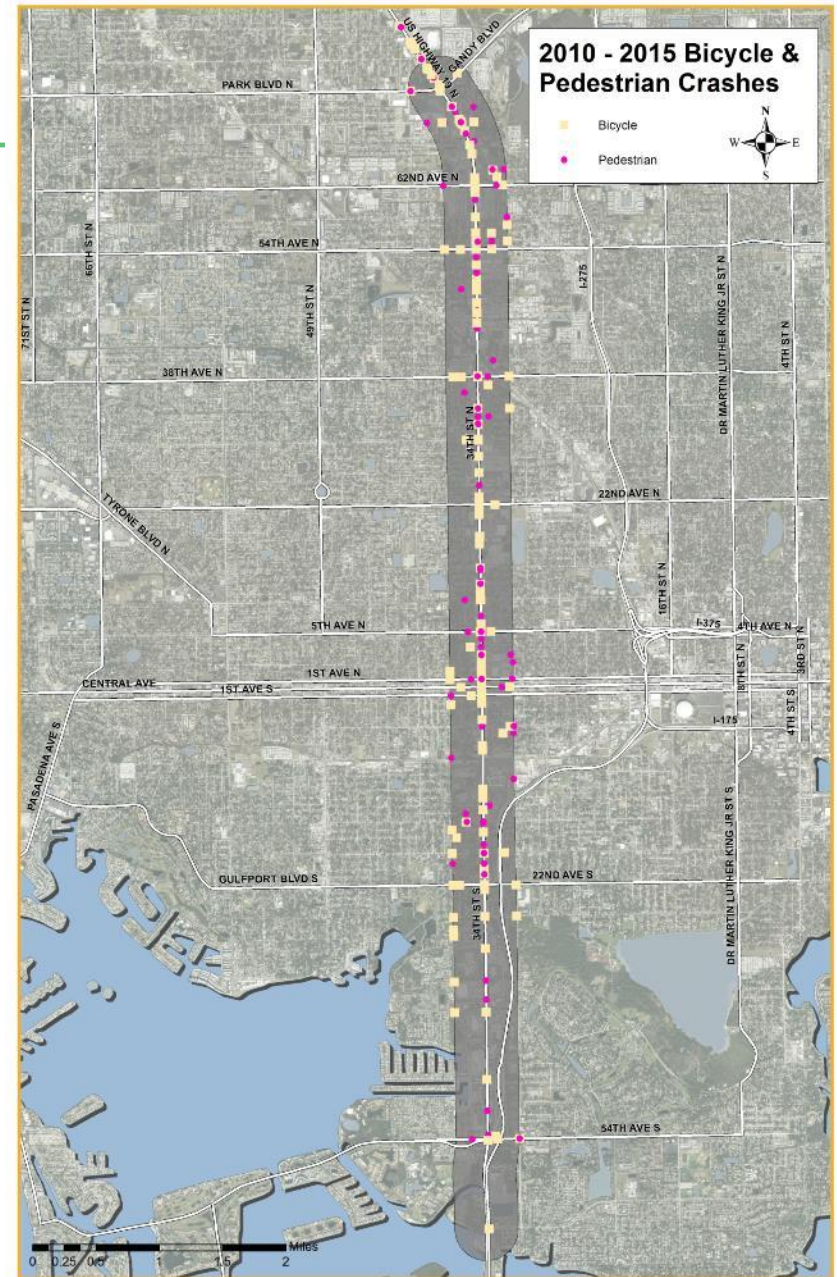
Crashes – Bicycle and Pedestrian



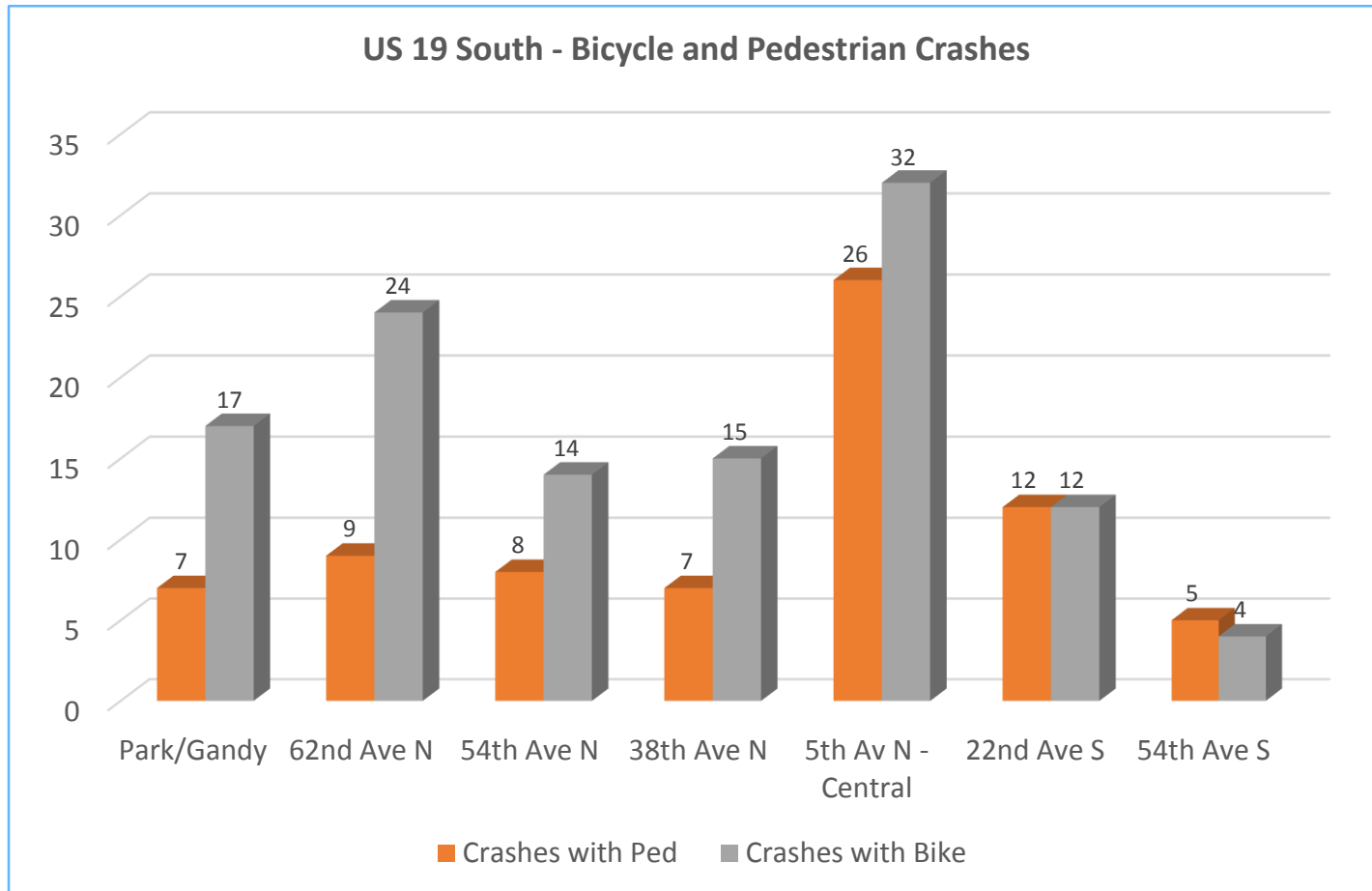
Bike/Ped. Crashes

2010 - 2015

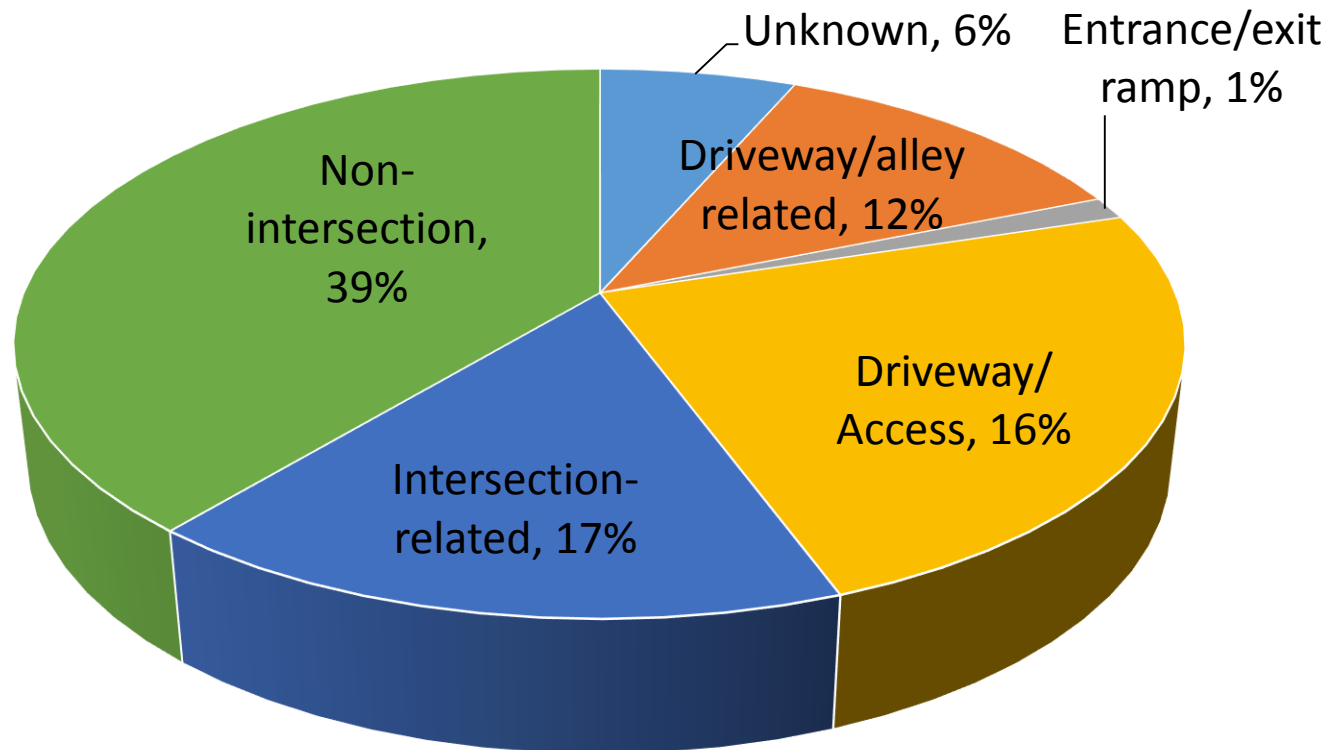
- 424 bike/ped. crashes - 5% of total
- 47 bike injuries – 12% of total
- 10 ped. fatalities – 2% of total
- 5th Ave N – Central Ave
 - All crashes – 1,060 (27% of US 19 So.)
 - Pedestrian – 26 (35%)
 - Bike – 32 (27%)



Bike/Ped. Crashes 2010 - 2015



Bicycle and Pedestrian Crash Locations



Transit Service and Plan

- Core route
- 1.8 mil. annual riders
- Hours of service – 5:35 a.m. to 11:25 p.m.
- 20 minute headways on weekdays
- Five major transfer stops/loading points
- Future plans include bus rapid transit (BRT) service

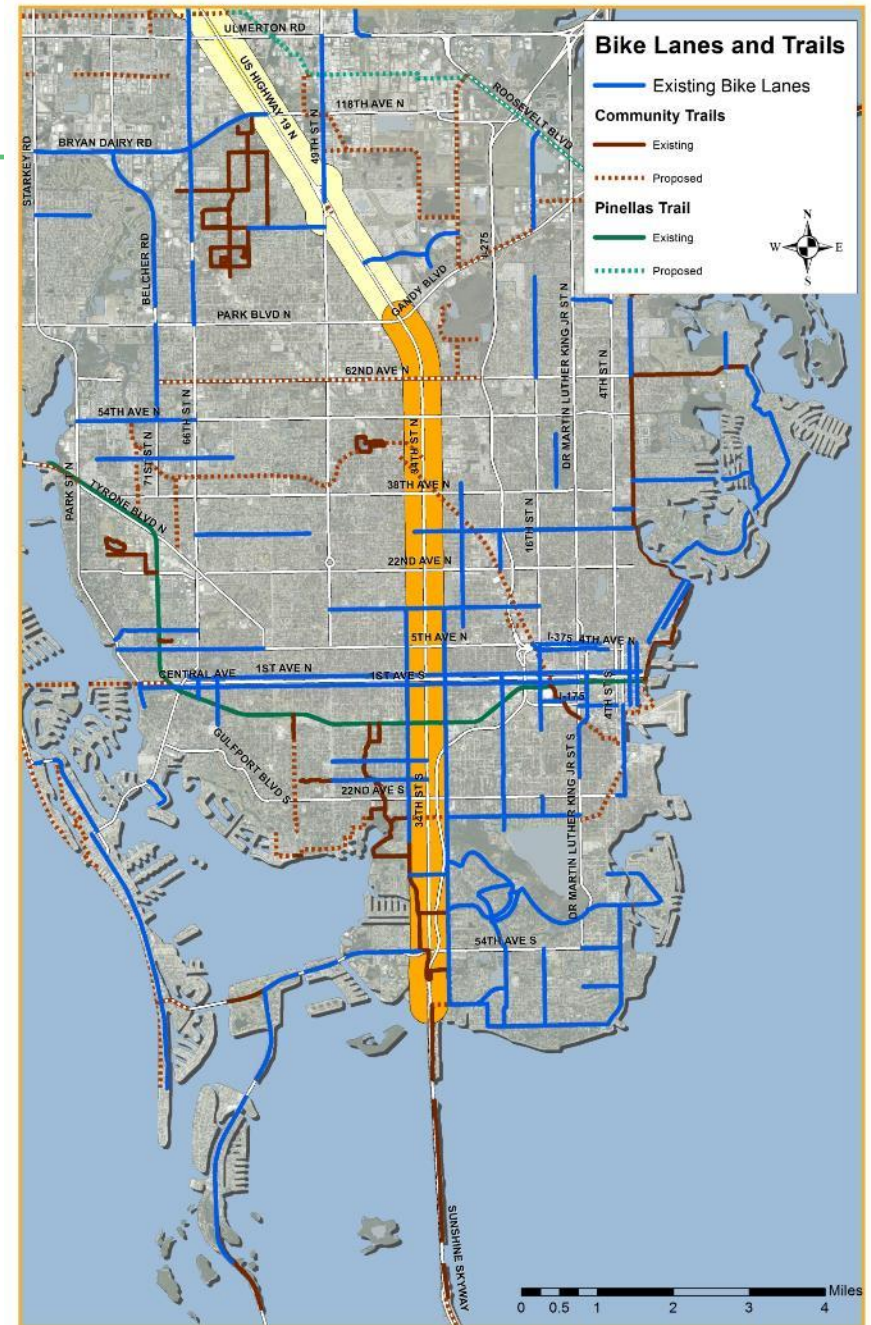


- Bus stop activity
 - Shoppes at Park Place
 - 38th Ave N
 - Grand Central Terminal



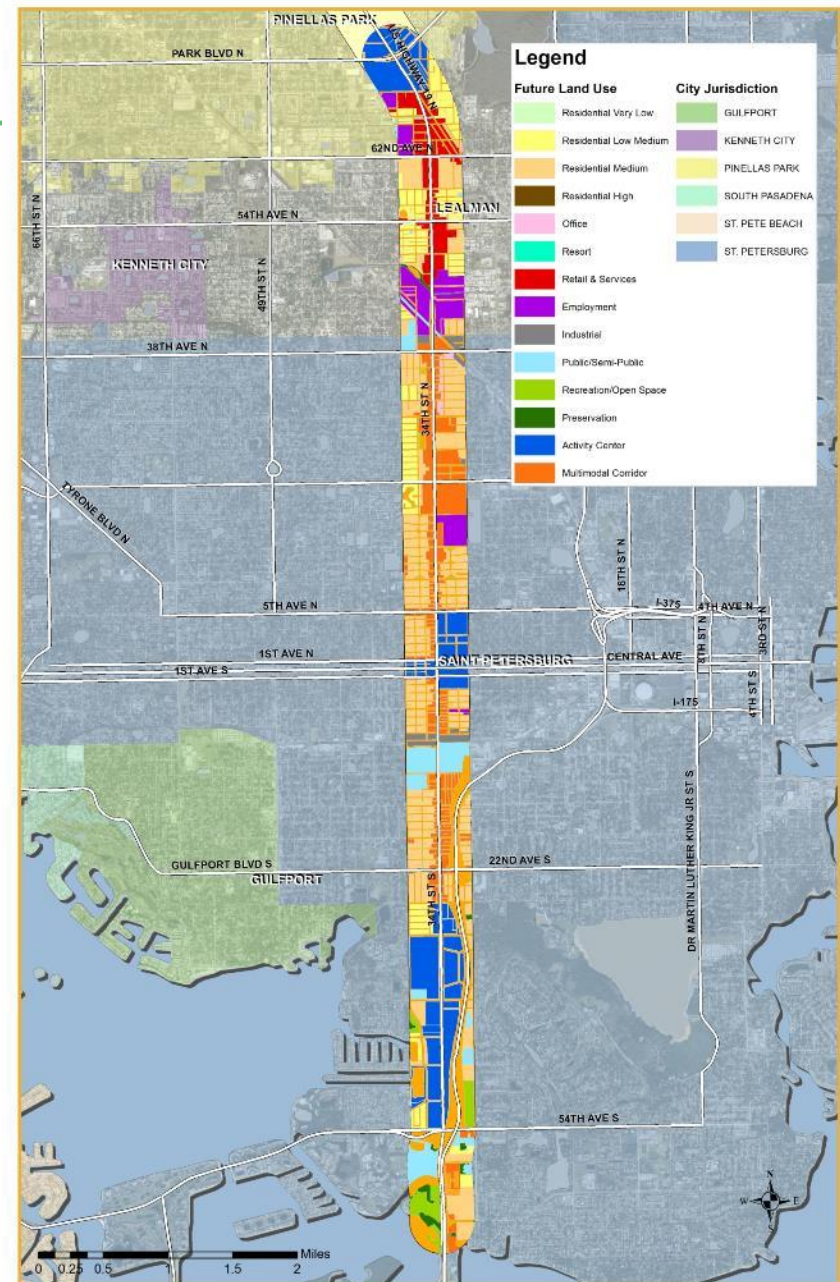
Bicycle and Pedestrian Plan

- Joe's Creek Trail and connection to downtown St. Pete
- 62nd Ave N
- 30th Ave N



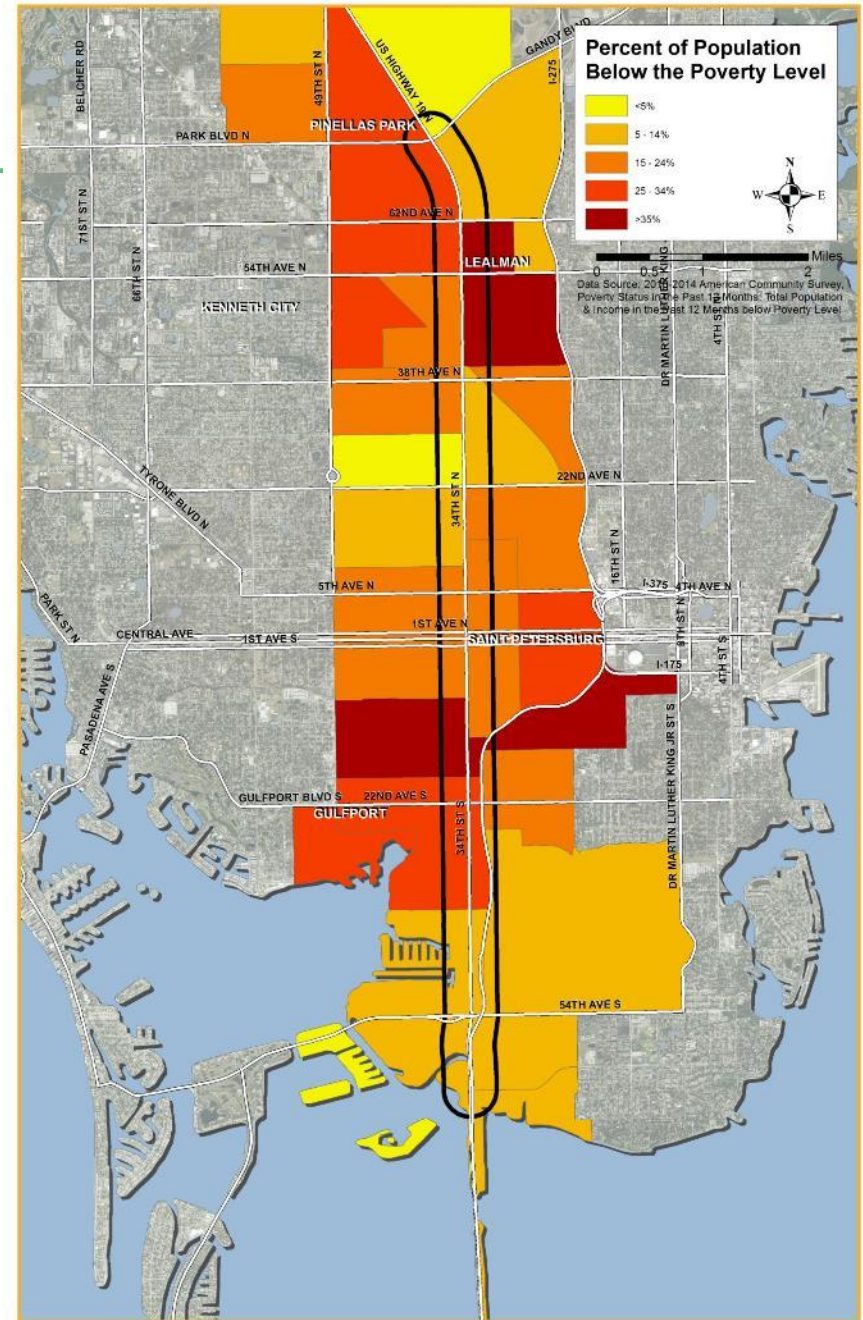
Corridor Land Use Plan

- Increased density/intensity and transit supportive development
 - Within multimodal districts, activity centers
 - Intersection of key transit corridors
- Increased industrial uses, higher density residential



Demographic Conditions

- Greater than 35% of federal poverty level
 - Lealman
 - Child's Park
 - 31st Street
 - Wildwood Heights

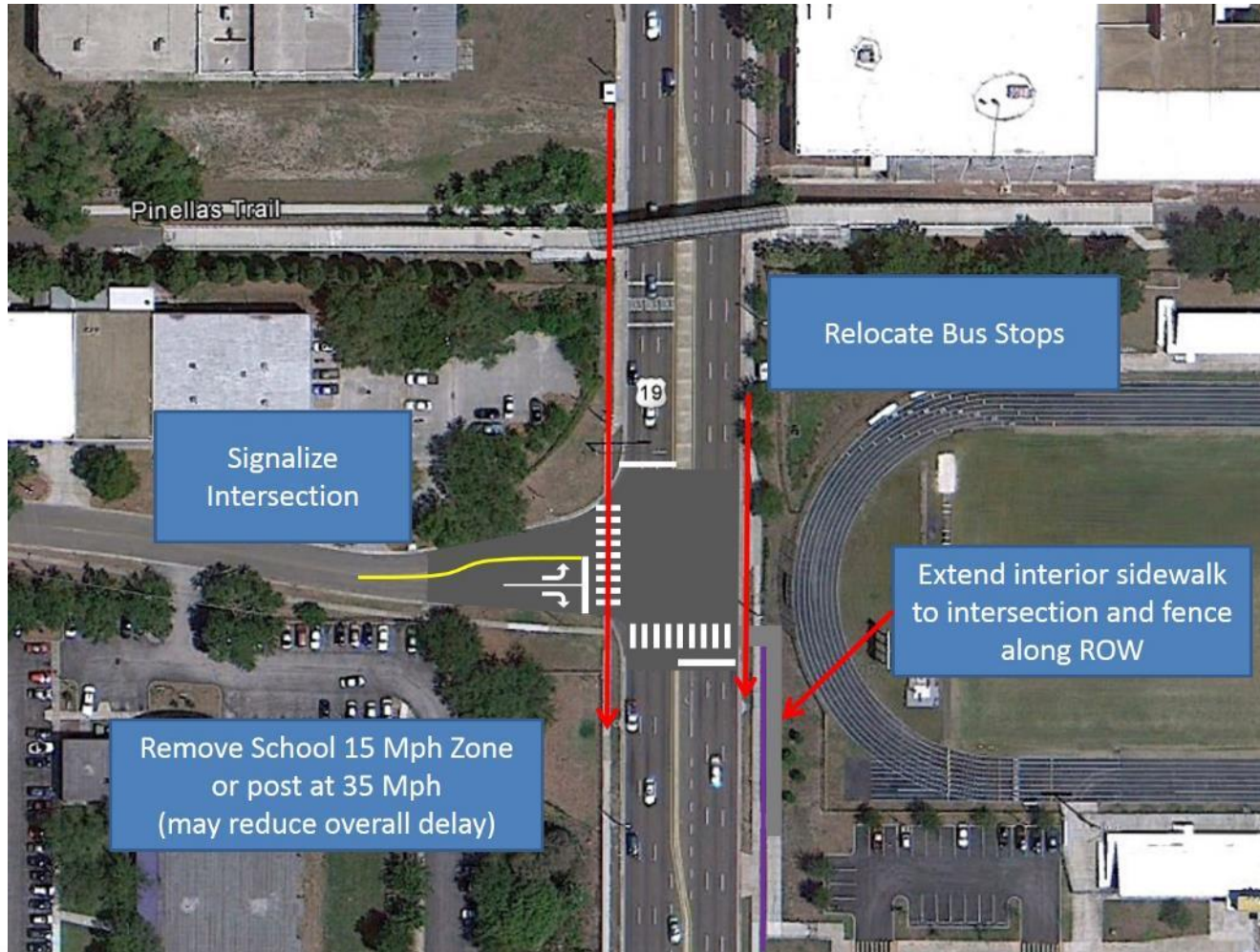


Road Safety Audit

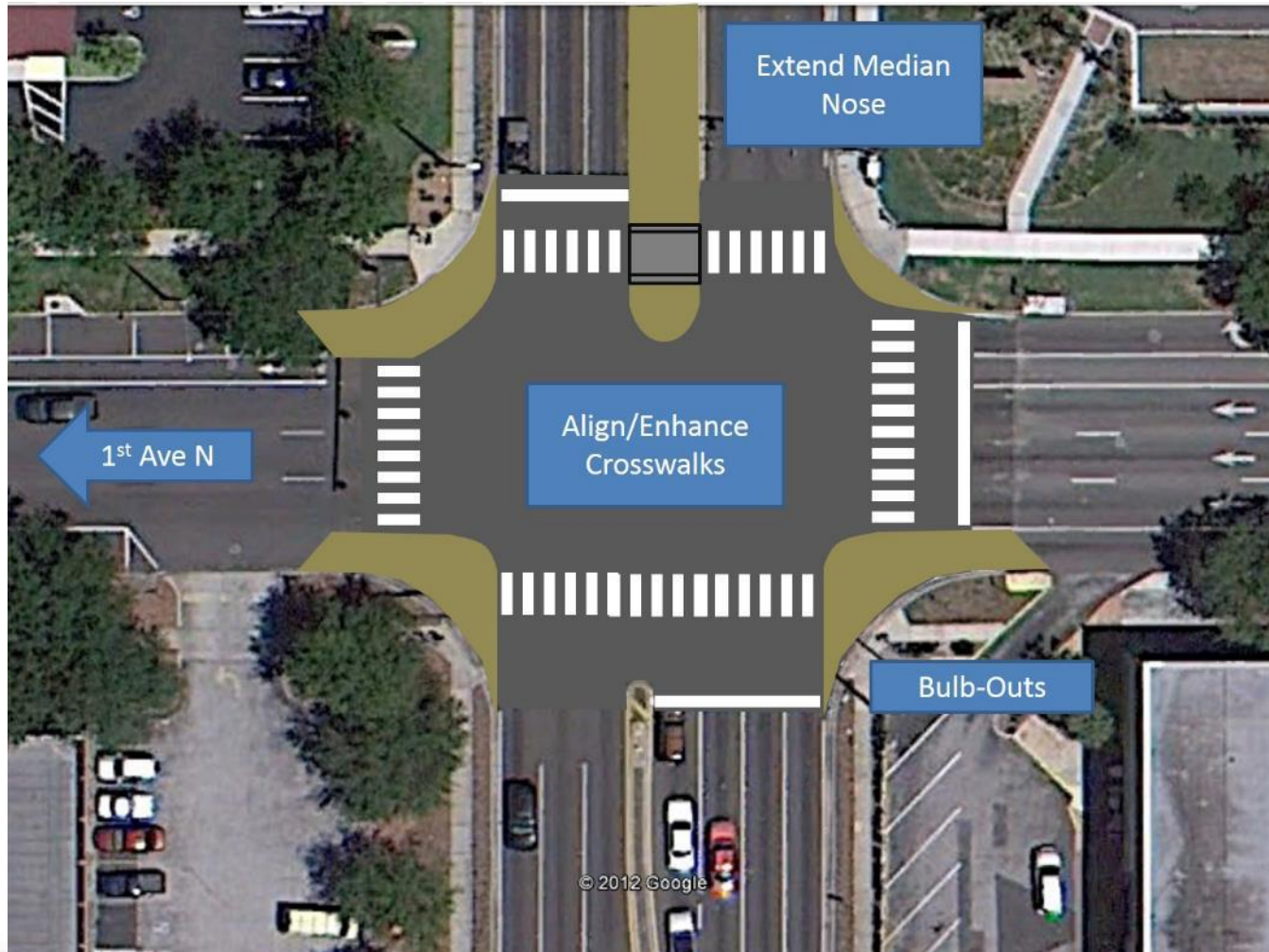
- Road safety audit (RSA) conducted in 2012
- Address ped. crossing issues using 3“E” approach (engineering, education and enforcement)
 - Gibbs High School/PTEC
 - 1st Ave N – 1st Ave S
 - 5th Ave N to 13th Ave N (mid-block)
- Design recommendations for sections with excess capacity



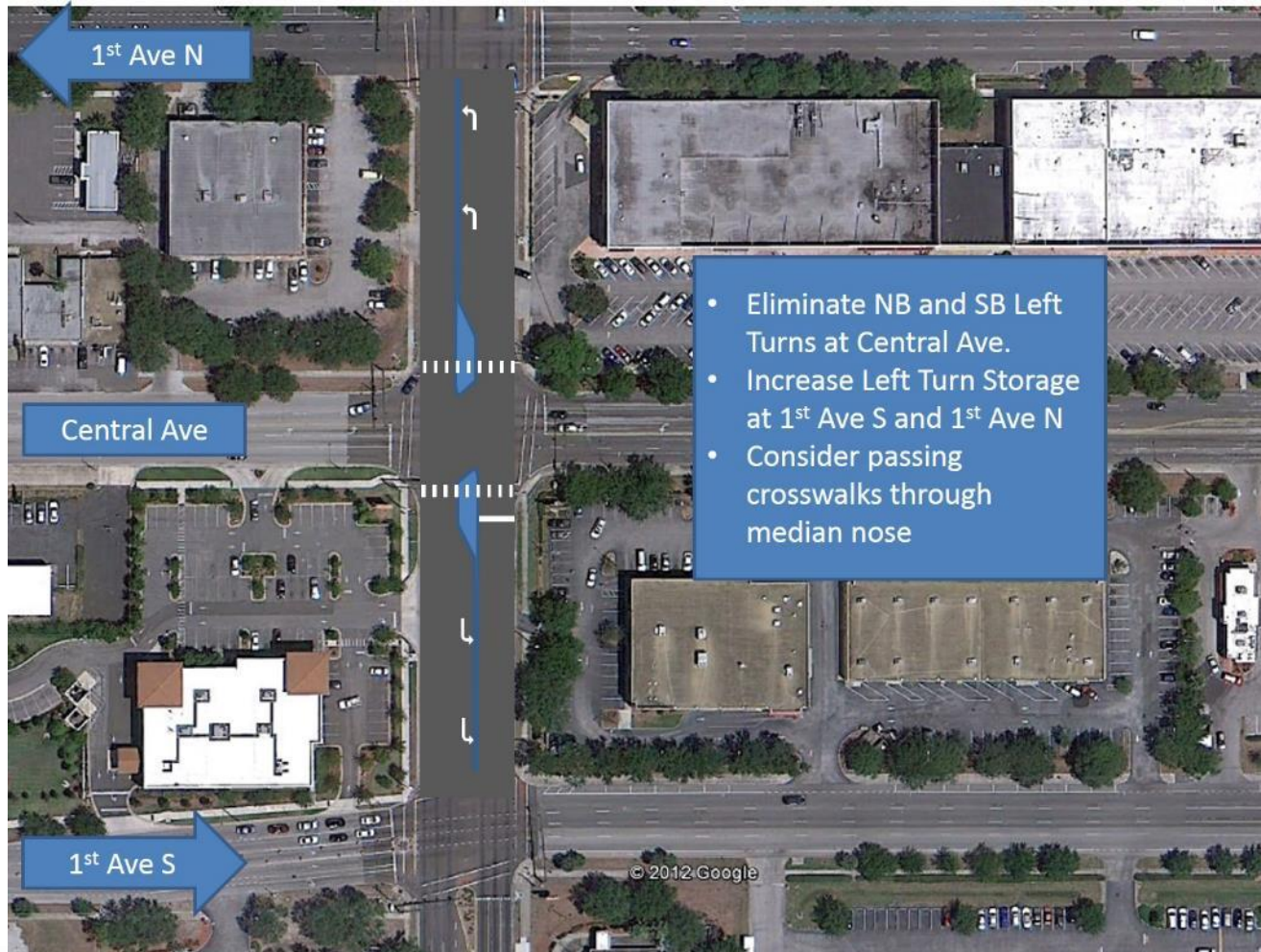
Road Safety Audit



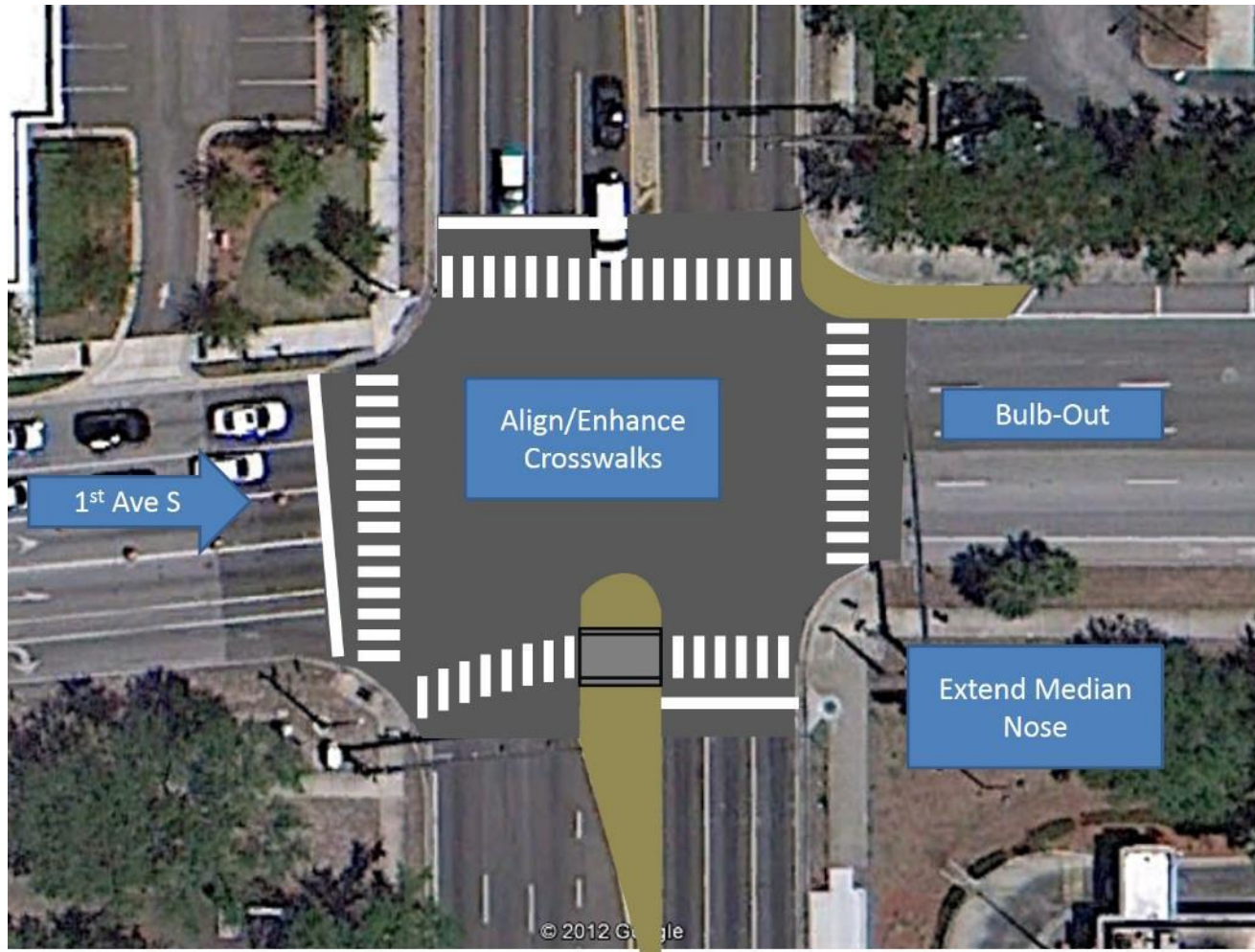
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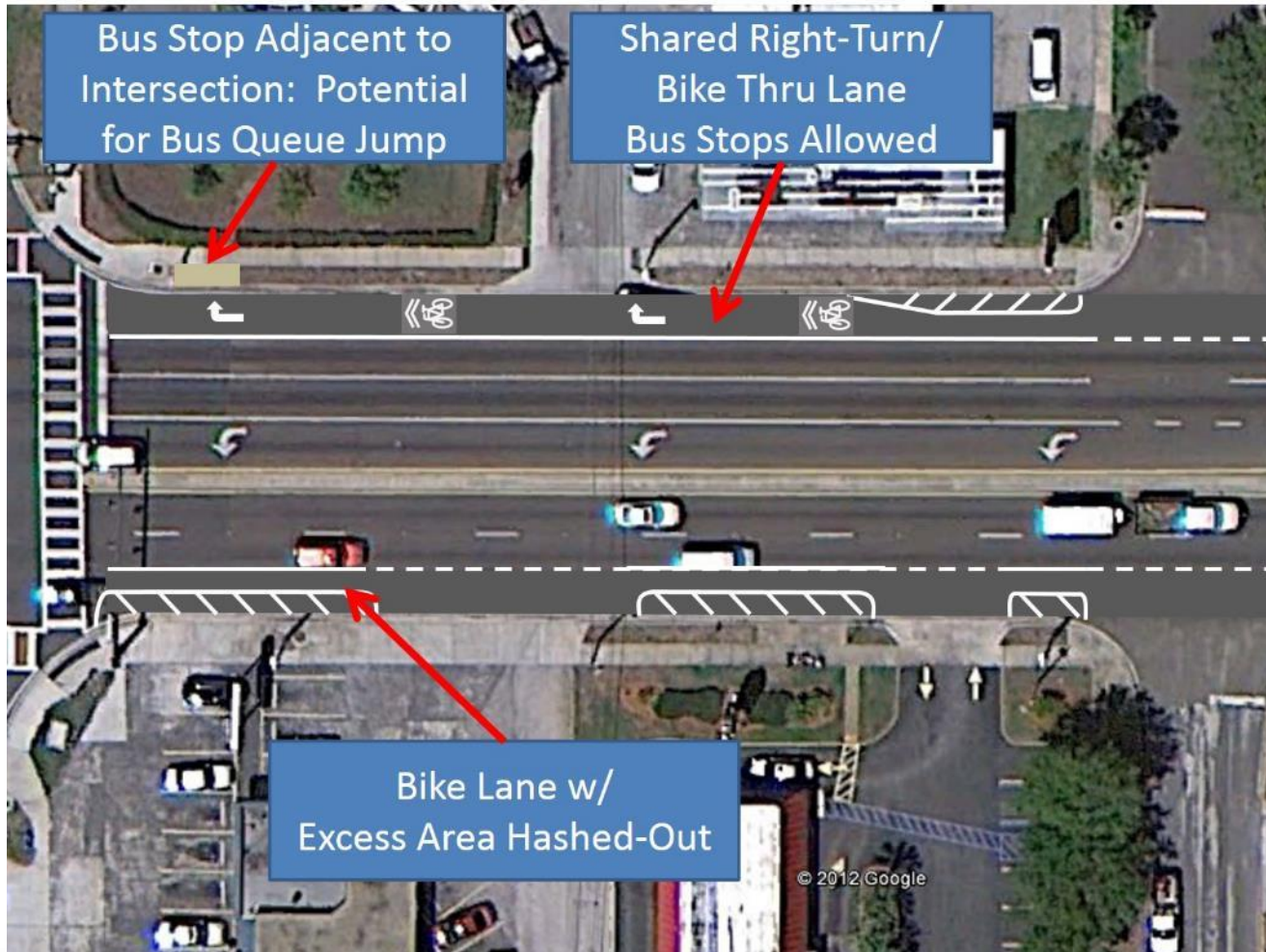
Road Safety Audit



Road Safety Audit



Road Safety Audit



For More Information

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