Pinellas County, FL

December 2019

Countywide Trends & Conditions

FORWARD PINELLAS
Integrating Land Use & Transportation

Developed by Forward Pinellas in its role
as the Metropolitan Planning Organization
and Planning Council for Pinellas County

FORWARD PINELLAS

Integrating Land Use & Transportation

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What's Inside

INTRODUCTION

Forward Pinellas was created by a Special Act unifying the Pinellas Planning Council (focused on land use planning) and the Pinellas County Metropolitan Planning Organization (focused on transportation planning) into one organization. This unification recognizes that land use and transportation planning do not exist independently but have a relationship in which each influences the other.

Land use and transportation both play a key role in the local and regional economy, quality of life, environment and community character. The Forward Pinellas *Countywide Trends and Conditions Report* provides a biennial snapshot of countywide land use and transportation trends and conditions in Pinellas County, Florida. This information can be used as a tool for measuring various performance metrics tied to the goals, objectives and policies of Forward Pinellas' guiding plans, Advantage Pinellas (the Long Range Transportation Plan) and the Countywide Plan.

This report is based upon transportation and land use data collected from a variety of resources, including Forward Pinellas, Federal, State and local agencies. Transportation data includes usage and crash data related to roads, transit, sidewalks, trails and bike lanes, formatted in tables, maps, and graphs. Generally, data from 2018 is used whenever available, along with a five-year timeframe for comparison, whenever available.

This report is also used for Forward Pinellas Congestion Management Process (CMP), as data compiled for this report serves as a basis for identifying where the transportation system is functioning properly and where improvements are needed. This report will be used by Forward Pinellas to help guide land use policy, identify and prioritize needed transportation improvements, analyze the effectiveness of implemented congestion and safety strategies and provide input for developing Forward Pinellas' Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP) and the Countywide Plan.

The Pinellas Transportation System

46 centerline miles of Strategic Intermodal System corridors

589 centerline miles of monitored roadways

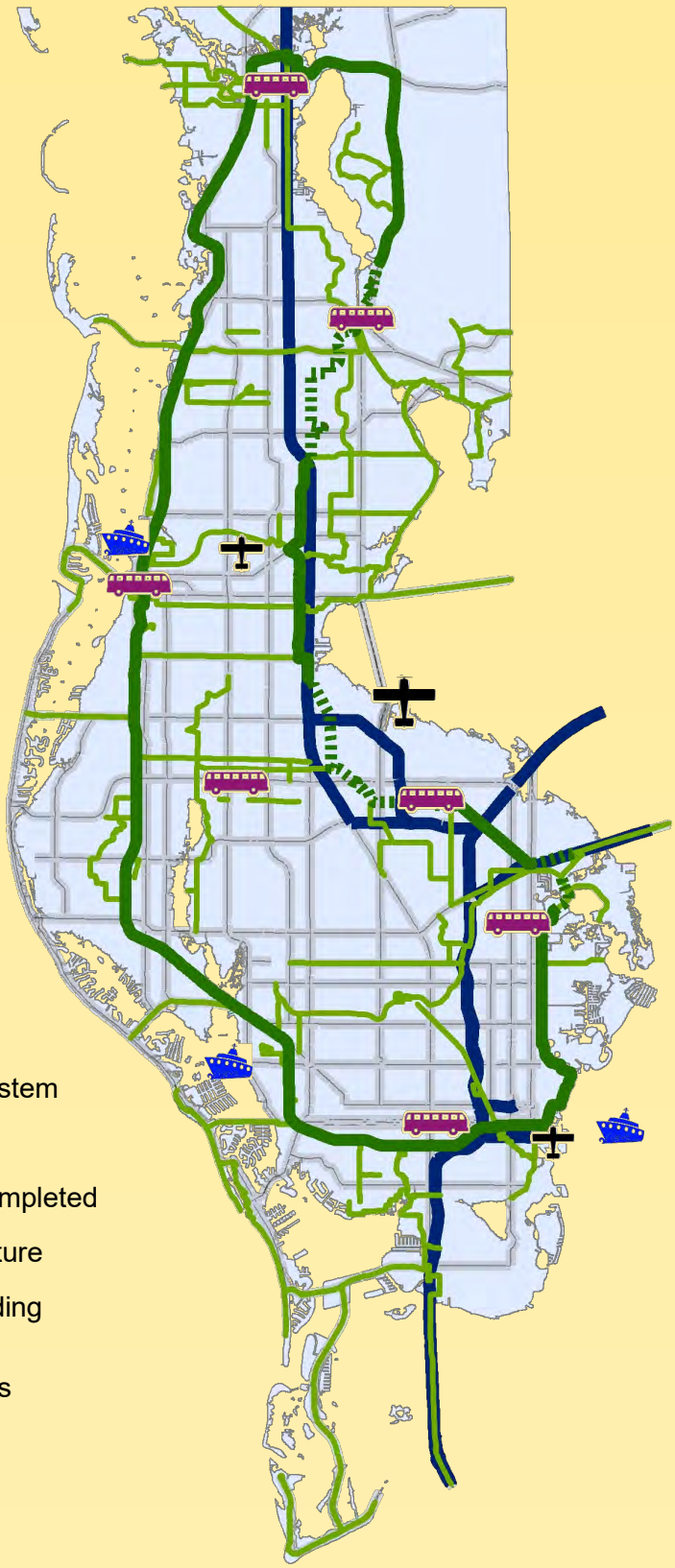
60 miles of existing Pinellas Trail Loop

76 miles of existing community trails

53 local & regional bus routes

3 airports

3 ferry routes



Legend

- Strategic Intermodal System
- Other arterial roadways
- Pinellas Trail Loop - Completed
- Pinellas Trail Loop - Future
- Community trails (including proposed trails)
- Major/regional bus stops
- Airports
- Ferry service

Source: *Forward Pinellas, 2019*

COORDINATING LAND USE AND TRANSPORTATION

Transportation and land use planning do not exist independently, but have a relationship in which each influences the other.

Source (both pages): U.S. Census Bureau, 2017 and Forward Pinellas, 2018

Land use and transportation have traditionally been treated as separate planning fields. But land use decisions affect the transportation system and can increase options for people to access destinations, goods, services, and other resources to improve the quality of their lives. In turn, transportation decisions affect land use development demand, choices, and patterns.

The Forward Pinellas *Countywide Plan for Pinellas County* integrates land use and transportation planning by guiding new population and job growth into activity centers such as historic downtowns, and multimodal corridors where walking, biking and transit are supported. A concentration of different uses allows residents to commute to work or school, visit neighbors, shop for daily needs, and travel to special events as easily as possible without an automobile. In 2019, Forward Pinellas updated the Countywide Plan to allow local governments more flexibility to develop these important places. About 5% of Pinellas residents live in designated activity centers, compared with 4% in 2015.

To maximize the number of people who live and work within convenient reach of transit, activity centers and multimodal corridors should concentrate higher-density residential, office, and retail development within easy walking distance (1/4 to 1/2 mile) of transit stops. Land use patterns that support walking, biking and transit use include an interconnected street network designed to make travel distances as short and direct as possible, with buildings oriented near the sidewalks and parking relegated to the rear of the property, to minimize conflicts with automobiles.

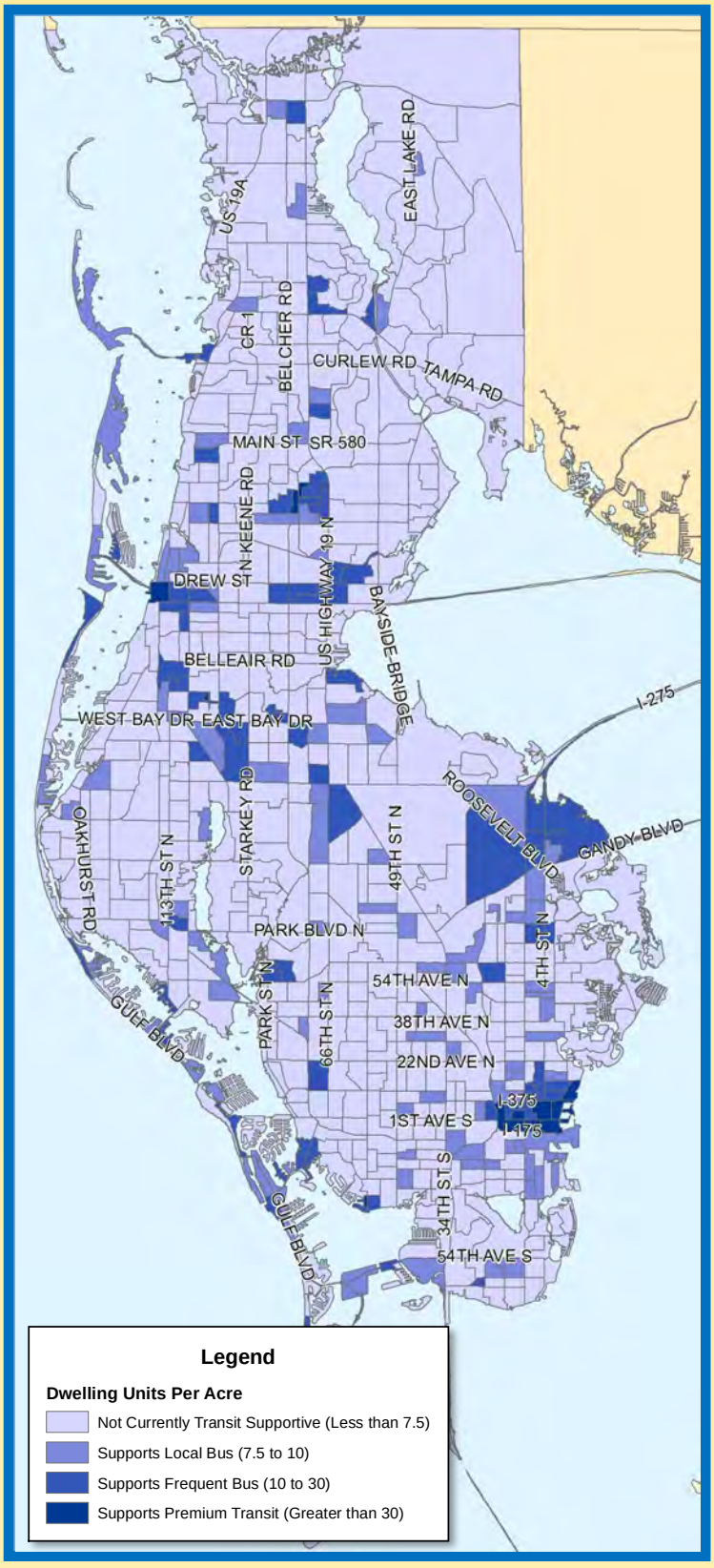
As depicted on the map at right, about 14% of Pinellas households live in Census block groups with average residential densities that could, with appropriate urban design, support frequent bus service or better, increased from 13% in 2015. These locations provide opportunities for developing new centers, corridors, and other transit-supportive places.

Forward Pinellas offers both technical assistance and grants to help local governments meet these goals. Since 2017, the Forward Pinellas Complete Streets Program has awarded $4.3 million in funding to local governments for construction and planning of streets that enable safe access for pedestrians, bicyclists, public transportation users and motorists. Since 2018, the Planning and Placemaking Program has awarded another $150,000 to assist communities with initiatives that advance the planning and urban design principles of the Countywide Plan.

As depicted on the map at right, 13% of the Pinellas population lives in Census block groups with average residential densities that could, with appropriate urban design, support frequent bus service or better. This is an increase from 12% in 2012.

Forward Pinellas also encourages local governments to build “Complete Streets,” or streets designed and operated to enable safe access for everyone, including pedestrians, bicyclists, public transportation users and motorists. The Complete Streets approach is to view all transportation improvements as opportunities to create safer, more accessible streets for all users, not just in activity centers and multimodal corridors. Under this approach, even small projects can be an opportunity to make meaningful improvements. In 2017, the inaugural Forward Pinellas Complete Streets Program allocated $1.1 million in funding for construction and planning along these corridors.

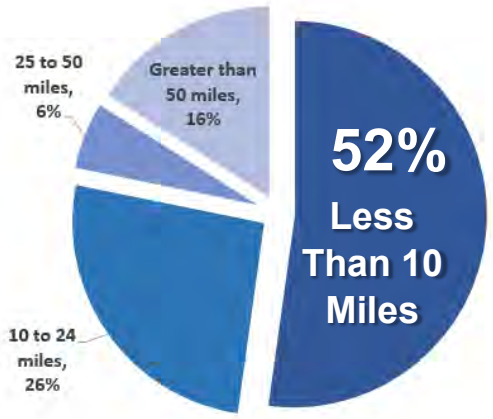
Transit-Supportive Residential Densities (Average by Census Block Group)



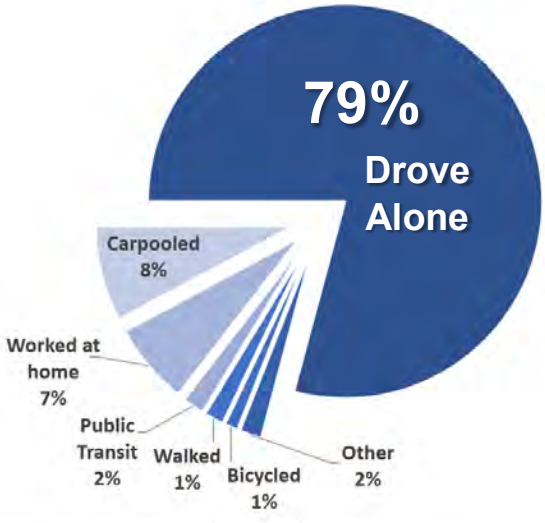
* *Based on residential land acreage within each block group. Density ranges represent typical minimums needed to support transit types, with appropriate urban design.*

Transportation connectivity and planned redevelopment are integral to the economic success of the Tampa Bay region.

Distance to Work for Pinellas Residents



Means of Transportation to Work for Pinellas Residents

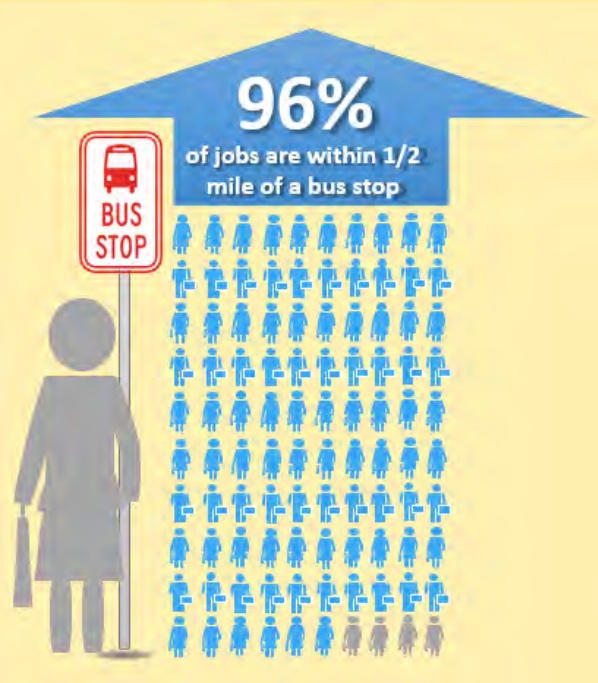


Source: U.S. Census Bureau, American Community Survey, 2017 & LODES, 2017.

Economic Development

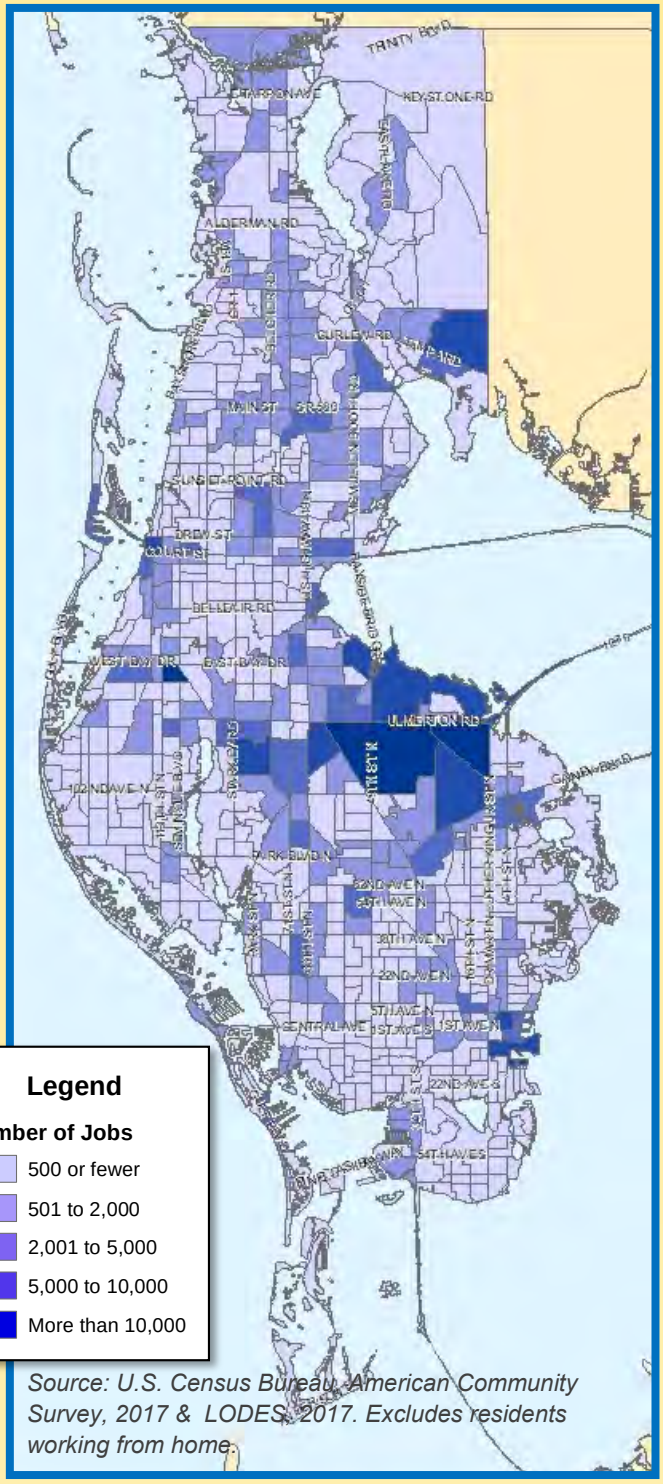
Transportation and land use decisions create the framework within which communities grow, influencing development, economic prosperity and quality of life. Forward Pinellas' Long Range Transportation Plan and Countywide Plan both share the goal of supporting and furthering economic development and employment opportunities within Pinellas County. Forward Pinellas also promotes opportunities for public-private partnerships, improving roadway operations, travel options and access to and from major activity centers.

Commuting to and from work is the largest component of many residents' travel, and offers significant opportunities for improving transportation choices. Land use planning can provide for residents and workplaces to be located closer to one another, with densities and land use patterns that support multimodal travel, while improved transportation infrastructure and services connect the areas where demand is greatest.



Source: U.S. Census Bureau LODES, 2017; Pinellas Suncoast Transit Authority, 2019

Distribution of Jobs by Census Block Group



Source: U.S. Census Bureau, American Community Survey, 2017 & LODES, 2017. Excludes residents working from home.

A majority of Pinellas County residents (85%) commute alone in private vehicles. This is 1% higher than in 2015. Improving transit, bicycle and pedestrian infrastructure can provide other options for commuters, particularly for those traveling shorter distances.

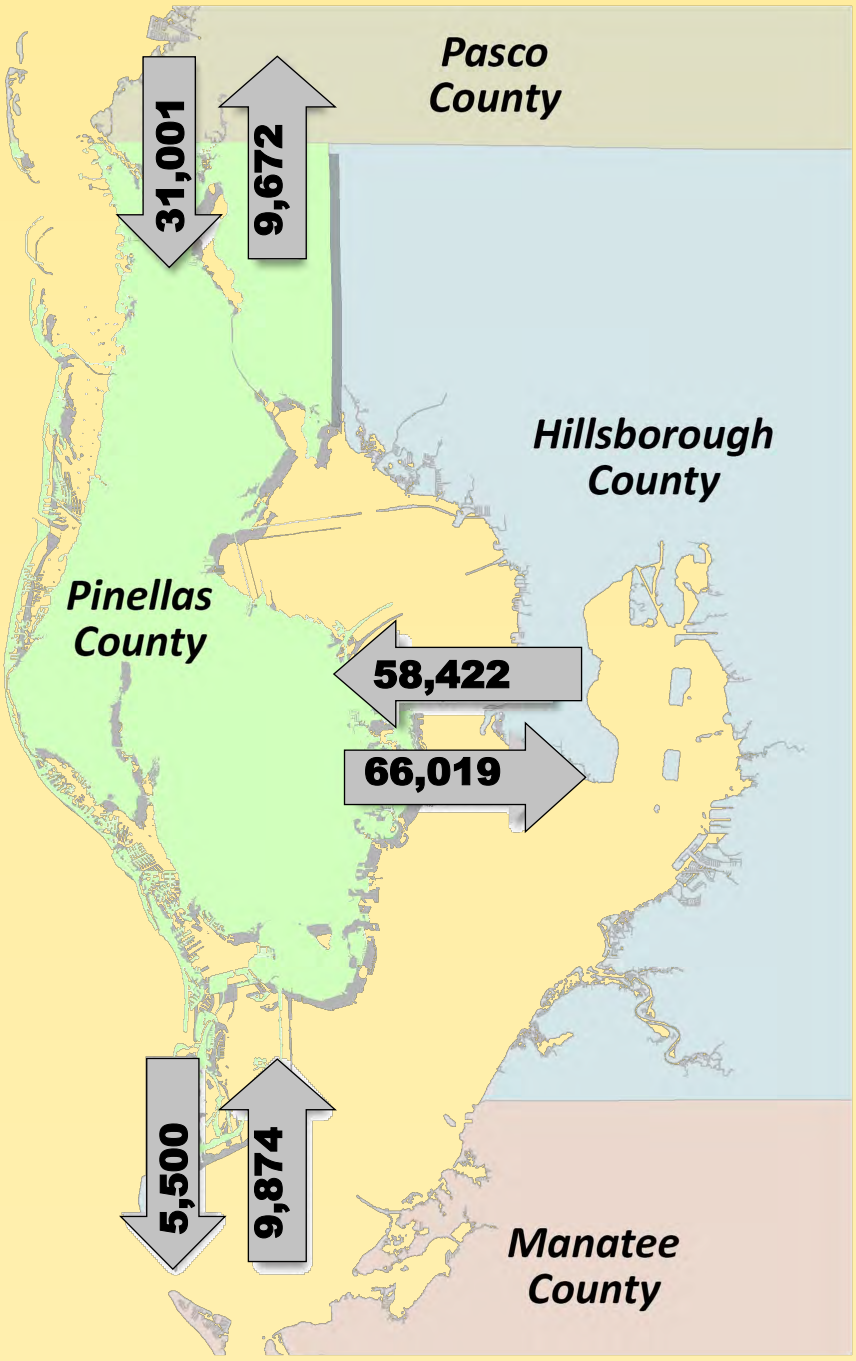
As noted in the infographic above, 96% of jobs are within 1/2 mile of a bus stop. Increasing the frequency of bus service along routes serving large numbers of housing and jobs could make this mode of travel a more viable option for the 52% of commuters traveling less than ten miles to work. Encouraging future population and job growth to locate within activity centers and along multimodal corridors will also allow transportation infrastructure to be placed as efficiently as possible.

REGIONAL TRENDS

Pinellas County is an important part of the increasingly interdependent Tampa Bay region, and is a major origin and destination for regional commuter travel. According to the U.S. Census Bureau's *Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics* (LODES) from 2017, the most current data year, about 64% of the Pinellas' 421,021 employed residents work within the county. Another 19% work in one of the three adjacent counties, and the remaining 17% travel to more distant locations. These patterns have remained stable over the past two years.

As shown on the map to the right, the majority of intercounty commuter travel is between Pinellas and Hillsborough Counties, with Pinellas sending more residents to work in Hillsborough County than the reverse. Conversely, Pasco and Manatee Counties send significantly more of their residents to work in Pinellas than Pinellas sends to those counties.

Employee Inflow/Outflow Among the Counties of the Tampa Bay Region



Source: U.S. Census Bureau LODES, 2017

Tourism is one of Pinellas County's most important industries, and arguably its most visible. Pinellas County has experienced significant growth in visitors in recent years. Visit St. Pete/Clearwater, the Convention and Visitors Bureau for Pinellas County, reported approximately 6.6 million overnight visitors in 2018, up from 6.3 million in 2016 (about 4% growth).

Source: Visit St. Petersburg/Clearwater, 2016 & 2018

The increase in out-of-county and out-of-state cars, as well as rental cars, places additional demands on the area's roadway network. Peak impact is seen during the annual occurrence of Easter and spring break for schools and colleges. Traffic congestion on routes between the mainland and barrier islands, a popular draw for tourists, is particularly visible during these periods. These visitors also pay sales and gas taxes, which provide additional revenue to fund transportation projects. Direct expenditures by tourists increased from about $4.9 billion in 2016 to $5.2 billion in 2018, or about 6% growth unadjusted for inflation, according to Visit St. Pete/Clearwater's *Annual Visitor Profile Report* for those years.

Forward Pinellas leads the way in planning for the future of critical regional assets through its Strategic Planning and Operations Topics, known as SPOTlight. These emphasis areas bring local, regional and state governments and agencies together in partnership to plan for and implement land use and transportation enhancements in key areas. Current SPOTlight emphasis areas include developing a vision for the U.S. 19 corridor, and enhancing transportation access between the mainland and beach communities. The development of a master plan for the economically important Gateway/mid-county area is slated for late 2019.

MANAGING CONGESTION

What is the Strategic Intermodal System (SIS)?

The efficient movement of residents, workers, visitors and goods between Pinellas County and the rest of Tampa Bay relies on a handful of major roadways belonging to the statewide Strategic Intermodal System (SIS). The SIS is an intermodal network of high-priority transportation facilities that seamlessly flow from one mode to the next with the goal of providing mobility for people and goods traveling through the State. There are 46 centerline miles of SIS roadways in Pinellas County, including interstate highway I-275 and its spurs I-175 and I-375; portions of U.S. Highway 19; and Gandy Boulevard. The Florida Department of Transportation oversees the designation, implementation, and management of the SIS.

Congestion Management Process

Congestion management is the use of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. The congestion management process (CMP) is a systematic approach for providing safe and effective integrated management and operation of the multimodal transportation system.

The overall CMP goal is 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.

Forward Pinellas' congestion management process for Pinellas County follows the policies and procedures in the currently-adopted *Congestion Management Process Policies and Procedures Manual* (available on our website at forwardpinellas.org). This manual describes the process used to respond to federal and state CMP requirements and closely follows the recommended eight step process identified in *Congestion Management Process: A Guidebook*, published by the U.S. Department of Transportation/Federal Highway Administration.

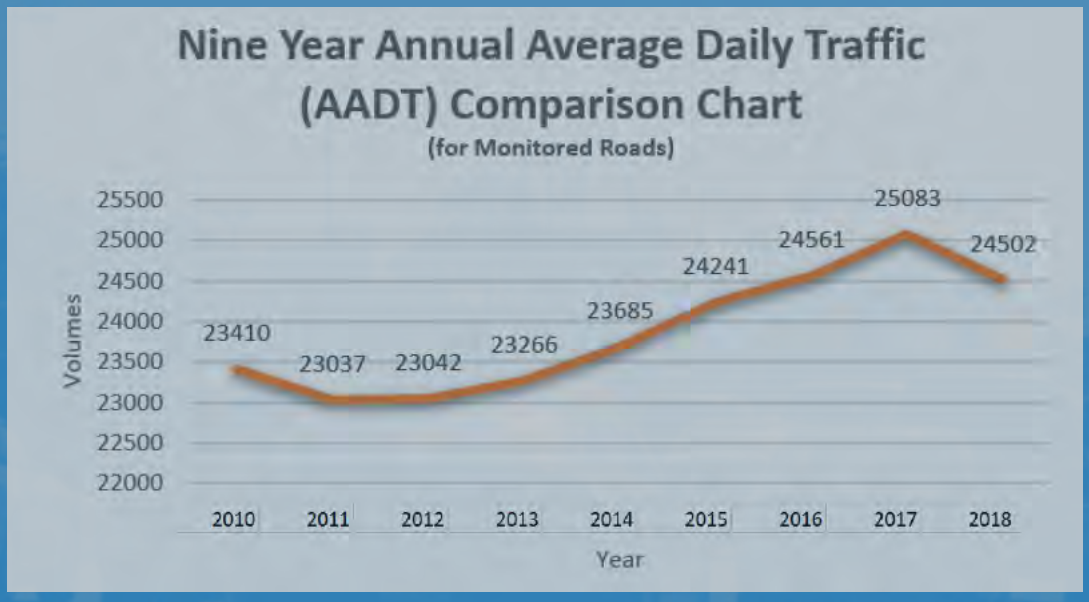
Most Congested Roadways

Part of the congestion management process includes analyzing the most severely congested road segments. Monitored roadways are ranked based upon their volume-to-capacity ratios to determine ranked results. Ranked results show the most severely congested road segments for the longest period of time for both Strategic Intermodal System (SIS) and non-SIS roads. Rankings for the top twenty most severely congested SIS road segments are shown in the tables on the next page.

Top 20 Most Severely Congested Facilities/Segments

NON-SIS			
RANK	ON STREET	FROM	TO
1	EAST LAKE RD	RIDGEMOOR BLVD	LANSBROOK PKWY
2	EAST LAKE RD	TARPON LAKE BLVD S	RIDGEMOOR BLVD
3	EAST LAKE RD	TARPON WOODS BLVD	TARPON LAKE BLVD S
4	EAST LAKE RD	WOODLANDS BLVD	TARPON WOODS BLVD
5	COURTNEY CAMPBELL CSWY	BAYSHORE BLVD	DAMASCUS RD
6	COURTNEY CAMPBELL CSWY	DAMASCUS RD	HILLSBOROUGH CL
7	SR 688 | ULMERTON RD	ROOSEVELT BLVD	40TH ST
8	FOREST LAKES BLVD	PINE AVE	COMMERCE BLVD
9	FOREST LAKES BLVD	COMMERCE BLVD	BROOKER CREEK BLVD
10	FOREST LAKES BLVD	BROOKER CREEK BLVD	HILLSBOROUGH COUNTY LINE
11	WEST BAY DR	CLWTR-LARGO RD	4TH ST
12	WEST BAY DR	4TH ST	MISSOURI AVE
13	FOREST LAKES BLVD	SR 580	TAMPA RD
14	EAST LAKE RD	NORTH SPLIT	WOODLANDS BLVD
15	ALT US 19 | BAY PINES BLVD	PARK ST	E END OF BRIDGE
16	ALT US 19 | BAY PINES BLVD	E END OF BRIDGE	W END OF BRIDGE
17	ALT US 19 | PALM HARBOR BLVD	CRYSTAL BEACH	ALDERMAN RD
18	ALT US 19 | PALM HARBOR BLVD	NEBRASKA AVE	CRYSTAL BEACH
19	ALT US 19 | PALM HARBOR BLVD	VIRGINIA AVE	NEBRASKA AVE
20	ALT US 19 | PALM HARBOR BLVD	TAMPA RD	VIRGINIA AVE

SIS			
RANK	ON STREET	FROM	TO
1	US 19	NORTHSIDE DR	CURLEW RD
2	US 19	CURLEW AVE	NORTHSIDE DR
3	US 19	SR 580 | MAIN ST	REPUBLIC DR
4	US 19	REPUBLIC DR	CURLEW AVE
5	US 19	HIGHLANDS BLVD	ALDERMAN RD
6	US 19	NEBRASKA AVE	HIGHLANDS BLVD
7	US 19	TAMPA RD	NEBRASKA AVE
8	I-275	22ND AVE N	38TH AVE N
9	US 19	MLK	TARPON AVE
10	US 19	KLOSTERMAN RD	MLK
11	I-275	54TH AVE N	GANDY BLVD
12	US 19	CR 39	TAMPA RD
13	US 19	CURLEW RD	CR 39
14	US 19	ALDERMAN RD	INNISBROOK DR
15	US 19	INNISBROOK DR	KLOSTERMAN RD
16	I-275	GANDY BLVD	SR 686 | ROOSEVELT BLVD
17	I-275	5TH AVE N	22ND AVE N
18	I-275	I-375	5TH AVE N
19	I-275	I-175	I-375
20	I-275	38TH AVE N	54TH AVE N



Traffic Volume and Road Capacity

Each year, Annual Average Daily Traffic (AADT) volumes are collected from counters by the Florida Department of Transportation (FDOT) and local governments. The chart to the left shows the AADT over the past nine years for monitored roads throughout Pinellas County. Countywide, the AADT decreased approximately 2.3% between 2017 and 2018.

Source: Forward Pinellas, 2019

What is Volume-to-Capacity Ratio ?

Volume-to-Capacity is a measurement of traffic volumes compared to the capacity of the road during an average day.

The map on this page identifies roadways in Pinellas County that are congested or mildly congested. Congested roadways are defined as roadways that have a volume-to-capacity ratio of 1.0 or higher. Roadways with mild congestion have a volume-to-capacity ratio between .85 and .99.

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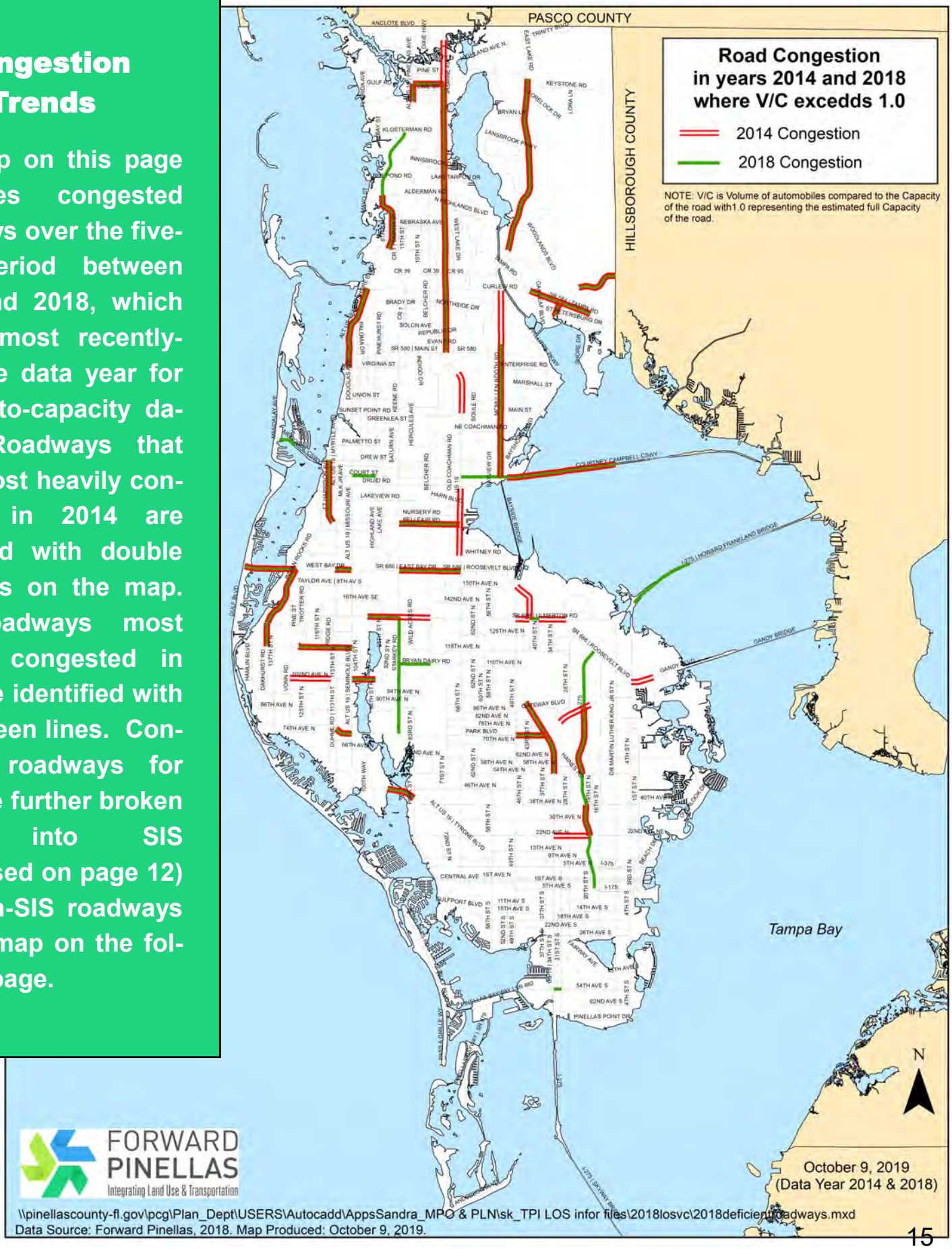
Data Source: Forward Pinellas, 2018. Map Produced: October 9, 2019.

Congestion Trends

The map on this page compares congested roadways over the five-year period between 2014 and 2018, which is the most recently-available data year for volume-to-capacity data). Roadways that were most heavily congested in 2014 are identified with double red lines on the map. The roadways most heavily congested in 2018 are identified with solid green lines. Congested roadways for 2018 are further broken down into SIS (discussed on page 12) and non-SIS roadways on the map on the following page.

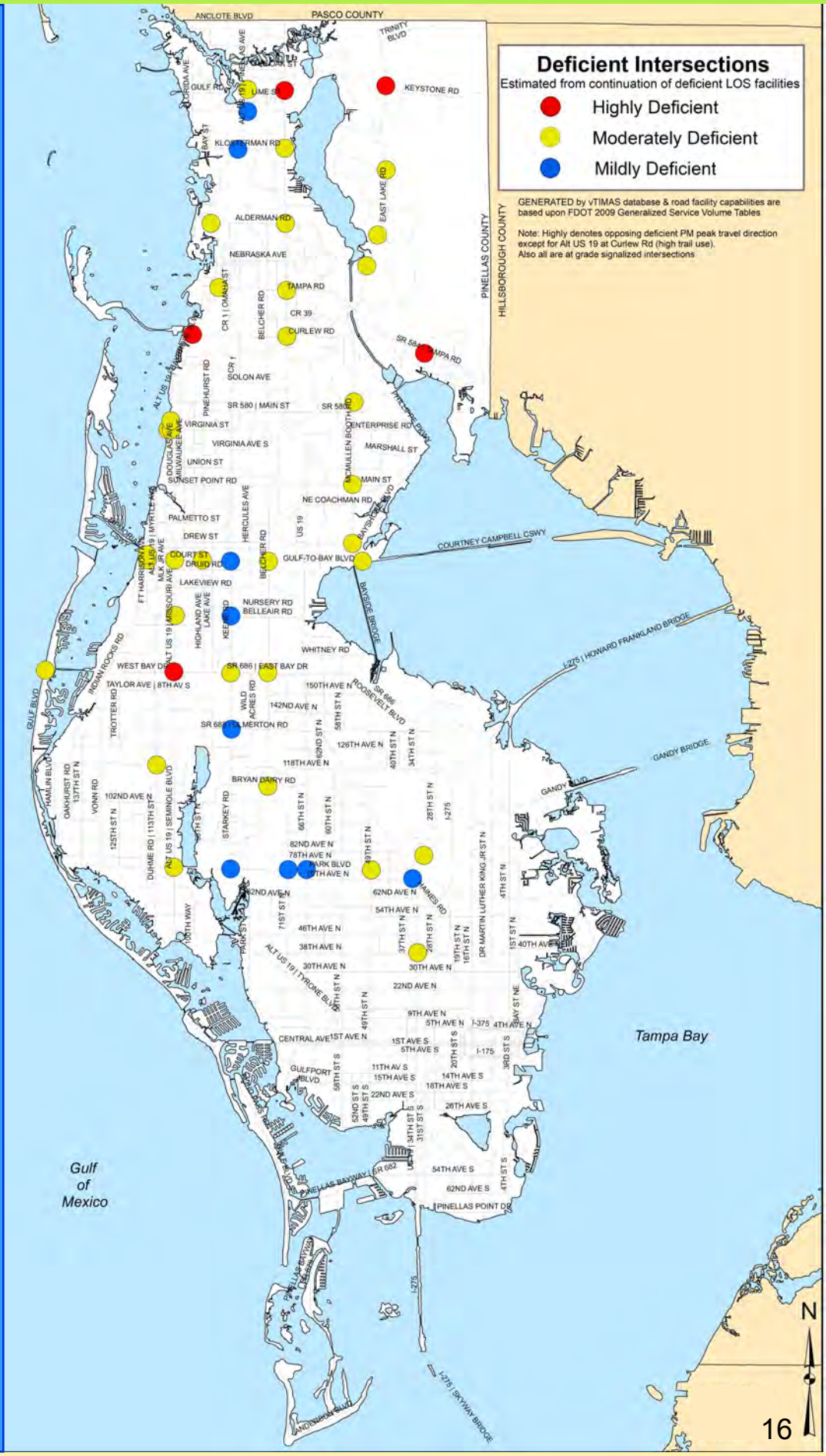


What is a deficient intersection?

Deficient (or "saturated") intersections are at-grade, signalized intersections where deficient level of service facilities intersect. Pinellas County's transportation network has more than 30 such intersections. Although Intelligent transportation systems (ITS) (discussed on page 22) can provide up to 24% savings in travel time, its effectiveness is more limited along roads with deficient intersections during rush hour traffic conditions. Just as a saturated sponge cannot absorb additional water, a saturated intersection with ITS cannot provide additional savings in travel time during rush hour conditions.

Opportunities for capital improvements on roadways are severely limited due to a variety of factors including availability of land, funding, high right-of-way costs, impacts to neighborhoods, compatibility issues, property values and environmental concerns.

As additional ITS and road capacity projects reach a point of diminishing returns, it's increasingly important for Forward Pinellas and its partners to maximize the potential of all transportation modalities, including transit, pedestrian and bicycle, in addition to roads.



ENHANCING MOBILITY

Providing a balanced and integrated multi-modal transportation system for local and regional travel is a goal embedded in Forward Pinellas' transportation and land use planning.

Source: Forward Pinellas, 2019

Opportunities for adding capacity to roadways are severely limited due to a variety of factors including availability of land and funding; high right-of-way costs; concern about impacts on neighborhoods, including compatibility issues, property values and environmental concerns; and a commitment to seeking alternative solutions to congestion mitigation, such as transportation system and demand management, wherever possible and practical.

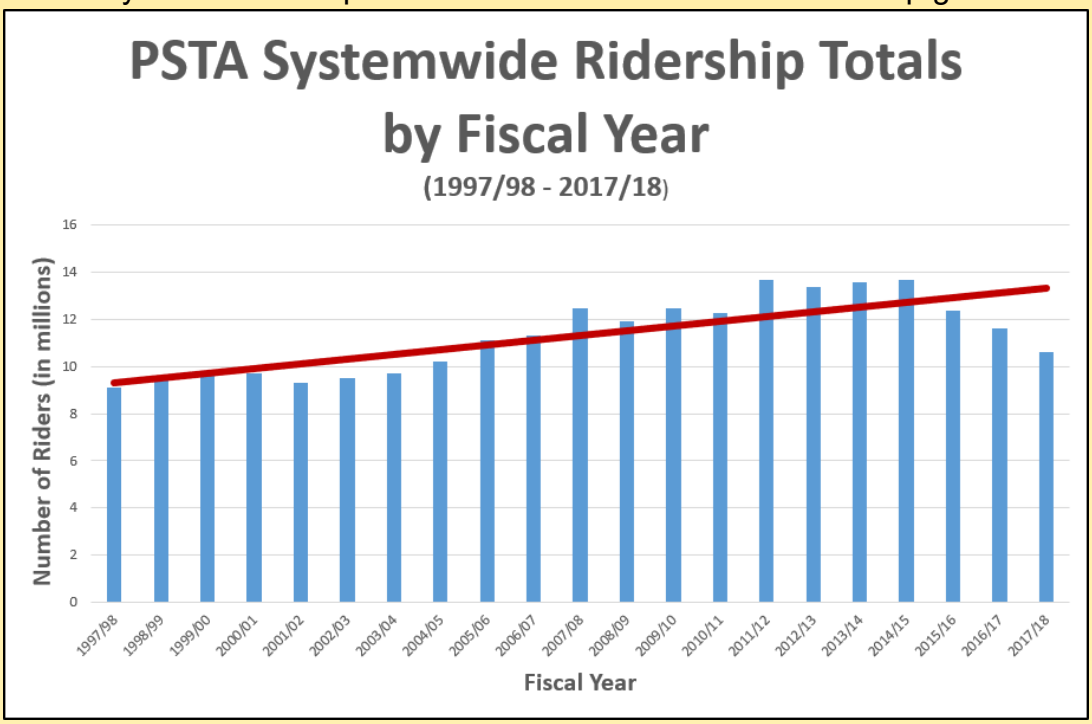
To meet the county's mobility challenges and to support quality of life, it has become increasingly important for Forward Pinellas and its partners to maximize the potential of all transportation modalities, including transit, pedestrian and bicycle, as well as the efficient movement of vehicles. Expanding modal alternatives to roadways for travel and transport, and improving the efficiency of vehicle traffic through technology, help to reduce traffic congestion.

Forward Pinellas' goal is to facilitate the enhancement of the county's land use that's coordinated with a multimodal transportation system. This goal is stated in both our Long Range Transportation Plan and Countywide Plan and reflected in our day-to-day operations. To this end, we consider all modes in the planning, design and construction of transportation projects. We coordinate and collaborate with transportation partners, the public and other stakeholders to provide for multimodal options for local and regional travel.

Transit

Local and regional transit services are operated by the Pinellas Suncoast Transit Authority (PSTA). The majority of the county is served by the PSTA system, which operates more than 53 bus, trolley, and shuttle circulator routes. On most routes, departure times (headways) are one hour apart, although some routes with high ridership operate more frequently. Major bus terminals are located at Park Street in downtown Clearwater and Central Plaza in St. Petersburg. Designated park-and-ride lots are located in Largo and St. Petersburg.

A general trend of rising ridership occurred over the past two decades, notably during the Great Recession, which began in FY 07/08 and ended in FHY 09/10. More recently year-over-year decreases, such as that seen between FY 14/15 and FY 16/17 have occurred due to fare increases and service reductions implemented by PSTA and to other factors affecting ridership at transit agencies across the country. These include less shopping trips overall, more telecommuting, transportation network companies, lower gas prices, increased car ownership, and improved economy. PSTA has implemented a first/last mile service to help get riders to and from the fixed route network, as well as an overnight program for transportation disadvantaged customers who need to get to and from work when fixed route service is not running.

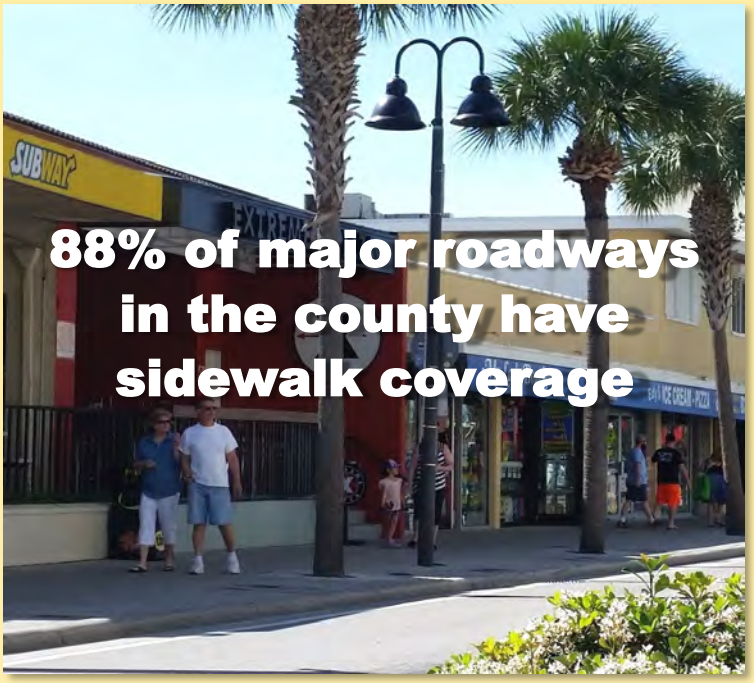


Source: Pinellas Suncoast Transit Authority, 2019

Bicycle & Pedestrian Infrastructure

It is widely recognized that walking and bicycling are beneficial alternatives to private automobile travel. In addition to allowing greater mobility for residents, encouraging these modes produces less air pollution than automobiles and improves health outcomes by encouraging residents to engage in higher levels of physical activity. These modes of travel are encouraged through the development of distinct, yet complementary and interdependent networks of sidewalks, bike lanes, and trails. According to the 2017 American Community Survey, approximately 1.7% of Pinellas workers walk to work and 1.2% bike.

Many areas in the county were developed prior to the 1970s, before sidewalks were routinely required to be installed as part of the land development process. Forward Pinellas advocates for the expansion of the county's sidewalk network to fill in gaps on the major road network, and encourages local governments to identify and fill gaps on local streets. Based on centerline miles, 49% of all roads and streets, or 1,739 roadway miles, had sidewalk coverage in 2018. Major roads had 88% sidewalk coverage in 2018, up from 80% in the *2016 State of the System Report.*

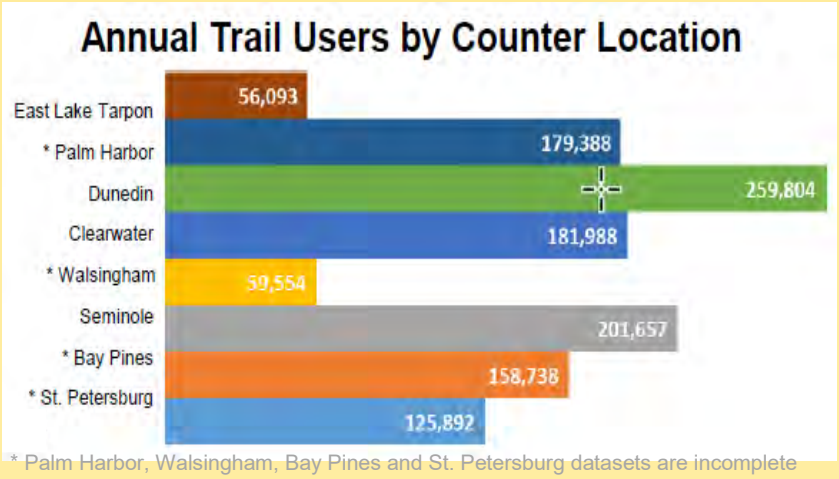


Source: (both pages) Forward Pinellas , 2019

Bicycle lanes are on-road facilities designated for use by cyclists only, and can be added during routine resurfacing or restriping projects if sufficient lane width is available. 24% of major roadways, or about 227 miles, currently have bike lane coverage, up from 20% in 2016.

Trails are standalone, paved corridors that provide a "roadway" for the exclusive use of non-motorized transportation. The backbone of the local trail system is the popular Pinellas Trail Loop, shown on the following pages.

The county also contains a network of local community trails, many of which connect to the Pinellas Trail. Pinellas County added 5 miles of trails to its countywide trail network between 2017 and 2019. The countywide trail network not only includes the Pinellas Trail Loop, but also all of the community trails constructed collectively by the 25 local governments within Pinellas County. About 32% of Pinellas County households are located within 1/2 mile of a multiuse trail.



* Palm Harbor, Walsingham, Bay Pines and St. Petersburg datasets are incomplete due to various technical issues.

Average Trail User Mode Split

East Lake Tarpon:	3%	97%
Palm Harbor: *	16%	84%
Dunedin:	19%	81%
Clearwater:	36%	64%
Walsingham: *	19%	81%
Seminole:	36%	64%
Bay Pines: *	27%	73%
St. Petersburg: *	38%	62%

Source: Forward Pinellas 2018

Data collected by automated trail counters in 2018 shows a total of 1,223,114 trail users at eight locations on the Pinellas Trail Loop. Currently, automated trail counters are only in use on the Pinellas Trail Loop and are not yet in use throughout the rest of the countywide trail network.

Pinellas Trail Loop

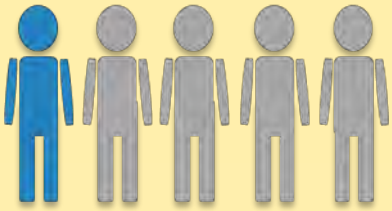
Forward Pinellas is working with our local government and FDOT partners to complete the 76-mile trail known as the Pinellas Trail Loop. As of October 2019, most of the Pinellas Trail Loop (60 miles, or nearly 79%) has been constructed. Unconstructed gaps still exist, as shown in the map on page 22. The Loop connects low-income and minority areas, major employers, institutions of higher education and vocational training, schools and many other community resources through a transportation network that reduces traffic congestion while providing an option for the movement of non-motorized travelers.

Source: Pinellas County and Forward Pinellas, 2019. Large employers are those with 100 or more employees.

The completed Loop will also provide a regional connection to the Courtney Campbell Causeway Trail, a non-motorized bicycle and pedestrian facility that crosses Tampa Bay, connecting to the Tampa and Hillsborough County trail networks. In addition, the Pinellas Trail Loop is part of the Florida Coast-to-Coast Trail, an uninterrupted trail that, when complete, will span the entire width of the State of Florida from St. Petersburg to Titusville. 198,000 residents and 132,000 jobs are within 1/2 mile of the Pinellas Trail Loop.

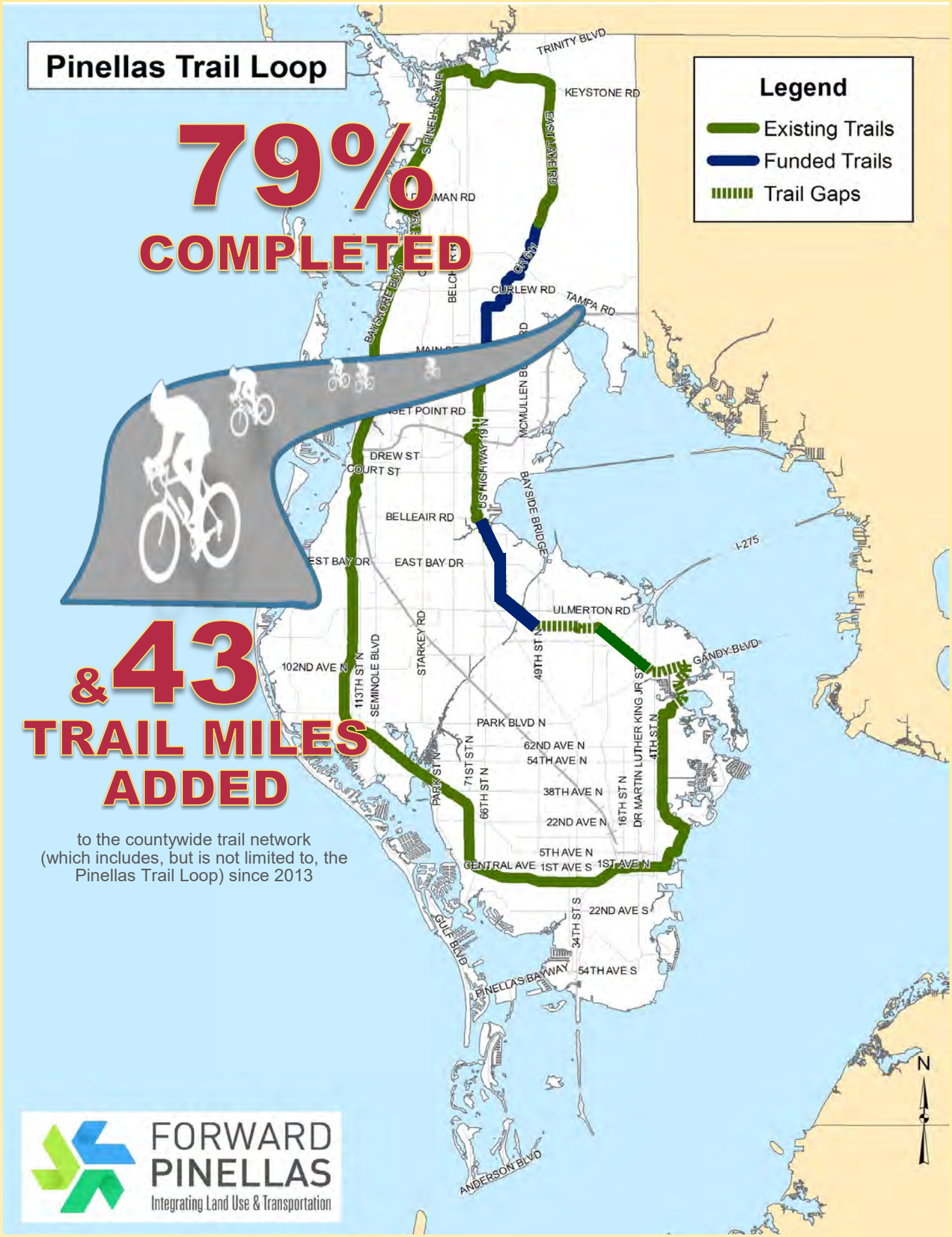
The Pinellas Trail Loop:

- Provides economic opportunities by connecting residents, workers and tourists with employment, commercial and recreational destinations.
- Provides low-income and minority neighborhoods with enhanced connections to transit, schools, commercial centers, employment and recreational facilities.
- Decreases adverse environmental impacts on air quality by providing non-motorized transportation options.
- Fosters a safe, connected and accessible transportation system throughout Pinellas County.



Nearly 1 out of 5 Pinellas County residents live within 1/2 mile of the Pinellas Trail Loop

Source: U.S. Census Bureau, 2017; Forward Pinellas, 2019

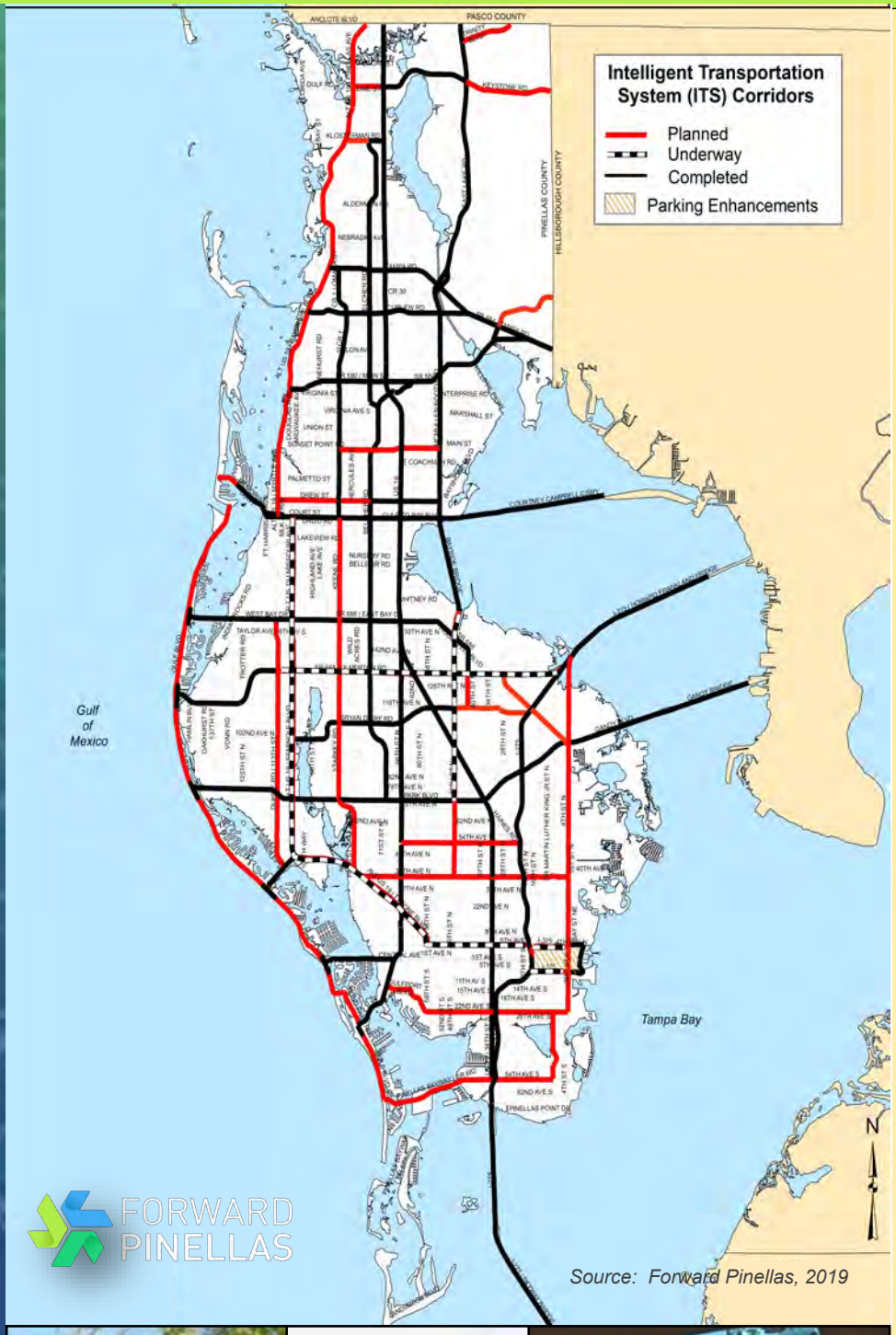


FORWARD PINELLAS
Integrating Land Use & Transportation

Intelligent Transportation Systems

Pinellas County's Intelligent Transportation System (ITS) is one of the most advanced traffic management systems in the state of Florida. ITS involves the use and coordination of traffic signal control device operations and transportation system user information from motorist, transit, pedestrians and bicyclists. Smart cities concepts are also incorporated to even further enhance the transportation system and improve safety. By integrating smart cities communication technology with various physical devices connected to the ITS network, such as Bluetooth sensors, closed circuit television (CCTV) cameras, and electronic safety devices, real-time data is collected and used to monitor and manage the transportation system, optimize signal patterns and control traffic flow. Through the use of ITS, travel time is reduced by 13 percent and drivers experience a faster and safer commute.

The County continues to implement ITS throughout the region to enhance safety, mobility and connectivity. The map at the right shows corridors where ITS improvements have been completed or are planned.



Waterborne Transportation

Ferries and water taxis are increasingly being used to help meet the region's transportation needs. The publicly funded Cross-Bay Ferry operates between downtown St. Petersburg to downtown Tampa enjoyed a successful second season with more than 53,000 passengers in 2018. A new season for service will begin starting November 1, 2019.

Source: Cross-Bay Ferry, 2019

The private-sector Clearwater Ferry operates three routes connecting Clearwater Beach with downtown Clearwater and Dunedin, with up to 27 trips a day during peak season. Another private-sector provider, Tampa Bay Ferry & Water Taxi, operates two routes from Fort DeSoto to Egmont and Shell Keys, with up to five trips a day during peak season.

Forward Pinellas held a Waterborne Transportation Forum in 2016, and established a working group of local planners and ferry/water taxi operators to craft a consistent set of standards for this transportation option, which is new to our area. A model ordinance created by the working group was distributed to local governments in March 2017. Given the cross-jurisdictional nature of ferry travel, the model ordinance will help ensure consistent standards across Pinellas County.

Personal watercraft are also a part of the multimodal transportation system. According to the Florida Department of Highway Safety and Motor Vehicles, there were 51,000 private vessels registered in Pinellas County in 2018, the second-highest of all Florida counties. The Pinellas County Property Appraiser's Office has identified 59 marinas in the county, and 53 boat launch facilities have been inventoried by the Florida Fish and Wildlife Conservation Commission. The Pinellas County Parks and Conservation Resources Department has also identified 79 miles of locally designated canoe/kayak paddling trails in Pinellas County waters, including 46 miles of the statewide Florida Circumnavigational Saltwater Paddling Trail.

ENHANCING SAFETY

Safety Performance Measures

The Fixing America's Surface Transportation (FAST) Act requires performance-based, multi-modal planning processes to address the safety challenges on the U.S. transportation system. The FAST Act authorizes FHWA to establish safety performance measures. Forward Pinellas began reporting on these safety performance measures in its *Traffic Crash Trends and Conditions Report,* (October 2016), and continues to report on safety performance measures, which are summarized in the tables and infographics in the pages that follow.

Pinellas County Safety Performance Measures	2013	2014	2015	2016	2017	2018	2013-2017 Average	2014-2018 Average	Percent Change (from 2013-17 Avg. to 2014-18 Avg.)
Number of Motor Vehicle Crash-Related Serious Injuries	879	911	982	1,008	799	954	916	931	1.6%
Number of Motor Vehicle Crash-Related Fatalities	80	117	101	111	110	104	104	109	4.8%
Number of Serious Injury Crashes of Bicycle/Pedestrian Users	162	169	153	188	173	184	169	173	2.4%
Number of Bicycle/Pedestrian Fatalities	34	47	36	48	42	46	41	44	7.3%
Number of Serious Injury Crashes per Vehicle Miles Traveled (VMT)	41.07	41.60	43.60	43.85	33.96	40.82	40.82	40.77	-0.1%
Number of Fatalities per Vehicle Miles Traveled (VMT)	3.70	5.30	4.50	4.83	4.68	4.43	4.60	4.75	3.3%

Notes: The five-year rolling average percent change on this page for crash data is the rounded percent increase or decrease between the five-year rolling average for 2013 through 2017 and the five-year rolling average for 2014 through 2018 in Pinellas County, Florida as reported in the Forward Pinellas *Traffic Crash Trends and Conditions Report,* October 2016, and the Forward Pinellas Crash Data Management System. Crash data includes parking lot crashes. Serious injury crashes in the Forward Pinellas CDMS are "incapacitating injuries" and do not include "non-incapacitating injuries" or "possible injuries".

Florida's Strategic Highway Safety Improvement Plan (SHSP) Performance Measures

Another element of transportation safety planning is the SHSP. The Florida Department of Transportation (FDOT) developed their SHSP in collaboration with the Departments of Education, Health, Highway Safety and Motor Vehicles, and the Florida Highway Patrol, dozens of traffic safety organizations, cities and counties, as well as private sector businesses. This effort resulted in a statewide, data-driven plan that addresses the "4-E's" of safety: engineering, enforcement, education and emergency response.

Florida's SHSP goal is to achieve at least a five percent annual reduction in the actual number of fatal and serious injury crashes in seven focus areas that are defined below.

- ***Aggressive Driving*** - A crash involving a driver who; failed to yield right-of-way, failed to keep in the proper lane, followed too closely, ran a red light, ran a stop sign, passed improperly, exceeded the posted speed limit, disregarded other road markings, operated a motor vehicle in an erratic or reckless manner, or who disregarded other traffic signage.
- ***Intersection Crash*** - A crash in which the first harmful event occurs within the limits of an intersection.
- ***Vulnerable Road Users*** - Pedestrians, bicyclists or motorcyclists.
- ***Lane Departure Crash*** - A crash where the driver's vehicle impacted a utility pole, light support, traffic sign/signal support, tree, mailbox, guardrail, fence, ditch, culvert, concrete traffic barrier, cable barrier, bridge trail, bridge pier or support. This definition also includes any vehicle sideswipe or rollover.
- ***Impaired Driving*** - A crash involving a person who is suspected of drug or alcohol use or is under the influence of medication.
- ***At-Risk Drivers*** - A crash involving a 15 to 19-year-old person or person 65 years old or older.
- ***Distracted Driving*** - A crash resulting from the driver being distracted by electronic communication devices (cell phones, etc.), other electronic devices (navigation device, DVD player, etc.), other distraction inside the vehicle, external distraction (outside the vehicle), texting or general inattentiveness.

Pinellas County, Florida

The hard work and dedication of safety partners in implementing the SHSP continues to pay off. For example, Pinellas County's injury crashes due to driver impairment increased 4% and fatal lane departure crashes dropped 3%. Improvements are needed, however, especially with regard to fatal crashes involving intersections and fatal crashes involving distracted drivers. Both categories increased, on average, by an alarming 26%.

STRATEGIC HIGHWAY SAFETY PLAN FOCUS AREAS	2013	2014	2015	2016	2017	2018	2013-2017 Average	2014-2018 Average	Percent Change (from 2013-167 Avg. to 2014-18)
Serious Injury Crashes Due to Aggressive Driving	306	318	333	363	253	306	315	315	0%
Serious Injury Crashes Involving Vulnerable Users	291	297	318	342	271	323	304	310	2%
Lane Departure Serious Injury Crashes	151	141	134	156	112	159	139	140	1%
Serious Injury Crashes Due to Driver Impairment	114	79	103	90	88	105	95	93	-2%
Serious Injury Crashes Involving At-Risk Drivers	273	331	347	375	262	352	318	333	5%
Serious Injury Crashes Due to Distracted Driving	79	89	108	97	106	103	96	101	5%
Serious Injury Intersection Crashes	243	243	219	295	239	345	248	268	8%
Fatal Crashes Due to Aggressive Driving	20	38	36	27	40	39	32	36	12%
Fatal Crashes Involving Vulnerable Users	50	76	65	71	68	74	66	71	7%
Lane Departure Fatal Crashes	14	15	12	23	12	16	15	16	3%
Fatal Crashes Due to Driver Impairment	20	36	33	23	42	35	31	34	10%
Fatal Crashes Involving At-Risk Drivers	29	27	43	32	38	51	34	38	13%
Fatal Crashes Due to Distracted Driving	3	2	9	5	8	10	5	7	26%
Fatal Intersection Crashes	16	31	16	21	26	45	22	28	26%

Notes: The five-year rolling average percent change on this page for crash data is the percent increase or decrease (rounded) between the five-year rolling average for 2013 through 2017 and the five-year rolling average for 2014 through 2018 for crash data in Pinellas County, Florida as reported in the Forward Pinellas *Traffic Crash Trends and Conditions Report,* October 2016, and the Forward Pinellas Crash Data Management System (CDMS). The CDMS database categorizes crash injuries into "possible injuries", "incapacitating injuries and non-incapacitating injuries". Incapacitating injuries from the CDMS were used to populate data for the SHSP focus areas for serious injury crashes.

Trends in Florida (2014 - 2018)

Florida is one of the most populous states in the country according to the latest population estimates from the U.S. Census Bureau, and the population is projected to continue to increase in the foreseeable future. This population growth, along with an increase in traffic congestion, the number of licensed drivers and a significant decrease in the average annual retail price of gasoline are all variables that directly impact the driving habits of Floridians.

FLORIDA TRENDS	2013	2014	2015	2016	2017	2018	5 Year Rolling Avg. (2013-2017)	5 Year Rolling Avg. (2014-2018)	5 Year Rolling Avg. Percent Change
Total Motor Vehicle Crashes[1]	317,259	344,478	374,511	395,606	401,318	401,851	366,634	383,553	5%
Total Injuries[1]	211,124	225,758	225,718	254,226	253,928	254,484	234,151	242,823	4%
Total Fatalities[1]	2,403	2,497	2,938	3,182	3,093	3,150	2,823	2,972	5%
Total Pedestrian Crashes[1]	8,422	8,845	9,086	9,092	9,392	9,307	8,967	9,144	2%
Total Pedestrian Fatalities[1]	498	607	632	649	650	699	607	647	7%
Total Bicycle Crashes[1]	6,974	7,086	7,123	6,664	6,656	6,568	6,901	6,819	-1%
Total Bicycle Fatalities[1]	135	135	153	140	117	148	136	139	2%

1 https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/

Trends in Florida (2014 - 2018)

Increases in population and licensed drivers as well as an overall decrease in the average annual price of gasoline are contributing factors to the overall increase in motor vehicle use. The table on the previous page shows corresponding increases in the number of traffic crashes, injuries and fatalities in Florida during the same time frame. Based on these figures, it's clear that much work still needs to be done. There must be a continued focus on taking additional steps to improve traffic safety, including the strengthening of traffic laws, enhancing enforcement, expanding educational outreach and continuing to develop engineering solutions whenever feasible. The Florida Department of Transportation's (FDOT) *2018 Florida Strategic Highway Safety Plan* (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads.

Trends in Pinellas County (2014 - 2018)

In 2018, a total of 29,656 motor vehicle crashes were reported in Pinellas County. These crashes resulted in 119 fatalities and a total of 4,229 injuries. On average, the overall trend is a 7% increase in fatalities when comparing the five-year average for 2013 through 2017 with the five-year average for 2014 through 2018. The 7% increase is generally consistent with the upward trend of traffic fatalities since 2013 as reflected in the Pinellas County crash trends table below.

PINELLAS COUNTY CRASH TRENDS	2013	2014	2015	2016	2017	2018	2013-2017 Average	2014-2018 Average	Percent Change (from 2013-17 Avg. to 2014-18 Avg.)
Total Motor Vehicle Crashes	24,624	26,580	28,501	30,135	30,194	29,656	28,007	29,013	4%
Total Injuries	4,502	4,249	4,426	4,656	4,443	4,229	4,455	4,401	-1%
PC Total Fatalities	80	117	101	118	116	119	106	114	7%
Total Pedestrian Crashes	583	571	574	660	563	596	590	593	0.4%
Total Pedestrian Fatalities	30	40	34	47	38	39	38	40	5%
Total Bicycle Crashes	544	571	471	712	687	759	597	640	7%
Total Bicycle Fatalities	5	7	5	1	4	7	4	5	9%
Total Motorcycle Crashes	622	641	671	701	587	590	644	638	-1%
Total Motorcycle Fatalities	19	30	28	25	26	28	26	27	7%

Notes: The five-year rolling average percent change on this page for crash data is the rounded percent increase or decrease between the five-year rolling average for 2013 through 2017 and the five-year rolling average for 2014 through 2018 in Pinellas County, Florida as reported in the 2018 Forward Pinellas *Traffic Crash Trends and Conditions Report*, and the Forward Pinellas Crash Data Management System, 2018.

Vulnerable Road User Crashes

- The number of vulnerable road user crashes increased again 1.5%.
- Fatal vulnerable road user crashes increased 6%.
- Vulnerable road user deaths account for 61% of all traffic fatalities on average. This is nearly twice the national average.[1]
- One out of every three serious injury crashes involve vulnerable road users. Of the 954 serious injury crashes in 2018, 323 (34%) involved vulnerable road users.

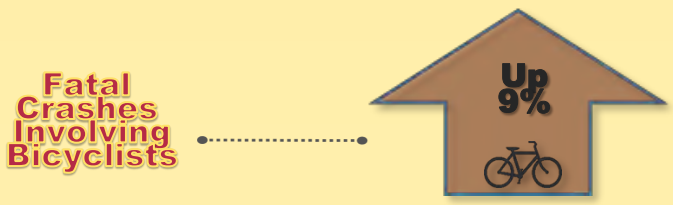
61%
of all Traffic Fatalities involve Vulnerable Users (Pedestrians, Bicyclists and Motorcyclists)

Pedestrian Crashes

- On average, 593 crashes per year involve pedestrians.
- Injury crashes involving pedestrians increased .24%
- An average of 40 fatal crashes per year involved pedestrians, which is 35% of all traffic fatalities. This is more than twice the national average.[2]

Bicycle Crashes

- The average number of bicycle crashes per year (including both fatal and non-fatal crashes) increased from 597 to 640 per year (a 7% increase).
- On average, fatal bicycle crashes account for more than 4% of all traffic fatalities.
- The average number of fatal crashes involving bicyclists increased from 4 to 5 (a 9% increase).



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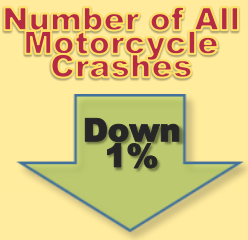
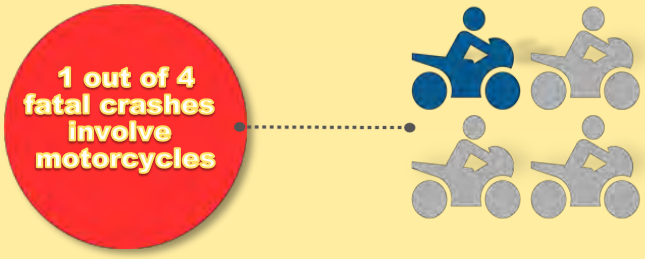
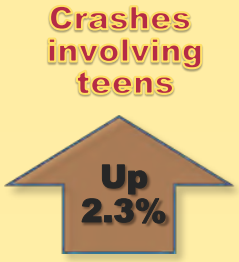
Motorcycle Crashes



- The number of motorcycle crashes decreased 1% from a five-year average of 644 crashes per year (2013-2017) to 638 (2014-2018). This is an improvement compared to the trend reported last year (a .5% decrease in motorcycle crashes).
- On average, 2% of all crashes involve motorcycles.
- On average 24% of all fatal crashes involve motorcycles. This is nearly twice the national average.



Teen Driver Crashes



- The number of crashes involving teen drivers increased 2.3%
- 10% of all crashes involved teen drivers between the ages of 15 and 19
- An average of 7 fatal crashes per year involved teen driving
- 6% of all traffic-related fatalities involved teen drivers
- Property damage only crashes due to teen driving up 2.4%
- Teen injury crashes up 6%

Crashes Involving Aging Drivers

Older adults are living and driving longer than ever before, and Florida has the largest number of aging road users in the nation.

- 28% of all fatal crashes involve aging drivers
- The number of crashes involving aging drivers increased 5%
- An average of 32 fatal crashes per year involved aging drivers (up 10%)
- 29% of all crashes in Pinellas involved drivers 65 or older (up from 24%).

Impaired Driving Crashes

On average, nearly one out of three (31%) fatal crashes in Pinellas County involved a person who was impaired by drugs or alcohol.

- The number of all crashes involving impaired drivers decreased nearly 1%
- Fatal crashes involving impaired driving increased 10% from an average of 31 fatal crashes per year to an average of 34 per year.
- Injury crashes involving impaired driving are up 4%.

Aggressive Driving Crashes

On average, 32% of all traffic fatalities in Pinellas County involved aggressive driving (up from last year's average of 30%). That's an average of 36 deaths per year involving aggressive driving. It's noteworthy that the intersection of US Highway 19 and Curlew Road continues to have the highest number of crashes involving aggressive drivers.

- The number of crashes involving aggressive drivers increased 5%
- 24% of all crashes involved aggressive driving (up from 23%)
- Fatal crashes involving aggressive driving are up 12% from an average of 32 to an average of 36 fatal crashes per year
- Serious injury crashes involving aggressive driving are down 6%

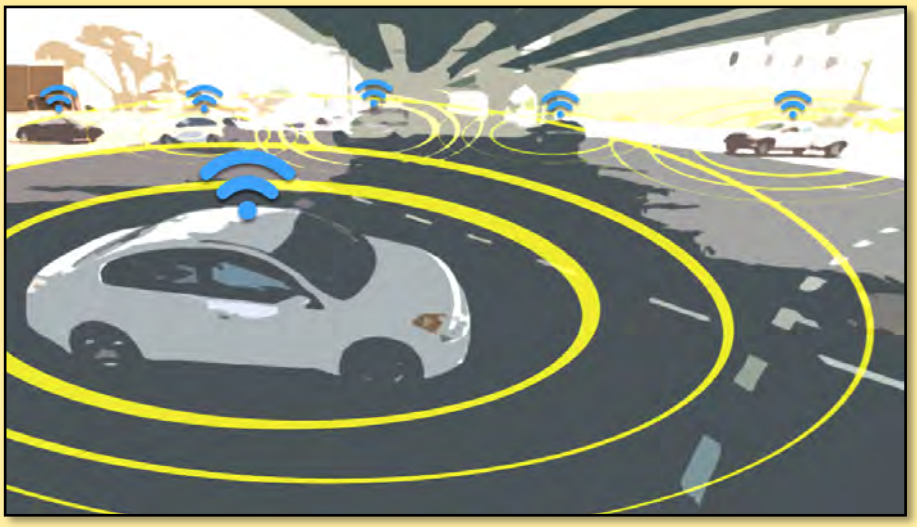
Distracted Driving Crashes

We need to adapt to emerging trends that will affect land use and transportation in the future such as innovations in technology that help prevent distracted driving crashes.

- Distractions resulting from a driver's cell phone, navigation device, external distraction, general inattentiveness or other activity are responsible for an average of 3,314 crashes per year (up 10% from last year's average of 3,011.
- More than 11% of all crashes involved distracted driving.
- An average of 7 fatal crashes per year involve distracted driving (up from 5)
- An average of 6% of all fatal crashes involve distracted driving.

Notes: Unless cited otherwise, statistics that do not report a percent increase or decrease represent the five-year rolling average from 2014 to 2018. Percent increases or decreases are the rounded percent increase or decrease between the five-year rolling average for 2013 through 2017 and the five-year rolling average for 2014 through 2018 for crash data in Pinellas County, Florida as reported in the Forward Pinellas Crash Data Management System.

TRANSPORTATION & EMERGING TECHNOLOGIES



- More Floridians work from their homes than use public transit for their commute to work. (Source: Florida Transportation Plan http://www.floridatransportationplan.com/tech.htm)
- Autonomous transit shuttles are currently operating in five cities in Florida. Of the more than 30,000 motor vehicle deaths in the US each year, about 94% are due to human error. According to the National Highway Traffic Safety Administration (NHTSA), automated vehicle safety technologies can potentially prevent many of the vehicle deaths that are caused by human error. Source: National Highway Traffic Safety Administration (NHTSA): https://www.nhtsa.gov/technology-innovation/automated-vehicles
- The global market for connected cars is expected to grow 270% by 2022. Nationally, fully electric vehicles are projected to represent 8% of the total number of automobiles sold by 2025. (Source: Florida Transportation Plan http://www.floridatransportationplan.com/tech.htm)
- Amazon's Prime Air Service will use drones to deliver packages to addresses within a 10 mile radius of an Amazon fulfillment center, and UPS is currently testing the deployment of drones from the tops of delivery vehicles.
- 28% of Americans age 18-29 have used on-demand ride sharing service. Frequent users are less likely to own a car and more likely to take transit, walk or ride a bicycle. (Source: Pew Research Center, 2015 as reported in the 2016 Florida Strategic Highway Safety Plan)

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