



AGENDA

**INTELLIGENT TRANSPORTATION SYSTEM (ITS)
ADVISORY COMMITTEE**

WEDNESDAY, FEBRUARY 5, 2014

1:30 P.M.

**Pinellas County Planning Department Conference Room
310 Court Street, 1st Floor
Clearwater, FL 33756**

- I. **CALL TO ORDER**
- II. **[APPROVAL OF MINUTES – November 6, 2013](#)**
- III. **[2040 LONG RANGE TRANSPORTATION PLAN \(LRTP\)](#)**
 - A. **Management and Operations Projects for the 2040 LRTP**
 - B. **Congestion Management Process Priority List**
 - C. **Potential Road Projects for the LRTP Needs Assessment**
 - D. **Financial Resources for the Long Range Transportation Plan**
 - E. **Prioritization of LRTP Goal Statements**
- IV. **[MICROWAVE VEHICLE DETECTOR SENSORS \(MVDS\) TEST BED PROJECT, FDOT District 7 \(Chester Chandler\)](#)**
- V. **[UPDATES/OTHER BUSINESS](#)**
 - A. **ITS Projects/ATMS Update (County and FDOT)**
 - **S.R. 686 Integrated Corridor Management (ICM) Planning Project (Ken Jacobs)**
 - **FDOT District Seven, SunGuide Program**
 - B. **Primary Control Center (PCC) Advisory Committee**
 - C. **Next Meeting – September 3, 2014**
 - D. **Other Business**
- VI. **ADJOURNMENT**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.

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ITS AGENDA ITEM II.

APPROVAL OF MINUTES

The minutes of the November 6, 2013 ITS Advisory Committee meeting are attached for review and approval.

ATTACHMENT: [ITS Advisory Committee Minutes of November 6, 2013](#)

ACTION: Approval of Minutes

ITS: 02/05/14

**INTELLIGENT TRANSPORTATION SYSTEMS (ITS)
ADVISORY COMMITTEE MEETING MINUTES
NOVEMBER 6, 2013
1:30 p.m.**

The meeting was held on Wednesday, November 6, 2013, in the Planning Department Conference Room. Those in attendance were:

Members Present:

Karen Seel, Chairman	MPO/BCC
Jim Kennedy	MPO/St. Petersburg
Joan Rice	City of Dunedin – Engineering
Cory Martens (representing Paul Bertels)	Clearwater Traffic
Tom Whalen	St. Petersburg – Transportation & Parking/TCC
Jerry Karp	Citizen
Nick Fritsch	Citizen
Joe Falanga	Citizens Advisory Committee

Technical Support:

Rochelle Garrett	FDOT District 7
Chester Chandler	FDOT District 7

Members Absent:

Harriet Crozier	MPO/Largo
Ken Jacobs	Pinellas County DEI – Traffic Engineering
Michael Welch	Citizens Advisory Committee

Others Present:

Debra Woodward	PSTA
Kasey Cursey	URS Corporation
Rick MacAulay	MPO Staff
Gina Harvey	MPO staff
Chelsea Favero	MPO staff
Sarah Ward	MPO staff
Carolyn Kuntz	MPO Staff

I. CALL TO ORDER

Chairman Seel called the meeting to order at 1:35 p.m. and had everyone introduce themselves.

II. APPROVAL OF MINUTES – September 4, 2013

Mr. Fritsch moved, Councilman Kennedy seconded, and motion carried to approve the minutes.

III. CONGESTION MANAGEMENT PROCESS (CMP) POLICIES AND PROCEDURES MANUAL

A. Overview

Ms. Ward reviewed a PowerPoint that provided an overview of the Congestion Management Process (CMP), the County road network, congested and constrained roadways, alternatives to adding capacity that are lower cost operational solutions, and funding of the CMP projects. The Manual documents the processes and procedures. Several years ago, it was decided the ITS Committee would provide direction and guidance for the congestion management activities, with support from the Technical Coordinating Committee. There are eight steps or actions for a successful CMP that are federally recommended. A goal and objectives are included in the CMP Policies and Procedures Manual. The goal is to ensure the safe and efficient movement of people and goods by addressing areas of recurring and nonrecurring congestion. The

objectives include low cost and cost-effective operational improvements for recurring congestion; increase attractiveness and efficiency of transit service; increase bike lanes, trails, sidewalks, and crosswalks; transportation demand management programs; effectively manage traffic incidents; and improve the safe and efficient movement of goods. The CMP consists of identifying, evaluating, and prioritizing congested locations through demand management, traffic operations, public transit, or road capacity strategies based on a prioritization score of a congestion factor times 1.6 plus a crash factor times 1.4, and implemented through other projects. There are a number of existing congested roads at a level of service E and F or those that are at or above 90% capacity. There are a few capacity projects either being implemented or planned for U.S. 19, Ulmerton Road, Roosevelt Boulevard/S.R. 686, 296 Connector, and Gandy Boulevard.

B. Constrained Roads

In addition to congested roads, there are roads that are constrained by public policy. Included in the presentation are maps that overlay the constrained roads with various strategies; i.e., ATMS, transit, multi-use trails, etc. There have been previous studies for corridors and intersections for operational improvements and some projects have been implemented as a result.

C. Management and Operations Projects for the 2040 Long Range Transportation Plan

The URS effort evaluated several corridors; however, there are other corridors that need to be evaluated for improvements: 58th Street North (5th Avenue to Central Avenue), Haines Road (U.S. 19 to I-275), Park/Starkey Road (Tyrone to East Bay), Belcher Road (38th Avenue North to 54th Avenue North and S.R. 590 to Druid), Nursery Road (Highland Avenue to U.S. 19), 22nd Avenue South (34th Street to I-275), and NE Coachman Road (Drew Street to C.R. 611). The MPO staff is working with the County staff, or affected city staff, where there are planned improvements or reassessing the project's scope, such as Starkey Road. As the MPO is updating their Long Range Transportation Plan (LRTP), MPO staff will request a set-aside funding for CMP projects, which will be brought back to the ITS Committee at their February meeting. In addition, MPO staff will bring back cost estimates for the projects.

Upon query, Ms. Ward responded the LRTP goals were not in a priority order; however, MPO staff is working on measures of effectiveness. Upon further query regarding prioritization of goals for the next meeting, Ms. Ward responded that could be included on the agenda. Chairman Seel suggested there could be a primary goal, with the other goals listed as subset goals. Ms. Ward agreed to put this on the agenda for the next meeting.

Kasey Cursey, URS, noted they renamed the title of their work to "Management and Operations Projects for the 2040 LRTP" for a better clarification of their task. She reviewed a PowerPoint that included the project objectives: develop a list of management and operations projects to move forward, develop strategies for previously-selected corridors, and consider available data sets and State of the System traffic congestion in identifying multi-modal mitigation strategies; review the Scope of Project; development of areas for further study; final screening process; identification of concerns for North and South County; a review of the areas for further study; and recommendations for various corridor segments studied (102nd Avenue).

Mr. Fritsch commented on the recommendations for 102nd Avenue and the need for long-lasting improvements that functionally make sense and provide safety. Ms. Cursey responded URS has suggested an extensive public outreach for 102nd Avenue and included the options in order to engage the community. They have initially ranked the corridors in a priority order. Ms. Ward added that a majority of the roads are in the County's jurisdiction and, therefore, the responsibility of the County in terms of paying for the improvements. The MPO staff has been meeting with the Pinellas County Department of Environment and Infrastructure staff and looking at the County's Comprehensive Plan. It will be the County staff's responsibility to take some of the recommendations to the Board of County Commissioners for direction and possibly as amendments to the County's Comprehensive Plan. The MPO is required to show that the LRTP is

cost feasible. Chairman Seel added that there isn't any funding from the "Penny for Pinellas" tax and the County Commission made the decision not to widen 102nd Avenue primarily because the road doesn't extend to the beaches like several of the parallel corridors, it has about 10,000 vehicles per day on that segment and runs through a residential area, and is an expensive and difficult project due to drainage issues.

Mr. Karp felt the weighting wasn't sufficient since it didn't include a public factor where there are community concerns regarding a road project nor is there support from the local government. The congestion and crash factors are technical factors. Ms. Ward responding that this provides a technical ranking and they have not incorporated public comment at this time; however, URS has included in their spreadsheets when they have received comments regarding a community concern. The MPO has limited funding for this study so there wasn't additional money budgeted for public outreach. The MPO staff is looking to the local governments' public outreach that has already taken place on some of these corridors; and, in addition, they are meeting with the local governments and obtaining input through this process and from citizens that sit on the various advisory committees. They need to figure out how to factor the community concerns and input from the policy makers in moving forward.

Ms. Cursey continued with her presentation regarding recommendations for various corridor segments studied (102nd Avenue, 22nd Avenue).

During the presentation, there were some questions regarding the amount of right-of-way for 22nd Avenue (Ms. Cursey will get with Mr. Whalen) and whether there are degrees of Level of Service F (volume to capacity ratio indicates amount of congestion). Ms. Ward indicated the MPO does counts in 15 minute intervals and looks at the volume to capacity ratio and the duration of congestion and, in addition, they asked the local government for input.

Ms. Cursey continued with her presentation regarding recommendations for various corridor segments studied (62nd Avenue North, Alternate 19, East Bay Drive, Park Boulevard, Sunset Point Road, U.S. 19, Nursery Road, Belleair Road, and Indian Rocks Road).

Regarding Gandy Boulevard at U.S. 19, Chairman Seel has discussed with FDOT the need to provide relief. Ms. Cursey added they could include notations in their recommendations.

D. Prioritization and Funding

Ms. Cursey indicated that the corridor rankings for the Technical Memo and a table of the summary of the final recommendations are included. Of the recommendations included in the table, 18 segments/intersections include costs; 23 segments/intersections are identified as needing a little more data; and 4 segments/intersections are identified for treatments such as lighting analysis or already programmed by the County for implementation. The next steps include finalizing the Technical Memo and incorporate the Technical Memo into additional CMP efforts to support the MPO process and 2040 L RTP development.

Ms. Harvey noted the ranking included the 8 or 9 additional segments/intersections. This information has been reviewed by the Technical Coordinating Committee.

Upon query by Mr. Karp as to whether the final recommendations would proceed if there are local objections, Ms. Cursey responded the list of initial recommendations is to get the process started for discussion and to see where the crashes are occurring but with the understanding more data is needed.

Councilman Kennedy asked where the funding would come from for further study. Ms. Ward responded the recommended action for today's meeting is, pending approval, the constrained

roads map and list of management and operations projects will be added by reference to the document or manual. The MPO staff is asking for the Committee to approve the Policies and Procedures Manual since it documents the current process for carrying out the CMP program and approval of the constrained roads map that shows roadways where no additional widening is planned. The MPO staff anticipated the Committee would provide a review and additional comment on the management and operations projects and that the Committee would take final action on the priority list and ranking at their February meeting. The MPO staff has a consultant working on the financial plan. The MPO staff will take comments at today's meeting or they can be provided via email. At the February meeting, the MPO staff will bring back a comprehensive report on all of the financial resources to implement its plan.

Following discussion, ***Mr. Fritsch moved, Mr. Falanga seconded, and motion carried to approve the constrained roads and CMP Policies and Procedures Manual.***

IV. UPDATES/OTHER BUSINESS

A. Primary Control Center (PCC) Advisory Committee

There was no additional information regarding the PCC Committee.

B. ITS Projects/ATMS Update (County and FDOT)

Ms. Garrett reported that the project in St. Petersburg is on target.

C. Next Meeting – February 5, 2014

The next meeting is scheduled for February 5 at 1:30 p.m.

D. Other Business

Regarding SunGuide, Mr. Chandler noted they are publishing a quarterly progress report and agreed to make that presentation at the February meeting.

Mr. Fritsch asked if consideration of changing the name of the ITS Committee could be included on the next agenda. Ms. Ward responded yes, in addition to bringing back the 2040 LRTP goals and objectives.

V. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:00 p.m.

2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

A. Management and Operations Projects for the 2040 LRTP

At its September and November 2013 meetings, the ITS Advisory Committee received presentations about roadways being evaluated for management and operations improvements for the 2040 Long Range Transportation Plan. URS, one of the MPO's general planning consultants was tasked with evaluating certain roadways identified by the MPO and its partner agencies. In establishing the list of roadways for study, priority was given to constrained roads (e.g., those for which no additional through lanes were planned), some of which are currently congested and others that are expected to be congested in the future. Also included on the list were several county roads that were identified in the County's Comprehensive Plan for enhancements but for which no specific improvements were identified.

The Committee provided comments during its November meeting but still had several questions; therefore, final action was deferred until the upcoming meeting. The Committee asked what consideration was given to public comment and how are the projects to be funded. In instances where neighborhood concerns have been identified, the study recommends additional public engagement prior to project implementation. The public engagement may result in modifications to the initial recommendations. Should that occur, the LRTP and related CMP documents will be modified or amended as deemed appropriate. Funding options for CMP projects will be covered through a separate agenda item.

The final version of the URS Tech Memo is attached for approval by the Committee.

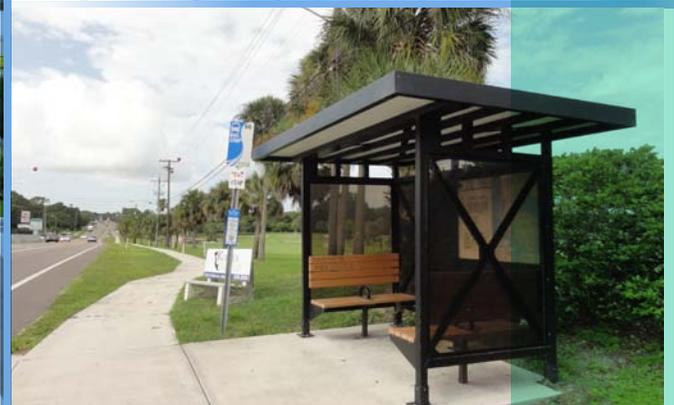
ATTACHMENT: [Technical Memorandum Supporting Management and Operations Projects for the LRTP](#)

ACTION: Committee to recommend approval of the Technical Memorandum

ITS: 02/05/14



TECHNICAL MEMORANDUM SUPPORTING MANAGEMENT AND OPERATIONS PROJECTS FOR THE 2040 LONG RANGE TRANSPORTATION PLAN



February 12, 2014

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1.0 INTRODUCTION AND PURPOSE

The Pinellas County Metropolitan Planning Organization (MPO) has prepared this Technical Memorandum Supporting the Development of Management and Operations Projects for the 2040 Long Range Transportation Plan (LRTP) to address roadway corridors within the County that have recurring or non-recurring congestion issues, crashes, and other related conditions.

A Congestion Management Process (CMP) provides information on transportation system performance and alternative strategies to alleviate congestion and enhance mobility of persons and goods. It includes methods to monitor and evaluate transportation performance, assess and implement cost-effective actions, and evaluate the effectiveness of implemented actions. The federal government requires MPOs in designated Transportation Management Areas to maintain a CMP. The CMP is closely integrated into the transportation planning process at both the regional and MPO level. The Pinellas County's MPO's CMP follows the federally-recommended eight-step process as defined in the *Moving Ahead for Progress in the 21st Century Act* (MAP-21).

The Pinellas CMP follows in the context of safety for all users, focusing on development of recommended mitigation strategies for the previously selected corridors from a multi-modal perspective. This Technical Memorandum Supporting the Development of Management and Operations Projects for the 2040 LRTP considers travel demand as well as traffic congestion, and identifies integrated multi-modal mitigation strategies including potential transit, Intelligent Transportation System (ITS), Transportation Demand Management (TDM), intersection projects, multi-use trail, bike lane, and sidewalk improvements to address identified congested areas.

The 2035 LRTP (adopted Dec. 2009) emphasizes a shift to a multi-modal transportation system including rail transit, increased bus service, and bicycling and walking facilities. Increasing safety and reducing congestion are some of the primary goals of the 2035 LRTP. As the Pinellas MPO moves forward in the development of the 2040 LRTP, the same multi-modal emphasis is being applied to reviewing corridors/intersections that have been identified from previous plans and studies as congested.

This technical memorandum is part of the larger process of developing an implementation plan for the CMP. The MPO has defined steps within its CMP Policies and Procedures Manual that include as one of the steps (in a simplified explanation) identifying locations that are experiencing a high-level of congestion due to recurring or non-recurring events and using available data from the State of the System Report and other plans and sources to coordinate with the Florida Department of Transportation (FDOT) and local agencies to prioritize the projects for further evaluation and planning-level cost development. This prioritization step will be applied to all of the corridors/segments and/or intersections that are under consideration for the 2040 LRTP.

As part of the CMP development, the MPO requested assistance from a consultant to help develop a list of corridors/roadway segments and/or intersections that showed an ongoing or current congestion problem (either unfunded through previous efforts or new issues identified) and to analyze the list to determine solutions that will reduce the congestion and enhance safety. This technical memorandum approaches congestion with a multi-modal perspective. The roadways studied within this document have had known problems for many years. A broader range of lower cost multi-modal solutions can ease congestion when standard and typically more expensive capacity improvements have been unsuccessful or are not feasible.

METHODOLOGY FOR SELECTED CORRIDORS

As outlined in the MPO's Policies and Procedures Manual, this technical memorandum supports "Step Five: Analyze Congestion Problems and Needs" of the federally-recommended eight step CMP process and supports the local MPO's CMP process for defining a congested corridor list through steps referred to as SWEEP: Screen, Weigh, Evaluate, Eliminate and Prioritize. The MPO's SWEEP analysis provides the opportunity to identify, evaluate and prioritize congested corridors and locations throughout the County for not only inclusion in the CMP, but also the MPO's Transportation Improvement Program and 2040 LRTP.

This technical memorandum is based on a scope of services that outlines the requirement of reviewing an initial set of locations that are known to be experiencing a high-level of congestion. Additional corridors/roadway segments and/or intersections may be added as the CMP process moves forward.

The sources considered to develop the initial working list of corridors included:

- Pinellas County MPO 2012 State of System (SOS) Report
 - 10 top congested Strategic Intermodal System (SIS) roadways
 - 25 top congested non-SIS roadways
 - 25 highest crash locations
- Draft Pinellas County MPO 2012 SOS Report
- "Freight Hotspots" identified in FDOT District Seven (D7) Tampa Bay Regional Goods Movement Study
- Local Government Priorities
- Pinellas County MPO's 2035 LRTP Enhancement (e.g., 2U – 2E) Projects

SELECTION OF CORRIDORS FOR FURTHER ANALYSIS

A presentation was made to the TCC in May of 2013. **Figures 1 and 2** depict the data collected from the methodology listed above. Using the information on Figures 1 and 2, a list of 14 corridor-level areas were identified for further study, as shown on **Figures 3 and 4**. The TCC endorsed this list of corridors to move forward with the modification of the U.S. 19 S segment terminus at 54th Avenue N.

The resulting list of corridors includes:

- 102nd Avenue North from 137th Street to Seminole Boulevard (Alt 19)
- 22nd Avenue North from 34th Street N. to I-275
- 62nd Avenue North from 66th Street N. to 49th Street N.
- Alternate 19 (Bayshore Blvd.) from Skinner Boulevard to Curlew Road
- Alternate 19 from Curlew Road to the Pasco County Line
- East Bay Drive (SR 686) from Belcher Road to US 19
- Park Boulevard from 66th Street N. to 49th Street N.
- Park Boulevard from 113th Street N. to Seminole Boulevard (Alt 19)
- Sunset Point Road from Edgewater Drive (Alt. 19) to Keene Road
- US 19 from 54th Avenue N. to Bryan Dairy Road
- US 19 from Main Street (SR 580) to Tarpon Avenue
- Nursery Road from Highland Avenue to US 19
- Belleair Road from Keene Road to US 19
- Indian Rocks Road from Walsingham Road to West Bay Drive

Figure 1: North County Areas of Concern

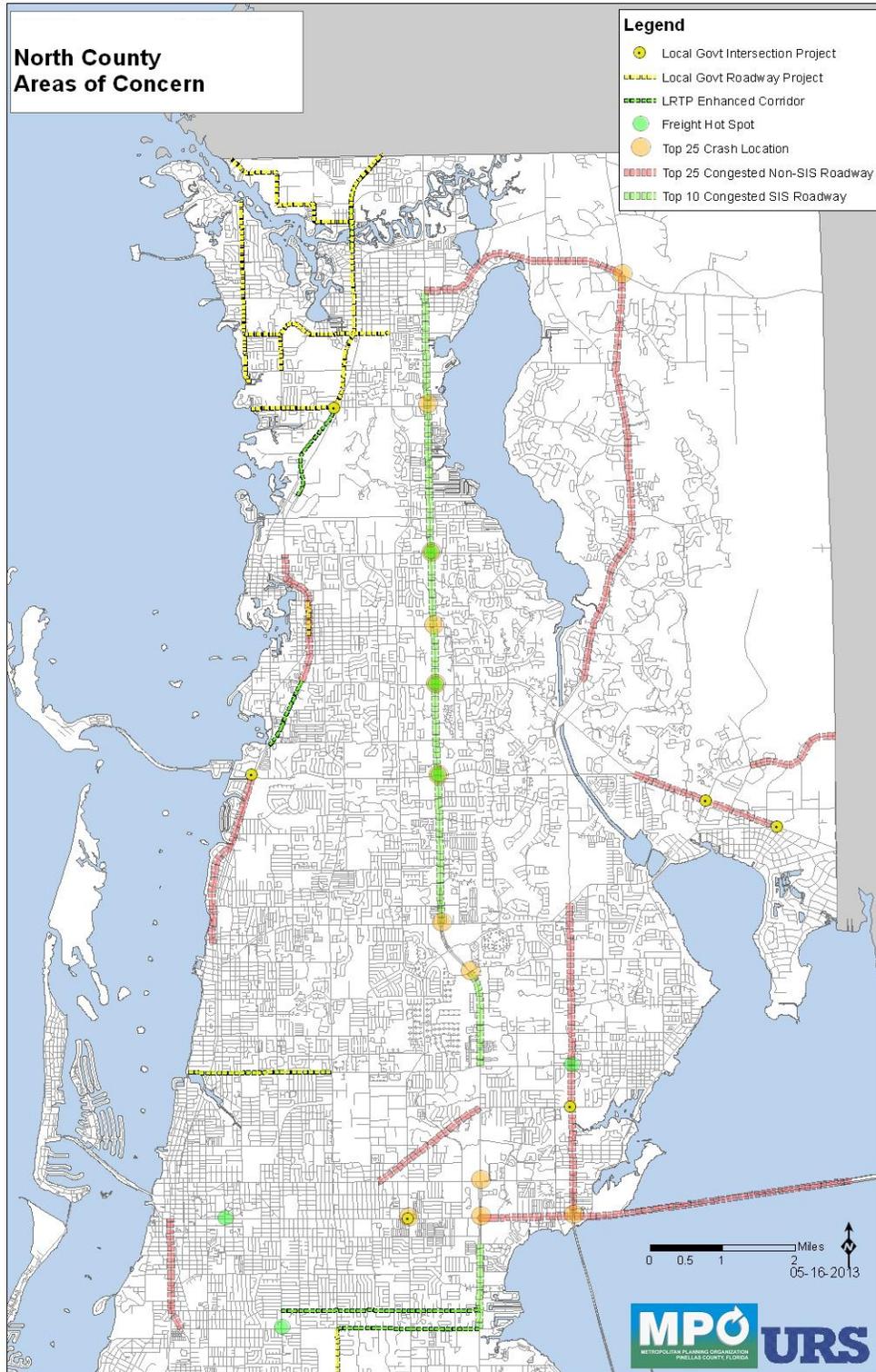


Figure 2: South County Areas of Concern

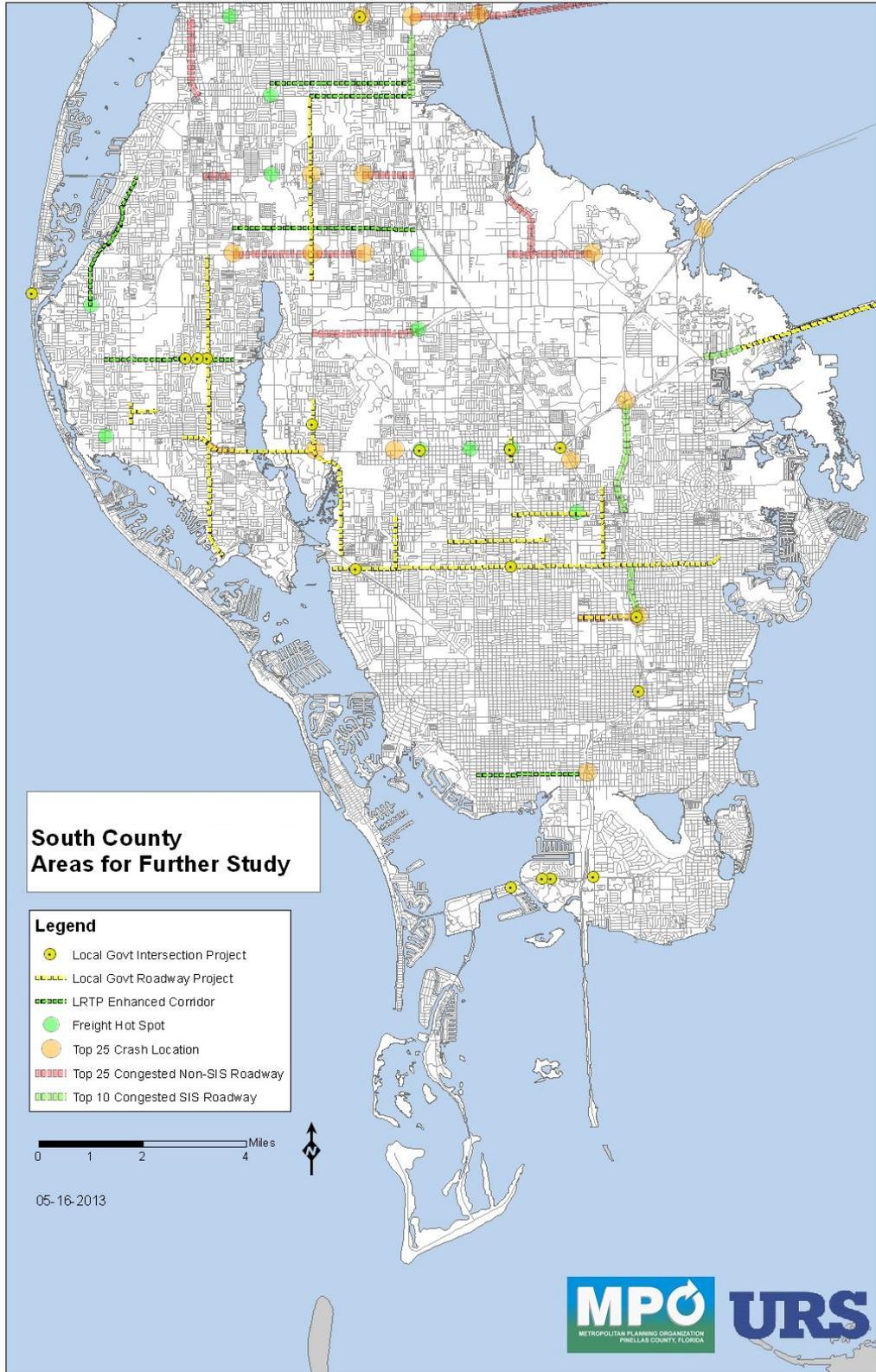


Figure 3: North County Areas for Further Analysis

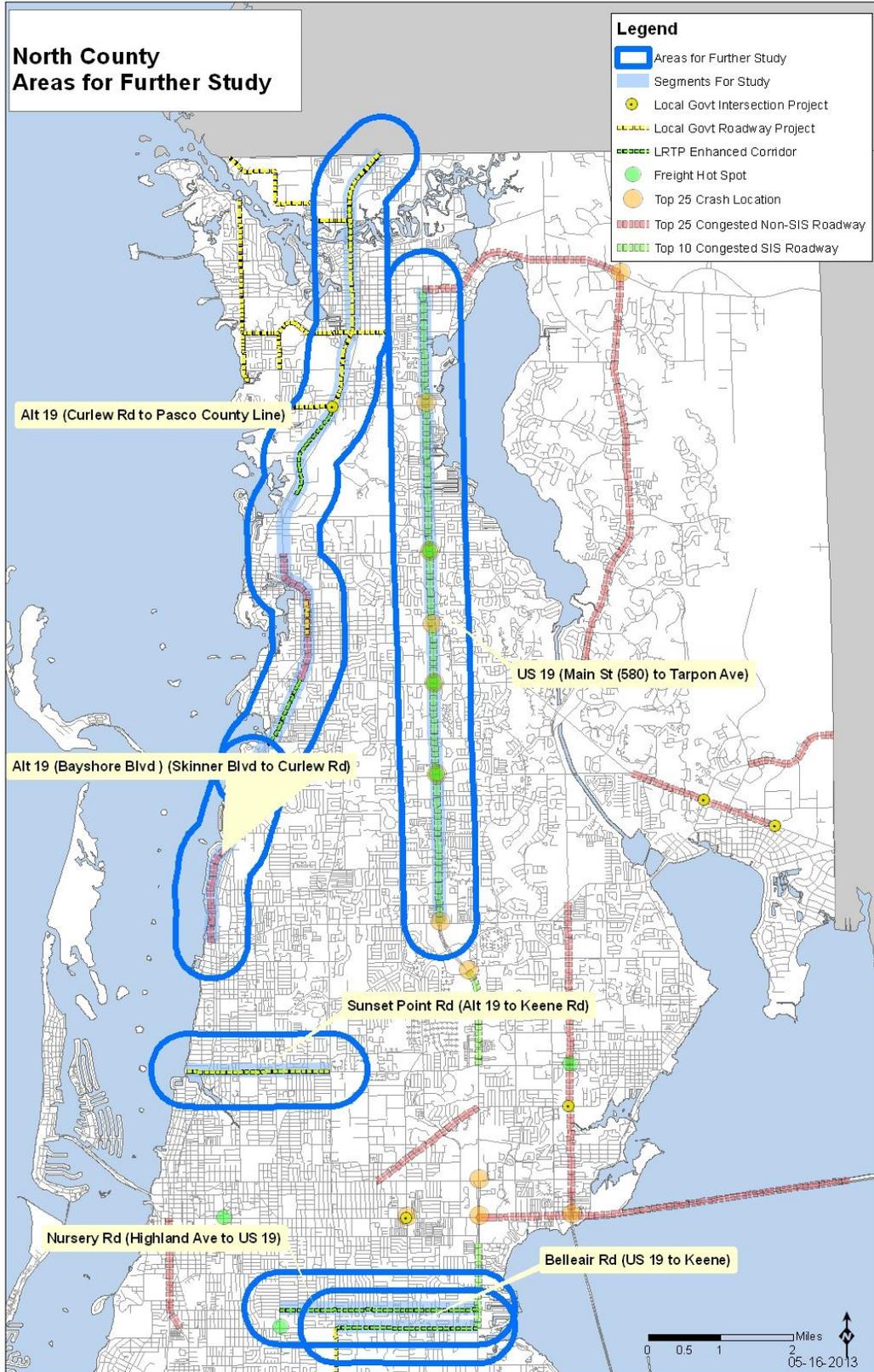


Figure 4: South County Areas for Further Analysis

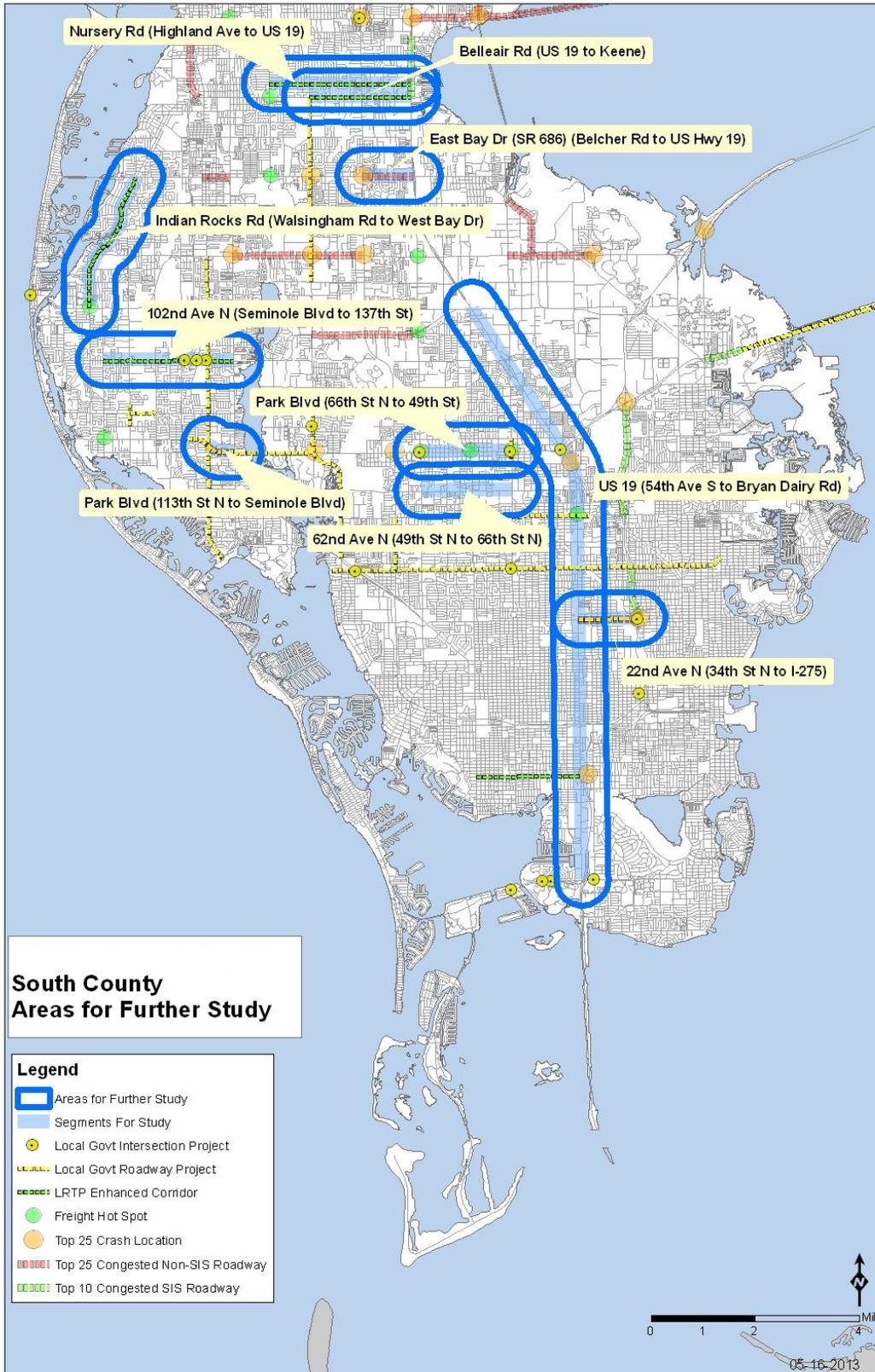


Table 1 depicts each of the 14 corridors that were considered and the sources that went into the selection of these corridors based on the methodology listed above.

Table 1: Corridor List with Source Data

Roadway Corridor	Top 10 SIS or Top 25 Non-SIS from 2012 SOS Report	Top 25 Crash Locations Per SOS Report	LOS F in LOS Report	Freight Hotspots from FDOT TBRGM Study	Local Government Priority Listing	Enhanced Corridor Identified in 2035 LRTP
102nd Ave N (137th St to Seminole)			X		X	X
22nd Ave N (34th St N to I-275)	X	X	X		X	
62nd Ave N (66 th St N to 49th St N)					X	
Alt 19 (Bayshore Blvd) (Skinner Blvd to Curlew Rd)	X		X		X	X
Alt 19 (Curlew Rd to Pasco County Line)	X		X	X	X	
East Bay Dr (SR 686) (Belcher Rd to US Hwy 19)	X					
Park Blvd (66th St N to 49th St)				X	X	
Park Blvd (113th St N to Seminole Blvd)	X		X	X	X	
Sunset Point Rd (Alt 19 to Keene Rd)						X
US 19 (Bryan Dairy Rd to 54 Ave N)	X	X	X	X		
US 19(SR 580 to Tarpon Ave)	X	X	X	X		
Nursery Rd (Highland Ave to US 19)						X
Belleair Rd (US 19 to Keene)			X			X
Indian Rocks Rd (Walsingham Rd to West Bay Dr)			X	X		X

ANALYSIS OF SELECTED CORRIDORS

Section 2 of this document details each of the 14 selected corridors from a multi-modal perspective. The data from each source document was reviewed, as well as observations from a field review conducted between August 23-24, 2013. Initial observations and recommendations were introduced that could have the potential to positively impact congestion. The initial recommendations were a high level approach to corridors that may have been reviewed in the past but remain a source of congestion or have safety issues. Section 2 presents multi-modal recommendations at a high-level perspective that could improve congestion and/or safety. It is important to balance safety in congestion management to reduce the number of non-recurring congestion incidents.

COORDINATION

Section 3 of this document outlines the presentations made to MPO Committees and documents the process and coordination conducted during this study.

EVALUATION AND RANKING

Section 4 details the methodology used and resulting ranking of the 14 corridors considering congestion as well as safety.

FINAL RECOMMENDATIONS

Section 5 details the final recommendations of this Technical Memorandum. These recommendations will move forward for more detailed cost estimates for consideration as part of the development of the 2040 Long Range Transportation Plan (LRTP). Included in Section 5 are order of magnitude cost estimates for the various recommendations. Due to the multi-modal nature of these recommendations, many disciplines were involved in the development of these cost estimates.

2.0 CORRIDOR ANALYSIS

The following sections considered transit, freight movement, and existing traffic conditions within each identified corridor. Key input from local stakeholders was considered along with field observations. Recommendations of multi-modal projects that could improve congestion and related issues along these corridors are detailed in the following pages.

102ND AVENUE NORTH (CR 296): FROM 137TH STREET TO SEMINOLE BOULEVARD (ALTERNATE 19)

The project corridor covers a distance of approximately 2.5 miles from 137th Street on the west to Seminole Boulevard on the east, and passes through the City of Seminole and unincorporated areas of Pinellas County.

Within the project area, 102nd Avenue N. functions as a minor arterial (county jurisdiction). The typical section of 102nd Avenue N. shifts from a four-lane divided roadway to a two-lane undivided roadway at Ridge Road. A grass median is present along the length of the corridor east of



Ridge Road. Sidewalks are present along most of the corridor though vary in size (4-foot, 8-foot) and location (both north and south sides). The sidewalks present at 113th Street do not connect across the intersection. There are presently no bicycle lanes along the corridor. The Pinellas Trail intersects with 102nd Ave N. approximately one mile west of Seminole Boulevard. There is presently no consistent landscaping along the corridor. Both surface and curb/gutter drainage types are present. A large, open drainage system runs parallel to the two-lane roadway segment of 102nd Avenue N. between 137th Street N. and 119th Street N.



The land use along this segment of 102nd Avenue N. consists primarily of single-family residential use. The neighborhoods present along the eastern portion of the corridor include homes that front and have direct access to 102nd Avenue N., while the neighborhoods located west of 125th Street generally back up to 102nd Avenue N. and do not provide direct access to 102nd Avenue N. An entrance to Walsingham County Park is located on 102nd Avenue N. approximately 0.9 miles east of 137th Avenue. The Pinellas

Trail crosses 102nd Avenue N. approximately 1.6 miles east of 137th Avenue. The St. Petersburg College Seminole Campus occupies a parcel near the 113th Street N. intersection. A small commercial center is located on the northwest corner of the Seminole Blvd intersection. Finally, a small cemetery is located on the south side of 102nd Avenue N. just west of Ridge Road.



Transit Analysis

Approximately 2 miles of the corridor does not have existing transit service. On the east end of the segment, Route 58 intersects 102nd Avenue N. and proceeds east to Seminole Boulevard for approximately 0.5 miles. This segment has eight bus stops and 47 daily transit embarks/disembarks.

Freight Analysis

This is not a designated Pinellas County truck route.

Traffic Analysis

Facility:

- Four-lane divided arterial from Seminole Boulevard to Ridge Road

- Two-lane undivided arterial from Ridge Road to 137th Street
- Existing right-of-way: 106 feet – 200 feet

AADT and LOS:

- Four-lane Segment: 22,363 to 18,542 vehicles per day (Worst Case LOS B)
- Two-lane Segment 14,720 to 15,429 vehicles per day (Worst Case LOS F)

Observations/Issues:

- Segment between Ridge Road and Vonn Road is deficient with **LOS F**.
- Residential access driveways are numerous on this corridor.
- There are no bike lanes.
- Pinellas County has an existing project that will complete the sidewalk on the south side of the road.
- Pinellas County is currently conducting analysis to identify intersection needs. Any identified projects need to be reviewed with the CMP.
- The segment of 102nd Avenue between Vonn Road and Ridge Road is identified as the 24th most congested segment in the draft 2012 SOS Report.



Recommendations

Alternative Recommendation 1

- Design a suburban parkway that is four lanes in order to continue the existing typical section from Seminole Boulevard to Ridge Road by widening the segment between Ridge Road and 137th Street to four lanes (see typical section on next page). This would provide continuity along 102nd Avenue N. The suburban parkway design uses landscaping and amenities to provide a park-like setting that would be consistent with existing aesthetic treatments in the neighborhood.
 - Improve access management with combination of directional and full median openings.
 - Add 5-foot-wide shoulders marked as bike lanes.
 - Complete the sidewalk connectivity along the entire route.



Alternative Recommendation 2

- Develop a two-lane, suburban parkway concept for the segment between 113th Street and 137th Street with 12-foot-wide lanes and 4-foot-wide shoulders (see typical section on page 11).
 - Include wide landscaped median with left-turn lanes at the cross street intersections and directional openings at other intersections.
 - Shoulders would be marked as designated bike lanes between 137th Street and the entry to Walsingham County Park.
 - Include access management analysis in design.

- Complete a 15-foot-wide landscaped multi-use trail connecting the path system of Walsingham County Park east of the park entrance to the Pinellas Trail crossing at Ashley Drive and eastward to 113th Street.
- Add 5-foot-wide shoulders marked as bike lanes from 113th Street to Seminole Boulevard and from Seminole Boulevard to the bridge, which includes sidewalks on both sides to the recreation fields at the north end of Lake Seminole Park.

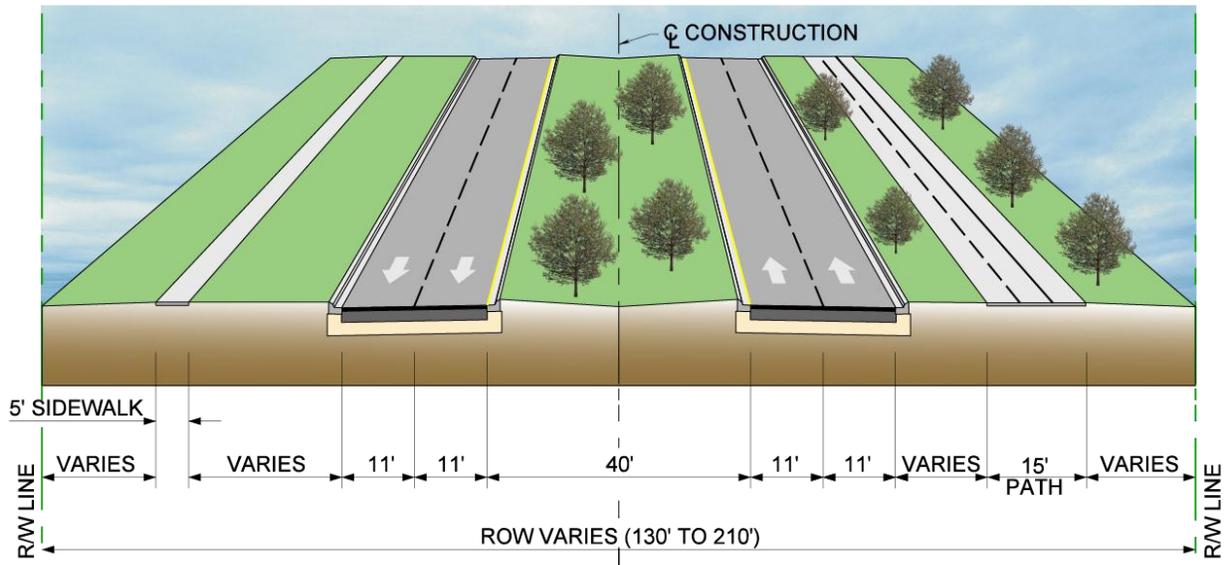


Eastbound at 137th Street Intersection

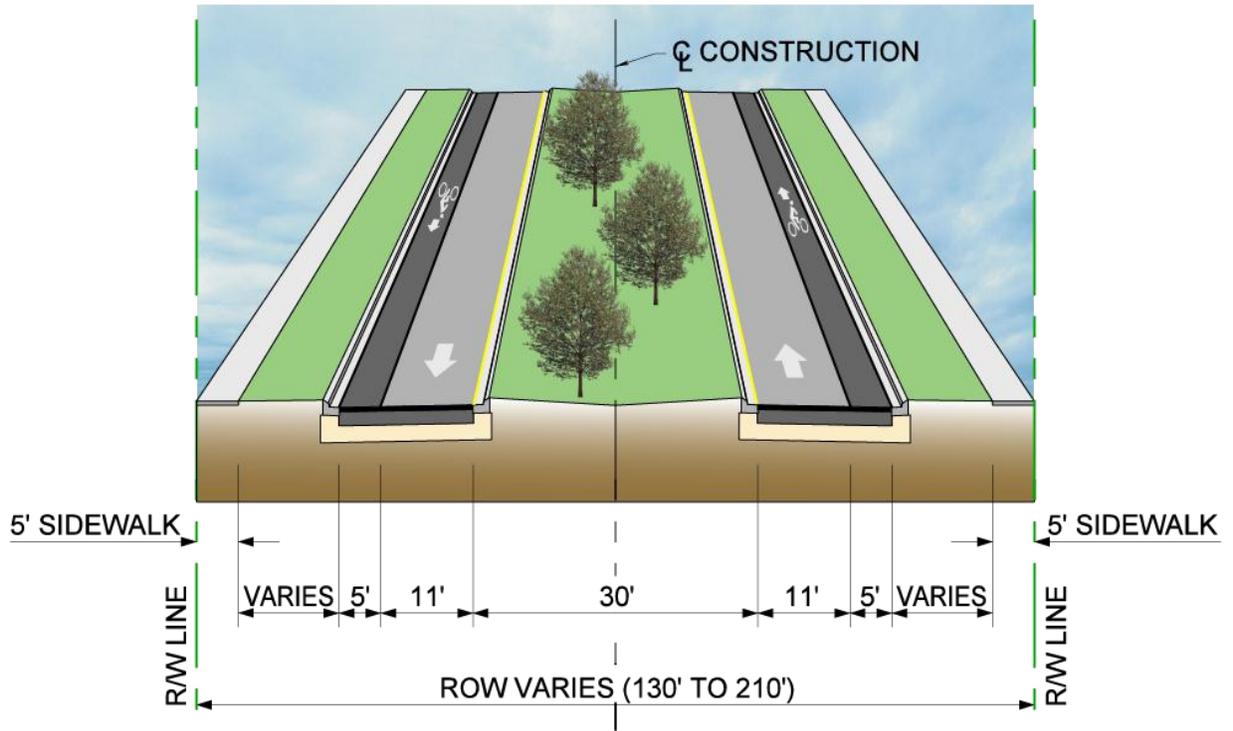
Additional Recommendations

- Conduct an intersection analysis at 137th Street to eliminate 4-way stop and implement an intersection design based on resultant needs of intersection (see aerial on page 11). This would include:
 - Turning movement counts
 - Signal warrants analysis
- Add an eastbound right-turn lane at Ridge Road.
- Add an eastbound right-turn lane at 113th Street intersection.
- Based on the Pinellas County safety audit, upgrade or add pedestrian facilities at the 113th Street and 125th Street (see aerial on page 12).
- Close the median opening at 114th Street.

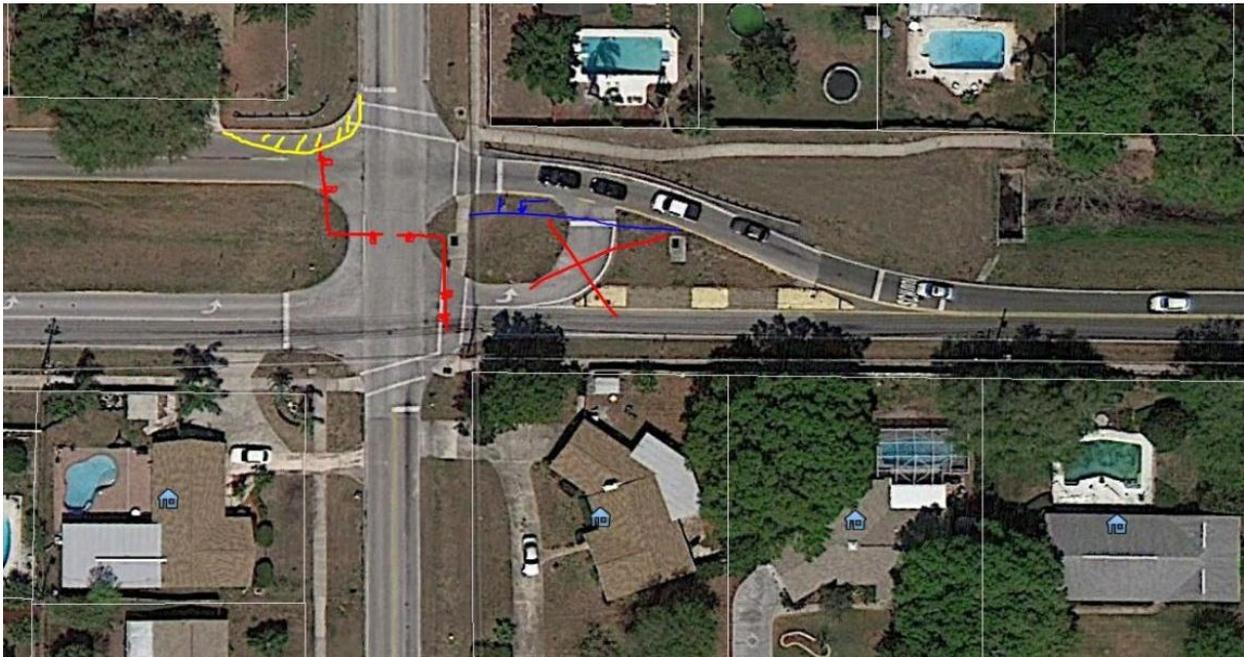
102nd Avenue North Potential Alternative Recommendation 1 Typical Section



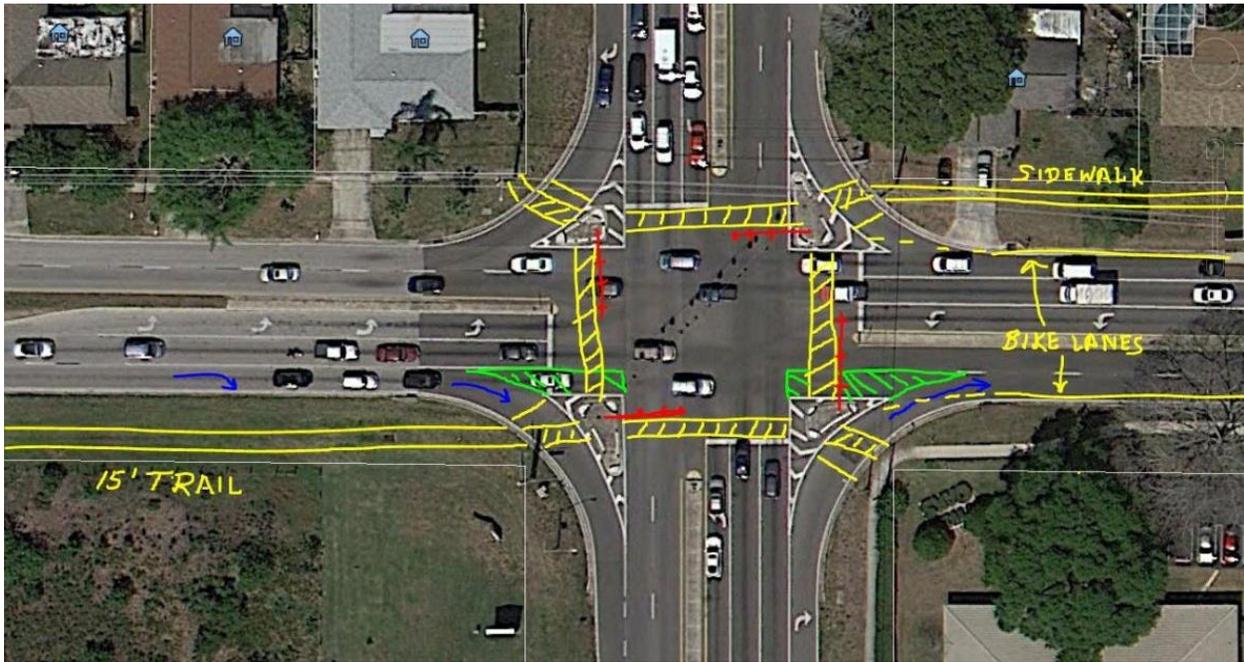
102nd Avenue North Potential Alternative Recommendation 2 Typical Section



102nd Avenue North and 137th Street Intersection Potential Improvements



102nd Avenue North and 113th Street Intersection Potential Improvements



22ND AVENUE NORTH: FROM 34TH STREET NORTH TO I-275



Eastbound at 25th Street N. during PM peak

The project corridor is located within the City of St. Petersburg, and extends (east-west) approximately 1.15 miles from 34th Street N. (US 19) to I-275.

Within the project area, 22nd Avenue N. exists as a four-lane minor arterial (municipal jurisdiction). Sidewalks are present on both sides of the roadway and extend along the length of the corridor. There are no bicycle lanes present. The CSX rail line crosses 22nd Avenue N. approximately 1,000 feet west of the I-275 interchange.

The land use along 22nd Avenue N. consists of primarily commercial and light industrial use. Large retailers are present at the 34th Street N. intersection. A large auto dealership occupies the northeast corner of the 34th Street N. intersection. Light industrial and commercial use occupies the mid-section of the corridor. The orientation of structures on the adjacent lots is not consistent along the corridor. Accordingly, parking is located both adjacent to the roadway and to the rear of the existing structures. Two large retailers (Lowe's and Home Depot) are located near the eastern end of the corridor adjacent to the existing rail crossing. An active rail line runs one block south of and parallel to 22nd Avenue N. from 31st Street N. to 25th Street N. for a distance of approximately 0.5 miles.



Westbound at 25th Street N. during PM peak

Transit Analysis

The corridor is served by one bus route (Route 1) and two intersecting routes (Routes 4 and 19) and has 16 bus stops. Thirty-six passengers embark/disembark per day. Transit is not a major contributor to congestion on this corridor.

Freight Analysis

This corridor is a Pinellas County designated truck route that connects US 19/34th Street N. to I-275 and carries 1,190 trucks per day. The eastern end of the corridor provides access to a Regional Freight Activity Center north of the Lowes, via 22nd Street N., which is an unsignalized intersection.

Traffic Analysis

Facility:

- Four-lane divided arterial with no raised median
- Existing right-of-way: 88 feet to 126 feet

AADT and LOS:

- 32,473 vehicles per day, LOS F

Observations/Issues:

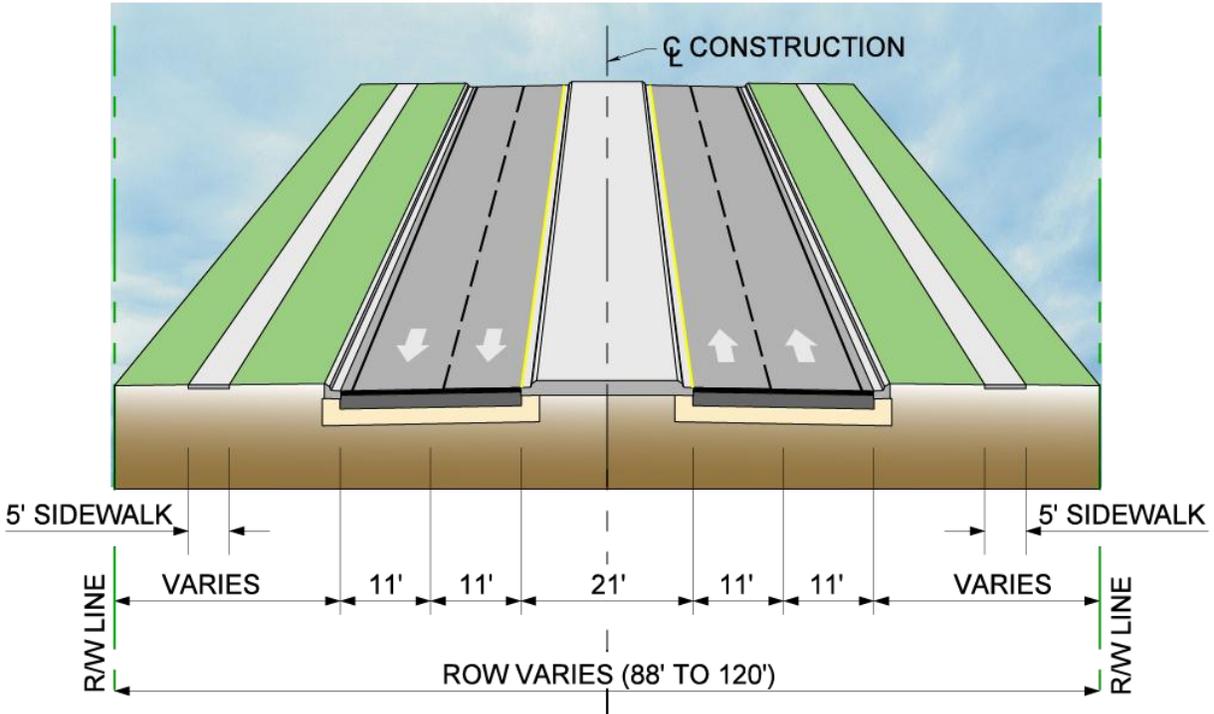
- Corridor is deficient with **LOS F**.
- Commercial access driveways are numerous on this corridor.
- There are no bike lanes; however, sidewalks exist on both sides of the roadway.
- This segment is identified as the 20th most congested in the draft 2012 SOS Report.



Recommendations

- Analysis signal timing optimization at 34th Street intersection.
- Intersection improvements:
 - Extend the southbound left-turn lane on 28th Street and improve intersection to accommodate truck traffic.
 - Extend the 25th Street N. southbound left-turn lane to 22nd Ave to improve truck access from Lowes.
 - Improve the geometry, angle on the south approach, and turn lanes at 25th Street intersection.
- Corridor Study recommended to address multiple issues causing congestion:
 - If Corridor Study shows need for raised median, a typical section is shown with adequately spaced full and directional median openings (see typical section on next page).
 - Several retail parcels have multiple driveways.
- If proposed future light rail station is located at I-275 and 22nd Avenue N., recommend elevated tracks over 22nd Avenue N. be considered.

22nd Avenue North Potential Typical Section



62ND AVENUE NORTH: FROM 66TH STREET NORTH TO 49TH STREET NORTH

The project corridor is located along the southern edge of the City of Pinellas Park, and extends approximately 1.75 miles (east-west) from 66th Street N. to 49th Street N.

Within the project area, 62nd Avenue N. exists as a two-lane minor arterial (county jurisdiction). Dedicated left turn lanes are present at 66th Street N. and 49th Street N. This corridor crosses a drainage canal approximately 300 feet east of 66th Street N., and crosses an active rail line approximately 350 feet west of 49th Street N. Intermittent sidewalks are present along the corridor with gaps in the network occurring near the central portion of the corridor. There are no bicycle lanes present. No uniform landscaping is present along the corridor. Open swale drainage occupies the area adjacent to the roadway.





The land use along 62nd Avenue N. consists primarily of residential use. Small nodes of commercial and light industrial activity are present near the 66th Street N. and 49th Street N. intersections. The residential use present along the corridor consists of a mix of single-family residential use, multi-family residential use, and mobile home parks. Many of the parcels fronting 62nd Avenue N. are large in size (multiple acres). Open space is present along the corridor, and an active equestrian center is located near 62nd Avenue N. The structures found on many of the large lots are located well back from the roadway. Several churches front 62nd Avenue N. A large and recently expanded electrical substation is adjacent to the existing rail line.

Transit Analysis

There is no bus service along this corridor which is 1.75 miles long. Transit is not a contributor to congestion on this corridor.

Freight Analysis

62nd Avenue N. is a Pinellas County designated truck route; however, the truck impacts are minor with approximately 211 trucks per day using this corridor of the facility.

Traffic Analysis

Facility:

- Two-lane undivided arterial

AADT and LOS:

- 8,372 vehicles per day, LOS B

Observations/Issues:

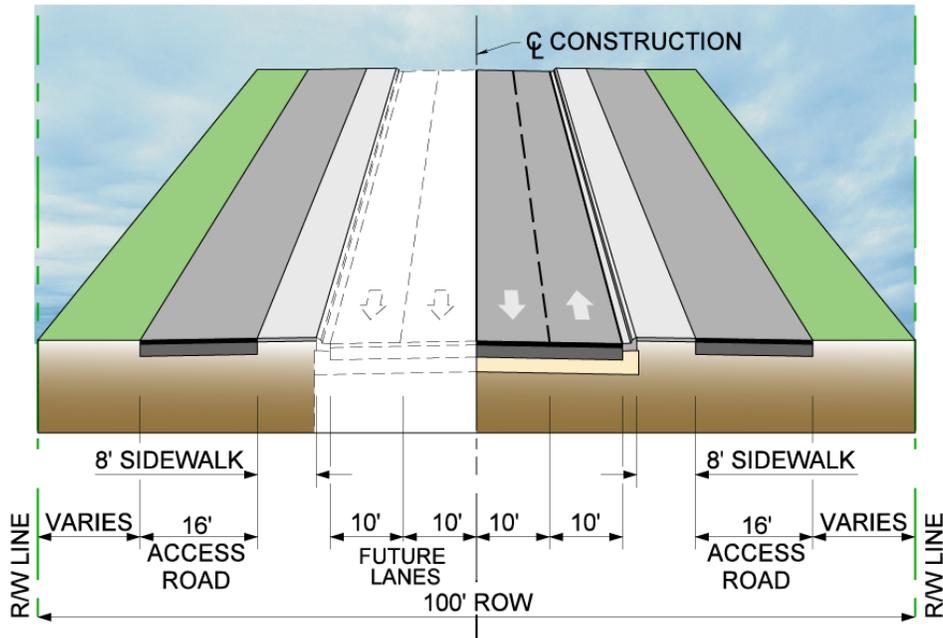
- Corridor is NOT deficient
- There are no bike lanes.
- There are discontinuous sidewalks present along south side.
- There are numerous residential driveways.
- Existing right-of-way: 80 feet – 100 feet.

Recommendations

- Upgraded roadway to urban standards (shown as 2d in 2035 LRTP with costs).
 - Complete design for four-lane typical section with median, build two lanes with drainage, sidewalks accommodated for four lanes (see typical section on next page).
 - Include left-turn lanes at intersections.
 - Widen to four lanes when traffic demand warrants.
- Consider removing as truck route to improve safety. (Trucks can use Park Boulevard to the north or 38th Avenue N. to the south. Both are multi-lane facilities that provide good east-west connections to I-275 and US 19.)

- Conduct intersection analysis for 66th Street N intersection for turning movements and queue lengths to determine viability of additional turn lanes.

62nd Avenue North Potential Typical Section



62nd Avenue North and 66th Street North Intersection Potential Improvements



BAYSHORE BOULEVARD (ALTERNATE 19): FROM SKINNER BOULEVARD TO CURLEW ROAD

The project corridor is located within the City of Dunedin, and extends (north-south) approximately 2.45 miles from Skinner Boulevard to Curlew Road.

Within the project area, Bayshore Boulevard exists as a two-lane minor arterial (state jurisdiction). A continuous left-turn lane is present along much of the corridor. Sidewalks are present on both sides of the roadway and extend along the length of the corridor (a short gap in the network is present at Curlew Creek). Designated bicycle lanes are present on Bayshore Boulevard north of Curlew Creek. The Pinellas Trail runs just east of and parallel to Bayshore Boulevard along the length of the corridor. North of Buena Vista Drive, the trail runs adjacent to the roadway.



The land use along the corridor consists of a mix of commercial and residential use. Approximately 0.25 miles north of Skinner Boulevard, Bayshore Boulevard passes through Weaver Park. A signalized pedestrian crossing is present within the park connecting areas both east and west of Bayshore Boulevard. Several multi-family residential and commercial developments occupy the area of the corridor just north of Weaver Park. The corridor then transitions into an area of single-family homes. Many of the homes along this portion of the corridor are oriented

to and set close to the roadway. Driveway access is frequent along this segment of the corridor. North of Shore Drive, the residential use is intermixed with light-industrial, commercial, and multi-family use. The Dunedin Country Club and Golf Course occupies a large area just to the east of the corridor near Curlew Road.

Transit Analysis

This corridor is served by the Jolly Trolley and Route 66, as well as the North County Connector Flex Service. There are 24 bus stops on this corridor with 44 average daily embarks/disembarks. Transit may be an issue contributing to congestion due to the close spacing of bus stops on this corridor.



Freight Analysis

This corridor is a designated Pinellas County truck route.

Traffic Analysis

Facility:

- Two-lane divided arterial (with two-way left-turn lane)
- Existing right-of-way: 60 feet – 80 feet.

AADT and LOS:

- 19,905 vehicles per day, LOS F

Observations/Issues:

- Corridor is deficient with **LOS F**.
- This corridor is identified as the 21st most congested in the 2012 SOS Report.



Signage northbound at Curlew Road

Recommendations

- The traffic demand indicates four lanes are needed. Options for widening are limited due to right-of-way (ROW) constraints.
- Provide exclusive right-turn lanes along corridor where ROW permits.
- For access management, evaluate options for reducing direct access points along the corridor.
- Pedestrian/bike safety improvements.
 - At Michigan Avenue (in the northbound direction) add overhead pedestrian activated “No Right On Red” blank out light. The light would be activated by pedestrian crossing signal. Add special surface treatment to the Pinellas Trail crossing.
 - At Delaware Avenue add Rectangular Rapid Flash Beacons (RRFBs).
 - At Curlew Road (in the eastbound direction) add overhead pedestrian activated “No Right On Red” blank out light. The light would be activated by pedestrian crossing signal. Also improve signage for trail and remove sign clutter as shown in the picture above.
- Transit.
 - At locations with concrete pads and shelters, extend and taper the shoulder pavement to produce a pull out. This will get the buses out of the traffic flow during loading and unloading. Post “Yield to Bus” signs to allow buses to pull back into traffic.
 - Where right-turn lanes are located, consider locating bus stops at the back of the lane. This will allow buses to get out of the main traffic stream by using the right-turn lane as a pull out. Use surface paint to indicate the bus pull out area. Potential locations for this scenario include: south of Skinner Boulevard (northbound right-turn lane), south of Michigan Avenue (northbound right-turn lane), south of Palm Boulevard (northbound), south of Curlew Road (northbound), and north of Curlew Road (southbound).
 - Consider consolidating 10 bus stops (five each direction) on this 0.5-miles segment from Pasadena Drive to San Salvador Drive. Propose removing the following stops.
 - San Jose Drive (one)
 - Cevera Drive (two)
 - Buena Vista Drive S. (one)
 - Buena Vista Drive N, (two)

ALTERNATE 19: FROM CURLEW ROAD TO THE PASCO COUNTY LINE

The project corridor covers a distance of approximately 9.3 miles (north-south) from Curlew Road to the Pasco County Line and passes through unincorporated areas of Pinellas County and the Cities of Dunedin and Tarpon Springs.

Within the project area, Alternate 19 exists as a two-lane minor arterial (state jurisdiction). Intermittent sidewalks are present along the corridor. Additionally, the Pinellas Trail runs parallel to Alternate 19 for a distance of approximately 9 miles (from Curlew Road to Live Oak Street). A grade-separated crossing allows the Pinellas Trail to cross over Alternate 19 (east to west) near East Avenue and (west to east) near Wall Springs Park.



Southbound bus stop near Helen Ellis Hospital



Designated bicycle lanes are present on Alternate 19 from Whisper Lake Road to Progress Court; paved shoulders are present along most remaining sections of the corridor (excluding areas in Tarpon Springs). Uniform landscaping is present in downtown Tarpon Springs and along sections of the Pinellas Trail. Dedicated left- and right-turn lanes are present at most major intersections along the corridor. Alternate 19 crosses the Anclote River approximately 1.1 miles south of the Pasco County Line.

Transit Analysis

Route 66 and the Jolley Trolley operate on this corridor. This corridor has 83 bus stops with four shelters and 366 average daily embarks/disembarks.

Freight Analysis

This corridor is a designated Pinellas County truck route, which carries between 500 and 700 trucks per day. In addition, intersecting truck routes impact the intersections along this corridor, which turn either north or south on Alternate 19/Bayshore Boulevard. A recent FDOT repaving project added bike lanes and keyhole bike lanes at the intersections.

Traffic Analysis

Facility:

- Two-lane undivided arterial (with center two-way left-turn lane at some locations).
- Existing right-of-way: 60 feet – 244 feet

AADT and LOS:

- 15,549 to 21,500 vehicles per day, (Worst case LOS F)



Southbound at Cedar Street

Observations/Issues:

- Corridor is deficient with **LOS F**.
- The segment between Tampa Road and Alderman Road is identified as the 10th most congested in the draft 2012 SOS Report.

Recommendations

- The traffic demand indicates four lanes are needed. Options for widening are limited due to right-of-way (ROW) constraints.
- Improve traffic signals by providing mast arms, improve signage, and pavement markings.
- Add a northbound right-turn lane at Safford Avenue beginning south of the south entrance to the Sweetbay shopping center.
- Complete sidewalks on both sides.
- Add southbound right-turn lane at Dodecanese Boulevard
- Add southbound left-turn lane at Curlew Place
- Transit.
 - At locations with concrete pads and shelters, extend and taper the shoulder pavement to produce a pull out. This will get the buses out of the traffic flow during loading and unloading. Post “Yield to Bus” signs to allow buses to pull back into traffic.
 - Where right-turn lanes are located, consider locating bus stops at the back of the lane. This will allow buses to get out of the main traffic stream by using the right-turn lane as a pull out. Use surface paint to indicate the bus pull out area. Potential locations for this scenario include: south of Wexford Leas Boulevard (northbound), north of Wexford Leas Boulevard (southbound), south of Tampa Road (northbound), south of Alderman Road (northbound), north of Alderman Road (southbound), south of Klosterman Road (northbound), north of Klosterman Road (southbound), north of Green Dolphin Boulevard (southbound).
 - At the Helen Ellis Hospital, add a pedestrian bridge over the drainage ditch between the sidewalk and the bus stop pad or add a new sidewalk from the driveways to the bus stop pad in front of the drainage ditch. Widen the paved shoulder between the driveways to facilitate a bus pullout. Add a pedestrian activated crosswalk in front of the northbound bus stop. Add yellow flashers to the overhead signal mast arm.



- Remove two on-street parking spaces northbound south of E. Dr. Martin Luther King Jr. Drive in Tarpon Springs and designate as a bus stop pull out. Similar treatments should be considered at other locations in Tarpon Springs to accommodate bus pull outs.

EAST BAY DRIVE (SR 686): FROM BELCHER ROAD TO US 19

The project corridor is located within the City of Largo, and extends (east-west) approximately one mile from Belcher Road to US 19.

Within the project area, East Bay Drive exists as a six-lane minor arterial (state jurisdiction). Sidewalks are present on both sides of the roadway and extend along the length of the corridor. There are no bicycle lanes present. Channelized left-turn lanes are present along the length of the corridor.



The land use along this section of East Bay Drive consists of primarily commercial and residential use. The commercial center at the intersection of Belcher Road is anchored by a Publix Supermarket. Strip commercial use occupies much of the remainder of the corridor. A second Publix Supermarket anchors the shopping center located at the US 19 intersection. Other notable uses along the corridor include the Northeast Park and the Our Savior Lutheran Church and School. Both the park and church are located near the central portion of the corridor. The residential uses present along the corridor consist of a mix of multi-family and mobile home developments.

Transit Analysis

Route 52 operates on the corridor. There are ten bus stops with two shelters and 197 average daily embarks/disembarks. Transit may be a contributing factor to congestion on this corridor due to the high volume of activity and frequency of bus stop locations.

Freight Analysis

This corridor is a Pinellas County designated truck route with a high truck utilization of 1,521 trucks per day. East Bay Drive intersects with US 19 [Strategic Intermodal System (SIS) and Regional Freight Corridor] via a Single Point Urban interchange and is the westward continuation of Roosevelt Boulevard/SR 686 (SIS and Regional Freight Corridor).



Traffic Analysis

Facility:

- Six-lane divided arterial
- Existing right-of-way: 136 feet – 152 feet

AADT and LOS:

- 58,500 vehicles per day, LOS F

Observations/Issues:

- Corridor is deficient with **LOS F**.

Recommendations

- Corridor is already six-lanes. Options for widening are limited.
- Belcher Road intersection:
 - Recommend extended left-turn storage by modifying (relocating) the median to allow for additional storage in the inside left-turn lane.
 - Adjust signal phasing between Belcher Road and Bedford Circle for westbound traffic during the PM peak period. This will reduce backups from Belcher Road blocking Bedford Circle. The signal at Bedford Circle should change to red about 15 seconds ahead of the signal at Belcher Road. This will allow westbound traffic to clear the intersection and provide room for vehicles to enter westbound East Bay Drive.
 - Raise pork chop islands to provide better pedestrian refuge.
- Detailed corridor analysis for data collection to support turning movements, crash analysis, and other data to support engineering analysis and public outreach to businesses and residents in area.



PARK BOULEVARD (CR 694): FROM 66TH STREET NORTH (SR 693) TO 49TH STREET NORTH

The project corridor is located within the City of Pinellas Park, and extends approximately 1.75 miles (east-west) from 66th Street N. to 49th Street N.

Within the project area, Park Boulevard exists as a six-lane principal arterial with less than 10-foot lanes (state jurisdiction). A raised median is present along the length of the corridor with a mix of full and directional channelized left turn lanes. Park Boulevard crosses an active rail line generally at the mid-point of the corridor. Continuous sidewalks are present along the full length of the corridor on both sides of the roadway. There are no bicycle lanes present.



The land use along Park Boulevard consists primarily of small-scale commercial and retail use. Limited residential use is present. St. Petersburg College Health Education Center occupies the southwest corner of Park Boulevard/66th Street N. intersection. Another notable structure occupies a parcel found immediately west of the mid-corridor rail crossing is the Park Station. Just east of the rail crossing, an area of buildings (that appear to have been constructed mid-century) are oriented to the street with a zero lot-line setback. The character of the structures in this small district is distinct.

Transit Analysis

The only route that operates on this corridor is Route 74. There are 25 bus stops on this corridor and 37 bus trips on weekdays. An average of 708 people get on or off Route 74 on this corridor every day. There are currently some benches and trash cans along this corridor, but more amenities would be helpful. Transit could be a major contributor to congestion on this corridor due to the high transit activity and the short distances between bus stops.

Freight Analysis

Park Boulevard is a Pinellas County designated truck route, which carries an average of 1,800 trucks per day. In addition to the trucks using this facility, 66th Street N. and 49th Street N. carry considerable numbers of trucks, resulting in numerous truck turning movements at these intersections. Except at the signalized intersections, the left-turn lanes at median breaks on Park Boulevard are insufficient for trucks.

Traffic Analysis

Facility:

- Six-lane divided arterial.
- Existing right-of-way: 100 feet – 136 feet

AADT and LOS:

- 47,492 vehicles per day, LOS C

Observations/Issues:

- Corridor is NOT deficient.

Recommendations

- Corridor analysis recommended as exact causes of congestion, such as crash analysis, mid-block crossing, etc. was not able to be determined through this study. Provide exclusive eastbound right-turn lane at 66th Street to minimize traffic delay as part of analysis.
- Comprehensive transit analysis for consolidation of bus stops.



Westbound at 55th Street

PARK BOULEVARD (CR 694): FROM 113TH STREET NORTH TO SEMINOLE BOULEVARD (ALTERNATE 19)

The project corridor is located within the City of Seminole, and extends approximately 0.5 miles (east-west) from 113th Street N. to Seminole Boulevard.

Within the project area, Park Boulevard exists as a four-lane minor arterial (county jurisdiction). A raised median is present along the length of the corridor with a mix of full and directional channelized left-turn lanes. Continuous sidewalks are present on both sides of the roadway along the length of the corridor. There are no bicycle lanes present. The land use along this corridor of Park Boulevard consists primarily of commercial and retail use, with limited residential use. The Seminole Mall occupies the northeast corner of the Park Boulevard/113th Street N. intersection. Large-scale strip commercial use occupies the parcels adjacent to the mall. A small public plaza occupies a corner of the intersection of Park Boulevard and 111th Street N. Seminole Elementary School fronts Park Boulevard, with a limited setback. Twelve Oaks Mobile Home Park fronts the corridor just west of Seminole Boulevard. Auto-oriented strip commercial use occupies the corridor east of Seminole Elementary. Several underutilized commercial lots near the Seminole Boulevard intersection are actively being redeveloped. Frequent curb cuts provide access to parcels on Park Boulevard along the length of the corridor.



Eastbound Route 18 leaving transfer location

This corridor was listed as a local government priority for enhancements and is noted as one of the top 25 congested non-sis roadways in Pinellas County.



Pedestrians crossing midblock during PM peak

Transit Analysis

Routes 18, 58, and 74 operate on this corridor as they enter the Seminole Mall transfer location. However, there are only two bus stops on this corridor. Both of these bus stops have benches. The average daily boardings on this corridor is 17, with 16 of the boardings at Park Boulevard and 110th

Street. Due to the low boarding activity at this location, and the close proximity to a major transfer location, it is unlikely that transit is a contributing factor to the congestion on this corridor.

Freight Analysis

This corridor is a designated Pinellas County truck route, which carries 975 trucks per day. Park Boulevard intersects with northbound/southbound Pinellas County truck routes at Alternate 19/Seminole Boulevard (962 trucks per day) and at 113th Street N (456 trucks per day). Per the Tampa Bay Goods Movement Analysis, this corridor has been identified as a top ten in the list of high crash rates involving heavy trucks.

Traffic Analysis

Facility:

- Four-lane divided arterial
- Existing right-of-way: 100 feet

AADT and LOS:

- 34,728 vehicles per day, LOS F

Observations/Issues:

- Corridor is deficient with **LOS F**.
- There are no bike lanes; however, sidewalks are present on both sides of the roadway.
- This corridor is identified as the 12th most congested in the draft 2012 SOS Report.
- The intersection at Seminole Boulevard is identified as #8 of the top 25 crash locations in the draft 2012 SOS Report.



Recommendations

- This corridor is approaching the traffic demand for six-lanes. The segment to the east of the corridor is already six lanes. This segment has been improved with larger medians to address previous problems, but congestion still exists. City of Seminole not in favor of converting back to a six-lane typical section.
- Recommend corridor analysis to collect data for engineering analysis such as detailed crash data, and other corridor data that will support a public outreach effort for both the local agencies and business community.
- General items to be considered during analysis: making the eastbound right lane west of Seminole Boulevard an exclusive right-turn lane only. At the same time, make the northbound right-turn lane to eastbound Park Boulevard a protected movement by installing a raised channelization/pedestrian refuge island at the southeast corner.
- To address truck crash incidents, add separated signal heads for greater visibility. Install overhead “right turn must turn right” sign on westbound approach to Seminole Boulevard. Install advanced warning street signs in all directions. Modify the median opening at 74th Avenue right-in/right-out only. Eliminate the eastbound left-turn lane at 74th Avenue/111th Street N. and make the westbound left-turn lane directional for school bus access only.



SUNSET POINT ROAD: FROM EDGEWATER DRIVE (ALTERNATE 19) TO KEENE ROAD



Eastbound east of Alternate 19 intersection

The project corridor covers a distance of approximately 2 miles (east-west) from Fort Harrison Avenue to Keene Road and passes through both the City of Clearwater and unincorporated areas of Pinellas County.

Within the project area, Sunset Point Road exists as a two-lane minor arterial (county jurisdiction). The corridor terminates at Fort Harrison Road (Clearwater Bay), and expands to four lanes east of Keene Road. Sidewalks are present on Sunset Point Road east of Kings Highway and vary in location (north, south, and both sides), but are absent along the remaining portion of the corridor. Sunset Point Road intersects with the Pinellas Trail approximately 0.25 miles east of Fort Harrison Avenue. There are no bicycle lanes present.

The land use along the Sunset Point Road corridor consists primarily of residential use. Many of the single-family homes present along the corridor are oriented to front Sunset Point Road. The homes oriented to the roadway typically include a driveway connection. Driveway access is frequent along the corridor. Multi-family structures make up much of the residential uses west of Overbrook Avenue.



Eastbound at Pinellas Trail crossing

In addition to the residential uses present, a large strip commercial center anchored by a Sweetbay Supermarket and Wal-Mart Neighborhood store is located at the Highland Avenue intersection. Smaller neighborhood-level commercial use is located at Douglass Avenue and Keene Road. Sandy Lane Elementary School and Calvin A. Hunsinger School occupy a large parcel south of Sunset Point Road and just east of Betty Lane. The New Beginnings Community Church occupies a second large parcel opposite the schools on Sunset Point Road.



Eastbound east of Kings Highway

Transit Analysis

Route 66 operates along approximately one mile of the corridor and approximately 0.75 miles is without service. Routes 61, 78, and the Jolley Trolley intersect this corridor. There are 17 bus stops with two shelters, two display boards, and two trash cans. There are average daily embarks/disembarks of 142.

Freight Analysis

Sunset Point Road is not a designated truck route and is signed for “No Trucks.” Although off-plan, 214 trucks per day use this route to access specific delivery points. If other than delivery points, enforcement may be an issue.

Traffic Analysis

Facility:

- Two-lane undivided arterial
- Existing right-of-way: 36 feet – 100 feet

AADT and LOS:

- 10,080 vehicles per day, LOS D

Observations/Issues:

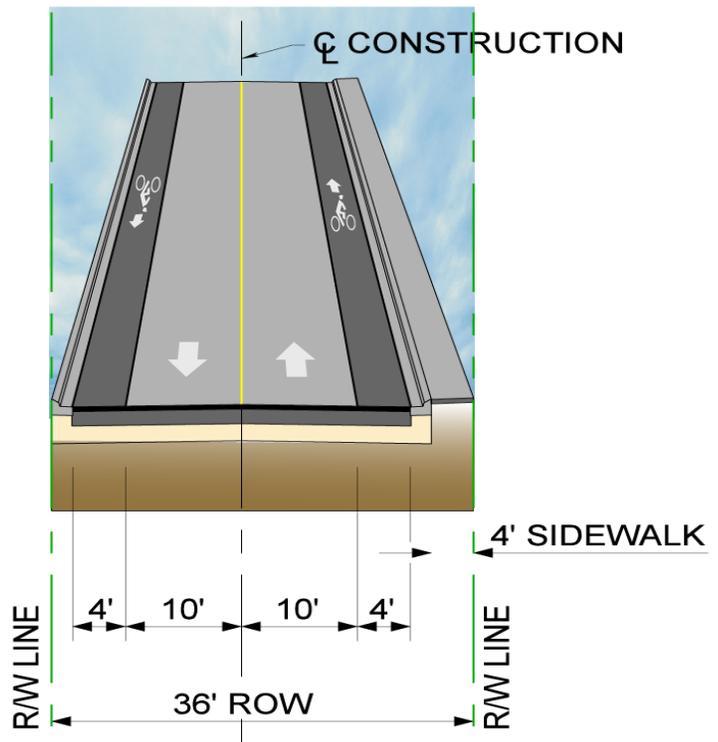
- Corridor is NOT deficient.
- Numerous residential access points.
- There are no bike lanes; however, there are discontinuous sidewalks that exist on parts of the corridor.



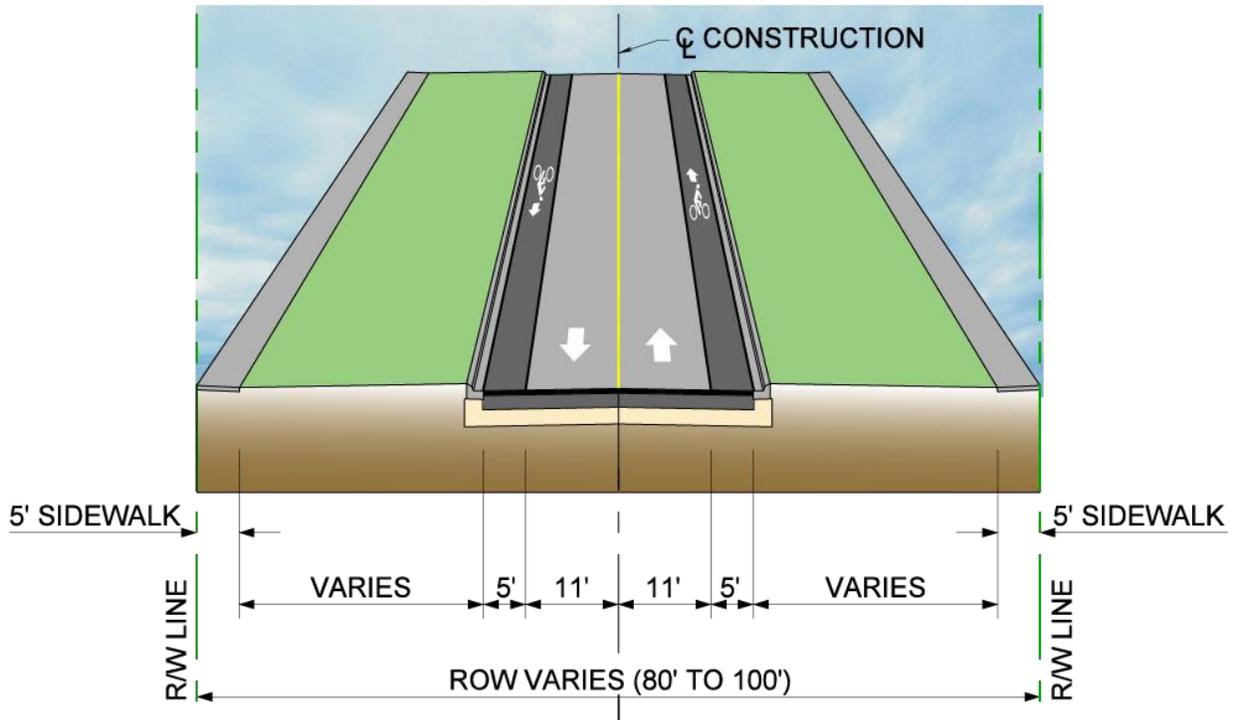
Recommendations

- Review right-of-way (ROW) opportunities to support implementing multi-modal solutions in this corridor. ROW varies significantly along the corridor from a minimum of 36 feet west of the Pinellas Trail crossing to 100 feet from west of Kings Highway to Keene Road.
- Improve sidewalk continuity.
- Consider upgrading to a suburban typical section with 10-foot lanes and 4-foot shoulders marked as bike lanes and a 4-foot sidewalk on the south side from Alternate 19 to the Pinellas Trail (see typical section to the right).
- From the Pinellas Trail to Keene Road continue with the suburban typical section with 11-foot travel lanes and 5-foot bike lanes. Complete sidewalks on both sides along the outer limits of the ROW. This will permit future expansion if or when this becomes necessary. Add right-turn lane eastbound to southbound Highland Avenue (see typical section below).

Sunset Point Road Potential Typical Section



Sunset Point Road Potential Typical Section East of Pinellas Trail



US 19 (34TH STREET NORTH): FROM 54TH AVENUE NORTH TO BRYAN DAIRY ROAD

The project corridor covers a distance of approximately 4.6 miles (north-south) from 54th Avenue N. to Bryan Dairy Road, and passes through both the City of Pinellas Park and unincorporated areas of Pinellas County.

Within the project area, US 19 functions as a six-lane principal arterial (state jurisdiction). North of 49th Street N., US 19 functions as a limited-access facility with grade-separated intersections and frontage roads used to distribute traffic locally. South of 49th Street N., US 19 includes at-grade intersections and direct access to adjacent uses. Sidewalks are present on both sides of the roadway along the length of the corridor. Paved shoulders are present along much of the corridor though no designated bicycle lanes were identified.



The land use present along US 19 consists of a mix of light industrial, multi-family residential, and commercial use. As a principal artery for moving traffic within Pinellas County, major retail outlets have continued to locate along this corridor. The design of much of the development present is automobile-focused with structures set back from the roadway surrounded by large parking areas. The commercial uses identified include several large retailers, hotels/motels, fast-food chains, generic strip commercial, and large auto dealerships. Crown Hyundai and Mitsubishi dealerships occupy the southern edge of the

54th Avenue N. intersection. A Target Retailer and Regal Movie Theater anchor a major shopping plaza at the Park Blvd Intersection. Other notable uses along the corridor include two Wal-Marts, The Pinellas Expo Center, Autoway Toyota, Calvary Chapel, and the Social Security Administration Offices. The residential uses generally consist of larger, multi-family developments.



Transit Analysis

There are 39 bus stops on this corridor with an average daily embarks/disebarks of 1,126. This corridor is served by Routes 11, 19, 74, and 444. The frequency of transit activity and number of bus stops could be a significant factor contributing to congestion.

Freight Analysis

US 19 is a designated Pinellas County truck route and a designated SIS corridor from Gandy Boulevard/Park Boulevard to 118th Avenue N., which carries an average of 1,300 to 1,800 trucks per day.

Traffic Analysis

Facility:

- Six-lane divided arterial
- Existing right-of-way: 100 feet – 200 feet

AADT and LOS:

- 48,429 to 63,500 vehicles per day, (Worst case LOS F)

Observations/Issues:

- Part of the corridor is deficient with **LOS F**.
- Alternative modes may be studied as further widening of US 19 may not be feasible.
- The segment between Gandy Boulevard and Mainlands Boulevard is identified as the 10th most congested in the draft 2012 SOS Report.



Recommendations

- Need comprehensive transit analysis on corridor. Consider consolidation of bus stops. Midblock pedestrian connections at bus stops, (i.e., connect with pedestrian activated flashing yellow crossing signals at each side and in the median, consider zigzag crossing/Danish offset in the median at the crosswalk/bus shelter locations).
- Prioritize project to provide dual lefts for southbound US 19 to eastbound Gandy Boulevard.
- Also consider right lane bus/right-turn only to allow for buses to stop and not impede traffic from 54th Avenue N. to Gateway Boulevard. This treatment currently exists between Gateway Boulevard and 46th Avenue N.

US 19: FROM MAIN STREET (SR 580) TO TARPON AVENUE (CR 582)

The project corridor covers a distance of approximately 8.75 miles (north-south) from Main Street to Tarpon Avenue and passes through both the City of Tarpon Springs and unincorporated areas of Pinellas County. Additionally, this corridor of US 19 forms a portion of the western boundary of the City of Clearwater and a portion of the eastern boundary of the City of Dunedin.

Within the project area, US 19 exists as a six-lane principal arterial (state jurisdiction). At the Main Street intersection, US 19 supports six (grade separated) limited-access lanes that pass over the intersection. Two frontage roads allow for turns and local access. Just north of Main Street and south of Hammock Pine Boulevard, US 19 transitions from a limited-access facility to a six-lane roadway with direct access to cross streets and adjacent uses. Sidewalks are present on both sides of the roadway and extend along the length of the corridor; however, no bicycle lanes are present. Uniform landscaping is absent along the corridor, a raised grass median is present north of Hammock Pine Boulevard. Dedicated left- and right-turn lanes are present at most intersections north of Hammock Pine Boulevard.



The land use along US 19 consists of primarily commercial use with some residential uses present. The commercial development along US 19 is generally large in scale (including several big-box retailers) and is focused to support access by automobiles. Large parking areas surround many of the existing commercial structures. Several large auto dealers are present north of the Main Street intersection. Strip commercial generally occupies the frontage of the corridor with residential use immediately backing the commercial property. North of Nebraska Avenue, the frontage of multi-family use along US 19 becomes more common as do vacant/undeveloped parcels. Notable uses along this corridor include St. Petersburg College and A.L. Anderson Park both located near the Klosterman Road intersection.

Transit Analysis

On this US 19 corridor, there are 79 bus stops and 1,371 average daily embarks/disembarks. It is a highly-utilized transit corridor and could be considered for bus pullouts. Route 19 services this corridor, as well as 66, 811, and 813. Due to high volume and frequency of bus stops, transit could be a significant contribution to congestion.

Freight Analysis

US 19 is a designated Pinellas County truck route and SIS corridor, which carries an average of 1,700 to 2,300 trucks per day.

Traffic Analysis

Facility:

- Six-lane divided arterial
- Existing right-of-way: 200 feet – 316 feet



AADT and LOS:

- 64,500 to 75,000 vehicles per day, (Worst case LOS F)

Observations/Issues:

- Corridor is deficient with **LOS F**.
- Alternative modes may be studied as further widening of US 19 may not be feasible.
- This corridor includes four of the top 10 SIS congested segments according to the draft 2012 SOS Report.
- This corridor includes five of the top 25 crash locations (including the top 2) identified in the draft 2012 SOS Report.

Recommendations

- Need comprehensive transit analysis on corridor. Consider consolidation of bus stops. Connect with pedestrian activated flashing yellow crossing signals at each side and in the median, include zigzag fencing in the median at the crosswalk/bus shelter locations.
- Also consider right lane bus/right-turn only to allow for buses to stop and not impede traffic.

NURSERY ROAD: FROM HIGHLAND AVENUE TO US 19

The project corridor covers a distance of approximately 2.75 miles (east-west) from Highland Avenue to US 19, and passes through both the City of Clearwater and unincorporated areas of Pinellas County.

Within the project area, Nursery Road exists as a two-lane collector (county jurisdiction). Sidewalks are present along the length of the corridor but vary in location (north, south, and both sides). The roadway intersects with the Progress Energy Trail approximately 1,000 feet west of US 19. There are no bicycle lanes present along the roadway. Left-turn lanes are present on Nursery Road at the Keene Road and Belcher Road intersections. Left turns onto US 19 are prohibited; traffic must turn right onto the frontage road to gain access to US 19. Uniform landscaping is absent along Nursery Road. Open drainage runs adjacent to the roadway along the length of the corridor. Nursery Road crosses a major drainage canal just west of Beverly Drive. A major power transmission corridor crosses Nursery Road approximately 1,000 feet west of US 19.



The land use along the Nursery Road corridor consists primarily of residential development. Commercial nodes, generally composed of strip commercial use, occupy the areas adjacent to the major intersections of Highlands Avenue, Belcher Road, and US 19. Several large churches are located on Nursery Road to include First Church of the Nazarene, Christ Community Presbyterian Church, Unitarian Universalists, and Unity Church of Clearwater. First Lutheran School is located on the north side of Nursery Road just east of Lake Avenue. East of Beverly

Drive, both mobile home and multi-family developments occupy much of the frontage along the corridor. Many of the single-family homes present along the corridor are oriented to front Nursery Road. The homes oriented to the roadway typically include a driveway connection. Driveway access is frequent along the corridor.

Transit Analysis

There currently is no transit service on this corridor. Therefore, transit is not a contributing factor to congestion.

Freight Analysis

Nursery Road is not a designated truck route. However, the corridor intersects with Keene Road (1,500 trucks per day), Belcher Road (600 trucks per day), and US 19 (2,700 trucks per day), indicating the importance of managing truck traffic at these intersections.

Traffic Analysis

Facility:

- Two-lane undivided collector
- Existing right-of-way: 65 feet – 100 feet

AADT and LOS:

- 4,746 to 5,558 vehicles per day, (Worst case LOS B)

Observations/Issues:

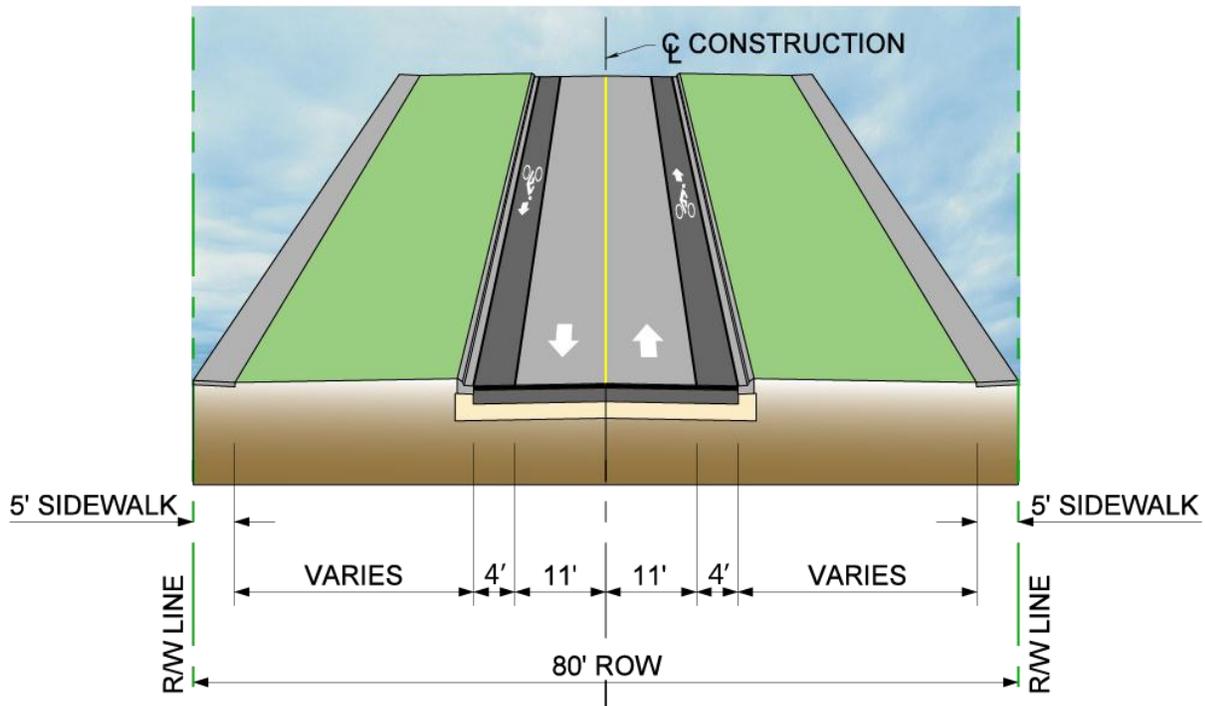
- Corridor is NOT deficient.
- There are no bike lanes; however, discontinuous sidewalks exist on north side.

Recommendations

- Corridor is not congested currently. However, the new interchange at the parallel road (Belleair Road) may result in new traffic patterns and need for improvements. (Note, currently traffic on southbound US 19 can access Nursery Road. However, with a new interchange at Belleair Road traffic on Nursery Road could change.)
- Upgrade to urban typical section as designated in 2035 LRTP, with 4-foot shoulders marked as bike lanes and fill in sidewalk gaps on the south side west of Belcher Road (under construction) (see typical section on next page).
- Complete intersection improvements at Belcher Road and Keene Road to include left- and right-turn lanes and pedestrian upgrades.



Nursery Road Potential Typical Section



BELLEAIR ROAD: FROM KEENE ROAD TO US 19



The project corridor covers a distance of approximately 2 miles (east-west) from Keene Road to US 19, and passes through both the City of Largo and unincorporated areas of Pinellas County.

Within the project area, Belleair Road exists as a two-lane minor arterial (county jurisdiction). Sidewalks are present on both sides of the roadway and extend along the length of the corridor. The roadway intersects with the Progress Energy Trail, approximately 1,000 feet west of US 19.

Belleair Road marks the southern terminus of the Progress Energy Trail; a small area of parking for trail users is provided just to the north of the roadway. There are no bicycle lanes present along the roadway. Uniform landscaping is absent along the corridor; however, a segment of the roadway just west of Burns Drive is canopied by large oak trees. Left-turn lanes are present at Keene Road, Belcher Road, and US 19. Open drainage runs adjacent to the north and south sides of the roadway along the length of the corridor. A major power transmission corridor crosses Belleair Road approximately 1,000 feet west of US 19.





The land use along the Belleair Road corridor consists of primarily single-family residential development. Eagle Lake Park occupies the southwest corner of the Keene Road intersection, and a node of commercial activity occupies the area adjacent to US 19. A second small node of commercial use is located at the Belcher Rd intersection consisting primarily of offices. A third node of commercial/retail is located on the north side near Sharon Oaks. Single-family residential use is the predominant use present along the remaining segments of the project

corridor. Many of the single-family homes present along the corridor are oriented to front Belleair Road. The homes oriented to the roadway typically include a driveway connection. Driveway access is frequent along the corridor.

Transit Analysis

There is currently no transit service on this corridor. Therefore, transit is not a contributing factor to congestion.

Freight Analysis

Although Belleair Road is signed for “No Trucks” and is not a designated Pinellas County truck route, it carries approximately 375 trucks per day. Local enforcement may be an issue.

Traffic Analysis

Facility:

- Two-lane undivided collector
- Existing right-of-way: 100 feet

AADT and LOS:

- 11,061 vehicles per day, LOS F

Observations/Issues:

- Corridor is deficient with **LOS F**.
- There are no bike lanes; however, sidewalks exist on both sides.
- The intersection at US 19 and Belleair Road is identified as the 25th highest crash location in the 2012 SOS Report.

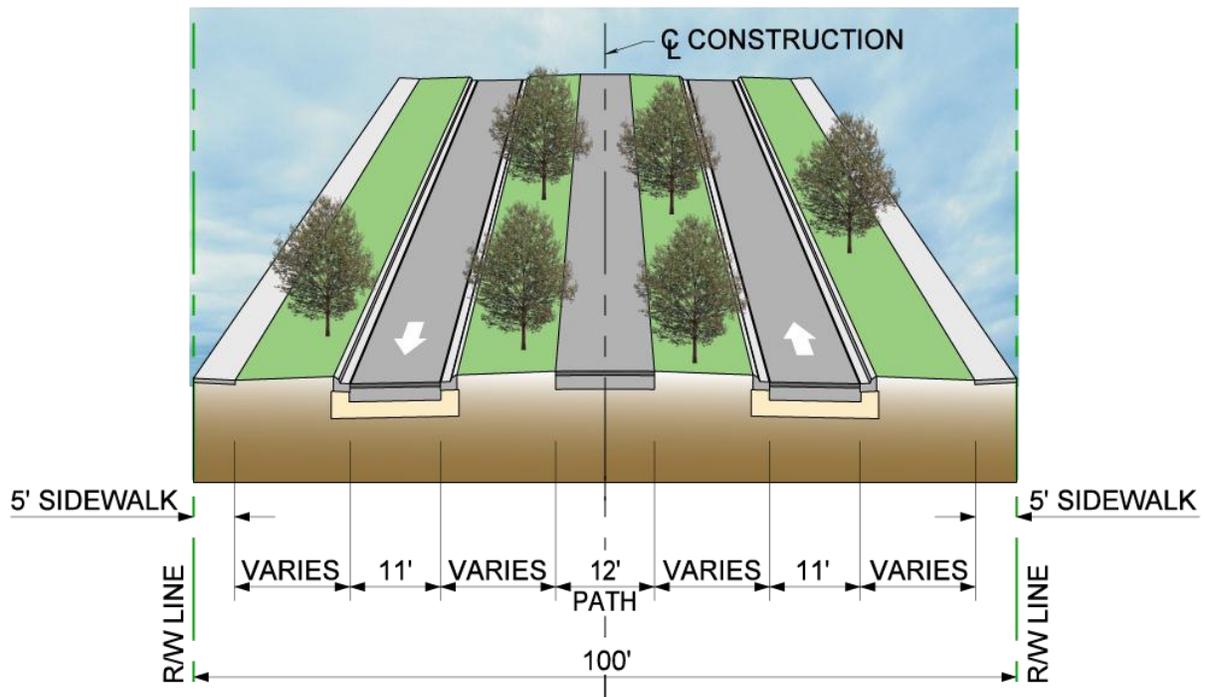


Recommendations

- Intersection improvements at Belcher Road planned to include pedestrian refuge area and other safety improvements.
- A new interchange at US 19 is expected to be completed spring 2015. Conduct a traffic analysis within one year after the opening of the US 19 to review new traffic patterns and determine if further improvements are needed.
- Complete Access Management analysis to determine what specific projects will have the most effect on congestion and safety.

- Complete lighting analysis on corridor.
- To accommodate retaining the oak canopy east of Sharon Way, the median can be widened to envelope the trees (40 feet) with a single lane constructed on either side. The multi-use trail would shift to the median through this section forming a linear park that connects to the Progress Energy Trail. The existing sidewalk on the north and south side would remain throughout this segment to serve neighborhood pedestrians.
- A 12-foot multi-use path should be constructed on the south side from Eagle Lake Park, (located at the southwest corner of Belleair Road and Keene Road). The path would eliminate the need to add bike lanes to the roadway.

Belleair Road Potential Typical Section



INDIAN ROCKS ROAD: FROM WALSINGHAM ROAD (SR 688) TO WEST BAY DRIVE (SR 686)

The project corridor covers a distance of approximately 2.75 miles (north-south) from Walsingham Road to West Bay Drive, and passes through the City of Largo and unincorporated areas of Pinellas County.

Within the project area, Indian Rocks Road functions as a two-lane minor arterial (county jurisdiction). Intermittent sidewalks are present with frequent lengthy gaps in the network. There currently are no bicycle lanes present. No consistent landscaping is present along the corridor. Surface drainage is present along most of the corridor though small sections of curb/gutter exist.





Westbound at West Bay Drive intersection

Commercial centers are present at the Walsingham Road and West Bay Drive intersections. A Publix and Wal-Mart Neighborhood Store anchor the shopping center at the Walsingham Road intersection. A second Publix Supermarket anchors the shopping center at West Bay Drive. Commercial use occupies much of Indian Rocks Road from Walsingham Road north to Jeff Road (approximately 0.6 miles). Anona Elementary School fronts Indian Rocks Road within the commercialized segment of the corridor. North of Jeff Road, the type of development

present transitions from primarily commercial to single-family residential. Most of the residential use present along the corridor fronts Indian Rocks Road and includes driveway access on each parcel. Just north of Wilcox Road, Anona United Methodist Church and cemetery occupy about 2,000 feet of frontage on the east side of the corridor. Just to the north, the Largo Medical Center occupies a second large parcel. The commercial activity at the north end of the corridor is generally limited to the area of West Bay Drive.

Transit Analysis

Route 66 operates on this corridor for approximately 1.75 miles, while approximately one miles of the corridor between Dryer Avenue and West Bay Drive does not have service. Intersecting routes at the Indian Rocks Shopping Center are Routes 61, 59, and 74.

There are a total of 22 bus stops with three shelters. There are 543 average daily embarks/disembarks per day.

Transit could be a contributing factor to congestion due to high activity and number of stops.



West Bay Drive intersection pedestrian facilities

Freight Analysis

Indian Rocks Road is a two-lane divided typical section with left-turn lanes at key locations and signalized intersections at Walsingham Avenue, Rosemary Lane, 8th Avenue S.W., and West Bay Drive. Indian Rocks Road/CR 233 is not a designated truck route, but is not signed for “No Trucks.” However, 419 trucks per day make deliveries to local shopping facilities on this road. The Tampa Bay Regional Goods Movement Analysis identified a freight Hot Spot at the intersection of Rosemary Lane, which provides access for trucks to reach the loading docks at the rear of a shopping center. The other hotspot identified at Walsingham Avenue is currently programmed for improvements.



Southbound at West Bay Drive intersection

Traffic Analysis

Facility:

- Two-lane undivided arterial
- Existing right-of-way: 60 feet – 100 feet

AADT and LOS:

- 15,578 vehicles per day, LOS F

Observations/Issues:

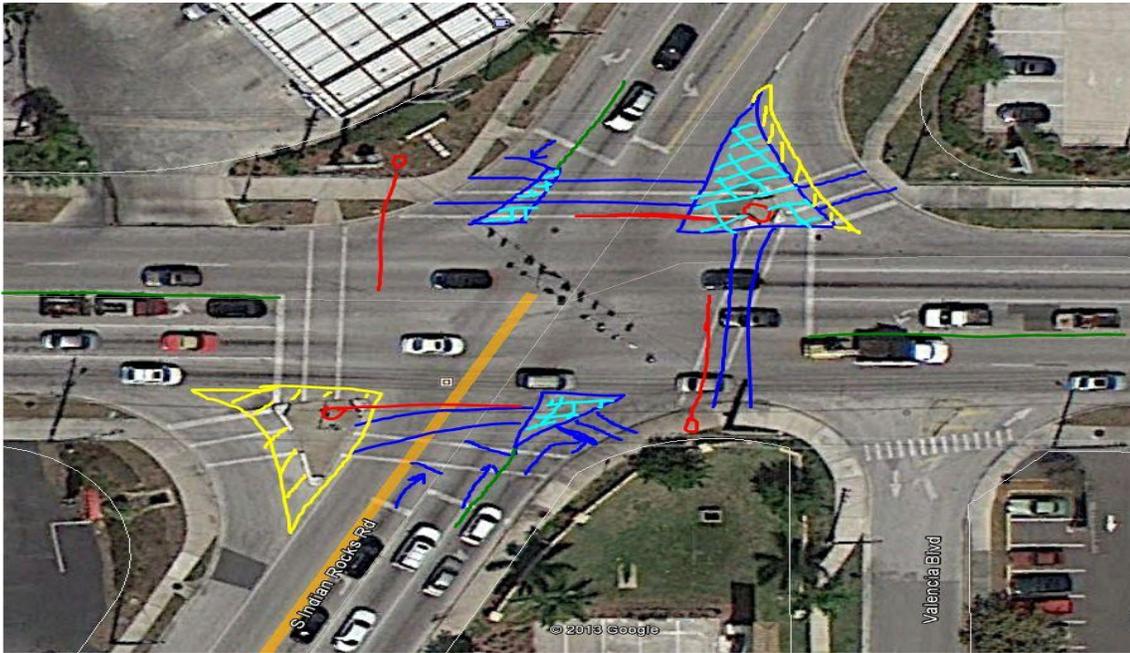
- Corridor is deficient with **LOS F**.
- There are no bike lanes or sidewalks on this corridor.
- This corridor is identified as the 23rd most congested in the draft 2012 SOS Report.



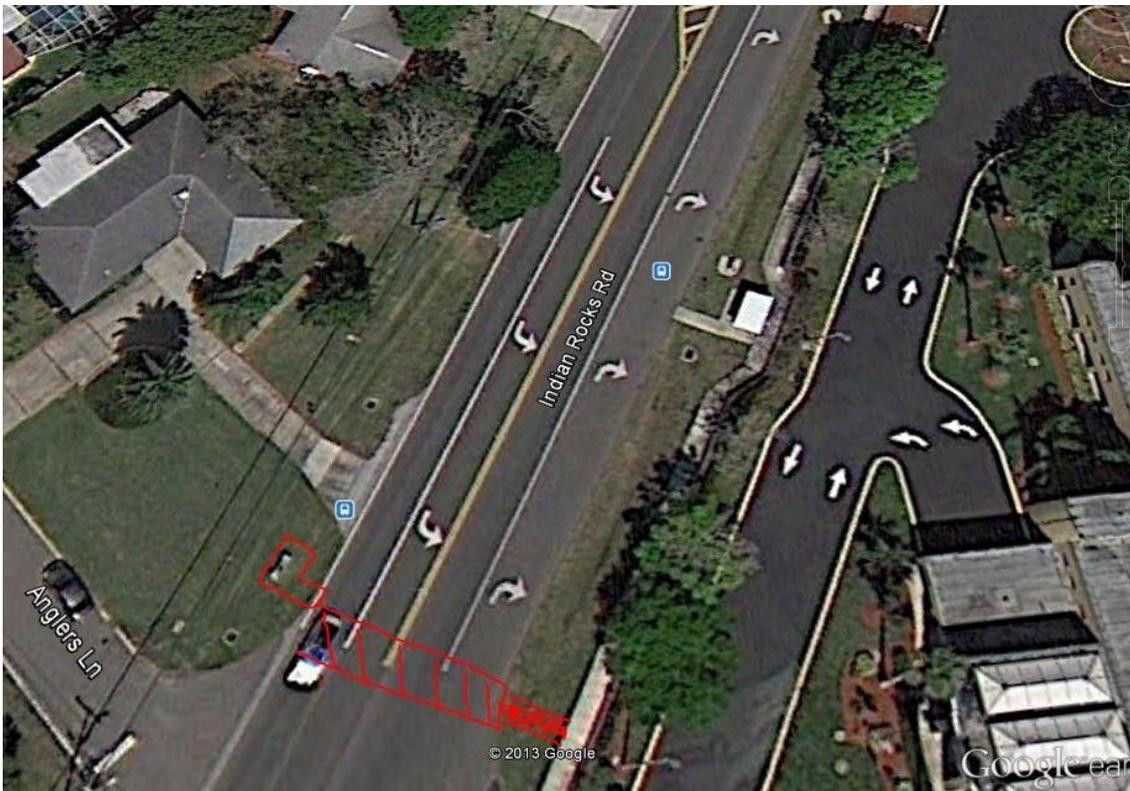
Recommendations

- Conduct intersection analysis and prioritize improvements at West Bay Drive imperative (see aerial on next page).
 - These include repaving, pedestrian facility upgrades, new striping, etc.
 - Eliminate the small pedestrian island at the northeast corner of West Bay Drive and realign the crosswalk from the southeast to the northeast corners or make it larger similar to the one at the southwest corner. Consider a “No Right on Red” signal northbound on Indian Rocks Road at West Bay Drive.
 - Mast arm needed.
 - Pedestrian facilities need to be upgraded and made simpler.
- For Access Management, evaluate access management to reduce number of direct access points to Indian Rocks Road.
- ROW varies between 60 and 100 feet with most of the corridor at 80 feet or more. Private property encroachment is a problem with some businesses including over half of their parking within the existing ROW.
- A pedestrian activated flashing yellow crosswalk should be included in front of the Suncoast Hospital at the bus stop location on the southbound side. A concrete pad and sidewalk to the driveway should be constructed to allow handicapped passengers to access the hospital (see aerial on next page).
- Relocate stop bar at Rosemary Lane as identified in the Tampa Bay Goods Movement Analysis.

Indian Rocks Road and West Bay Drive Intersection Potential Improvements



Indian Rocks Road and Largo Hospital Potential Improvements



3.0 COORDINATION

INITIAL INPUT

As stated in the introduction, the initial list of corridors to study was presented to the TCC meeting on May 22, 2013 and received endorsement to move forward with the 14 selected corridors. An email was sent out by MPO staff to TCC members on June 17, 2013 to solicit comments and identify any historical improvements or long standing issues on these corridors. Comments were received from several members that were considered when developing the draft recommendations.

DRAFT RECOMMENDATIONS REVIEW AND PRESENTATIONS

The initial draft set of recommendations (included in Section 2), as well as existing conditions, were documented in this draft Technical Memorandum (formerly referred to as the Congestion Management Process Implementation Plan) that was distributed to the TCC, Intelligent Transportation Systems (ITS) Committee and the Citizens Advisory Committee (CAC) for review and input. These recommendations were presented to the TCC on August 28, 2013, the ITS Committee on September 4, 2013, and the CAC on September 26, 2013. The committees were asked to comment on the document. These comments along with the rankings and final recommendations were presented to the TCC on October 23, 2013 and the CAC on October 24, 2013. Both committees endorsed the recommendations by majority vote.

4.0 ANALYSIS AND RANKING OF CORRIDORS

This section details the methodology used and resulting ranking of the 14 corridors as considered for congestion and safety. In order to rank the corridors, it was determined that a 60:40 ratio between the congestion factor and the crash factor would be used to rank the corridors. The congestion factor was determined by a formula that multiplied the volume to capacity (v/c) ratio and the duration of congestion (doc):

$$v/c * doc = \text{congestion factor (ConF)}$$

Next, the crash factor (CrashF) was calculated using three years of crash data (2010-2012). The total crashes on each corridor were divided by three to determine the resultant average per year. Then, to normalize the analysis, the yearly crash figure was divided by the number of miles on each segment. The CrashF = crashes per mile per year.

Next the weights were applied and the ConF was multiplied by the CrashF and weighted based on the 60:40 ratio. The resultant formula was:

$$\text{ConF (1.6)} \times \text{CrashF (1.4)} = \text{Weighted Score}$$

Finally, the corridors were ranked based on this weighted score. **Table 2** depicts this resultant ranking.

Table 2: Ranked Corridors

Ranking	Roadway Segment	ConF	CrashF	Weighted Score
1	Park Blvd (113 th St N to Seminole Blvd)	13.55	193.57	292.67
2	US 19 (Main St. 580 to Tarpon Ave)	18.95	109.08	183.04
3	22 nd Ave N (34 th St N to I-275)	6.96	109.17	163.97
4	East Bay Dr (SR 686) (Belcher Rd to US Hwy 19)	10.98	93.33	148.23
5	US 19 (54 Ave N to Bryan Dairy Rd)	13.70	58.72	104.12
6	Park Blvd (66 th St N to 49 th St)	4.77	66.29	100.44
7	Belleair Rd (US 19 to Keene)	9.92	46.36	80.77
8	102 nd Ave N (Seminole to 137 th St)	11.20	34.51	66.24
9	Indian Rocks Rd (Walsingham Rd to West Bay Dr)	13.18	22.62	52.75
10	Alt 19 (Curlew Rd to Pasco County Line)	15.91	17.15	49.47
11	Alt 19 (Bayshore Blvd) (Skinner Blvd to Curlew Rd)	13.27	17.21	45.32
12	62 nd Ave N (49 th St N to 66 th St N)	0.00	24.62	34.47
13	Sunset Point Rd (Alt 19 to Keene Rd)	3.06	19.00	31.49
14	Nursery Rd (Highland Ave to US 19)	0.00	12.97	18.16

5.0 FINAL RECOMMENDATIONS FOR APPROVAL

This section details the final recommendations for approval, as endorsed by the TCC and CAC in October 2013. As noted previously, initial list of corridors for further analysis were endorsed by the TCC in May 2013. Draft recommendations were presented to the TCC in August 2013 and to the ITS Committee and CAC in September and October 2013. Comments were received and considered when developing the final recommendations. The corridor ranking methodology detailed in Section 4 was then applied to rank the corridors and final recommendations. Four of the initial recommendations were eliminated due to a substantial number of comments that were unfavorable to the proposed multi-modal improvements including the following.

- Right-turn only and bus-only lanes
 - US 19 between 54th Avenue N. and Bryan Dairy Road
 - US 19 between SR 580 and Tarpon Avenue
 - Park Boulevard from 66 Street N. to 49th Street N
- Proposed local access road on 62nd Avenue N

Figure 5 depicts the 14 selected corridors.

Table 3 details the recommendations, cost estimates, and assumptions supporting the cost estimates. The recommendations are ordered first by corridor rank, and then by cost.

Figure 5: Projects Location Map



Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
1	Park Blvd (113th St N to Seminole Blvd)	Entire Corridor	Detailed corridor analysis required to determine specific causes of congestion on this corridor. Recommend making the eastbound right lane west of Seminole Boulevard an exclusive right-turn lane only. At the same time, make the northbound right-turn lane to eastbound Park Boulevard a protected movement by installing a raised channelized/pedestrian refuge island at the southeast corner. ³	\$100,000	TBD After Analysis	Extensive public involvement, coordination, traffic counts, conceptual engineering, access management, detailed crash analysis, Queue Analysis Tech Memo, transit analysis.	Coordinate with County and City to conduct expanded RSA. Crash Analysis and Freight conflict review. Access and corridor study if recommended by County and city.
2	US 19 (SR 580/Main Street to Tarpon Ave)	Entire Corridor	Comprehensive Transit Analysis.	\$75,000	TBD After Analysis	Bus stop and ridership analyses, transfer analysis, potential for relocation of stops or consolidation, potential bike/ped mid-block crossings and impacts to traffic. R/W requirements if Bus Pull outs are required.	Coordinate with PSTA, FDOT and local governments to review transit access and needs; existing and with future design/construction, including ped crossings.
2	US 19 (SR 580/Main Street to Tarpon Ave)	Curlew Road Intersection	Complete FDOT Freight Quick Fix project (SE corner tight) from TBRGM Study at Curlew Road intersection. This project has been pre-engineered but not yet programmed for construction.		\$78,603.72	Per the TBRGM Study and FDOT pre-engineering and field analysis, these items will be addressed: increase turning radius, relocate traffic signal, and utility pole conflicts. Project will require ROW.	Confirm with FDOT Quick Fix included in construction project.
2	US 19 (SR 580/Main Street to Tarpon Ave)	Tampa Road Intersection	Complete FDOT Freight Quick Fix project (SE corner tight) from TBRGM Study at Tampa Road intersection. This project has been pre-engineered but not yet programmed for construction.		\$75,499.90	Per the TBRGM Study and FDOT pre-engineering and field analysis, these items will be addressed: increase turning radius, relocate traffic signal, and utility pole conflicts. Project will require ROW.	Confirm with FDOT Quick Fix included in construction project.

Notes: ¹ Cost Estimates are preliminary for planning purposes only and not intended for design, right-of-way and construction purposes.

² There are no R/W costs included in these estimates. All construction costs include 15% for design, 15% for CEI and 25% contingency.

³ For the purposes of this study, detailed corridor studies are estimated at an average of \$100,000 per mile due to needed public involvement, engineering, and planning activities.

Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
3	22nd Ave N (34th St N to I-275)	34th Street (US 19) intersection	Signal timing analysis to optimize movements at 34th Street. Analysis should include special attention to the turning movement from southbound 34th Street to eastbound 22nd Ave N. as mentioned as an issue in TBRGM Study involving traffic signal timing. Truck movements are an issue, along with bus and auto movements.	\$10,000	\$10,000	Counts, Highway Capacity Software (HCS) Tech Memo.	Coordinate with City and FDOT to program remedy TBRGM for SB to EB movement, including signal timing review for efficiency.
3	22nd Ave N (34th St N to I-275)	Entire Corridor	Detailed corridor analysis to determine specific causes of congestion, including turning movements, access/conflict points, freight activity, and potential justification for median(s). ³	\$120,000	TBD After Analysis	Public involvement, coordination, traffic counts, conceptual engineering, access management, detailed crash analysis, Queue Analysis Tech Memo, transit analysis, special events ramps to/from I-275 (but not entire interchange).	Coordinate with City to conduct an expanded RSA to remedy congestion and access issues. Improvements pending completion of I 275 lane project.
3	22nd Ave N (34th St N to I-275)	28th Street Intersection	Intersection improvements based on TBRGM Study at 28th Street and improve intersection to accommodate truck traffic. (Recommend extending the southbound left-turn lane on 28th Street to accommodate truck traffic).	Cost to be Determined by FDOT for the TBRGM Study		FDOT is currently reviewing this project for implementation and development of final cost. Project may be moved forward by FDOT.	Include TBRGM freight review in the proposed RSA. Encourage freight reps to participate in RSA.
3	22nd Ave N (34th St N to I-275)	25th Street Intersection	Extend 25th Street N. southbound left-turn lane to 22nd Ave N to improve truck access to Lowes. Improve geometry at southeast corner and move stop bar back at 25th Street intersection. Refer to TBRGM Study.	Cost to be Determined by FDOT for the TBRGM Study		FDOT is currently reviewing this project for implementation and development of final cost. Project may be moved forward by FDOT.	Confirm with City and FDOT that Quick Fix programmed for construction.

Notes: ¹ Cost Estimates are preliminary for planning purposes only and not intended for design, right-of-way and construction purposes.

² There are no R/W costs included in these estimates. All construction costs include 15% for design, 15% for CEI and 25% contingency.

³ For the purposes of this study, detailed corridor studies are estimated at an average of \$100,000 per mile due to needed public involvement, engineering, and planning activities.

Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1, 2})	Assumptions for Cost Estimate ³	MPO Action
4	East Bay Dr (SR 686) (Belcher Rd to US Hwy 19)	Belcher Road Intersection	Consider Safety Audit by Pinellas County in 2011 relative to improvements already implemented and other recommendations. Recommend extended left-turn storage by modifying the median. Need detailed intersection analysis with turning movements, signal timing, transit movements and pedestrian improvements. Recommend pork chop islands. Recommend adjusting the signal timing at Belcher Road and Bedford Circle to allow cars to access East Bay from Bedford Circle in peak periods.	\$50,000	TBD After Analysis	Traffic counts, Access Management, Modeling Queue Analysis Tech Memo.	Coordinate with FDOT, City and County on signal efficiencies. Reconfirm previous hotspot recommendations complete or programmed by FDOT and City.
4	East Bay Dr (SR 686) (Belcher Rd to US Hwy 19)	Entire Corridor	Detailed Corridor Analysis to determine specific causes of congestion on this corridor. ³	\$100,000	TBD After Analysis	Public involvement, coordination, traffic counts, conceptual engineering, access management, detailed crash analysis, Queue Analysis Tech Memo, transit analysis.	Reconfirm or update with expanded RSA.
5	US 19 (54 Ave N to Bryan Dairy Rd)	Gandy Boulevard Intersection	Evaluate future need to provide dual lefts for southbound US 19 to eastbound Gandy Boulevard. Direct connection to I-275 is moving north to 118th in the future. R/W is unknown.	\$50,000	\$500K - \$1M (if dual lefts are warranted)	HCS counts, R/W requirements.	Evaluate, engineer and program dual southbound left turn lanes at Gandy/Park by FDOT.
5	US 19 (54 Ave N to Bryan Dairy Rd)	Entire Corridor	Comprehensive Transit Analysis.	\$75,000	TBD After Analysis	Bus stop and ridership analyses, transfer analysis, potential for relocation of stops or consolidation, potential bike/ped mid-block crossings and impacts to traffic. R/W requirements if Bus Pull outs are required.	Coordinate with PSTA, FDOT and local governments to review transit access and needs, including ped crossings.

Notes: ¹ Cost Estimates are preliminary for planning purposes only and not intended for design, right-of-way and construction purposes.

² There are no R/W costs included in these estimates. All construction costs include 15% for design, 15% for CEI and 25% contingency.

³ For the purposes of this study, detailed corridor studies are estimated at an average of \$100,000 per mile due to needed public involvement, engineering, and planning activities.

Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
5	US 19 (54 Ave N to Bryan Dairy Rd)	54 th Ave N. intersection	Evaluators noted corner curb damage on the SW corner. Turns are difficult due to the amount of traffic on 34th Street (US 19). Corner radius requires trucks to make wide turn into center lane of 34th St SB. Identified in TBRGM Study. Recommend minor modification of the corner clip.		Cost to be Determined by FDOT for the TBRGM Study	FDOT is currently reviewing this project for implementation and development of final cost. Project may be moved forward by FDOT.	Confirm with City and FDOT that TBRGM recommendation is programmed for construction.
5	US 19 (54 Ave N to Bryan Dairy Rd)	54 th Ave N. Intersection	Modify the southbound right-turn corner radius. Southbound right turn radius is too tight for large trucks. Identified in TBRGM Study.		Cost to be Determined by FDOT for the TBRGM Study	FDOT is currently reviewing this project for implementation and development of final cost. Project may be moved forward by FDOT.	Confirm with City and FDOT that TBRGM recommendation is programmed for construction.
5	US 19 (54 Ave N to Bryan Dairy Rd)	64th Ave N.	Extend turning bay to facilitate truck movements northbound @ 64th Ave N. Identified in TBRGM Study.		Cost to be Determined by FDOT for the TBRGM Study	FDOT is currently reviewing this project for implementation and development of final cost. Project may be moved forward by FDOT.	Confirm with City and FDOT that TBRGM recommendation is programmed for construction.
6	Park Blvd (66th St N to 49th St)	Entire Corridor	Comprehensive Transit Analysis. A right lane/bus only lane was previously recommended, but is not feasible based on feedback from committee members.	\$75,000	TBD After Analysis	Bus stop and ridership analyses, transfer analysis, potential for relocation of stops or consolidation, potential bike/ped mid-block crossings and impacts to traffic. R/W requirements if Bus Pull outs are required.	Coordinate with PSTA, FDOT and local governments to review transit access and needs, including ped crossings.
6	Park Blvd (66th St N to 49th St)	Entire Corridor	Detailed corridor analysis to determine specific causes of congestion on this corridor. Consider exclusive eastbound right turn lane at 66th Street. ³	\$175,000	TBD After Analysis	Public involvement, coordination, traffic counts, conceptual engineering, access management, detailed crash analysis, Queue Analysis Tech Memo, transit analysis.	Coordinate with FDOT, City and County on freight needs, congestion evaluation, signal timings, ITS implementation. Possible expanded RSA
7	Belleair Rd (US 19 to Keene)	Entire Corridor	Lighting Study	\$50,000	TBD After Analysis		Recommend County evaluate street lighting needs and implement when feasible

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Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
7	Belleair Rd (US 19 to Keene)	Sharon Way to Progress Energy Trail	Between Sharon Way and the Progress Energy Trail, divert the eastbound lane south of the oak trees and develop a linear park in median incorporating oak trees and the community trail. Recommend a divided roadway to allow the separation of vehicles going eastbound from those going westbound. This project would need to involve a certified arborist and a survey to determine exactly how wide the median should be to accommodate the existing oak trees and to ensure their survival during construction. One quarter of a mile R/W 100 feet. Recommend Feasibility Analysis that includes a survey that includes a tree survey, arborist report, and concept designs. Certified Arborist analysis to confirm survey of trees, determine condition of trees and develop mitigation strategies needed to protect trees during construction.	\$100,000	TBD After Analysis	Includes survey and certified arborist analysis of segment as well as concept engineering and technical memorandum.	Recommend County review option provided in detail to determine if further evaluation is feasible. Coordinate and conduct expanded RSA.
7	Belleair Rd (US 19 to Keene)	Entire Corridor	Detailed Corridor Analysis to determine specific causes of congestion and impacts of new interchange at US 19.	\$100,000	TBD After Analysis	Public involvement, coordination, traffic counts, conceptual engineering, access management, detailed crash analysis, Queue Analysis Tech Memo, transit analysis.	Recommend County program for study when US 19 interchange is completion
7	Belleair Rd (US 19 to Keene)	Keene Road to Progress Energy Trail	Add 12- ft. multi-use trail from Eagle Lake Park on the southwest corner of Keene Road to the Progress Energy Trail. This trail would be included in the median within the portion of the new typical section.		\$845,000	Trail from Eagle Lake Park to the Progress Energy Trail. 1.72 miles @\$316,800 = \$545,000 plus 15% design, 15% CEI, and 25% contingency.	Include trail design in roadway and intersection design plans. Confirm and prioritize trail for construction when road projects are programmed.
7	Belleair Rd (US 19 to Keene)	Belcher Road Intersection	Complete planned intersection improvements at Belcher Road.		Programmed by Pinellas County		Completed

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Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
8	102nd Ave N (Seminole to 137th St)	113th Street Intersection	Improve pedestrian facilities at the 113th Street Intersection. Analysis should balance impacts to congestion with improving pedestrian safety.	\$15,000	\$15,300	Check crash data safety audit capacity analysis Traffic Tech Memo. Add crosswalks, add four ped walk signals on existing refuge islands: Includes 356 ft. of new crosswalks @ \$12.54/ft. and four pedestrian crossing signals on poles to be placed in existing raised concrete islands @ \$1,350 each plus 15% design, 15% CEI, and 25% contingency.	Coordinate with County to design and program pedestrian accommodations at the intersection of 113 th Street and 102 Avenue.
8	102nd Ave N (Seminole to 137th St)	137th Street Intersection	Conduct an intersection analysis at 137th Street to eliminate the 4-way stop and implement an intersection design based on resultant needs of intersection. Analysis should include examination of original intent of the current intersection design, including interaction with school crossing. Review and address existing need for improvements to balance pedestrian safety and improving congestion.	\$15,000	TBD After Analysis	Check crash data safety audit capacity analysis Traffic Tech Memo.	Coordinate and encourage the County and city to review corridor studies, conduct additional reviews as needed, develop plan for acceptable and needed improvements while conducting a comprehensive public involvement effort.
8	102nd Ave N (Seminole to 137th St)	137th Street to Ridge Road	Public Involvement Program to determine whether a four-lane or two lane configuration from 137th Ave. N to Ridge Road would be considered to address regional and community connectivity. This project would include concept designs, turning movement evaluation, needed access points, and design charettes with local residents and stakeholders. Need to determine where equestrian activities are occurring and propose potential solutions to support crossing of horses. Also, need to consider Pinellas Trail crossing.	\$85,000	TBD After Analysis	Includes conceptual engineering for structures, drainage, utilities, traffic, landscape architecture and significant public involvement program.	Coordinate and encourage the County and city to review corridor studies, conduct additional reviews as needed, develop plan for acceptable and needed improvements while conducting a comprehensive public involvement effort.

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Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
8	102nd Ave N (Seminole to 137th St)	125th Street Intersection	Improve pedestrian facilities at the 125th Street Intersection. These facilities currently exist. Need repainting and restriping.		\$2,100	Three crosswalks totaling 132 ft. @\$12.54/ft and 25% contingency.	Coordinate with County to program pavement marking maintenance.
8	102nd Ave N (Seminole to 137th St)	Walsingham County Park entrance (east of 103rd Street) to 113th Street	15-ft.-wide landscaped multi-use trail connecting the path system of Walsingham County Park east of the park entrance to the Pinellas Trail crossing at Ashley Drive and eastward to 113th Street. Add 5-ft.-wide shoulders marked as bike lanes from 113th Street to Seminole Boulevard. Extend bike lanes to the east in order to connect to the north end of Lake Seminole Park.		\$1,742,000	15 ft. multiuse trail x 1.36 miles = \$540,000. Add 5-ft shoulders and stripe as bike lanes = \$585,000. Extend bike lane from Seminole Blvd to the existing 8-ft wide shoulder east of Seminole Blvd.= \$115,000. Total cost = \$1,240,000, plus 15 % design, 15% CEI, and 25% contingency.	Include in corridor review trail and bike lane needs on the corridor. These bike ped facilities could be completed regardless of final recommendation for roadway configuration with agency coordination.
9	Indian Rocks Rd (Walsingham Rd to West Bay Dr)	Largo Hospital	Add pedestrian crossing between bus stop on west side of road and hospital. Improvements of bus stop location in R/W to allow passengers to access the bus and safely get to the crosswalk. This must be studied with local government and impacts to traffic need to be identified.	\$20,000	TBD After Analysis	Coordination and traffic impact analysis.	Encourage County, City and PSTA to provide adequate transit access.
9	Indian Rocks Rd (Walsingham Rd to West Bay Dr)	West Bay Intersection	Complete Intersection Analysis at West Bay and prioritize improvements. This intersection needs an analysis of turning movements and queue lengths to determine viability of additional turn lanes. Recommend Mast Arms, as this is a major evacuation route that has issues with wires during storms.	\$40,000	\$500K - \$1M (if lanes added)	Counts, modeling queue evaluation HCS, coordination with various jurisdictions.	Coordinate with County and all other affected jurisdictions to prioritize intersection design and construction programming for routine traffic and emergency events.
9	Indian Rocks Rd (Walsingham Rd to West Bay Dr)	Entire Corridor	Detailed Corridor Analysis needed to determine specific causes of congestion. Recommend upgrading to urban typical section.	\$280,000	TBD After Analysis	Public involvement, coordination, traffic counts, conceptual engineering, access management, detailed crash analysis, Queue Analysis Tech Memo, transit analysis.	Coordinate with County and City to conduct an expanded RSA to remedy congestion and determine corridor needs. Conduct detailed corridor study if recommended.

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Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
9	Indian Rocks Rd (Walsingham Rd to West Bay Dr)	Largo Hospital	Add concrete pad at bus stop across the street from hospital and sidewalk to driveway.		\$6,000	PSTA provided cost.	Encourage PSTA to construct transit accommodations after coordination with County.
9	Indian Rocks Rd (Walsingham Rd to West Bay Dr)	Walsingham Road Intersection	Move SB left turn stop bar back. Modify NE corner. Some issues with drainage ditch. Identified in TBRGM Study. In FDOT Quick fix program.		\$76,736.14	Per the TBRGM Study and FDOT pre-engineering and field analysis, these items will be addressed: increase turning radius, relocate traffic signal, and utility pole conflicts. Project will require ROW.	Confirm with FDOT Quick Fix included in construction program.
10	Alt 19 (Curlew Rd to Pasco County Line)	Meres Boulevard	Add northbound right turn lane at Meres Boulevard beginning south of the Sweetbay shopping center. The shopping center has two access points on the approach to Meres Boulevard. An extended right turn lane will allow turning vehicles to clear the through lanes. The right turn lane could also act as a bus pull out for the sheltered bus stop located between the driveways.	\$10,000	\$380,000	Cost assumes relocation of the sidewalk and no ROW needed. Cost for 640 linear ft @ \$383/ft=\$245,120. plus 15% design, 15% CEI, and 25% contingency.	MPO, FDOT and City to evaluate and program recommended improvement to intersection turn lanes.
10	Alt 19 (Curlew Rd to Pasco County Line)	Helen Ellis Hospital	At Helen Ellis Hospital add pedestrian crossing to access the hospital from the bus stop on the west side of road. Add crosswalk and pedestrian facilities on existing mast arm.	\$25,000	\$80,000	Traffic counts, modeled impacts, Coordination with stakeholders and traffic impact analysis are included in the analysis estimate.	Encourage FDOT and City to evaluate need and impact of additional mid block crossing at existing mast arm location.
10	Alt 19 (Curlew Rd to Pasco County Line)	Entire Corridor	Comprehensive Transit Analysis	\$75,000	TBD After Analysis	Bus stop and ridership analyses, transfer analysis, potential for relocation of stops or consolidation, potential bike/ped mid-block crossings and impacts to traffic. R/W requirements if Bus Pull outs are required.	Coordinate with PSTA, FDOT and Cities to conduct and review transit access and needs, including ped crossings.

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Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
10	Alt 19 (Curlew Rd to Pasco County Line)	Helen Ellis Hospital	At Helen Ellis Hospital add pedestrian access to sidewalk on eastside of road.		\$750	Adds 50 ft. of sidewalk connecting the bus pad to two driveways.	Encourage FDOT to prioritize and construct sidewalk connection in programmed resurfacing or stand alone project.
10	Alt 19 (Curlew Rd to Pasco County Line)	Entire Corridor	Complete sidewalks on both sides. Remove gaps on entire corridor.		\$386,000	There are 48,785 ft. of gaps on the east side and 49,950 ft. of gaps on the west side. Total of 98,735 linear feet.	Confirm with FDOT that sidewalk gaps are being remedied through programmed resurfacing project.
10	Alt 19 (Curlew Rd to Pasco County Line)	Dodecanese	Evaluate and consider adding southbound right turn lane at Dodecanese Boulevard. Identified in previous CMP.		\$53,600 plus R/W acquisition and potential business damages		Request FDOT and City to review intersection to determine if the turn lane recommendation are is feasible
10	Alt 19 (Curlew Rd to Pasco County Line)	Curlew Place	Evaluate and consider adding southbound left turn lane at Curlew Place. Identified in previous CMP.		\$70,500 - \$88,000	Assumes a 160 ft. to 200 ft. turn lane.	Request FDOT and City to review intersection to determine if the turn lane recommendation are is feasible
10	Alt 19 (Curlew Rd to Pasco County Line)	Tampa Road	Ensure that the turn radii issues at the intersection of Alt. US 19 with CR 752/Tampa Road are addressed in the scope of services for the 2011 Work Program resurfacing project 4037251. Identified in TBRGM Study as a Freight Quick Fix project funded by FDOT. Request verification that the issue was remedied in the resurfacing project.		Cost to be Determined by FDOT for the TBRGM Study	FDOT is currently reviewing this project for implementation and development of final cost. Project may be moved forward by FDOT.	Confirm with FDOT Quick Fix included in existing resurfacing project or in a separate project.
10	Alt 19 (Curlew Rd to Pasco County Line)	Delaware Avenue	Add four Rapid Rectangular Flashing Beacons.		\$12,000		Encourage FDOT, County, PCSB prioritize the installation of RRFB's at the ped crossing.
11	Alt 19 (Bayshore Blvd) (Skinner Blvd to Curlew Rd)	Curlew Road Intersection	Evaluate signage at Curlew Rd and remove sign clutter.	\$8,000	TBD After Analysis	Refer to prior Road Safety Audit (RSA), and conduct analysis with a final Tech Memo.	Encourage FDOT, County and City to review the intersection and remove redundant and unnecessary signage to reduce clutter and user confusion.

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Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
11	Alt 19 (Bayshore Blvd) (Skinner Blvd to Curlew Rd)	Entire Corridor	Comprehensive Transit Analysis.	\$75,000	TBD After Analysis	Bus stop and ridership analyses, transfer analysis, potential for relocation of stops or consolidation, potential bike/ped mid-block crossings and impacts to traffic. R/W requirements if Bus Pull outs are required.	Coordinate with PSTA, FDOT and Cities to conduct and review transit access and needs, including ped crossings.
11	Alt 19 (Bayshore Blvd) (Skinner Blvd to Curlew Rd)	Entire Corridor	Need detailed corridor analysis to determine specific causes of congestion on this corridor. Evaluate each intersection on corridor to consider mast arms, improve signage and pavement markings. Analysis opportunities to provide exclusive turn lanes along entire corridor.	\$246,000	TBD After Analysis	Public involvement, coordination, traffic counts, conceptual engineering, access management, detailed crash analysis, Queue Analysis Tech Memo, transit analysis.	Encourage FDOT, County and Cities to review for all user needs and prioritize corridor studies as recommended.
11	Alt 19 (Bayshore Blvd) (Skinner Blvd to Curlew Rd)	Curlew Road Intersection	Complete FDOT Freight Quick Fix project from TBRGM Study at Curlew Intersection. This project has been pre-engineered but not yet programmed for construction. Consider impacts to pedestrian and bike movements before implementation and mitigate. Pedestrian and bike safety as well as signage confusion has been identified and needs to be studied further.	Cost to be Determined by FDOT for the TBRGM Study		FDOT is currently reviewing this project for implementation and development of final cost. Project may be moved forward by FDOT.	Encourage the FDOT, County and City to coordinate and program construction of the TBRGM Quick Fix.
11	Alt 19 (Bayshore Blvd) (Skinner Blvd to Curlew Rd)	Michigan Ave Intersection	Add No Right on Red blank out signs at Michigan Avenue for bike/ped crossings.	\$10,000	TBD After Analysis		Request FDOT and City confirm need and program recommended improvement (no right turn) at intersection.
11	Alt 19 (Bayshore Blvd) (Skinner Blvd to Curlew Rd)	Curlew Road Intersection	Complete project of No Right on Red blank out signs at Curlew by adding in eastbound direction.		Programmed		Completed

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Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
12	62nd Ave N (49th St N to 66th St N)	66th Street Intersection	Intersection analysis at 66th Street N. to identify need for additional turn lanes. This intersection needs an analysis of turning movements and queue lengths to determine viability of additional turn lanes.	\$15,000	TBD After Analysis	Counts, modeling queue evaluation HCS.	Coordinate with FDOT, County and City to review and determine intersection improvement needs.
12	62nd Ave N (49th St N to 66th St N)	Entire Corridor	This roadway is not currently equipped for trucks. Recommend removing through trucks from roadway and only allow those trucks making deliveries on corridor to traverse this segment of 62nd Ave. N. This is a county designated truck route not a regionally designated truck route. Need to analyze impacts to truck movements and determine if this is feasible.	\$10,000	TBD After Analysis		Recommend County and City conduct a freight/truck review for safety and access issues. Implement recommendations.
12	62nd Ave N (49th St N to 66th St N)	Entire Corridor	Upgrade roadway to 2L Divided as documented in 2035 LRTP. It is recommended to design this segment as four lanes to address drainage and utility concerns and not to prohibit future widening if warranted.		\$17,550,000	In 2035 LRTP for 2D (Divided) in 2016-2020. Assumed same construction cost of \$17,550,000.	Coordinate with County and City to evaluate corridor for future expansion needs. Program in recommendation in 2040 Plan.
13	Sunset Point Rd (Alt 19 to Keene Rd)	Entire Corridor	Upgrade roadway to urban standards based on previous 2009 recommendation to consider a less extensive solution. Proposed typical sections would allow for drainage and roadway conditions to be addressed with minimal negative impact. It will also be important to consider existing trees when determining where sidewalks will be built to minimize impacts. Consider adding right turn lane eastbound to southbound at Highland Avenue.		\$8,468,000	N Washington to Keene \$4,446,000; Alt US 19 to N Washington: \$842,000; Right turn lane at N Highland: \$72,800. combined Total= \$5,461,000 plus 15% design, 15% CEI, and 25% contingency.	Coordinate with County and City to program the recommended improvements to the corridor.

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Table 3: Proposed Recommendations

Corridor Ranking	Corridor	Location	Proposed Recommendation	Analysis Cost	Construction Cost (Does Not Include ROW ^{1,2})	Assumptions for Cost Estimate ³	MPO Action
13	Sunset Point Rd (Alt 19 to Keene Rd)	Entire Corridor	Improve sidewalk continuity. County has a project with Safe Routes to Schools. Need exact amount of linear feet of sidewalk that will still be missing after county project is complete. Due to county project, this recommendation is to be estimated after the safe routes to schools detailed designs are complete and remaining sidewalk would be built at \$3.73 per square foot.	\$2,000	TBD After Analysis		Coordinate with County and City to program the recommended improvements to the corridor and to provide ped bike facilities as feasible (sidewalks at a minimum)
14	Nursery Rd (Highland Ave to US 19)	Belcher and Keene Rd Intersections	Intersection analyses at Belcher Road and Keene Road to determine feasibility of left- and right-turn lanes and pedestrian upgrades.	\$45,000	TBD After Analysis	Counts, modeling queue evaluation HCS (Assume \$15,000 per analysis).	Recommend County and City review intersection(s) for capacity and bike ped needs. Program recommendations,
14	Nursery Rd (Highland Ave to US 19)	Entire Corridor	Upgrade roadway to urban standards. To address the enhanced designation in the LRTP, recommend an urban two-lane typical section.		\$11,308,000	Includes urban typical w/ 11 ft. lanes and 4-foot bike lanes and filling in sidewalk gaps. 2.72 miles @ \$2,636,000=\$7,170,000; Completing 8,400 ft. of 4-ft.-wide sidewalk @\$3.73/sq. ft.= \$125,400. Combined total=\$7,295,000 plus 15% design, 15% CEI, and 25% contingency.	County to evaluate capacity demand after US 19/Belleair Interchange is complete. Coordinate with County and City to provide continuous sidewalks, bike provisions and bring roadway up to standard.

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2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

B. Congestion Management Process Priority List

One of the objectives of the management and operations study was to provide additional data that could be used to develop an updated list of CMP priorities. The current list of CMP priorities includes recommendations from previous studies some of which were conducted more than ten years ago. URS completed an updated assessment of some of the previous study locations resulting in some changes to the original recommendations. Budget constraints did not allow URS to review all the potential roadways for which operational improvements are deemed necessary nor was URS tasked with completing a detailed assessment of crashes to determine their impact on congestion. To that end, staff completed an assessment of those roads not evaluated by URS, as well as crash analysis of all the roadways to aid in establishing priorities, consistent with the CMP Policies and Procedures Manual.

An updated list of proposed CMP project priorities is attached for review. The list includes the existing CMP priority projects, the projects recommended by URS, and the additional roadways analyzed by staff.

ATTACHMENT: [CMP Priority Corridors and Recommended Management and Operational Improvements](#)

ACTION: Committee to approve CMP Project Priority List

ITS: 02/05/14

Congestion Management Process Priority Corridors and Recommended Management and Operational Improvements

Facility	From	To	Weighted Score	RANK	Recommended Improvements	Notes
Park Blvd.	113th St. N.	Seminole Blvd.	292.67	1	Complete a crash review, complete a freight analysis, RSA	
US 19	Main St./SR 580	Tarpon Ave.	183.04	2	Study to evaluate transit and pedestrian access issues; restripe NB right turn at Tampa Rd. for truck movements; evaluate signal timing at Tarpon for trucks.	
22nd Ave. N.	34th St.	I-275	163.97	3	Monitor operations pending left turn lane/I275 completion, freight quick fix:	Carry over from original CMP List
Belcher Rd.	NE Coachman	Druid Rd.	150	4	Study for operational improvements	Corridor project in the LRTP to address operational improvements; ROW constraints
East Bay Dr.	Belcher Rd.	US 19	148.23	5	Monitor ITS installation; Pedestrian study at Belcher intersection; study for operational improvements.	Intersection at Belcher a carry over from original CMP list; RSA completed in 2011
54th Ave. S.	28th St.	41st St.	134.30	6	Monitor operations pending turn lane completion; consider RSA after monitoring is complete	Carry over from original CMP List
US 19	54th Ave. N.	Bryan Dairy Rd.	104.12	7	Prioritize SB dual LT at Park Blvd; Study to evaluate transit and pedestrian access issues; modify SB right turn corner at 54th Ave. N. for truck movements.	
Park Blvd.	66th St.	49th St.	100.44	8	Study to evaluate transit and pedestrian access issues; conduct a freight review; RSA	
McMullen Booth Rd.	Gulf to Bay	Tampa Rd.	90.72	9	Monitor performance/Re-review in one year.	Carry over from original CMP List. ITS technologies are implemented, bike lanes are added and turn lanes completed.
58th St. N.	5th Ave. N.	Central Ave.	82.49	10	Monitor and evaluate crash data and LOS for operational deficiencies	
East Lake Rd.	Tarpon Woods Blvd.	Keystone Rd.	81.50	11	Monitor performance/Re-review in one year.	Carry over from original CMP List. ITS technologies are implemented, bike lanes are added and turn lanes completed.
Belleair Rd.	Keene	US Highway 19	80.77	12	Monitor after US 19 projects complete and reevaluate for LRTP. Conduct trail and lighting evaluation.	Intersection improvements at Belcher in County CIP. Intersection of Belcher and Belleair a carry over from original CMP list.
Haines Rd.	US 19	I-275	67	13	Bring corridor up to urban standards	Intersection improvements around 54th Ave. in County CIP; other improvements addressed through LRTP project
102nd Ave.	Seminole Blvd.	137th St.	66	14	Prioritize 113/102 Av intersection with ped facilities; review corridor for bicycle, pedestrian, trail and draining needs; needs coordinated corridor plan.	Some improvements in County CIP; other improvements addressed through LRTP project
22nd Ave. S.	58th St.	34th St.	56	15	Bring corridor up to urban standards	County/St. Petersburg Partnership
Indian Rocks Rd.	Walsingham	West Bay Dr.	53	16	Study for transit and pedestrian access needs; study for freight needs; conduct team RSA; prioritize mast arm/intersection improvements; fill sidewalk gaps.	Corridor Project in the LRTP to address operational improvements
Alt US 19 (SR 595)	Curlew Rd.	Pasco County Line	49.47	17	Conduct study to evaluate turn lane needs along the corridor and feasibility of adding pedestrian crossings. Fill in sidewalk gaps. Conduct a transit review.	Resurfacing project in 14/15 for portion of corridor; original CMP corridor list identified Lakeview to the county line.
Alt US 19 (SR 595)	Skinner Blvd.	Curlew Rd.	45.32	18	Conduct study to evaluate turn lane needs along the corridor and feasibility of adding pedestrian crossings. Fill in sidewalk gaps. Conduct a transit review. Reduce sign clutter.	Original CMP List identified Lakeview to the county line.
*62nd Ave. N.	49th St.	66th St.	35	19	Conduct a freight review; bring corridor up to urban standards.	Corridor Project in the LRTP to address operational improvements; not a significant crash or congestion problem.
NE Coachman	Drew St.	McMullen Booth Rd.	35	20	Needs a coordinated corridor plan with sidewalks, bike lanes, shoulders and drainage improvements; install turn lanes at intersection of Old Coachman.	Resurfacing scheduled in 14/15; widening project in LRTP; intersection at Old Coachman is a carry over from the original CMP list.
Belcher Rd.	38th Ave. N.	54th Ave. N.	34	21	Bring corridor up to urban standards	Corridor project in the LRTP to address operational improvements
Sunset Point Rd.	Alt 19	Keene Rd.	31	22	Bring corridor up to urban standards	Corridor project in the LRTP to address operational improvements; ROW constraints
*Nursery Rd.	Highland	US 19	19	23	Bring corridor up to urban standards	Some sidewalks in the County CIP; monitor after US 19 projects complete and reevaluate for LRTP
Drew St.	at Betty Lane				Install turn lanes at intersection	ROW constraints; carry over from original CMP list; intersection not yet scored

*Being removed from the CMP listing. After evaluation, it was determined that these corridors do not have the safety and crash problems to warrant remaining a focus for the CMP.

2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

C. Potential Road Projects for the LRTP Needs Assessment

The enhancement or widening of roads presents an opportunity to also address needed management and operational problems along a corridor and at the intersections. As a part of the CMP initiative, many of the corridors in the 2035 LRTP that were identified as needing enhancements were given a fresh look to help identify specific improvements that could be integrated into the road projects planned for the corridors. As development of the 2040 LRTP continues, MPO staff is beginning to identify the roadway projects that are needed to improve the transportation network of Pinellas County, starting with those projects included in the 2035 LRTP.

MPO staff will highlight some of the roadway projects being proposed for the 2040 LRTP and identify how and where some of the recommendations from the CMP effort may be accomplished through the projects already planned for construction.

ATTACHMENTS: [Table of Projects Under Construction or Programmed for Construction by 2019](#)

[Table of Remaining Road Projects From the Adopted 2035 LRTP](#)

[Map of Programmed and Remaining Road Projects](#)

ACTION: Committee to review and comment

ITS: 02/05/14

**Projects Recently Completed, Under Construction or Programmed for Construction by 2019
(Draft Tentative Work Program and Adopted CIP)**

FPN #	Map #	Facility	From	To	Original	Programmed	Jurisdiction	Notes
	1	Starkey Road/Park Street	84th Lane	Tyrone Boulevard	4D	4D/5D	County	Bringing road up to standards, adding bike lanes and sidewalks, SB right turn lane
	2	Starkey Road/ Park Street	Flamevine	84th Lane	4D	6D	County	
	3	Forest Lakes Blvd.	Pine	Racetrack Rd.	2D	4D	County	Widening road as part of underdrain construction
	4	Bryan Dairy Rd.	Starkey Rd.	72nd St.	4D	6D	County	Construction Recently Completed
2568901	5	US 19	Sunset Point Rd.	Countryside	6D	6P	FDOT	Add Frontage Roads; at-grade intersection with Enterprise - right turn only from WB Enterprise
2568811	6	US 19	SR 60	Whitney Rd.	6D	6P	FDOT	Add Frontage Roads; overpasses at Belleair, Harn and SR 60
2567742	7	US 19	N. of SR 580 (Main St.)	Northside Dr.	6D	6P	FDOT	Add frontage roads, south of Curlew Interchange; Draft Tentative Work Program
4091551	8	Ulmerton Rd.	Lk Seminole Bypass	Wild Acres	4D	6D	FDOT	
2569953	9	Ulmerton Rd.	E. of 49th St.	W of 38th St.	4D	6D	FDOT	removal of SR 686 flyover - at-grade intersection
2571551	10	Ulmerton Rd.	E of 119th St.	W. of Lk Seminole Bypass Canal	4D	6D	FDOT	
2571471	11	Ulmerton Rd.	W. of 38th St.	W. of I-275	4D/6D	6D	FDOT	
2571471	12	SR 686 (Roosevelt Blvd.)	SR 688 (Ulmerton Road)	28th St. N	4D	6D	FDOT	
2569312	13	Gandy Blvd.	E. of 4th St.	W of 9th St.	4D	6P	FDOT	
2569941	14	SR 686	E. of 40th St.	W. of 28th St.	N/A	6P	FDOT	Construction Recently Completed
2569942	15	SR 686 (Ramps 2-2)	NB I-275 Interchange (Ramp P)	WB SR 686	4P	4P + 2Aux	FDOT	Construction Recently Completed
2569943	16	SR 686 (296 Connector)	E. of 40th St.	E of 28th St.	N/A	4	FDOT	
2569944	17	SR 686 (296 Connector)	E. of 34th St.	W of 28th St.	N/A	4	FDOT	
2569952	18	43rd St. N. Extension	118th Ave. N.	40th St.	N/A	4	FDOT	
	20	SR 682 Bayway Bridge	E. of SR 699 (Gulf Blvd.)	W. of SR 679	2D	4D	FDOT	
4229042	22	I-275 Replacement of Northbound Bridge	SR 687 (4th St)	Pinellas County Line	4F	4F replacement	FDOT	Draft Tentative Work Program; Includes structural improvements to accommodate future transit technology.

Remaining Road Projects from the Adopted 2035 Long Range Transportation Plan

Remaining 2035 LRTP Non-SIS Projects

FPN #	Map #	Facility	From	To	Existing	Planned	PDC	Jurisdiction	Notes
	28	Meres Blvd.	Alt US 19 (SR 595)	US 19 (SR 55)	N/A-2U	2U/2D	2.8	Tarpon Springs	
	33	Disston Avenue Extension	Woodhill Drive	Meres Blvd.	N/A	2U	1.9	Tarpon Springs	
	30	Alt US 19 (SR 595)	Anclote Boulevard	Live Oak St.	2U	2E	10.75	FDOT	Some improvements identified through the CMP along the corridor
	31	Alt US 19 (SR 595)	Klosterman	Brevard St.	2U	2E	8.51	FDOT	Some improvements identified through the CMP along the corridor
	32	Alt US 19 (SR 595)	Tampa Rd.	Orange St.	2U	2E	8.87	FDOT	Some improvements identified through the CMP along the corridor
	34	Forest Lakes Boulevard	SR 580	SR 584	2D	4D	9.7	County	resurfacing in CIP but still needs widening
	35	Sunset Point Road	Alt US 19 (SR 595)	Keene Road	2U	2E	11.84	County	some sidewalks in CIP but still needs to be brought to standards; also evaluated through the CMP
	57	SR 590/NE Coachman Rd.	McMullen-Booth Road	Drew Street	2U	4D	36.72	FDOT	CMP recommended corridor plan; bring road up to standards
	36	Belcher Road	NE Coachman Rd.	Druid Road	4U	4E	13.89	County	CMP recommended corridor evaluation; ROW acquisition issues
	37	Nursery Road	Highland Avenue	Belcher Road	2U	2E	4.72	County	CMP recommended monitoring after US 19 complete; some sidewalks in the CIP
	38	Nursery Road	Belcher Road	US 19 (SR 55)	2U	2E	2.5	County	CMP recommended monitoring after US 19 complete; some sidewalks in the CIP
	39	Belleair Road	US 19 (SR 55)	Keene Road	2U	2E	1.37	County	CMP recommended monitoring after US 19 complete; some sidewalks in the CIP; intersection hotspot at Belcher in CIP
	29	Highland Avenue	East Bay Drive	Belleair Road	2U	2E	5.41	County	
	40	16th Avenue SE	Seminole Boulevard	Donegan Road	2U	2E	1.99	County	Intended to serve as local traffic alternative to Ulmerton Road. Close gaps and bring up to standards.
	41	16th Avenue SE	Donegan Road	Lake Avenue	2U	2E	1.28	County	Intended to serve as local traffic alternative to Ulmerton Road. Close gaps and bring up to standards.
	42	16th Avenue SE	Lake Avenue	Starkey Road	N/A	2E	1.6	County	Intended to serve as local traffic alternative to Ulmerton Road. Close gaps and bring up to standards.
	43	142nd Avenue North	Belcher Road	Starkey Road	N/A	2E	3.27	County	Intended to serve as local traffic alternative to Ulmerton Road. Close gaps and bring up to standards.
	44	142nd Avenue North	66th Street N.	Belcher Road	2U	2E	3.27	County	Intended to serve as local traffic alternative to Ulmerton Road. Close gaps and bring up to standards.
	45	Indian Rocks Road	Walsingham Road	West Bay Drive	2U	2E	7.39	County	CMP recommended freight analysis, intersection improvements at West Bay; some sidewalks in CIP; road needs to be brought to standards
	27	102nd Avenue North	113th Street North	Seminole Blvd.	4D	4E	1.5	County	CMP recommended corridor plan; needs to be brought to standards, being considered for inclusion in next CIP
	52	102nd Avenue North	137th Street North	125th Street North	2U	2E	3.46	County	CMP recommended corridor plan; some intersections in CIP; road needs to be brought to standards
	53	102nd Avenue North	125th Street North	113th Street North	2U	2E	5.7	County	CMP recommended corridor plan; some intersections in CIP; road needs to be brought to standards
	46	126th Ave North	34th Street North	US 19 (SR 55)	N/A-2U	2D/4D	27.7	County	49th St to US 19 scheduled for design in Pinellas Park work program in 2015/16
	23	Starkey Rd.	Flamevine	Bryan Dairy Road	4D	6D	7	County	being considered for inclusion in next CIP

Remaining Road Projects from the Adopted 2035 Long Range Transportation Plan

FPN #	Map #	Facility	From	To	Existing	Planned	PDC	Jurisdiction	Notes
	24	Starkey Road	SR 688 (Ulmerton Road)	Bryan Dairy Road	4D	4D	20.87	County	Bring road up to standards; being considered for inclusion in next CIP
	47	Starkey Road	East Bay Drive	SR 688 (Ulmerton Road)	4D	5D/6D	20.87	County	
2570861	55	SR 694 (Gandy Blvd.)	US 19 (SR 55)	E of Grand Ave.	4D/6D	6D	80.47	FDOT	Coming off of the SIS; ROW in TIP; recent MPO action to support at-grade interchange instead of the 4P in the 2035 L RTP
2570861	56	SR 694 (Gandy Blvd.)	E. of Grand Avenue	W. of I-275	4D/6D	6D	68.85	FDOT	Coming off of the SIS; ROW in TIP; recent MPO action to support at-grade interchange instead of the 4P in the 2035 L RTP
	25	Belcher Road (71st Street)	38th Av N	54th Av N	2U	2D	7.91	County	design work completed; being considered for inclusion in next CIP
	26	62nd Avenue North	49th Street North	34th Street North	2U	4D	12.7	County	being considered for inclusion in next CIP
	48	62nd Avenue North	49th Street	66th Street	2U	2D	13.71	County	CMP recommended being brought to standards
	49	Haines Road	US 19 (SR 55)	60th Way	2U	2E	13	County	I-275 to 60th Way in CIP; Remainder of the corridor needs to be brought to standards
	51	22nd Avenue South	58th Street South	34th Street South	4U	4E	7.77	County	
		Tyrone Boulevard Overpass Removal/Trail Overpass Construction	Pinellas Trail Crossing	71st Street North	4D Grade Separated	4D at Grade + Trail Overpass	17.93	FDOT	
		Tampa Bay Intermodal Center	Pinellas County	N/A			59.74	FDOT	

2040 SIS Cost Feasible in Pinellas County

FPN #	Map #	Facility	From	To	Existing	Need	Cost	Jurisdiction	Notes
2567742	60	US 19 (SR 55)(Curlew Road Interchange)	Northside Dr.	N. of CR 95	6D + 2AUX	6P	95	FDOT	FY 36-40; portion south of Curlew in in Draft Tentative TIP
2569951	61	SR 686	N. of Ulmerton	E. of 40th St.	4D/6D	6D	73.8	FDOT	FY 26-30
2569961	62	SR 686 (Roosevelt Blvd.) Stage 6 of 6	At 49th Street Interchange	N/A	N/A	2U Ramp	40.8	FDOT	FY 26-30
2569971	63	SR 686 (Roosevelt Blvd.) Stage 5 of 6	49th St. Bridge/Roosevelt Blvd	North of SR 688 (Ulmerton Road)	4D	6P	39.2	FDOT	FY 26-30
4136222	64	CR 296 (Future SR 690)	US 19 (SR 55)	of SR 686 (Roosevelt Blvd.) at 40th Street	6D	4P	190	FDOT	FY 2021
	65	US 19 (SR 55)	North of CR 95	N. of Nebraska Ave.	6D+2AUX	Interchange	105.8	FDOT	FY 36-40; Tampa Rd. Interchange

Remaining Road Projects from the Adopted 2035 Long Range Transportation Plan

2040 SIS Needs in Pinellas County and SIS Policy Plan Projects

FPN #	Facility	From	To	Existing	Need	PDC	Jurisdiction	Notes
66	SR 686 (Roosevelt Blvd.) Stage 4 of 6	North of SR 688 (Ulmerton Road)	E. of 40th Street	4P	6P	127.55	FDOT	
68	SR 694 (Gandy Blvd.)	West of I-275	W. of 9th Street	6D	4P	84.2	FDOT	add 2 Aux Lanes
69	US 19 (SR 55)	N. of Nebraska Ave.	S. of Timberlane Rd.	6D+2AUX	Interchange	170	FDOT	design in 26-30; construction unfunded
70	US 19 (SR 55)	S. of Timberlane Rd.	South of Lake Street	6D+2AUX	Interchange	162.4	FDOT	design in 26-30; construction unfunded
71	US 19 (SR 55)	South of Lake Street	Pinellas Trail	6D+2AUX	Interchange	134.8	FDOT	design in 26-30; construction unfunded
72	US 19 (SR 55)	Pinellas Trail	Pasco County Line	6D	Interchange	90	FDOT	
2569981	SR 686 (Roosevelt Boulevard) Stage 3 of 6	W. of I-275 Interchange	SR 686 (Roosevelt Blvd.) W. of 9th Street	4D	6D	104.78	FDOT	left out of unfunded needs plan but will be amended in 15/16, per FDOT
74	SR 694 (Gandy Blvd.)	East of SR 687 (4th Street N.)	West end of Gandy Br.	4D	4P	303.12	FDOT	Add 4 SU Lanes
75	Gandy Blvd.	Gandy Bridge	N/A		Bridge Replacement	36.1	FDOT	Not in 2035 LRTP
76	I-275	at Ulmerton Rd.			Interchange	119.1	FDOT	Not in 2035 LRTP; PD+E underway
77	I-275	at 31st St. S.			Interchange	17.8	FDOT	Not in 2035 LRTP; PD+E underway
78	I-275	31st St. S.	I-175	6F	6F+2SU	53.7	FDOT	Not in 2035 LRTP; PD+E underway
79	I-275	North of SR 688 (Ulmerton Rd.)	SR 687 (4th St)	8F	12F	68.82	FDOT	Not identified in the SIS Needs Plan; Result of previous modeling effort; PD+E underway
80	CR 296 (Future SR 690)	US 19 (SR 55)	E. of SR 686 (Roosevelt Blvd.) at 40th Street	4P	6P	15	FDOT	Not identified in the SIS Needs Plan
81	I-275	Northbound I-275	Westbound Ulmerton Rd. return flyover	N/A	1-O	50.27	FDOT	Not identified in the SIS Needs Plan; PD+E underway

PROPOSING TO REMOVE FROM LRTP WITH THE 2040 PLAN

	58th St. S.	11th Ave. S.	22nd Ave. S.	2U	2E	2.52	Gulfport	Per request of City of Gulfport
	Huey Ave. Extension	Cypress St.	Pine St.	N/A	2U	2.3	Tarpon Springs	Per request of City of Tarpon Springs
	US 19 (SR 55)	N. of SR 694 (Gandy Blvd.)	South of 49th Street	6D	6P	86.17	FDOT	Proposing to remove corridor project and focus on operational improvements at US 19/Gandy intersection, per the CMP

2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

D. Financial Resources for the Long Range Transportation Plan

The purpose of the Long Range Transportation Plan (LRTP) is to identify needed major transportation improvements and then determine which are cost feasible or are of the highest priority for the investment of expected funds, while preserving and maintaining prior investments. In order to develop a cost feasible plan, an accurate assessment of revenues available for transportation investments is necessary. MPO staff and its consultants, Tindale-Oliver and Associates, have identified a range of revenue sources that could be available for the funding of transportation projects through 2040. These revenue sources include sales taxes, transportation impact fees, gas taxes, property taxes, federal and state grants, and other funding from the state and federal government. The Committee will receive an overview of these potential revenue sources and assumptions regarding future growth and viability of each to fund transportation projects into the future.

These documented revenues will be compared against the estimated costs of planning, designing, and constructing needed transportation improvements in order to develop the Cost Feasible LRTP. With few major roadway capacity projects remaining, the 2040 LRTP will include an increased emphasis on the operation and management of the transportation system.

MPO staff is seeking the direction of this Committee on an appropriate annual set-aside to fund projects that will help improve the operation and management of the transportation system without adding physical capacity.

ATTACHMENT: [Draft Financial Resources Technical Memorandum](#)
(link to Sample Road Safety Audit: http://pinellascounty.org/mpo/agendas/ITS_Meeting/RdSfty.pdf)

ACTION: Committee to review and comment

ITS: 02/05/14



Pinellas Transportation Plan

Financial Resources Technical Memorandum

DRAFT

1/21/2014

Introduction

This technical memorandum documents the assumptions that were used to develop revenue estimates for the Pinellas County Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan, also known as the Pinellas Transportation Plan (PTP). These assumptions provide documentation for revenues available to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and access to intermodal facilities. This memorandum is composed of two major sections:

- Introduction and report overview
- Assumptions used to develop revenue projections for 2019–2040

DRAFT

Financial Resources

The PTP includes revenue projections from federal, state, and county sources. The following sections describe the revenue sources that could be used to develop the 2040 Cost Feasible Plan. Table 1 presents a summary of the total projected revenues, including a breakout of existing sources (base) and available sources not currently adopted.

- **Base revenue sources** include all current transportation revenue sources being used in Pinellas County. For the PTP, the following assumptions were applied for revenue projection purposes:
 - Federal and State sources include Strategic Intermodal System funds, Other Arterial & Construction funds, Transportation Management Area funds, and existing transit funds.
 - 6-Cent 1st Local Option Fuel Tax (LOFT) – expires August 2017, assumed re-adoption through 2040
 - 9th-Cent Fuel Tax – expires December 2026, assumed re-adoption through 2040
 - Penny for Pinellas – expires December 2019
 - Transit – includes only existing transit revenues sources, including ad valorem taxes (no new revenue scenario)

- **Additional revenue sources** include potential revenue sources available to Pinellas County but not currently adopted, with the exception of the Penny for Pinellas, which is currently adopted but will expire at the end of 2019.
 - Additional Federal and State funds related to transit as provided in the Greenlight Pinellas Plan
 - Penny for Pinellas – expires in December 2019, potential revenues are projected assuming that this source is re-adopted and collections continue through 2040
 - 5-Cent 2nd LOFT – assumes adoption prior to 2019 and collection through 2040
 - Charter County Transportation System Surtax – assumes adoption prior to 2019 and collection through 2040
 - Transit – includes additional transit funding sources, including the transportation surtax to fund the Greenlight Pinellas Plan; ad valorem revenues will be replaced by transit surtax revenues

Table 1 presents a detailed summary of the base revenues and potential additional funding sources.

Table 1
Detailed Summary of Revenue Projections

Jurisdiction	Funding Source	2019-2020	2021-2025	2026-2030	2031-2040	Total
Base Revenues:						
Federal	SIS / FIHS ⁽¹⁾	\$0	\$19,900,000	\$307,288,000	\$400,752,000	\$727,940,000
Federal	Transit ⁽²⁾	\$23,720,000	\$59,300,000	\$59,300,000	\$118,600,000	\$260,920,000
State	Other Arterial & Construction ⁽³⁾	\$68,900,000	\$153,900,000	\$145,500,000	\$318,300,000	\$686,600,000
State	TMA ⁽³⁾	\$31,000,000	\$77,400,000	\$77,400,000	\$154,800,000	\$340,600,000
State	Transit ⁽²⁾	\$9,753,600	\$24,384,000	\$24,384,000	\$48,768,000	\$107,289,600
County	Transportation Impact Fees ⁽⁴⁾	\$12,845,597	\$47,464,110	\$63,283,543	\$174,037,007	\$297,630,257
County	Constitutional Fuel Tax (2¢) ⁽⁵⁾	\$12,878,713	\$31,713,725	\$31,009,796	\$59,969,394	\$135,571,628
County	County Fuel Tax (1¢) ⁽⁵⁾	\$5,673,558	\$13,966,188	\$13,649,328	\$26,376,424	\$59,665,498
County	6-Cent 1st Local Option Fuel Tax ⁽⁶⁾	\$24,759,538	\$60,920,245	\$59,517,917	\$114,956,823	\$260,154,523
City	6-Cent 1st Local Option Fuel Tax ⁽⁷⁾	\$16,506,359	\$40,613,499	\$39,678,610	\$76,637,883	\$173,436,351
County	9th-Cent Fuel Tax (1¢) ⁽⁵⁾	\$7,354,491	\$18,110,373	\$17,708,390	\$34,245,997	\$77,419,251
County	Penny for Pinellas ⁽⁸⁾	\$32,865,993	\$0	\$0	\$0	\$32,865,993
County	Transit ⁽²⁾	\$108,078,730	\$289,578,172	\$319,335,338	\$746,800,378	\$1,463,792,618
Total Base		\$354,336,579	\$837,250,312	\$1,158,054,922	\$2,274,243,906	\$4,623,885,719
Additional Revenues (Re-Adoption & New Sources):						
County	Penny for Pinellas ⁽⁹⁾	\$33,851,973	\$185,116,464	\$214,600,718	\$537,186,469	\$970,755,624
Federal	Transit ⁽²⁾	\$169,919,732	\$836,528,746	\$96,811,476	\$284,245,928	\$1,387,505,883
State	Transit ⁽²⁾	\$71,221,948	\$259,319,431	\$19,945,583	\$52,090,578	\$402,577,539
County	5-Cent 2nd Local Option Fuel Tax ⁽¹⁰⁾	\$18,730,418	\$46,085,741	\$45,024,889	\$86,964,037	\$196,805,085
City	5-Cent 2nd Local Option Fuel Tax ⁽¹¹⁾	\$12,486,945	\$30,723,827	\$30,016,593	\$57,976,023	\$131,203,388
County	Transit (including transit surtax) ⁽¹²⁾	\$378,146,515	\$1,626,989,424	\$1,010,682,384	\$2,728,621,609	\$5,744,439,933
Total Additional		\$684,357,531	\$2,984,763,633	\$1,417,081,644	\$3,747,084,644	\$8,833,287,452
Total (Base & Additional Revenues)		\$1,038,694,110	\$3,822,013,945	\$2,575,136,566	\$6,021,328,549	\$13,457,173,170

Re-Adoption

New Revenue Source

Note: All projections are based on the "Transit Investment/Land Use Scenario" population projections; all figures are "year-of-expenditure"

- (1) Source: Cost Feasible Plan Final 2013: Year-of-Expenditure Strategic Intermodal System Plan
- (2) Source: Pinellas Suncoast Transit Authority, includes several revenue sources (DRAFT figures)
- (3) Source: *Supplement to the FDOT 2040 Revenue Forecast Handbook*
- (4) Source: Table 4
- (5) Source: Table 2
- (6) Source: Table 2; County portion represents approximately 60% of total collections
- (7) Source: Table 2; Portion for cities represents approximately 40% of total collections
- (8) Source: Table 3; includes projected 2019 revenues only
- (9) Source: Table 3; additional available revenues if surtax is renewed (2020–2040)
- (10) Source: Table 2; County portion represents approximately 60% of total collections
- (11) Source: Table 2, Portion for cities represents approximately 40% of total collections
- (12) Source: Table 3 for Transit Surtax revenues and PSTA for additional transit revenues

Federal/State Revenue Sources

Annual Federal and State revenue projections for the 2040 PTP were established in the *Supplement to the FDOT 2040 Revenue Forecast Handbook* for the following sources.

Strategic Intermodal System/Florida Interstate Highway System

This is a capacity program providing funds for construction, improvements, and associated right-of-way (ROW) on the State Highway System roadways designated as part of the Strategic Intermodal System (SIS) or Florida Interstate Highway System (FIHS). Pursuant to the Florida Department of Transportation (FDOT) Cost Feasible Plan, approximately **\$727.9 million** in improvements is identified for 2019–2040.

Transportation Management Area

These are funds distributed to an urban area that has a population greater than 200,000, as designated by the U.S. Department of Transportation (U.S. DOT). They are the same as Surface Transportation Program (SU) funds in the five-year work program. Pursuant to the *Supplement to the FDOT 2040 Revenue Forecast Handbook*, approximately **\$340.6 million** will be available for on-system state roadway improvements for 2019–2040.

Other Arterial Construction/Right-of-Way

This is a capacity program providing funds for construction, improvements, and associated ROW on the State Highway System roadways not designated as part of the SIS or FIHS. Other Arterials (OA) revenue includes additional funding for the Economic Development Program and the County Incentive Grant Program. The Economic Development Program is a sub-program of the OA program which may provide funds for access roads and highway improvements for new and existing businesses and manufacturing enterprises that meet certain criteria. Pursuant to the *Supplement to the FDOT 2040 Revenue Forecast Handbook*, approximately **\$686.6 million** will be available for roadway infrastructure projects for 2019–2040.

Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) was established as part of the State's major growth management legislation enacted with Senate Bill 360. The program is intended to encourage regional planning by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. The Pinellas County MPO has partnered with other MPOs in the region through an interlocal agreement to develop a regional transportation plan that identifies regional facilities that could be eligible for TRIP funding. In the past, revenues have been shared based on a share of population, with the total FDOT District 7 revenues projected at approximately **\$30.3 million** for 2019–2040. Regional facilities already identified in the West Central Florida MPO Chairs Coordinating Committee's Regional LRTP and projects planned by the Tampa Bay Area Regional Transportation Authority (TBARTA) are eligible for TRIP funds.

Funds from the State's General Revenue Fund are made available for TRIP through SB 360 legislation. TRIP funds can be used for up to 50 percent match to local or regional funds. In-kind matches, such as ROW donations and private funds made available to regional partners, also are allowed. Federal funds

attributable to urbanized areas also may be used for the local/regional match. Pinellas County has been very successful in leveraging the 9th-Cent Fuel Tax against TRIP funding for much of the Intelligent Transportation System (ITS)/Advanced Traffic Management System (ATMS) infrastructure throughout the county.

Discretionary Bridge Funding

The FDOT Bridge Program provides funds for the repair and replacement of bridges in the Bridge Work Plan in accordance with department program objectives. The Program includes bridges on and off the State Highway System and on and off the federal-aid highway system. The Bridge Repair Program addresses major and minor bridge repairs and preventive maintenance activities to bridge structures for which FDOT has maintenance responsibilities. The Bridge Replacement Program places primary emphasis on the replacement of structurally-deficient or weight-restricted bridges; in addition, it addresses bridges that require structural repair but that are more cost-effective to replace.

For bridges not on federal aid highways, FDOT must set aside an amount equal to not less than 15 percent from the State's FY Highway Bridge Program apportionment of Surface Transportation Program funds. This amount may be reduced only if the Federal Highway Administration (FHWA), after consultation with State and local officials, determines that the State has inadequate needs to justify the expenditure. Federal-aid system bridges are repaired and replaced using State and Federal funds.

Transportation Alternatives Program

The Transportation Alternatives Program (TA) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation projects, recreational trail program projects, safe routes to school projects, and projects for planning, design, or constructing boulevards and other roadways largely in the ROW of former FHWS routes or other divided highways. The TA merges the former Transportation Enhancement program with the Safe Routes to Schools program and was created with the Moving Ahead for Progress in the 21st Century (MAP-21) legislation; it provides for the reservation of funds equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year.

Federal/State Transit Revenues

The "base revenue" transit projections provided by PSTA include no new revenue sources during the 2019–2040 PTP planning period and total approximately **\$368 million** (\$261 million of Federal and \$107 million of State revenues). However, the Pinellas Suncoast Transit Authority (PSTA) also provided projections for potential new revenue sources that may become available during the PTP time frame, including additional grant funding associated with funding the Greenlight Pinellas Plan. If new revenue sources become available, based on projections provided by PSTA, Pinellas County will receive approximately **\$2.16 billion** in Federal/State transit funds (\$1.65 billion Federal and \$510 million State) between 2019 and 2040, with approximately 83 percent available to fund capital and 17 percent available to fund operations and maintenance (O&M), and with the bulk of revenues allocated to bus rapid transit (BRT) and light rail (LRT) systems. These revenue projections include funding from Federal

Transit Administration (FTA) Sections 5300, 5307, 5309, 5311, 5317, 5337, and 5339 and Federal grants, State grants, and State New Starts Transit Program matching funds. More information on the specifics of federal and state transit revenue sources is provided in the “Summary of Federal/State Transit Revenue Sources” section at the end of this report.

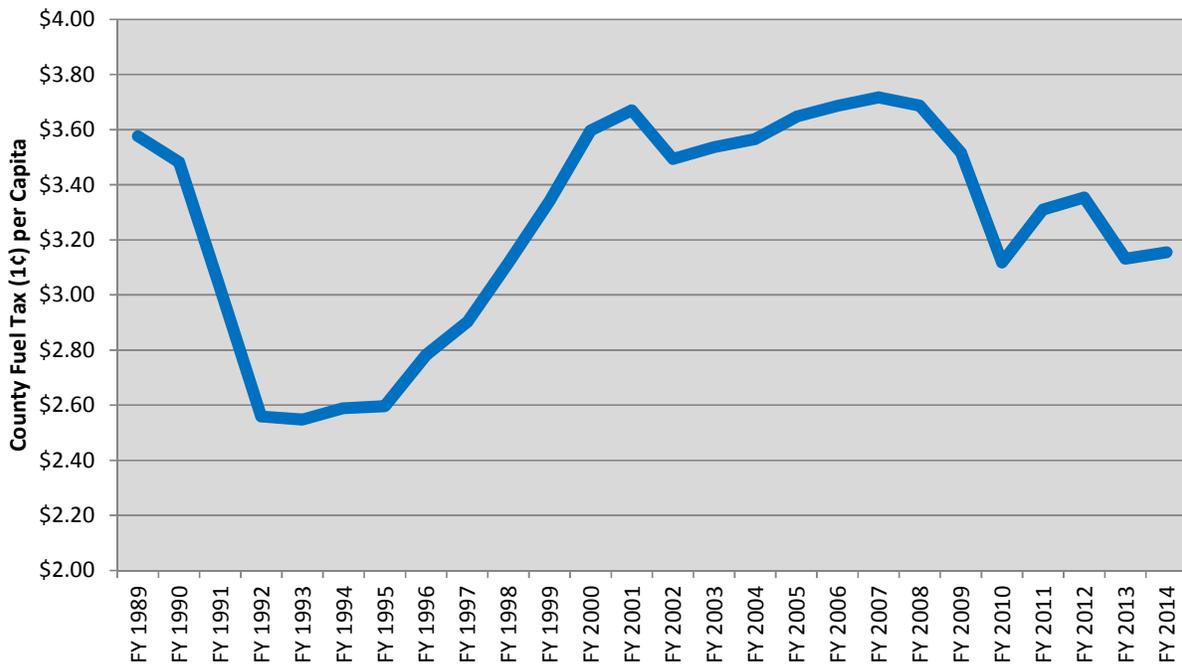
County Revenue Sources

Fuel Tax

Historically, fuel taxes have represented a major portion of Pinellas County’s local transportation revenues. Currently, Pinellas charges seven cents of LOFT in addition to the three cents of State fuel tax for local use and dedicates the majority of fuel tax revenue to transportation infrastructure maintenance and ITS. This section provides a brief outline of adopted and available fuel taxes as well as historical trends and projected future revenues for all fuel tax options in Pinellas County.

Figure 1 illustrates the trend in historical fuel tax revenue per capita for the County Fuel Tax (1 cent). As shown, the fuel tax revenue per capita has decreased by an annual average of 0.50 percent since 1989. Throughout Florida, the fuel tax per capita has decreased by 0.37 percent over this same time period.

Figure 1
Pinellas County – County Fuel Tax (1 Cent) Per-Capita Trend



Source: *Local Government Financial Information Handbook*

Local fuel tax revenues are based on a set pennies-per-gallon charge, not a percentage of the sale (as with a sales tax) and, therefore, fuel taxes do not increase as gas prices increase or with the effects of inflation. Additionally, fuel tax revenues are expected to suffer due to the new standards in fuel

efficiency. Since 1980, fuel efficiency has increase by approximately 0.50 percent each year, but due to recent government standards for new vehicles, the fleet-wide fuel efficiency is expected to increase by more than 5.0 percent each year through 2025.

Table 2 provides base projected fuel tax revenues for Pinellas County through 2040 and the additional available fuel tax revenues. Based on the trend observed in Figure 1, it was assumed that the fuel tax per capita revenue levels will continue to decrease through 2040. This assumption was applied to projected revenue calculations for both the base and additional revenues.

- **Base revenues:** Although the 6-Cent 1st LOFT and the 9th-Cent Fuel Tax are set to expire before 2040, based on discussions with staff, it was assumed that these revenue sources will be re-adopted and will continue to be collected through 2040. Additionally, it was assumed that the distribution levels between the County and Cities will remain unchanged through 2040.
- **Additional revenues:** Pinellas County is eligible to, but currently does not, collect up to an additional 5-Cent 2nd LOFT. If adopted, for purposes of the PTP, it was assumed that the 5-Cent 2nd LOFT revenues will be distributed to the County/Cities at the same ratio as the currently adopted 6-Cent 1st LOFT.

Table 2
Fuel Tax Revenues

Funding Source	2019-2020	2021-2025	2026-2030	2031-2040	Total
Base Revenues:					
Constitutional Fuel Tax (2¢)	\$12,878,713	\$31,713,725	\$31,009,796	\$59,969,394	\$135,571,628
County Fuel Tax (1¢)	\$5,673,558	\$13,966,188	\$13,649,328	\$26,376,424	\$59,665,498
6-Cent 1st LOFT (Portion for County)	\$24,759,538	\$60,920,245	\$59,517,917	\$114,956,823	\$260,154,523
6-Cent 1st LOFT (Portion for Cities)	\$16,506,359	\$40,613,499	\$39,678,610	\$76,637,883	\$173,436,351
9th-Cent Fuel Tax (1¢)	\$7,354,491	\$18,110,373	\$17,708,390	\$34,245,997	\$77,419,251
Total Base	\$67,172,659	\$165,324,030	\$161,564,041	\$312,186,521	\$706,247,251
Additional Revenues (New Sources):					
5-Cent 2nd LOFT (Portion for County)	\$18,730,418	\$46,085,741	\$45,024,889	\$86,964,037	\$196,805,085
5-Cent 2nd LOFT (Portion for Cities)	\$12,486,945	\$30,723,827	\$30,016,593	\$57,976,023	\$131,203,388
Total Additional	\$31,217,363	\$76,809,568	\$75,041,482	\$144,940,060	\$328,008,473
Total (Base & Additional Revenues)	\$98,390,022	\$242,133,598	\$236,605,523	\$457,126,581	\$1,034,255,724

= New Revenue Source

Source: 2013 Local Government Financial Information Handbook. All projections are based on the "Transit Investment/Land Use Scenario" population projections.

Constitutional Fuel Tax (2 cents/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county; collected in accordance with Article XII, Section 9 (c) of the Florida Constitution.
- The State allocates 80 percent of this tax to counties after first withholding amounts pledged for debt service on bonds issued pursuant to provisions of the State Constitution for road and bridge purposes.
- These funds can be used for ROW acquisition, construction, and maintenance of roads.
- Counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, Pinellas County will receive approximately **\$6.59 million** from this fuel tax in FY 2013/2014.

County Fuel Tax (1 cent/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- The primary purpose of these funds is to help reduce a County's reliance on ad valorem taxes.
- Proceeds are to be used for transportation-related expenses, including reduction of bond indebtedness incurred for transportation purposes. Authorized uses include acquisition of ROW; construction, reconstruction, operation, maintenance, and repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; or reduction of bond indebtedness incurred for transportation purposes.
- Counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, Pinellas County will receive approximately **\$2.90 million** from the County Fuel Tax in FY 2013/2014.

6-Cent 1st LOFT

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures as defined in Section 336.025(7), Florida Statutes.
- To accommodate statewide equalization, all six cents are automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all or at the maximum rate.
- Proceeds are distributed to a County and its municipalities according to a mutually-agreed-upon distribution ratio or by using a formula contained in the Florida Statutes.

Based on the distribution provided in the *Local Government Financial Information Handbook*, Pinellas County will receive approximately **\$21.1 million** from this fuel tax in FY 2013/2014, with approximately 60 percent allocated to the County and the remaining 40 percent distributed to the cities within Pinellas County.

Currently, this fuel tax is set to expire in late 2017. Based on discussions with staff, for purposes of the PTP, it was assumed that this fuel tax will be re-adopted and that collection will continue through 2040. Additionally, it was assumed that the current allocation level (60% to County, 40% to Cities) will remain constant through 2040.

9th-Cent Fuel Tax (1 cent/gallon)

- Tax applies to every net gallon of motor fuel sold within a county.
- Proceeds may be used to fund transportation expenditures as defined in Section 336.027(7), Florida Statutes.
- To accommodate statewide equalization, this tax is automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all.
- Counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, Pinellas County will receive approximately **\$3.76 million** from this fuel tax in FY 2013/2014. This represents the portion allocated to the County, which is 100 percent of the revenues. Pinellas has the option to allocate revenues to municipalities, but historically has not. Revenues from the 9th cent fuel tax are currently allocated to ITS projects associated with the ATMS Master Plan.

Currently, the 9th-Cent Fuel Tax is set to expire in late 2026. Based on discussions with staff, for purposes of the PTP, it was assumed that this fuel tax will be re-adopted and that collection will continue through 2040. Additionally, it was assumed that the current allocation level (100% to the County) will remain constant through 2040.

5-Cent 2nd LOFT

- Tax applies to every net gallon of motor fuel sold within a county. Diesel fuel is not subject to this tax.
- Tax must be levied by an ordinance adopted by a majority plus one vote of the membership of the governing body or voter approval in a countywide referendum.
- Proceeds may be used to fund transportation expenditures needed to meet requirements of the capital improvements element of an adopted Local Government Comprehensive Plan or for expenditures needed to meet the immediate local transportation problems and for other transportation-related expenditures that are critical for building comprehensive roadway networks by local governments. Routine maintenance of roads is NOT considered an authorized expenditure.
- Proceeds are distributed to a County and its municipalities according to a mutually-agreed-upon distribution ratio or by using a formula contained in the Florida Statutes.
- Currently, Pinellas County has not adopted this revenue source and does not collect the additional 5 cents of fuel tax.

For illustrative purposes, the additional fuel tax revenues that would be collected via the 5-Cent LOFT were projected. These projections assume that this revenue source will be adopted (at the maximum rate of 5 cents) in the near future and that revenues will be available prior to 2019. Additionally, it was assumed that, if adopted, the same distribution levels applied to the 6-Cent 1st LOFT will be applied to the 5-Cent 2nd LOFT, allocating approximately 60 percent of the revenues to the County and 40 percent to the Cities. As with the 6-Cent 1st LOFT projections, it is assumed that this distribution will remain constant through 2040. If adopted, this revenue source may not be used for the routine maintenance of roadways, but may be used for reconstruction and capacity expansion improvements.

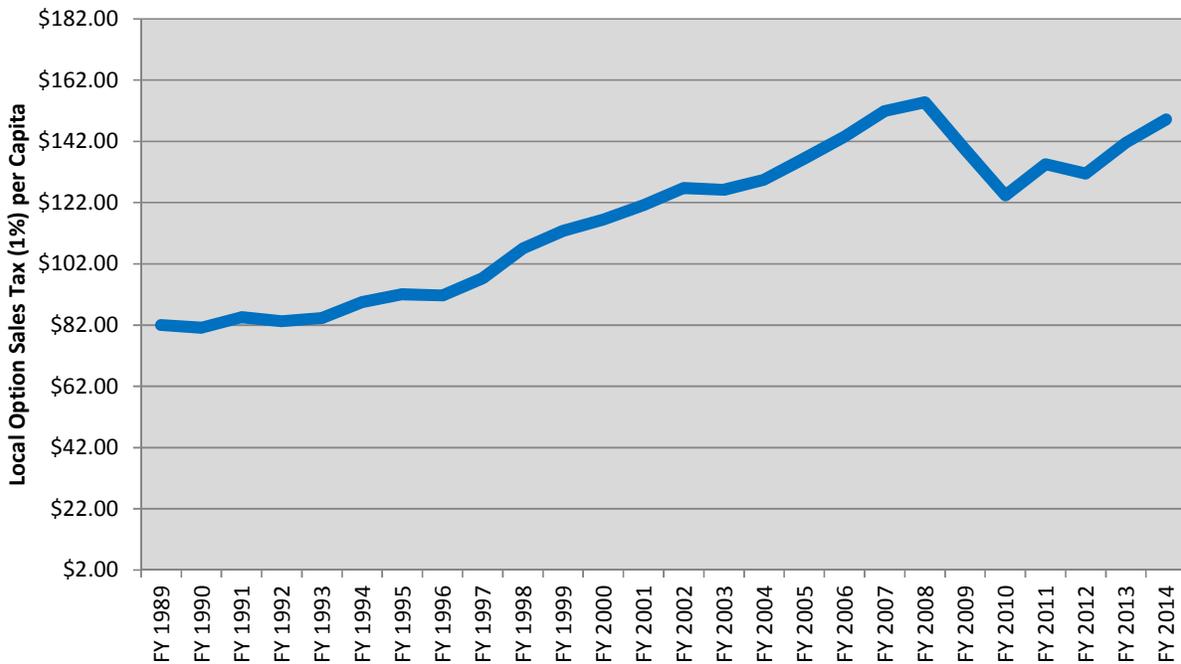
Sales Tax

Historically, local option sales tax revenues have represented a major portion of Pinellas County's local transportation revenues. Currently, Pinellas charges a 1.0 percent Local Discretionary Sales Surtax, specifically the Local Government Infrastructure Sales Surtax, which is more commonly referred to as the "Penny for Pinellas". This sales tax was first adopted in 1987 (collection began in 1990) and is set to expire at the end of 2019. This section provides a brief outline of adopted and available sales tax

options for transportation as well as historical trends and projected future revenues for all sales tax options in Pinellas County.

Figure 2 illustrates the trend in historical sales tax revenue per capita for a 1.0 percent sales tax. As shown, the sales tax revenue per capita has increased by an annual average of 2.4 percent since 1989. However, due to the economic boom and recession in the mid-2000s, there was significant volatility in sales tax revenues and the revenue per capita. Due to this unique time period, the recommended annual index for sales tax revenues was based on the average annual increase in sales tax per capita from 1989 to 2004, which was approximately 3.0 percent. This is consistent with assumptions and the recommendation presented in the Greenlight Pinellas Plan. During this same time period, the sales tax revenue per capita for all of Florida was 3.3 percent.

Figure 2
Pinellas County – Sales Tax (1.0%) Per-Capita Trend



Source: *Local Government Financial Information Handbook*

Sales tax revenues are based on a percentage of the sale and, therefore, increase/decrease with the effects of inflation/deflation. Compared to fuel taxes, sales tax revenues are a much more reliable and consistent source of revenue, as well as being more lucrative.

Table 3 provides the projected sales tax revenues for Pinellas County through 2040. Based on the trend observed in Figure 2, it was assumed that the sales tax per capita revenue levels will continue to increase through 2040. This assumption was applied to projected revenue calculations for the base and additional revenues. The projections in Table 3 reflect only the revenues available to the County and exclude any revenues allocated to municipalities. Additionally, these projections only reflect the portion of sales tax historically allocated for transportation expenditures.

- **Base revenues:** With the Penny for Pinellas set to expire at the end of 2019, the base revenue projections include only the final year of collections that fall within the PTP planning period.
- **Additional revenues:** These figures provide the additional revenue available to Pinellas County and PSTA if the Penny for Pinellas is re-adopted and if the County adopts the additional 1.0 percent transit surtax, which is contingent on the sales tax referendum passing in November 2014. These projections assume that, in terms of Penny for Pinellas, the distribution levels between the County and Cities will remain unchanged through 2040, as well as the portion allocated to transportation. For the transit surtax, 100 percent of the revenues will be passed through to PSTA to fund the construction, operation, and maintenance or transit improvements.

Table 3
Sales Tax Revenues

Funding Source	2019-2020	2021-2025	2026-2030	2031-2040	Total
Base Revenues:					
Penny for Pinellas ⁽¹⁾	\$32,865,993	\$0	\$0	\$0	\$32,865,993
Total Base	\$32,865,993	\$0	\$0	\$0	\$32,865,993
Additional Revenues (Re-Adoption & New Sources):					
Penny for Pinellas ⁽²⁾	\$33,851,973	\$185,116,464	\$214,600,718	\$537,186,469	\$970,755,624
Transit Surtax	\$318,720,867	\$884,326,713	\$1,025,177,032	\$2,566,213,359	\$4,794,437,971
Total Additional	\$352,572,840	\$1,069,443,177	\$1,239,777,750	\$3,103,399,828	\$5,765,193,595
Total (Base & Additional Revenues)	\$385,438,833	\$1,069,443,177	\$1,239,777,750	\$3,103,399,828	\$5,798,059,588
	= Re-Adoption				
	= New Revenue Source				

Source: 2040 Socioeconomic Data Technical Memorandum; all projections are based on the "Transit Investment/Land Use Scenario" population projections.

(1) Includes projected 2019 revenues only.

(2) Represents the additional available revenues if surtax is renewed (2020–2040). Only includes the 2020 revenues in the first time period

Local Government Infrastructure Sales Surtax (1.0%)

- Commonly referred to as the "Penny for Pinellas."
- This tax must be levied at the rate of 0.5 or 1 percent pursuant to an ordinance enacted by a majority vote of the County's governing body and approved by voters in a countywide referendum.
- Generally, the proceeds must be expended to finance, plan, and construct infrastructure; to acquire land for public recreation, conservation, or protection of natural resources; or to finance the closure of local government-owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection.
- The surtax proceeds must be distributed to the County and its respective municipalities according to an interlocal agreement. If there is no interlocal agreement, the distribution will be based on the Local Government Half-cent Sales Tax formulas provided in Section 218.62, Florida Statutes.

Based on the distribution provided in the FY 2013 Annual Budget, Pinellas County will receive approximately **\$71.8 million** from this sales tax in FY 2013/2014. This represents the portion allocated to the County, which is approximately 52.3 percent of the total revenues. Based on P4P allocation estimates and projections for 2010 to 2020, approximately 40 percent of the County's portion of the sales tax revenues is dedicated to transportation.

Currently, this sales tax is set to expire at the end of 2019. For PTP purposes, the additional revenues that would be available, contingent upon re-adoption, were projected. For these projections, it was assumed that Penny for Pinellas will be re-adopted and will continue to be assessed through 2040. Additionally, it is assumed that the current allocation levels (52.3% percent to the County, 40% of County portion to transportation) will remain constant through 2040.

Charter County and Regional Transportation System Surtax (1.0%)

- Commonly referred to as the "Transit Surtax."
- This tax may be levied at the rate of up to 1 percent pursuant to approval by a majority vote of the county's electorate.
- Generally, the proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.
- The surtax proceeds must be deposited into the County trust fund or remitted by the county's governing body to an expressway, transit, or transportation authority created by law.
- If adopted, all revenues will be passed on to PSTA.

Pinellas County has scheduled a referendum to adopt and implement the 1.0% Charter County Transportation Surtax in 2014 in order to fund the Greenlight Pinellas plan, with revenue collections beginning in 2016. Based on the distribution provided in the *Local Government Financial Information Handbook* and an additional projection analysis completed as part of the Greenlight Pinellas Plan, PSTA will receive \$150+ million annually from this sales tax by the beginning of this report's planning period in 2019. If this revenue source is adopted, PSTA will no longer rely on ad valorem revenues to fund transit capital/operations.

As with the Local Infrastructure Surtax, a 3.0 percent annual growth rate in the sales tax per capita was used for projecting revenues through 2040, consistent with the Greenlight Pinellas Plan.

Transportation Impact Fees

Transportation impact fees (TIFs) are assessed to provide revenue for financing the addition and expansion of roadway facilities needed to accommodate new growth and development. Historically, TIFs have been limited to roadway capacity expenditures only, but many communities have transitioned to multimodal or mobility impact fees to provide greater spending flexibility with regard to impact fee revenues. In 2011, Pinellas County adopted an Ordinance that allowed its TIFs to be used for transportation-related improvements including roadway, bicycle, pedestrian, transit, or systems management (TSM) projects. Section 150 of the Pinellas County Land Development Code provides additional detail on eligible transportation improvements. In general, TIFs must provide a transportation system benefit and may not be used for maintenance projects.

To project TIF revenues through 2040, historical TIF collections, historical permitting, and population growth projections were taken into consideration. Future residential building permits were projected using 2040 population projections (“Transit Investment/Land Use Scenario” population projections) provided by staff and average persons per household data were obtained from the U.S. Census. All potential revenues were projected using the currently-adopted rates in Pinellas County and assume that these rates will remain constant and that the County will continue to collect transportation impact fees through 2040. Table 4 presents the transportation impact fee revenue projections for Pinellas County.

Table 4
Transportation Impact Fee Revenue Projections

Funding Source	2019-2020	2021-2025	2026-2030	2031-2040	Total
Base Revenues:					
Transportation Impact Fee	\$12,845,597	\$47,464,110	\$63,283,543	\$174,037,007	\$297,630,257

Source: 2040 Socioeconomic Data Technical Memorandum and the Pinellas County Building and Development Review Services; all projections based on “Transit Investment/Land Use Scenario” population projections.

To calculate transportation impact fee revenues, projected population growth was converted to residential units and allocated based on recent permitting trends. For Pinellas County, this distribution was based on residential permitting since 2000, which indicated that approximately 60 percent of permits were for single-family residential units and 40 percent were for multi-family units.

Projected units were then multiplied by the current adopted impact fee rates in Pinellas County. For purposes of PTP projections, it was assumed that the impact fee rates are held constant through 2040. With residential revenues projected, non-residential revenues were determined through a ratio analysis based on historical impact fee collections. Based on the most recent impact fee collection figures for 2013, it was shown that approximately 60 percent of all impact fee revenues were generated from residential development. Using this factor, non-residential revenues for the current year were estimated and projections through 2040 were developed.

As a final check, the TIF revenue projections were compared to historical collections. This comparison showed that historical collection levels were consistent with projected revenue levels for the time periods of similar growth, using the “Transit Investment/Land Use Scenario” population projections.

County Transit Revenues

The “base revenue” or no new revenue source transit projections provided by PSTA include no new revenue sources during the 2019–2040 PTP planning period and totaled approximately **\$1.46 billion**. Additionally, these projections also include annual ad valorem contributions to transit through 2040. However, PSTA also provided projections for potential new revenue sources that may come online during the PTP time frame, including additional fare collections and the transit surtax.

Based on projections provided by PSTA, which include the new revenue sources, between 2019 and 2040 it is projected that Pinellas County will receive approximately **\$7.21 billion** (which is a \$5.74 billion increase from the \$1.46 billion in base revenues or no new revenue scenario) in local transit funding. Excluding the transit surtax, approximately 40 percent will be available to fund capital and 60 percent available to fund operations and maintenance (O&M). The previously-mentioned Charter County Transportation Surtax will provide an additional **\$4.79 billion** in available transit revenues if adopted

(which is included in the \$5.74 billion increase mentioned above). If adopted, the surtax will replace ad valorem revenue as a transit funding source. These local revenue projections include funding from passenger bus fares, potential light rail fare revenue, trolley fare revenue, interest income, ancillary revenue, and debt financing related revenues.

Ad Valorem Revenues

Currently, PSTA is estimating that approximately \$33 million of transit funding is provided through ad valorem taxes. If the County were to continue with no new revenue sources for transit, it is assumed that ad valorem would remain a significant funding tool for transit, but if the transit surtax were to be adopted, there would no longer be a need for these ad valorem revenues from 2019 to 2040, which is consistent with the Greenlight Pinellas Plan.

Congestion Mitigation and Air Quality

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides a flexible funding source for state and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments. CMAQ money support transportation projects that reduce mobile source emissions in areas designated by the U.S. Environmental Protection Agency (EPA) as non-attainment or maintenance of National Ambient Air Quality Standards (NAAQS). Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements and public fleet conversions to cleaner fuels, among others.

All CMAQ projects must be identified in a Transportation Improvement Program and be supported by a quantified estimate of the emissions reductions that will result from the project. The federal share for most CMAQ-eligible projects is 80 percent. The CMAQ program operates on a reimbursable basis, so funds are not provided until work is completed. As Pinellas County is not in a region that is designated by EPA as non-attainment or maintenance for NAAQS, transportation projects here are not eligible for CMAQ funding at this time. However, pollution levels are recorded regularly and do not remain constant, while NAAQS can be reviewed and adjusted at any time. Should the airshed in and around Pinellas County ever be designated as non-attainment or maintenance, CMAQ funds would likely become available as a resource for certain transportation improvements.

Funding for Safety Improvements

Each year, FDOT District 7 receives funding for transportation projects that produce a measureable and documented safety benefit (crash/fatality reduction). For local agencies, the District offers the opportunity to use federal safety funds for projects on local roads, provided they are able to document the benefits they provide. The safety funding is awarded on a competitive basis and varies significantly from year to year; there is no predetermined apportionment of federal safety funds per year for any county or city within District 7. There are various programs that act as delivery methods to use the safety funding to produce projects on local roadways. Once a project has been vetted and confirmed as eligible, the District determines under which program it should be produced based on the constraints of the program. Low-cost “quick fixes” that do not need ROW or that do not have utility conflicts can be delivered through a Design Build Push Button (DBPB) contract, under which improvements could include the installation of pedestrian countdown signals and plaques and the installation of high emphasis

crosswalks and audible pavement markings. More long-term projects on the local system that require right-of-way acquisition or have utility impacts would be delivered through the Local Agency Program.

Aviation

The Federal Aviation Administration (FAA) oversees the Airport Improvement Program (AIP), which provides grants for the planning and development of public use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). The grant covers 75 percent of eligible costs for large and medium hub airports and 95 percent of eligible costs for small primary, reliever, and general aviation airports. The FAA distributes AIP funds according to present national priorities and objectives. Funds are typically first apportioned into major entitlement categories, such as primary, cargo, and general aviation and remaining funds are distributed to a discretionary fund.

Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, AIP funds can be used for most airfield capital improvements or repairs except those for terminals, hangars, and non-aviation development. Professional services that are necessary for eligible projects are also eligible, as are runway, taxiway, and apron pavement maintenance. Aviation demand at the airport must justify the projects, which must also meet Federal environmental and procurement requirements. Projects related to airport operations and revenue-generating improvements typically are not eligible for funding. Operational costs (such as salaries and supplies) are also not eligible for AIP grants.

Summary of Federal/State Transit Revenue Sources

This section provides additional summary information on the different Federal and State transit revenue sources. PSTA has identified many potential Federal and State revenue sources in the Greenlight Pinellas plan, including FTA 5030, 5307, 5309, 5310, 5317, 5337, other Federal grants, state grants, and the State New Starts Transit Program. Additional detail is provided below.

State Transit

FDOT provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. The MPO participates in identifying planned projects for this category, with the caveat that FDOT is responsible for meeting certain statutory requirements for public transportation funding.

State New Starts Transit

The Florida New Starts Transit Program (NSTP) was developed to streamline transit capital project development by providing consistency among statewide transportation planning initiatives, local and regional transportation priorities, and FTA's environmental review processes for New Starts and Small Starts capital funding programs. The NSTP is an FDOT discretionary spending program that provides a dollar-for-dollar match of the local/regional share of project costs for rail transit and BRT projects that would be candidates for FTA New Starts funding. These matching funds are intended to make Florida's transit projects more competitive for FTA funding. The NSTP also allows a dollar-for-dollar match of local funds towards transit projects funded with State and local funds only.¹

¹ *Florida New Starts Transit Program: A Decision-Support Contextual Framework*, FDOT Public Transit Office, June 2006.

Federal New Starts (5309)

The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. Eligible purposes are light and heavy rail, commuter rail, monorail, automated fixed guideway systems (such as a “people mover”), or a bus-way/high occupancy vehicle (HOV) facilities, or an extension of any of these. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process. Pinellas County has completed an Alternatives Analysis and is, therefore, eligible for this funding source. Major new fixed guideway projects or extensions to existing systems financed with New Starts funds typically receive these funds through a full-funding grant agreement that defines the scope of the project and specifies the total multi-year Federal commitment to the project. Funding allocation recommendations are made in an annual report to Congress and are allocated on a discretionary basis.²

Federal Small Starts (5309)

The FTA Small Starts program provides a simplified project development process for new fixed-guideway capital projects, extensions to existing fixed guideway systems, or non-fixed guideway BRT projects expected to cost less than \$250 million total. The federal share for Small Starts projects cannot exceed \$75 million. The Small Starts program facilitates the development of low-cost fixed-guideway or BRT projects that have demonstrable mobility and/or economic development benefits by simplifying the Alternatives Analysis and consolidating the preliminary engineering and final design phases of larger New Starts projects. As with New Starts projects, funding allocation recommendations are made in an annual report to Congress and are allocated on a discretionary basis.³

Bus and Bus Facilities (5309)

The Bus and Bus Facilities program provides capital assistance for new and replacement buses and related equipment and facilities. Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment. Funds are allocated on a discretionary basis. The U.S. DOT Secretary has the discretion to allocate funds, although Congress fully earmarks all available funding.

Large Urban Cities (5307)

Federal funds are made available for urbanized areas and to Governors for transit capital and operating assistance and for transportation-related planning. The term “urbanized area” refers to an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Bureau of the Census. Recipients must be public bodies eligible to receive Federal funds (such as MPOs, transit authorities, municipalities).

² http://www.fta.dot.gov/funding/grants_financing_263.html.

³ http://www.fta.dot.gov/planning/newstarts/planning_environment_222.html.

A wide variety of activities are eligible for funding assistance: planning, engineering design and evaluation of transit projects, capital investments in buses and bus-related activities (including vehicle replacement, bus overhaul and rebuilding, security equipment, and construction of maintenance and passenger facilities), and capital investments in new and existing fixed-guideway systems (including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware/software). Also, all preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital expenses.

Funds are allocated according to legislative formulas. For areas with a population between 50,000 and 200,000, the formula is based on population and population density. For areas of more 200,000, the formula combines bus revenue vehicle miles, bus passenger miles, fixed-guideway revenue vehicle and route miles, population, and population density factors.⁴

DRAFT

⁴ http://www.fta.dot.gov/funding/grants/grants_financing_3561.html.

2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

E. Prioritization of LRTP Goal Statements

At the last meeting, the Committee discussed the idea of ranking the Long Range Transportation Plan goal statements (attached) to reflect the MPO's emphasis on management and operations strategies. Instead of ranking the goal statements, staff is recommending that a "Vision" statement be developed. During the past year, substantial input was obtained concerning the community's priorities for transportation investments through outreach activities including focus groups, web surveys, e-townhalls, community meetings, transit station area design charettes, etc.

The input received to date is reflected in the LRTP goals. Utilizing that same input, staff is drafting a vision statement that will be presented to the committee for input at the time of the meeting. Attached for reference are the approved goals for the LRTP, as well as the goal and objectives from the CMP Policies and Procedures Manual.

ATTACHMENTS: [LRTP Goal Statements](#)
[CMP Goal and Objectives](#)

ACTION: Committee to provide input on the Vision Statement

ITS: 02/05/14



Goals of the 2040 Long Range 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.

Congestion Management Process (CMP)

Goal and Objectives

CMP Goal : To ensure the safe and efficient movement of people and goods by successfully addressing areas of recurring and non-recurring congestion with low cost and cost effective operational and multi-modal improvements, before considering any capital intensive capacity improvements.

CMP Objective 1: To increase the number of low cost and cost-effective operational improvements in areas characterized by recurring congestion, i.e., roadways and intersections with bottlenecks and/or poor signal timing.

CMP Objective 2: To increase the attractiveness and efficiency of transit service to draw more choice riders and reduce dependency on the single occupant vehicle (SOV).

CMP Objective 3: To increase or improve the coverage of bike lanes, trails, sidewalks and crosswalks in areas characterized by congestion *and* where shorter automobile trips can be readily converted to foot and bicycle modes.

CMP Objective 4: To increase public awareness of, and participation in, transportation demand management programs, including but not limited to carpooling, vanpooling, school pool and telecommuting, in order to reduce dependency on the single occupant vehicle (SOV).

CMP Objective 5: To effectively manage scheduled and unscheduled traffic incidents associated with non-recurring congestion, including reducing the frequency and severity of accidents in high crash areas.

CMP Objective 6: To improve the safe and efficient movement of goods.

ITS AGENDA ITEM IV.

MICROWAVE VEHICLE DETECTOR SENSORS (MVDS) TEST BED PROJECT

The Florida Department of Transportation (FDOT) District Seven Intelligent Transportation Systems (ITS) Section will be installing and implementing a long-term “side-by-side” evaluation study of various vehicle detection systems. This evaluation study will be completed at six sites on an approximate four-mile southbound section of I-275 in Pinellas County between mile markers 27.0 and 31.2. Specifically, these sites will be referred to as follows:

- I-275 - 31.2 SB
- I-275 - 30.5 SB
- I-275 - 30.0 SB
- I-275 - 28.4 SB
- I-275 - 27.9 SB
- I-275 - 27.0 SB

At these sites, various vehicle detection equipment configurations will be installed in an effort to assess which devices can provide the most accurate data by lane for volumes and speeds. The vehicle detection equipment to be used initially shall include: microwave vehicle detector sensors (MVDS) (Wavetronix SS125 HD and Econolite G4), pneumatic count tubes, non-invasive micro loops (NIMLS) (GTT Canoga Micro Loop), pre-existing FDOT Central Office count stations (cut loops), Bluetooth detection systems (BlueTOADTM), and video recordings for count verification.

Once the infrastructure for this evaluation study has been installed, each vehicle detection equipment vendor will be invited (at its expense) to confirm that proper installation and programming/calibration of its equipment has been completed before commencing the evaluation phase.

All vehicle detection systems will be connected to the Department’s existing fiber Ethernet network and transmitted back to the FDOT D7 Regional Transportation Management Center (RTMC), where it will be reviewed for accuracy.

ATTACHMENT: None

ACTION: None required, informational only

ITS: 02/05/14

UPDATES/OTHER BUSINESS

The following items are included as ongoing topics that require short status reports:

- A. **ITS Projects/ATMS Update (County and FDOT)**
- S.R. 686 Integrated Corridor Management (ICM) Planning Project
 - FDOT District Seven, SunGuide Program
- C. **Primary Control Center Advisory Committee**
This item will contain a report on Primary Control Center activities.
- D. **Schedule Next Meeting**
Continuing with the current schedule, the next ITS Committee meeting is scheduled for September 3, 2014.
- E. **Other Business**
This is an opportunity for any other business that might be brought before the Committee.

ITS: 02/05/14