



TECHNICAL COORDINATING COMMITTEE
(TCC) MEETING AGENDA
SEPTEMBER 28, 2022 – 2:00 p.m.
333 Chestnut Street, The Palm Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

FACE MASKS ARE ENCOURAGED, BUT ARE NOT REQUIRED

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MEETING SUMMARY**
3. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**
4. **PINELLAS AERIAL GONDOLA FEASIBILITY STUDY**
5. **2021 LEVEL OF SERVICE REPORT**
6. **SAFETY LETTER TO FORWARD PINELLAS BOARD**
7. **ELECTION OF A NEW VICE CHAIR**
8. **INFORMATIONAL ITEMS**
 - A. SPOTLight Emphasis Areas Update
 - B. Forward Pinellas Board Executive Summary
 - C. Traffic Fatalities Map
 - D. Tentative Future Agenda Topics
9. **OTHER BUSINESS**
10. **ADJOURNMENT**

NEXT MEETING – OCTOBER 26, 2022

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Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

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SUMMARY

The meeting summary for the August 24, 2022 meeting is attached for review and approval.

ATTACHMENT(S): TCC draft Meeting Summary – August 24, 2022

ACTION: Provide recommendation regarding meeting summary.

**SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE
MEETING AUGUST 24, 2022**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held on August 24, 2022 at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

Members Present

Joan Rice, Chair	Pinellas County Public Works Traffic
Heather Sobush, Vice Chair	PSTA
Cecilia Chen - Zoom	City of Safety Harbor
Megan Dion - Zoom	City of Largo Engineering
Mark Griffin	City of Gulfport
Brent Hall	Pinellas County Public Works Engineering
Caroline Lanford - Zoom	City of Tarpon Springs
Jayme Lopko	City of Clearwater
Jacob Marchand	City of Oldsmar
Cory Martens	City of Clearwater Traffic
Brian Pessaro	TBARTA
Derek Reeves	City of Pinellas Park
Frances Leong-Sharp	City of Dunedin Planning
Scott Swearingen	Pinellas County Planning
Kathy Gademer - Zoom	City of Treasure Island
Tom Whalen - Zoom	City of St. Petersburg Planning and Eco. Dev.

Members Absent

Brandon Berry	City of St. Pete Beach
David Chase	City of Pinellas Park – Storm Water/Transport
Brian Ellis	TBRPC
Mark Ely	City of Seminole
Russell Ferlita	City of Dunedin Engineering
Taylor Hague	City of Largo Planning
Hetty Harmon	City of Indian Rocks Beach
Kevin Jackson	City of St. Petersburg-Engineer & Capital Improv
Roger Johnson	City of Clearwater Engineering
Sheila Schneider	Pinellas County Air Quality
Cheryl Stacks	City of St. Petersburg–Transport and Parking
Autumn Westerman - Zoom	Pinellas County Public Schools

Others Present

Jensen Hackett – Zoom	FDOT
Kyle Simpson	Forward Pinellas
Rob Feigel – Zoom	Forward Pinellas
Chelsea Favero - Zoom	Forward Pinellas
Maria Kelly	Forward Pinellas

1. CALL TO ORDER

TCC Chair, Joan Rice called the meeting to order at 2:00 p.m. and asked everyone to introduce themselves. At this time, Chair Rice read a statement regarding committee members present voting to allow those members participating by Zoom (all names identified above) to participate and vote due to existing extenuating circumstances that make it impossible for some committee members to attend in person. A motion was made by Brent Hall that due to Covid-19; extenuating circumstances exist that prevent some members from attending in person. Therefore, virtual attendees will be allowed to participate and vote by phone since a quorum is present in person. This was seconded by Frances Leong-Sharp and passed with a unanimous vote.

2. APPROVAL OF SUMMARY

The summary of the May 25, 2022, meeting was approved with no corrections.

3. FY 2022/23 – FY 2026/27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

There were no proposed TIP amendments.

4. (9) PUBLIC PARTICIPATION PLAN

Chelsea Favero, Forward Pinellas staff, gave a presentation on the updated Forward Pinellas Public Participation Plan (PPP), sharing that the PPP is a federal requirement for the MPO, and it demonstrates Forward Pinellas' commitment to planning inclusively for a prosperous and equitable future for Pinellas County, its diverse communities and residents. It is also a guide for outreach activities for the agency. The PPP helps staff to determine what outreach strategies to undertake with the public, how those activities will be conducted and how to measure success. Agency staff undertook a complete re-write of the PPP to make the document more public-friendly, to capture the wide variety of engagement tools more effectively being utilized and to outline new tools that are at our disposal. In the agenda packets today is a draft of the PPP for the Forward Pinellas committees, partners and public to review and comment on over the next couple of months. After evaluation of all comments, the final draft will come back to the committees for final approval. The action today is to provide comments and to recommend the Forward Pinellas board open the 45 day public comment period. Questions were taken and appropriately answered. A motion was made by Frances Leong-Sharp to recommend the Forward Pinellas board open the 45 day public comment period. This was seconded by Derek Reeves and passed with a unanimous vote.

5. STRATEGIC INTERMODAL SYSTEM COST FEASIBLE PLAN DEVELOPMENT

Kyle Simpson, Forward Pinellas staff, shared information on the SIS Long Range Cost Feasible Plan Development. The Strategic Intermodal System (SIS) is a system of transportation corridors that are designated by the state to be of strategic importance for the movement of goods and people. The SIS facilities in Pinellas County are the interstate and a portion of the US 19 corridor, with the Gateway Express providing the connection between the two. Every five years, the state develops the SIS Long Range Plan, which is FDOT's desired list of transportation projects for all the strategically important corridors between now and 2050. The final approved version of the plan is then used by districts and MPO/TPO's to help develop the Long Range Transportation Plan (LRTP). Questions were taken and appropriately answered.

6. (4) TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP)

Robert Feigel, Forward Pinellas staff, gave a presentation on the Transportation Disadvantaged (TD) Program, sharing that the TD program is state funded and provides vital transportation services to individuals who are unable to transport themselves. The day-to-day operations of the TD Program are run by the Pinellas Suncoast Transit Authority (PSTA). Forward Pinellas, as the Pinellas County Metropolitan Planning Organization, provides planning support and staff to the board that oversees and monitors the TD Program, the Local Coordinating Board (LCB). The qualifications required to participate in the TD program are: 1) the person must live in Pinellas County; 2) not be able to get a ride from household members for life-sustaining trips and 3) have a household income not exceeding 200% of poverty level. There are three ways PSTA provides transportation services to the transportation disadvantaged population, 1) reduced-cost PSTA bus fares, providing bus service throughout most of the county with wheelchair access buses and fare specific programs that can be used for travel to any location served by the PSTA bus system; 2) Door-to-Door service for individuals who cannot use the bus, with a one-way trip for \$3.00; and 3) the Late Shift program for riders who work between 10:00 pm and 6:00 am any day of the week. A survey was recently distributed to social service agencies who work with the transportation disadvantaged, their clients, LCB members and LCB email distribution list. Major take-a-ways from the survey include a need for cross-county life-sustaining trips for a low price, better fare payment method and a need for outreach to both social service agencies and clients regarding the TD program options. Also, a need to expand the TD services with expanded service hours, expanded service frequency, increased service area and increased bus stops with free or \$1.00 Uber-style fares to and from the bus stops. Results from the survey help planners to update the Transportation Disadvantaged Service Plan (TDSP), which lays out the planning and operations of the Transportation Disadvantaged Program in Pinellas County for the next five years. Next steps in the development of the TDSP include finalizing the TD program updates, presenting to Forward Pinellas committees and continued review of survey results through August; present to the LCB for review and approval in September; present to the Forward Pinellas Board in October and finally submit to the Commission for the Transportation Disadvantaged (CTD). Questions were taken and appropriately answered.

7. (6) 2021 LEVEL OF SERVICE TABLES

Mr. Simpson shared information on the 2021 Level of Service Tables. Forward Pinellas develops Level of Service (LOS) Tables annually as a tool to monitor the county's major roadways. The tables provide attribute and performance data and will serve as the basis for the Level of Service report. These draft tables, reflecting 2021 conditions, were sent out to the local governments and included in the TCC agenda packet. Members are asked to review the data for the roadways within their jurisdictions and to provide Forward Pinellas staff with any relevant comments. To date, only St. Petersburg has responded with comments. Questions were taken and appropriately answered.

8. (7) MICROMOBILITY SUBCOMMITTEE

Mr. Simpson shared information that staff has been discussion that while is still value in the micromobility conversation, an official subcommittee addressing the matter may no longer be warranted. Staff is therefore recommending that the micromobility subcommittee topics will be brought under the TCC umbrella for future discussions. Mr. Whit Blanton, Forward Pinellas Executive Director, shared that one of the reasons the committee was formed was to develop some consistency on how micromobility was being handled across the county.

The Board of County Commissioners (BCC) recently held a workshop, on E-bikes and trail usage and it sounds as if the BCC is not interested in putting out any new rules on trail usage and the current rules and regulations will stay in place. County Public Works staff are getting ready to put out new signs stating “no unauthorized” motorized vehicles on the trail, and there should be a conversation with the cities regarding consistent signage as well on the city-maintained trails. Mr. Blanton also shared that many of the beach communities have restricted e-bikes from the sand, along the beach, or local sidewalks.

9. (8) INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas update.

Mr. Simpson shared information regarding the SPOTLight emphasis areas. With regards to Enhancing Beach Access, Forward Pinellas continues to work with PSTA and the local communities to evaluate opportunities for Waterborne Transportation expansion throughout Pinellas County. There are new federal programs that may provide funding for a new vessel. However, the funding will require a local match, and none has been identified at this time. With regards to the Gateway Area Master Plan, a meeting was recently held with the Gateway Area Business Group to discuss creating a TMO and options to provide other transportation options in the Gateway Area. On the SIS Cost Feasible Plan, Forward Pinellas staff will be submitting comments to FDOT.

Mr. Blanton shared information on Forward Pinellas recent activities. A priority list preview meeting with FDOT was held and FDOT only took the first 12 or 13 projects on the priority list. The list has gotten a lot longer to include nearly 30 projects. FDOT feels they may not have the funds to go much beyond the first 12 or 13 projects. FDOT mentioned that they and are struggling to keep those projects that have already received some funding in the queue for 2024 thru 2027, due to the rising cost of materials. In addition, it is a common practice for projects on the Strategic Intermodal System, such as US 19 or the interstate, to usually have some local district money that goes into those projects as well. US 19 from SR580 to Curlew Road is an example, as 80% of this project is SIS funded while the other 20% must come from other district funding. Some of the smaller projects are getting delayed due to the larger projects needing a larger share. Something to look at with the priority list next year is to possibly identify smaller projects that can get funded, rather than two or three larger projects.

The Pasco MPO, Hillsborough TPO, Forward Pinellas, Amtrak representatives and David Green from TBARTA got together to discuss potential partnership options to consider establishing some sort of passenger rail service in Tampa Bay. It was a good discussion; however, Amtrak is caught in a battle with CSX over how much passenger rail can be allowed to use on freight rail lines that are owned by freight companies. Amtrak is statutorily enabled to operate passenger transportation on freight lines, but the question is when and how. Amtrak is really interested in the I-4 Corridor and there is existing service between Tampa and Orlando, and they are ready to enhance service in that corridor. Amtrak was not interested or eager to look at the Clearwater subdivision or the Brooksville subdivision. Union Station in Tampa, where Amtrak is located, is in serious need of investment for additional capacity, so if there is some regional funding that could be put toward Union Station, that would be a good step in the right direction. Amtrak certainly seems interested in the conversation, but it will take some state leadership. The new SIS policy that is being developed by the state has not yet become official, but that policy would give the state a lot

more flexibility in how they use the Strategic Intermodal System funds which are right now limited to the facility itself. Any transit service on the SIS would have to be operating on a fixed guideway, but the new policy does open up funding for parallel facilities bus rapid transit and for other types of transit service.

B. Board Action Sheets – May 11, 2022, summary was provided.

C. Traffic Fatalities Map

D. Tentative Future Agenda Topics:

- Call for Projects
- Bipartisan Infrastructure Law Programs
- Target Employment and industrial Lands Study Update
- Trends and Conditions Report
- 2021 Traffic Count Map

10. OTHER BUSINESS

The next meeting is scheduled for September 28, 2022, at 310 Court Street, Clearwater.

11. ADJOURNMENT – 2:50 pm

Technical Coordinating Committee – September 28, 2022

3. Proposed Modification to the Transportation Improvement Program (TIP)

SUMMARY

There are no proposed TIP amendments scheduled for this meeting. However, if the need for a TIP amendment(s) arises following the mailing of the agenda packet, the Florida Department of Transportation (FDOT) will present the proposed amendment(s) under this agenda item.

ATTACHMENT(S): (Any proposed TIP amendment forms will be provided at the meeting)

ACTION: Provide a recommendation to the Board for TIP amendments (if any)

SUMMARY

In May 2021, the Tampa Bay Area Regional Transit Authority (TBARTA), in partnership with Forward Pinellas, began the Pinellas Aerial Gondola Feasibility Study. The first half of the study considered two corridors - one in downtown St. Petersburg, and another in Clearwater connecting downtown to Clearwater Beach. The second half of the study focused exclusively on the Clearwater to Clearwater Beach connection. The study results show that:

- gondolas are well-suited to the Tampa Bay area
- suitable alignments exist to connect Clearwater to Clearwater Beach
- the routes are technically feasible
- the project is financially viable
- the public is supportive of the project

TBARTA staff and its consultant will provide an overview of the study results.

ATTACHMENT(S): None

ACTION: None required; informational item only

SUMMARY

The Forward Pinellas Level of Service (LOS) Report is produced annually as a tool to monitor the county's major roadways. The report provides attribute and performance data. The attribute data includes facility types (e.g., freeway, signalized arterial, signalized collector, etc.), lane arrangements, jurisdictions, traffic volumes and signals per mile. Regarding performance, the report identifies volume to capacity (v/c) ratios and letter grades for each road section included in the major road network. Road sections operating at LOS E, F and/or v/c ratios of 0.9 or greater are considered deficient. Attached is a draft of the latest edition of the LOS Report, reflecting 2021 conditions.

Forward Pinellas staff will provide an overview of the data included in the report and respond to committee member questions.

ATTACHMENT(S): 2022 Level of Service Report

ACTION: None required; informational item only



FORWARD PINELLAS

Integrating Land Use & Transportation

2022 Annual Level of Service Report 2021 Data Year



Forward Pinellas

The Planning Council and Metropolitan Planning Organization for Pinellas County

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Vice Mayor Michael Smith

**Forward Pinellas Membership as of publication of this report.*

The preparation of this report has been financed in part through grant [s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104 (f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Welcome to the 2022 Edition of the Forward Pinellas Annual Level of Service Report, data compilation completed September 2022

Forward Pinellas staff prepares a Level of Service Report each year. Roadways included in the inventory are defined by their facility type (e.g., freeway, signalized arterial, signalized collector, signalized major collector, non-signalized arterial, non-signalized collector and non-signalized major collector). These roadways are categorized by characteristics used to measure their performance, such as freeways (exclusive use of uninterrupted traffic), arterials (primarily serves through traffic & secondarily serves abutting property) and collector roads (providing land access & traffic circulation from local roads to arterial roads).

The Forward Pinellas Technical Coordinating Committee (TCC) reviews this report through a process that includes verifying the accuracy of roadway geometry assumptions and an evaluation of traffic count data as provided by Forward Pinellas, the Florida Department of Transportation and various local government agencies.

After review and approval of the roadway performance data, the report is available for distribution to local governments for planning purposes and land development review processes. The report is also utilized by agencies, organizations and citizens interested in roadway performance data.



Section 1: Roadway Trend Analysis

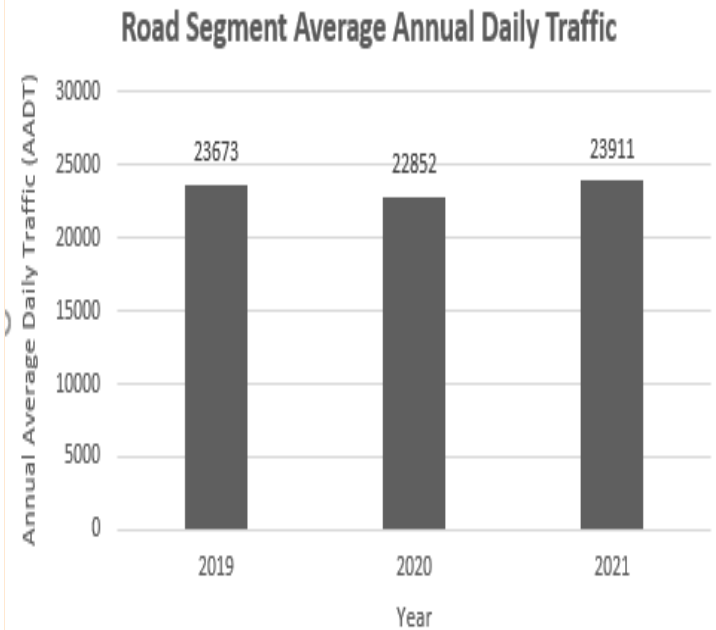
Roadway Trend Analysis (Reported 2019-2021)

One of the goals of Forward Pinellas is to continually improve the performance of the Pinellas County roadway network. The level of service indicators utilized in this report provide a gauge of whether and/or to what extent this goal is being met.

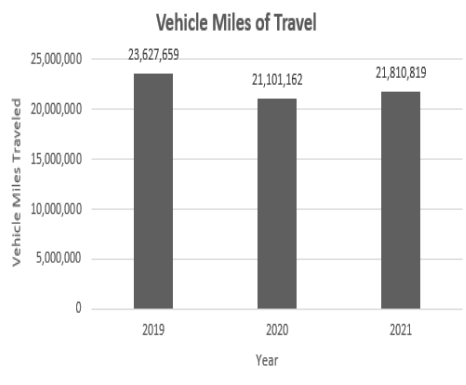
Forward Pinellas uses key performance factors to identify roadways that are failing or about to fail. A key factor is the roadway's volume to capacity ratio (v/c). The v/c ratio shows how close travel demand is to reaching the roadway's physical capacity. A v/c ratio of 1 indicates that the roadway is operating at 100% capacity.

NOTE: For consistency in showing annual trends, only data that is available for the same roads monitored during the past three years is being reported in this section. Shown below is information that demonstrates operating conditions on 589 center-line miles of major

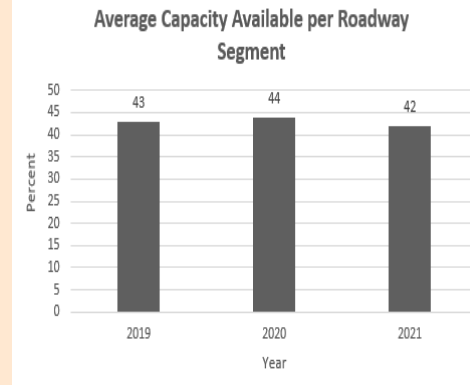
roads. The information includes analysis on average annual daily traffic (AADT), vehicle miles traveled (VMT), average capacity available



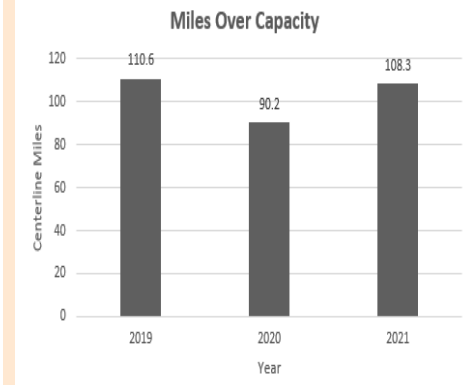
4.6% increase in daily traffic shown from 2020 to 2021



3.4% increase in roadway travel reported from 2020 to 2021



4.5% decrease in average available capacity reported from 2020 to 2021



18% of monitored roadways were reported over physical capacity in 2021

*Roadways over capacity are defined as any facility with a volume to capacity ratio of 0.9 or greater

Section 1: Roadway Trend Analysis (Continued)

Deficient Roadways (Reported 2019 - 2021)

Volume to capacity ratio (v/c ratio) is a very useful indicator of the roadway system's operating characteristics. Forward Pinellas uses a facility v/c ratio as well as a road's level of service letter grade when evaluating its performance level.

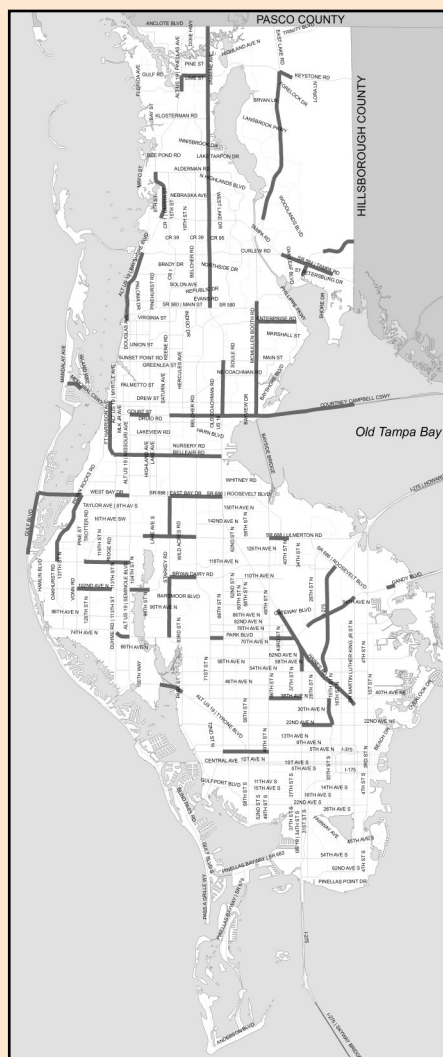
The maps below depict major roadways that have been operating under deficient LOS conditions during the three past years. A more detailed explanation of the analysis method used to identify deficient roadways and a map illustrating deficient LOS and v/c ratios can be found on pages 10 - 12.

2019 Deficient Roadways



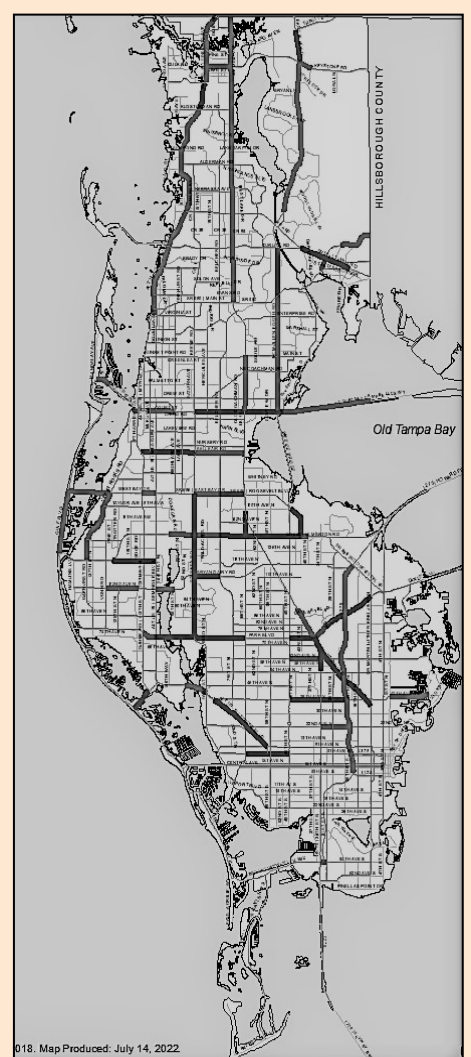
496 deficient lane miles in 2019

2020 Deficient Roadways



379 deficient lane miles in 2020

2021 Deficient Roadways



474 deficient lane miles in 2021

018. Map Produced: July 14, 2022.



Section 2: Methodology

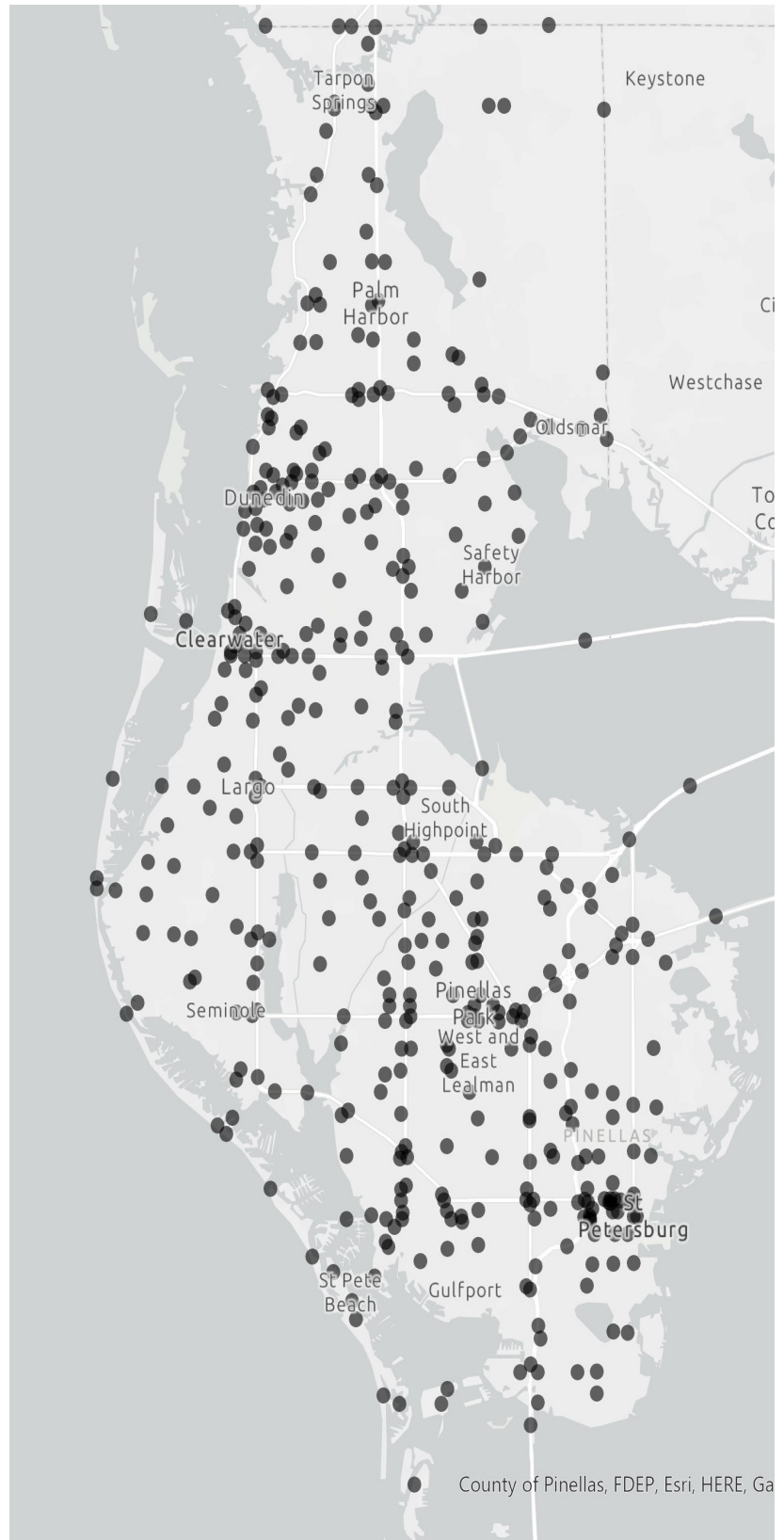
Roadway Traffic Volume Estimation of Traffic Count Station Data

Roadway traffic volume is monitored in Pinellas County on a regular basis. Traffic counters are used to count the number of vehicles that travel the roadway network. These counters are positioned across Pinellas County to collect data that is used for roadway performance evaluation.

Each year, average daily traffic (ADT) volume data is collected from counters by the Florida Department of Transportation (FDOT) and local governments. Forward Pinellas coordinates and manages the countywide count data collected. Approximately 461 locations on the major road network are monitored using these counters.

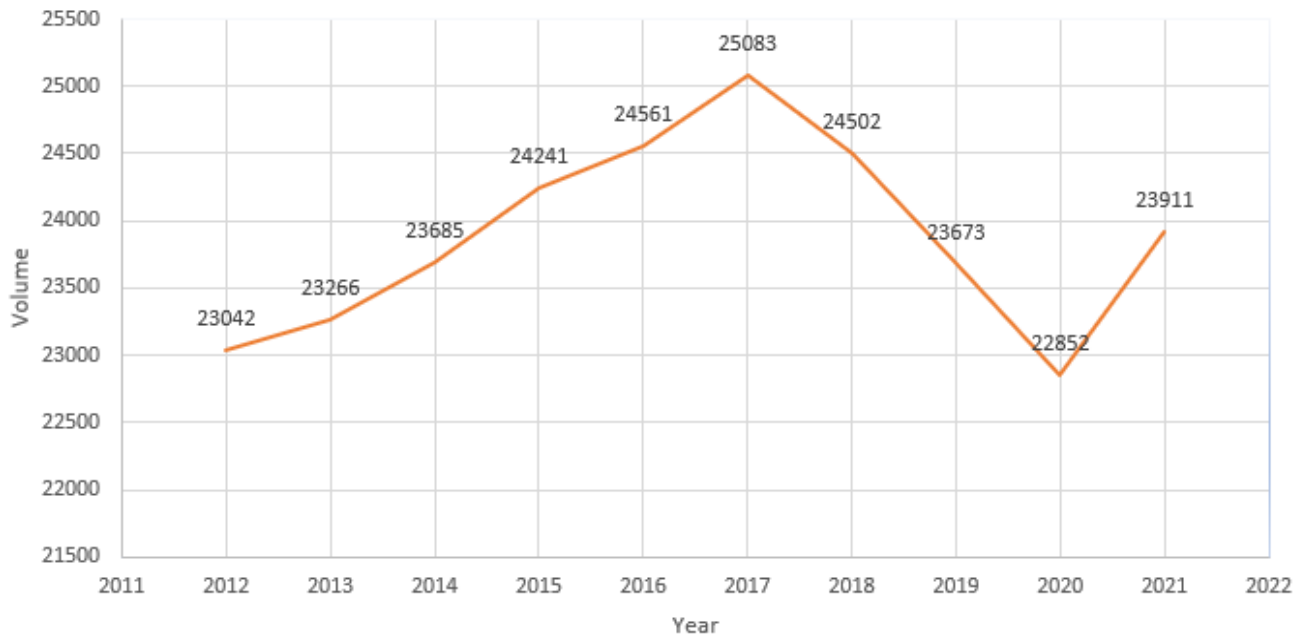
Typically, the traffic counters are programmed for a two or three day study during normal mid-week business days. Once collected, ADT data is assembled by the Forward Pinellas staff. Adjustments are made to convert the count data to annualized average daily traffic (AADT) estimates using FDOT seasonal adjustment factors. Finally, the AADT values are applied to the corresponding roadway segments.

Due to circumstances such as construction on some roadways, it is not always feasible to collect traffic volumes in a specific year. When this happens, and if count data from a recent year is not available, the roadway's AADT is extrapolated using regression trend analysis of historical traffic count data from the same count location.





Ten Year Average Annual Daily Traffic (AADT) Comparison (for monitored roads)



Countywide traffic from 2020 to 2021 increased approximately 4.6%





Section 2: Methodology (Continued)

Roadway Performance Determination

Forward Pinellas previously used a database management software application known as “vTIMAS” to maintain its roadway inventory of over 2,200 individual roadway segments. The vTIMAS database, however, is now functionally obsolete, and a new traffic data management database has been developed to handle traffic count data and roadway level of service information.

In the database, roadway geometry, volumes, and descriptions for each roadway segment are carefully identified so that an accurate evaluation of performance can be produced by the software. Level of service data contained in the report table is sorted by facility. Most of the facilities contain two or more segments. Some points regarding the methodology employed in compiling the table are listed below.

- ◆ Roadway performance measures were evaluated for the monitored major roadway network as it existed in 2021.
- ◆ Roadway level of service grades were evaluated using PM peak-hour / peak-direction conditions. A roadway’s peak-hour condition is defined as the estimated 100th highest hour (K_{100}) of yearly traffic.
- ◆ Level of service for roadway segments can be calculated using one of two methodologies (conceptual or generalized) described in this section.

◇ **Conceptual** - This is a more detailed analysis than a generalized method. It takes into account enhanced roadway geometry conditions and allows for bi-directional performance evaluation. Basic conceptual analysis can be used for non-signalized arterials and signalized collector roads. *ArtPlan* is a conceptual analysis software program developed by the Florida Department of Transportation specifically for use with signalized roadways. ArtPlan can be utilized for signalized arterial roads.

◇ **Generalized** – This analysis method incorporates standardized default roadway values (assumptions) established by FDOT. It provides LOS analysis based on generalized capacity tables. As an example all traffic signals are analyzed with the same green-time and cycle lengths even though actual input values vary at each location. Generalized is the method used for analysis for this report on all the roadways.

Also the database allows Forward Pinellas to monitor roadway changes from one year to the next. Data for current and previous years is derived from physical observation.

Additional information for Conceptual and Generalized calculation methodologies can be obtained from:

Florida Department of Transportation Q/LOS Handbook:

<http://www.dot.state.fl.us/planning/systems/programs/SM/los/pdfs/2013%20QLOS%20Handbook.pdf>

Highway Capacity Manual (HCM):

<http://www.http://hcm.trb.org/?qr=1>



Section 3: Existing Conditions

2021 Level of Service

Critical 2021 roadway data was collected throughout the year and then compiled into this report. All counts in 2021 were collected either before March or after September, given the impacts from the COVID-19 pandemic.

The conditions reported here represent physical roadway conditions as they existed during 2021. Roadway volumes represent annualized count data from collections that were performed throughout the county.

There are 2287 lane miles of major road facilities monitored by Forward Pinellas.

- ◆ 82% of the monitored network performs at or better than LOS D.
- ◆ 18% of the monitored network performs poorly at LOS E or F.

- ◆ LOS B, & C – 1387 lane miles
- ◆ LOS D – 496 lane miles
- ◆ LOS E – 28 lane miles
- ◆ LOS F – 376 lane miles

State, County and municipal jurisdictions are responsible for maintaining the major roadways in Pinellas County. Monitored lane miles corresponding with each jurisdiction are shown below.

- ◆ State - approximately 1004 lane miles;
- ◆ County – approximately 876 lane miles;
- ◆ Cities – approximately 407 lane miles.

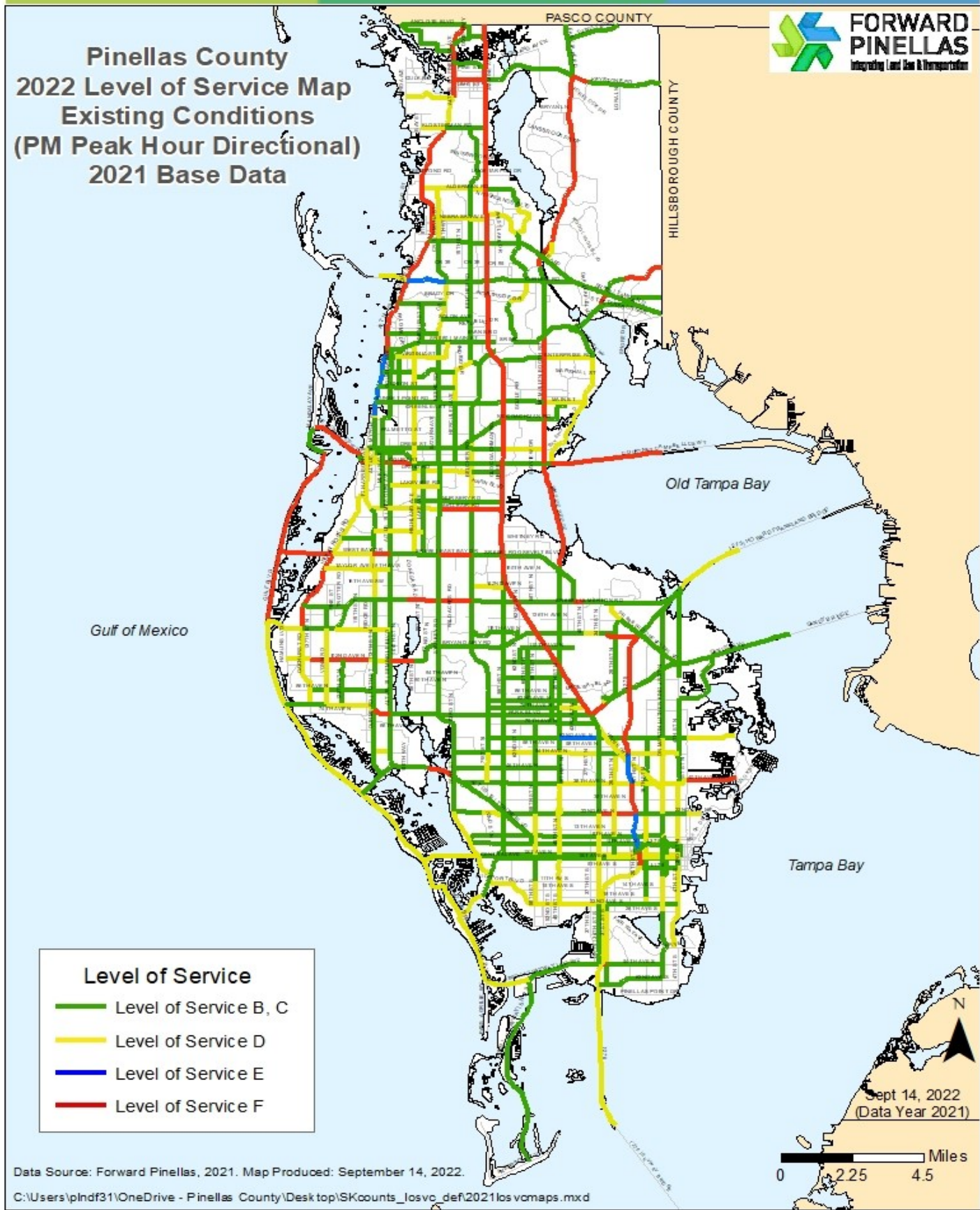
Below are the lane miles of roadways operating at LOS E or F corresponding with State, County and municipal jurisdiction.

- ◆ State – 273 lane miles
- ◆ County – 114 lane miles
- ◆ Cities – 17 lane miles





**Pinellas County
2022 Level of Service Map
Existing Conditions
(PM Peak Hour Directional)
2021 Base Data**





Section 3: Existing Conditions (Continued)

2021 Deficient Roadways

Forward Pinellas uses a “deficient roadway” indicator to identify roadways operating below local and state standards.

This page indicates lane miles of roadways operating at 0.9 v/c ratio along with their letter grade. According to Pinellas County’s LOS standard, a facility operating at peak hour LOS E,F, or a v/c ratio of 0.9 or higher is also considered deficient.

The 2022 report shows there were 474 lane miles of the Pinellas County major road network operating with a VC ratio greater than 0.9 in 2021.

- ◆ Volume to Capacity Ratio < .9
 - ◇ LOS A-D - 1700 lane miles
 - ◇ LOS E-F - 113 lane miles
- ◆ Volume to Capacity Ratio >= .9
 - ◇ LOS A-D - 183 lane miles
 - ◇ LOS E, F - 291 lane miles

Below are the lane miles of major roadways operating with a VC ratio greater than 0.9 and corresponding jurisdiction.

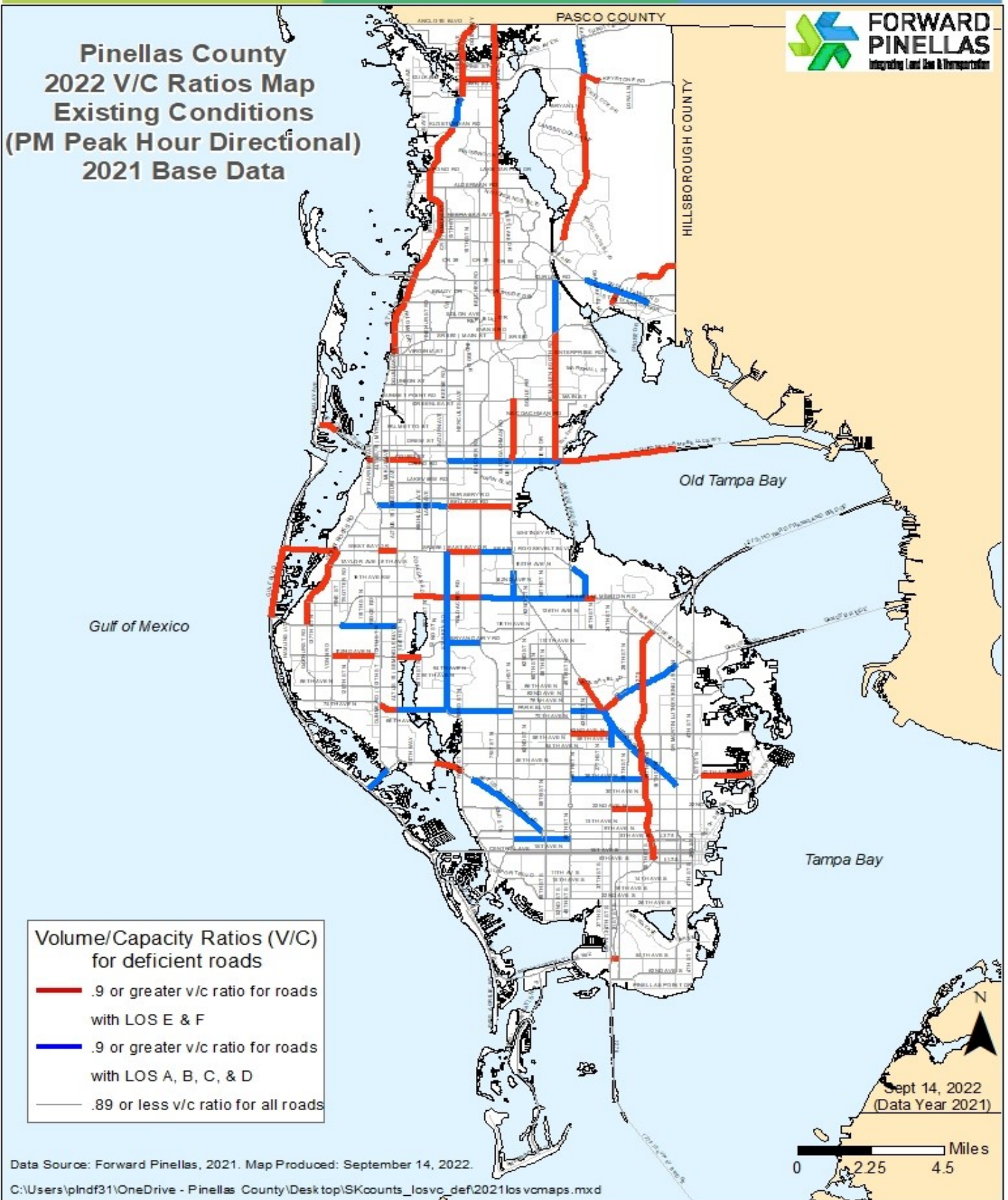
- ◆ State – 291 lane miles
- ◆ County – 164 lane miles
- ◆ Cities – 19 lane miles

NOTE: Both the LOS letter grade and v/c ratio are derived from the calculation of PM peak hour peak directional volumes are based upon the AADT and *FDOT 2012 Generalized Tables*.





**Pinellas County
2022 V/C Ratios Map
Existing Conditions
(PM Peak Hour Directional)
2021 Base Data**





Section 3: Existing Conditions (Continued)

Facility Level of Service Report Pinellas County Format PM Peak Hour Directional Analysis

The following pages contain the Forward Pinellas Year 2022 Level of Service / Existing Conditions Analysis Report table. The table in the report was produced using 2021 base year data. Also the next page contains a map depicting the PM peak hour travel direction of the traffic volumes used for analysis.

Roadways included in this inventory are arterials and collectors as defined in the Highway Capacity Manual and published by the Transportation Research Board. Level of Service (LOS) has been calculated using guidelines as identified by the *FDOT Quality/Level of Service (Q/LOS) Handbook*, *FDOT Generalized Tables*, *FDOT ArtPlan*, and the *Highway Capacity Manual (HCM)*.

The LOS conditions included in this report are based on the operating conditions of individual road facilities. These facilities are separated by intersections or by a point where there is a change in the lane configuration.

NOTE: The analysis method of roadway performance measures is based upon *FDOT 2012 General Tables* and using the statewide K and D factors. Also any specific road projects submitted to FDOT would need to adhere to the 2013 Q/LOS Handbook which can be found on the website as shown on page 7. The results of performance measures utilizing 2013 Q/LOS for a specific project may be different from this report.

Legend for LOS tables

Fac Type:

- ◆ “F” = Freeway
- ◆ “SA” = Signalized Arterial
- ◆ “SC” = Signalized Collector
- ◆ “SMC” = Signalized Collector (Major)
- ◆ “NA” = Non-Signalized Arterial
- ◆ “NMC” Non-Signalized Collector (Major)

LOS Method:

- ◆ “H” = Conceptual - Basic (only used for Memorial Causeway bridge)
- ◆ “T” = Generalized Tables

Abbreviations:

- ◆ “Fac” = Facility
- ◆ “V:Cap” = Volume to Physical Capacity

Def Flag (or Deficiency Identifier)

- ◆ “1” = Volume to Capacity Ratio $\geq .9$ and LOS=A, LOS=B, LOS=C, or LOS=D



General Tables is the primary analysis method of roadway performance measures used for this report. *General Tables* is the most cost effective tool for LOS analysis when batch processing, it simplifies the reporting. A more detail analysis method may be needed for specific projects.



**Facility Level of Service Report (Pinellas County Format)
(Peak Hour Directional)**

Forward Pinellas

Notes: Roadways included in this inventory are Arterials and Collectors. Level of Service (LOS) has been calculated using the guidelines of the FDOT Quality Level of Service, FDOT Generalized Tables, FDOT Art Plan, and Highway Capacity Manual (HCM). The LOS input values shown on this report do not fully represent values maintained and generated by the VTIMAS database, please do not attempt to use these values to reproduce LOS results. A more complete listing of LOS input values and assumptions is available, if needed please request a copy of the LOS Inventory Staff Report. Only LOS grades on state roads are utilizing FDOT's 2012 generalized tables. All other measures utilize 2009 generalized tables.

FACILITY	SA	2021	30	SP	D	1.421	7.178	T	11500	1092	2776	0	0	D	
FACILITY_TYPE	RECURRING	ROAD_Type	JURIS	LOS	STANDARD	LENGTH	MILE	LOS_METHOD	AA	ADT	VOLUME	PHYSICAL_CAPACITY	VOL_CAP_RATIO	DEF_FLAG	FACILITY_LOS
3 - 1ST AVE N: (3RD ST N -to- 20TH ST N)	SA	2021	30	SP	D	1.421	7.178	T	11500	1092	2776	0	0	D	
4 - 1ST AVE N: (20TH ST N -to- 34TH ST N)	SA	2021	30	SP	D	1.172	5.812	T	11500	1092	3056	0	0	D	
5 - 1ST AVE N: (34TH ST N -to- 66TH ST N)	SA	2021	30	SP	D	2.999	1.539	T	12000	1140	3175	0	0	C	
9 - 1ST AVE S: (PASADENA AVE -to- 34TH ST S)	SA	2021	30	SP	D	3.247	2.084	T	11000	1045	3175	0	0	C	
10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	SA	2021	30	SP	D	1.505	3.769	T	10392	987	3056	0	0	C	
11 - 1ST AVE S: (16TH ST S -to- DR MLK KING JR ST S)	SA	2021	40	SP	D	0.501	1.998	T	10392	987	4082	0	0	C	
12 - 1ST AVE S: (DR MLK KING JR ST S -to- 3RD ST S)	SA	2021	30	SP	D	0.587	9.224	T	10392	987	2776	0	0	C	
30 - 3RD ST N: (CENTRAL AVE -to- 5TH AVE N)	SA	2021	40	SR	D	0.438	11.854	T	10500	997	3900	0	0	C	
37 - 4TH AVE N: (I-375 RAMP -to- 4TH ST N)	SA	2021	30	SR	D	0.213	9.415	T	12000	1140	2988	0	0	C	
43 - 4TH ST N: (5TH AVE N -to- 30TH AVE N)	SA	2021	40	SR	D	1.506	3.895	T	27100	1358	1870	0	0	D	
44 - 4TH ST N: (30TH AVE N -to- 38TH AVE N)	SA	2021	60	SR	D	0.501	3.995	T	31500	1645	2830	0	0	D	
45 - 4TH ST N: (I-275 -to- GANDY BLVD)	SA	2021	40	SR	D	2.552	0.392	T	11900	621	1960	0	0	C	
46 - 4TH ST N: (GANDY BLVD -to- 62ND AVE N)	SA	2021	60	SR	D	1.795	7.17	T	31666	1593	2830	0	0	C	
47 - 4TH ST N: (62ND AVE N -to- 38TH AVE N)	SA	2021	60	SR	D	1.5	1.503	T	37500	1959	2940	0	0	C	
48 - 4TH ST N: (5TH AVE N -to- 2ND AVE N)	SA	2021	40	SR	D	0.279	10.815	T	12666	1187	3900	0	0	C	
50 - 4TH ST N: (2ND AVE N -to- 1ST AVE N)	SA	2021	30	SR	D	0.099	10.06	T	13000	1235	2988	0	0	D	
51 - 4TH ST N: (1ST AVE N -to- CENTRAL AVE)	SA	2021	40	SR	D	0.06	16.611	T	13000	1235	3900	0	0	C	
53 - 4TH ST S: (CENTRAL AVE -to- 4TH AVE S)	SA	2021	40	SR	D	0.279	14.961	T	13000	1235	3900	0	0	C	
54 - 4TH ST S: (4TH AVE S -to- 6TH AVE S)	SA	2021	30	SP	D	0.198	10.119	T	14197	679	1577	0	0	D	
55 - 4TH ST S: (6TH AVE S -to- 9TH AVE S)	SA	2021	40	SP	D	0.21	4.753	T	15395	804	1530	0	0	D	
56 - 4TH ST S: (9TH AVE S -to- 18TH AVE S)	NA	2021	40	SP	D	0.626	0	T	15395	804	3760	0	0	D	
57 - 4TH ST S 6TH ST CONNECTION: (18TH AVE S -to- 39TH AVE S)	SA	2021	40	SP	D	1.306	1.581	T	15421	804	1676	0	0	D	
58 - 4TH ST S 6TH ST CONNECTION: (39TH AVE S -to- 45TH AVE S)	NA	2021	40	SP	D	0.41	0	T	15500	809	3572	0	0	D	
61 - 5TH AVE N: (4TH ST N -to- DR MLK JR ST N)	SA	2021	20	SR	D	0.5	5.292	T	9300	532	2244	0	0	C	
63 - 5TH AVE N: (DR MLK KING JR ST -to- 16TH ST N)	SA	2021	30	SR	D	0.502	1.159	T	10200	475	1776	0	0	D	
65 - 5TH AVE N: (16TH ST N -to- 34TH ST N)	SA	2021	40	SR	D	1.503	5.84	T	23333	1191	1870	0	0	C	
66 - 5TH AVE N: (34TH ST N -to- 49TH ST N)	SA	2021	40	SR	D	1.252	2.503	T	23500	1227	1960	0	0	C	
67 - 5TH AVE N: (49TH ST N -to- TYRONE BLVD)	SA	2021	40	SR	D	0.878	4.829	T	32000	1672	1870	0	0	C	
68 - 5TH AVE N: (TYRONE BLVD -to- 66TH ST N)	SA	2021	40	SP	D	0.869	1.151	T	32000	1672	1764	0	0	C	
69 - 5TH AVE N: (66TH ST N -to- 69TH ST N)	SMC	2021	40	SP	D	0.347	2.884	T	9934	519	1216	0	0	C	
70 - 5TH AVE N: (69TH ST N -to- PARK ST)	NMC	2021	40	SP	D	0.709	0	T	9934	519	3760	0	0	C	
84 - 8TH ST N: (CENTRAL AVE -to- 1ST AVE N)	SA	2021	40	SP	D	0.062	16.234	T	7954	755	3776	0	0	C	
85 - 8TH ST N: (1ST AVE N -to- 9TH AVE N)	SA	2021	30	SP	D	0.641	8.633	T	7954	755	2776	0	0	C	
86 - 8TH ST S: (9TH AVE S -to- 6TH AVE S)	SA	2021	30	SP	D	0.215	4.651	T	7954	755	3056	0	0	C	
87 - 8TH ST S: (6TH AVE S -to- CENTRAL AVE)	SA	2021	40	SP	D	0.478	13.347	T	7954	755	3776	0	0	C	



89 - 9TH AVE N: (16TH ST N-to-DR MIL KING JR ST N)	SA	2021	4U	SP	D	0.499	2.004	T	11500	600	1599	0.375	0	C
91 - 9TH AVE N: (34TH ST N-to-49TH ST N)	SA	2021	4U	SP	D	1.256	2.491	T	11500	600	1676	0.358	0	C
94 - 9TH AVE N: (49TH ST N-to-66TH ST N)	SA	2021	4U	SP	D	1.744	3.547	T	9171	235	1676	0.14	0	C
95 - 9TH AVE N: (66TH ST N-to-PARK ST)	SMC	2021	2D	SP	D	1.105	0.915	T	4515	235	601	0.391	0	C
96 - 10TH AVE S: (14TH ST S 10TH ST S: (MCMULLEN BOOTH RD-to-WAI	NMC	2021	2U	SH	D	0.916	0	T	6000	313	1440	0.217	0	C
116 - 16TH ST N: (CENTRAL AVE-to-5TH AVE N)	SA	2021	4D	SP	D	0.439	11.053	T	14830	774	1530	0.506	0	D
117 - 16TH ST N: (5TH AVE N-to-22ND AVE N)	SA	2021	4D	SP	D	1.002	5.584	T	14830	774	1530	0.506	0	D
118 - 16TH ST N: (22ND AVE N-to-62ND AVE N)	SA	2021	4D	SP	D	2.511	2.789	T	7800	407	1683	0.242	0	C
122 - 16TH ST S: (CENTRAL AVE-to-18TH AVE S)	SA	2021	4D	SP	D	1.314	7.69	T	11000	574	1530	0.375	0	C
123 - 16TH ST S: (18TH AVE S-to-22ND AVE S)	SA	2021	2U	SP	D	0.247	4.052	T	11000	574	774	0.742	0	D
134 - 20TH ST N: (15TH AVE N-to-5TH AVE N)	SMC	2021	4U	SP	D	0.379	2.64	T	7308	381	1155	0.33	0	C
138 - 22ND AVE N: (I-275-to-34TH ST N)	SA	2021	4D	SP	D	1.162	2.815	T	35000	1828	1683	1.086	0	F
139 - 22ND AVE N: (34TH ST N-to-58TH ST N)	SA	2021	4U	SP	D	2.01	1.551	T	21327	1114	1676	0.665	0	C
140 - 22ND AVE N: (72ND ST N-to-66TH ST N)	SA	2021	4D	SP	D	0.677	2.955	T	14869	776	1683	0.461	0	D
141 - 22ND AVE N: (58TH ST N-to-66TH ST N)	SA	2021	4D	SP	D	0.999	5.878	T	21327	1114	1764	0.632	0	C
142 - 22ND AVE N: (72ND ST N-to-PARK ST)	SA	2021	2D	SP	D	0.893	1.12	T	5814	303	832	0.364	0	C
143 - 22ND AVE N: (I-275-to-15TH ST N)	SA	2021	4U	SP	D	1.597	2.718	T	18517	578	1599	0.361	0	C
144 - 22ND AVE N: (15TH ST N-to-COFFEE POT BLVD)	NMC	2021	2U	SP	D	0.463	0	T	11071	578	1512	0.382	0	D
145 - 22ND AVE S: (4TH ST S-to-31ST ST S)	SA	2021	4U	SP	D	2.245	2.004	T	12000	627	1676	0.374	0	C
146 - 22ND AVE S: (31ST ST S-to-34TH ST S)	SA	2021	6D	SP	D	0.253	7.912	T	21098	1102	2313	0.476	0	D
147 - 22ND AVE S: (34TH ST S-to-58TH ST S)	SA	2021	4U	CR	D	2.004	2.343	T	21098	1102	1599	0.689	0	D
160 - 28TH ST N: (ROOSEVELT BLVD-to-118TH AVE N)	SA	2021	6D	CR	D	0.511	1.116	T	6000	313	2646	0.118	0	C
161 - 28TH ST N: (38TH AVE N-to-HAINES RD)	SA	2021	2U	CR	D	1.193	3.135	T	7500	391	792	0.494	0	D
162 - 28TH ST N: (118TH AVE N-to-FRONTAGE RD)	NA	2021	4D	CR	D	2.033	0	T	5400	250	3760	0.066	0	C
163 - 28TH ST N: (HAINES RD-to-62ND AVE N)	NA	2021	2U	CR	D	0.311	0	T	7500	391	1440	0.272	0	D
164 - 28TH ST N: (38TH AVE N-to-22ND AVE N)	SA	2021	2U	SP	D	1.004	1.992	T	8000	418	774	0.54	0	D
165 - 28TH ST N: (22ND AVE N-to-9TH AVE N)	SA	2021	2U	SP	D	0.754	2.988	T	7450	360	774	0.465	0	D
166 - 28TH ST N: (9TH AVE N-to-CENTRAL AVE)	SA	2021	4U	SP	D	0.688	7.606	T	6900	360	1599	0.225	0	C
182 - 31ST ST S: (22ND AVE S-to-26TH AVE S)	SA	2021	4D	SP	D	0.251	3.986	T	10000	522	1683	0.31	0	C
183 - 31ST ST S: (26TH AVE S-to-54TH AVE S)	SA	2021	2D	SP	D	1.753	0.427	T	10000	522	832	0.627	0	D
184 - 31ST ST S: (54TH AVE S-to-PINELLAS POINT DR)	SA	2021	4D	SP	D	0.708	1.412	T	10000	522	1764	0.296	0	C
196 - 38TH AVE N: (I-275-to-34TH ST N)	SA	2021	4D	CR	D	1.037	1.952	T	33500	1750	1764	0.992	0	D
197 - 38TH AVE N: (I-275-to-4TH ST N)	SA	2021	4D	CR	D	1.471	3.155	T	29528	920	1683	0.547	0	D
198 - 38TH AVE N: (34TH ST N-to-49TH ST N)	SA	2021	4D	CR	D	1.257	2.65	T	33500	1750	1683	1.04	0	D
199 - 38TH AVE N: (49TH ST N-to-66TH ST N)	SA	2021	4D	CR	D	1.749	1.168	T	19000	992	1764	0.562	0	C



200 - 38TH AVE N; (66TH ST N-to- TYRONE BLVD)	SA	2021	4D	CR	D	1.26	1.648	T	19000	992	1764	0.562	0	C
203 - 40TH AVE N; (38TH AVE N; (4TH ST N-to- 1ST ST N)	SA	2021	4U	SP	D	0.284	3.52	T	17613	920	1599	0.575	0	D
204 - 40TH AVE NE; (1ST ST N-to- SHORE ACRES BLVD)	NA	2021	2D	SP	D	1.567	0	T	17613	920	756	1.217	0	F
210 - 43RD ST N; (78TH AVE N-to- 82ND AVE N)	NC	2021	2U	PP	D	0.25	0	T	3028	158	1440	0.11	0	C
211 - 43RD ST N; (78TH AVE N-to- PARK BLVD)	SMC	2021	2D	PP	D	0.251	3.982	T	3028	158	587	0.269	0	C
212 - 43RD ST N; (PARK BLVD-to- 70TH AVE N)	SMC	2021	2D	PP	D	0.252	3.964	T	2634	137	587	0.233	0	C
216 - 46TH AVE N; (PARK ST-to- 66TH ST N)	SMC	2021	2U	CR	D	1.554	1.058	T	5900	308	572	0.538	0	C
217 - 46TH AVE N; (49TH ST N-to- 66TH ST N)	SMC	2021	2U	CR	D	1.748	1.78	T	4583	205	572	0.358	0	C
220 - 49TH ST N; (SR 688/ULMERTON RD-to- BRYAN DAIRY RD/118TH AVE N)	SA	2021	6D	CR	D	1.025	1.952	T	35497	1854	2646	0.701	0	C
221 - 49TH ST N; (CENTRAL AVE-to- 22ND AVE N)	SA	2021	4U	CR	D	1.438	6.124	T	16063	839	1599	0.525	0	D
222 - 49TH ST N; (BRYAN DAIRY RD-to- 94TH AVE N)	SA	2021	6D	CR	D	1.485	1.914	T	24000	1045	2547	0.41	0	C
223 - 49TH ST N; (94TH AVE N-to- PARK BLVD)	SA	2021	6D	CR	D	1.254	3.489	T	37125	1881	2547	0.739	0	C
224 - 49TH ST N; (SR 688/ULMERTON RD-to- 144TH AVE N)	SA	2021	6D	CR	D	0.616	3.354	T	35497	1854	2547	0.728	0	C
225 - 49TH ST N; (PARK BLVD-to- 54TH AVE N)	SA	2021	6D	CR	D	1.253	2.648	T	40500	2116	2547	0.831	0	C
226 - 49TH ST N; (144TH AVE N-to- SR 688/ ROOSEVELT BLVD)	NA	2021	6D	CR	D	0.518	0	T	35497	1854	5650	0.328	0	C
227 - 49TH ST N; (54TH AVE N-to- 38TH AVE N)	SA	2021	6D	CR	D	1.008	1.984	T	23000	1201	2646	0.454	0	C
228 - 49TH ST N; (38TH AVE N-to- 22ND AVE N)	SA	2021	4U	CR	D	1.185	2.095	T	23000	1201	1676	0.717	0	D
229 - 49TH ST S; (CENTRAL AVE-to- GULFPORT BLVD)	SA	2021	4D	GP	D	1.559	5.057	T	15140	781	1599	0.488	0	D
231 - 52ND ST N; (PARK BLVD) (74TH AVE N-to- 70TH AVE N)	NC	2021	2U	PP	D	0.252	0	T	2114	110	1440	0.076	0	C
232 - 52ND ST N; (PARK BLVD) (74TH AVE N-to- 82ND AVE N)	SC	2021	2U	PP	D	0.502	3.988	T	4086	213	559	0.381	0	C
233 - 52ND ST N; (82ND AVE N-to- 94TH AVE N)	NC	2021	2U	PP	D	0.754	0	T	2247	117	1440	0.081	0	C
236 - 54TH AVE N; (US 19-to- HAINES RD)	SA	2021	4U	CR	D	0.659	4.194	T	27500	1175	1599	0.735	0	C
237 - 54TH AVE N; (HAINES RD-to- I-275 RAMP E)	SA	2021	6D	CR	D	0.343	5.851	T	22500	1175	2313	0.508	0	D
238 - 54TH AVE N; (I-275 RAMP E-to- 4TH ST N)	SA	2021	4D	CR	D	1.516	1.979	T	22500	1175	1764	0.666	0	D
241 - 54TH AVE N; (US 19-to- 49TH ST N)	SA	2021	4U	CR	D	1.25	1.77	T	18000	940	1676	0.561	0	D
242 - 54TH AVE N; (ALT US 19/SEMINOLE BLVD-to- DUHME RD)	SMC	2021	2D	CR	D	0.508	1.969	T	7165	374	601	0.622	0	D
243 - 54TH AVE N; (49TH ST N-to- 66TH ST N)	SA	2021	4D	CR	D	1.747	2.889	T	16592	842	1683	0.5	0	D
244 - 54TH AVE N; (66TH ST N-to- PARK ST)	SA	2021	4D	CR	D	1.558	1.968	T	16123	842	1764	0.477	0	C
245 - 54TH AVE S; (DR MLK JR ST S-to- 31ST ST S)	SA	2021	4D	SP	D	1.761	1.765	T	21666	888	1764	0.503	0	C
246 - 54TH AVE S; (34TH ST S-to- 31ST ST S)	SA	2021	4D	SP	D	0.249	8.523	T	31000	1619	1530	1.058	0	F
260 - 58TH ST N; (70TH AVE N-to- 54TH AVE N)	SMC	2021	2U	CR	D	1.001	1.999	T	5800	303	559	0.542	0	C
261 - 58TH ST N; (CENTRAL AVE-to- 5TH AVE N)	SA	2021	4D	SP	D	0.435	9.509	T	19092	997	1530	0.652	0	D
262 - 58TH ST N; (54TH AVE N-to- 38TH AVE N)	SMC	2021	2U	CR	D	1.043	3.256	T	5800	303	559	0.542	0	C
263 - 58TH ST N; (5TH AVE N-to- 22ND AVE N)	SA	2021	4D	SP	D	1.003	3.323	T	19092	997	1683	0.592	0	D
264 - 58TH ST N; (38TH AVE N-to- 22ND AVE N)	SA	2021	4D	SP	D	1.006	1.989	T	10500	548	1764	0.311	0	C
265 - 58TH ST S; (CENTRAL AVE-to- 11TH AVE S)	SA	2021	4U	SP	D	0.808	8.919	T	14257	492	1599	0.308	0	C



267- 58TH ST S: (11TH AVE S-to- GULFPORT BLVD)	SA	2021	2U	GP	D	0.751	2.993	T	9423	492	774	0.636	0	D
271- 60TH ST N: (78TH AVE N-to- 110TH AVE N)	NC	2021	2U	PP	D	2.005	0	T	2445	127	1440	0.088	0	C
274- 62ND AVE N: (US 19-to- 49TH ST N)	SA	2021	2U	CR	D	1.242	0.805	T	13545	707	792	0.893	0	E
275- 62ND AVE N: (49TH ST N-to- 66TH ST N)	SA	2021	2U	CR	D	1.748	1.789	T	7700	402	792	0.508	0	C
276- 62ND AVE N: (US 19-to- 16TH ST N)	SA	2021	4U	CR	D	1.495	2.854	T	18500	966	1599	0.604	0	C
277- 62ND AVE N: (66TH ST N-to- 71ST ST N)	SMC	2021	2U	CR	D	0.503	1.989	T	3183	166	572	0.29	0	C
278- 62ND AVE N: (16TH ST N-to- 15T ST N)	SA	2021	4D	CR	D	1.263	2.638	T	14801	676	1683	0.402	0	C
280- 62ND AVE N: (15T ST N-to- BAYOU GRANDE BLVD)	NA	2021	4D	SP	D	1.533	0	T	12952	676	3760	0.18	0	D
281- 62ND AVE S: (PINELLAS PT DR-to- DR MARTIN LUTHER KING ST S)	SMC	2021	2U	SP	D	1.447	2.084	T	5900	308	559	0.551	0	C
288- 62ND ST N: (102ND AVE N-to- 110 AVE N)	NC	2021	2U	PP	D	0.499	0	T	618	32	1440	0.022	0	C
296- 66TH ST N: (BRYAN DAIRY RD-to- PARK BLVD)	SA	2021	6D	SR	D	2.317	2.623	T	40000	2063	2830	0.729	0	C
297- 66TH ST N: (PARK BLVD-to- 54TH AVE N)	SA	2021	6D	SR	D	1.254	2.654	T	42000	2194	2830	0.775	0	C
299- 66TH ST N: (54TH AVE N-to- 38TH AVE N)	SA	2021	6D	SR	D	1.006	1.988	T	40000	2090	2940	0.711	0	C
300- 66TH ST N: (PASADENA AVE-to- TYRONE BLVD)	SA	2021	6D	SR	D	1.279	4.965	T	37083	1907	2570	0.742	0	C
301- 66TH ST N: (BRYAN DAIRY RD-to- ULMERTON RD)	SA	2021	6D	SR	D	1.438	2.096	T	32000	1672	2830	0.591	0	C
302- 66TH ST N: (TYRONE BLVD-to- 38TH AVE N)	SA	2021	6D	SR	D	0.958	3.62	T	40000	2090	2830	0.739	0	C
303- 66TH ST N: (ULMERTON RD-to- US 19)	SA	2021	4D	SR	D	0.95	2.109	T	33000	1724	1870	0.922	0	C
306- 70TH AVE N: (US 19-to- 49TH ST N)	SA	2021	4U	PP	D	1.139	1.786	T	10249	526	1676	0.314	0	C
307- 70TH AVE N: (49TH ST N-to- 58TH ST N)	SA	2021	4U	PP	D	0.763	1.311	T	7080	369	1676	0.22	0	C
308- 70TH AVE N: (58TH ST N-to- 66TH ST N)	SA	2021	2D	PP	D	0.983	0.636	T	5077	265	832	0.319	0	C
310- 71ST ST N: (PARK BLVD-to- 70TH AVE N)	NA	2021	6D	CR	D	0.253	0	T	16500	862	5650	0.153	0	C
312- 71ST ST N: (70TH AVE N-to- 54TH AVE N)	SA	2021	4D	CR	D	1.004	1.992	T	12048	396	1683	0.235	0	C
313- 71ST ST N: (54TH AVE N-to- 38TH AVE N)	SA	2021	2U	CR	D	1.004	1.993	T	7596	396	774	0.512	0	D
322- 78TH AVE N: (US 19-to- 49TH ST N)	SC	2021	2D	PP	D	0.837	1.002	T	6703	350	601	0.582	0	D
323- 78TH AVE N: (49TH ST N-to- 66TH ST N)	SMC	2021	2D	PP	D	1.75	2.232	T	6564	247	601	0.411	0	C
324- 78TH AVE N: (66TH ST N-to- BELCHER RD)	SMC	2021	2U	PP	D	0.506	1.977	T	3907	204	572	0.357	0	C
325- 82ND AVE N: (US 19-to- 49TH ST N)	SMC	2021	2U	PP	D	0.681	1.47	T	4951	258	572	0.451	0	C
326- 82ND AVE N: (49TH ST N-to- 66TH ST N)	SMC	2021	2D	PP	D	1.75	0.447	T	4387	214	601	0.356	0	C
327- 82ND AVE N: (66TH ST N-to- BELCHER RD)	NC	2021	2U	PP	D	0.507	0	T	903	47	1440	0.033	0	C
334- 86TH AVE N: (SEMINOLE BLVD-to- DUHME RD/113TH ST N)	SMC	2021	2U	CR	D	0.501	1.996	T	4063	212	559	0.379	0	C
335- 86TH AVE N: (DUHME RD/113TH ST N-to- OAKHURST RD)	SMC	2021	2U	CR	D	2.007	1.338	T	5100	266	572	0.465	0	C
349- 94TH AVE N: (49TH ST N-to- 66TH ST N)	SMC	2021	2D	PP	D	1.754	0.443	T	5920	309	601	0.514	0	C
361- 102ND AVE N: (66TH ST N-to- US 19)	NMC	2021	2D	PP	D	1.681	0	T	6129	123	1512	0.081	0	C
362- 102ND AVE N: (ALT US 19-to- 113TH ST N)	SA	2021	4D	CR	D	0.506	1.975	T	23000	1201	1764	0.681	0	D
363- 102ND AVE N: (113TH ST N-to- RIDGE RD)	NA	2021	4D	CR	D	0.18	0	T	23000	1201	3760	0.319	0	D
364- 102ND AVE N: (RIDGE RD-to- VONNN RD)	SA	2021	2U	CR	D	1.332	2.008	T	16961	728	792	0.919	0	F
365- 102ND AVE N: (VONNN RD-to- 137TH ST N)	NA	2021	2U	CR	D	0.506	0	T	13942	728	1440	0.506	0	F
366- 102ND AVE N: (137TH ST N-to- OAKHURST RD)	SA	2021	4D	CR	D	0.249	4.01	T	13942	728	1683	0.433	0	D
367- 102ND AVE N: (OAKHURST RD-to- HAMLIN BLVD)	NA	2021	4D	CR	D	0.504	0	T	13942	728	3760	0.194	0	D
373- 110TH AVE N: (43RD ST N-to- 49TH ST N)	SMC	2021	2U	PP	D	0.5	2.002	T	5016	262	572	0.458	0	C
374- 110TH AVE N: (49TH ST N-to- US 19)	SMC	2021	2U	PP	D	0.412	2.428	T	5052	263	572	0.46	0	C
375- 110TH AVE N: (US 19-to- 62ND ST)	NC	2021	2U	PP	D	0.839	0	T	2036	32	1440	0.022	0	C
376- 113TH ST N: (ULMERTON RD-to- 102ND AVE N)	SA	2021	4D	CR	D	2.01	0.995	T	21000	1097	1764	0.622	0	C
378- 118TH AVE N: (BELCHER RD-to- 66TH ST N)	SC	2021	2U	CR	D	1.054	1.9	T	4275	223	572	0.39	0	C
381- 118TH AVE N: (62ND ST N-to- 66TH ST N)	SC	2021	2U	CR	D	0.517	1.994	T	3739	195	572	0.341	0	C
388- 125TH ST N: (PARK BLVD-to- 102ND AVE N)	SC	2021	2U	CR	D	1.506	1.488	T	4300	224	572	0.392	0	C
410- 142ND AVE N: (66TH ST N-to- BELCHER RD)	SMC	2021	2U	CR	D	1.02	0.98	T	8500	444	572	0.776	0	D
421- ALDERMAN RD: (ALT US 19-to- US 19)	SA	2021	4D	CR	D	2.013	1.667	T	14179	685	1764	0.388	0	D
422- ALDERMAN RD: (US 19-to- HIGHLANDS BLVD)	NMC	2021	2U	CR	D	1.186	0	T	10000	522	1440	0.363	0	C



425 - ALT US 19 BAY PINES BLVD: (W END OF BRIDGE -TO- PARK ST)	SA	2021	4D	SR	D	0.92	0.984	T	49000	2560	1960	0.984	0	F
426 - ALT US 19 BAY PINES BLVD: (W END OF BRIDGE -TO- 100TH WY)	SA	2021	6D	SR	D	0.64	3.721	T	40500	2116	2830	0.748	0	C
427 - ALT US 19 BAY PINES BLVD: (100TH WY -TO- SEMINOLE BLVD)	NA	2021	6D	SR	D	0.543	0	T	40500	2116	5650	0.375	0	C
428 - ALT US 19 BAYSHORE BLVD: (SKINNER BLVD -TO- CURLEW RD)	SA	2021	2D	SR	D	2.415	1.792	T	19500	966	924	1.045	0	F
429 - ALT US 19 BAYSHORE BLVD: (CURLEW RD -TO- TAMPA RD)	SA	2021	2D	SR	D	1.467	0.354	T	19200	930	924	1.006	0	F
430 - ALT US 19 BROADWAY: (MAIN ST -TO- SKINNER BLVD)	SA	2021	2U	SR	D	0.256	3.914	T	18500	966	860	1.123	0	F
431 - ALT US 19 CHESTNUT ST: (MYRTLE AVE -TO- COURT ST)	NA	2021	3D	SR	D	0.185	0	T	19500	1852	6780	0.273	0	D
432 - ALT US 19 COURT ST: (CHESTNUT ST -TO- FT HARRISON AVE)	SA	2021	4D	SR	D	0.454	4.469	T	18000	1710	4536	0.377	0	D
433 - ALT US 19 EDgewater DR: (MYRTLE AVE -TO- MISSOURI AVE)	SA	2021	4D	SR	D	0.318	1.972	T	37000	1933	1870	1.034	0	F
434 - ALT US 19 EDgewater DR: (MYRTLE AVE -TO- BROADWAY AVE)	SA	2021	2U	SR	D	2.041	0.996	T	15000	752	880	0.855	0	E
435 - ALT US 19 MISSOURI AVE: (COURT ST -TO- BELLEAIR RD)	SA	2021	6D	SR	D	1.511	3.975	T	25375	1306	2830	0.461	0	C
436 - ALT US 19 MISSOURI AVE: (BELLEAIR RD -TO- E BAY DR)	SA	2021	6D	SR	D	1.532	3.507	T	28200	1332	2830	0.471	0	C
437 - ALT US 19 MYRTLE AVE: (CHESTNUT ST -TO- DREW ST)	SA	2021	4U	SR	D	0.5	7.039	T	15700	820	1577	0.52	0	D
438 - ALT US 19 MYRTLE AVE: (DREW ST -TO- FAIRMONT ST)	SA	2021	4U	SR	D	0.981	5.681	T	12950	647	1776	0.364	0	C
439 - ALT US 19 MYRTLE AVE: (FAIRMONT ST -TO- EDGEWATER DR)	NA	2021	2U	SR	D	0.098	0	T	12400	647	1440	0.449	0	D
440 - ALT US 19 PALM HARBOR BLVD: (TAMPA RD -TO- ALDERMAN RD)	SA	2021	2D	SR	D	1.812	0.604	T	20500	1071	924	1.159	0	F
441 - ALT US 19 PALM HARBOR BLVD: (ALDERMAN RD -TO- KLOSTERMAN RD)	SA	2021	2D	SR	D	2.203	0.247	T	18600	971	924	1.051	0	F
442 - ALT US 19 PINELLAS AVE: (KLOSTERMAN RD -TO- MERES BLVD)	SA	2021	2U	SR	D	1.043	0.976	T	16600	867	880	0.985	0	D
443 - ALT US 19 PINELLAS AVE: (MERES BLVD -TO- TARPON AVE)	SA	2021	2D	SR	D	0.595	7.141	T	16600	867	880	1.045	0	F
444 - ALT US 19 PINELLAS AVE: (TARPON AVE -TO- ANCILOTE AVE)	SA	2021	2U	SR	D	1.198	3.52	T	17680	804	880	0.914	0	F
445 - ALT US 19 SEMINOLE BLVD: (BAY PINES BLVD -TO- PARK BLVD)	SA	2021	6D	SR	D	1.651	2.96	T	35500	1854	2830	0.655	0	C
446 - ALT US 19 SEMINOLE BLVD: (PARK BLVD -TO- 102ND AVE N)	SA	2021	6D	SR	D	1.766	2.934	T	36839	1803	2940	0.613	0	C
447 - ALT US 19 SEMINOLE BLVD: (ULMERTON RD -TO- E BAY DR)	SA	2021	6D	SR	D	2.027	1.777	T	33600	1724	2777	0.609	0	C
448 - ALT US 19 SEMINOLE BLVD: (ULMERTON RD -TO- E BAY DR)	SA	2021	6D	SR	D	1.517	1.323	T	32333	1619	2940	0.551	0	C
449 - ALT US 19 TYRONE BLVD: (5TH AVE N -TO- 9TH AVE N)	SA	2021	4D	SR	D	0.253	3.96	T	23000	1201	2830	0.642	0	C
450 - ALT US 19 TYRONE BLVD: (9TH AVE N -TO- 66TH ST N)	SA	2021	4D	SR	D	1.18	4.564	T	35000	1828	1960	0.933	0	C
451 - ALT US 19 TYRONE BLVD: (66TH ST N -TO- 38TH AVE N)	SA	2021	4D	SR	D	1.586	1.63	T	33500	1750	1960	0.893	0	C
452 - ALT US 19 TYRONE BLVD: (38TH AVE N -TO- PARK ST)	SA	2021	6D	SR	D	0.36	2.776	T	38500	2011	2776	0.711	0	C
453 - ANCILOTE BLVD: (ANCILOTE RD -TO- ALT US 19)	SMC	2021	2U	CR	D	2.051	0.354	T	8700	454	572	0.794	0	C
454 - ANCILOTE RD: (ALT US 19 -TO- ANCILOTE BLVD)	MMC	2021	2U	CR	D	1.897	0	T	3200	167	1440	0.116	0	C
470 - BAYSHORE BLVD: (SR 60 -TO- MAIN ST)	NMC	2021	2U	CL	D	2.345	0	T	7300	381	1440	0.265	0	D
476 - BAYSIDE BRIDGE: (SR 686 ROOSEVELT BLVD -TO- GULF-TO-BAY BLVD)	NA	2021	6D	CR	D	3.564	0	T	59621	3115	5650	0.551	0	F
492 - BECKETT WAY: (US 19 -TO- OLD DIXIE HWY)	SC	2021	2U	CR	D	0.501	1.998	T	4164	217	559	0.388	0	C
489 - BELCHER RD: (BRYAN DAIRY RD -TO- PARK BLVD)	SA	2021	6D	CR	D	1.516	1.034	T	23500	1227	2477	0.482	0	C
490 - BELCHER RD: (BRYAN DAIRY RD -TO- ULMERTON RD)	SA	2021	6D	CR	D	2.434	1.597	T	23500	1227	2646	0.464	0	C
491 - BELCHER RD: (ULMERTON RD -TO- EAST BAY DR)	SA	2021	6D	CR	D	1.526	1.474	T	21875	1142	2646	0.432	0	C
492 - BELCHER RD: (EAST BAY DR -TO- BELLEAIR RD)	SA	2021	4D	CR	D	1.522	1.469	T	21963	1147	1764	0.65	0	C
493 - BELCHER RD: (BELLEAIR RD -TO- GULF-TO-BAY BLVD)	SA	2021	4D	CR	D	1.516	4.886	T	21963	1147	1683	0.682	0	D
494 - BELCHER RD: (GULF-TO-BAY BLVD -TO- NE COACHMAN RD)	SA	2021	4U	CR	D	0.805	4.018	T	20953	1094	1599	0.684	0	D
495 - BELCHER RD: (NE COACHMAN RD -TO- SUNSET POINT RD)	SA	2021	4D	CR	D	1.222	1.034	T	23726	1094	1764	0.62	0	C
496 - BELCHER RD: (SUNSET POINT RD -TO- COUNTRYSIDE BLVD)	SA	2021	6D	CR	D	1.349	2.463	T	26500	1384	2547	0.543	0	C
497 - BELCHER RD: (COUNTRYSIDE BLVD -TO- CURLEW RD)	SA	2021	4D	CR	D	2.946	1.452	T	20646	966	1764	0.548	0	C
498 - BELCHER RD: (CURLEW RD -TO- TAMPA RD)	SA	2021	4D	CR	D	1.291	0.645	T	18770	980	1764	0.556	0	C
499 - BELCHER RD: (TAMPA RD -TO- ALDERMAN RD)	SA	2021	4D	CR	D	1.805	1.121	T	24500	1280	1764	0.726	0	C
500 - BELCHER RD: (ALDERMAN RD -TO- KLOSTERMAN RD)	SA	2021	4D	CR	D	2.135	0.455	T	18000	940	1764	0.533	0	C
501 - BELLEAIR BEACH CSWY: (INDIAN ROCKS RD -TO- GULF BLVD)	SA	2021	2D	CR	D	1.675	0.597	T	16443	859	882	1.032	0	F
502 - BELLEAIR RD: (CLEARWATER LARGO RD -TO- MISSOURI AVE)	SMC	2021	2U	CR	D	0.626	2.63	T	9900	517	559	0.925	0	D
503 - BELLEAIR RD: (MISSOURI AVE -TO- KEENE RD)	SMC	2021	2U	CR	D	1.523	2.402	T	9900	517	792	0.904	0	D
504 - BELLEAIR RD: (US 19 -TO- KEENE RD)	SA	2021	2U	CR	D	1.969	1.016	T	15982	835	792	1.054	0	F
505 - BELLEVIEW BLVD: (CLWTR-LARGO RD -TO- INDIAN ROCKS RD)	NMC	2021	2U	BL	D	0.249	0	T	7193	375	1440	0.26	0	D
506 - BELTRESS ST: (EDGEWATER DR -TO- PATRICIA AVE)	SC	2021	2U	DN	D	1.027	3.193	T	2118	110	559	0.197	0	C
507 - BELTRESS ST: (SCOTSDALE ST -TO- PATRICIA AVE)	SC	2021	2U	DN	D	0.858	1.166	T	1009	52	572	0.091	0	C
511 - BLUND PASS RD: (75TH AVE/COREY AVE -TO- W GULF BL)	SA	2021	4D	SR	D	1.392	1.705	T	17366	867	1960	0.442	0	D
517 - BRYAN DAIRY RD: (BELCHER RD -TO- STARKEY RD)	SA	2021	6D	CR	D	1.026	4.566	T	48023	2509	2547	0.985	0	C
518 - BRYAN DAIRY RD: (STARKEY RD -TO- 98TH ST N)	SA	2021	6D	CR	D	0.964	2.163	T	38500	2011	2646	0.76	0	C
519 - BRYAN DAIRY RD: (98TH ST N -TO- ALT 19)	SA	2021	4D	CR	D	0.755	1.325	T	38500	2011	1764	1.14	0	F



520 - BRYAN DAIRY RD 118TH AVE N (28TH ST N -TO- 34TH ST N)	SA	2021	40	CR	D	0.5	4.005	T	10500	548	1683	0	C
521 - BRYAN DAIRY RD 118TH AVE N (US 19 -TO- BELCHER RD)	SA	2021	60	CR	D	2.15	0.43	T	40875	1724	2646	0	C
522 - BRYAN DAIRY RD 118TH AVE N (34TH ST N -TO- 40TH ST N)	NA	2021	40	CR	D	0.493	0	T	32000	1724	3760	0	D
523 - BRYAN DAIRY RD 118TH AVE N (40TH ST N -TO- 49TH ST N)	SA	2021	60	CR	D	0.764	1.139	T	39000	2037	2846	0	C
526 - CENTRAL AVE (34TH ST N -TO- 58TH ST N)	SA	2021	40	CR	D	2.009	2.669	T	12000	627	1683	0	C
527 - CENTRAL AVE (58TH ST N -TO- PARK ST)	SA	2021	40	SP	D	1.763	3.148	T	14666	627	1683	0	C
528 - CENTRAL AVE (34TH ST N -TO- 31ST ST)	SA	2021	40	SP	D	0.252	8.41	T	9100	675	1454	0	C
529 - CENTRAL AVE (31ST ST N -TO- 3RD ST N)	SA	2021	2U	SP	D	2.341	5.987	T	7420	365	774	0	D
533 - CHESTNUT ST (COURT ST CONNECTION -TO- FT HARRISON AVE)	SA	2021	20	SR	D	0.205	9.785	T	19500	1852	1992	0	F
534 - CHESTNUT ST (FT HARRISON AVE -TO- MYRTLE AVE)	SA	2021	40	SR	D	0.252	3.97	T	19500	1852	4536	0	D
538 - CLEARWATER-LARGO RD (BELLAIR RD -TO- W BAY DR)	SA	2021	40	LA	D	1.556	2.857	T	19358	597	1683	0	C
539 - CLEARWATER-LARGO RD (W BAY DR -TO- ULMERTON RD)	SA	2021	60	CR	D	1.529	2.076	T	22000	1149	2646	0	D
542 - CLEVELAND ST (MYRTLE AVE -TO- MISSOURI AVE)	SA	2021	20	CL	D	0.505	3.962	T	4500	235	813	0	C
543 - CLEVELAND ST (MISSOURI AVE -TO- GULF-TO-BAY BLVD)	SA	2021	40	CL	D	0.465	2.151	T	2789	145	1683	0	C
549 - COMMERCE BLVD (TAMPA RD -TO- DOUGLAS RD)	NMC	2021	2U	OLD	D	0.182	0	T	5939	310	1440	0	C
555 - COREY CSMW/75TH AVE (GULF BLVD -TO- SHORE DR)	SA	2021	40	SR	D	1.043	6.095	T	24800	1123	1615	0	D
556 - CORONADO DR (ROUNDABOUT -TO- HAWDEN DR)	SA	2021	20	CL	D	0.647	11.36	T	6032	315	774	0	C
558 - COUNTRYSIDE BLVD (BELCHER RD -TO- US 19)	SA	2021	40	CL	D	0.526	4.616	T	20239	1057	1683	0	C
559 - COUNTRYSIDE BLVD (US 19 -TO- SR 580)	SA	2021	60	CL	D	0.785	3.082	T	20239	1057	2547	0	C
560 - COUNTRYSIDE BLVD (SR 580 -TO- N SIDE DR)	NA	2021	40	CL	D	1.387	0	T	9854	514	3760	0	C
561 - COUNTRYSIDE BLVD (N SIDE DR -TO- CURLEW RD)	SA	2021	2U	CL	D	0.875	1.142	T	9854	514	792	0	D
562 - COUNTRYSIDE BLVD (CURLEW RD -TO- LAKE ST GEORGE DR)	SC	2021	2U	CR	D	0.354	2.823	T	4125	215	559	0	C
564 - COURT ST (MISSOURI AVE -TO- HIGHLAND AVE)	SA	2021	40	SR	D	0.755	2.982	T	40500	2116	1870	0	F
565 - COURT ST (FT HARRISON AVE -TO- OAK AVE)	SA	2021	30	SR	D	0.105	9.533	T	18000	1710	2988	0	D
566 - COURT ST (OAK AVE -TO- CHESTNUT ST CONNECTION)	NA	2021	20	SR	D	0.041	0	T	18000	1710	4512	0	F
568 - COURTNEY CAMPBELL CSMW (HILLSBOROUGH CL -TO- BAYSHORE BLVD)	SA	2021	40	SR	D	3.554	1.313	T	38000	3030	1960	0	F
569 - CR 1 (SR 580 -TO- CURLEW RD)	SA	2021	40	CR	D	2.032	2.145	T	19591	1023	1764	0	D
570 - CR 1 (OMAHA ST TAMPA RD -TO- TAMPA RD)	SA	2021	40	CR	D	1.397	0.6	T	12217	638	1764	0	C
571 - CR 1 (OMAHA ST TAMPA RD -TO- NEERASKA AVE)	SA	2021	20	CR	D	0.751	1.002	T	9458	350	832	0	D
572 - CR 1 (OMAHA ST NEERASKA AVE -TO- ALDERMAN RD)	SA	2021	20	CR	D	1.005	2.334	T	6700	350	832	0	D
574 - CR 296 CONNECTOR (GATEWAY EXPRESS -TO- I-275)	NA	2021	4S	SR	D	0.985	0	T	44265	2312	3760	0	F
580 - CR 611 BYPASS (SOUTH SPURT -TO- NORTH SPURT)	NA	2021	40	CR	D	0.888	0	T	38013	1986	3760	0	F
590 - CURLEW RD (SR 584 TAMPA RD -TO- MC MULLEN BOOTH RD)	SA	2021	60	SR	D	0.939	4.112	T	18900	987	2850	0	C
590 - CURLEW RD (MC MULLEN BOOTH RD -TO- US 19)	SA	2021	60	SR	D	1.805	2.678	T	33833	1750	2940	0	C
591 - CURLEW RD (US 19 -TO- CR 1 OMAHA ST)	SA	2021	40	SR	D	1.283	1.612	T	26250	1280	1960	0	C
592 - CURLEW RD (CR 1 OMAHA ST -TO- AALT 19)	SA	2021	20	SR	D	1.282	0.78	T	14700	768	924	0	E
602 - DINE HWY (ALT US 19 -TO- BECKETT WAY)	NC	2021	2U	CR	D	0.561	0	T	4164	217	1440	0	C
603 - DINE HWY (BECKETT WAY -TO- PASCO C/O LINE)	NC	2021	2U	CR	D	0.398	0	T	4164	217	1440	0	C
607 - DOUGLAS AVE (STEVENSONS CREEK -TO- SUNSET POINT RD)	SMC	2021	4U	CL	D	0.482	4.673	T	3039	158	1155	0	C
608 - DOUGLAS AVE (SUNSET POINT RD -TO- UNION ST)	NMC	2021	4U	CR	D	0.509	0	T	3039	158	3572	0	C
609 - DOUGLAS AVE (UNION ST -TO- BELT REES ST)	SMC	2021	20	DN	D	0.506	1.861	T	3039	158	601	0	C
610 - DOUGLAS AVE (BELT REES ST -TO- MAIN ST)	SMC	2021	2U	DN	D	0.478	2.09	T	3486	179	559	0	C
611 - DOUGLAS AVE (MAIN ST -TO- SKINNER BLVD)	NMC	2021	2U	DN	D	0.282	0	T	3436	179	1440	0	C
613 - DOUGLAS AVE (COMMERCE BLVD -TO- RACE TRACK RD)	SMC	2021	2U	OLD	D	0.962	1.04	T	5939	310	572	0	C
614 - DR MARTIN LUTHER KING JR ST N (CENTRAL AVE)	SA	2021	40	SP	D	0.69	13.833	T	11500	1092	3726	0	C
615 - DR MARTIN LUTHER KING JR ST N (9TH AVE N -TO- 22ND AVE N)	SA	2021	30	SP	D	0.753	0.727	T	14750	600	1676	0	C
616 - DR MARTIN LUTHER KING JR ST N (2275 -TO- GANDY BLVD)	SA	2021	40	CR	D	2.108	2.518	T	16000	757	1764	0	D
617 - DR MARTIN LUTHER KING JR ST N (22ND AVE N -TO- 38TH AVE N)	SA	2021	30	SP	D	1.022	3.231	T	15200	794	1883	0	D
618 - DR MARTIN LUTHER KING JR ST N (GANDY BLVD -TO- E2ND AVE N)	SA	2021	40	SP	D	2.312	3.564	T	17500	914	1683	0	C
619 - DR MARTIN LUTHER KING JR ST N (E2ND AVE N -TO- 38TH AVE N)	SA	2021	40	SP	D	1.482	1.51	T	16350	794	1764	0	C
621 - DR MLK JR ST S (CENTRAL AVE -TO- 8TH ST S)	SA	2021	40	SP	D	0.656	12.259	T	13214	1092	3726	0	C
622 - DR MARTIN LUTHER KING JR ST S (8TH ST S -TO- 26TH AVE S)	SA	2021	40	SP	D	1.153	3.311	T	17500	914	1683	0	D
623 - DR MARTIN LUTHER KING JR ST S (26TH AVE S -TO- 45TH AVE S)	NA	2021	40	SP	D	1.283	0	T	15500	705	3572	0	C
624 - DR MARTIN LUTHER KING JR ST S (45TH AVE S -TO- 62ND AVE S)	SA	2021	4U	SP	D	1.02	4.615	T	13900	705	1899	0	C
627 - DREW ST (MC MULLEN BOOTH RD -TO- US 19)	SA	2021	40	CL	D	1.283	3.221	T	19000	992	1683	0	D
628 - DREW ST (FT HARRISON AVE -TO- MISSOURI AVE)	SA	2021	4U	CL	D	0.754	3.981	T	9784	206	1776	0	C
629 - DREW ST (US 19 -TO- NE COACHMAN RD)	SA	2021	4U	CR	D	1.405	2.589	T	26160	1017	1683	0	C
630 - DREW ST (MISSOURI AVE -TO- HIGHLAND AVE)	SA	2021	4U	SR	D	0.756	3.014	T	18111	946	1776	0	C
631 - DREW ST (HIGHLAND AVE -TO- N SATURN AVE)	SA	2021	4U	SR	D	0.634	1.306	T	25000	1306	1862	0	C
632 - DREW ST (N SATURN AVE -TO- NE COACHMAN RD)	SA	2021	40	SR	D	0.738	7.156	T	23160	1017	1870	0	C
636 - DRUID RD (US 19 -TO- BELCHER RD)	SMC	2021	20	CL	D	1.009	0.991	T	6809	355	601	0	C
637 - DRUID RD (BELCHER RD -TO- KEENE RD)	SMC	2021	2U	CL	D	1.007	1.987	T	6809	355	572	0	D
638 - DRUID RD (KEENE RD -TO- HIGHLAND AVE)	SMC	2021	2U	CL	D	0.774	2.938	T	6809	355	559	0	D
641 - DUHME RD (113TH ST WELCH CSMW -TO- PARK BLVD)	SA	2021	60	CR	D	2.219	2.968	T	16750	705	2646	0	C
642 - DUHME RD (113TH ST PARK BLVD -TO- 86TH AVE N)	SA	2021	60	CR	D	0.614	6.001	T	20000	1045	2547	0	C
643 - DUHME RD (113TH ST (86TH AVE N -TO- 102ND AVE N)	SA	2021	40	CR	D	1.016	1.986	T	21000	1097	1764	0	C



645 - DUNEDIN CSWY BLVD: (DRAWBRIDGE -> ALT US 19)	SA	2021	4D	CR	D	0.861	1.162	T	14000	731	1764	0.414	0	D
646 - EAST LAKE RD: (NORTH SPLIT -> WOODLANDS BLVD)	SA	2021	6D	CR	D	0.657	2646	T	59000	3082	1764	1.165	0	F
647 - EAST LAKE RD: (WOODLANDS BLVD -> TARPON WOODS BLVD)	SA	2021	4D	CR	D	0.892	1.121	T	59000	3082	1764	1.747	0	F
648 - EAST LAKE RD: (TARPON WOODS BLVD -> LANSBROOK PKWY)	SA	2021	4D	CR	D	1.813	2.015	T	59000	3082	1764	1.747	0	F
649 - EAST LAKE RD: (LANSBROOK PKWY -> KEYSTONE RD)	SA	2021	4D	CR	D	2.354	1.276	T	40337	2107	1764	1.194	0	F
650 - EAST LAKE RD: (KEYSTONE RD -> TRINITY BLVD)	SA	2021	4D	CR	D	1.197	0.835	T	30500	1593	1764	0.903	0	C
651 - EAST LAKE RD: (TRINITY BLVD -> PASCO CO LINE)	NA	2021	4D	CR	D	0.516	0	T	30500	1593	3760	0.424	0	C
652 - EAST LAKE RD: (EAST SERVICE RD -> NORTH SPLIT)	SA	2021	4D	CR	D	0.629	3.203	T	24681	1289	1683	0.357	0	D
660 - ENTERPRISE RD: (US 19 -> MCCUMLEN BOOTH RD)	SA	2021	4D	CL	D	1.416	4.956	T	11516	601	1683	0.357	0	C
661 - ENTERPRISE RD: (MCCUMLEN BOOTH RD -> PHILIPPE PKWY)	SMC	2021	2U	CR	D	1.515	0.491	T	8531	445	572	0.778	0	D
666 - FAIRMONT ST: (MLK JR AVE -> STEVENSONS CREEK)	NMC	2021	2U	CL	D	0.225	0	T	3039	158	1512	0.104	0	C
679 - FOREST LAKES BLVD: (TAMPA RD -> PINE AVE)	SA	2021	4D	CR	D	0.841	2.441	T	22500	1175	1683	0.688	0	C
680 - FOREST LAKES BLVD: (TAMPA RD -> SR 580)	SA	2021	2D	CR	D	0.47	2.13	T	19574	1022	813	1.257	0	F
681 - FOREST LAKES BLVD: (PINE AVE -> HILLSBOROUGH COUNTY LINE)	SA	2021	2D	CR	D	1.305	2.474	T	22500	1175	832	1.412	0	F
682 - FT HARRISON AVE: (BELLEAIR RD -> CHESTNUT ST)	SA	2021	2D	CL	D	1.538	5.657	T	11432	597	747	0.799	0	D
684 - FT HARRISON AVE: (CHESTNUT ST -> DREW ST)	SA	2021	2D	CL	D	0.499	8.416	T	11432	597	747	0.799	0	D
689 - GANDY BLVD: (PINELLAS SHORELINE -> SAN MARTIN BLVD)	NA	2021	4D	SR	D	2.55	0	T	34484	1801	3760	0.479	0	C
690 - GANDY BLVD: (SAN MARTIN BLVD -> BRIGHTON BLVD)	SA	2021	4D	SR	D	0.329	3.036	T	25000	1306	1870	0.698	0	C
691 - GANDY BLVD: (BRIGHTON BLVD -> 4TH ST N)	SA	2021	4D	SR	D	0.74	0	T	25000	1306	3760	0.347	0	C
692 - GANDY BLVD: (4TH ST N -> DR MIL KING JR ST N)	SA	2021	4D	SR	D	0.54	0	T	24500	1280	3760	0.34	0	C
693 - GANDY BLVD: (DR MIL KING JR ST N -> L275 EAST RAMP)	SA	2021	6D	SR	D	0.997	2.436	T	55500	2899	2830	1.024	0	C
694 - GANDY BLVD: (L275 EAST RAMP -> GRAND AVE/GANDY ACCESS)	SA	2021	6D	SR	D	1.137	0.911	T	59750	2899	2940	0.986	0	C
695 - GANDY BLVD: (GRAND AVE/GANDY ACCESS -> US 19)	NA	2021	4D	SR	D	0.619	0	T	64000	3344	3760	0.889	0	F
705 - GATEWAY EXPRESS/BRYAN DAIRY RD: (US 19 -> 49TH ST N)	SA	2021	6D	CR	D	0.717	1.385	T	33000	1724	2646	0.652	0	C
706 - GATEWAY EXPRESS/ROOSEVELT BLVD: (ULMERTON -> 49TH ST NB RAMP)	SA	2021	4D	SR	D	1.255	1.703	T	35000	1828	1960	0.933	0	C
711 - GRAND AVE: (N GANDY BLVD/FRONTAGE RD -> GANDY BLVD)	SA	2021	4D	CR	D	0.147	6.789	T	16039	838	1530	0.548	0	D
715 - GREENRIAR BLVD: (VIRGINIA AVE -> BELCHER RD)	SMC	2021	2U	CR	D	0.653	1.531	T	7539	393	572	0.687	0	D
718 - GULF BLVD: (W GULF BL -> TREASURE ISLAND CSWY)	SA	2021	4U	SR	D	0.959	3.678	T	18900	987	1776	0.556	0	D
719 - GULF BLVD: (TREASURE ISLAND CSWY -> MADEIRA BEACH CSWY)	SA	2021	4D	SR	D	3.95	1.758	T	24750	1123	1960	0.573	0	D
720 - GULF BLVD: (MADEIRA BEACH CSWY -> PARK BLVD)	SA	2021	4D	SR	D	3.847	2.261	T	19164	910	1960	0.464	0	D
721 - GULF BLVD: (PARK BLVD -> WALSHAM RD)	SA	2021	2U	SR	D	2.89	0.791	T	11300	590	880	0.67	0	D
722 - GULF BLVD: (WALSINGHAM RD -> BELLEAIR CSWY)	SA	2021	2D	CR	D	2.36	0.424	T	16500	862	832	1.036	0	F
723 - GULF BLVD: (BELLEAIR CSWY -> SAND KEY PARK)	NA	2021	2D	CR	D	2.861	0	T	15500	809	1512	0.535	0	F
724 - GULF BLVD: (SAND KEY PARK -> GULFVIEW BLVD)	NA	2021	2D	CL	D	0.751	0	T	15500	809	1512	0.535	0	F
725 - GULF BLVD: (BAYWAY -> 75TH AVE)	SA	2021	4D	SR	D	2.403	5.079	T	25142	1201	1870	0.642	0	D
728 - GULFPORT BLVD: (PASADENA AVE -> 58TH ST S)	SA	2021	4D	SR	D	1.753	0.668	T	15987	835	1683	0.486	0	D
729 - GULF-TO-BAY BLVD: (CLEVELAND ST -> HIGHLAND AVE)	SA	2021	4U	CL	D	0.446	10.832	T	4600	240	1599	0.15	0	C
730 - GULF-TO-BAY BLVD: (HIGHLAND AVE -> KEENE RD)	SA	2021	6D	SR	D	0.796	2.898	T	47166	2168	2830	0.766	0	C
731 - GULF-TO-BAY BLVD: (BAYSHORE BLVD -> KEENE RD)	SA	2021	6D	SR	D	1.51	5.431	T	51500	2690	2830	0.951	0	C
732 - GULF-TO-BAY BLVD: (KEENE RD -> BELCHER RD)	6D	SR	D	0.106	3.242	2830	0.905	0	49000	2560	2830	0.905	0	C
733 - GULF-TO-BAY BLVD: (US 19 -> BELCHER RD)	SA	2021	6D	SR	D	0.988	2.705	T	49000	2560	2830	0.905	0	C
734 - GULFVIEW BLVD: (HAMDEN DR -> GULF BLVD)	NA	2021	3U	CL	D	0.427	0	T	6032	318	3572	0.088	0	C
737 - HAINES RD: (DR MIL KING JR ST N -> 54TH AVE N)	SMC	2021	2U	CR	D	1.851	2.159	T	11260	588	572	1.028	0	D
738 - HAINES RD: (54TH AVE N -> US 19)	SMC	2021	2U	CR	D	1.197	2.776	T	11260	588	569	1.052	0	D
744 - HERCULES AVE: (GULF-TO-BAY BLVD -> DREW ST)	SA	2021	4U	CL	D	0.509	4.365	T	7700	402	1599	0.251	0	C
745 - HERCULES AVE: (DREW ST -> RR TRACKS)	NA	2021	4D	CR	D	0.917	0	T	9688	506	3760	0.195	0	C
746 - HERCULES AVE: (RR TRACKS -> CALUMET ST)	SA	2021	3U	CR	D	0.266	3.758	T	9688	506	1599	0.316	0	C
747 - HERCULES AVE: (CALUMET ST -> SUNSET POINT RD)	SA	2021	4U	CR	D	0.331	3.024	T	9688	506	1599	0.316	0	C
748 - HERCULES AVE: (SUNSET POINT RD -> VIRGINIA AVE)	SA	2021	2D	CR	D	1.01	1.974	T	8972	393	832	0.472	0	D
750 - HIGHLAND AVE: (EAST BAY DR -> BELLEAIR RD)	SA	2021	2U	CR	D	1.527	2.591	T	9627	503	792	0.635	0	D
751 - HIGHLAND AVE: (BELLEAIR RD -> DRUID RD)	SA	2021	2U	CR	D	1.255	1.991	T	8676	453	792	0.572	0	D
752 - HIGHLAND AVE: (DRUID ST -> GULF-TO-BAY BLVD)	SA	2021	4U	CR	D	0.253	3.956	T	8676	453	1599	0.288	0	C
753 - HIGHLAND AVE: (GULF-TO-BAY -> DREW ST)	SA	2021	2D	CL	D	0.506	2.431	T	10171	531	813	0.653	0	D
754 - HIGHLAND AVE: (DREW ST -> SUNSET POINT RD)	SA	2021	2D	CL	D	1.512	1.984	T	10171	531	832	0.638	0	D
755 - HIGHLAND AVE: (SUNSET POINT RD -> UNION ST)	SA	2021	2U	CL	D	0.504	1.984	T	7909	413	792	0.521	0	D
758 - HIGHLAND ST N: (9TH AVE N -> DR MIL KING JR ST N)	NMC	2021	2D	SP	D	0.083	0	T	7954	785	4512	0.167	0	D
761 - HIGHLANDS BLVD: (US 19 -> ALDERMAN RD)	NMC	2021	2U	CR	D	2.335	0	T	10000	52	1440	0.363	0	D
766 - L-175: (L-175 -> 4TH ST S)	F	2021	4F	SR	D	1.303	0	T	30275	951	4020	0.245	0	B
767 - L-275: (L-275 -> 22ND AVE S)	F	2021	6F	SR	D	1.932	0	T	104500	5242	6200	0.837	0	D
768 - L-275: (88TH AVE N -> 22ND AVE N)	F	2021	6F	SR	D	1.017	0	T	156500	8004	6300	1.281	0	F
769 - L-275: (SR 686/ROOSEVELT BLVD -> GANDY BLVD)	F	2021	8F	SR	D	1.851	0	T	132000	6751	6200	1.089	0	F
770 - L-275: (22ND AVE N -> I-375)	F	2021	8F	SR	D	1.314	0	T	156500	8004	8400	0.953	0	E
771 - L-275: (I-375 -> I-175)	F	2021	6F	SR	D	0.441	0	T	119000	6086	6200	0.982	0	F
772 - L-275: (PINELLAS SHORELINE -> 4TH ST N)	F	2021	8F	SR	D	2.203	0	T	133000	6802	8400	0.81	0	D
773 - L-275: (4TH ST N -> SR 686 ROOSEVELT BLVD)	F	2021	8F	SR	D	2.038	0	T	128500	5882	6200	0.7	0	C
774 - L-275: (GANDY BLVD -> 54TH AVE N)	F	2021	6F	SR	D	2.184	0	T	143500	7340	8400	1.184	0	F
775 - L-275: (54TH AVE N -> 38TH AVE N)	F	2021	8F	SR	D	1.001	0	T	153500	7851	8400	0.935	0	E
776 - L-275: (22ND AVE S -> 54TH AVE S)	F	2021	6F	SR	D	2.013	0	T	92500	4731	6200	0.763	0	D
777 - L-275: (54TH AVE S -> PINELLAS SHORELINE)	F	2021	4F	SR	D	5.41	0	T	61575	3149	4020	0.783	0	D



780 - I-375 (I-275 to 7TH ST N)	F	2021	6F	SR	D	1,093	0	T	34,000	17,359	62,000	0.28	0	B
781 - INDIAN ROCKS RD: (BELLEVUE BLVD to MEHLBACHER RD)	SA	2021	2U	BL	D	1,514	0.574	T	8,240	480	782	0.543	0	D
782 - INDIAN ROCKS RD: (MEHLBACHER RD to SUNSET BLVD)	NA	2021	2U	CR	D	0.432	0	T	8,240	480	15,112	0.284	0	D
783 - INDIAN ROCKS RD: (SUNSET BLVD to W BAY DR)	SA	2021	4D	CR	D	0.142	7.042	T	14,723	769	1,903	0.903	0	D
784 - INDIAN ROCKS RD: (W BAY DR to WALSHAM RD)	SA	2021	2U	CR	D	2,766	1,758	T	14,723	769	792	0.971	0	F
797 - KEENE RD: (E BAY DR to BELLEAIR DR)	SA	2021	4D	CR	D	1,526	1,312	T	283,500	14,881	17,640	0.84	0	C
798 - KEENE RD: (BELLEAIR DR to DRUID RD)	SA	2021	4D	CR	D	1,256	2,659	T	283,500	14,881	16,683	0.88	0	C
799 - KEENE RD: (DRUID RD to GULF-TO-BAY BLVD)	SA	2021	6D	CR	D	0.251	3,986	T	283,500	14,881	25,473	0.881	0	C
800 - KEENE RD: (GULF-TO-BAY BLVD to DREW ST)	SA	2021	4D	CR	D	0.511	4,317	T	283,500	14,881	23,133	0.64	0	C
801 - KEENE RD: (DREW ST to SUNSET POINT RD)	SA	2021	4D	CR	D	1,517	0.759	T	213,000	11,112	17,640	0.63	0	C
802 - KEENE RD: (SUNSET POINT RD to SR 580)	SA	2021	4D	CR	D	2,081	1.97	T	25,061	11,112	17,640	0.63	0	C
803 - KEENE RD: (SR 580 to EAST LAKE RD)	SA	2021	4D	CR	D	2,986	1.2	T	25,061	11,112	17,640	0.63	0	C
804 - KEVSTONE RD: (HILLSBOROUGH CL to WOODFIELD BLVD)	NA	2021	2U	CR	D	2,296	0	T	15,288	657	14,440	0.456	0	C
805 - KEVSTONE RD: (WOODFIELD BLVD to EAST LAKE RD)	SA	2021	2U	CR	D	0.542	1,844	T	18,000	940	792	1.187	0	F
808 - KLOSTERMAN RD: (ALT US 19 to US 19)	SA	2021	4D	CR	D	1,275	1,652	T	1,880	982	17,640	0.557	0	C
809 - KLOSTERMAN RD: (ALT US 19 to CARLTON RD)	NA	2021	2U	CR	D	0.745	0	T	10,507	549	14,440	0.381	0	D
813 - LAKE AVE: (EAST BAY DR to BELLEAIR RD)	SC	2021	2U	CR	D	1,528	0.432	T	3,100	161	572	0.281	0	C
814 - LAKE AVE: (BELLEAIR RD to GULF-TO-BAY BLVD)	SC	2021	2U	CR	D	1,508	1,988	T	3,100	161	572	0.281	0	C
819 - LAKE ST: (GEORGE DR to HIGHLANDS BLVD to TAMPA RD)	NMVC	2021	2U	CR	D	0.371	0	T	4,125	215	14,440	0.149	0	C
820 - LAKE ST: (TAMPA RD to COUNTRYSIDE BLVD)	NMVC	2021	2U	CR	D	1,135	0.881	T	4,125	215	572	0.376	0	C
825 - LAKEVIEW RD: (MISSOURI AVE to KEENE RD)	SA	2021	2U	CR	D	1,552	2,391	T	7,900	412	792	0.52	0	D
829 - LIVE OAK ST: (ALT 19 to US 19)	SC	2021	2D	CR	D	1,048	1,287	T	3,223	168	572	0.294	0	C
848 - MAIN ST: (BROADWAY AVE to SKINNER BLVD)	SC	2021	2U	DN	D	0.584	5,415	T	3,382	176	514	0.342	0	C
849 - MAIN ST: (MCMULLEN BOOTH RD to BAYSHORE DR)	NA	2021	2U	CR	D	1,274	0	T	7,083	367	14,440	0.255	0	D
861 - MCMULLEN BOOTH RD: (GULF-TO-BAY BLVD to SUNSET PT RD/MAIN ST)	SA	2021	6D	CR	D	2,075	1,995	T	6,095	315	26,460	1.177	0	F
862 - MCMULLEN BOOTH RD: (SUNSET PT RD to MAIN ST to SR 580)	SA	2021	6D	CR	D	2,233	2,505	T	5,350	27,950	26,460	1.056	0	F
863 - MCMULLEN BOOTH RD: (SR 580 to CURLER RD)	SA	2021	6D	CR	D	1,768	2,994	T	4,950	25,860	26,460	0.977	0	C
864 - MCMULLEN BOOTH RD: (CURLER RD to SOUTHLIGHT)	NA	2021	6D	CR	D	0.541	0	T	4,376	19,886	5,650	0.352	0	C
869 - MEHLBACHER/8TH AVE NW: (CLEARWATER-LARGO RD to INDIAN ROCKS RD)	SC	2021	2U	CR	D	1,008	0.992	T	4,572	228	572	0.416	0	C
870 - MEMORIAL CSWY: (CLEARWATER BEACH ROUNDABOUT to ISLAND WAY)	SA	2021	4D	CL	D	0.565	0.97	T	3,850	2011	3,870	1.075	0	F
871 - MEMORIAL CSWY: (CLEARWATER ST CONNECTION to MEMORIAL CSWY WB/EB SPUR)	NA	2021	2D	SR	D	0.163	0	T	18,000	17,100	34,000	0.503	0	C
872 - MEMORIAL CSWY: (ISLAND WAY to MEMORIAL CSWY WB/EB SPUR)	NA	2021	4D	SR	D	1,156	0	T	3,850	2011	3,760	0.535	0	F
873 - MEMORIAL CSWY: (MEMORIAL CSWY WB/EB SPUR to COURT ST CONNECTION)	NA	2021	2D	SR	D	0.167	0	T	1,950	1,852	34,000	0.545	0	C
875 - MERES BLVD: (ALT 19 to FLORIDA AVE)	NMVC	2021	2U	CR	D	1,534	0	T	7,600	374	3,760	0.304	0	D
877 - MC HIGAN BLVD: (CR 1 to ALT 19)	NMVC	2021	2U	DN	D	1,535	1,303	T	4,497	174	572	0.276	0	C
879 - MILWAUKEE AVE: (VIRGINIA ST to UNION ST)	NMVC	2021	2U	DN	D	1.02	3.26	T	4,742	247	572	0.432	0	C
881 - MISSOURI AVE: (COURT ST to CLEVELAND ST)	SA	2021	4D	CL	D	0.328	3,051	T	12,293	642	16,683	0.361	0	C
885 - MILK JR AVE: (BELLEAIR RD to DREW ST)	SC	2021	2U	CL	D	2.014	4,357	T	5,083	193	559	0.345	0	C
886 - MILK JR AVE: (DREW ST to FAIRMONT ST)	SC	2021	2U	CL	D	1.004	1,995	T	3,700	193	559	0.345	0	C
894 - N GANDY BLVD/FRONTAGE RD: (28TH ST N to GRAND AVE)	NA	2021	2U	CR	D	0.45	0	T	4,800	250	14,440	0.174	0	C
896 - NE COACHMAN RD: (DREW ST to US 19)	SA	2021	2U	SR	D	1,788	1,744	T	10,400	543	880	0.617	0	C
899 - NE COACHMAN RD: (US 19 to MCMULLEN BOOTH RD)	SA	2021	2U	SR	D	1,266	2,126	T	13,600	710	880	0.807	0	C
900 - NEBRASKA AVE: (ALT 19 to BELCHER RD)	SA	2021	4D	CR	D	1.207	4,065	T	7,754	405	774	0.523	0	D
901 - NEBRASKA AVE: (BELCHER RD to US 19)	SA	2021	4D	CR	D	0.511	1.95	T	16,268	850	17,640	0.482	0	D
907 - NURSERY RD: (US 19 to BELCHER RD)	NMVC	2021	2U	CR	D	0.961	1,041	T	4,666	243	572	0.425	0	C
908 - NURSERY RD: (BELCHER RD to KEENE RD)	NMVC	2021	2U	CR	D	1,008	0.809	T	4,683	243	572	0.425	0	C
909 - NURSERY RD: (KEENE RD to HIGHLAND AVE)	NA	2021	2U	CR	D	0.772	0	T	5,000	261	14,440	0.181	0	C
915 - OAKHURST RD: (PARK BLVD to WALSHAM RD)	SA	2021	2U	CR	D	2.618	2,456	T	8,059	450	792	0.53	0	D
940 - PARK BLVD: (US 19 to 49TH ST N)	SA	2021	6D	SR	D	0.983	3,412	T	5,300	27,690	28,300	0.978	0	C
942 - PARK BLVD: (49TH ST N to 66TH ST N)	SA	2021	6D	SR	D	1,748	1,705	T	4,650	23,777	29,400	0.809	0	C
944 - PARK BLVD: (66TH ST N to 71ST ST N / BELCHER RD)	SA	2021	6D	CR	D	0.502	1,995	T	4,550	2,377	26,460	0.898	0	C
945 - PARK BLVD: (71ST ST N to BELCHER RD to STARKEY RD)	SA	2021	6D	CR	D	1,557	1,461	T	4,650	24,290	26,460	0.918	0	C
946 - PARK BLVD: (STARKEY RD to SEMINOLE BLVD)	SA	2021	6D	CR	D	1,525	2,427	T	4,650	24,290	26,460	0.918	0	C
947 - PARK BLVD: (SEMINOLE BLVD to 113TH ST N)	SA	2021	4D	CR	D	0.568	4,684	T	3,262	17,004	15,883	1.012	0	F
948 - PARK BLVD: (113TH ST N to 131ST ST N)	SA	2021	4D	CR	D	1,532	2,315	T	2,708	1,836	17,640	0.474	0	D
949 - PARK BLVD: (131ST ST N to GULF BLVD)	SA	2021	4D	CR	D	1,282	0	T	1,600	836	17,640	0.474	0	D
951 - PARK ST: (22ND AVE N to BAY PINES BLVD)	SA	2021	4D	CR	D	1,177	0.85	T	1,950	1,008	17,640	0.571	0	C
952 - PARK ST: (BAY PINES BLVD to PARK BLVD)	SA	2021	4D	CR	D	2,325	3,346	T	2,650	13,864	16,683	0.822	0	C
953 - PARK ST: (22ND AVE N to CENTRAL AVE)	SA	2021	4U	CR	D	1,681	0.957	T	15,000	783	17,640	0.444	0	D
954 - PARK ST: (CENTRAL AVE to PASADENA AVE)	SA	2021	2D	SP	D	0.718	0.828	T	6,513	340	792	0.429	0	D
955 - PASADENA AVE: (SHORE DR to 66TH ST N)	SA	2021	2D	DN	D	1.669	6,227	T	31,642	15,413	28,300	0.545	0	C
957 - PATRICIA AVE: (UNION ST to MAIN ST)	SA	2021	2D	DN	D	1.47	0	T	8,095	413	813	0.508	0	C
961 - PHILLIPPE PKWY: (MAIN ST to ENTERPRISE RD/CR 102)	SA	2021	2D	SR	D	1,526	0.56	T	9,542	498	792	0.629	0	D
962 - PHILLIPPE PKWY: (ENTERPRISE/CR 102 to SR 580)	SA	2021	2U	SR	D	1,228	0.814	T	9,500	498	880	0.964	0	C
967 - PINEHURST RD: (MIC HIGAN AVE to SR 580)	SC	2021	2U	DN	D	1,258	2,482	T	6,050	219	572	0.363	0	C
968 - PINELLAS BAYWAY SR 679: (PINELLAS BAYWAY SR 682 to BAHIA DEL MAR BLVD)	NA	2021	4U	SR	D	0.412	0	T	16,100	841	35,720	0.235	0	C
969 - PINELLAS BAYWAY SR 679: (ANDERSON BLVD to 1/2 MILE OF TOLL PLAZA)	NA	2021	2U	CR	D	2.847	0	T	5,000	261	14,440	0.181	0	C
970 - PINELLAS BAYWAY SR 679: (BAHIA DEL MAR BLVD to MADONNA BLVD)	NA	2021	2U	SR	D	1,152	0	T	10,500	261	37,600	0.181	0	C
971 - PINELLAS BAYWAY SR 679: (1/2 MI N OF TOLL PLAZA to MADONNA BLVD)	NA	2021	4D	SR	D	2.019	0	T	5,000	261	14,440	0.069	0	C
972 - PINELLAS BAYWAY SR 682: (DOLPHIN CAY LN to PINELLAS BAYWAY SR 679)	SA	2021	4D	SR	D	1,544	1,327	T	30,000	15,883	19,600	0.813	0	C



1095	US 19; (GANDY BLVD TO MAINLANDS BLVD)	SA	2021	6D	SR	D	1.243	2.638	T	72000	3762	2940	1.28	0	F
1096	US 19; (MAINLANDS BLVD TO BRYAN DAIRY RD/118TH AVE N)	NA	2021	6P	SR	D	1.968	0	T	73000	3579	5650	0.633	0	F
1097	US 19; (BRYAN DAIRY RD 118TH AVE N TO E BAY DR)	NA	2021	6P	SR	D	2.85	0	T	81833	4101	5650	0.726	0	F
1098	US 19; (E BAY DR TO GULF TO BAY BLVD)	NA	2021	6P	SR	D	3.047	0	T	102142	4754	5650	0.841	0	F
1099	US 19; (GULF TO BAY BLVD TO SUNSET POINT RD)	NA	2021	6P	SR	D	2.086	0	T	105000	5172	5650	0.915	0	F
1100	US 19; (SUNSET POINT RD TO SR 580 MAIN ST)	NA	2021	6P	SR	D	2.103	0	T	111000	4963	5650	0.878	0	F
1101	US 19; (SR 580 MAIN ST TO CURLEW RD)	SA	2021	6D	SR	D	2.034	0.89	T	95000	4963	2940	1.688	0	F
1102	US 19; (CURLEW RD TO TAMPA RD)	SA	2021	6D	SR	D	1.253	0.664	T	80000	4180	2940	1.422	0	F
1103	US 19; (TAMPA RD TO ALDERMAN RD)	SA	2021	6D	SR	D	1.818	0.819	T	85500	4467	2940	1.519	0	F
1104	US 19; (ALDERMAN RD TO KLOSTERMAN RD)	SA	2021	6D	SR	D	2.025	0.999	T	77000	4023	2940	1.368	0	F
1105	US 19; (KLOSTERMAN RD TO TARPON AVE)	SA	2021	6D	SR	D	1.602	1.886	T	81000	4232	2940	1.439	0	F
1106	US 19; (TARPON AVE TO BECKETT WAY)	SA	2021	6D	SR	D	1.417	1.125	T	69500	3631	2940	1.235	0	F
1107	US 19; (BECKETT WAY TO PASCO CNTY LINE)	SA	2021	6D	SR	D	0.438	2.281	T	69500	3631	2830	1.283	0	F
1108	US 19 34TH ST N; (38TH AVE N TO 22ND AVE N)	SA	2021	6D	SR	D	1.009	1.982	T	41500	2168	2940	0.737	0	C
1109	US 19/34TH ST N; (CENTRAL AVE TO 5TH AVE N)	SA	2021	6D	SR	D	0.435	9.64	T	41000	2142	2570	0.833	0	D
1110	US 19 34TH ST N; (5TH AVE N TO 22ND AVE N)	SA	2021	6D	SR	D	1.003	3.33	T	41500	2168	2830	0.766	0	D
1112	US 19/34TH ST S; (54TH AVE S TO 22ND AVE S)	SA	2021	6D	SR	D	2.015	3.448	T	25583	1332	2830	0.471	0	C
1113	US 19/34TH ST S; (22ND AVE S TO CENTRAL AVE)	SA	2021	6D	SR	D	1.559	5.628	T	26000	1358	2830	0.48	0	D
1117	VIRGINIA AVE S; (HERCULES AVE TO KEENE RD)	SC	2021	2U	CR	D	0.5	2.002	T	1009	52	559	0.093	0	C
1118	VIRGINIA ST; (HIGHLAND AVE TO KEENE RD)	SMC	2021	2U	CR	D	1.392	1.45	T	7824	408	572	0.713	0	D
1119	VIRGINIA ST; (KEENE RD TO SR 580)	SMC	2021	2D	DN	D	0.577	1.735	T	7829	409	601	0.681	0	D
1120	VONN RD; (130TH AVE/WILCOX RD TO WALSINGHAM RD)	SC	2021	2U	CR	D	0.75	1.333	T	6092	318	572	0.556	0	C
1122	VONN RD; (PARK BLVD TO WALSINGHAM RD)	SMC	2021	2U	CR	D	2.524	1.321	T	9100	475	572	0.83	0	D
1126	WALSINGHAM RD; (ALT 39/SEMINOLE BLVD TO 113TH ST N)	SC	2021	2U	CR	D	0.501	1.996	T	12156	635	559	1.136	0	D
1127	WALSINGHAM RD; (113TH ST N TO ULMERTON RD)	SMC	2021	2U	CR	D	1.24	3.7	T	12156	635	572	1.11	0	D
1129	WEST BAY DR; (MISSOURI AVE TO CLWTR LARGO RD)	SA	2021	4D	LA	D	0.536	3.736	T	43500	2272	1683	1.35	0	F
1130	WEST BAY DR; (CLWTR LARGO RD TO INDIAN ROCKS RD)	SA	2021	4D	CR	D	1.266	4.16	T	18682	976	1683	0.58	0	D
1138	WILCOX RD/130TH AVE; (ULMERTON RD TO INDIAN ROCKS RD)	NC	2021	2U	CR	D	1.385	0	T	3500	182	1440	0.126	0	C



Section 4: Support for Local Government and Development Review

Since the first edition of this Level of Service Report in 1994, it has been utilized by local governments in Pinellas County as a data source to identify roads within their jurisdictions operating under substandard level of service conditions. Local concurrency systems applied by local governments require development projects impacting these roads to address their impacts as part of their site plan approval.

The 2011 Community Planning Act eliminated State mandated transportation concurrency in Florida. In response to this legislation, the MPO endorsed the Pinellas County Mobility Plan in 2013. The Mobility Plan provides a framework for a coordinated multi-modal approach to managing the traffic impacts of development projects as a replacement for local transportation concurrency systems.

The Plan calls for establishing a tiered development review approach requiring larger scale projects adding new trips to the surrounding road network to implement transportation management plans (TMPs) as credit toward their impact fee assessment. Transportation management plans include strategies such as trail, sidewalk, bus stop and intersection improvements or trip reduction programs such as vanpooling or telecommuting. Smaller scale projects with limited impact on the transportation system only require payment of an impact fee commensurate with the number of new trips they generate. The Plan is also intended to ensure consistency between County and municipal site plan review processes as they pertain to reviewing and managing the traffic impacts of development projects while increasing mobility for all users of the transportation system.

Transportation management plan requirements apply to development projects that impact major roads identified as deficient. They also apply to projects causing level of service conditions to degrade on roads that are not identified as deficient. The Mobility Plan identifies “deficient roads” as facilities operating at peak hour level of service E or F and/or volume to capacity ratios of 0.9 or greater. In order to identify deficient facilities, the Mobility Plan will rely on the Level of Service Report for its implementation. Implementation of the Mobility Plan in Pinellas County requires the amendment of the countywide Transportation Impact Fee Ordinance as well as local comprehensive plans and land development codes. It is anticipated that these amendments will occur soon. Until the necessary amendments are adopted, local governments will continue to implement transportation concurrency in accordance with their comprehensive plans.



Section 5: Scheduled Improvements

LIST of SCHEDULED ROAD IMPROVEMENTS for 2022 LOS REPORT					
Current & Future Capacity Projects through FY 2024/25					
Project ID	Roadway and Limits	Phase	Description	Est. Start of Construction	Est. Completion
424501-2	I-275 (SR-93) from S of Gandy Blvd (SR-694) to N of 4th St N	Design-Build	Interstate Express Lanes	Underway	2023
422904-9	I-275 (SR-93) NB Howard Frankland Bridge	Construction	Bridge Replacement and Add Lanes	Underway	2025
256774-3	US-19 N (SR-55) from Northside Dr to North of CR-95 (Phase II including Curlew Rd interchange)	PE	Add lanes, Reconstruction, Resurfacing, New interchange	2022/23	2025
433880-1	CR 296 (Future SR 690)/East-West CST 2017/18 Underway 118th Avenue Expressway/Gateway Express	Design-Build	Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275	Underway	2023
<p>NOTE: The above listed items are transportation projects that are expected to improve the level of service for monitored roadway facilities. Only transportation projects scheduled for construction within the next three years that are anticipated to increase roadway capacity are listed. Also, due to utilizing generalized tables and GIS for LOS analysis some projects such as intersection improvements, auxiliary lanes, add-on/drop-off lanes, frontage roads, ramps, and ITS devices are not included.</p> <p><i>Prepared by Forward Pinellas</i></p>					





Contact Information

Forward Pinellas

310 Court Street
Clearwater, Florida 33756

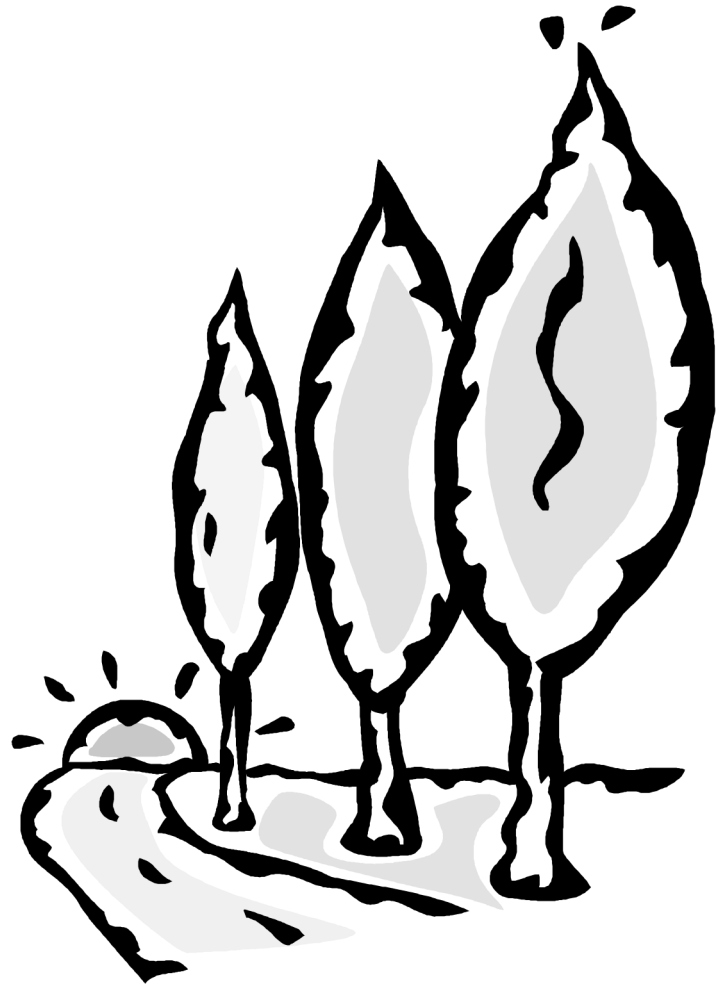
Phone (727) 464-8250

Email: info@forwardpinellas.org

Website: <http://forwardpinellas.org>

Color hard copy available upon request.

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SUMMARY

Following a discussion about the setting of safety targets, the TCC requested that a letter be sent to the Forward Pinellas Board to address the committee's concern that not enough is being done to address the safety of the transportation network in Pinellas County. In May, the committee reviewed a draft letter and directed Forward Pinellas staff to make revisions. Those revisions have been made and the letter is being brought back to the committee for final review and approval before transmittal to the Forward Pinellas Board.

ATTACHMENT(S): Draft Safety Memo to the Forward Pinellas Board

ACTION: As deemed appropriate, based on discussion

To: Forward Pinellas Board Members

From: Forward Pinellas Technical Coordinating Committee

Date: X

Recent crash data trends in Pinellas County are unacceptable. Every day in 2021, ~~2~~ more than 2 people were either killed or seriously injured on our roadways, most of them on bicycles or walking. As the engineering and planning professionals representing the local communities of Pinellas County, the Technical Coordinating Committee (TCC) has the important role of providing technical advice to Forward Pinellas on matters related to our transportation system. And in this role, we are writing this memo to request that Forward Pinellas do more to improve the safety of our transportation network.

Forward Pinellas has already taken significant steps in the process to improve safety and should be commended for that. The Transportation Project Priority List has included bicycle, pedestrian and transit projects since 2016, prior to which only roadway capacity projects were submitted to the Florida Department of Transportation. Forward Pinellas has invested significant resources in the development of the Safe Streets Pinellas program, funding demonstration projects and encouraging all of your partners to work together to advance more projects focused on safety. The agency has demonstrated a commitment to provide more resources for local government partners to advance safety projects through the allocation of resources in the next two-year budget. The Complete Streets grants have been a significant benefit in help us advance safety improvements in our own communities. In addition, the agency has adopted a target to reduce fatalities on our transportation network by 20% in the next two years.

Yet despite all of this, the fatalities and serious injuries continue to add up. ~~Only 7 of the 25 local governments have signed the Safe Streets Pinellas resolution.~~ At the TCC, we receive regular updates on projects that were intended to improve safety but were then scaled back or stopped outright because they had the potential to slow drivers down. As technical professionals, we have no intention of asking people to stop driving and we recognize that some roadways should be built and maintained to move vehicles as efficiently as possible. However, the transportation network should be balanced and safe for everyone. Some roadways should have slower vehicle speeds and they need to be re-engineered to accomplish that.

Considering this, we request that the Forward Pinellas Board not just continue the work it has been doing, but to do more. We request the following:

1. Forward Pinellas develop a program for local governments to receive funding for dedicated safety projects in their communities.
2. Forward Pinellas provide planning support to local governments to identify safety projects in their communities that the local governments can then implement.
3. Forward Pinellas prioritize the safety of the most vulnerable roadway users when reviewing and approving transportation projects.
4. ~~Forward Pinellas strengthen their relationship with the Safety Office at FDOT District 7 and work to direct additional funding for safety projects to the needs in Pinellas County. With this, grant~~

Commented [FC1]: Recommend removing this since only 3 have yet to sign as of today

funding available through the Highway Safety Improvement Fund should be more closely coordinated with the Forward Pinellas transportation planning process.

5. Forward Pinellas strongly encourage the few remaining local governments that have yet to sign on to the Safe Streets Pinellas resolution, to do so as soon as practical.

~~3-6.~~ The Sun Coast Transportation Planning Alliance take a stronger stance on incorporating safety considerations when supporting major regional transportation investments.

~~4.~~ Anything else?

Safety improvements should not just be a promise on paper. Funding for projects that improve safety must be prioritized and our elected officials must take action to support projects that improve mobility and safety for everyone, not just those trying to drive to their destinations as fast as they possibly can.

Technical Coordinating Committee – August 24, 2022

7. Election of New TCC Vice Chair



SUMMARY

Due to recent changes at PSTA, Heather Sobush will no longer be the PSTA TCC representative. The new PSTA representative will be Jacob Labutka, therefore TCC will need to elect a new Vice Chair to serve for the remainder of 2022.

ATTACHMENT(S): 2022 TCC Membership Roster

ACTION: TCC to elect a new Vice Chair for the remainder of 2022.

TECHNICAL COORDINATING COMMITTEE MEMBERSHIP LIST

Pinellas County Public Works (Traffic)

Joan Rice (Chair)
 Alternates: Tom Washburn & Gina Harvey

Pinellas County Planning

Scott Swearengen
 Alternate: Evan Johnson

Pinellas County School Board

Joseph Camera
 Alternate: Autumn Westermann

Department of Environmental Protection

Vacant
 Alternate: Vacant

TBARTA

Chris Jadick
 Alternate: Vacant

Clearwater Planning Department

Jayme Lopko
 Alternate: Lauren Matzke

Clearwater Traffic Operations

Cory Martens
 Alternate: Dave Larremore

Dunedin Traffic Engineering

Russell Ferlita
 Alternate: Vacant

Indian Rocks Beach

Hetty Harmon
 Alternate: Vacant

Largo Community Development –Engineering

Barry Westmark
 Alternate: Rafal Cieslak/Megan Dion, PE

Pinellas Park Planning Department

Erica Lindquist
 Alternate: Derek Reeves

Safety Harbor

Cecilia Chen
 Alternate: Marcie Stenmark

Pinellas County Public Works (Eng.)

Brent Hall
 Alternate: Erin Lawson

Pinellas County Environmental Mgmt.

Sheila Schneider
 Alternate: Vacant

Pinellas Suncoast Transit Authority

Jacob Labutka
 Alternate: Nicole Dufva

Tampa Bay Regional Planning Council

Brian Ellis
 Alternate: Vacant

Beach Communities

Vacant

Clearwater Engineering

Roger Johnson
 Alternate: Bennett Elbo

Dunedin Planning

Frances Leong Sharp
 Alternate: George Kinney

Gulfport

Mark Griffin
 Alternate: Mike Taylor

Largo Community Development

Taylor Hague
 Alternate: Alicia Parinello

Oldsmar

Daniel Simpson
 Alternate: Jacob Marchand

Pinellas Pk. Storm Water & Transportation

Dan Hubbard
 Alternate: David Chase

St. Petersburg/Clearwater Int'l Airport

Vacant

St. Petersburg Engineer & Capital Improve Dept.

Evan Birk
Alternate: Kevin Jackson

St. Petersburg Transport. & Parking Mgmt. Dept.

Cheryl Stacks
Alternate: Lucas Cruse

Seminole

Wesley Wright
Alternate: Vacant

Treasure Island

Kathy Gademer
Alternate: Camille Krochta

St. Petersburg Plan & Econo. Develop. Dept.

Tom Whalen
Alternate: Derek Kilborn

St. Pete Beach

Vacant
Alternate: Brandon Berry

Tarpon Springs Planning

Caroline Lanford
Alternate: Pat McNeese

FDOT (technical support)

Jensen Hackett

A. SPOTLight Emphasis Area Update

Staff will provide an update of the SPOTLight Emphasis Areas.

B. Forward Pinellas Board Executive Summary

ATTACHMENT: Forward Pinellas September 14, 2022 Executive Summary – will be emailed separately

C. Traffic Fatalities Map

As previously indicated, staff will provide the updated Traffic Fatalities Map each month.

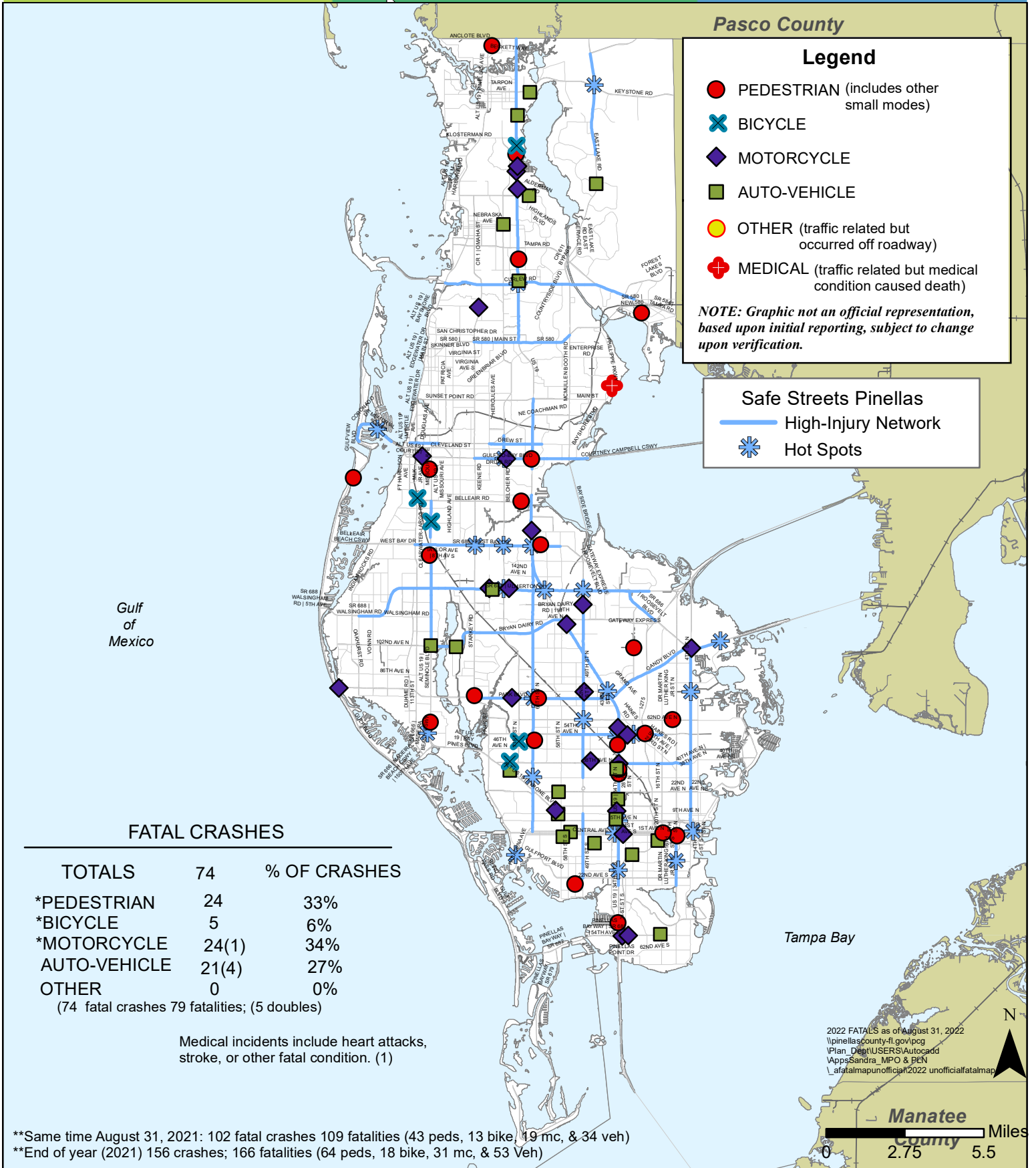
ATTACHMENT: Traffic Fatalities Map

D. Tentative Future Agenda Topics

The following topics are tentatively scheduled to appear as items on future TCC agendas:

- Target Employment and Industrial Lands Study Update
- Trends and Conditions Report
- 2021 Traffic Count Map
- Draft Tentative Work Program
- Fall Update of the TIP

Locations of Reported Traffic Fatalities



**Same time August 31, 2021: 102 fatal crashes 109 fatalities (43 peds, 13 bike, 19 mc, & 34 veh)
**End of year (2021) 156 crashes; 166 fatalities (64 peds, 18 bike, 31 mc, & 53 Veh)

2022 FATALS as of August 31, 2022
\\pinellascounty-fl.gov\pcg\Plan_Dept\USERS\Autocadd\AApps\Sandra_MPO & PLN\afatalmapunofficial\2022 unofficialfatalmap\2022fatalsmapa.mxd

