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I. PURPOSE AND FORMAT

The purpose of the Transportation Element is to plan for a multimodal transportation system that places emphasis on public transportation systems. This is an outgrowth of both the Governor's Environmental Lands Management Study (ELMS) Committee report, and the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA), which recognized the importance of alternative forms of transportation. Multimodal transportation systems such as public transit, walking, bicycling, highway beautification, and intermodal transportation connections are emphasized in addition to the planning for automobiles.

II. INTRODUCTION

Any local government that had all or part of its jurisdiction included within the urbanized area of a Metropolitan Planning Organization (MPO) is required to adopt a Transportation Element. The city of Oldsmar is located within the boundaries of the Pinellas County MPO. In addition, the Transportation Element has been coordinated with the long range plans of the Pinellas County MPO and the Transportation Element of the Pinellas County Comprehensive Plan.

As Pinellas County and the city of Oldsmar approach build-out, it is apparent that external traffic (roadway trips generated from outside Pinellas County) will continue to add significant volume to the county's major roadways, and expanding roadways cannot continue indefinitely. According to Pinellas County, an emphasis on how to manage the rapid expansion of urban/suburban development into previously undeveloped areas is being replaced by the demands of an existing urban environment with no room left to expand. Therefore, the county's future transportation planning has placed greater emphasis on non-traditional techniques or multimodal concepts to reduce the demand for automobile travel and to maximize the efficiency of the transportation system.

III. INVENTORY OF EXISTING SYSTEM

A. Roadway System

The Pinellas County Metropolitan Planning Organization (MPO) annually prepares a Level of Service Report for thoroughfare roads throughout Pinellas County. This information is provided to local governments to assist them with their concurrency management systems. Only the peak hour condition is analyzed by the MPO. The Florida Department of Transportation (FDOT) estimates conditions during the 100th highest hour of traffic using the K100 factor provided. The estimated level of service is refined from the FDOT generalized service volume tables by incorporating actual operating conditions into the roadway analysis. In some case, the roadway links (segments) are aggregated with the adjacent segments to establish a level of service which is more representative of the actual operating conditions of the roadway. A volume to capacity (V/C) ratio of .90 or greater can be used as an indication of congestion with the understanding that there are other factors (i.e. signal timing, travel speeds, adjacent land uses) which can affect the level of surface for a particular roadway.

Table 1 provides the existing conditions for thoroughfare roadways in Oldsmar. Information on the collector and arterial roadways was obtained from the Pinellas County MPO. Information on local collector roadways was obtained from the Oldsmar Department of Public Works. The existing roadways, with the exception of one, are operating at an acceptable level of service (LOS D), major roadway construction projects on SR 580 and SR 584 have eliminated operating deficiencies which were present in the previous planning period (1996-2003). The deficient roadway link in the city is Forest Lakes Boulevard from Tampa Road to the Hillsborough County line, with LOS F, according to the existing conditions from the Pinellas County MPO. This roadway is scheduled to be widened to 4 lane divided roadway, later in this Plan period.

The Existing Transportation Map Series contained in the Appendix of this Plan provides information on functional classification, number of lanes, and maintenance responsibility of the existing roadway system.

B. Public Transit System

The Pinellas Suncoast Transit Authority (PSTA) provides public bus service in Pinellas County. The PSTA operates thirty three local routes, seven commuter routes, five Shuttle/Circulator routes, and the Suncoast Beach Trolley services. Most of the local routes are scheduled to arrive from transit hubs in downtown Clearwater and downtown St. Petersburg. In addition, PSTA provides demand response service to paratransit customers through its Dial-A-Ride Transit (DART) program, which has been privatized.

The city of Oldsmar is served by PSTA with two (2) fixed routes, Route 67 and Route 93. Route 67 services City Hall, the Oldsmar Community Redevelopment District and circles around the business district that fronts Tampa Road. Route 93 as a Commuter Route services Forest Lakes Blvd, Brooker Creek Blvd. and follows the same route as Route 67 along Tampa Road. The routes are shown on the PSTA Bus System Map in the Appendix.

C. Downtown Area

The city of Oldsmar has adopted a Town Center Plan in the Community Redevelopment District area south of Tampa Road, east of Bayview and north of St. Petersburg Drive. The town center plan envisions a place where people will be able to go places without driving and where they can walk comfortably. Techniques for "calming" traffic and favoring pedestrians include narrowed streets, variations in paving materials, landscaping, on-street parking, reduced curb cuts in number and size and installation of traffic control devices such as stop signs. Both off-street, on-street parking and parking garages will be utilized in the town center.

There is a need to balance redevelopment goals with mobility goals. Parking and ease of movement within the Downtown of the CRD are important aspects for a successful redevelopment. The City Council authorized a Downtown Traffic Study by a private consultant in support of the City's Community Redevelopment Agency Plan. This study included a detailed analysis of the major State and local roadways and intersections that affect traffic flow into and out of the CRD. The consultant is evaluating the expected transportation impacts in the downtown area by evaluating existing development and current and future major development plans in and directly adjacent to the downtown. The identification of preliminary intersection and roadway concepts and changes to facilitate proper traffic flows in and out of the Town Center will also insure that impacts can be minimized to the residential areas as commercial redevelopment occurs.

The consultant has also been retained to do the evaluations of existing parking and needed parking in and around the downtown development. These parking numbers will assist in the development of tiered and surface parking throughout the downtown.

The City is also contemplating a Municipal Parking Garage which would include both shared and dedicated parking for the uses within the CRD. The City is assessing the feasibility and costs of locating this garage on the property adjacent to City Hall. For redevelopment projects parking guidelines exist within the LDC for street parking in the downtown area, both vertical and horizontal.

Currently, pedestrian traffic is faced with traffic along SR 580 and Tampa Road, which meet with 8 lanes of traffic adjacent to the CRD. The City is looking into the feasibility of providing grade separated pedestrian and bikeway crossings of Tampa Road. This will allow the City to again provide a walking environment from and to the north and south sides of the community. This will also provide a safe, inter-modal method of transportation for the residents and could enhance the multi-modal transportation for both pedestrian and recreational usage.

D. Significant Bicycle and Pedestrian Ways

There is a growing need for bicycle and pedestrian facilities in the metropolitan areas of Florida such as Pinellas County. It is here that the utilization of the bicycle becomes more attractive as urban speeds are reduced. The costs of owning a car and the daily parking fee can be reduced by the regular use of a bicycle or by simply walking. There are, also, indications that the demand for bicycling in the state will increase because of the growing senior adult population, the climate and terrain, and recent environmental, health, and social trends. According to the Pinellas County Metropolitan Planning Organization, 2025 Long Range Transportation Plan, a major trend in transportation that has gained momentum in Pinellas County as well as other parts of the Country is the increased emphasis by MPO's and other transportation planning agencies to encourage travel options that provide an alternative to single-occupant vehicle travel which comprises an average of 70 percent of vehicles on the road during peak-hour travel periods. Therefore, through the comprehensive planning process there is a unique opportunity to plan for a growing need through the augmentation of policies for bicyclists and pedestrians.

The city of Oldsmar requires sidewalk construction in conjunction with new development. With the paving program of existing platted streets, sidewalks were installed throughout a major portion of Oldsmar. Consequently, sidewalks link a majority of the developed areas.

In 1990, construction began on the initial 5 mile segment of the Pinellas Trail, a countywide bicycle and walking/jogging trail that primarily follows an abandoned rail corridor. The grand opening for the first five-mile stretch, from Seminole City Park to Taylor Park in Largo, took place on December 1, 1990. Since then three other sections of the Trail have been completed: from St. Petersburg to Seminole, from Largo to Dunedin, and from Dunedin to Tarpon Springs. Presently, the Trail is 34 miles in length and serves an average of 90,000 users per month. This is a nationally recognized facility that provides recreational opportunities on a countywide basis.

The Pinellas County Comprehensive Plan contains policies for the inclusion of bicycle lanes on road widening and resurfacing projects where feasible. Implementation is through the county's capital improvement program. A similar initiative should be considered by the city. Corridors in the city that may benefit from such a program include Forest Lakes Boulevard and St. Petersburg Drive. The Pinellas MPO 2025 Transportation Plan currently shows County on-road bike facilities along the widened Forest Lakes Boulevard.

The city has worked closely with the Pinellas County MPO to coordinate a bicycle/pedestrian trail within the city that ultimately will connect to the Pinellas Trail. Known as the Oldsmar Trail, it will link Canal Park, located at the northwest comer of the city, to R.E. Olds Park, the city's waterfront park. Encompassing approximately 11.2 miles, the Oldsmar Trail will link five neighborhoods and nine parks with a bicycle/pedestrian system. It is the Oldsmar Trail that is envisioned to connect to the Pinellas Trail. The city has also recognized the importance of pedestrian facilities in the adoption of the Town Center Plan. The Pinellas County MPO has included in the 2010 – 2025 Feasible Trailways Projects the Oldsmar Trail and the Oldsmar/Safety Harbor Crossing Trail.

In December 1996, the Pinellas County MPO adopted the Pinellas Bikeways Plan. This plan was developed with the assistance of the Bicycle Advisory Committee (BAC) appointed by the MPO. The plan is organized into two (2) sections: a description of existing facilities, and implementation concepts for future facilities. Given the number of different revenue sources available to implement the plan (ISTEA, Transportation Impact Fees, Local Option Sales Tax - i.e. Pennies for Pinellas), the plan was determined cost feasible by the MPO. The Bikeways Plan provided the blueprint for a countywide system of bicycle facilities consistent with the MPO's Long-Range Transportation Plan.

Several future facilities recommended by the MPO Bikeways Plan will benefit Oldsmar. These facilities included an extension of the Honeymoon Island Spur east along Curlew Road connecting

with the proposed Oldsmar Bike Path and a trail along SR 580 connecting Oldsmar with Safety Harbor. The Bikeways Plan is shown in the Appendix of this Plan.

The Existing Transportation Map Series contained in the Appendix of this Plan provides information on local bicycle and pedestrian ways.

E. Port Facilities

There are no port facilities with Oldsmar.

F. Airport Facilities

There are no airport facilities located within Oldsmar. The city has been impacted by the clear zones of the St. Petersburg/Clearwater International Airport. Tampa International Airport is approximately six (6) miles from Oldsmar.

G. Freight and Passenger Rail Terminals

There are no freight or passenger rail terminals located within Oldsmar. Rail freight service is provided by CSX Transportation via an east/west corridor which passes through Oldsmar. Rail service is minimal, and amounts to an average of two (2) trains per day.

Florida legislation created the Tampa Bay Area Regional Transportation Authority on July 28, 2007. "This Authority was created to not only plan for the current and future needs of our community, but also implement solutions. The Tampa Bay Area Regional Transportation Authority will:

- Coordinate with local governments and the FDOT to adopt a master plan by July 1, 2009, that identifies regionally integrated multi-modal transportation systems;
- Have the authority, mission, and staffing capabilities to implement regional transit service;
- Be the vehicle to ensure a shared vision that promotes two-way consistency between regional and local plans;
- Encourage and facilitate linking land use and transportation which is very important to long-range regional growth planning and to encourage more transit-oriented development including workforce housing and mixed-use projects near transit stations;
- Be eligible to seek federal transit dollars currently unavailable to the Tampa Bay region;
- Be able to leverage federal and state funding sources more effectively than single counties or individual transit agencies;
- Have the ability to employ creative means to get significant regional projects off the ground through a mix of financing approaches including issuing bonds, and enter into public-private contracts to construct agreements and partnerships;
- NOT compete for the same dollars the local counties or cities use. "
  (Tampa Bay Area Regional Transportation Authority (TBARTA), www.tampabay.org/subpages/Regional_Initiatives.asp).

The city of Oldsmar is included in the TBARTA Regional Transit Master Plan Preliminary Alternatives of the Clearwater to Tampa corridor for future commuter rail service, connecting Oldsmar to downtown Tampa (See TBARTA map in Appendix). It is not anticipated to occur during this Plan period as the horizon year is 2050.

H. Intermodal Terminals

There is no intermodal transportation terminals located within Oldsmar, however, in conjunction with the Hillsborough MIS, a commuter rail terminal, providing service to Tampa, USF, and the Tampa International Airport was pursued. Facilities located within Pinellas County include the St. Petersburg/Clearwater International Airport, bus terminals in Clearwater and St. Petersburg, PSTA

park and ride lots, and private CSX sidings. For years, Florida has continued to explore the potential of high-speed intercity rail service to meet its mobility needs as part of its multimodal and intermodal transportation program. Most recently, the State entered into a public-private partnership with Florida Overland Express (FOX) to implement a 320-mile, high speed railroad on a primarily new and electrified railroad from Miami to Orlando to Tampa. The impact of this system on Oldsmar is yet to be determined and the small number of intermodal transportation facilities in Pinellas County reflects the preference for personal automobiles as the predominate mode of travel. In 2007, TBARTA was established to improve mobility and expand multimodal transportation options for passengers and freight in the 7 county Tampa Bay Region (Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties).

I. Major Public Transit Trip Generators and Attractors

The major generators and attractors are Woodlands Square shopping center, Forest Lakes shopping center, Oldsmar Flea Market, Oldsmar City Hall, the new Library, Cypress Lakes Industrial Park, Mears Commerce Center, Nielsen Media Research and the Downtown Center as it redevelops. The major generators and attractors relate to access to commercial and recreation uses as well as places of employment. Public transit service is provided to most of these and is shown on the Existing Transportation Map Series contained in the Appendix of the Plan.

J. Evacuation Routes

The primary evacuation route for Oldsmar is the most direct route to Tampa Road (SR 584) and east on SR 580. Secondary routes for local evacuation include Lafayette Boulevard and Shore Drive East (See Evacuation Map in Appendix).

K. Landscaping

The city is very concerned with the aesthetics along its roadways. It employs one full-time and one part-time code enforcement officer that specifically deals with the sign ordinance, maintenance and general upkeep of properties. A landscape ordinance is enforced for all right-of-ways. The city also maintains extensive landscaped divider medians along its boulevards. The city has received a Highway Beautification grant to landscape the medians along SR 580, Curlew Road and Tampa Road. The city continues to request landscape beautification funding for SR 580 and streetscape along State Street and St. Petersburg Drive. In addition the City has identified the Tampa Road corridor as a Major Issue and is in the process of reviewing this corridor, including right of ways, for additional beatification opportunities.

IV. ANALYSIS OF PROJECTED NEEDS

A. Roadway System

The Pinellas County MPO 2007 Transportation Level of Service Report was consulted for levels of service (LOS) for Tampa Road, Curlew Road and Forest Lakes Boulevard.

The following roadway is contained within the current MPO six-year Transportation Improvement Program (TIP) and FDOT adopted work program (FY20008 to FY 2013).

Road Segment	From	To	Improvement	FY
Forest Lakes Blvd	SR 580	SR584	4LD	FY2011-FY2013

The deficient roadway link in the city is Forest Lakes Boulevard from SR 580 to SR 584 according to the 2007 existing level of service conditions from the Pinellas County MPO. Traffic demand on

Forest Lakes Road has warranted the roadway's improvement from a two-lane to a four-lane divided arterial roadway with curb, gutter and sidewalk. Traffic volumes along this facility are expected to increase over the next twenty years, as the Industrial area of the City is completed. This segment is also a connection point between Tampa Road and Race Track Road, (along the Hillsborough County Line), which Race Track Road is in the process of being expanded. The 2005 and 2015 level of service deficiencies projected by the Pinellas County MPO is provided on Tables 2 and 3.

Pinellas County's roadway system is increasingly impacted by vehicle trips that originate outside its borders. The MPO expects this impact to increase from 17 percent of the 1996 traffic in Pinellas County to 21 percent by the year 2015. Principal Arterial and Minor Arterial roads which traverse Oldsmar are impacted in a similar manner as traffic use these roadways between Pinellas County and Hillsborough County. Managing these impacts presents a considerable challenge since the city and county's ability to influence external development decisions is minimal. Other issues that affect the MPO's ability to implement future roadway programs include right-of-way costs, neighborhood concerns, environment concerns, physical constraints within the corridor, and the policy constraints of other agencies. Factors which impact right-of-way include accelerating real estate values, the cost of commercial property, settlement disputes, and the state's current eminent domain laws. All these factors can delay or even derail a roadway project. Concerns over the disruption of established neighborhoods can cause the reduction in capacity for a planned corridor. Although this can benefit the neighborhood, the county's overall roadway network may suffer. Environmental concerns revolve around the protection of certain habitats. Physical constraints are related to the roadway corridor, and whether the corridor retains the physical capacity for future expansion. An example of a policy constraint is the fact that the FDOT limits through lanes on principal arterial roadways to 6 lanes.

The 2007 MPO LOS existing conditions report indicates that SR580 and Tampa Road are operating at an LOS of C or better, but there are segments along these roadways that have a Volume to Capacity ratio greater than .9, which is a deficiency flag in the MPO analysis. The projected roadway deficiencies in Oldsmar are impacted greatly by external trips, and further improvements are limited by physical constraints. The principal roadways (SR 584 and SR 580) have already been widened to the maximum capacity permitted by corridor conditions, and cannot be widened in the future without great cost and destruction.

B. Future Local Roadways

The Future Transportation Map Series provides for the expansion of Race Track Road, from Tampa Road to past Linebaugh Road into Hillsborough County. Hillsborough County is constructing this road with recent portions of Racetrack road vacated from the City and Pinellas County. The completion of this roadway will alleviate some of the traffic on Tampa Road.

Locally, some roads are in a substandard condition, and the city has targeted improvements to these local roads, through Citywide street resurfacing and curb repairs. Additionally the city intends to complete the construction of local roads to provide the intended connections. Major local projects slated in the City's 6-Year program are:

- Hayes Road extension to Douglas Road
- Douglas Road improvements
- Burbank Road extension
- Widening of Shore Drive
- Arlington Avenue Extension (West of Buckingham)

C. Public Transit System

In May 1994, the Pinellas Suncoast Transit Authority (PSTA) adopted the following measures to analyze route performance:

- Passengers per mile
- Passengers per hour
- Farebox recovery ratio

Each route's performance in these categories is compared to the system average to identify underperforming routes. The minimum performance standard is 75% of the system-wide average (18.91 passengers per revenue hour and 1.29 passengers per revenue mile) for passengers per revenue hour, and the route must meet all three criteria to be considered performing.

Routes that undergo changes to improve performance are given a minimum of six (6) months to improve. New routes are given a minimum of twelve (12) months to develop before changes are made.

The following table shows the Local Route 67 and Commuter Route 93 performance, for FY 2006/2007.

Yearly Performance - Fixed Route System 2006/2007						
Route #	**Passenger Revenue per Hour**	**Passenger Revenue per Rev Mile**	**Bicycle Passengers**	**Wheelchair Passengers**	**Total Ridership**	**Total % Change**
Local Route 67	16.04	.88	2,115	154	56,709	17.47%
Commuter Route 93	7.82	.37	580	13	10,102	3.61

Source: Pinellas County MPO/PSTA Transit Development Plan Update June 2007
Notes: Performance Standards = 75% of system average

Overall, the system has increased ridership and moderately improved its route performance. Commuter Route 93 as a new route in 2004 was given a minimum of twelve months to improve its route performance as it is operating below the average. With service from Park Street Terminal north along CR 1 to Tampa Road and then east to Oldsmar, new Route 93 serves a large employer base in Oldsmar including: Nielsen Media Research (3,510 employees), an adjacent employer Uniprise, with hundreds of additional employees, and industrial employers along Douglas and Tampa Roads. Commuter Route 93 operates during weekdays providing peak-period weekday service from Park Street Terminal to Oldsmar.

According to the PSTA 2007 Transit Development Plan, Route 67 currently provides weekday and Saturday service only and it is recommended that hourly service be provided on this route on Sunday.

Route 58LX, a limited express service between Oldsmar Transfer Center, Tri-County Business Park and Hanley/Waters Plaza in Town ‘N Country, Hillsborough County was discontinued due to low ridership to Oldsmar.

The city recognizes the importance of public transportation. In order to encourage people to utilize transit services the city actively works with PSTA to expand bus shelters at key stops throughout the city. In addition, through the site plan process, the city requires developments to provide pedestrian ways within parking areas leading to buildings and bus stops.

D. Transportation Disadvantaged

Chapter 427, Florida Statutes, defines the "transportation disadvantaged" as the population unable to transport themselves or purchase transportation because of physical or mental disability, income status, or age. The Transportation Disadvantaged Program is administered countywide by the Greater

Pinellas Transit Management Services. This state funded program provides low cost-non-emergency transportation throughout Pinellas County to individuals who qualify. To be qualified, a person must have no means of transportation, including family and friends, and an income of less than 200 percent of the federal poverty level.
The transportation-disadvantaged population is widely dispersed throughout Pinellas County, with the highest concentration in St. Petersburg. Characteristics that correspond to disadvantaged individuals include those persons with no automobiles, high concentrations of elderly population, and higher population densities. The city of Oldsmar has a relatively low population density; less than 15% of the population is over age 65.

Individuals who face economic conditions or who have disabilities are provided with transportation through PSTA or the Pinellas County MPO's Transportation Disadvantaged (TD) program. PSTA uses a low monthly bus pass program to provide service and has privatized its paratransit operations. The MPO TD program uses a network of profit and non-profit transportation providers to provide service countywide.

E. Evacuation Routes

The posted primary route to evacuate Oldsmar is SR 584. Secondary routes include SR 580, Lafayette Boulevard and Shore Drive East. .

Evacuation clearance times for Pinellas County have been updated by the Tampa Bay Region Evacuation Study 2006, and range from 16 hours for a tropical storm to 28 hours for a Category 5 hurricane. An additional 2 to 3 hours can be required due to inclement weather conditions that may affect roadway capacity. The evacuation clearance times include mobilization time, travel time and delay time. Improvements to the primary evacuation routes fore Pinellas County can help reduce clearance times. Capacity improvements to evacuation routes are planned and scheduled through the MPO's Improvement Program (TIP). For additional information on Evacuation see the Coastal Management and Conservation Element of this Plan and the Evacuation Map in the Appendix.

F. Movement of Goods

The two movement of goods in Pinellas County is primarily generated by retail trade and manufacturing. The primary modes of travel are by truck, by rail using the CSX rail corridor, and through the St. Petersburg-Clearwater International Airport. Freight trucks move the largest number of goods throughout Pinellas County.

The Appendix contains a map of the Pinellas Countywide Truck Route Plan (Figure 7-2). The plan designates routes suitable for the through movement of goods during daylight hours, and routes unrestricted by the hour of the day. The intent of the plan is to guide the movement of goods through areas which are suitable for heavy truck traffic. Unrestricted through routes are Tampa Road, Commerce Blvd, Forest Lakes Boulevard and St. Petersburg Drive. The MPO has recently commenced a Movement Goods study to ascertain additional opportunities and issues that impact this important economic activity and is including stakeholders (industry members, government and/or regulatory agencies) in the process. According to the MPO 2025 Long Range Transportation Plan, the study will identify areas of conflict for freight movement and define near and long-term strategies to improve freight mobility within Pinellas County.

G. Mass Transit

Pinellas County initiated the Pinellas Mobility Initiative (formerly the Pinellas County Mobility Major Investment Study) to identify transportation and policy solutions to manage problems associated with future traffic congestion on a long-term basis. Due to problems related to corridor constraints by physical improvements and neighborhood character, roadway travel must be supplemented in the

future by other options. One option will be mass transit, and the CSX rail corridor has been identified as a potential corridor.

The Hillsborough Mobility Major Investment Study was completed in May 1998. The city of Oldsmar is a major stakeholder in the results from the Hillsborough County Major Investment Study. The Hillsborough County MPO has also identified the CSX rail corridor as a potential cost effective link for mass transit between Pinellas and Hillsborough Counties. In 1997 the Hillsborough Area Regional Transit Authority (Hartline) sponsored a Tampa Bay rail demonstration project using existing CSX rail lines and a lightweight diesel passenger railcar known as a RegioSprinter designed by Siemens Transportation Systems (Siemens). The demonstration project included both static and operating displays in Hyde Park, Ybor City, downtown Tampa, Plant City, Lakeland, Westchase, University of South Florida, Safety Harbor, Oldsmar, Clearwater and St. Petersburg.
In 2007, the Tampa Bay Area Regional Transportation Authority was established to improve mobility and expand multimodal transportation options for passengers and freight in the 7 county Tampa Bay Regions (Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties). A master plan, required by July 1, 2009, is to be updated and presented to the governing bodies of the seven-county region and to the legislative delegation members representing these counties as well as the West Center Florida Chair's Coordinating Committee (see Appendix for map of proposed routes).

The city of Oldsmar would benefit from such a regional mass transit system in several ways. First the corridor would service the City's redevelopment area. A terminal here would be ideal and would spur activity as well as redevelopment opportunities. Second, a regional mass transit system would provide commuter service for Oldsmar residents who work in Tampa, St. Petersburg, and Clearwater (if the system was to include Pinellas County). Finally, the system could provide service to sporting events at the Ice Palace, Tampa Stadium and Tropicana Field. The end result would be the provision of a multi-modal transportation network to Oldsmar residents, and a reduction in the reliance upon automobiles.

H. Land Use Patterns

The city of Oldsmar is characterized primarily by low density residential development. There are 145.9 acres of vacant residential land of which a majority is being developed. The future growth of the city will occur within the Community Redevelopment District along with smaller projects and infill development south of Tampa Road. There are approximately 5 acres of vacant commercial land. Commercial development will take the form of small shopping centers. Vacant industrial land consists of 261.4 acres that is in the process of being developed. Non-residential development is confined along Tampa Road, Forest Lake Boulevard, Commerce Boulevard and Curlew Road. The Future Land Use Element of the City's Comprehensive Plan indicates that approximately 7% of the City consists of vacant land. Build-out is estimated to occur within this planning period, with a build-out permanent population of 16,261 in 2025. Local collector roadways are designed to adequately serve the City's estimated population. Projected future deficiencies on arterial and collector roadways are due primarily to through trips, rather than the destination or origin traffic. The increased traffic on collector roadways is primarily due to traffic seeking alternative routes to avoid congestion on arterial roadways. These arterial roads (SR 584, SR 580) will not be widened in the future due to constrained conditions. The only alternative parallel corridor available for future traffic is Forest Lakes Blvd, which is facing congestion issues also and is scheduled to be widened.

Unfortunately, the single family low density land use pattern characteristic of Oldsmar is not conducive to the cost-effective delivery of mass transit service. The existing ridership on PSTA for Route 67 and Route 93 in the city evidences this. Due to existing land use patterns and neighborhood characteristics it is unlikely that densities will increase, other than in the CRD, in the future. The most productive program that the city has implemented related to land use is its downtown redevelopment program. This program will allow for compact mixed use development that also provides services to the City's residential communities. Most importantly, property adjacent to the Oldsmar downtown will provide for a transit stop if the CSX corridor is utilized for mass transit in the future.

I. State, Regional and Local Coordination

The city participates in the Technical Coordinating Committee (TCC) of the Pinellas County Metropolitan Organization (MPO) which reviews and coordinates transportation issues/plans on a countywide basis. The transportation plans of the FDOT and other jurisdictions are also coordinated with the TCC. In addition, the city transmits development proposals on state and county roadways to the affected maintaining agency for review and comment.

J. Internal Consistency

The city of Oldsmar Transportation Element is consistent with the Future Land Use, Capital Improvement and Recreation/Open Space (bikeways and sidewalks) Elements of the City's Comprehensive Plan.

V. ISSUES AND OPPORTUNITIES

Automobile traffic has become a regional rather than a local issue given the greater mobility of today's population and amount of cross-commuting between neighboring counties. This leads to "passthrough" traffic primarily on arterial roadways. Thus, regardless of local growth controls, the pressure for increased traffic on surrounding arterial roadways will continue to grow. In addition, the congestion on these roadways will encourage drivers to seek "shortcuts' on local collector roads.

The city was granted representation on the Pinellas County Metropolitan Organization in 1993. The seat revolves on an annual basis between the cities of Safety Harbor, Tarpon Springs and Oldsmar. This seat should be used productively to help set policies that will encourage alternative forms of transportation. In cooperation with Pinellas County and FDOT the city will implement transportation strategies which include access management, operational improvements (e.g. signal removal, timing adjustments), physical highway improvements, parking restrictions, transit facility improvements, transit usage initiatives and the provision of pedestrian/bicycle facilities.

The future transportation plan recommends the widening of Forest Lakes Boulevard. The proposed road improvements will alleviate some of the traffic on SR 584. The city has adopted policies that create an active central downtown within the CRA and encourages mass transit. Use of the CSX rail corridor for mass transit is a perfect compliment to the City's downtown redevelopment program and is currently included in the TBARTA Regional Transit Master Plan Preliminary Alternatives Plan. An intermodal connection to this system should be pursued for the City's downtown.

The use of alternative forms of transportation, such as extension of the Pinellas Trail with policies programs for local connections should be adopted and implemented. Bike lanes on local/thoroughfare roadways along with a comprehensive sidewalk program can enhance this opportunity.

The projected future roadway deficiencies on surrounding arterial roadways and on collector roadways in Oldsmar all occur on corridors constrained by existing physical development. The Pinellas County MPO is not recommending capacity improvements to these corridors. Much of the deterioration in level of service will occur in conjunction with build-out for Oldsmar. The only solution to roadway congestion is the implementation of programs promoting alternative forms of transportation and transportation system management techniques. The city in cooperation with FDOT, the Pinellas County MPO, and the Tampa Bay Regional Planning Council will adopt a Backlog Facilities (BF) strategy for the projected roadway deficiencies on surrounding arterial and collector roadways.

A BF situation occurs when a portion of the State Highways system currently operates at a LOS condition below the FDOT adopted minimum acceptable standards. The criteria for each of the LOS is located in Appendix A Oldsmar has deemed a LOS D for principal arterial, county collector, and local roadways, and a LOS E for minor arterials as acceptable. According to the 2025 Level of Service, Major Road Network per the Pinellas County Comprehensive Plan the roads which will be

operating at an LOS of E or F are Tampa Road (at LOS F) from SR580 to Pinellas County Line, Forest Lakes Boulevard, from Pine Avenue to the Hillsborough county line, and Commerce Blvd. The projected level of service for these roads in 2025 will not be acceptable, therefore the city will endeavor to protect these roadways from further degradation. The city will adopt strategies, timetables and commitments in coordination with FDOT, MPO and TBRPC to bring these roadways to acceptable level of service. The city will do the following to protect effected roadways form further degradation:

- Coordinate signals on the urban corridors through the city in cooperation with the appropriate governmental agency.
- Manage access onto the urban corridors through the city through cooperation with Pinellas County and the FDOT.
- Construct intersection improvements in cooperation with the appropriate governmental agency where necessary.
- Encourage the study of express bus service between Pinellas and Hillsborough Counties on the east/west corridors.
- Implement more stringent policies regarding proposed Future Land Use Map (FLUM) changes on properties along constrained corridors. Proposed FLUM amendments that would add to the number of trips generated on these facilities will be discouraged. This will serve to support the application of concurrency management along these roads.

Because these constrained roadways cannot be improved in the future these measures will seek to protect these facilities to the fullest extent possible

VI. GOALS, OBJECTIVES, POLICIES

A. Introduction

Pursuant to Chapter 163.31776, (j) FS, and Section 9J-5.019(4)) FAC, the following represents the Transportation Goals, Objectives and Policies of the city of Oldsmar. These goals, objectives and policies are intended to address the establishment of the long-term end toward which transportation programs and activities are ultimately directed in the community. All Goals, Objectives and Policies are adopted by ordinance.

B. Non-applicable Items

Based on the findings contained in this element and pursuant to Section 9J-5.002, FAC, it has been determined that all the objectives and policies are applicable to the city of Oldsmar.

C. Local Goals, Objectives, and Policies

GOAL 1

TO PROVIDE FOR A SAFE, CONVENIENT, EFFECTIVE AND EFFICIENT MOTORIZED AND NON-MOTORIZED TRANSPORTATION SYSTEM THAT IMPROVES THE LEVEL OF MOBILITY FOR ALL RESIDENTS AND VISITORS OF THE CITY.

Objective 1.1

The City shall maintain adopted levels of service standards (LOS) for the roadways in its jurisdiction, and shall ensure through its construction and development review process, the maintenance of those standards.

Policy 1.1.1

All roadways within the City of Oldsmar classified as arterial and collectors shall operate at a peak hour level of service D except minor arterials shall operate at a peak hour level of service E.

Policy 1.1.2

The City shall review all proposed development and redevelopment for consistency with this element and impacts upon the adopted LOS standards. Development Orders and permits shall be issued only when it is documented that such development is consistent with the adopted LOS standards and will not degrade the level of service for the affected public facilities adopted by this Comprehensive Plan.

Policy 1.1.3

The City shall assess new development and redevelopment an equitable pro rata share of the costs to provide roadway improvements to serve those developments by enforcing the countywide transportation impact fee regulations.

Policy 1.1.4

The City shall minimize the impacts of development on deficient corridors through the implementation of the Land Development Code and transportation management plan strategies (TMP) through application of the City's Concurrency Management System.

Policy 1.1.5

The City's proportionate fair-share ordinance will address mitigation measures for transportation impacts related to new developments and redevelopment and assure that all transportation facilities will be in place or under construction within three years after approval of a building permit except as otherwise provided in Section 163.3180, F.S..

Policy 1.1.6

The City in cooperation with FDOT, the MPO and the Tampa Bay Regional Planning Council will consider Proportionate Fair Share through the City's Concurrency Management System including mitigation strategies in order to achieve or maintain the level of service standards on State, County and local roadways.

Policy 1.1.7

The City shall cooperate with Pinellas County and/or FDOT on improvements on roads within the City operating at peak hour level of service (LOS) E and F which shall be designed to alleviate the substandard level of service conditions to the extent feasible.

Policy 1.1.8

Transportation facilities needed to serve new development projects adding vehicle trips to a roadway operating below the adopted level of service standard shall be in place or under actual construction within 3 years after a building permit is approved except as otherwise provided in Section 163.3180, F.S.

Policy 1.1.9

The City shall utilize the MPO's Congestion Management Process (CMP) to help identify small-scale transportation improvements needed on deficient roadways. Implementation of such projects shall occur through the City's Concurrency Management System, as carried out

through transportation management plan strategies sponsored by developers, or through the Capital Improvement Plan/Capital Improvement Element.

.Measure

Maintenance of adopted roadway levels of service.

Objective 1.2

Transportation system planning shall be coordinated with the Future Land Use Map, the Future Land Use Element and the Schedule of Capital Improvements to ensure that transportation services and facilities are available to adequately serve existing and future population densities, housing and employment patterns and land uses, and to maintain the adopted LOS.

Policy 1.2.1

The City shall enforce the minimum construction and regulatory requirements for new and existing roadways through the Land Development Code.

Policy 1.2.2

The City shall review the Future Land Use Map when planning roadways construction and improvements to ensure that roadways are designed to serve the needs of the appropriate affected land uses through the site plan approval process

Policy 1.2.3

On an annual basis, the City shall update the Six-Year Schedule of Capital Improvements for transportation improvements.

Policy 1.2.4

The City shall coordinate with the local and regional agencies to provide future transportation improvements in designated future growth areas.

Policy 1.2.5

The City shall recognize that sustainable development requires adherence to the following guiding principles:

a) Protection and improvement of air quality through the reduction of air pollution from mobile and stationary sources while allowing for various transportation options;
b) Provision of pedestrian-friendly communities by encouraging development that promotes walking as a means to obtain the things residents need;
c) Provision of transit-oriented development by encouraging development that utilizes mixed-use, and higher density around public transit centers; and
d) Provision of transportation choices promoting a diversity of modal opportunities including car- or van-pooling, bicycles, and mass transit instead of relying on single-occupant automobiles.

Policy 1.2.6

The City shall apply flexible highway design standards to preserve and enhance community character in locations where such can be implemented safely and with balanced consideration of roadway capacity.

Policy 1.2.7

The City shall work towards creating liveable streets that are designed and oriented towards a multimodal transportation system.

Measure

Maintenance of a Six-Year Schedule of Capital Improvements developed based on the Future Land Use Element that ensures LOS maintenance.

Objective 1.3

Identify, protect, reserve, and acquire existing and future rights-of-way to meet the needs of users of all modes and to ensure maintenance of adopted roadway LOS.

Policy 1.3.1

Future ROW shall be acquired through negotiation to the extent that such acquisition is required for planning transportation system construction or expansion.

Policy 1.3.2

Ensure the availability of rights-of-way while planning for future roadway improvements in accordance with the future right-of-way maps.

Policy 1.3.3

When appropriate, implement the following livable roadway strategies within the public right-of-way on commercial corridors, employment corridors, and in mixed-use areas:
a. Construct sidewalks on both sides of the street with a landscape strip;
b. Provide bike lanes, wider sidewalks, landscape strip, raised median, or other roadway treatment;
c. When appropriate, consider pedestrian crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, countdown signals, mid-block signals, and "hot response" signals;
d. For roads that have blocks more than 800 linear feet in length, consider the use of mid-block crossings; .and
e. Require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects.

Policy 1.3.4

Where there is not enough existing ROW to accommodate the design features in policy 1.3.3, consider requiring or providing an incentive for the dedication of additional right-of-way.

Policy 1.3.5

In areas where arterial roadway volumes and speeds are not appropriate for the design standards in policy 1.3.3, consider the use of these roadway designs on parallel service roads or perpendicular collector roads.

Measure

Right-of-way preservation through consistency with the Future Land Use Map and Schedule of Capital Improvements, and right-of-way acquisitions supporting the maintenance of adopted roadway LOS and bicycle and pedestrian systems.

Objective 1.4

As an ongoing objective, the provision of motorized and non-motorized vehicle parking and bicycle and pedestrian ways shall be regulated and improved by the implementation of the following policies.

Policy 1.4.1

The City shall enforce the parking requirements including on-site traffic flow and continue to review the current information and amend the Land Development Code to ensure adequate parking is provided.

Policy 1.4.2

The City shall provide bicycle and pedestrian ways in planning for transportation facilities in order to connect residential areas, recreation areas, schools, shopping areas, and transit terminal areas as appropriate and which shall be required as part of the site plan process.

Policy 1.4.3

Bicycle storage areas at shopping and recreational areas shall be enforced through the provisions contained in the Land Development Code and required as part of the site plan review process.

Policy 1.4.4

Crosswalks and sidewalks on roadways of high pedestrian usage shall be provided and required by the site plan review process.

Policy 1.4.5

The City will continue to actively restrict truck traffic along SR 580 B (St. Petersburg Drive).

Policy 1.4.6

The City shall develop incentives for existing developments to construct sidewalks and crosswalks to accommodate pedestrian movements within parking areas between buildings and pedestrian facilities in adjacent rights-of-way.

Policy 1.4.7

The City shall promote the use of cross-access easements, shared access and parking, or other such methods as appropriate and in coordination with the Land Development Code, in order to better enable bicycling and walking.

Measure

Provision of:

- Adequate automobile and bicycle parking through Land Development Code requirements;
- New bicycle and pedestrian ways; and

- Implementation of the policies.

Objective 1.5

The City shall promote safety for users of the City's roadway network through cooperation with county and state transportation agencies, as well as through the enforcement of the Land Development Code.

Policy 1.5.1

The City shall review annual accident frequency reports prepared by Pinellas County for all collector and arterial roads to identify needed safety improvements.

Policy 1.5.2

The City in cooperation with the county and state shall control signalization and connection/access points of driveways to the roadway system by controlling driveway permits and the enforcement of the land development regulation and in cooperation with Pinellas County on county roads, and the state of Florida on state roads.

Policy 1.5.3.

The City shall provide for safe and convenient on-site traffic flow by enforcing its ordinances, land development code and the comprehensive plan.

Measure

Number of transportation crashes, injuries and fatalities recorded on roadways within the City.

Objective 1.6

The City shall maintain and enhance the aesthetic quality of the City's traffic circulation system, in particular the Tampa Road/SR580/SR584 (Tampa Road Corridor), through the proactive enforcement of the adopted Land Development Code.

Policy 1.6.1

The City shall encourage the maintenance and landscaping of the existing roadway system.

Policy 1.6.2

The City shall enforce sign requirements along the roadways and throughout the City.

Policy 1.6.2

The City shall establish a Tampa Road Overlay Corridor and encourage the participation of property owners, FDOT and other interested parties along Tampa Road on policies that impact this corridor.

Policy 1.6.3

The City shall work on developing design overall standards or guidelines along the Tampa Road Corridor.

Policy 1.6.4

The City shall continue to coordinate and provide to FDOT for review, design, modifications or improvements impacting state roads and shall follow FDOT statewide standards.

Measure

Number of landscape, streetscape and other aesthetic improvements to the City roadways. Architectural improvements along Tampa Road Corridor

Objective 1.7

As an ongoing objective, the City shall promote the utilization of a multi-modal and intermodal transportation system to reduce traffic congestion.

Policy 1.7.1

The City shall encourage the use of available public transportation by having information on public transportation readily available at selected city facilities.

Policy 1.7.2

The City shall participate in and actively support commuter rail consistent with the Tampa Bay Area Regional Transportation Authority, and encourage the Pinellas County MPO to pursue linkages with that system through their participation in the process

Policy 1.7.3

The City shall continue to establish bicycle and pedestrian facilities and encourage the use of bicycle and pedestrian ways. Potential conflicts between pedestrians and motor vehicles should be minimized.

Policy 1. 7.4

The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs through provisions within the Land Development Code.

Policy 1.7.5

The city shall through requirements in its Land Development Code consider bicycle and pedestrian ways in planning future transportation facilities.

Policy 1.7.6

The city shall ensure that newly created or expanded roadways will have accommodations to support transit systems within Pinellas County, in support of the policy set forth by the Pinellas County Metropolitan Planning Organization and Board of County Commissioners regarding the accommodation of transit systems on current and future roadways.

Measure

Measures/strategies adopted or implemented to promote usage of transit, walking and biking in addition to autos, and the number of improvements to the bicycle and pedestrian infrastructure.

Objective 1.8

Transportation system planning shall be coordinated with the City's Future Land Use Plan and Map, the FDOT 5-Year Transportation Plan, and the Pinellas Metropolitan Planning Organization (MPO) 5-Year Transportation Improvement Program (TIP), to ensure that the City's mobility needs are met and to ensure that existing and proposed population densities, housing, employment patterns and land uses are consistent with the transportation modes and services proposed to serve these areas.

Policy 1.8.1

The City shall review subsequent versions of the FDOT and the Pinellas County MPO 5-Year Transportation program and long range transportation plan in order to update or modify this element, if necessary.

Policy 1.8.2

The City shall review for compatibility with this element, the transportation plans and programs of the neighboring municipalities and Pinellas County as they may be amended.

Policy 1.8.3

Amendments to this Transportation Element shall be supported by an appropriate transportation analysis.

Policy 1.8.4.

The City shall utilize landscape techniques to buffer adjoining land uses from major roadways.

Policy 1.8.5

The City shall utilize traffic calming techniques where determined necessary to reduce traffic impacts on adjoining land uses and to protect existing neighborhoods.

Policy 1.8.6

The City shall provide for bicycle and pedestrian ways that connect residential areas to recreation uses, schools, shopping areas and transit terminals. Specifically, the City will continue implementing development of the Oldsmar Trail. Development proposals shall also be reviewed for bicycle and pedestrian connections to these facilities.

Policy 1.8.7

The Transportation Element shall be coordinated with the goals, objectives and policies of the Future Land Use Element in guiding population distribution, economic growth, and the overall pattern of urban development.

Policy 1.8.8

The City shall coordinate decisions on Future Land Use Map (FLUM) amendments with the need to protect traffic carrying capacity of roads designated as concurrency management corridors in the Concurrency Test Statement.

Measure

Annual review and consistency of transportation plans with appropriate transportation authorities.

Objective 1.9

Future growth and development shall be managed through the continued implementation and enforcement of the Land Development Code consistent with this adopted comprehensive plan.

Policy 1.9.1

The City shall continue to implement the transportation element policies and continue to enforce land development regulations consistent with Chapter 163.3202(10), F.S. which addresses the provisions and intent of the objectives and policies contained in this transportation element.

Policy 1.9.2

The City in cooperation with the Tampa Bay Regional Planning Council shall ensure that transportation impacts associated with Developments of Regional Impact are appropriately mitigated.

Measure

Enforcement of Land Development Code.

Objective 1.10

The City in accordance with the LDC shall continue to maintain and improve its local street system within the Coastal High Hazard Area (CHHA) as necessary to protect the health, safety and welfare of its residents.

Policy 1.10.1

The city shall maintain an up-to-date map and corresponding maintenance information on all local streets within the CHHA.

Measure

Improvements to the local street system within the CHHA.

Objective 1.11

The City shall work with Pinellas County and Hillsborough County and the Tampa Bay Area Regional Transportation Authority and other such similar authorities to provide for efficient and effective Mass Transit service as well as opportunities for multi-passenger vehicle travel, that accommodates the transportation needs of the service area population and the transportation disadvantaged while reducing single vehicle occupant vehicle demand.

Policy 1.11.1

The City shall continue to participate in MPO sponsored corridor management studies, compiling and analyzing information on existing land use, future land use plans, existing traffic patterns, bus stops and sidewalk location to determine where opportunities exist to implement strategies to encourage mass transit ridership as well as other alternative modes of travel.

Policy 1.11.2

The City shall continue to support ride-sharing, vanpooling and the efforts of the Pinellas County's Transportation Management Initiatives (TMI's) through the application of the Concurrency Management System that allows employees to participate in such efforts as Transportation Management Plan strategies.

Policy 1.11.3

The City shall continue to coordinate with Pinellas County to identify "unmet" transportation needs within the City. Residents in need of transportation assistance shall be informed of services available through the Pinellas County Transportation Disadvantaged Bus Pass Program provided through PSTA.

Policy 1.11.4

The City shall cooperate with Pinellas County, acting as the CTC, to develop an inventory of transportation disadvantaged persons that would be affected by an evacuation order in the event of a natural disaster. Those needing to evacuate to a public shelter who have no personal means available to transport them shall be provided the opportunity to register with Pinellas County for Special Needs assistance in order to receive transportation assistance

Policy 1.11.5

The City shall coordinate with the Pinellas Suncoast Transit Authority to identify locations where the need for pedestrian accommodations between bus stops and proximate buildings frequented by PSTA users is most pronounced from a safety standpoint. Subsequent to this effort, the City shall develop incentives for existing development to provide separated/buffered pedestrian ways (e.g. sidewalks, crosswalks) to accommodate pedestrian movements within parking areas between bus stops and proximate buildings. Initial efforts shall focus on sites that are frequent destinations of bus passengers.

Policy 1.11.6

The city shall continue to work with PSTA to establish full weekday service on Route 93 in accordance with PSTA Vision Plan.

Policy 1.11.7

The City shall continue to work with PSTA to provide additional bus stops at locations adjacent to major employment centers, recreational facilities, schools and other areas identified by the City and ensure that parking, landscaping, or other design requirements do not contain barriers to transit.

Policy 1.11.8

The City shall continue to construct or require the construction of sidewalks where needed.

Measure

Number of measures undertaken by the City to improve transit modal split from baseline condition in 2006.

Table 1

2007 LEVEL OF SERVICE										
Roadway	**From**	**To**	**Peak Vol.**	**Road Type**	**FC**	**Juris.**	**Svc. Cap.**	**V: Cap**	**LOS**	**AADT**
SR 580	St. Petersburg Dr	SR 584/Tampa Rd	1,202	4D	SA	SR	2,072	.58	A	23,000
SR580[1]	SR590/Phillippe Pkwy	St. Petersburg Dr.	1,902	4D	SA	SR	1,959	.97	B	36,397
SR 584 (Tampa Rd)	Curlew Road	New SR 580	3,109	6D	SA	SR	3,109	1.02	C	59,500
SR 584 (Tampa Rd)	New SR 580	Hillsborough County Line	2,847	8D	SA	SR	3,340	.85	C	54,484
Curlew Rd	SR 584/Tampa Rd	McMullen Booth Rd	1,176	6D	SA	SR	1,867	.63	B	22,500
Forest Lakes Blvd	SR 580	Tampa Rd	986	2D	SA	CR	802	1.23	F	18,874
Forest Lakes Blvd.	Tampa Rd	Hillsborough County Line	985	2D	SA	CR	807	1.22	F	18,860
St. Petersburg Dr	SR 584/Tampa Rd	Forest Lakes Blvd/CR 667	150	2U	CR	City	1,700	.10	A	2,880
Commerce Blvd	Tampa Rd	Douglas Rd	371	2U	CR	City	1,900	.22	A	7,106

Source: Pinellas County Metropolitan Planning Organization 2007 Level of Service Report

The LOS standard for all roadways listed in Table 1 is "D"

Key:

Peak Vol.	Peak Volume
Road Type	Number of Lanes and Road Type
FC	Functional Classification
Juris.	Jurisdiction (State, County, Municipal)
Svc. Cap.	Peak Hour Capacity
V: Cap Ratio	Peak Hour Volume to Peak Hour Capacity
LOS	Level of Service
AADT	Annual Average Daily Traffic

[1] This Roadway, although not totally within the City limits, is included as it intersects West Oldsmar, in unincorporated Pinellas County, properties of which are in the process of being annexed into the City of Oldsmar.

Table 2

Year 2007 Deficient Roads per MPO											
Roadway	**From**	**To**	**Lanes**	**Type**	**FC**	**Juris**	**ASI**	**LOS 2**	**Status**	**Improvements**	**Comments**
Forest Lakes Blvd	SR 580	SR 584	2	D	C	CR	0	F	Backlogged	New lane arrangement- 4D per the MPO TIP, project #922263	Reconstruction and widening roadway with curb, gutter and sidewalk

Key:
Los 2 – Level of Service of the aggregated segment
Lanes – Number of Lanes
D – Divided
PC – Partially Controlled Access
SR – State Road
FC – Functional Class
Type – Road Type
F – Freeway
Juris – Jurisdiction
AS1 – Aggregated Segment Number
Improvement – Programmed Improvement
U – Undivided
O – One Way
CR – County Road

Source: Pinellas County Planning Department
Note 1: Data is from the Pinellas County MPO Long-range transportation program 2007/08 – 2011/12
Note 2: LOS data is based on preliminary future traffic volume information.
Note 3: Status of roads based on preliminary assessment of Pinellas County staff and has not been adopted by the Board of County Commissioners.

Table 3

Year 2025 Deficient Roads policy Plan										
Roadway	**From**	**To**	**Lanes**	**Type**	**FC**	**Juris**	**AS1**	**LOS 2**	**Status**	**Comments**
Forest Lakes Blvd	Hillsborough CL	Pine Ave.	4	D	C	CR	157	E	Undetermined	2013- 2025 from 2U to 4D
Commerce Blvd	Tampa Rd	Douglas Rd	2	U	MA	City	-	E	Undetermined	
SR 584 (Tampa Rd)	Curlew Rd	New SR 580	6	D	SA	SR	0	F	Constrained	Physical Constraint

Key:

LOS2 – Level of Service of the aggregated segment
Lanes – Number of Lanes
D – Divided
FC – Functional Class
Type – Road Type
F – Freeway
Improvement – Programmed Improvement
U – Undivided
O – One Way

PC – Partially Controlled Access
SR – State Road
Juris – Jurisdiction
AS1 – Aggregated Segment Number
CR – County Road

Source: Pinellas County Planning Department
Note 1: Data is from the Pinellas County MPO Long-range transportation plan. Year 2025 information reflects the Policy Plan Element.
Note 2: LOS data is based on preliminary future traffic volume information. Validation of these volumes will be necessary to improve accuracy of estimated 2025 volumes.
Note 3: Status of roads based on preliminary assessment of Pinellas County staff and has not been adopted by the Board of County Commissioners.

Table 4

2007 Levels of Service and Needed Improvements				
Facility	**Segment**	**2007 Level of Service**	**Peak Hour Volume**	**Improvement to Achieve/Maintain Minimum LOS**
Forest Lakes Blvd.	SR580 to Tampa Rd	F	986	4LD Arterial
Forest Lakes Blvd.	Tampa Rd. to Hillsborough County Line	F	985	4LD Arterial

Table 5

2007 Roadway Facility with Level of Service Deficiencies (LOS C Daily D Peak)				
Facility	**Segment**	**Peak Hour Volume**	**Level of Service**	**Improvement to Eliminate LOS Deficiency**
SR 584/Tampa Rd	New SR 580 to Hillsborough County Line	2,847	C	8LD Arterial
SR 584/Tampa Rd	Curlew Rd to New SR 580	3,109	C	6LD Arterial

APPENDIX A

Level of Service is a qualitative measures defined as a ability of a maximum number of vehicles to pass over a given section of roadway or through an intersection during a specified time period, while maintaining a given operating condition. The most feasible method to establish LOS for purposes of Chapter 9J-5, FAC, was the comparison of "peak hourly demand volume" to "maximum peak hour service volume." Levels of service are defined as follows:

1 . **LOS A:** Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.

2. **LOS B:** Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.

3. **LOS C:** Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience an appreciable tension while driving.

4. **LOS D:** Borders on a range on which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combinations of these.

5. **LOS E:** This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

6. **LOS F:** This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition.