



PINELLAS COUNTY
METROPOLITAN PLANNING ORGANIZATION

2040 Long Range Transportation Plan Summary Report

Plan Adoption: December 10, 2014



Moving People, Providing Choices.



**Message from
Jim Kennedy, Pinellas County MPO Chairman**

The way people and goods are moved from one place to another has a tremendous impact on the nature of society and the world economy. Transportation options influence where we live and work and form the foundation on which communities develop an overall quality of life.

Through its long range plan, the Pinellas County MPO seeks to enhance the quality of life for you, the county's residents and visitors. Our goal is to provide efficient transportation routes for the movement of commuters and goods through an integrated network of roadways, transit routes, sidewalks, multi-use trails, and rail lines. The planned transportation network is closely aligned with future land use plans as a result of the recent integration of the MPO's transportation planning functions with those of the Pinellas Planning Council, a countywide land use agency, and the comprehensive plans of Pinellas County's 25 local governments.

Pinellas County MPO Board Members

Jim Kennedy, City of St. Petersburg

John Morroni, Board of County Commissioners

Joanne "Cookie" Kennedy, Representing the Beach Communities*

Doreen Hock-DiPolito, City of Clearwater

Sandra Bradbury, City of Pinellas Park

Julie Ward Bujalski, Representing Pinellas Suncoast Transit Authority

Dave Eggers, Board of County Commissioners

Cliff Merz, Representing Tarpon Springs, Safety Harbor and Oldsmar

Kevin Piccareto, Representing the Inland Communities**

Darden Rice, City of St. Petersburg

Karen Seel, Board of County Commissioners

Michael Smith, City of Largo

John Tornga, City of Dunedin

*Beach Communities include the cities of Belleair Beach, Belleair Shore, Indian Rocks Beach, Indian Shores, Madeira Beach, North Redington Beach, Treasure Island, Redington Beach, Redington Shores, and St. Pete Beach.

** Inland Communities include the cities of Belleair, Belleair Bluffs, Gulfport, Kenneth City, Seminole, and South Pasadena

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BACKGROUND

What is the Pinellas MPO?

The Pinellas County Metropolitan Planning Organization (MPO) was established by federal law in 1977. Its task is to develop plans, policies, and priorities that guide local decision-making on transportation issues.

Principal responsibilities of the MPO include development of the following:

- 20-year Long Range Transportation Plan (LRTP);
- 5-year Transportation Improvement Program (TIP);
- 2-year Unified Planning Work Program (UPWP);
- Congestion Management Process (CMP); and
- Other related transportation planning studies and projects.

What is the Long Range Transportation Plan (LRTP)?

The Pinellas County LRTP is the blueprint for the County’s future transportation system and addresses roadway, transit, bicycle, and pedestrian transportation

needs and policies over the coming 20 years. The LRTP is updated every five years.

Why is the LRTP important?

The LRTP is required for Pinellas County to receive state and federal funding for transportation projects. It outlines a plan for how transportation investments will be made through the year 2040 in meeting the needs of the county based on the stated vision and goals.

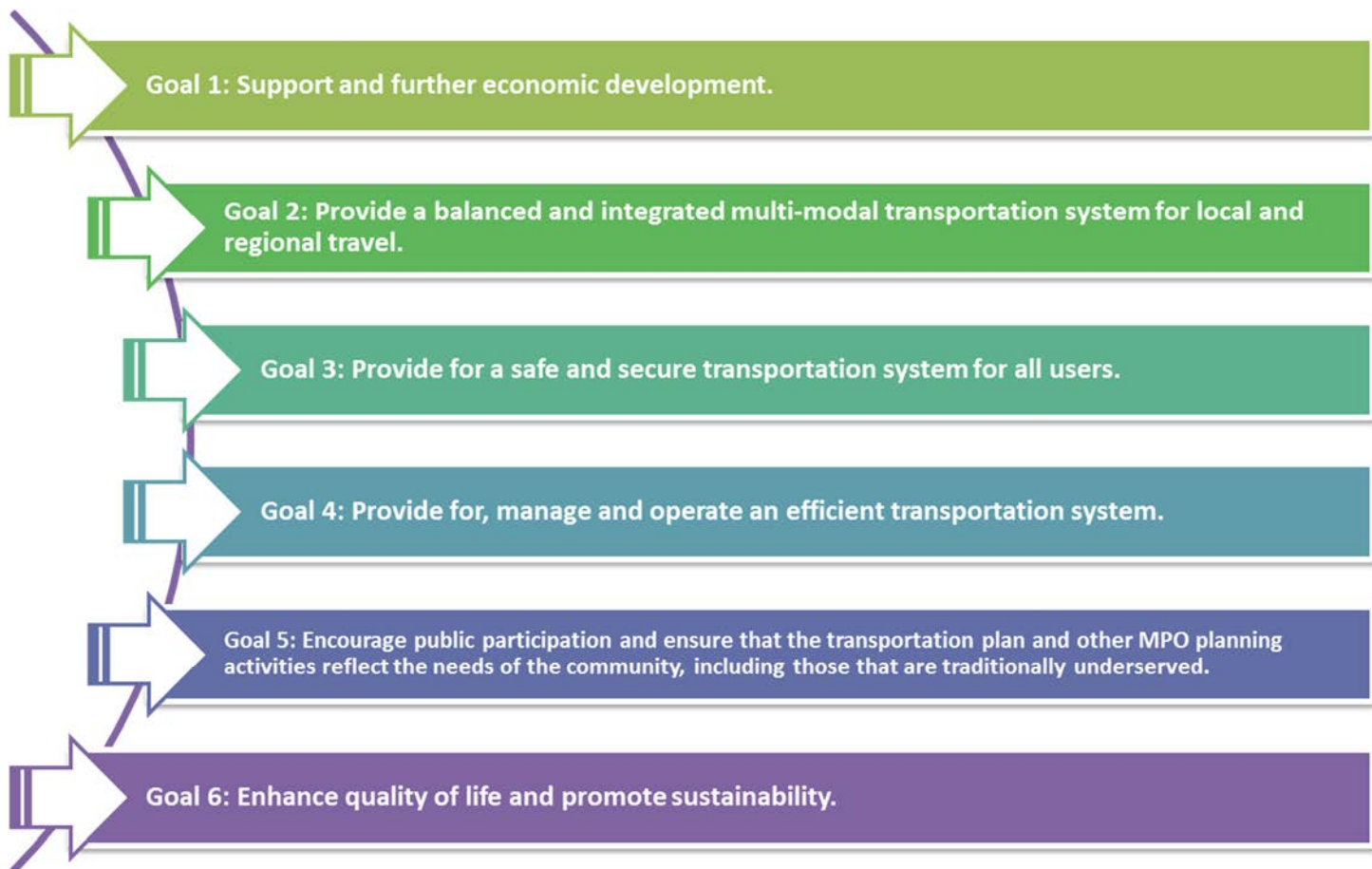
Developing the 2040 Vision

Zig Ziglar is credited with saying “if you aim for nothing, you will hit it every time.” In long range transportation planning, “hitting the target” comes in the form of identifying transportation projects that reflect the desires of a community. A critical step in the long range planning process is to identify the vision of the plan and the goals that will support reaching it. The vision and goals establish the framework of the 2040 LRTP by serving as the “blueprint” for the multi-modal transportation system in Pinellas County through 2040.

2040 PINELLAS LONG RANGE TRANSPORTATION PLAN VISION

“Improve the quality of life for Pinellas County’s residents and visitors, and for those who choose to work and conduct business within, by providing desirable, efficient, and cost-effective multi-modal transportation facilities and services that are safe and sustainable.”

2040 LONG RANGE TRANSPORTATION PLAN GOALS



PINELLAS COUNTY GROWTH 2010–2040

Estimates of population and employment developed for 2040 were the result of evaluating **three distinct growth scenarios**. These scenarios, outlined below, were developed to address ongoing changes to land use policy and the potential for additional transit investments in the future.

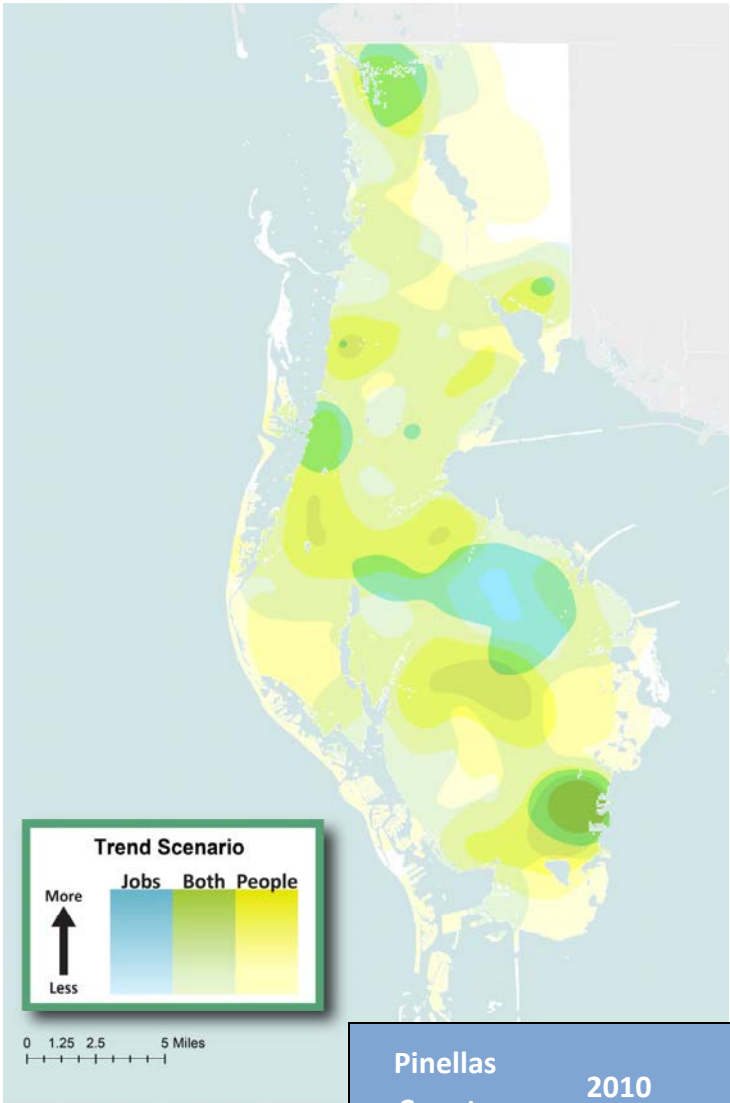
- **Trend Scenario** (baseline) assumes little change to population and employment growth trends and maintains the current transit network;
- **Premium Bus/Land Use Scenario** assumes minor changes to population and employment trends and major improvements to the bus service; and
- **Transit Investment/Land Use Scenario** assumes significant changes in population and employment and major changes to bus service, including the implementation of a rail network between downtown St Petersburg and downtown Clearwater.

Selected as the preferred scenario for the Plan, the **Trend** scenario projects that by 2040, the population of Pinellas County will increase by nearly **64,000 people**, with **50,000 jobs** to be added, a 6.9% increase in population and a 9.6% increase in jobs.

The slightly higher projected growth in employment will increase the employment-to-population ratio during this period. This is due to a greater proportion of Pinellas County residents expected to work within the county as opposed to commuting to surrounding counties as a result of increased future commuting costs and local planning efforts to bring targeted

industries to the county.

Population and employment growth are expected to occur in areas already reserved or approved for new development and through redevelopment and infill activity. The areas expected to have the highest concentrations of growth in each category are depicted on the map.



Pinellas County	2010	2040	Growth
Population	916,854	980,448	63,594
Employees	516,900	566,366	49,466

ENGAGING THE PUBLIC

The MPO employed a variety of **public involvement tools** throughout the development of the 2040 LRTP, reaching more than 12,000 people over the past 2 years at more than 120 public engagement events. These public involvement activities targeted public input in three key areas:

- Key Transportation Issues;
- Scenario Planning; and
- Funding Transportation Projects

To solicit information from the public, the MPO used a variety of engagement methods, including traditional events such as focus groups and workshops, and targeted stakeholder interviews and innovative techniques, such as an **eTownHall** meeting and a **virtual online forum** that provided a convenient opportunity for the public to be involved.

More than 9,300 registered voters participated in the eTownHall meeting by viewing a televised live panel discussion and asking questions of the panelists. Participants also could join an on-line blog conversation held in conjunction with the panel discussion.

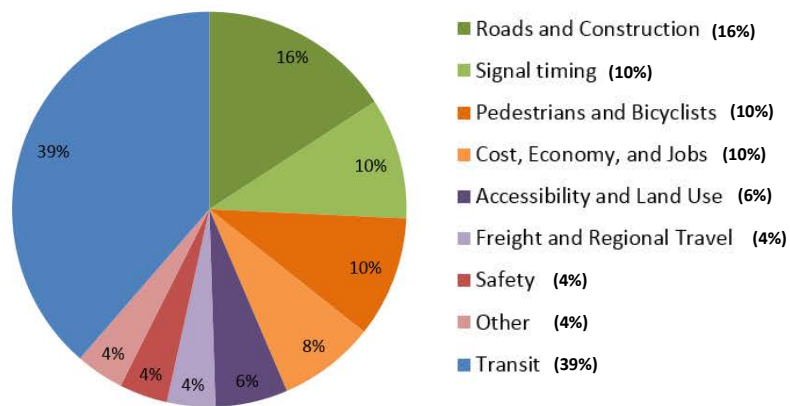
Public Engagement Events associated with LRTP Development	Participants
eTownHall	9,388
TellUsPinellas	246
Steering Committees	153
Design Charrettes	151
Stakeholder Groups	114
Focus Groups	108
Stakeholder 1-on-1	44
Public Workshops	35
Other	2000+

The virtual online forum, TellUsPinellas, allowed Pinellas County residents to come together to collaboratively share ideas and provide comment throughout the planning process. Eight rounds of topics were introduced in the forum. More than 3,600 people visited the site, providing 246 ideas and 485 comments on the LRTP. The chart below shows the subject areas that received the most interest from the participants in the LRTP public involvement activity.



Pinellas MPO staff moderated an on-line blog conversation during the eTownHall event.

Public Comments Received, by Category



REGIONAL COORDINATION

The 2040 LRTP seeks to enhance not only the intra-county multi-modal transportation network but also the inter-county regional connections in the Tampa Bay area. **Throughout the process of developing the 2040 LRTP, the MPO coordinated with partner agencies such as the Florida Department of Transportation (FDOT), the Tampa Bay Area Regional Transportation Agency (TBARTA), and neighboring MPOs to address major transportation issues affection the region.**

The Pinellas County MPO participates as a member of the Tampa Bay Transportation Management Area (TMA) leadership group and the West Central Florida MPOs Chairs Coordinating Committee (CCC).

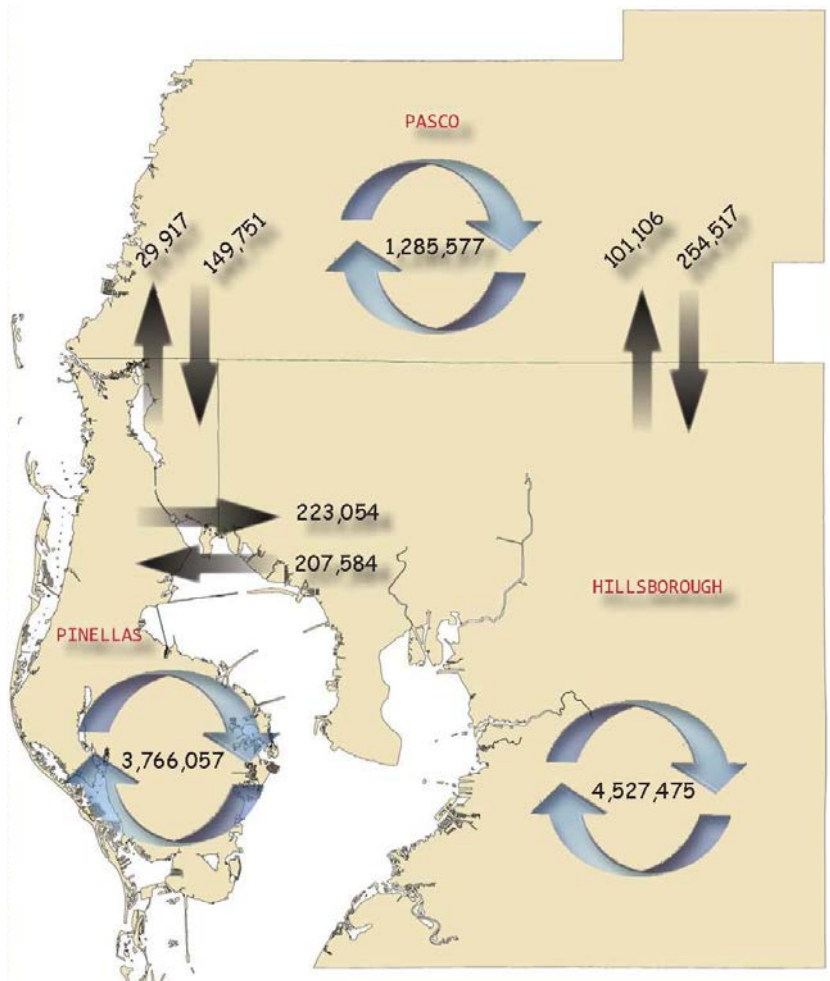
Focusing on the urbanized area of Pinellas, Hillsborough, and Pasco counties, the TMA leadership group includes elected officials from each MPO Board and provides a forum for the Tampa Bay metropolitan area to “speak with one voice” in discussions about transportation projects and funding resources.

The Tampa Bay TMA group identified the I-275/SR 60 interchange as the number one priority for the region, recognizing that without improvements at that location, other regional priorities would not achieve the desired outcomes. The TMA also recognized the replacement of the Howard

Frankland Bridge with added capacity for transit and the Gateway Expressway as top priorities for the region along with future Interstate express lanes.

The CCC provides coordination of transportation needs at a larger regional level. Addressing transportation needs for its member agencies in West Central Florida, including Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota counties, the CCC establishes project priorities for regional multi-use trails and other candidate transportation projects for funding through the Transportation Regional Incentive Program established by the Florida Legislature.

Daily Trips between Counties in the TMA



In the Tampa Bay area, many people cross county lines throughout the day, as shown in the graphic to the right, which highlights the number of trips made within and between counties on any given day. Because of this, the MPO closely coordinates with other transportation agencies throughout the region to ensure that future plans are consistent across county lines.

FUNDING THE PLAN

As part of the development of the L RTP, the MPO prioritized transportation projects planned for construction in the County between 2020 and 2040. This is necessary to ensure available revenue is allocated to the most important projects.

A total of \$4.89 billion in revenue is projected to be available through 2040 from federal, state, County, and other sources. Federal and state

revenues are allocated to Pinellas County through legislative formulas and are primarily used for roadway construction projects. Significant amounts of Federal, State and local revenue are dedicated specifically for transit projects. The Transportation Alternatives Program is a federal revenue source dedicated to funding bicycle/pedestrian or trail projects.

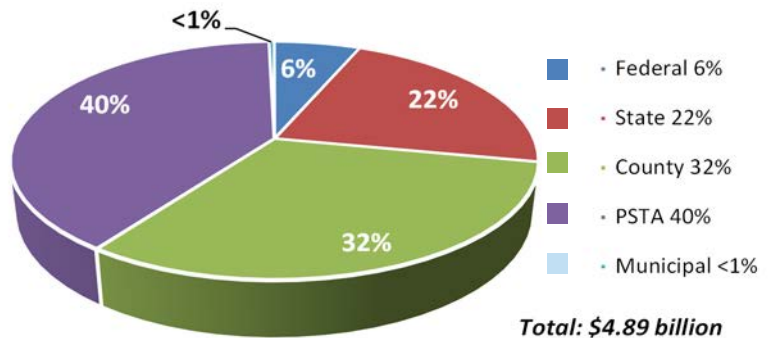
The largest single source of revenues used to fund the L RTP comes from local revenues (County fuel taxes and Penny for Pinellas). Pinellas County has allocated **\$970.8 million (40%) of Penny for Pinellas revenue to the transportation projects between 2020 and 2040:**

- 30% to capacity projects (\$291.2 million);
- 20% to resurfacing (\$194.2 million);
- 20% to trails, sidewalks, bike facilities, signals, and intersection improvements (\$194.2 million); and
- 30% to bridges (\$291.2 million).

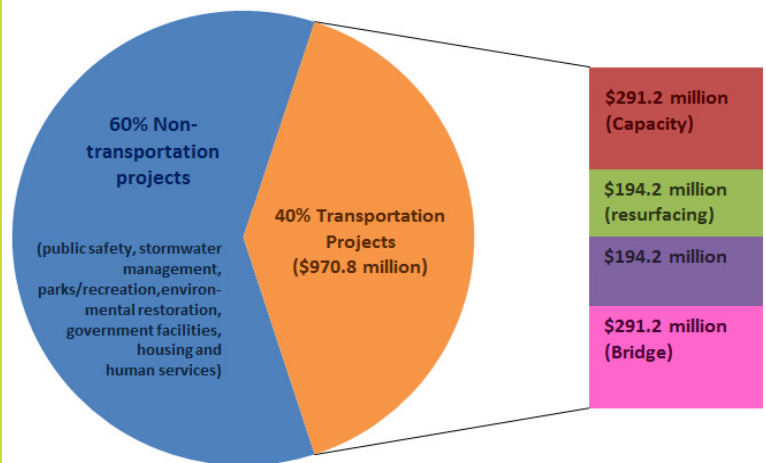
Additional municipal revenues were also included in the L RTP to fund local roadway and trail projects.

In total, 10 state and 18 county/municipal roadway projects are funded in the L RTP along with the construction of new trails, intersection improvements, and transit investments totaling \$4.74 billion. These projects are considered 'Cost Feasible' because they are funded by projected future revenues.

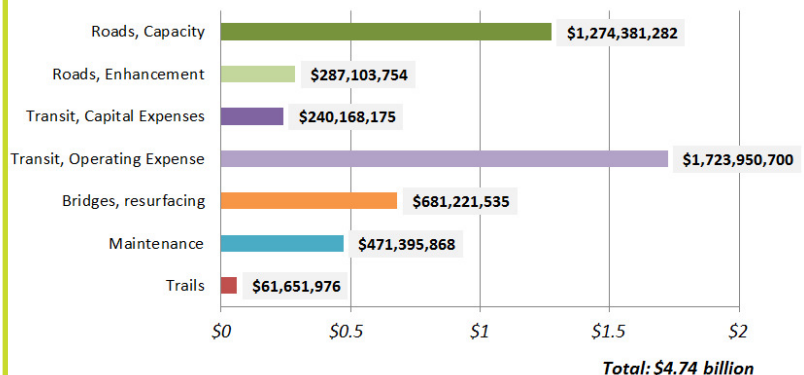
2020-2040 L RTP Revenue Sources



2020-2040 Penny for Pinellas Revenues (County Revenues)



2020-2040 L RTP Project Costs



FUNDED TRANSPORTATION PROJECTS

Roadways

The MPO's Cost Feasible Plan includes **capacity (e.g., adding lanes) and operational (e.g., signal timing improvements, crosswalks, etc.) improvements** on several major roads, including Gandy Boulevard, Starkey Road, and Belcher Road. Enhancements on these corridors can include adding sidewalks or bike lanes, improving turn lanes at intersections, or adding frontage roads.

Management, operations, and safety projects in the LRTP include an analysis of the interchange at US 19 and Gandy/Park Boulevard, **pedestrian and transit access improvements** along US 19 and other major roads, **pedestrian safety improvements** along Gulf Boulevard, and an intersection operational assessment of Alternate US Highway 19 from Park Street to the Pasco County line.

The term “**Complete Streets**” is used to describe urban environments in which **walking, bicycling, and transit service are safe, comfortable, and efficient**. Central to the concept of Complete Streets is the consideration of land use context in making roadway design decisions. For example, in a suburban context, a roadway with standard bike lanes and sidewalks may be “complete,” whereas in a downtown, elements such as wide sidewalks, protected/buffered bike lanes, and on-street parking may be necessary to complete a street. In 2015, the MPO will be developing a strategy to support the implementation of Complete Street treatments to specific roadways throughout Pinellas County.

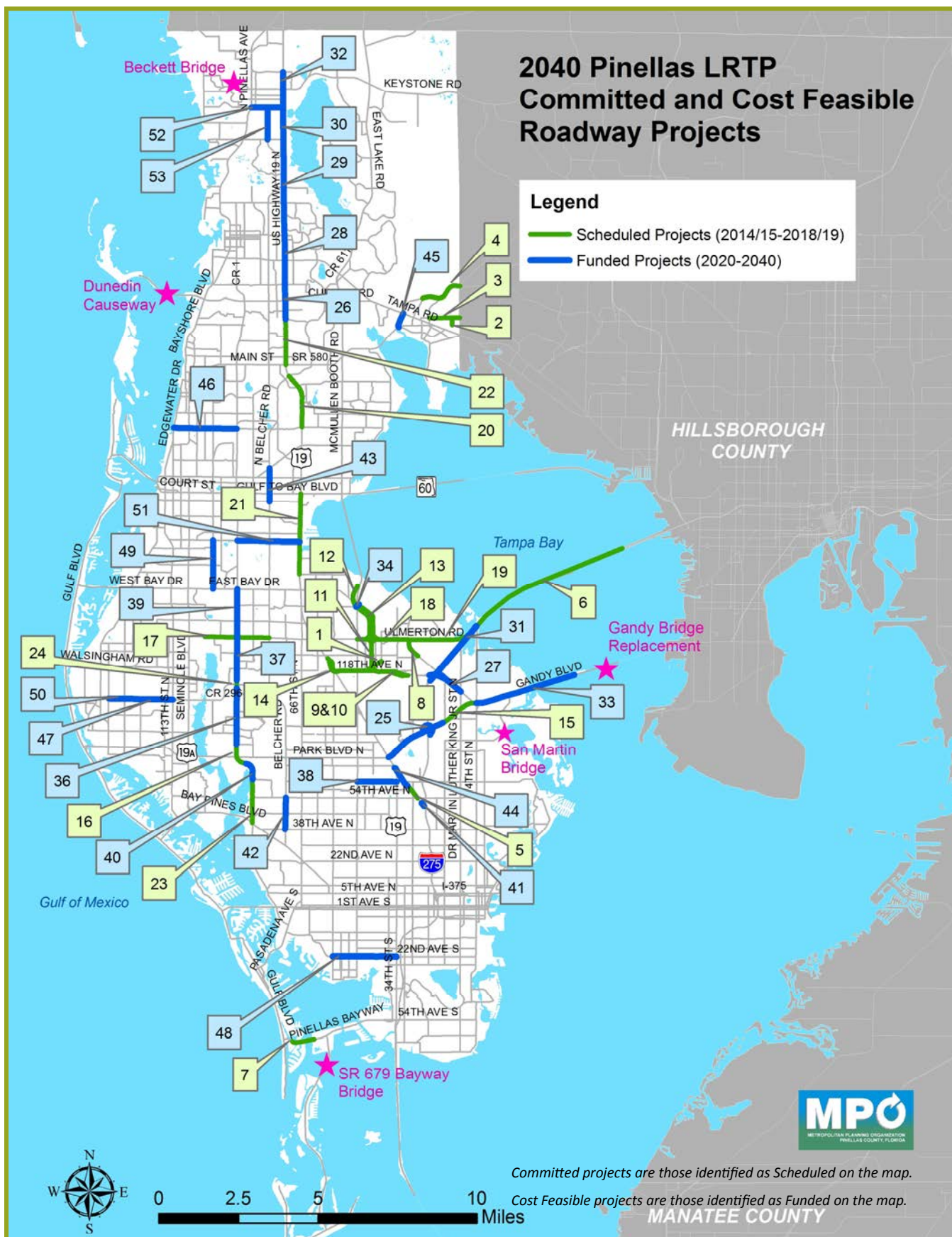
The map and accompanying tables on the following pages provide a list of road projects, which include capacity as well as intersection improvements and the installation of curb/gutter, bike lanes and sidewalks.



This roadway in Tarpon Springs includes components of a complete street, providing sidewalks and a buffered multi-use trail facility that enhances safety and accommodates more than just automobile traffic.

Pinellas County's transportation system is made up of...

- **203** Pinellas Suncoast Transit Authority (PSTA) buses that serve 5,109 bus stops on 40 routes with 14.5 million trips (in 2014)
- **925.7** miles of major roadways (2013)
- **692.7** miles of sidewalks on major roads (2013)
- **276.35** miles of bicycle lanes, trails and shared use lanes (2013)



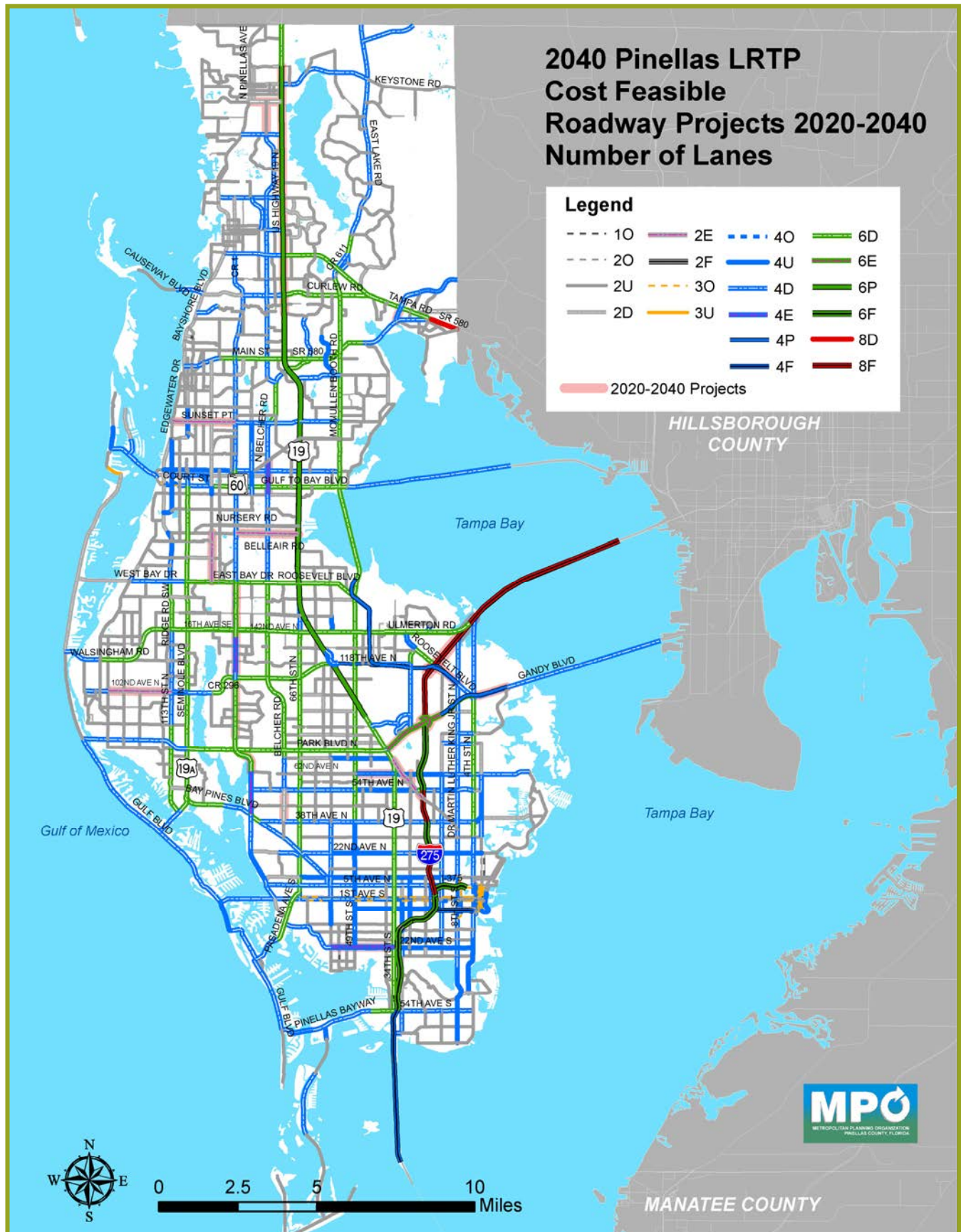
Map	2014-2019 Committed Roadway Projects	Improvement Type
1	43rd St N Extension from 118th Ave N to 40th St	N/A to 4D
2	Burbank Rd from Douglas Rd to Tampa Rd	N/A to 2U
3	Douglas Rd from Commerce Blvd to Racetrack Rd	2U to 2D
4	Forest Lakes Blvd from Pine Ave to Racetrack Rd	2D to 4D
5	Haines Rd from 60th Ave N to 54th Ave N	2U to 2E
6	I-275 replacement of NB Howard Frankland Bridge from SR 687 (4th St) to N of Howard Frankland	4F to 4F replacement ¹
7	SR 682 Bayway Bridge from E of SR 699 (Gulf Blvd) to W of SR 679	2D to 4D
8	SR 686 (Roosevelt Blvd) from SR 688 (Ulmerton Rd) to 28th St N	4D to 6D
9	SR 686 (296 Connector) from E of 40th St to E of 28th St	N/A to 4P
10	SR 686 (296 Connector) from E of 34th St to W of 28th St	N/A to 4P
11	SR 686 from N of Ulmerton Rd to E of 40th St	N/A to 4P
12	SR 686 At 49th St Interchange to N/A	N/A to 4P
13	SR 686 from 49th St Bridge/Roosevelt Blvd to N of SR 688 (Ulmerton Rd)	4D to 4P ² + 2O each side
14	SR 686 from US 19 (SR 55) to SR 686 at 40th St	6D to 4P ² + 2O/3O each side
15	SR 694 (Gandy Blvd) from E of 4th St to W of 9th St (16th St)	4D to 4P + 2Aux
16	Starkey Rd from 84th Lane N to Flamevine Ave	4D to 6D
17	Ulmerton Rd from Lake Seminole Bypass to Wild Acres Blvd	4D to 6D
18	Ulmerton Rd from E of 49th St to W of 38th St	4D to 6D
19	Ulmerton Rd from W of 38th St to W of I-275	4D/6D to 6D
20	US 19 (SR 55) from Sunset Point Rd to Countryside Blvd	6D to 6P
21	US 19 (SR 55) from SR 60/Gulf to Bay Blvd to Whitney Rd	6D to 6P
22	US 19 (SR 55) from N of SR 580 (Main St) to Northside Dr	6D to 6P
23	Park St. from Tyrone Blvd to 54th Ave N	4D to 4D + E
24	Starkey Rd at Bryan Dairy Rd (Intersection)	-

*N/A = not currently built, U = Undivided, D = Divided, P = Partially Controlled Access, F = Freeway, AUX = Auxiliary Lanes, O = One Way, E = Enhancements. Enhancements may include any or all of the following: adding sidewalks, bike lanes, turn lanes at intersections, frontage roads; bringing existing facility to urban section standards by providing required lane widths, set-backs, drainage, curb, and gutter.

¹Includes \$25 million to enhance replacement structure for future rail.

²Four lanes elevated with four lanes remaining at grade

PD&E on I-275 (Express lanes from 118th St to 4th St/W end of Howard Frankland Bridge) is underway and is not reflected in map.



Map	2040 Cost Feasible Roadway Projects	Improvement Type
25	SR 694 (Gandy Blvd) from US 19 (SR 55) to E of I-275 (SR 93)	6D to 6D + E
26	US 19 (SR 55) from Northside Dr. to N of CR 95 (Curlew Rd Interchange)	6D + 2Aux to 6P
27	SR 686 (Roosevelt Blvd) W of I-275 Interchange to SR 686 (Roosevelt Blvd) W of 9th St	NA to 4P
28	US 19 (SR 55) from N of CR 95 to N of Nebraska Ave (Tampa & Nebraska Interchange)	6D + 2Aux to 6P
29	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Alderman Interchange)	6D + 2Aux to 6P
30	US 19 (SR 55) from S of Timberlane Rd to S of Lake Street (Klosterman Interchange)	6D + 2Aux to 6P
31	I-275 Express Lanes from 118th St to 4th St/W end of Howard Frankland Bridge	6/8F to 6/8F + 2Aux
32	US 19 (SR 55) from S of Lake Street to Pinellas Trail (Tarpon Interchange)	6D + 2Aux to 6P
33	SR 694 (Gandy Blvd) from E end of 4th St North to W end of Gandy Bridge (Brighton Bay Intchg)	4D to 4P
34	SR 686 at 49th St	N/A to 2-lane bridge
35	I-275 study, from 54th Ave S to N of 4th St N (not mapped)	Study
36	Starkey Rd from Flamevine Ave to Bryan Dairy Rd	6D
37	Starkey Rd from Ulmerton Rd to Bryan Dairy Rd	4D + E
38	62nd Ave N from US 19 to 49th St	4D
39	Starkey Rd from East Bay Dr to Ulmerton Rd	5/6-lane divided
40	Starkey Rd from 54th Ave N to 84th Ave N	6D
41	Haines Rd from 51st Ave to I-275	2D + E
42	Belcher Rd from 38th Ave N to 54th Ave N	2D
43	Belcher Rd from NE Coachman to Druid Rd	4U + E
44	Haines Rd 60th Way to US 19	2U + E
45	Forest Lakes Blvd from SR 580 to SR 584	4D
46	Sunset Point Rd from Alt US 19 to Keene Rd	2U + E
47	102nd Ave N from 125th St to 113th St	2U + E
48	22nd Ave S from 58th St to 34th St	4 U + E
49	Highland Ave from East Bay Dr to Belleair Rd	2U + E
50	102nd Ave N from 137th St N to 125th St N	2U + E
51	Belleair Rd from US 19 to Keene Rd	2U + E
52	Meres Blvd from Alt US 19 (SR 55) to US 19	2D / 2U
53	Disston Avenue Ext from Woodhill Dr. to Meres Blvd	2U

U = Undivided, D = Divided, P = Partially Controlled Access, F = Freeway, AUX = Auxiliary Lanes, O = One Way, E = Enhancements. Enhancements may include any or all of the following: adding sidewalks, bike lanes, turn lanes at intersections, frontage roads; bringing existing facility to urban section standards by providing required lane widths, set-backs, drainage, curb and gutter.

Transportation and Technology

Widening roads to accommodate increased traffic is not always a viable improvement option when considering the needs of bicyclists, pedestrians and the impacts on adjacent neighborhoods. **In these cases, the MPO looks to Intelligent Transportation System (ITS) improvements to maximize the operational efficiency of the road network. These improvements include signal timing coordination, traffic monitoring devices and dynamic message signs.**

Additional ITS technology includes real-time congestion and auto travel information, transit trip planning, mobile ticketing, bike/car-sharing, and vanpooling and carpooling are examples of this. Pinellas County has made a considerable investment in ITS technology as a solution to addressing congestion. In the next five years, ITS applications such as smart traffic signals, video monitoring and messaging systems will have been implemented on most of the county's major roadways. When complete, there will be:

- 91 Dynamic Message Signs;
- 235 traffic monitoring cameras at intersections; and
- 430 remotely-controlled traffic signals.

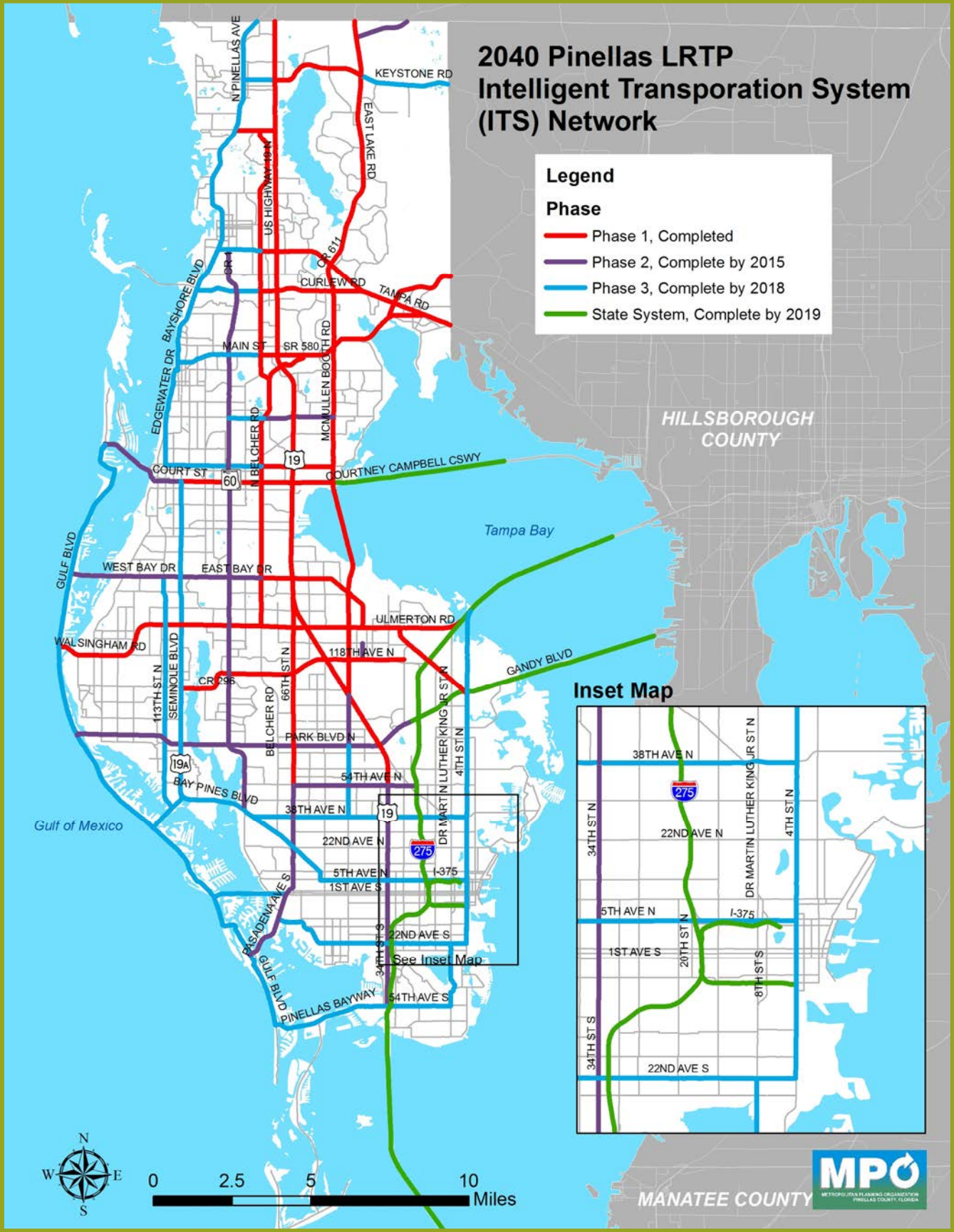
Future technology is being developed today with autonomous vehicles. Already making its way into the marketplace, this technology has the ability to increase travel reliability and safety.

Although there are still regulatory and legislative hurdles to overcome, market experts speculate that fully-autonomous (driverless) vehicles could be available for purchase around 2020. Autonomous vehicles could create a driving or commuting atmosphere that provides time savings by allowing drivers to complete other tasks while they would otherwise have been navigating the wheel.

Individual functions of a fully-automated vehicle, such as braking assistance, blind-spot detection, and cruise control, already are in place. However, communication between vehicles and the transportation infrastructure has not been implemented and will require further development to realize the benefit of a fully-automated vehicle.

Examples of ITS Applications

Application	Example
Arterial Management Systems	Manage traffic with coordinated signals to reduce delay during peak periods.
Freeway Management Systems	Monitor freeway conditions to provide traveler information and quicker emergency response.
Traveler Information	Use websites, telephone, television, radio, and roadway signs to communicate travel conditions.
Transit Management Systems	Provide bus arrival times by monitoring route information using GPS technology.



Multi-Use Trails, Bike Lanes, and Sidewalks

The vision of the LRTP is to provide an interconnected system of trails, bicycle lanes, and sidewalks with safe connections to transit and other destinations. Making investments in bicycle and pedestrian projects makes these more viable alternatives to driving and can increase safety while enhancing the quality of life and sustainability of Pinellas County. Safe connections are provided to public transit, job opportunities, and recreational destinations through investments in bicycle and pedestrian infrastructure. The LRTP includes:

- 146 miles of planned multi-use trails; and
- 346 miles of planned bicycle lanes.

Multi-Use Trails

Pinellas County has a network of 100+ miles of multi-use trail facilities throughout the county, with plans for an additional 150 miles using a variety of funding sources, including local funds and state and federal grants (see map page 19).

- Completing the **Pinellas Trail Loop** remains the top trail priority for the MPO. When



completed, the loop will connect as far south as St Petersburg and as far north as Lake Tarpon on both the east and west sides of Pinellas County.

- Regional connections continue to be a high priority. The construction of the **Courtney Campbell Causeway Trail** provides an important link across Tampa Bay and is scheduled for completion in 2015. The **Tri-County Trail**, connecting the Pinellas Trail to Pasco County, is also scheduled for completion this year. This is a critical link in the planned **Coast to Coast Trail** that ultimately will connect Pinellas County to Titusville on

the east coast.

- Another focus on future multi-use trail facilities is on providing east/west connections to get people from the Loop to their destinations on a dedicated facility.

Bicycle Lanes and Other Treatments

Although dedicated multi-use trail facilities provide the safest accommodations, for bicyclists, it is not feasible to construct trails along all the major roads in the County. Dedicated bicycle lanes are being included in most major road construction and resurfacing projects.



Currently, there are more than 170 miles of bicycle lanes in Pinellas County. On roadways where bicycle lanes may not be possible or appropriate, other treatments exist to improve safety for bicyclist. These treatments may include additional signage or shared-use arrows, commonly referred to as 'sharrows.'

Sidewalks

The MPO coordinates with FDOT and local governments on short-term sidewalk projects and programs. Local governments set aside a significant amount of funds for new sidewalk construction. As the MPO tracks sidewalk projects and monitors pedestrian needs, priority is given to projects that provide safe access for school children in the allocation of Transportation Alternative Program funds.

Individual projects that come out of these sidewalk programs often are selected based safety needs. The MPO advocates for the expansion of the county's sidewalk network to fill in existing gaps on the major road network and to ensure safe travel conditions for pedestrians, particularly school children.



Committed Multi-Use Trails in Pinellas County 2014/15–2018/19

Trail	From	To	Juris
Courtney Campbell Cswy Trail	E of Tampa Bay Bridge #138	Pinellas County Line	ST
Courtney Campbell Cswy Trail	Bayshore Blvd	E of Tampa Bay Bridge #138	ST
Druid Trail	Pinellas Trail	US 19	CL
Treasure Island Cswy Trail	West of Treasure Lane	Pinellas Trail	SP
Walter Fuller	Pinellas Trail	Walter Fuller Park	SP
Bayway Trail North	34th St	Gulf Blvd	SP
City of St. Petersburg Bicycle Facilities – Phase II (Bayshore Dr SE) *not shown on map on page 19	Pinellas Trail	5th Ave S	SP
Starkey Wilderness Trail (part of Tri-County Trail)	East Lake Rd	Pinellas County Line	PC

*CL - Clearwater, PC = Pinellas County, SP = St. Petersburg, ST = State



Planned Multi-Use Trail Facilities in Pinellas County, 2020–2040

Trail	From	To	Mi.
*Duke Energy FL	Tampa Rd	Ream Wilson Trail	6.8
*Duke Energy FL	Belleair Rd	San Martin Blvd.	11.1
*Pinellas Trail/Chesnut Park Connection	John Chesnut Park entrance	Tampa Rd	1.6
Enterprise	Sunset Point Road	Pinellas Trail	2.8
Clearwater Beach	s/o 5th St	s/o Clearwater Pass	1.5
N Greenwood Loop	Pin Tr s/o Fairmont Ave	Pin Tr s/o Palmetto St	1.8
Ream Wilson Clwtr	Pinellas Trail	Old Coachman Rd	3.7
Largo Central Park	Largo Central Park	66th St.	6

Trail	From	To	Mi.
Ross Norton Connection	Pinellas Trail	Ross Norton Park	0.7
Courtney Campbell Connection	US 19	McMullen Booth Rd	2
Main St	Phillipe Parkway	Soule Rd	2.0
Landmark	Curlew Rd	Fairwood Ave	6.6
Northern Route	Bayshore Blvd	Belcher Rd	2.2
Dunedin Loop	Solon Ave	Belcher Rd	1.4
Edgewater (north section)	Union St	Pinellas Trail	1.2
Edgewater (south section)	Union St	Sunset Pt Rd	0.8
Taylor	Belleair Rd	Lake Ave	1.8

*Pinellas Trail Loop segments needed to “close the loop.”

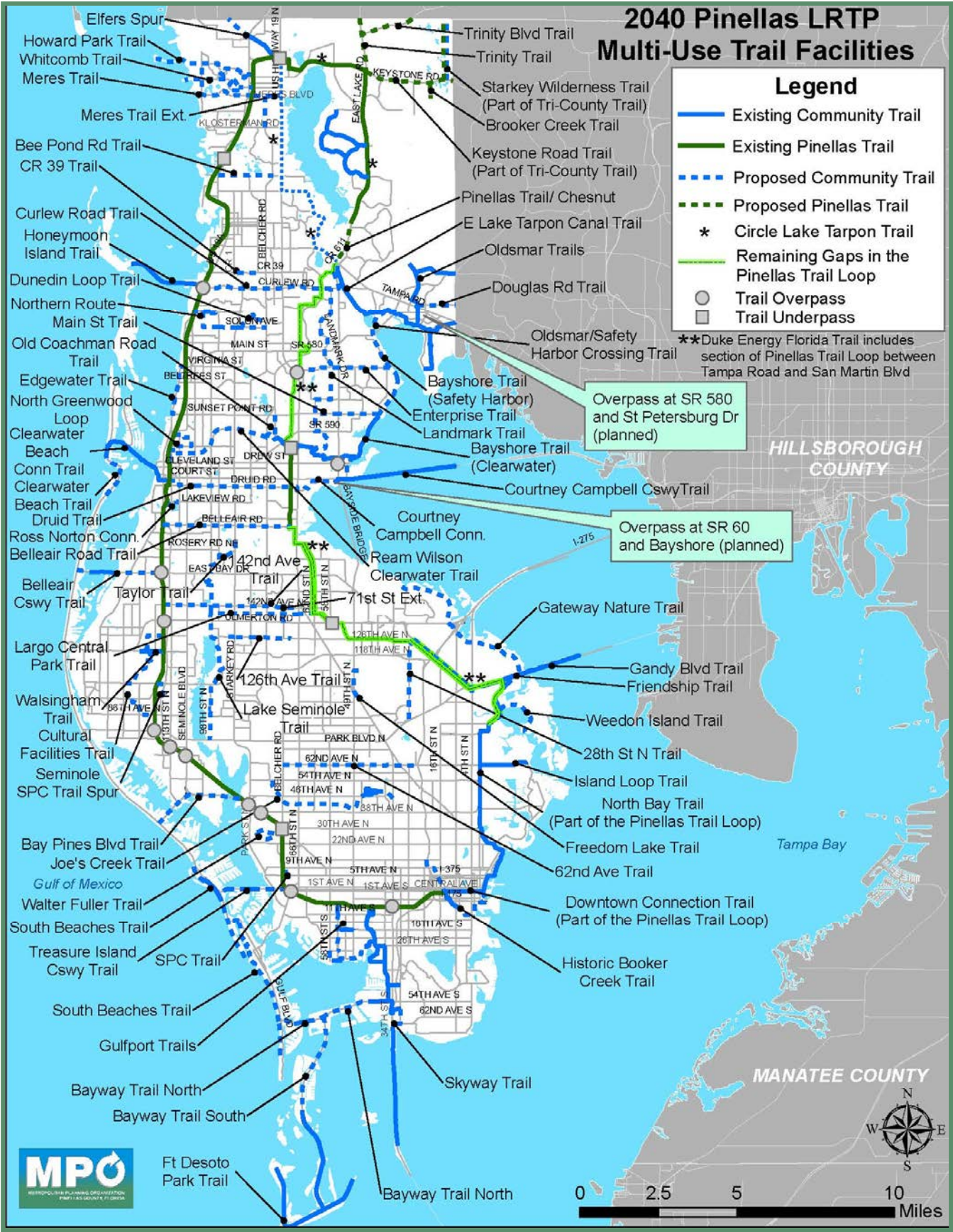
Planned Multi-Use Trail Facilities in Pinellas County, 2020–2040

Trail	From	To	Mi.
71st St extended	142nd Ave N	Ulmerton Rd	0.5
Oldsmar/Safety Harbor Crossing	SR 580	Oldsmar Trail (5 of 5)	0.6
Elfers Spur	Alt US 19	Pasco CL	1.8
Trinity Blvd	Keystone Rd	Pasco CL	3.4
Bee Pond	Pinellas Tr	Belcher Rd	1.9
CR 39/Hermosa Dr	CR 1	19th St.	0.8
126th Ave	68th St.	CSX RR	2.0
Lake Seminole	Park Blvd.	Planned Largo Central Park Tr	1
Cultural Facilities	Pinellas Tr @ 126th Ave.	Pinellas Trail @ 86th Ave.	4.0
Gateway Nature	E of St Pete/Clwtr Int'l Airport	Gandy Blvd	4.6
62nd Ave	Belcher Rd	I-275	4.3
28th St	Gandy Blvd	Roosevelt Blvd	1.9
Weedon Island	Weedon Dr NE terminus	San Martin Blvd	1.7
Treasure Island Causeway	Gulf Blvd	west of 80th St S	1.1
Belleair Rd	Pinellas Tr	Planned Duke Energy Tr	4.1
Old Coachman Rd	Sunset Pt Rd	Clwtr East-West Tr	1
Largo Central Pk	Largo Central Park	Planned Duke Energy Tr	6.5
142nd Ave	US 19	Donegan Rd	2.4
North Bay Ext	83rd Ave	Gandy Blvd	1.8
Bayshore	Veterans Memorial Ln	SR 580	2.9

Trail	From	To	Mi.
Skyway	I-275	58th Ave S	0.7
Historic Booker Creek Trail Lp	Dr MLK St	3rd St	2.7
Booker Creek Tr N	13th Ave N	1st Ave S	1.0
South Beaches	John's Pass	12th Ave	7.1
Bay Pines Blvd	w/o Park St	Gulf Blvd.	3.4
150th Ave	S end of bridge	Gulf Blvd.	0.4
Bayway Trail S	Pinellas Bayway	East Shores Blvd	3.3
Curlew Rd	McMullen Booth Rd.	Alt US 19	4.3
Disston Ave	Klosterman Rd	Harrison St	1.1
Meres Trail Ext	Pinellas Trail	US 19	1
Howard Park	Howard Park/ Sunset Beach Park	Howard Pk	4
Meres	Howard Park/ Sunset Beach Park	Pinellas Tr	2.8
Whitcomb Bayou	Howard Park/ Sunset Beach Park	Pinellas Tr	4.6
Circle Lake Tarpon	Along Tampa Rd, US 19, Keystone Rd. & East Lake Rd.	N/A	4.4
SR 580/St./ Petersburg Dr. Overpass	N/A	N/A	n/a
SR 60/Bayshore Blvd. Overpass	N/A	N/A	n/a
Bayshore	Gulf to Bay Blvd	Ream Wilson Tr	1.2
Gulfport Ph 1	N of 11th Ave S	28th Ave S	1.2
Gulfport Ph 2	Del Rio Way S	Skyway Tr	0.8
Gulfport Ph 3	Shore Blvd S	47th St S	0.7
Gulfport Ph 4	58th St S	54th St S	0.4
Gulfport Ph EX	Shore Blvd S	28th Ave S	0.3

*Pinellas Trail Loop segments needed to “close the loop.”





Transit

The vision for transit in Pinellas involves connecting the major activity centers and increasing frequencies and hours of service to provide choices and viable options for those who do not have access to their own vehicles or choose not to drive.

In developing the Cost Feasible transit network for the LRTP, the MPO, partnering with PSTA, developed **two concepts for a transit system that uses existing revenue sources**. These concepts include the “Core” and “Coverage” networks.

The Core scenario focuses on the most productive current routes and includes reducing service on the least productive routes. This focuses existing revenues in areas with the greatest potential for ridership growth while maintaining service to the greatest number of passengers outside of these core routes to the fullest extent possible.

The Coverage scenario focuses on providing service to the greatest geographic area possible. While maintaining the

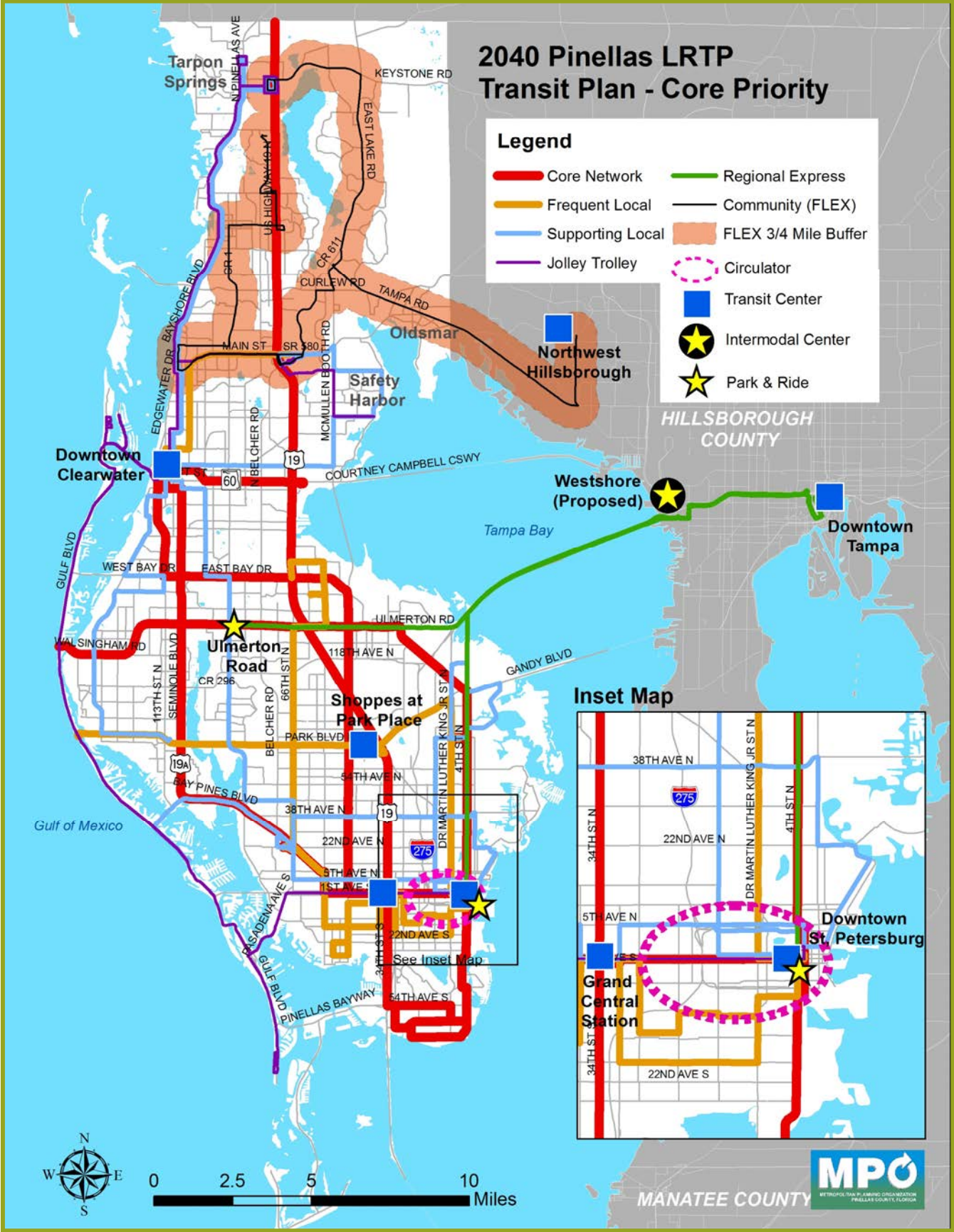
Core Network, the Coverage scenario expands the number of supporting local routes and circulator areas.

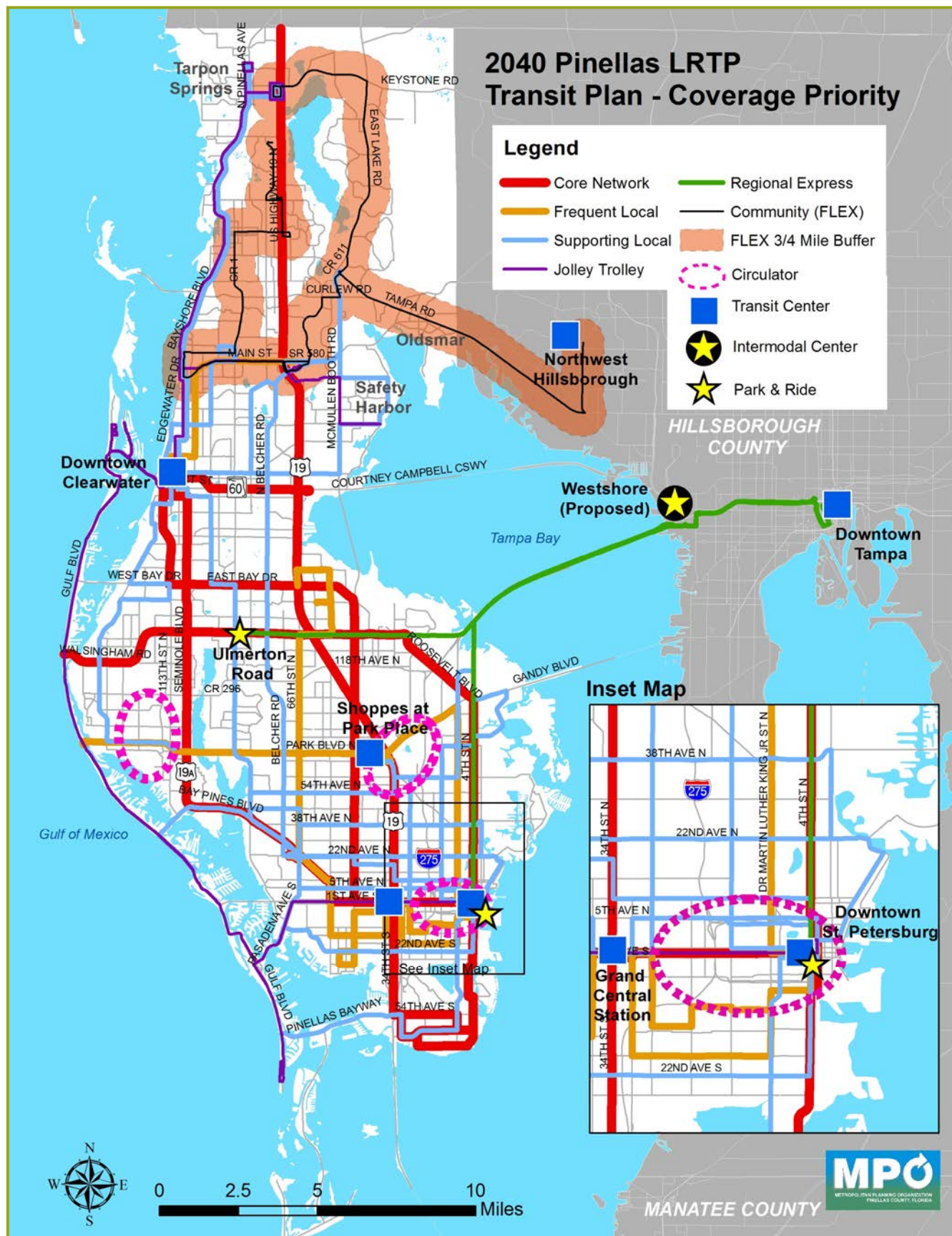
The goal for the Cost Feasible Plan regarding transit is to provide quality service throughout Pinellas County without relying on future unidentified revenues. The MPO continues to coordinate with PSTA through the update of their Transit Development Plan to determine which is the most appropriate of the two scenarios, or potentially develop a hybrid of the two.

Transit Plan Highlights

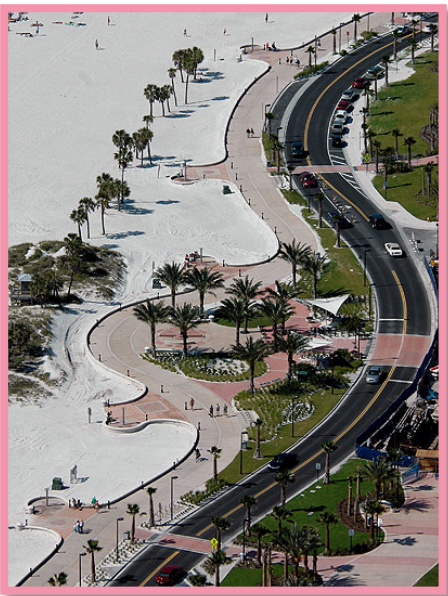
- Local bus service on major roads
- Flexible door to door service in north county areas
- Trolley service along the beaches, and to Dunedin, Tarpon Springs, and Safety Harbor
- Express routes from Gateway area to Tampa in mid-Pinellas County







This is Your Plan!



Moving People, Providing Choices



PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION

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Clearwater, FL 33756

www.pinellascounty.org/mpo/

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The contents of this report do not necessarily reflect the official views of policy of the U.S. Department of Transportation.