

October 2023



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Countywide Trends & Conditions Report

Pinellas County, FL



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



Integrating Land Use & Transportation



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What's Inside

Introduction 2

Coordinating Land Use and Transportation 4

Managing Congestion 10

Enhancing Multimodal Options 17

Enhancing Safety 25

What's Being Done?.....34



INTRODUCTION

Pinellas County, Florida has nearly one million residents and 25 local governments. The county is made up of diverse and unique communities found nowhere else in Florida. Forward Pinellas is a government organization charged with addressing countywide land use and transportation concerns in Pinellas County. It 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.

This report provides a high-level snapshot of countywide land use and transportation trends and conditions in Pinellas County, Florida. 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 highlights of the Forward Pinellas Congestion Management Process (CMP) and usage and crash data related to roads, transit, sidewalks, trails and bike lanes. Generally, data from 2022 is used along with a five-year timeframe for comparison, whenever available. For year-to-year monitoring and reporting purposes, this report only includes data up until December 2022.

Pinellas County, Florida

The Pinellas Transportation System

46 centerline miles of Strategic Intermodal System corridors

589 centerline miles of monitored roadways

67 miles of existing Pinellas Trail Loop

233 miles of existing bike lanes/sharrows

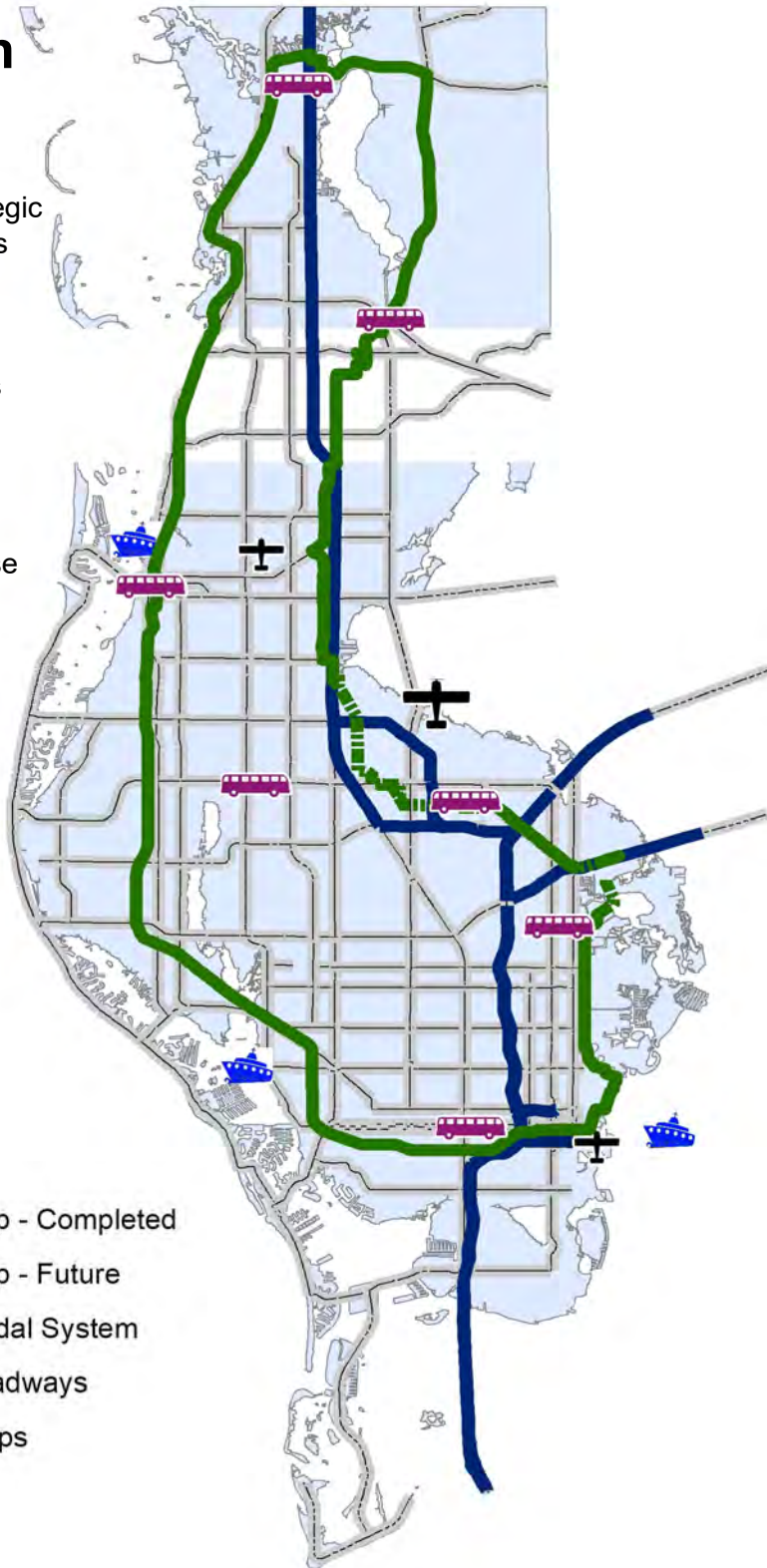
168.5 miles miles of multiuse trails

53 local & regional bus routes

3 airports

3 ferry service providers

-  Pinellas Trail Loop - Completed
-  Pinellas Trail Loop - Future
-  Strategic Intermodal System
-  Other Arterial Roadways
-  Regional Bus Stops
-  Airports
-  Ferries

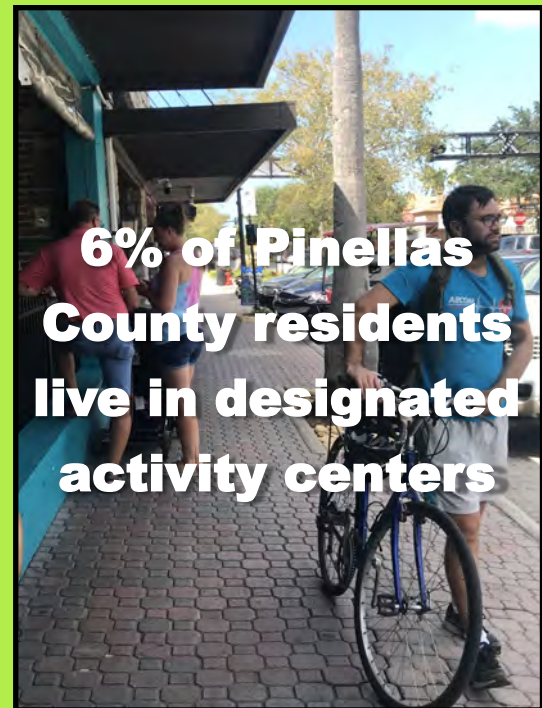




COORDINATING LAND USE AND TRANSPORTATION



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



6% of Pinellas County residents live in designated activity centers

Source (both pages): American Community Survey, 2017-2021 and Forward Pinellas, 2023.



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 6% 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.

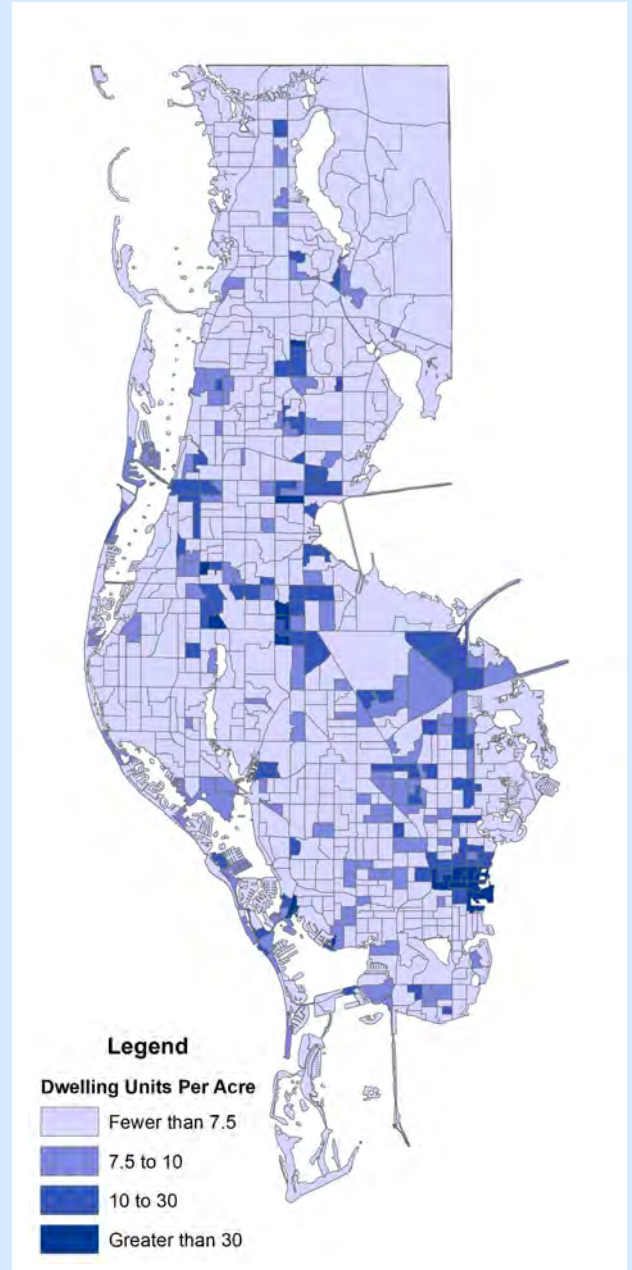
Pinellas County, Florida

As depicted on the map at right, about 18% of Pinellas households live in Census block groups with average residential densities that could, with appropriate urban design, support frequent bus service or better, an increase from 13% in 2015. These locations provide opportunities for developing new centers, corridors, and other transit-supportive places.

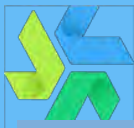
Forward Pinellas offers both technical assistance and grants to help local governments meet these goals. One example of such a grant program is the Complete Streets Program. Complete Streets are those that are designed and operated to enable safe access for everyone, including pedestrians, bicyclists, public transportation users and motorists. Under this approach, even small projects can be an opportunity to make meaningful improvements. Each year, Forward Pinellas solicits Complete Streets projects from our local government partners and evaluates them based on their ability to bring about transformative land use change surrounding the transportation corridor. Since 2017, the Forward Pinellas Complete Streets Program has made available more than \$8.7 million in funding to local governments for the construction and planning of streets that enable safe access for pedestrians, bicyclists, public transportation users and motorists.



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.

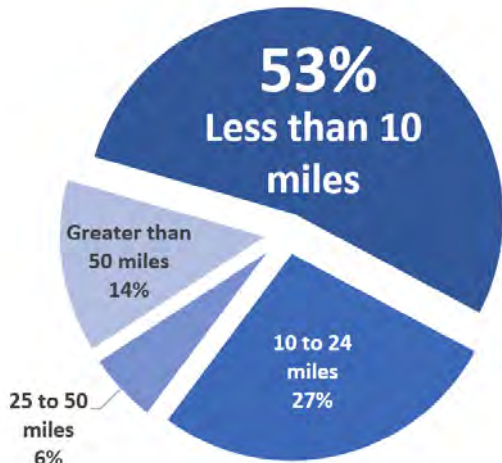


Economic Development

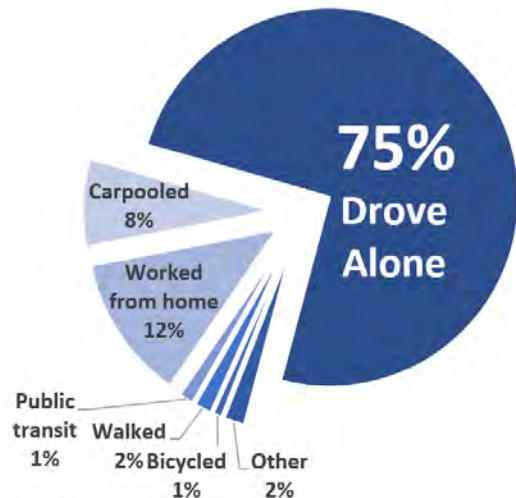
Transportation and land use decisions create the framework within which communities grow, influencing development, economic prosperity and quality of life. Forward Pinellas' Long Range Transportation Plan and Countywide Plan both share the goal of supporting and furthering economic development and employment 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. More than half of Pinellas County residents live less than 10 miles from their workplace, and nearly 35% of jobs in the county are within 1/2 mile of the Pinellas Trail. 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.

Distance to Work for Pinellas Residents



Means of Transportation to Work for Pinellas Residents



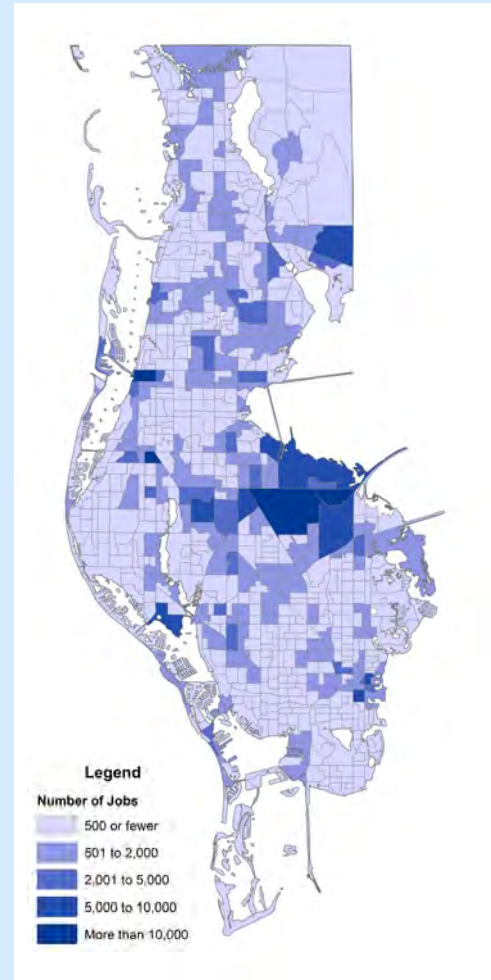
Source: American Community Survey, 2021 & LODES, 2020.

Pinellas County, Florida

Although a majority of Pinellas County residents (75%) still commute alone in private vehicles, increasing numbers of employees are working from home. 12.4% of residents now work from home (up from 10% report last year and 8% the year before that) based upon 2021 American Community Survey five-year estimates. The most recent Census one-year estimate for 2021 is that 21.4% of residents are now working from home. The same trend is occurring nationally, as working from home increased from 6% in 2019 to 18% in 2021 nationally.

Improving transit, bicycle and pedestrian infrastructure can provide other options for commuters, particularly for those traveling shorter distances. With 96% of jobs 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 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.

Distribution of Jobs by Census Block Group



Source: American Community Survey, 2017—2021 & LODES, 2020 Excludes residents working from home.



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

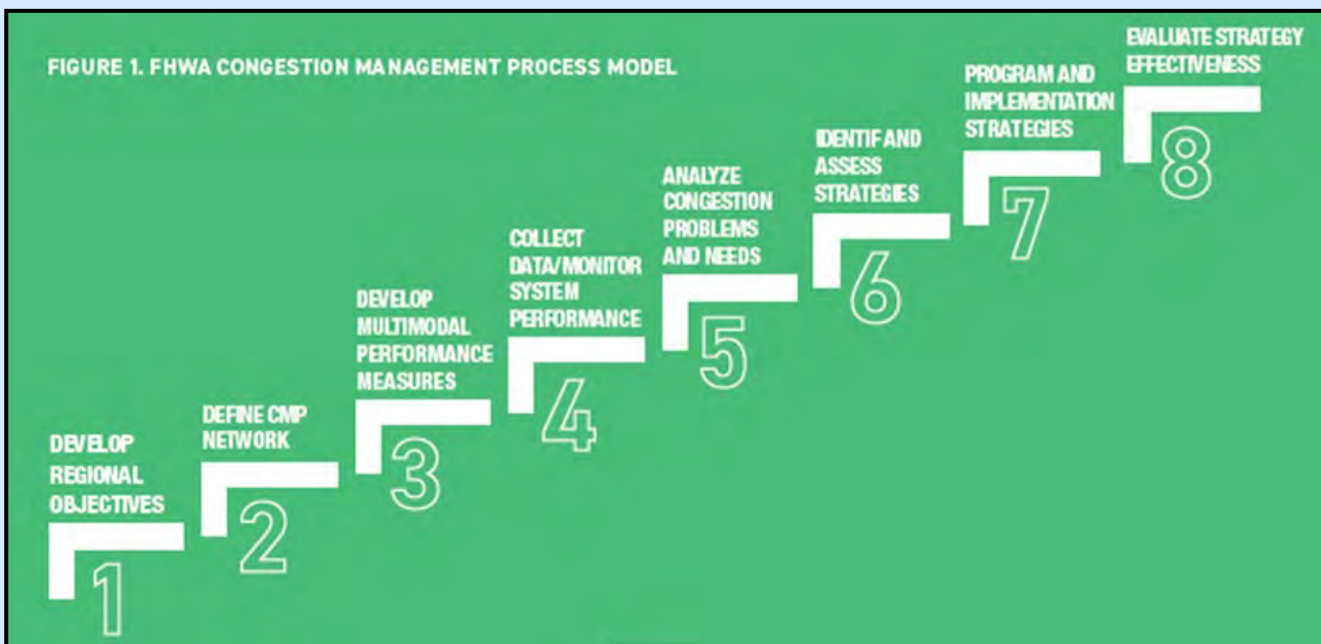


MANAGING CONGESTION



The Congestion Management Process (CMP) approach emphasizes the need for a broader range of lower cost strategies aimed at enhancing systemwide mobility and regional connectivity rather than addressing congestion through a process aimed at identifying needs for road building or expansion. The term “congestion” in the transportation world implies stopped or stop-and-go traffic, slow travel speeds and prolonged travel times. Traditionally, roadway expansion has been considered a primary remedy for congestion. However, this outdated approach fails to consider harmful effects on multimodal roadway users, high costs of roadway expansion, and limited undeveloped land, especially on a peninsula like Pinellas County.

Forward Pinellas implements a Congestion Management Process (CMP), which involves a performance-based planning process that hinges on quantifying the causes of congestion and monitoring them over time. Forward Pinellas’ CMP update process, as outlined by the Federal Highway Administration (FHWA) and illustrated in Figure 1 below, 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.

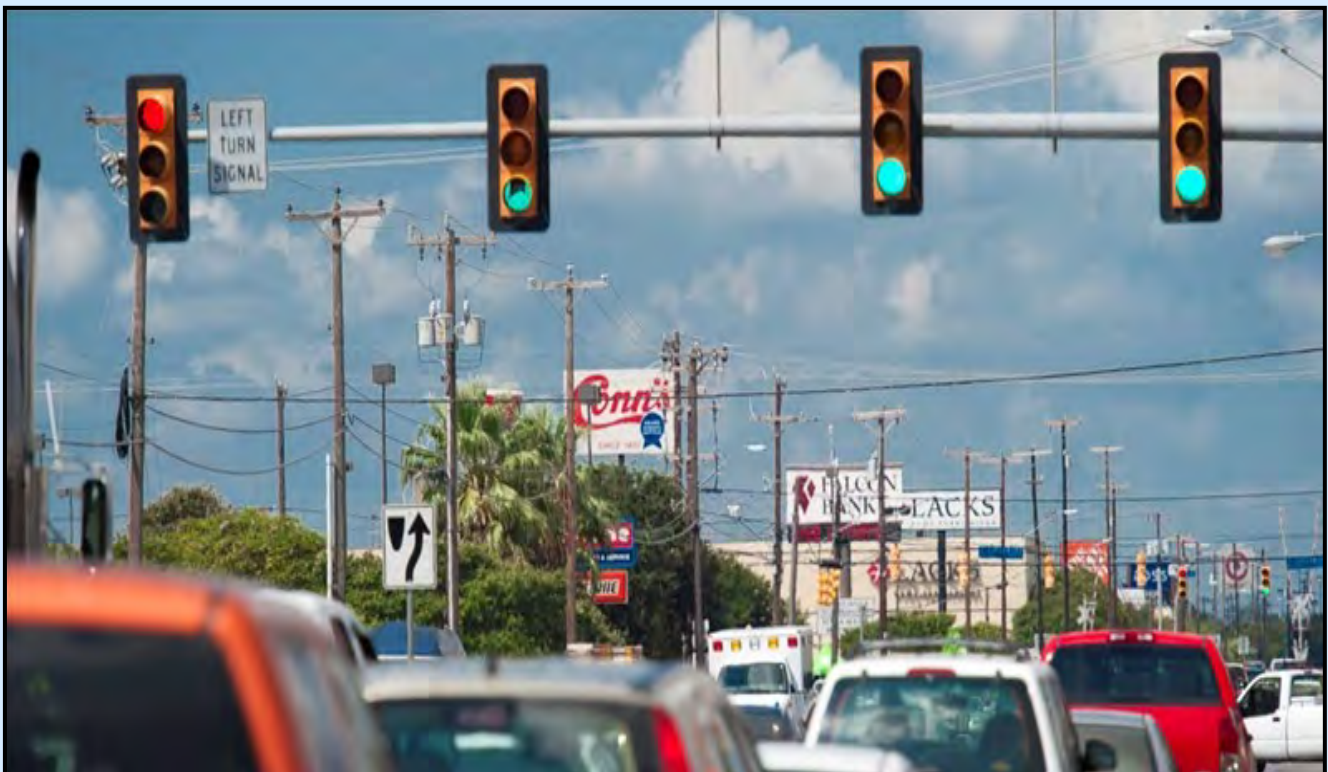


Pinellas County, Florida

This section of the Countywide Trends and Conditions Report will evaluate Congestion based on the methodology used in the CMP. Congestion in this context can be broken down into three elements: Reliability, Mobility, and Accessibility. Reliability refers to consistency of travel time on a corridor during different times. Mobility refers to network performance as it relates to recurring congestion, while accessibility is a more holistic measure that accounts for other factors in addition to roadway congestion. The progress of congestion management in Pinellas County is devaluated by tracking performance measures in each of these elements, as seen in the following subsections.

Reliability

Travel time reliability is defined by FHWA as “a measure of the consistency or dependability in the travel time of a trip, or time to traverse a road segment, as experienced in different hours of the day and days of the week.” For example, a roadway segment that is congested daily is a segment that is considered reliably slow. On the other hand, if traveling that route sometimes takes five minutes and other times thirty minutes, then that route may be considered unreliable.

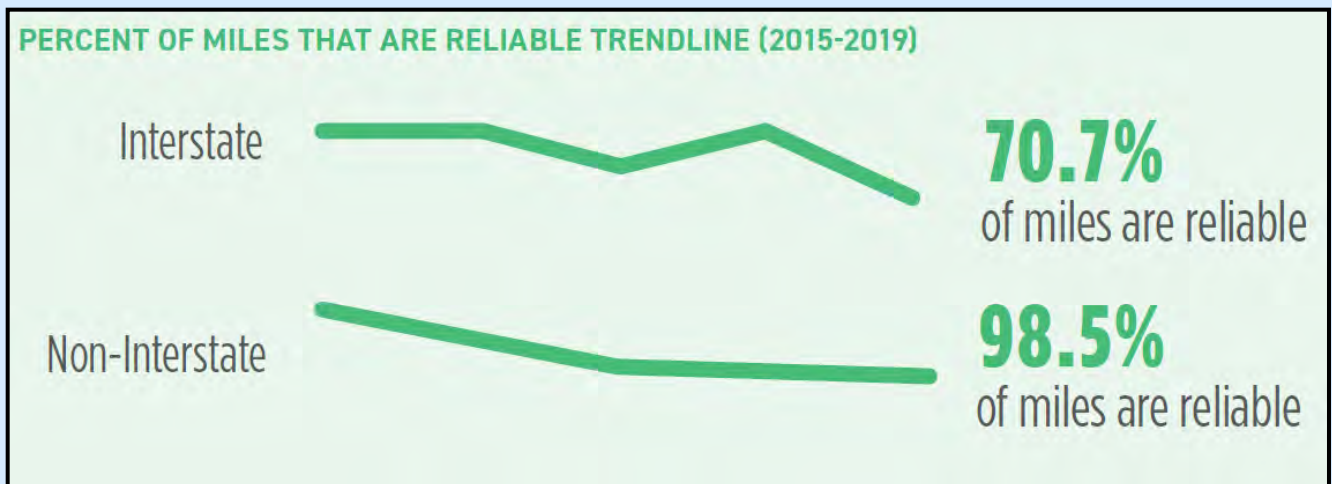




MANAGING CONGESTION

Reliability

The CMP uses Level of Travel Time Reliability (LOTTR) to measure reliability of roads on the network. This measure compares the ratio of 80th percentile travel times to 50th percentile travel time for a specific time period. Roadway segments are considered reliable if the LOTTR is less than 1.50, meaning the 80th percentile travel time is more than 50% greater than the 50th percentile travel time. Based on this analysis, 70.7% of centerline miles and 98.5% of non-state miles in Pinellas County were found to be reliable in 2019, as compared to the previous years. Reliability data for more recent years are not yet available at the time this document was published.



The map on the following page shows system roadways colored by LOTTR. Road segments in the darkest reds include the 20 least reliable segments in the CMP Network for LOTTR, which are also listed in the table on the next page. 4th Street, I-275, East Lake Road, Memorial Causeway, and SR 686 all have multiple segments that are in the 20 least reliable segments, with scores ranging from 1.9 to 2.5. This is not inclusive of all unreliable segments, defined as LOTTR greater than 1.5. Rather, it includes the 20 highest LOTTR scores.

Pinellas County, Florida

Pinellas County 2023 Level of Travel Time Reliability (LOTTR) by Segment



Legend	
LOTTR	
—	1.03 - 1.05
—	1.05 - 1.10
—	1.10 - 1.26
—	1.26 - 3.08
—	Major Roadways



Esri, NASA, NOAA, USGS, County of Pinellas, FDEP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA



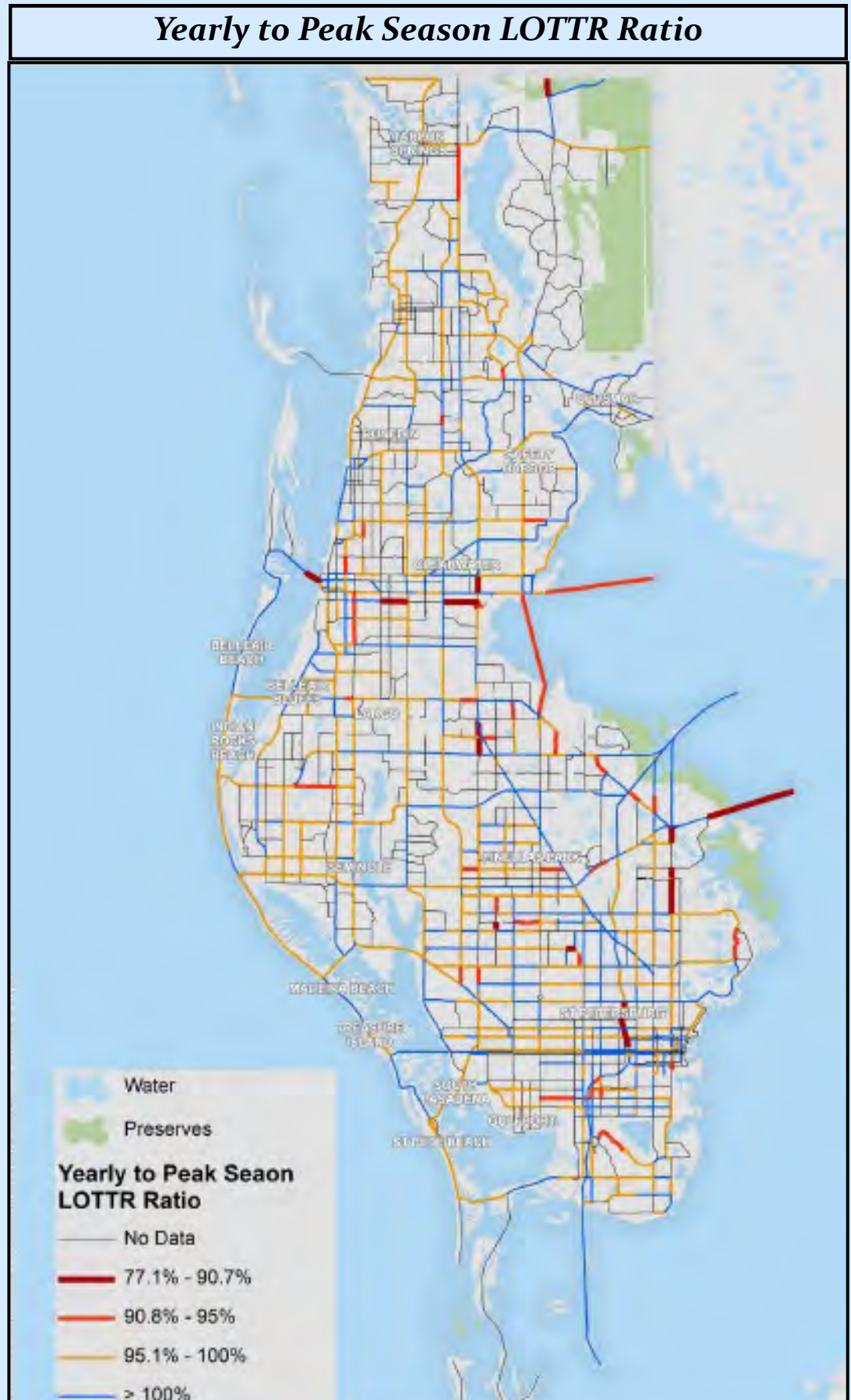
MANAGING CONGESTION

Top 20 Least Reliable Segments

ID	ON STREET	FROM STREET	TO STREET	TOTAL CRASHES
1	GANDY BLVD	I-275 WEST RAMPS	I-275 EAST RAMPS	2.5
2	I-275	GANDY BLVD	SR 686 ROOSEVELT BLVD	2.5
3	I-275	SR 686 ROOSEVELT BLVD	DR ML KING JR ST N	2.3
4	EAST LAKE RD	TRINITY BLVD	OLD E LAKE EXT	2.3
5	EAST LAKE RD	OLD E LAKE EXT	PASCO CO LINE	2.3
6	SR 688 ULMERTON RD	FEATHER SOUND DR	I-275	2.2
7	MEMORIAL CSWY	ISLAND WAY	MEMORIAL CSWY LARGE BRIDGE W END	2.2
8	MEMORIAL CSWY	CLEARWATER BEACH ROUNDABOUT	MEMORIAL CSWY SMALL BRIDGE W END	2.2
9	MEMORIAL CSWY	MEMORIAL CSWY SMALL BRIDGE W END	ISLAND WAY	2.2
10	2ND ST N	4TH AVE N	5TH AVE N	2.2
11	4TH ST N	99TH AVE N	GANDY BLVD	2.0
12	EAST LAKE RD	KEYSTONE RD	TRINITY BLVD	2.0
13	4TH ST N	KOGER BLVD	GANDY BLVD	2.0
14	4TH ST N	94TH AVE N	KOGER BLVD	2.0
15	4TH ST N	78TH AVE N	83RD AVE N	2.0
16	4TH ST N	62ND AVE N	72ND AVE N	2.0
17	4TH ST N	72ND AVE N	77TH AVE N	2.0
18	CR 296 CONNECTOR	GATEWAY EXPRESS	BRYAN DAIRY RD 118TH AVE N	1.9
19	I-275	4TH ST N	PINELLAS SHORELINE	1.9
20	SR 686 EAST BAY DR	69TH ST N	US 19	1.9

Pinellas County, Florida

In addition to LOTTR, the overall LOTTR was compared to the LOTTR in the peak season months between November and April. This performance measure identifies segments that are less reliable during the peak tourism season. Segments that have a ratio less than 100% are less reliable in the peak season compared to the entire year. The map on this page shows the yearly to peak season LOTTR ratio. The top 20 segments are shown in the darkest red. 4th St N (5 segments) has the greatest number of segments that are in the list of the top 20 least reliable segments. 66th Street North has the lowest yearly to peak season LOTTR ratio at 77.1 percent, which means that the segments are about 23 percent less reliable during the peak tourism season relative to annual travel time analysis.





Advantage Pinellas Objectives

Advantage Pinellas is the long range transportation plan for Pinellas County. Objectives from the plan are included for reference to demonstrate consistency between the long-range plan and the Congestion Management Process (CMP).

Advantage Pinellas Objective 2.1:

Improve the performance of the transportation system through more efficient use of existing facilities and investments in technology.

Advantage Pinellas Objective 4.5:

Improve roadway and intermodal operations for the efficient movement of goods.

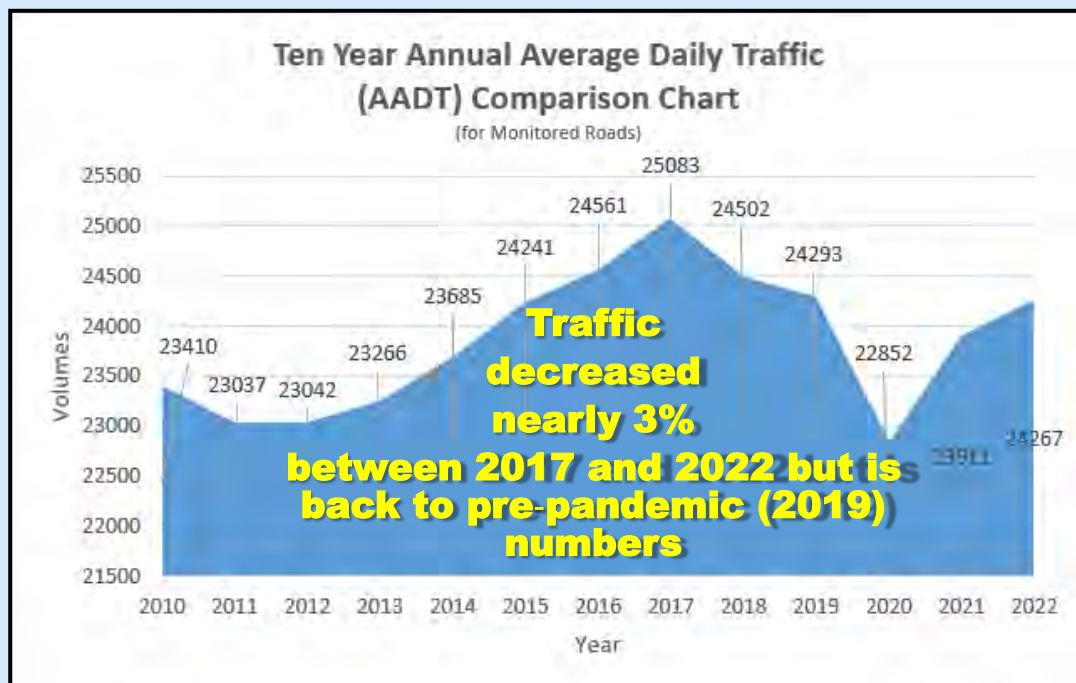
MANAGING CONGESTION



Mobility

Mobility is generally defined as the ability to travel without the hindrance of recurring congestion and refers to roadway performance. This section will focus on vehicular mobility. Traffic in 2022 has increased since the pandemic, and has returned to 2019 levels. This can

be seen in the chart below, which shows Average Annual Daily Traffic across all roadway segments in the network from 2010-2021. This traffic volume information is collected from traffic counters by Forward Pinellas and the Florida Department of Transportation (FDOT) and local governments. Volume-to-Capacity (V/C) Ratio is a traditional method of assessing vehicular congestion and measures empirical traffic volumes divided by roadway capacity. Segments with values over 1.0 are considered congested. The map on the following page shows roadways that are considered congested based on V/C Ratio, in both 2017 and 2021. The chart below shows the AADT over the past 10 years for monitored roads throughout Pinellas County. Countywide, the AADT decreased approximately 5% between 2017 and 2022.



Pinellas County, Florida

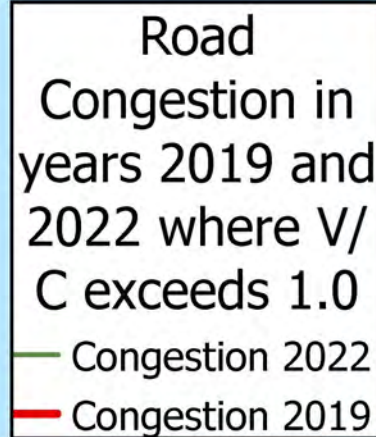
What is Volume-to-Capacity Ratio?

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. 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.

Pinellas County 2023 Volume to Capacity Ratio Map

Note: V/C is volume of automobiles compared to the capacity of road with 1.0 representing the estimated full capacity of the road.



Data Source: Forward Pinellas. Map produced July 2023



MANAGING CONGESTION



Level-of-Service assigned to roadways shows performance level, from A-F, with A being the best and F being the worst. The 2022 Level of Service Map on the following page shows Level-of-Service on network roadways. There are, however, limitations to using V/C Ratio and Level-of-Service as sole measures of congestion. These methods assume that movement of vehicles is the highest priority, and therefore ignores other road users. It also leads to continued addition of capacity, higher speeds, and sprawling development patterns. Annually, Pinellas County has about 15 million visitors. Tourists tend to visit most during the fall and winter months when it's no quite so hot. Locals know that tourist season also brings with it additional traffic congestion. But, it also brings significant economic benefits. The economic impact of tourism in 2022, for example, was \$2,495,167,641. The percentage increase in economic impacts of tourists between 2017 and 2022 are in the chart below.

Economic Impact of Tourism in Pinellas County (2017 – 2022)

	2017	2022	% increase	
Tourism’s Economic Impact:	\$2,235,165,611	\$2,495,167,641	11.6%	
Direct Visitor Spending:	\$1,435,985,075	\$1,497,959,201	4.3%	
Tourism Industry Payroll:	\$725,550,774	\$786,437,547	8.4%	
Tax Revenues Generated:	\$69,890,368	\$93,546,346	33.8%	

Source: [Visitor Profile Study](#) | [Industry Partner Site \(visitstpeteclearwater.com\)](#)

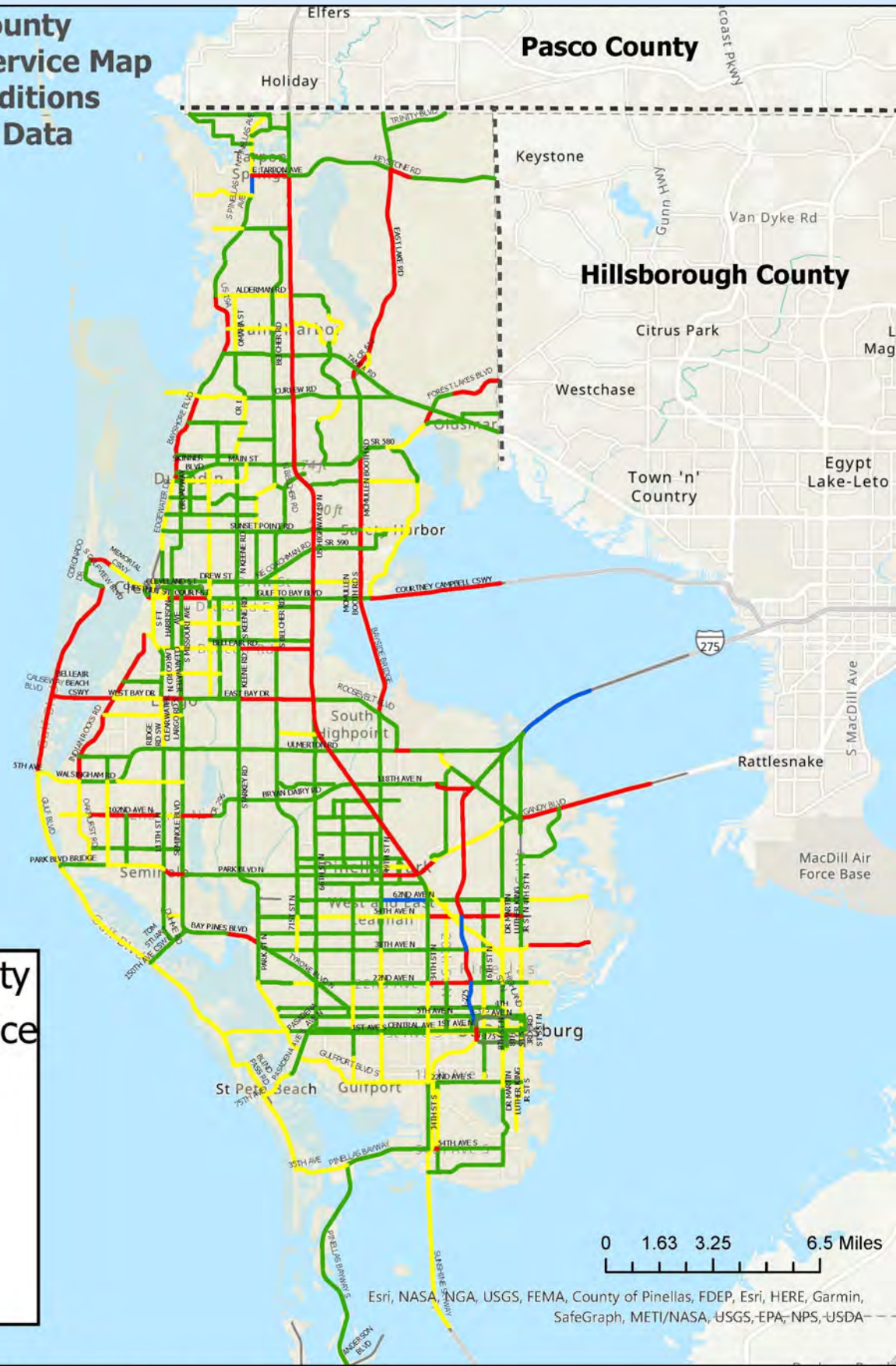
Pinellas County, Florida

Pinellas County 2023 Level of Service Map Existing Conditions 2022 Base Data



**Pinellas County
Level Of Service**

- B
- C
- D
- E
- F



Esri, NASA, INGA, USGS, FEMA, County of Pinellas, FDEP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA



ENHANCING MULTIMODAL OPTIONS

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.

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.

Mobility generally refers to one's ability to travel without recurring congestion. 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.

Pinellas County, Florida

ENHANCING MULTIMODAL OPTIONS



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



35% of households live within 1/2 mile of a pedestrian/bicycle trail

Modal options such as public transit, bicycling, and walking provide an alternative to travel by personal automobile. Shifts to these modes of travel from personal automobiles provide alternatives to traveling in congested conditions and can alleviate congestion to some extent. Consideration of alternative modes of travel is important, particularly in areas oriented to those modes. Performance measures accounting for modal options include mode share, transit ridership, and other metrics.

In the Forward Pinellas 2021 *Congestion Management Plan Technical memorandum 2: Performance Measures*, transit metrics were analyzed using data from the National Transit Database. Transit agencies throughout the country report data to the Federal Transit Authority (FTA) yearly. Data from the National Transit Database (NTD) includes ridership, revenue miles, and population, among other metrics.



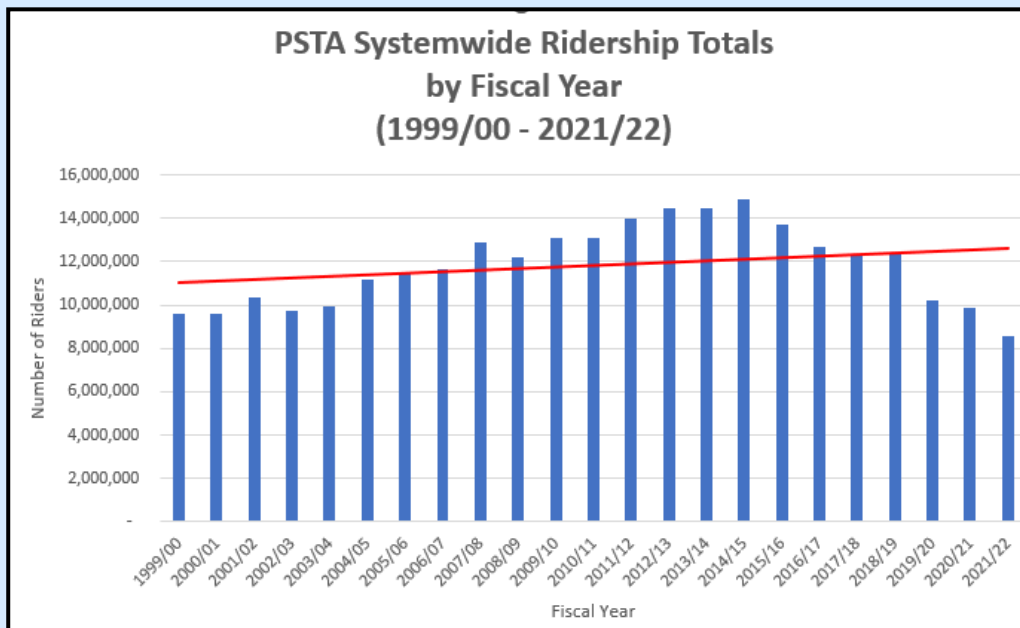
ENHANCING MULTIMODAL OPTIONS

Transit

Transit is an important part of any multimodal transportation system for both local and regional travel. 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 period of rising ridership occurred during the two decades between fiscal year (FY) 1992/93 and 2014/15, which results in an overall increasing ridership trend line in the chart below. Systemwide ridership, however, has steadily declined since it peaked in FY 2014/15 at 14,898,887. PSTA’s systemwide ridership total for FY 2021/22 reached a new low at 8,566,532, which is the lowest ridership since the 1990s. The last time ridership was this low was in FY 1995/96 when it was 8,142,361.

The year-over-year decreases in ridership since FY 2014/15 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 fewer shopping trips, more telecommuting, transportation network companies, lower gas prices and increased car ownership. Ridership decreases also occurred due to the COVID-19 pandemic. 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.



Pinellas County, Florida

Advantage Pinellas Objectives

Advantage Pinellas Objective 3.3:

Provide better transit access to those who are transit-dependent, including low-income elderly and/or disabled people who do not have access to a vehicle.

Advantage Pinellas Objective 5.1:

Cordinate and collaborate with transportation partners to provide for multi-modal options for local and regional travel.

Advantage Pinellas Objective 6.2:

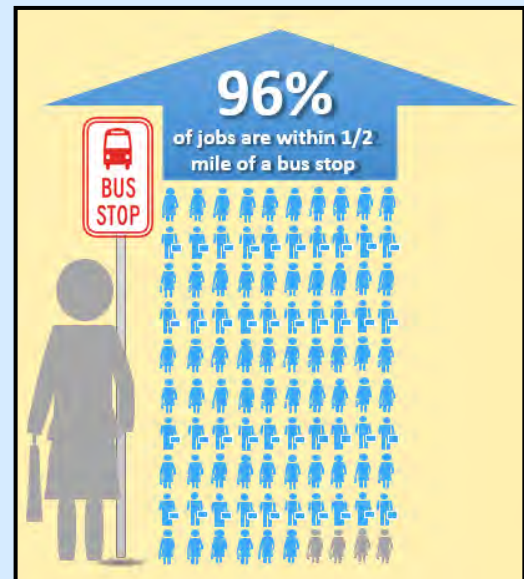
Increase transit mode share and overall ridership by providing frequent, fast and reliable service.

ENHANCING MULTIMODAL OPTIONS

Transit

Consistent with Advantage Pinellas Objective 3.3, PSTA provides transit access via its Transportation Disadvantaged program to people who are transit dependent, including low-income, elderly and disabled individuals without access to a vehicle. The Transportation Disadvantaged program is a state-funded program that provides reduced cost countywide transportation for people unable to transport themselves or purchase transportation due to physical or mental disability, income status or age. The “transportation disadvantaged” include older adults, persons with disabilities, at-risk children, and low income individuals.

For now, 96% of jobs are within 1/2 mile of a bus stop in Pinellas County. This percentage may decrease soon, as PSTA intends to eliminate low ridership routes such as Route 90 (S. St. Pete to St. Pete Beach) and Route 58 (Bryan Dairy) and reduce frequency on others such as Route 52LX. PSTA also plans to incrementally increase fares for its paratransit service called PSTA Access (formerly known as DART). More information about PSTA’s services is available online at <https://www.psta.net/programs/>.





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.

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, approximately 44% of all roads and streets, or 1,739 roadway miles, had sidewalk coverage in 2020. Major roads had approximately 83% sidewalk coverage in 2020, up from 80% since 2016.



Bicycle lanes are on-road facilities designated for use by cyclists only, and can be added during routine resurfacing or restriping projects if sufficient pavement width is available. Based on centerline miles within the CMP network, approximately 21% of major roadways, or about 233 miles, currently have bike lane coverage.

Trails are standalone, paved corridors that provide a corridor for the exclusive use of non-motorized transportation. Pinellas County has a total of approximately 168.5 miles of multiuse trails. The backbone of the local trail system is the popular Pinellas Trail Loop, shown on the following pages.



Pinellas County, Florida

Advantage Pinellas Objectives

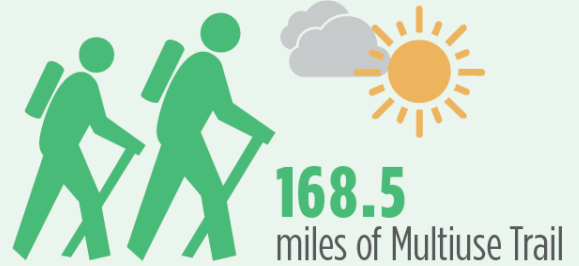
Advantage Pinellas Objective 1.1:

Create 20-minute neighborhoods that support walking and bicycling as a realistic travel choice for daily activities.

Advantage Pinellas Objective 3.4:

Make the transportation network safer for all users through community and engineering design, public policy, law enforcement, education and funding

TOTAL MILES OF MULTIUSE TRAIL



The county also contains a network of local community trails, many of which connect to the Pinellas Trail. The countywide trail network not only includes 67 existing miles of the Pinellas Trail Loop, but also numerous miles of existing community trails constructed collectively by the 25 local governments within Pinellas County with a total of approximately 168.5 miles of multiuse trails countywide. About 35% of Pinellas County households are located within 1/2 mile of a multiuse trail.)

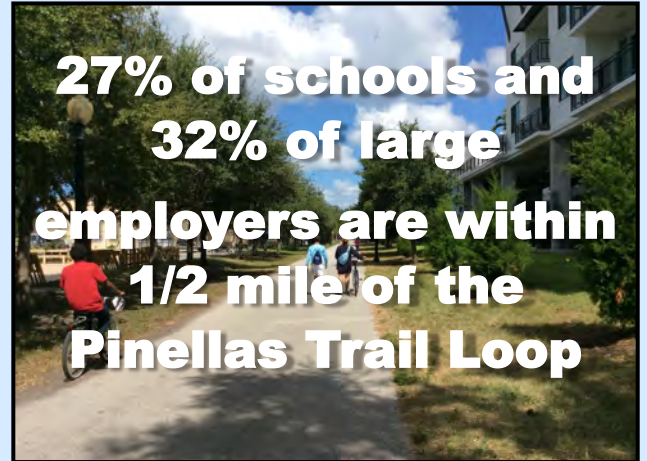
Data collected by eight automated trail counters on the Pinellas trail reported 2,050,896 trail users in 2022. While this is a slight decrease from 2020 (2,162,090) and 2021 (2,073,790), it still represents a 43% increase since 2019 (1,431,272), the last full data year prior to the pandemic. Currently, 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.



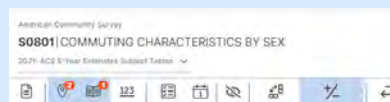
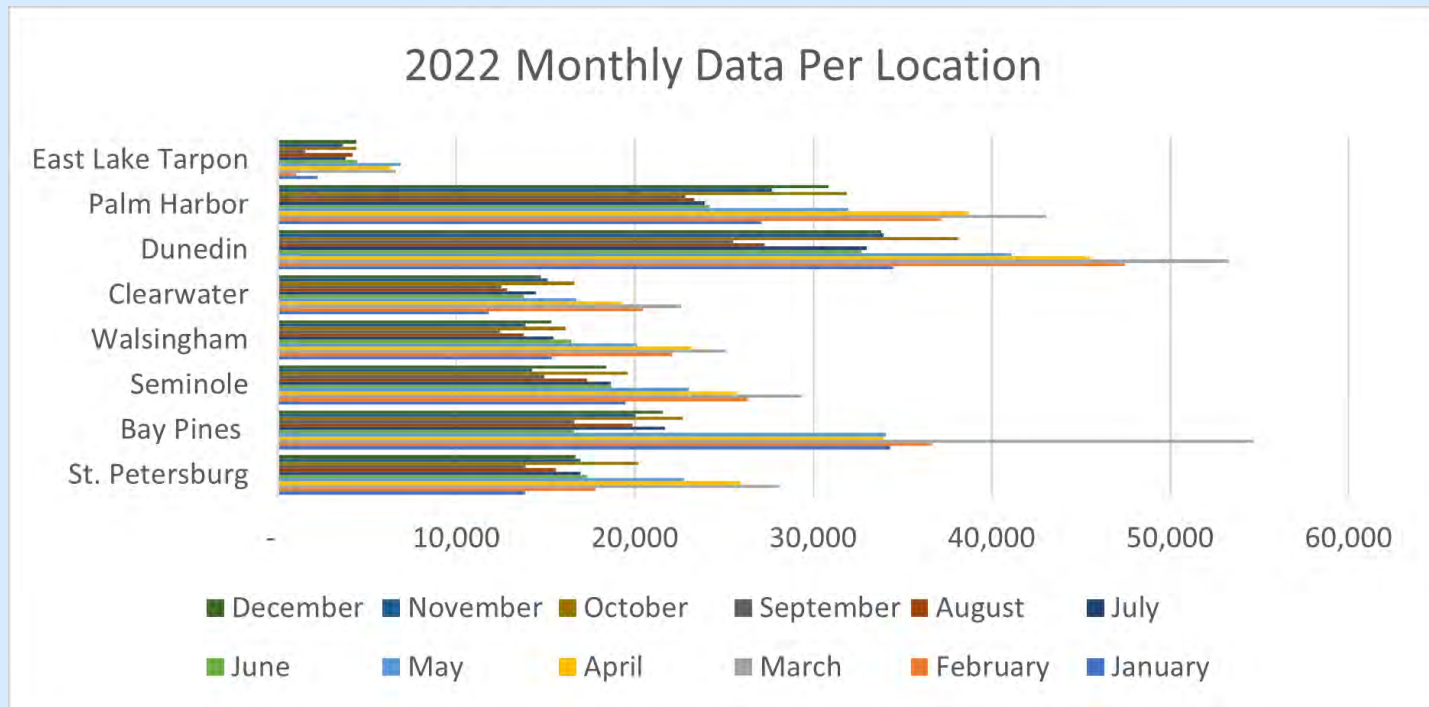


Pinellas Trail Loop

Forward Pinellas is working with our local government and FDOT partners to complete the 75-mile trail known as the Pinellas Trail Loop. As of 2022, most of the Pinellas Trail Loop (67 miles, or 89%) has been constructed (up from 64 miles/84% last year). Unconstructed gaps still exist within the portions shown in the map on page 30. 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 provides a safe and comfortable option for people traveling without an automobile. 100 schools (27%) and 263 large employers (32%) are within 1/2 mile of the Pinellas Trail Loop.



Source: Pinellas County and Forward Pinellas, 2022 Large employers are those with 100 or more employees.

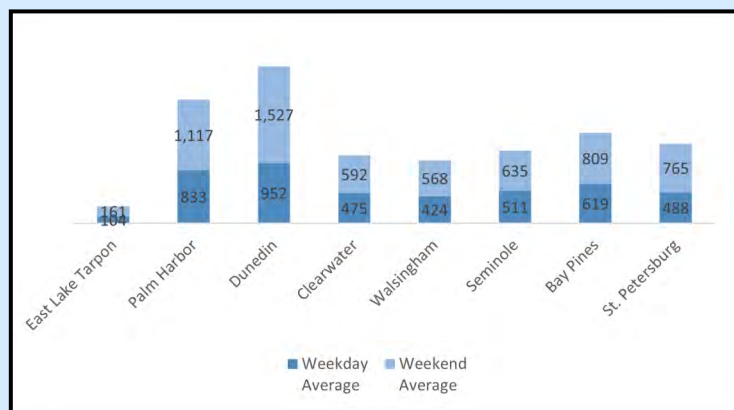
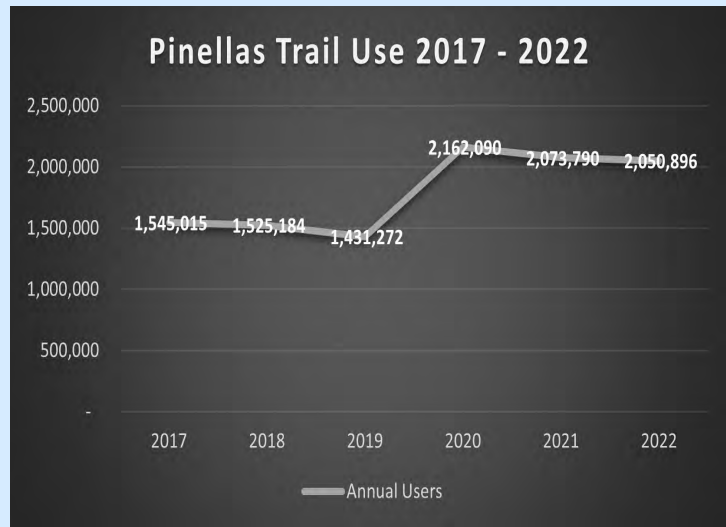


Pinellas County, Florida

The completed Loop provides 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.

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.
- ◆ 35% of all jobs in Pinellas County are within 1/2 mile of the Pinellas Trail.



Legend

-  Existing Trails
-  Trail Gaps

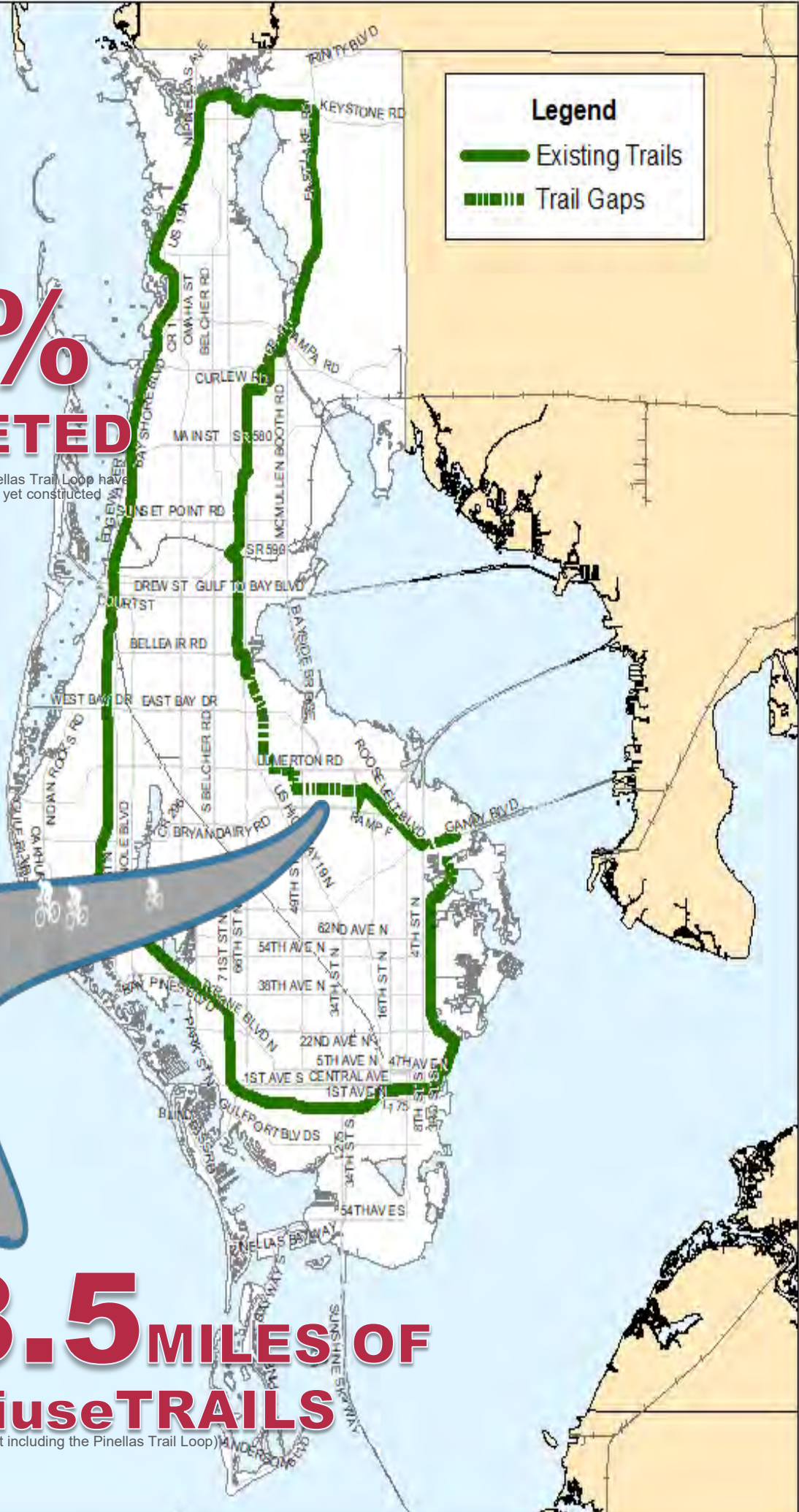
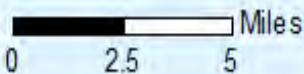
**89%
COMPLETED**

67 existing miles of the 75 miles Pinellas Trail Loop have been completed and 8 miles not yet constructed



**168.5 MILES OF
Multiuse TRAILS**

(not including the Pinellas Trail Loop)



Pinellas County, Florida



Pinellas

County operates a leading Advanced Transportation Management System/Intelligent Transportation System (ATMS/ITS) that integrates a network of smart technology to enhance mobility for all road users and improve traffic flow. Wireless communication, including radio and mobile phones, and connected smart devices, including Bluetooth sensors and closed-circuit television (CCTV) cameras are used to detect and transmit data between the County's Traffic Management Center, transportation infrastructure, transit, vehicles, pedestrians, and bicyclists. The interconnected transportation system works cohesively to optimize signal patterns, control traffic flow, improve safety and enhance mobility.

Pinellas County 2023 Intelligent Transportation Systems Map



- ITS Corridors
- Corridors
 - Completed
 - Planned
 - Underway





Waterborne Transportation



Ferries and water taxis are increasingly being used to help meet the region's transportation needs. The Clearwater Ferry is a private-sector ferry that operates three

routes connecting Clearwater Beach with downtown Clearwater and the City of Dunedin.

Other private-sector providers include the Pelican St. Pete and Hubbard's. Although these are advertised more as tour boats, they provide transportation from Fort DeSoto to Egmont and Shell Keys, with up to five trips a day during peak season. Funded via a public-private partnership, the Cross-Bay Ferry operates between downtown St. Petersburg to downtown Tampa. Service was impacted by the pandemic, decreasing from 51,658 passengers during the 2019/20 season to just 38,718 during 2020/21. During the 2021/22 season, however, ridership increased to a record-breaking 62,130 passengers. In 2022/23, ridership increased again to 72,000 riders, and in April 2023, the ferry celebrated its 300,000 rider since the debut of its service in 2016.

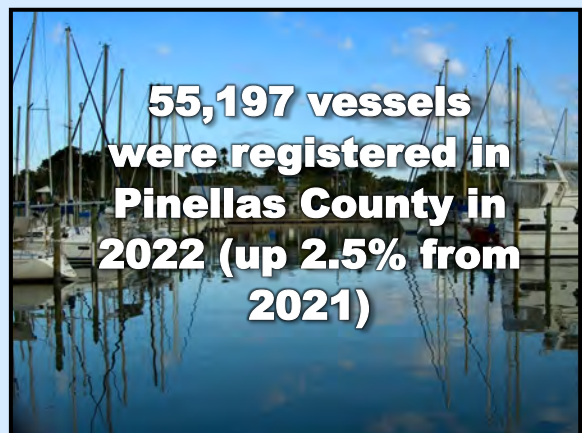


The Forward Pinellas Waterborne Transportation Committee meets quarterly and brings local government partners together to discuss the status and potential opportunities for supporting and expanding waterborne transportation options throughout Pinellas County. Staff from PSTA and Forward Pinellas have been working together researching integration of waterborne transportation into the public transportation network. Next steps include finalizing recommendations and a system plan vision and incorporating the system plan vision into a Waterborne Transportation section in the long-range transportation plan.



Personal watercraft are also a part of the multimodal transportation system. According to the Florida Department of Highway Safety and Motor Vehicles, there were 55,197 vessels registered in Pinellas County in 2022 the second-highest of all Florida counties. This is a 2.5% increase compared to

2021. The Pinellas County Property Appraiser's Office has identified 58 marinas in the county, and 88 boat ramps 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.



Pinellas County, Florida

ENHANCING SAFETY

Safety Performance Measures

The Fixing America's Surface Transportation (FAST) Act requires performance-based, multimodal 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*, 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	2017	2018	2019	2020	2021	2022	2017-2021 Average	2018-2022 Average	Percent Change (from 2017-21 Avg. to 2018-22 Avg.)
Number of Motor Vehicle Serious Injury Crashes	799	954	677	665	687	592	756	715	↓ 5.4%
Number of Motor Vehicle Fatal Crashes	116	119	104	113	151	113	121	120	↓ 0.8%
Number of Serious Injury Crashes of Bicycle/Pedestrian Users	173	184	145	132	185	129	164	155	↓ 5.5%
Number of Bicycle/Pedestrian Fatalities	42	43	52	43	71	50	50	52	↑ 4.0%
Number of Serious Injury Crashes per *Vehicle Miles Traveled (VMT)	33.96	40.82	27.89	27.39	26.78	26.78	31	30	
Number of Fatalities per *Vehicle Miles Traveled (VMT)	4.93	5.06	4.40	5.35	5.67	5.67	5	5	

* per 1,000,000 Vehicle Miles Traveled (VMT)

Notes: Unless cited otherwise, statistics that do not report a percent increase or decrease represent the five-year rolling average from 2016 to 2020. Percent increases or decreases are the rounded percent increase or decrease between the five-year rolling average for 2015 through 2019 and the five-year rolling average for 2016 through 2020 for crash data in Pinellas County, Florida as reported in 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** - Aggressive driving occurs when a driver has committed two or more of the following actions: 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.
- **Distacted 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. Crashes are down for most SHSP categories in Pinellas County. Improvements are needed, however, for fatal crashes involving lane departures (up 19.2% on average) and fatal intersection crashes (up 10.6%).

STRATEGIC HIGHWAY SAFETY PLAN FOCUS AREAS	2017	2018	2019	2020	2021	2022	2017-2021 Avg.	2018-2022 Avg.	Percent Change (from 2017-21 Avg. to 2018-22 Avg.)
Serious Injury Crashes Due to Aggressive Driving	19	23	26	20	33	33	24	27	12%
Serious Injury Crashes Involving Vulnerable Users	271	323	247	229	287	223	271	262	-4%
Lane Departure Serious Injury Crashes	112	159	119	127	114	109	126	126	-0.5%
Serious Injury Crashes Due to Driver Impairment	88	105	89	78	90	37	90	80	-11%
Serious Injury Crashes Involving At-Risk Drivers	262	352	241	242	258	223	271	263	-3%
Serious Injury Crashes Due to Distracted Driving	106	103	66	60	60	42	79	66	-16%
Serious Injury Intersection Crashes	239	345	235	217	222	295	252	263	-0.4%
Fatal Crashes Due to Aggressive Driving	18	12	10	11	14	16	13.0	12.6	-3.1%
Fatal Crashes Involving Vulnerable Users	68	74	73	61	105	79	76	78	2.9%
Lane Departure Fatal Crashes	12	16	19	22	30	31	20	24	19.2%
Fatal Crashes Due to Driver Impairment	42	35	24	32	56	26	38	35	-8.5%
Fatal Crashes Involving At-Risk Drivers	38	51	49	44	62	50	49	51	4.9%
Fatal Crashes Due to Distracted Driving	8	10	10	10	10	5	10	9	-6.3%
Fatal Intersection Crashes	26	45	22	32	35	43	32	35	10.6%

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Trends in Florida (2017 - 2022)

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. Increases in population and licensed drivers are contributing factors to the overall increase in motor vehicle use. The table below shows corresponding increases in the number of traffic crashes, injuries and fatalities in Florida during the same time frame.

Although the average number of total motor vehicle crashes and total injuries decreased slightly at the statewide level, total fatalities are up 2.4% on average. Vulnerable users continue to make up a disproportionate number of total fatalities with the total number of pedestrian fatalities up more than two percent and total bicycle fatalities up twelve percent on average.

To reduce the number of fatalities, 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) 2021 - 2025 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.

FLORIDA TRENDS	2017	2018	2019	2020	2021	2022	5 Year Rolling Avg. (2017-2021)	5 Year Rolling Avg. (2018-2022)	5 Year Rolling Avg. Percent Change
Total Motor Vehicle Crashes ¹	401,318	341,331	402,725	341,331	401,496	391,901	377,640	375,757	-0.5%
Total Injuries ¹	253,928	212,535	255,249	212,535	252,938	249,352	237,437	236,522	-0.4%
Total Fatalities ¹	3,093	3,104	3,192	3,347	3,731	3,490	3,293	3,373	2.4%
Total Pedestrian Crashes ¹	9,392	8,106	9,752	8,106	9,565	10,016	8,984	9,109	1.4%
Total Pedestrian Fatalities ¹	650	714	735	714	831	765	729	752	3.2%
Total Bicycle Crashes ¹	6,656	5,949	6,678	5,949	6,403	7,132	6,327	6,422	1.5%
Total Bicycle Fatalities ¹	117	163	156	163	195	212	159	178	12.0%



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

Pinellas County, Florida

Trends in Pinellas County (2017 - 2022)

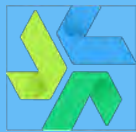


In 2022, a total of 25,467 motor vehicle crashes were reported in Pinellas County. This is down 4% compared to 26,614 in 2021. So, the total number of crashes reduced 4% between 2021 and 2022, but what about the overall trend? As seen in the table below, the most recent five-year average number of total crashes is 26,743. This is down 3.4% compared to the previous five-year average. So, the overall trend is that we have had 3.4% fewer crashes on average.

The 25,467 reported crashes in Pinellas County in 2022 resulted in 121 fatalities (down from 151 in 2021 and a total of 2,944 injuries (up from 2,932 injuries in 2021). On average, the overall trend is a 3.4% decrease in the total number of motor vehicle crashes and a decrease of nearly 8% in the total number of injuries. The number of fatalities, however, increased by nearly 1% on average. That said, the number of fatalities decreased nearly 20% between 2021 and 2022. There were 151 fatalities in 2021 and 121 fatalities in 2022.

PINELLAS COUNTY TRENDS	2017	2018	2019	2020	2021	2022	5 Year Rolling Avg. (2017- 2021)	5 Year Rolling Avg. (2018- 2022)	Percent Change
Total Motor Vehicle Crashes	30,194	29,656	28,854	23,126	26,614	25,467	27,689	26,743	-3.4%
Total Injuries	4,443	4,229	4,099	3,292	2,932	2,944	3,799	3,499	-7.9%
PC Total Fatalities	116	119	104	113	151	121	121	122	0.8%
Total Pedestrian Crashes	563	601	764	606	647	668	636	657	3.3%
Total Pedestrian Fatalities	38	37	43	33	54	37	41	41	-0.5%
Total Bicycle Crashes	687	761	649	626	656	738	676	686	1.5%
Total Bicycle Fatalities	4	6	9	10	17	13	9	11	19.6%
Total Motorcycle Crashes	587	592	511	455	487	496	526	508	-3.5%
Total Motorcycle Fatalities	26	28	21	18	27	29	24	25	2.5%

Notes: Unless cited otherwise, statistics that do not report a percent increase or decrease represent the five-year rolling average from 2018 to 2022. Percent increases or decreases are the rounded percent increase or decrease between the five-year rolling average for 2017 through 2021 and the five-year rolling average for 2018 through 2022 for crash data in Pinellas County, Florida as reported in the Forward Pinellas Crash Data Management System. Crash data includes parking lot crashes. Serious injury crashes in the Forward Pinellas CDMS are "severe injuries" and do not include "non-severe injuries" or "possible injuries".



Vulnerable Road User Crashes

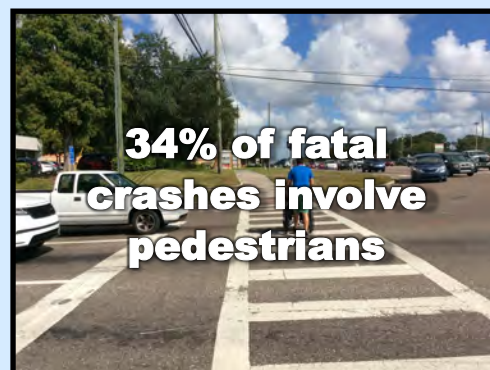


- “Vulnerable Road Users” include bicyclists, pedestrians and motorcyclists.
- Fatal vulnerable road user crashes increase nearly 3% from an average of 76 per year to an average of 78 per year.
- The number of vulnerable user fatal crashes decreased from 105 in 2021 to 79 in 2022.
- Of the 593 serious injuries in 2022, 223 involved vulnerable users (38%).



Pedestrian Crashes

- On average, 657 crashes per year involve pedestrians (up 3.3% from last year’s average of 636).
- An average of 41 fatal crashes per year involved pedestrians, which is 34% of all traffic fatalities. The number is down half a percent from last year on average.
- In 2022, there were 65 serious injury crashes involving pedestrians.



Bicycle Crashes

- The average total number of bicycle crashes per year (including both fatal and non-fatal crashes) increased from 676 to 686 per year (a 1.51% increase).
- On average, fatal bicycle crashes account for 9% of all fatal crashes.
- There are 11 fatal crashes per year involving bicyclists on average (up from an average of 9 last year).
- In 2022, there were 64 serious injury crashes involving bicyclists.



Notes: Unless cited otherwise, statistics that do not report a percent increase or decrease represent the five-year rolling average from 2015 to 2019. Percent increases or decreases are the rounded percent increase or decrease between the five-year rolling average for 2014 through 2018 and the five-year rolling average for 2015 through 2019 for crash data in Pinellas County, Florida as reported in the Forward Pinellas Crash Data Management System.

Pinellas County, Florida

Motorcycle Crashes

- The average number of motorcycle crashes per year decreased 3.46% from a five-year average of 526 (for 2017 to 2021) to 508 (for 2018-2022).
- On average, 2% of all crashes involve motorcycles
- On average, approximately 20% of all fatal crashes involve motorcycles. This is 1 out of 5 fatal crashes, which is a significant improvement over 1 out of 4 in previous years.
- In 2022, there were 94 serious injuries involving motorcycles.



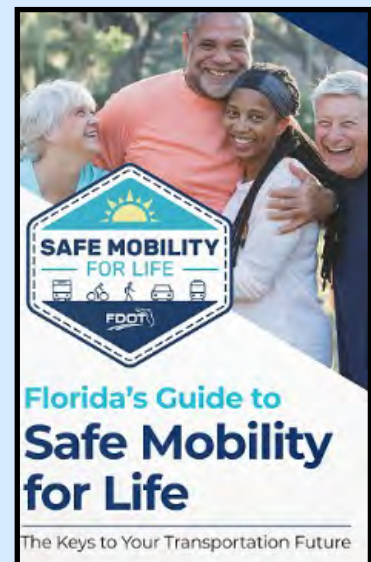
Teen Driver Crashes

- There were 2,557 crashes involving teens in 2022 compared to 2,703 in 2021. On average, there are 2,514 teen crashes per year (down 1% from 2,550 last year).
- On average, 9.4% of all crashes involved teen drivers.
- An average of 7.4 fatal crashes per year involved teen driving (down from 8). 6% of all traffic-related fatalities involved teen drivers (down from 7%)
- Parents can rescind a minor's driver license
- If a teen receives a moving violation conviction with a Lerner's License, they have one more year before they can obtain an Operator's License.
- Teens must be in compliance with school attendance or they will be ineligible to obtain or maintain their license.
- More information on teen driver safety in Florida is available online at <https://www.flhsmv.gov/safety-center/driving-safety/teen-drivers/>

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.

- 35% of all fatal crashes involve aging drivers (up from 33%).
- The number of crashes involving aging drivers decreased from an average of 6,432 to 6,680 (nearly 4% decrease since last year).
- An average of 43 fatal crashes per year involved aging drivers (up from an average of 40 last year or a 6% increase).
- A wealth of information to help Florida's aging road users is available at SafeMobilityFL.com.
- Order a FREE copy of Florida's Guide to Safe Mobility for Life. The guide helps aging drivers understand the impacts aging has on safe driving and plan for the day they may no longer be able to drive.





Impaired Driving Crashes

- There were 26 fatal crashes involving impaired drivers in 2022 (down significantly from 56 in 2021). The five-year average is currently 35 per year (down 8.5% from last year).
- There were 37 serious injury crashes involving impaired drivers in 2022 (down significantly from 90 in 2021). The five-year average is currently 80 per year (down 11% from last year).
- Nearly 4% of all crashes involve impaired driving, and approximately 30% of all fatal crashes.



Aggressive Driving Crashes



Aggressive driving occurs when a driver has committed two or more of the following actions: speeding, failure to yield right-of-way, improper or unsafe lane changes, improper passing, following too closely or the failure to obey traffic control devices (stop signs, yield signs, traffic signals, railroad grade cross signals, etc.).

- Nearly one out of every ten traffic fatalities in Pinellas County involved aggressive driving.
- An average of 12.6 or 10% fatal crashes per year involve aggressive driving (down 3%).

Distracted Driving Crashes



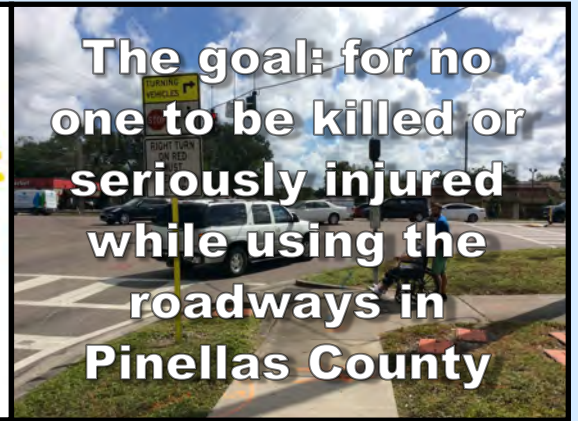
Distracted driving is defined as a crash resulting from the driver being distracted by electronic communication devices (cell phones, etc.), other electronic devices (navigation device, DVD player, etc.), other distraction inside the vehicle, external distraction (outside the vehicle), texting or general inattentiveness.

- Distractions resulting from a driver's cell phone, navigation device, external distraction, general inattentiveness or other activity are responsible for an average of 3,112 crashes per year, 66 serious injury crashes and 9 fatalities.
- 11% of all crashes involve distracted driving.
- 8% of all fatal crashes involve distracted driving (an average of 9 fatal crashes per year).
- An average of 66 serious injury crashes occur annually that involve distracted driving.

Pinellas County, Florida

WHAT'S BEING DONE?

Safe Streets Pinellas is a collaborative effort to create a transportation system that is safe for everyone. Forward Pinellas started Safe Streets Pinellas, a Vision Zero safety effort. Vision Zero is a safety strategy employed by communities across the country and



the world. Vision Zero is a transportation safety philosophy based upon the principal that loss of life is not an acceptable price to pay for mobility. Vision Zero exists to eliminate roadway deaths and serious injuries for all users of the transportation system with a proactive, preventative approach. It recognizes that humans make mistakes, so the transportation system should be designed to minimize the consequences of human error.

The goal of Safe Streets Pinellas is for no one to be killed or seriously injured while using the roadways in Pinellas County. One of the first steps in the process of making our streets safer is understanding more about our problems. Forward Pinellas uses detailed collision analysis to learn more about the crashes on our roadways. Forward Pinellas looks at factors such as the location of collisions, time of day, ages of those involved, and whether or not driving under the influence was a factor. Such analysis helps us to better understand what is happening and how we can address the problems. We've put together a Story Map that helps us dive deeper into where our more serious problems may be. If you're interested in data and details, we encourage you to explore the Story Map.

Throughout the course of Safe Streets Pinellas, Forward Pinellas worked with a diverse set of stakeholders in the community to develop a Safe Streets Action Plan to guide the implementation of safety projects throughout Pinellas County as we strive towards zero. The task force included stakeholders such as citizens, engineers, Emergency Management, the business community, the transportation disadvantaged, the Florida Department of Transportation, the sheriff's office, planners, school officials, healthcare professionals, transit administrators and elected officials. Forward Pinellas and its partners are exploring how Vision Zero will work in Pinellas County via potential demonstration project, engineering and non-engineering countermeasures and testing various performance measures.



Integrating Land Use & Transportation



Adapt – Build – Connect

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