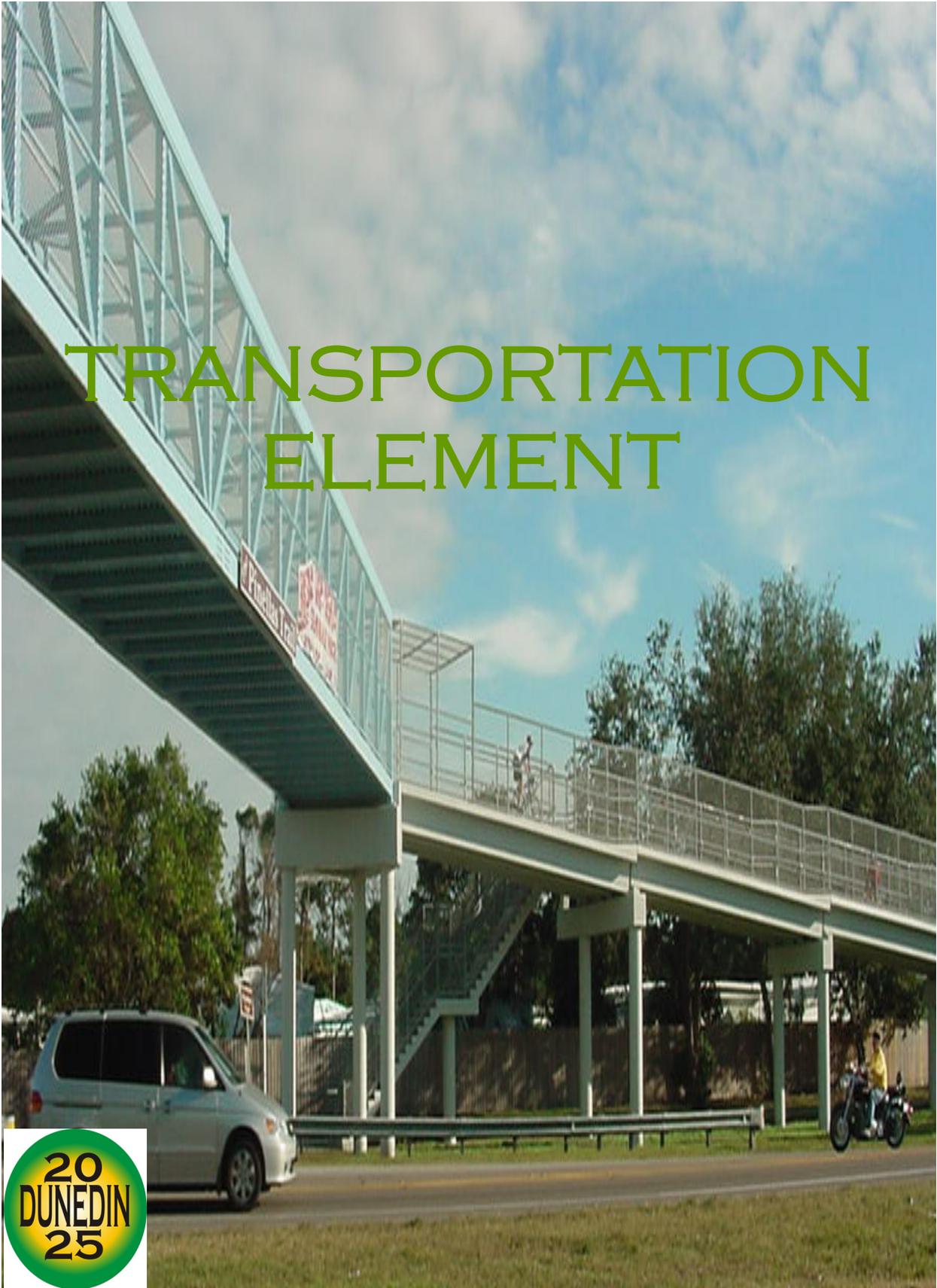
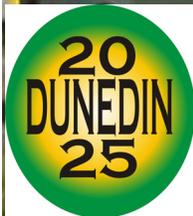


# TRANSPORTATION ELEMENT



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## INTRODUCTION

No one would underestimate the importance of the transportation systems in daily life. Not only must employees get to work, but children must get to school, goods must get delivered to businesses, fans must get to their sports games, and critically injured persons must get to the hospital. A transportation system must be efficient and function well throughout the day and throughout the year.

While most persons might consider roads the only part of transportation, it consists of much more than that. Sidewalks play an important role, as do bicycle lanes and paths. As road conditions worsen and it becomes more expensive to create new streets or additional lanes, transit plays a greater function in moving people from one place to the other.

## INVENTORY

As is apparent in Figure 1, most people still prefer to get around in their automobiles. The 2000 Census shows that driving alone to work is the most utilized manner of commuting. Although the information is over six years old, it still provides a valuable overview of conditions within the City.

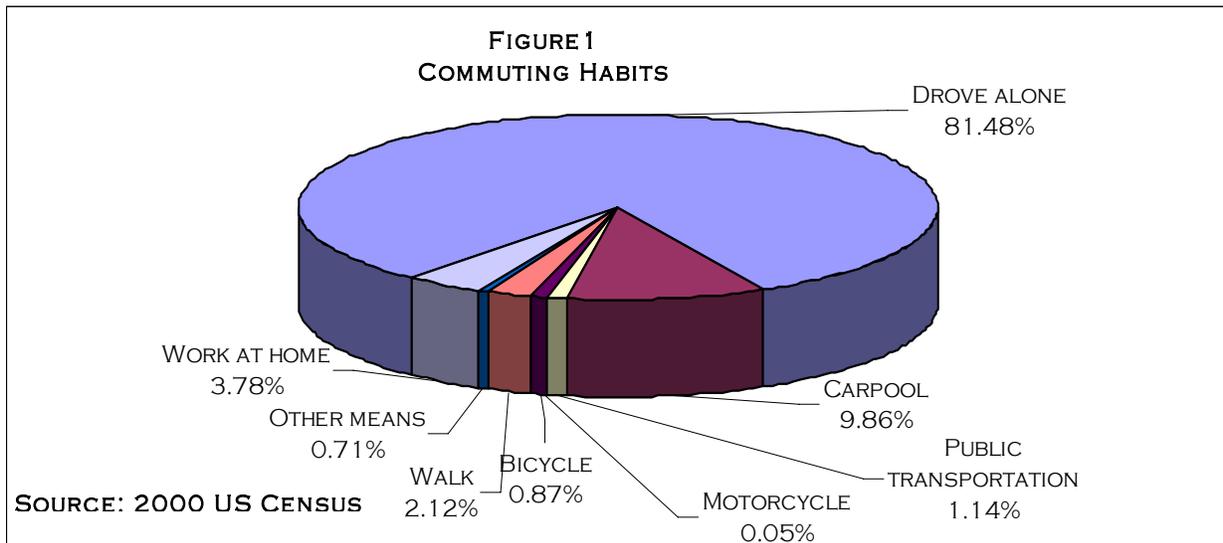


Table 1 and Figures 2, 3, 4, and 5 present an inventory of 2006 and future year conditions. While a vehicle occupancy rate of 1.06 (i.e., an average of 1.06 persons traveling in each car during each trip) is suggested for Dunedin, such rates should be viewed more as a countywide or regional condition rather than something specific to a city located within the region. This is because the City functions as part of a larger transportation system spread out over all of Pinellas County. The same 2000 Census reports a vehicle occupancy rate of 1.07 for all of Pinellas County. Except for individual traffic counts, the systemic view of transportation means that numerical indicators such as occupancy rates, mode split (what percentage of trips are made on buses), and vehicle miles of travel (the cumulative number of miles traveled by all vehicles within an area during a given period of time) are more appropriate at the county or regional level.

Based on the information displayed in the tables and figures, Figures 6 and 7 show the 2006 and projected 2025 operating levels of service. Levels of service are significant because they show how well, or how poorly, roads are operating. If a roadway is too congested, then the impact of fu-

**TABLE 1  
TRAFFIC CIRCULATION INVENTORY**

| Facility                | Limits                          | 2006 |    |        |                  |                   |               |     |                | 2015 |    |                   |               |     |                | 2025 |    |                 |                   |               |     |                |
|-------------------------|---------------------------------|------|----|--------|------------------|-------------------|---------------|-----|----------------|------|----|-------------------|---------------|-----|----------------|------|----|-----------------|-------------------|---------------|-----|----------------|
|                         |                                 | NL   | FC | Count  | Peak Hour Factor | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. | NL   | FC | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. | NL   | FC | Projected Count | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. |
| <b>STATE FACILITIES</b> |                                 |      |    |        |                  |                   |               |     |                |      |    |                   |               |     |                |      |    |                 |                   |               |     |                |
| SR 580                  | US 19A to Douglas               | 4    | A  | 12,302 | 0.093            | 1,144             | 3,110         | C   |                | 4    | A  | 1,401             | 3,110         | C   |                | 4    | A  | 18,144          | 1,687             | 3,110         | C   |                |
| SR 580                  | Douglas to Highland             | 4    | A  | 12,315 | 0.093            | 1,145             | 3,110         | C   |                | 4    | A  | 1,300             | 3,110         | C   |                | 4    | A  | 15,836          | 1,473             | 3,110         | C   |                |
| SR 580                  | Highland to Bass                | 4    | A  | 12,300 | 0.093            | 1,144             | 3,110         | C   |                | 4    | A  | 1,300             | 3,110         | C   |                | 4    | A  | 15,836          | 1,473             | 3,110         | C   |                |
| SR 580                  | Bass to New York                | 4    | A  | 22,577 | 0.093            | 2,100             | 3,110         | C   |                | 4    | A  | 2,146             | 3,110         | C   |                | 4    | A  | 23,633          | 2,198             | 3,110         | C   |                |
| SR 580                  | New York to Patricia            | 4    | A  | 22,514 | 0.093            | 2,094             | 3,110         | C   |                | 4    | A  | 2,143             | 3,110         | C   |                | 4    | A  | 23,633          | 2,198             | 3,110         | C   |                |
| SR 580                  | Patricia to Pinehurst           | 4    | A  | 25,605 | 0.093            | 2,381             | 3,110         | C   |                | 4    | A  | 2,294             | 3,110         | C   |                | 4    | A  | 23,633          | 2,198             | 3,110         | C   |                |
| SR 580                  | Pinehurst to Lake Haven         | 6    | A  | 28,696 | 0.093            | 2,669             | 4,680         | C   |                | 6    | A  | 2,959             | 4,680         | C   |                | 6    | A  | 35,281          | 3,281             | 4,680         | C   |                |
| SR 580                  | Lake Haven to CR 1              | 6    | A  | 34,350 | 0.093            | 3,195             | 4,680         | C   |                | 6    | A  | 3,236             | 4,680         | C   |                | 6    | A  | 35,281          | 3,281             | 4,680         | C   |                |
| SR 580                  | CR 1 to Virginia Ext.           | 6    | A  | 33,960 | 0.093            | 3,158             | 4,680         | C   |                | 6    | A  | 3,886             | 4,680         | D   |                | 6    | A  | 50,482          | 4,695             | 4,680         | E   | 8 A            |
| SR 580                  | Virginia Ext to Belcher         | 6    | A  | 40,962 | 0.093            | 3,809             | 4,680         | C   |                | 6    | A  | 4,229             | 4,680         | D   |                | 6    | A  | 50,482          | 4,695             | 4,680         | E   | 8 A            |
| SR 580                  | Belcher to US 19                | 6    | A  | 45,061 | 0.093            | 4,191             | 4,680         | D   |                | 6    | A  | 4,518             | 4,680         | D   |                | 6    | A  | 52,482          | 4,881             | 4,680         | E   | 8 A            |
| US 19                   | SR 580 to Curlew Avenue         | 6    | A  | 70,000 | 0.093            | 6,510             | 5,080         | F   | 6 Fwy          | 6    | A  | 7,832             | 5,080         | F   | 6 Fwy          | 6    | A  | 100,000         | 9,300             | 5,080         | F   | 6 Fwy          |
| US 19                   | Curlew Avenue to Curlew Road    | 6    | A  | 70,000 | 0.093            | 6,510             | 5,080         | F   | 6 Fwy          | 6    | A  | 7,683             | 5,080         | F   | 6 Fwy          | 6    | A  | 96,629          | 8,986             | 5,080         | F   | 6 Fwy          |
| US 19A                  | Union to Beltrees               | 2    | A  | 15,341 | 0.093            | 1,427             | 1,560         | D   |                | 2    | A  | 1,684             | 1,560         | F   | 4 A            | 2    | A  | 21,191          | 1,971             | 1,560         | F   | 4 A            |
| US 19A                  | Beltrees to Lyndhurst           | 2    | A  | 15,393 | 0.093            | 1,432             | 1,560         | D   |                | 2    | A  | 1,687             | 1,560         | F   | 4 A            | 2    | A  | 21,191          | 1,971             | 1,560         | F   | 4 A            |
| US 19A                  | Lyndhurst to Edgewater          | 2    | A  | 15,373 | 0.093            | 1,430             | 1,560         | D   |                | 2    | A  | 1,686             | 1,560         | F   | 4 A            | 2    | A  | 21,191          | 1,971             | 1,560         | F   | 4 A            |
| US 19A                  | Edgewater to Broadway           | 2    | A  | 15,373 | 0.093            | 1,430             | 1,560         | D   |                | 2    | A  | 1,686             | 1,560         | F   | 4 A            | 2    | A  | 21,191          | 1,971             | 1,560         | F   | 4 A            |
| US 19A                  | Main to Skinner                 | 2    | A  | 16,995 | 0.093            | 1,581             | 1,560         | E   | 4 A            | 2    | A  | 1,862             | 1,560         | F   | 4 A            | 2    | A  | 23,387          | 2,175             | 1,560         | F   | 4 A            |
| US 19A                  | Skinner to San Christopher      | 2    | A  | 17,055 | 0.093            | 1,586             | 1,638         | D   |                | 2    | A  | 1,810             | 1,638         | F   | 4 A            | 2    | A  | 22,127          | 2,058             | 1,638         | F   | 4 A            |
| US 19A                  | San Christopher to San Salvador | 2    | A  | 19,653 | 0.093            | 1,828             | 1,638         | F   | 4 A            | 2    | A  | 1,916             | 1,638         | F   | 4 A            | 2    | A  | 21,656          | 2,014             | 1,638         | F   | 4 A            |
| US 19A                  | San Salvador to San Jose        | 2    | A  | 19,643 | 0.093            | 1,827             | 1,638         | F   | 4 A            | 2    | A  | 1,915             | 1,638         | F   | 4 A            | 2    | A  | 21,656          | 2,014             | 1,638         | F   | 4 A            |
| US 19A                  | San Jose to Buena Vista         | 2    | A  | 19,638 | 0.093            | 1,826             | 1,638         | F   | 4 A            | 2    | A  | 1,915             | 1,638         | F   | 4 A            | 2    | A  | 21,656          | 2,014             | 1,638         | F   | 4 A            |
| US 19A                  | Buena Vista to Michigan         | 2    | A  | 19,632 | 0.093            | 1,826             | 1,638         | F   | 4 A            | 2    | A  | 1,939             | 1,638         | F   | 4 A            | 2    | A  | 22,210          | 2,066             | 1,638         | F   | 4 A            |
| US 19A                  | Michigan to Palm                | 2    | A  | 20,910 | 0.093            | 1,945             | 1,638         | F   | 4 A            | 2    | A  | 2,280             | 1,638         | F   | 4 A            | 2    | A  | 28,520          | 2,652             | 1,638         | F   | 4 A            |
| US 19A                  | Palm to Curlew Road             | 2    | A  | 20,931 | 0.093            | 1,947             | 1,638         | F   | 4 A            | 2    | A  | 2,281             | 1,638         | F   | 4 A            | 2    | A  | 28,520          | 2,652             | 1,638         | F   | 4 A            |
| US 19A                  | Curlew Road to City Bndry       | 2    | A  | 18,762 | 0.093            | 1,745             | 1,638         | F   | 4 A            | 2    | A  | 2,082             | 1,638         | F   | 4 A            | 2    | A  | 26,409          | 2,456             | 1,638         | F   | 4 A            |



**TABLE 1 (CONTINUED)**

| Facility                            | Limits                         | 2006 |    |        |                  |                   |               |     |                | 2015 |    |                   |               |     |                | 2025 |    |                 |                   |               |     |                |
|-------------------------------------|--------------------------------|------|----|--------|------------------|-------------------|---------------|-----|----------------|------|----|-------------------|---------------|-----|----------------|------|----|-----------------|-------------------|---------------|-----|----------------|
|                                     |                                | NL   | FC | Count  | Peak Hour Factor | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. | NL   | FC | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. | NL   | FC | Projected Count | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. |
| <b>STATE FACILITIES (continued)</b> |                                |      |    |        |                  |                   |               |     |                |      |    |                   |               |     |                |      |    |                 |                   |               |     |                |
| Curlew Road                         | US 19A to CR 1                 | 2    | A  | 11,721 | 0.093            | 1,090             | 1,638         | C   |                | 2    | A  | 2,072             | 1,638         | F   | 4 A            | 4    | A  | 34,000          | 3,162             | 3,390         | C   |                |
| Curlew Road                         | CR 1 to Belcher                | 4    | A  | 18,804 | 0.093            | 1,749             | 3,390         | B   |                | 4    | A  | 2,462             | 3,390         | B   |                | 4    | A  | 35,000          | 3,255             | 3,390         | C   |                |
| Curlew Road                         | Belcher to Fisher              | 4    | A  | 22,940 | 0.093            | 2,133             | 3,110         | C   |                | 4    | A  | 2,709             | 3,110         | D   |                | 4    | A  | 36,000          | 3,348             | 3,110         | F   | 6 A            |
| Curlew Road                         | Fisher to US 19                | 4    | A  | 22,940 | 0.093            | 2,133             | 3,110         | C   |                | 4    | A  | 2,709             | 3,110         | D   |                | 4    | A  | 36,000          | 3,348             | 3,110         | F   | 6 A            |
| <b>COUNTY FACILITIES</b>            |                                |      |    |        |                  |                   |               |     |                |      |    |                   |               |     |                |      |    |                 |                   |               |     |                |
| Belcher Road                        | Plng Bndry to SR 580           | 4    | A  | 26,261 | 0.091            | 2,390             | 3,110         | C   |                | 4    | A  | 2,551             | 3,110         | D   |                | 4    | A  | 30,000          | 2,730             | 3,110         | D   |                |
| Belcher Road                        | SR 580 to Solon                | 4    | A  | 26,261 | 0.091            | 2,390             | 3,390         | B   |                | 4    | A  | 2,766             | 3,390         | B   |                | 4    | A  | 35,000          | 3,185             | 3,390         | C   |                |
| Belcher Road                        | Solon to Curlew Ave.           | 4    | A  | 24,916 | 0.091            | 2,267             | 3,390         | B   |                | 4    | A  | 2,573             | 3,390         | B   |                | 4    | A  | 32,000          | 2,912             | 3,390         | C   |                |
| Belcher Road                        | Curlew Avenue to Curlew Road   | 4    | A  | 23,571 | 0.091            | 2,145             | 3,390         | B   |                | 4    | A  | 2,508             | 3,390         | B   |                | 4    | A  | 32,000          | 2,912             | 3,390         | C   |                |
| Causeway Boulevard                  | Duncan to Bridge               | 2    | A  | 6,332  | 0.091            | 576               | 1,560         | C   |                | 2    | A  | 745               | 1,560         | C   |                | 2    | A  | 10,253          | 933               | 1,560         | C   |                |
| Causeway Boulevard                  | Bridge                         | 2    | A  | 6,332  | 0.091            | 576               | 1,560         | C   |                | 2    | A  | 745               | 1,560         | C   |                | 2    | A  | 10,253          | 933               | 1,560         | C   |                |
| Causeway Boulevard                  | Bridge to US 19A               | 4    | A  | 6,387  | 0.091            | 581               | 3,390         | B   |                | 4    | A  | 748               | 3,390         | B   |                | 4    | A  | 10,253          | 933               | 3,390         | B   |                |
| CR 1/Keene Road                     | Union to Beltrees              | 4    | A  | 30,109 | 0.091            | 2,740             | 3,110         | D   |                | 4    | A  | 2,735             | 3,110         | D   |                | 4    | A  | 30,000          | 2,730             | 3,110         | D   |                |
| CR 1/Keene Road                     | Beltrees to Virginia           | 4    | A  | 30,109 | 0.091            | 2,740             | 3,110         | D   |                | 4    | A  | 2,735             | 3,110         | D   |                | 4    | A  | 30,000          | 2,730             | 3,110         | D   |                |
| CR 1/Keene Road                     | Virginia to SR 580             | 4    | A  | 25,026 | 0.091            | 2,277             | 3,110         | C   |                | 4    | A  | 2,492             | 3,110         | D   |                | 4    | A  | 30,000          | 2,730             | 3,110         | D   |                |
| CR 1/Keene Road                     | SR 580 to San Christopher      | 4    | A  | 24,698 | 0.091            | 2,248             | 3,390         | B   |                | 4    | A  | 2,302             | 3,390         | B   |                | 4    | A  | 25,960          | 2,362             | 3,390         | B   |                |
| CR 1/Keene Road                     | San Christopher to Solon       | 4    | A  | 23,219 | 0.091            | 2,113             | 3,390         | B   |                | 4    | A  | 2,200             | 3,390         | B   |                | 4    | A  | 25,248          | 2,298             | 3,390         | B   |                |
| CR 1/Keene Road                     | Solon to Michigan              | 4    | A  | 27,588 | 0.091            | 2,511             | 3,390         | B   |                | 4    | A  | 2,379             | 3,390         | B   |                | 4    | A  | 24,535          | 2,233             | 3,390         | B   |                |
| CR 1/Keene Road                     | Michigan to Curlew Road        | 4    | A  | 20,075 | 0.091            | 1,827             | 3,390         | B   |                | 4    | A  | 2,004             | 3,390         | B   |                | 4    | A  | 24,177          | 2,200             | 3,390         | B   |                |
| CR 1/Keene Road                     | Curlew Road to City Bndry      | 4    | C  | 17,165 | 0.091            | 1,562             | 2,950         | C   |                | 4    | C  | 1,814             | 2,950         | C   |                | 4    | C  | 23,000          | 2,093             | 2,950         | D   |                |
| Curlew Avenue                       | Belcher to West of US 19       | 2    | C  | 1,137  | 0.091            | 103               | 1,390         | C   |                | 2    | C  | 112               | 1,390         | C   |                | 2    | C  | 1,324           | 121               | 1,390         | C   |                |
| Curlew Avenue                       | West of US 19 to US 19         | 2    | C  | 1,137  | 0.091            | 103               | 1,390         | C   |                | 2    | C  | 112               | 1,390         | C   |                | 2    | C  | 1,324           | 121               | 1,390         | C   |                |
| Greenbriar/Hercules                 | Virginia to Belcher            | 2    | C  | 9,800  | 0.091            | 892               | 1,390         | D   |                | 2    | C  | 1,003             | 1,390         | D   |                | 2    | C  | 12,390          | 1,127             | 1,390         | D   |                |
| Republic Drive                      | Belcher to US 19               | 2    | C  | 1,103  | 0.091            | 100               | 1,390         | C   |                | 2    | C  | 108               | 1,390         | C   |                | 2    | C  | 1,285           | 117               | 1,390         | C   |                |
| Solon Avenue                        | East of Dinner Bell to Belcher | 2    | C  | 5,424  | 0.091            | 494               | 1,390         | C   |                | 2    | C  | 472               | 1,390         | C   |                | 2    | C  | 4,931           | 449               | 1,390         | C   |                |



**TABLE 1 (CONTINUED)**

|                                      |                           | 2006 |    |        |                  |                   |               |     |                | 2015 |    |                   |               |     |                |    |    | 2025            |                   |               |     |                |  |  |  |
|--------------------------------------|---------------------------|------|----|--------|------------------|-------------------|---------------|-----|----------------|------|----|-------------------|---------------|-----|----------------|----|----|-----------------|-------------------|---------------|-----|----------------|--|--|--|
| Facility                             | Limits                    | NL   | FC | Count  | Peak Hour Factor | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. | NL   | FC | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. | NL | FC | Projected Count | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. |  |  |  |
| <b>COUNTY FACILITIES (continued)</b> |                           |      |    |        |                  |                   |               |     |                |      |    |                   |               |     |                |    |    |                 |                   |               |     |                |  |  |  |
| <b>Union Street</b>                  | Edgewater to Broadway     | 2    | C  | 6,055  | 0.091            | 551               | 1,390         | C   |                | 2    | C  | 635               | 1,390         | C   |                | 2  | C  | 8,000           | 728               | 1,390         | C   |                |  |  |  |
| <b>Union Street</b>                  | Broadway to Douglas       | 2    | C  | 6,055  | 0.091            | 551               | 1,390         | C   |                | 2    | C  | 635               | 1,390         | C   |                | 2  | C  | 8,000           | 728               | 1,390         | C   |                |  |  |  |
| <b>Union Street</b>                  | Douglas to Milwaukee      | 2    | C  | 6,192  | 0.091            | 563               | 1,390         | C   |                | 2    | C  | 641               | 1,390         | C   |                | 2  | C  | 8,000           | 728               | 1,390         | C   |                |  |  |  |
| <b>Union Street</b>                  | Milwaukee to Patricia     | 2    | C  | 6,320  | 0.091            | 575               | 1,390         | C   |                | 2    | C  | 648               | 1,390         | C   |                | 2  | C  | 8,000           | 728               | 1,390         | C   |                |  |  |  |
| <b>Union Street</b>                  | Patricia to Keene         | 2    | C  | 6,314  | 0.091            | 575               | 1,390         | C   |                | 2    | C  | 608               | 1,390         | C   |                | 2  | C  | 7,100           | 646               | 1,390         | C   |                |  |  |  |
| <b>Virginia Street</b>               | Patricia to Lake Haven    | 2    | C  | 10,687 | 0.091            | 973               | 1,390         | D   |                | 2    | C  | 984               | 1,390         | D   |                | 2  | C  | 10,950          | 996               | 1,390         | D   |                |  |  |  |
| <b>Virginia Street</b>               | Lake Haven to Keene       | 2    | C  | 10,687 | 0.091            | 973               | 1,390         | D   |                | 2    | C  | 984               | 1,390         | D   |                | 2  | C  | 10,950          | 996               | 1,390         | D   |                |  |  |  |
| <b>Virginia Street (east)</b>        | CR 1 to Hercules          | 2    | C  | 10,687 | 0.091            | 973               | 1,390         | D   |                | 2    | C  | 725               | 1,390         | D   |                | 2  | C  | 4,950           | 450               | 1,390         | D   |                |  |  |  |
| <b>CITY FACILITIES</b>               |                           |      |    |        |                  |                   |               |     |                |      |    |                   |               |     |                |    |    |                 |                   |               |     |                |  |  |  |
| <b>Beltrees Street</b>               | US 19A to Broadway        | 2    | C  | 3,265  | 0.091            | 297               | 1,390         | C   |                | 2    | C  | 307               | 1,390         | C   |                | 2  | C  | 3,488           | 317               | 1,390         | C   |                |  |  |  |
| <b>Beltrees Street</b>               | Broadway to Douglas       | 2    | C  | 3,265  | 0.091            | 297               | 1,390         | C   |                | 2    | C  | 307               | 1,390         | C   |                | 2  | C  | 3,488           | 317               | 1,390         | C   |                |  |  |  |
| <b>Beltrees Street</b>               | Douglas to Highland       | 2    | C  | 3,265  | 0.091            | 297               | 1,390         | C   |                | 2    | C  | 307               | 1,390         | C   |                | 2  | C  | 3,488           | 317               | 1,390         | C   |                |  |  |  |
| <b>Beltrees Street</b>               | Highland to Milwaukee     | 2    | C  | 3,269  | 0.091            | 297               | 1,390         | C   |                | 2    | C  | 307               | 1,390         | C   |                | 2  | C  | 3,488           | 317               | 1,390         | C   |                |  |  |  |
| <b>Beltrees Street</b>               | Milwaukee to New York     | 2    | C  | 3,269  | 0.091            | 297               | 1,390         | C   |                | 2    | C  | 307               | 1,390         | C   |                | 2  | C  | 3,488           | 317               | 1,390         | C   |                |  |  |  |
| <b>Beltrees Street</b>               | New York to Patricia      | 2    | C  | 3,331  | 0.091            | 303               | 1,390         | C   |                | 2    | C  | 310               | 1,390         | C   |                | 2  | C  | 3,488           | 317               | 1,390         | C   |                |  |  |  |
| <b>Beltrees/Scotsdale</b>            | East of Patricia to Keene | 2    | C  | 2,483  | 0.091            | 226               | 1,390         | C   |                | 2    | C  | 425               | 1,390         | C   |                | 2  | C  | 7,110           | 647               | 1,390         | C   |                |  |  |  |
| <b>Brady Drive</b>                   | Mangrum to CR 1           | 2    | C  | 1,103  | 0.091            | 100               | 1,390         | C   |                | 2    | C  | 191               | 1,390         | C   |                | 2  | C  | 3,200           | 291               | 1,390         | C   |                |  |  |  |
| <b>Broadway</b>                      | Union to Beltrees         | 2    | C  | 1,377  | 0.091            | 125               | 1,390         | C   |                | 2    | C  | 173               | 1,390         | C   |                | 2  | C  | 2,486           | 226               | 1,390         | C   |                |  |  |  |
| <b>Broadway</b>                      | Beltrees to Lyndhurst     | 2    | C  | 1,518  | 0.091            | 138               | 1,390         | C   |                | 2    | C  | 163               | 1,390         | C   |                | 2  | C  | 2,090           | 190               | 1,390         | C   |                |  |  |  |
| <b>Broadway</b>                      | Lyndhurst to Main         | 2    | C  | 1,832  | 0.091            | 167               | 1,390         | C   |                | 2    | C  | 204               | 1,390         | C   |                | 2  | C  | 2,697           | 245               | 1,390         | C   |                |  |  |  |
| <b>Demaret/Jones/Hagen/Mangrum</b>   | Palm to Brady             | 2    | C  | 1,100  | 0.091            | 100               | 1,390         | C   |                | 2    | C  | 190               | 1,390         | C   |                | 2  | C  | 3,191           | 290               | 1,390         | C   |                |  |  |  |
| <b>Douglas Avenue</b>                |                           |      |    |        |                  |                   |               |     |                |      |    |                   |               |     |                |    |    |                 |                   |               |     |                |  |  |  |
| <b>Douglas Avenue</b>                | Union to Beltrees         | 4    | C  | 7,199  | 0.091            | 655               | 2,803         | C   |                | 2    | C  | 905               | 1,460         | C   |                | 2  | C  | 13,000          | 1,183             | 1,460         | D   |                |  |  |  |
| <b>Douglas Avenue</b>                | Beltrees to Lyndhurst     | 4    | C  | 7,220  | 0.091            | 657               | 2,803         | C   |                | 2    | C  | 747               | 1,390         | C   |                | 2  | C  | 9,304           | 847               | 1,390         | C   |                |  |  |  |
| <b>Douglas Avenue</b>                | Lyndhurst to Main         | 2    | C  | 6,321  | 0.091            | 575               | 1,390         | C   |                | 2    | C  | 704               | 1,390         | C   |                | 2  | C  | 9,304           | 847               | 1,390         | C   |                |  |  |  |
| <b>Douglas Avenue</b>                | Main to Skinner           | 2    | C  | 6,323  | 0.091            | 575               | 1,390         | C   |                | 2    | C  | 704               | 1,390         | C   |                | 2  | C  | 9,304           | 847               | 1,390         | C   |                |  |  |  |
| <b>Evans Road</b>                    | Belcher to US 19          | 2    | C  | 1,227  | 0.091            | 112               | 1,390         | C   |                | 2    | C  | 120               | 1,390         | C   |                | 2  | C  | 1,429           | 130               | 1,390         | C   |                |  |  |  |
| <b>Garrison Road</b>                 | Michigan to Solon         | 2    | C  | 3,071  | 0.091            | 279               | 1,390         | C   |                | 2    | C  | 265               | 1,390         | C   |                | 2  | C  | 2,731           | 249               | 1,390         | C   |                |  |  |  |



TABLE 1 (CONTINUED)

|                                     |                                 | 2006 |    |       |                  |                   |               |     |                |    | 2015 |                   |               |     |                |    | 2025 |                 |                   |               |     |                |
|-------------------------------------|---------------------------------|------|----|-------|------------------|-------------------|---------------|-----|----------------|----|------|-------------------|---------------|-----|----------------|----|------|-----------------|-------------------|---------------|-----|----------------|
| Facility                            | Limits                          | NL   | FC | Count | Peak Hour Factor | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. | NL | FC   | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. | NL | FC   | Projected Count | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. |
| <b>CITY FACILITIES (continued)</b>  |                                 |      |    |       |                  |                   |               |     |                |    |      |                   |               |     |                |    |      |                 |                   |               |     |                |
| <b>Hickory Gate North/Oak Creek</b> | CR 1 to Belcher                 | 2    | C  | 1,515 | 0.091            | 138               | 1,390         | C   |                | 2  | C    | 132               | 1,390         | C   |                | 2  | C    | 1,377           | 125               | 1,390         | C   |                |
| <b>Saddle Hill South</b>            |                                 |      |    |       |                  |                   |               |     |                |    |      |                   |               |     |                |    |      |                 |                   |               |     |                |
| <b>Highland Avenue</b>              | Beltrees to Lyndhurst           | 2    | C  | 3,086 | 0.091            | 281               | 1,390         | C   |                | 2  | C    | 344               | 1,390         | C   |                | 2  | C    | 4,542           | 413               | 1,390         | C   |                |
| <b>Highland Avenue</b>              | Lyndhurst to Main               | 2    | C  | 3,087 | 0.091            | 281               | 1,390         | C   |                | 2  | C    | 344               | 1,390         | C   |                | 2  | C    | 4,542           | 413               | 1,390         | C   |                |
| <b>Highland Avenue</b>              | Main to Skinner                 | 2    | C  | 3,092 | 0.091            | 281               | 1,390         | C   |                | 2  | C    | 344               | 1,390         | C   |                | 2  | C    | 4,550           | 414               | 1,390         | C   |                |
| <b>Martin Luther King</b>           | Skinner to San Christopher      | 2    | C  | 3,108 | 0.091            | 283               | 1,390         | C   |                | 2  | C    | 323               | 1,390         | C   |                | 2  | C    | 4,032           | 367               | 1,390         | C   |                |
| <b>Paloma Lane</b>                  | San Christopher to San Salvador | 2    | C  | 3,075 | 0.091            | 280               | 1,390         | C   |                | 2  | C    | 293               | 1,390         | C   |                | 2  | C    | 3,388           | 308               | 1,390         | C   |                |
| <b>Paloma Lane</b>                  | San Salvador to San Jose        | 2    | C  | 3,073 | 0.091            | 280               | 1,390         | C   |                | 2  | C    | 293               | 1,390         | C   |                | 2  | C    | 3,388           | 308               | 1,390         | C   |                |
| <b>Santa Anna Drive</b>             | San Jose to US 19A              | 2    | C  | 3,073 | 0.091            | 280               | 1,390         | C   |                | 2  | C    | 293               | 1,390         | C   |                | 2  | C    | 3,389           | 308               | 1,390         | C   |                |
| <b>Lake Haven Road</b>              | Virginia to SR 580              | 2    | C  | 3,238 | 0.091            | 295               | 1,390         | C   |                | 2  | C    | 322               | 1,390         | C   |                | 2  | C    | 3,881           | 353               | 1,390         | C   |                |
| <b>Lyndhurst Street</b>             | Edgewater to Broadway           | 2    | C  | 1,663 | 0.091            | 151               | 1,390         | C   |                | 2  | C    | 156               | 1,390         | C   |                | 2  | C    | 1,777           | 162               | 1,390         | C   |                |
| <b>Lyndhurst Street</b>             | Broadway to Douglas             | 2    | C  | 1,613 | 0.091            | 147               | 1,390         | C   |                | 2  | C    | 152               | 1,390         | C   |                | 2  | C    | 1,723           | 157               | 1,390         | C   |                |
| <b>Lyndhurst Street</b>             | Douglas to Highland             | 2    | C  | 1,568 | 0.091            | 143               | 1,390         | C   |                | 2  | C    | 147               | 1,390         | C   |                | 2  | C    | 1,675           | 152               | 1,390         | C   |                |
| <b>Lyndhurst Street</b>             | Highland to Milwaukee           | 2    | C  | 1,412 | 0.091            | 128               | 1,390         | C   |                | 2  | C    | 133               | 1,390         | C   |                | 2  | C    | 1,508           | 137               | 1,390         | C   |                |
| <b>Lyndhurst Street</b>             | Milwaukee to West of New York   | 2    | C  | 1,255 | 0.091            | 114               | 1,390         | C   |                | 2  | C    | 118               | 1,390         | C   |                | 2  | C    | 1,341           | 122               | 1,390         | C   |                |
| <b>Lyndhurst Street</b>             | New York to Patricia            | 2    | C  | 1,315 | 0.091            | 120               | 1,390         | C   |                | 2  | C    | 124               | 1,390         | C   |                | 2  | C    | 1,405           | 128               | 1,390         | C   |                |
| <b>Main Street</b>                  | US 19A to Douglas               | 2    | C  | 3,275 | 0.091            | 298               | 1,480         | C   |                | 2  | C    | 306               | 1,480         | C   |                | 2  | C    | 3,465           | 315               | 1,480         | C   |                |
| <b>Main Street</b>                  | Douglas to Highland             | 2    | C  | 3,274 | 0.091            | 298               | 1,480         | C   |                | 2  | C    | 306               | 1,480         | C   |                | 2  | C    | 3,465           | 315               | 1,480         | C   |                |
| <b>Main Street</b>                  | Highland to Milwaukee           | 2    | C  | 3,219 | 0.091            | 293               | 1,480         | C   |                | 2  | C    | 304               | 1,480         | C   |                | 2  | C    | 3,465           | 315               | 1,480         | C   |                |
| <b>Main Street</b>                  | Milwaukee to SR 580             | 4    | C  | 3,226 | 0.091            | 294               | 2,803         | C   |                | 4  | C    | 304               | 2,803         | C   |                | 4  | C    | 3,465           | 315               | 2,803         | C   |                |
| <b>Michigan Boulevard</b>           | US 19A to Pinehurst             | 2    | C  | 3,773 | 0.091            | 343               | 1,390         | C   |                | 2  | C    | 482               | 1,390         | C   |                | 2  | C    | 7,000           | 637               | 1,390         | C   |                |
| <b>Michigan Boulevard</b>           | Pinehurst to CR 1               | 2    | C  | 6,810 | 0.091            | 620               | 1,390         | C   |                | 2  | C    | 887               | 1,390         | D   |                | 2  | C    | 13,000          | 1,183             | 1,390         | D   |                |
| <b>Milwaukee Avenue</b>             | Union to Beltrees               | 2    | C  | 5,691 | 0.091            | 518               | 1,390         | C   |                | 2  | C    | 634               | 1,390         | C   |                | 2  | C    | 8,382           | 763               | 1,390         | C   |                |
| <b>Milwaukee Avenue</b>             | Beltrees to Lyndhurst           | 2    | C  | 5,572 | 0.091            | 507               | 1,390         | C   |                | 2  | C    | 621               | 1,390         | C   |                | 2  | C    | 8,207           | 747               | 1,390         | C   |                |
| <b>Milwaukee Avenue</b>             | Lyndhurst to Virginia           | 2    | C  | 5,562 | 0.091            | 506               | 1,390         | C   |                | 2  | C    | 620               | 1,390         | C   |                | 2  | C    | 8,192           | 746               | 1,390         | C   |                |
| <b>Milwaukee Avenue</b>             | Virginia to Main                | 2    | C  | 5,563 | 0.091            | 506               | 1,390         | C   |                | 2  | C    | 620               | 1,390         | C   |                | 2  | C    | 8,194           | 746               | 1,390         | C   |                |
| <b>New York Avenue</b>              | Beltrees to Lyndhurst           | 2    | C  | 2,879 | 0.091            | 262               | 1,390         | C   |                | 2  | C    | 321               | 1,390         | C   |                | 2  | C    | 4,241           | 386               | 1,390         | C   |                |
| <b>New York Avenue</b>              | Lyndhurst to Virginia           | 2    | C  | 2,882 | 0.091            | 262               | 1,390         | C   |                | 2  | C    | 321               | 1,390         | C   |                | 2  | C    | 4,246           | 386               | 1,390         | C   |                |
| <b>New York Avenue</b>              | Virginia to SR 580              | 2    | C  | 2,880 | 0.091            | 262               | 1,390         | C   |                | 2  | C    | 321               | 1,390         | C   |                | 2  | C    | 4,243           | 386               | 1,390         | C   |                |
| <b>New York Avenue</b>              | SR 580 to San Christopher       | 2    | C  | 2,878 | 0.091            | 262               | 1,390         | C   |                | 2  | C    | 321               | 1,390         | C   |                | 2  | C    | 4,240           | 386               | 1,390         | C   |                |



**TABLE 1 (CONTINUED)**

| Facility                           | Limits                          | 2006 |    |        |                  |                   |               |     |                | 2015 |    |                   |               |      | 2025           |    |    |                 |                   |               |     |                |
|------------------------------------|---------------------------------|------|----|--------|------------------|-------------------|---------------|-----|----------------|------|----|-------------------|---------------|------|----------------|----|----|-----------------|-------------------|---------------|-----|----------------|
|                                    |                                 | NL   | FC | Count  | Peak Hour Factor | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. | NL   | FC | Peak Hour Traffic | LOS D Std Vol | LO S | Min. Req. Imp. | NL | FC | Projected Count | Peak Hour Traffic | LOS D Std Vol | LOS | Min. Req. Imp. |
| <b>CITY FACILITIES (continued)</b> |                                 |      |    |        |                  |                   |               |     |                |      |    |                   |               |      |                |    |    |                 |                   |               |     |                |
| <b>Palm Boulevard</b>              | US 19A to Fairway               | 4    | C  | 2,277  | 0.091            | 207               | 2,950         | C   |                | 4    | C  | 394               | 2,950         | C    |                | 4  | C  | 6,604           | 601               | 2,950         | C   |                |
| <b>Patricia Avenue</b>             | Union to Scotsdale              | 2    | C  | 12,725 | 0.091            | 1,158             | 1,460         | D   |                | 2    | C  | 1,364             | 1,460         | D    |                | 2  | C  | 17,514          | 1,594             | 1,460         | F   | 4 C            |
| <b>Patricia Avenue</b>             | Scotsdale to Beltrees           | 2    | C  | 11,890 | 0.091            | 1,082             | 1,460         | D   |                | 2    | C  | 1,324             | 1,460         | D    |                | 2  | C  | 17,514          | 1,594             | 1,460         | F   | 4 C            |
| <b>Patricia Avenue</b>             | Beltrees to Virginia            | 2    | C  | 11,826 | 0.091            | 1,076             | 1,460         | D   |                | 2    | C  | 1,217             | 1,460         | D    |                | 2  | C  | 15,100          | 1,374             | 1,460         | D   |                |
| <b>Patricia Avenue</b>             | Virginia to SR 580              | 2    | C  | 11,061 | 0.091            | 1,007             | 1,460         | D   |                | 2    | C  | 1,181             | 1,460         | D    |                | 2  | C  | 15,100          | 1,374             | 1,460         | D   |                |
| <b>Pinehurst Road</b>              | SR 580 to San Christopher       | 2    | C  | 10,100 | 0.091            | 919               | 1,390         | D   |                | 2    | C  | 926               | 1,390         | D    |                | 2  | C  | 10,265          | 934               | 1,390         | D   |                |
| <b>Pinehurst Road</b>              | San Christopher to San Salvador | 2    | C  | 7,080  | 0.091            | 644               | 1,390         | C   |                | 2    | C  | 686               | 1,390         | C    |                | 2  | C  | 8,042           | 732               | 1,390         | C   |                |
| <b>Pinehurst Road</b>              | San Salvador to Michigan        | 2    | C  | 7,074  | 0.091            | 644               | 1,390         | C   |                | 2    | C  | 685               | 1,390         | C    |                | 2  | C  | 8,042           | 732               | 1,390         | C   |                |
| <b>San Christopher Drive</b>       | US 19A to Highland              | 2    | C  | 4,043  | 0.091            | 368               | 1,390         | C   |                | 2    | C  | 584               | 1,390         | C    |                | 2  | C  | 9,049           | 823               | 1,390         | C   |                |
| <b>San Christopher Drive</b>       | Highland to Bass                | 2    | C  | 4,032  | 0.091            | 367               | 1,390         | C   |                | 2    | C  | 583               | 1,390         | C    |                | 2  | C  | 9,049           | 823               | 1,390         | C   |                |
| <b>San Christopher Drive</b>       | Bass to New York                | 2    | C  | 6,532  | 0.091            | 594               | 1,390         | C   |                | 2    | C  | 703               | 1,390         | C    |                | 2  | C  | 9,049           | 823               | 1,390         | C   |                |
| <b>San Christopher Drive</b>       | New York to Pinehurst           | 2    | C  | 9,048  | 0.091            | 823               | 1,390         | C   |                | 2    | C  | 823               | 1,390         | C    |                | 2  | C  | 9,049           | 823               | 1,390         | C   |                |
| <b>San Christopher Drive</b>       | Pinehurst to CR 1               | 2    | C  | 8,061  | 0.091            | 734               | 1,390         | C   |                | 2    | C  | 769               | 1,390         | C    |                | 2  | C  | 8,874           | 808               | 1,390         | C   |                |
| <b>San Jose Drive</b>              | Bayshore to Paloma/Santa Anna   | 2    | C  | 3,811  | 0.091            | 347               | 1,460         | C   |                | 2    | C  | 550               | 1,460         | C    |                | 2  | C  | 8,529           | 776               | 1,460         | C   |                |
| <b>San Salvador Drive</b>          | US 19A to Highland              | 2    | C  | 1,508  | 0.091            | 137               | 1,390         | C   |                | 2    | C  | 218               | 1,390         | C    |                | 2  | C  | 3,375           | 307               | 1,390         | C   |                |
| <b>San Salvador Drive</b>          | Highland to Pinehurst           | 2    | C  | 1,371  | 0.091            | 125               | 1,390         | C   |                | 2    | C  | 198               | 1,390         | C    |                | 2  | C  | 3,068           | 279               | 1,390         | C   |                |
| <b>Solon Avenue</b>                | CR 1 to East of Dinner Bell     | 2    | C  | 5,424  | 0.091            | 494               | 1,390         | C   |                | 2    | C  | 472               | 1,390         | C    |                | 2  | C  | 4,931           | 449               | 1,390         | C   |                |
| <b>Virginia Street</b>             | Highland to Milwaukee           | 1    | OW | 1,146  | 0.091            | 104               | 417           | C   |                | 1    | OW | 101               | 417           | D    |                | 1  | OW | 1,073           | 98                | 417           | C   |                |
| <b>Virginia Street</b>             | Milwaukee to New York           | 2    | C  | 10,699 | 0.091            | 974               | 1,390         | D   |                | 2    | C  | 944               | 1,390         | D    |                | 2  | C  | 10,020          | 912               | 1,390         | D   |                |
| <b>Virginia Street</b>             | New York to Patricia            | 2    | C  | 10,692 | 0.091            | 973               | 1,390         | D   |                | 2    | C  | 944               | 1,390         | D    |                | 2  | C  | 10,020          | 912               | 1,390         | D   |                |
| <b>Virginia Street</b>             | Keene to SR 580                 | 2    | C  | 11,817 | 0.091            | 1,075             | 1,460         | D   |                | 2    | C  | 1,012             | 1,460         | D    |                | 2  | C  | 10,350          | 942               | 1,460         | D   |                |

NOTES:  
 NL = Number of Lanes  
 FC = Functional Classification  
 LOS D Std Vol = LOS D Standard Volume  
 A = Arterial  
 C = Collector  
 L = Local  
 FY = Freeway  
 OW = One Way  
 N/A = Not Applicable  
 Min. Req. Imp. = Minimum Required Improvement

Some counts utilized Concurrency Management System tracking.  
 FDOT Default K<sub>100</sub> factors utilized.  
 FDOT 2002 Two-Way Peak Hour Volumes Tables for Urbanized Areas utilized.  
 Minimum Required Improvement applies only to deficient segments and may in some cases exceed the MPO Long Range Transportation Plan configuration.  
 The adopted Traffic Circulation Maps are consistent with the Long Range Transportation Plan.

Source: Dunedin Traffic Control; Florida Department of Transportation; Pinellas County Planning Department; Dunedin Planning & Development, 2005, 2006



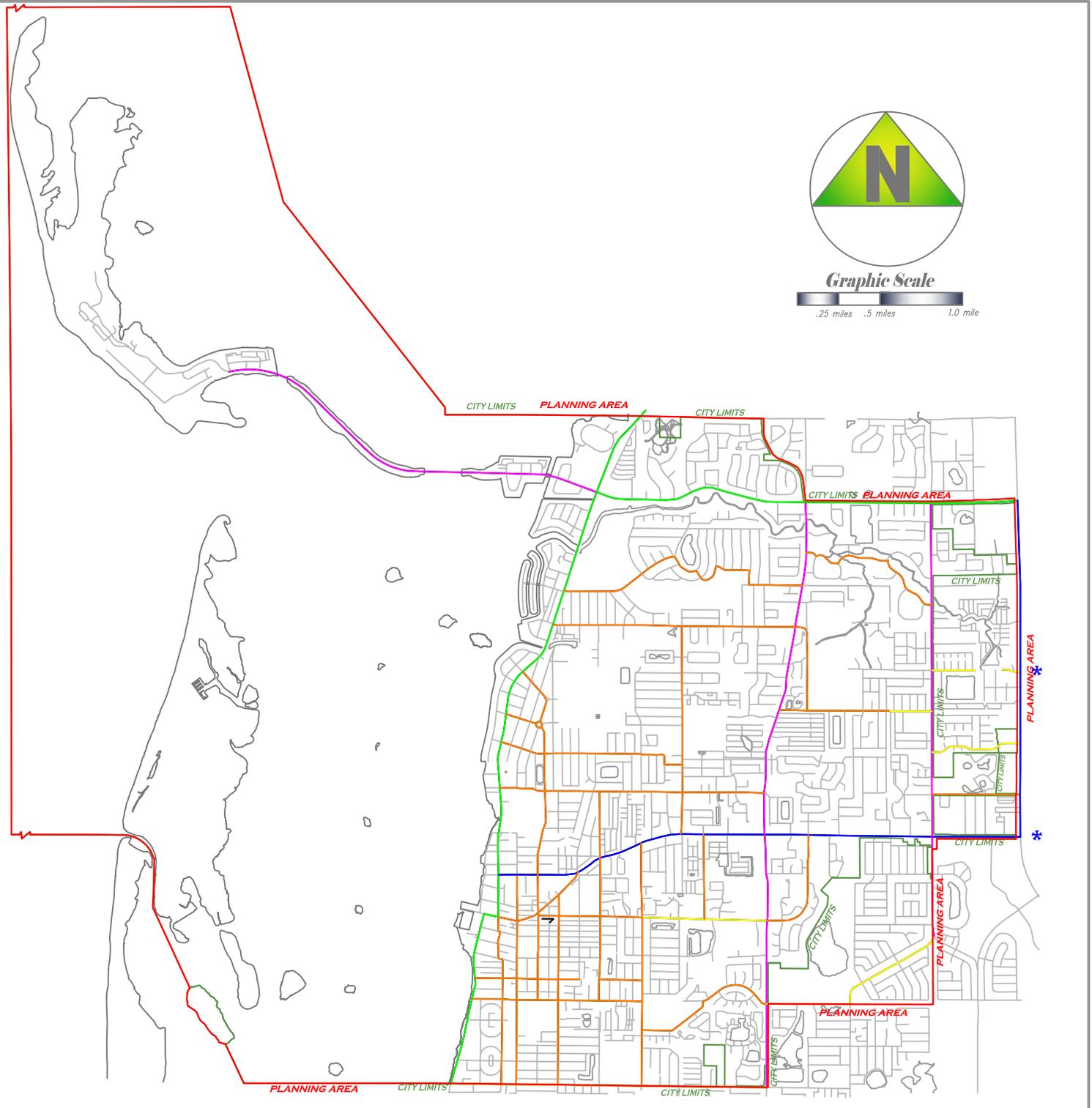


TRANSPORTATION

FIGURE 2  
EXISTING TRAFFIC  
CIRCULATION NETWORK:  
2006 FUNCTIONAL  
CLASSIFICATION

LEGEND

-  PRINCIPAL ARTERIAL-URBAN  
(STATE HIGHWAY SYSTEM)
-  MINOR ARTERIAL-URBAN  
(STATE HIGHWAY SYSTEM)
-  MINOR ARTERIAL-URBAN  
(PINELLAS COUNTY SYSTEM)
-  MAJOR COLLECTOR-URBAN  
(PINELLAS COUNTY SYSTEM)
-  COLLECTOR-URBAN  
(CITY SYSTEM)
-  \*  
CONTROLLED ACCESS FACILITY



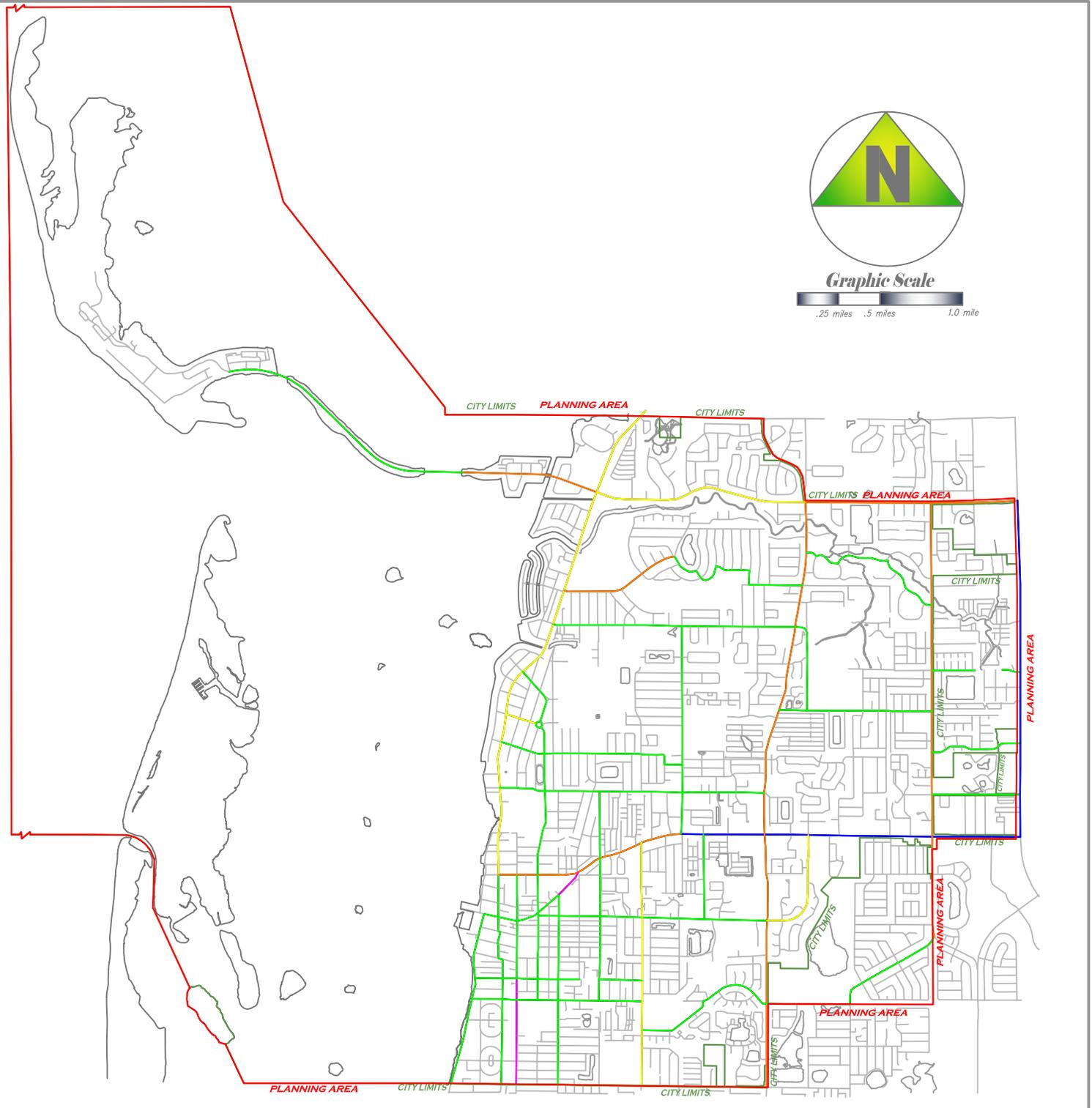


TRANSPORTATION

FIGURE 3  
EXISTING TRAFFIC  
CIRCULATION NETWORK:  
2006 NUMBER OF LANES

LEGEND

-  2 LANE UNDIVIDED
-  2 LANE DIVIDED
-  4 LANE UNDIVIDED
-  4 LANE DIVIDED
-  6 LANE DIVIDED



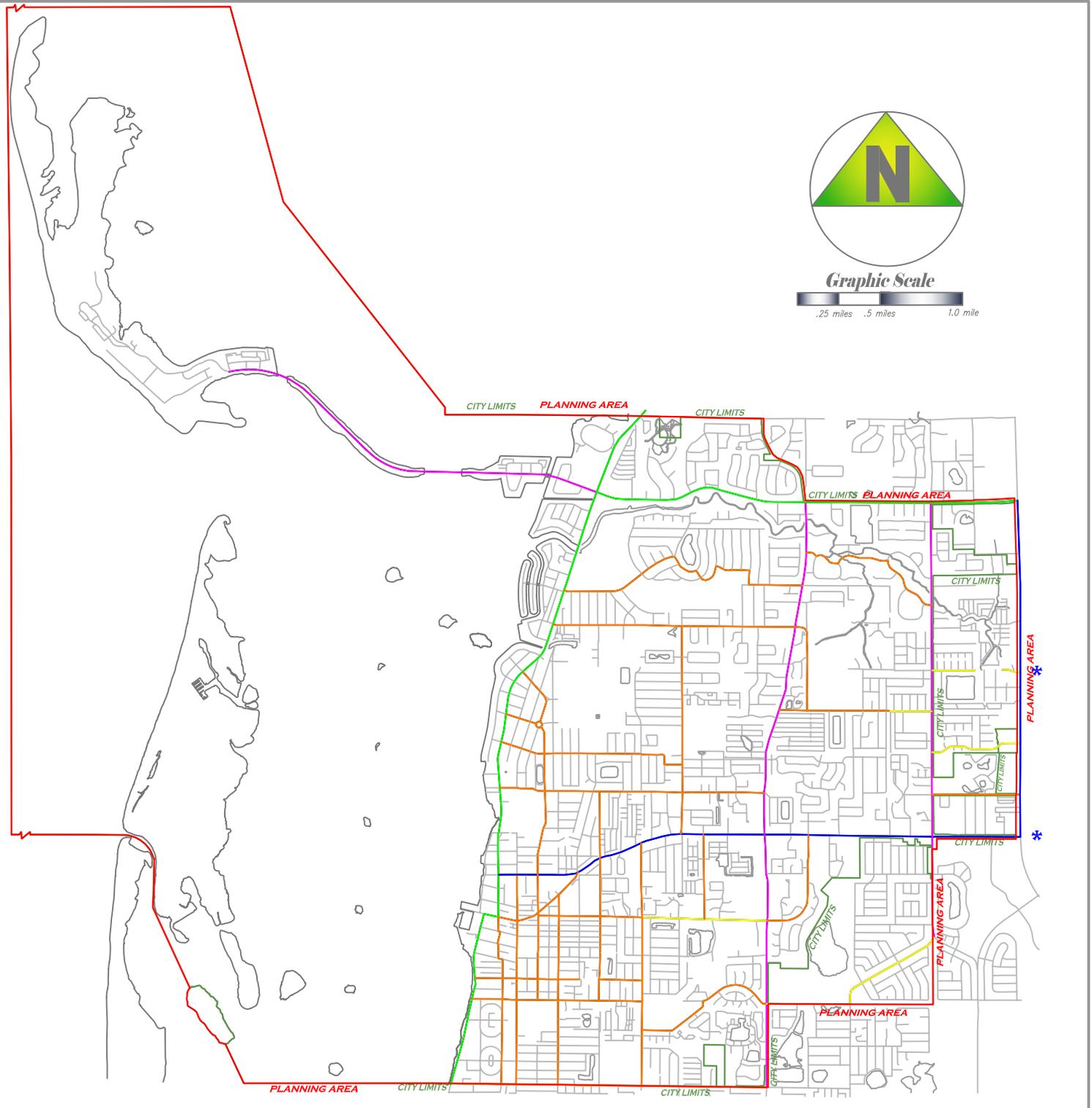


TRANSPORTATION

FIGURE 4  
FUTURE TRAFFIC  
CIRCULATION NETWORK:  
2025 FUNCTIONAL  
CLASSIFICATION

LEGEND

-  PRINCIPAL ARTERIAL-URBAN  
(STATE HIGHWAY SYSTEM)
-  MINOR ARTERIAL-URBAN  
(STATE HIGHWAY SYSTEM)
-  MINOR ARTERIAL-URBAN  
(PINELLAS COUNTY SYSTEM)
-  MAJOR COLLECTOR-URBAN  
(PINELLAS COUNTY SYSTEM)
-  COLLECTOR-URBAN  
(CITY SYSTEM)
-  \*  
CONTROLLED ACCESS FACILITY



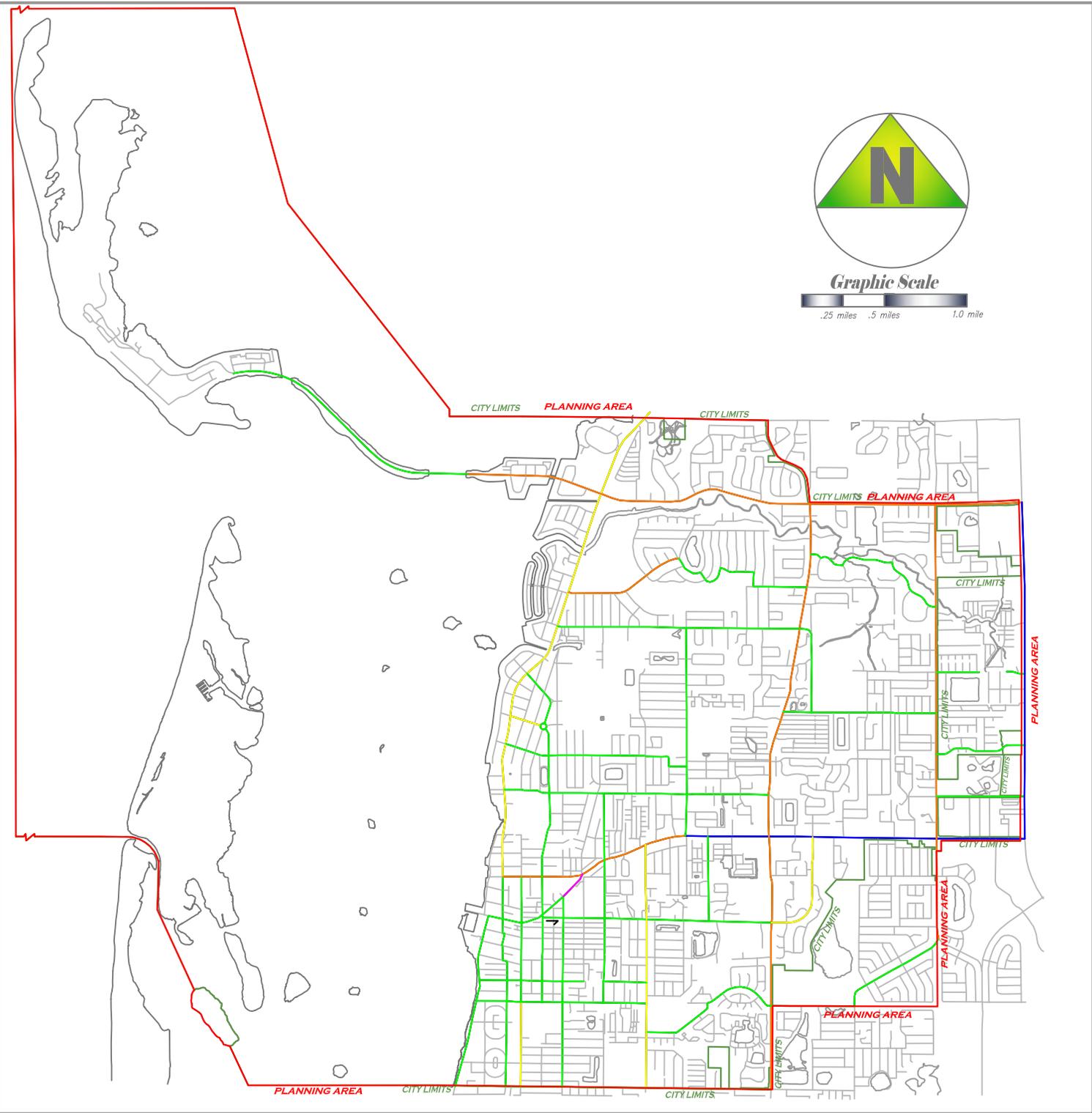


TRANSPORTATION

FIGURE 5  
FUTURE TRAFFIC  
CIRCULATION NETWORK:  
2025 NUMBER OF LANES

LEGEND

-  2 LANE UNDIVIDED
-  2 LANE DIVIDED
-  4 LANE UNDIVIDED
-  4 LANE DIVIDED
-  6 LANE DIVIDED



SOURCE: PINELLAS COUNTY PLANNING DEPARTMENT;  
DUNEDIN PLANNING & DEVELOPMENT, 2006

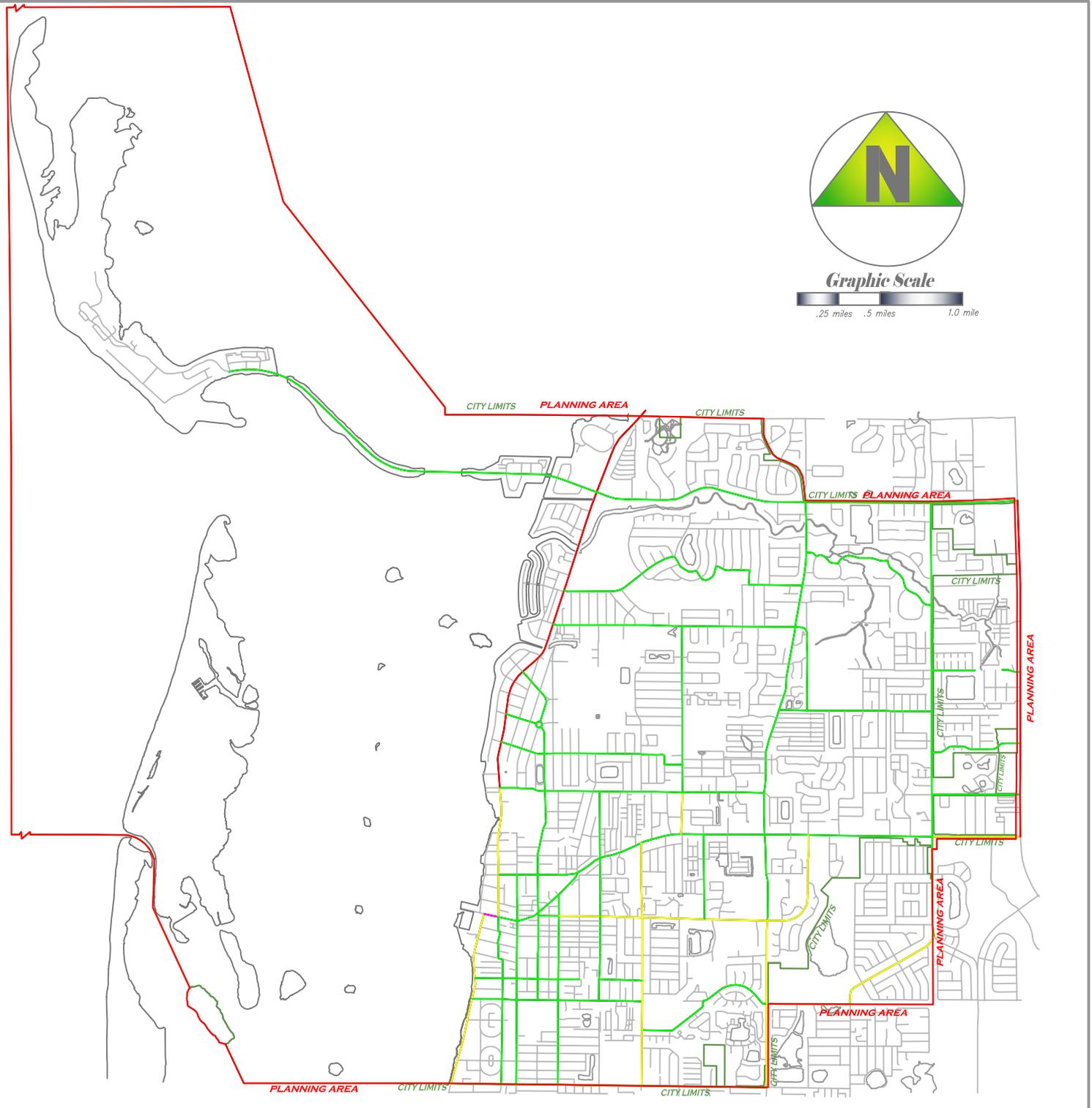


TRANSPORTATION

FIGURE 6  
EXISTING TRAFFIC  
CIRCULATION NETWORK:  
2006 LEVEL OF SERVICE

LEGEND

-  LOS A THROUGH C
-  LOS D
-  LOS E
-  LOS F



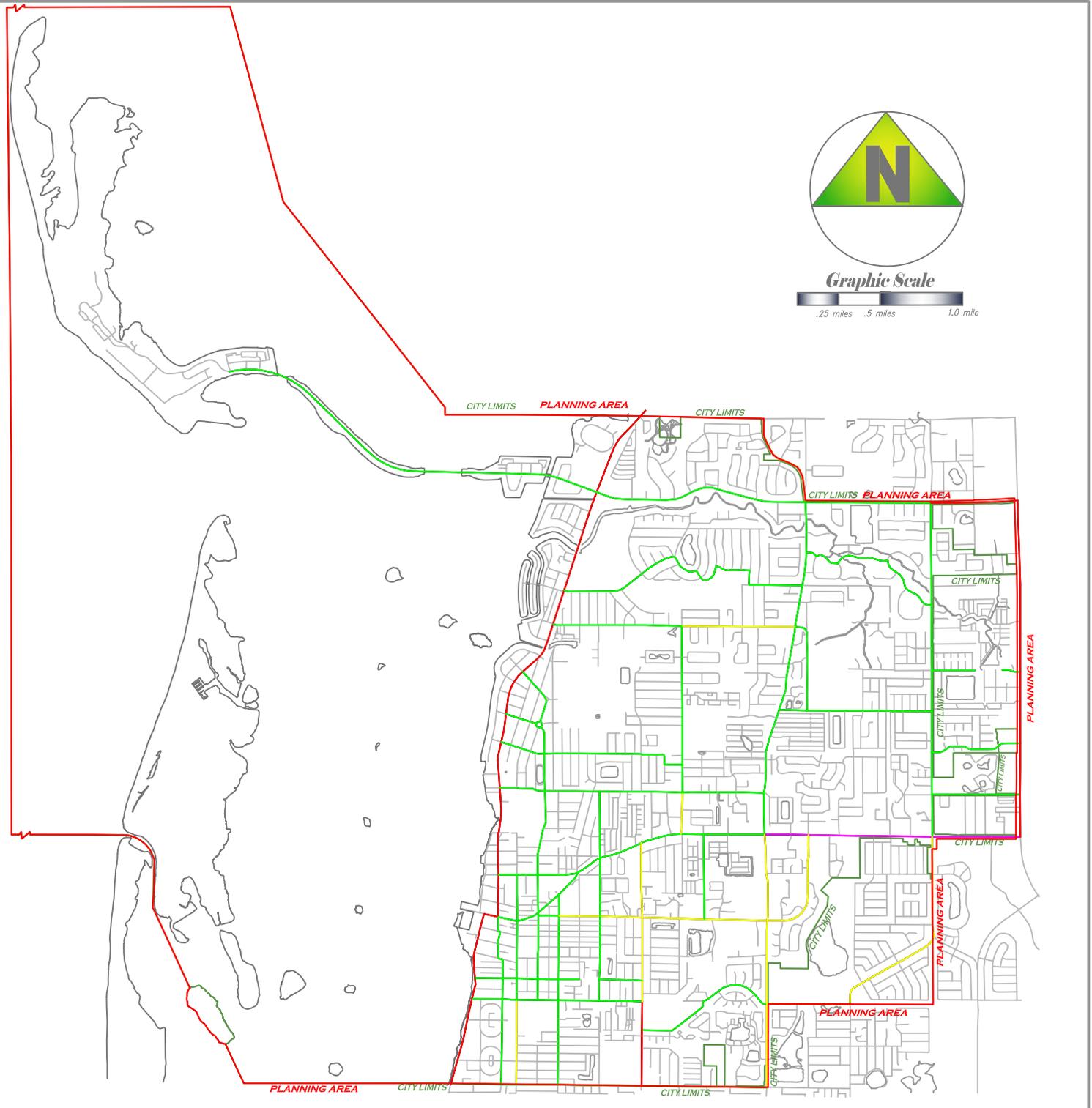


TRANSPORTATION

FIGURE 7  
FUTURE TRAFFIC  
CIRCULATION NETWORK:  
2025 LEVEL OF SERVICE

LEGEND

-  LOS A THROUGH C
-  LOS D
-  LOS E
-  LOS F



ture development will need to be limited.

Dunedin has no rail, freight, airport or seaport facilities. Intermodal terminals to such facilities, where people can go from one form of transportation to another, are also nonexistent; the only “intermodal transfer points” would be bus shelters, parking lots along or near the Pinellas Trail and the Dunedin Marina parking lot. None of these are “terminals” in the strict sense of the word.

As noted above, children need to get to school. There are five schools which are extensively served by buses:

- ∞Dunedin Elementary
- ∞San Jose Elementary
- ∞Garrison Jones Elementary
- ∞Dunedin Highland Middle
- ∞Dunedin Senior High

Two schools are charter schools with the Pinellas County School District, but only the latter one makes use of its single bus:

- ∞Academie Da Vinci
- ∞Athenian Academy

Finally, there are other private schools such as Our Lady of Lourdes, Dunedin Academy and Anchor Academy.

To assist in the safe transport of students to schools, there are 23 roadway crossings and reduced speed zones.

The Countywide Truck Routing Ordinance limits through truck traffic in Dunedin to US 19, Alternate US 19, SR 586, SR 580 and Belcher Road. The shortest path between the truck route and the point of delivery is to be used by the driver.

For non-motorized travel, sidewalks are provided on local, collector and arterial roadways. The location of pedestrianways is shown in Figure 8, and as can be seen, gaps in the system can cause connectivity problems. Also, the general condition of the sidewalks can be a problem as well. There are currently no estimates of the linear feet of sidewalk in need of repair. The most recent Capital Improvements Element, however, shows \$55,000 planned for each year from 2007/08 through 2012/13 for sidewalk rehabilitation.

Complementing the sidewalk system is the Fred Marquis Pinellas Trail, a recreational trail running along an abandoned CSX rail line. It joins Dunedin to Clearwater, Largo, Seminole and St. Petersburg to the south and to Palm Harbor and Tarpon Springs to north. The Trail runs nearly the entire length of Pinellas County and will eventually be linked to Oldsmar via Keystone Road and East lake Road. The Trail has helped to rejuvenate downtown Dunedin, with retail and restaurant establishments having grown to attract Trail users. A spur from the Trail to Honeymoon Island along Dunedin Causeway was built by Pinellas County in 1996.

Under Florida law, bicyclists are allowed to ride on either sidewalks or on roadways. If rid-

DATA POINTS:  
TRANSPORTATION LOS

Transportation Level of Service is based on traffic delay. The longer it takes to travel a given distance, the lower the level of service.

LOS A: Free-flowing traffic, no delays. Roadway is underutilized.

LOS B: While not free-flowing, no delays.

LOS C: No delays.

LOS D: Minor delays, but good traffic flow. Dunedin’s standard is LOS D.

LOS E: Major delays. Roadway is overutilized.

LOS F: Excessive delays, major congestion.





TRANSPORTATION

FIGURE 8

PEDESTRIANWAYS

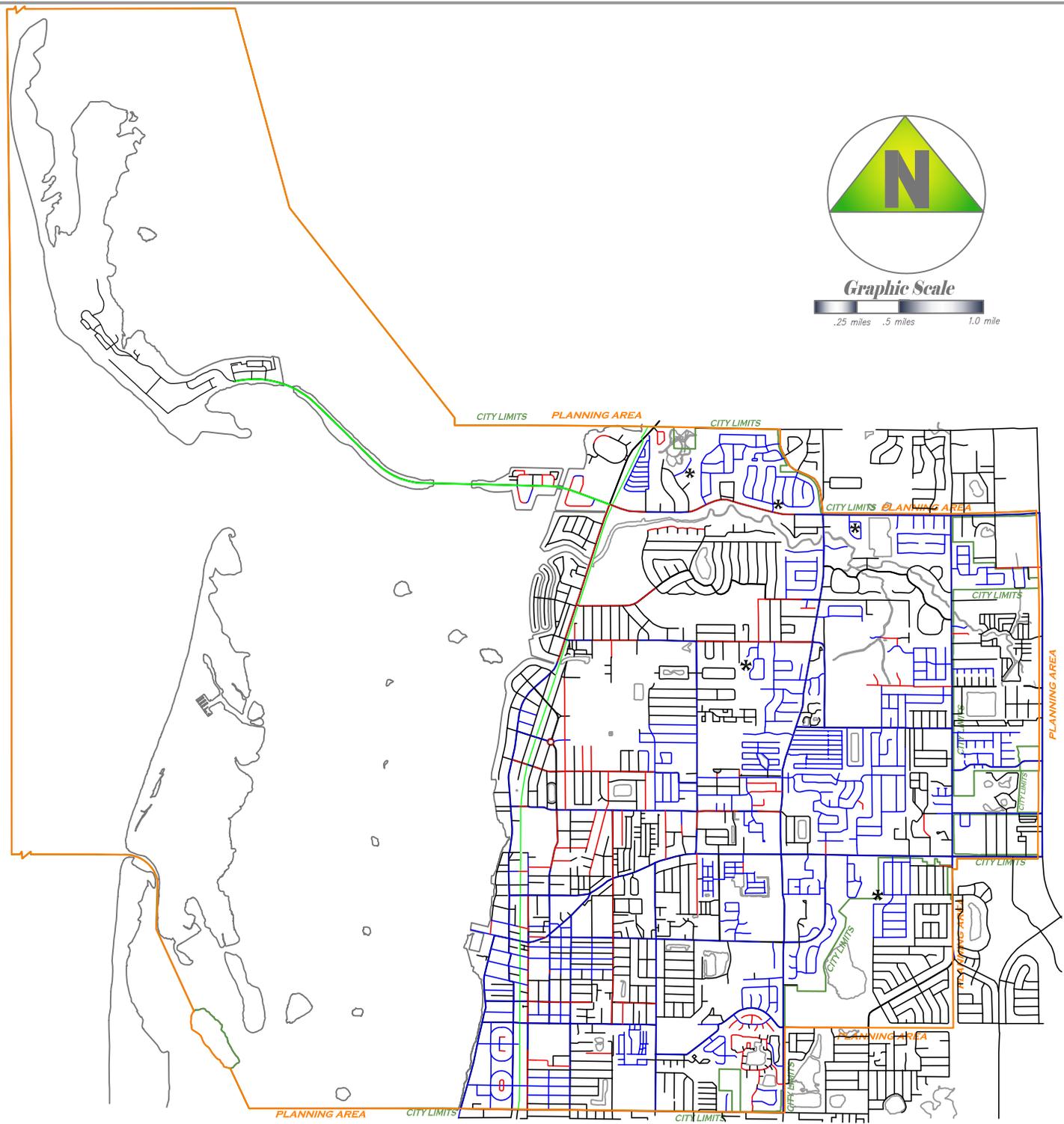
LEGEND

-  ROADS WITH SIDEWALKS ON BOTH SIDES
-  ROADS WITH SIDEWALKS ON ONE SIDE
-  PINELLAS TRAIL (INCLUDING CAUSEWAY SPUR)
-  IN SUBDIVISIONS: SIDEWALKS MISSING ON FRONT OF UNIMPROVED LOTS



Graphic Scale

.25 miles .5 miles 1.0 mile



ing on roadways, bicyclists must be treated as a vehicle with all the rights and responsibilities thereof. This can be a daunting task as there are a limited number of roadways with wider lanes allowing accommodation of bicycles. Alternate US 19 north of Buena Vista has wide shoulders, and Curlew Road and CR 1 from Union to Virginia have striped bicycle lanes. CR 1 north of SR 580 has signs for bicycle riders, but has no exclusive lanes or wide shoulders. Since there are no improvements on City roads included in the Long Range Transportation Plan, even though there exists a policy to include bicycle lanes where feasible during reconstruction this, this may be of limited use. Only where reconstruction is maintenance-related rather than capacity-related would bicycle lane inclusion be considered. One option may be to look at shared roadway usage utilizing lower-volume local roads. Low-cost signs could designate bicycle usage and connect recreational areas together. Figure 9 shows these existing and proposed bicycleways.

The vast majority of parking is provided by the commercial establishments located throughout the City. Chapter 134 of the *Uniform Development Code (UDC)* sets out the schedule for off-street parking, requiring developers to construct parking to serve the development. The number required is based on the type of use and other factors (e.g., units, square footage, beds). Table 2 lists the major shopping or retail centers with at least 50 parking spaces, and Figure 10 shows the locations. Additionally, there are many other sites with office or restaurant uses that have their own parking. For example, Mease Hospital provides over 600 spaces for staff and visitors.

The City does provide on-street parking and several off-street parking facilities, also shown in Table 3 and Figure 10. On-street parking is allowed on all local roads, and some segments are marked for such. The only other major parking is on Honeymoon Island to allow for recreational use of that facility.

While not a seaport, the Dunedin Marina does offer a 194-slip facility with one boat launching facility, parking and

| TABLE 2<br>MAJOR SHOPPING CENTERS IN DUNEDIN AND<br>PLANNING AREA |                |                               |
|---|----------------|-------------------------------|
| NAME  | PARKING SPACES | TOTAL LEASABLE SQUARE FOOTAGE |
| <b>CITY OF DUNEDIN</b>  |                |                               |
| <b>580 Plaza</b>  | 53             | 12,000                        |
| <b>Ace Hardware</b>   | 117            | 44,000                        |
| <b>Andros Plaza</b>   | 120            | 40,150                        |
| <b>Bayshore Plaza</b>   | 54             | 14,000                        |
| <b>Brother's Tavern, et al</b>                                    | 50             | 14,000                        |
| <b>Caladesi Shopping Center</b>                                   | 375            | 105,100                       |
| <b>Causeway Plaza</b>   | 566            | 116,800                       |
| <b>Coastal Plaza</b>  | 329            | 85,200                        |
| <b>Concord Plaza</b>  | 51             | 14,600                        |
| <b>Country Boy Plaza</b>  | 106            | 24,000                        |
| <b>CVS</b>  | 77             | 11,000                        |
| <b>Dunedin Plaza</b>  | 362            | 108,000                       |
| <b>Granada Plaza</b>  | 378            | 81,150                        |
| <b>Heather Square</b>   | 60             | 14,100                        |
| <b>Independence Square</b>  | 224            | 70,000                        |
| <b>Subway, et al</b>  | 55             | 15,100                        |
| <b>Walgreen's (Main Street)</b>                                   | 73             | 15,000                        |
| <b>Walgreen's (Patricia Avenue)</b>                               | 80             | 15,100                        |
| <b>Weathersfield Shopping Center</b>                              | 340            | 81,000                        |
| <b>DUNEDIN PLANNING AREA</b>                                      |                |                               |
| <b>Bare Wood, et al</b>   | 81             | 25,940                        |
| <b>Columbia Plaza</b>   | 66             | 14,200                        |
| <b>Country Villa Plaza</b>  | 115            | 37,100                        |
| <b>Doggie Day Care, et al</b>                                     | 62             | 12,700                        |
| <b>Eckerd's (formerly)</b>  | 58             | 14,400                        |
| <b>Hodusa Plaza</b>   | 100            | 21,300                        |
| <b>Home Depot, et al</b>  | 683            | 220,000                       |
| Source: Dunedin Planning & Development                            |                |                               |





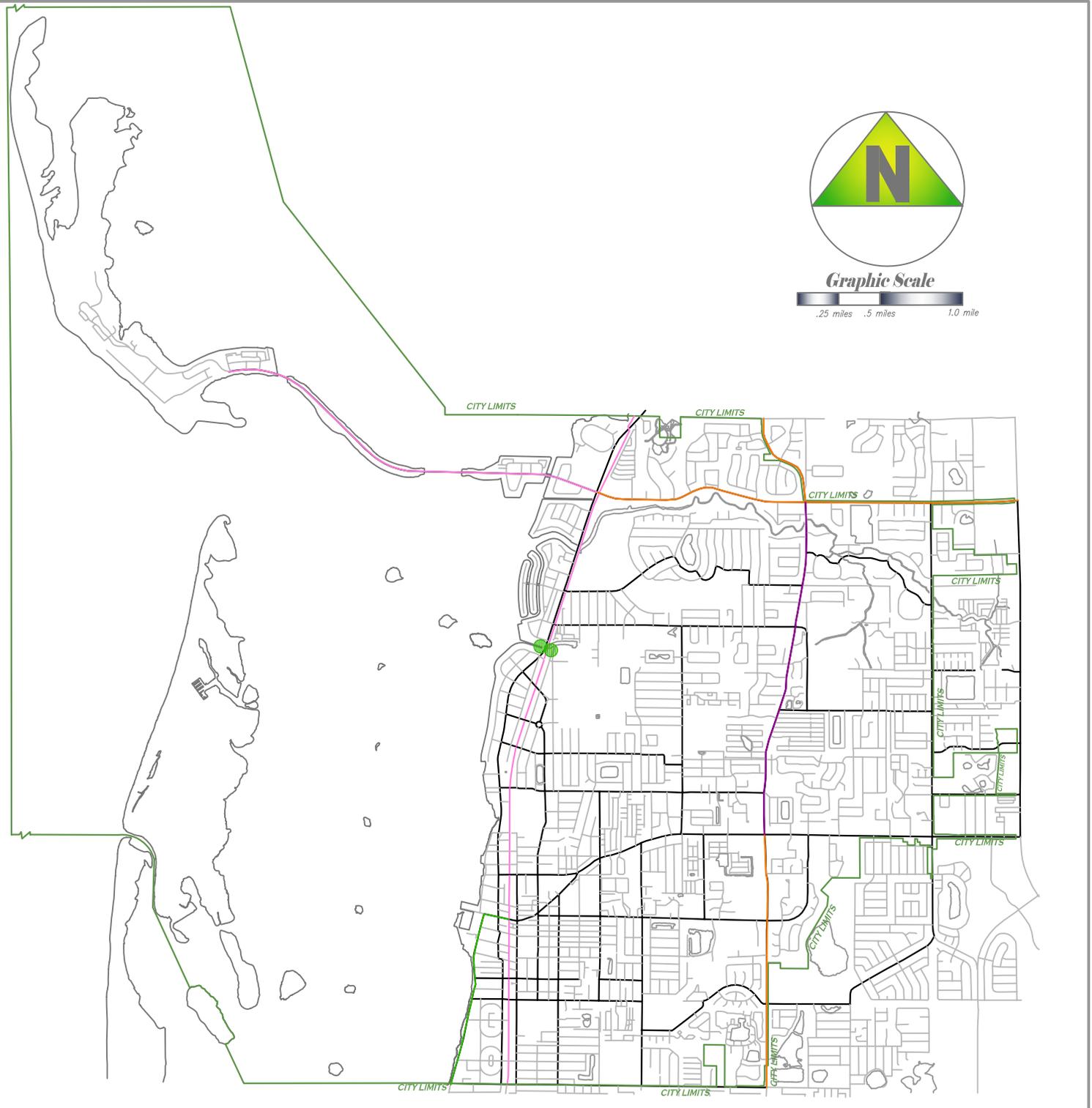
TRANSPORTATION

FIGURE 9

# EXISTING BICYCLE WAYS

## LEGEND

-  OFF-ROAD BICYCLE PATHS
-  ON-ROAD BICYCLE LANES
-  COMMUNITY TRAIL  
(PINELLAS TRAILWAYS PLAN, MPO)
-  SIGNED BIKE ROUTES BUT NO LANES
-  BICYCLES SHARING ROADWAY SIGN



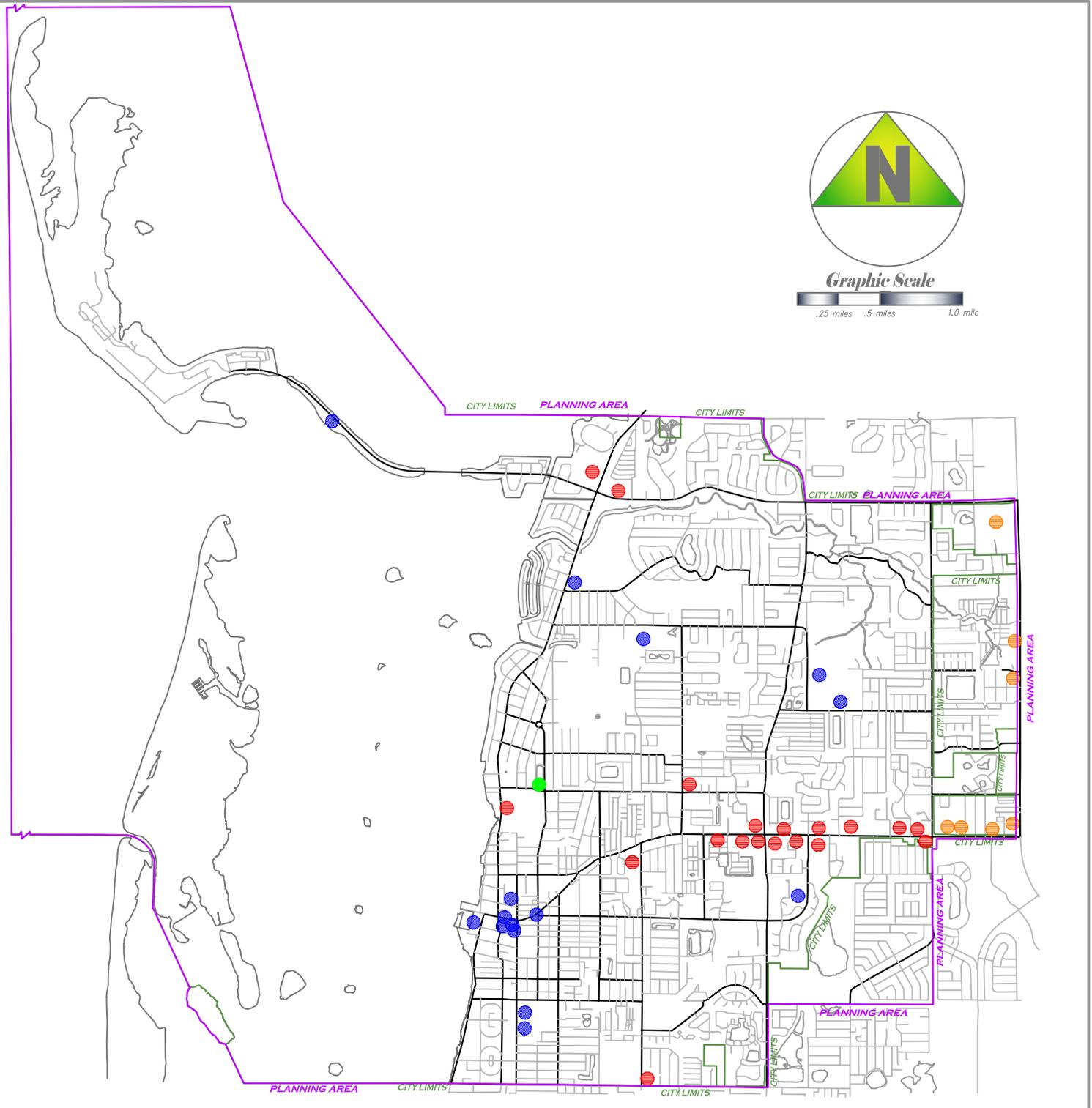


TRANSPORTATION

FIGURE 10  
PARKING  
FACILITIES

LEGEND

-  PARKING PROVIDED BY COMMERCIAL ENTERPRISES
-  PARKING PROVIDED BY COMMERCIAL ENTERPRISES IN PLANNING AREA
-  PUBLIC PARKING
-  PINELLAS TRAIL PARKING



retail fish house. Although the slips underwent a realignment to increase the number of smaller slips, there is still a waiting list for slip rentals for certain sizes. Access to the marina is from Edgewater Drive and Main Street. The contiguity to Edgewater Park adds to the recreational ambience.

The Pinellas Suncoast Transit Authority (PSTA) operates several bus routes which serve Dunedin. These include both local buses and commuter routes. Table 4 summarizes the characteristics of these routes. It should be noted that the ridership is for the entire route, not just within Dunedin. PSTA's System Map denotes Dunedin City Hall, Mease Hospital, Honeymoon Island and Caladesi Island as being served. The islands are served by way of transporting passengers to Causeway Plaza Shopping Center. Figure 11 graphically displays the routes, coverage area, shelters and major attractors and generators (as defined by sample ridecheck data). Dunedin offers a minimal number of significant attractors or generators.

Fares are \$1.50 regular fare, \$.75 for seniors, and disabled citizens and \$1.00 for adult students and youth 18 or younger. GO Cards offer various packages ranging from \$3.50 for daily reduced fare trips to \$45.00 for monthly regular fares. No LOS standard has been adopted by PSTA. Table 5 shows the mode split countywide for each type of trip based on the MPO's transit modeling for the year 2000.

Overall, transit ridership has increased each year since 2002/03. FY 2006 ridership topped 11.4 passengers. With increasing congestion, transit is becoming a more attractive alternative to the automobile. Figure 12 shows this increase from the mid-1990s to FY 2005/06.

Another alternative to the single occupant vehicle is ridesharing. Founded and funded by the Florida Department of Transportation, Bay Area Commuter Services (BACS) is one of nine agencies throughout Florida that provides commuter assistance programs such as ridesharing. BACS operates in Hillsborough, Pinellas, Pasco, Hernando and Citrus Counties. The ridesharing service provides matches for persons wanting to carpool. This agency also assists companies wanting to set up programs such as vanpools or electronic commuting (where employees use their computers to work at home). BACS also sponsors a Commuter Choices Week, an annual event that promotes alternative commuting options. The City of Dunedin has participated in this event every year since 2000.

To estimate the transportation disadvantaged demand, the 2000 Census was utilized to create Table 6 and Figure 13 to show the concentrations of potentially transportation disadvantaged persons. The map is based on percentages in Table 6 broken into quartiles in order to locate the relative preponderance of the characteristics. Based on the map, overlap of the high quartile for two or more characteristics occurs in only Census Tract 271.01. The location of all high quartiles for

| NAME   | PARKING SPACES   |
|--|------------------|
| <b>Causeway</b>  | 1,000            |
| <b>Downtown—Off-Street Parking</b>                                     | 70               |
| <b>Englebert Recreational Complex</b>                                  | 14 <sup>1</sup>  |
| <b>Fisher Field/Highlander Park/Fine Arts/Community Center Complex</b> | 900 <sup>2</sup> |
| <b>Grant Stadium</b>   | 454 <sup>2</sup> |
| <b>Grant Street</b>  | 21               |
| <b>Jerry Lake Recreational Complex</b>                                 | 115              |
| <b>Library</b>   | 124              |
| <b>Main Street—On-Street Parking</b>                                   | 86               |
| <b>Marina</b>  | 128              |
| <b>St. Andrews Links</b>   | 93               |
| <b>Trail Parking</b>   | 11               |
| <b>Vanech Park</b>   | 110              |

<sup>1</sup>14 designated spaces for other than Blue Jays personnel.  
<sup>2</sup>Spaces include grassed areas and is dependent on event occurring.  
 Source: Dunedin Planning & Development





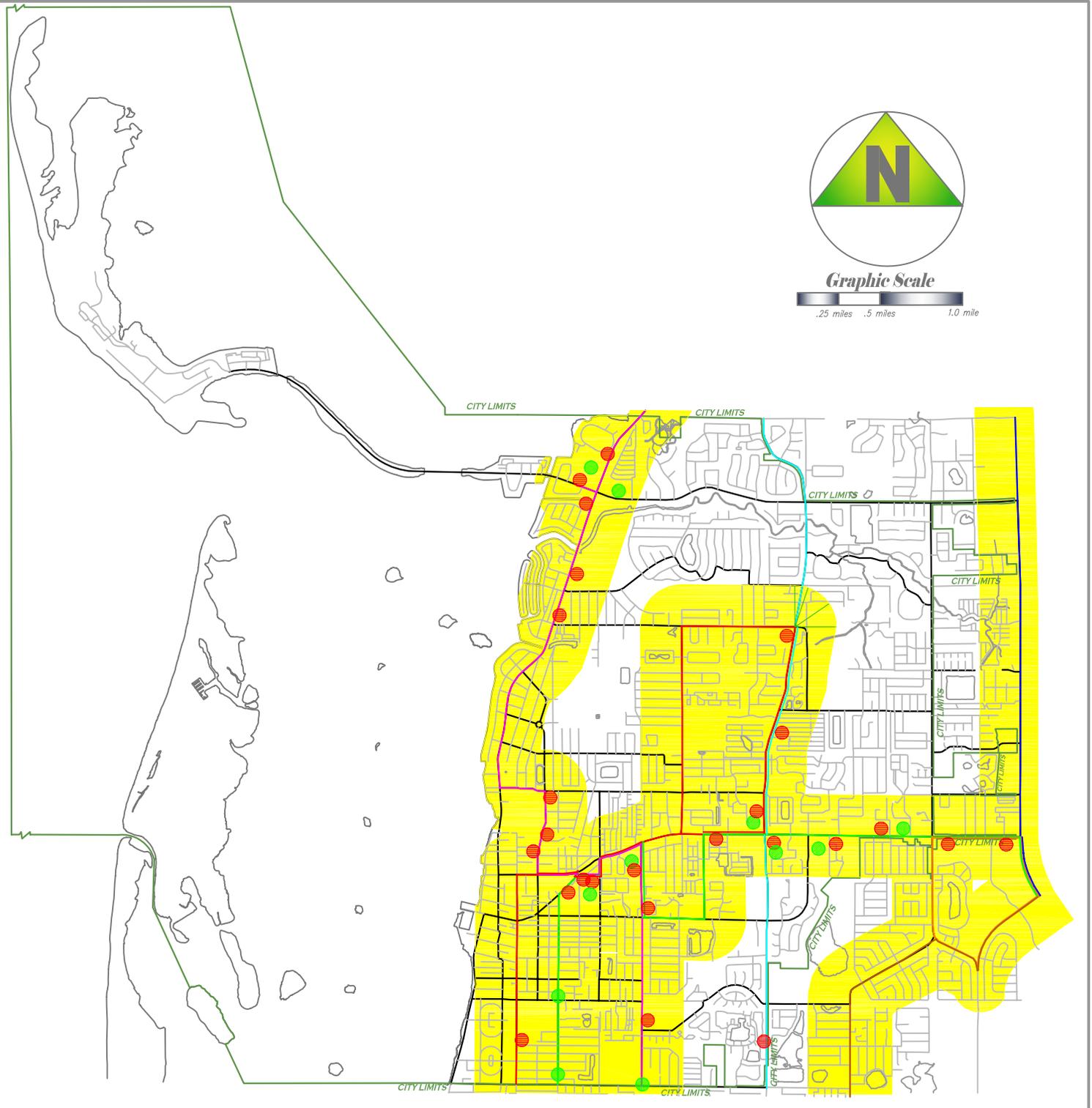
TRANSPORTATION

FIGURE 11

MASS TRANSIT

LEGEND

-  ROUTE 19
-  ROUTE 61
-  ROUTE 66
-  ROUTE 67
-  ROUTE 76
-  ROUTE 78
-  ROUTE 93  
COMMUTER SERVICE
-  TRANSIT SHELTERS
-  MAJOR GENERATORS AND ATTRACTORS
-  ONE-QUARTER MILE COVERAGE AREA



| ROUTE | RIDERSHIP<br>(FY 06/07) | HEADWAY (MINUTES) |          |        | HIGH BOARDING/<br>ALIGHT LOCATIONS  | PEAK HOUR<br>CAPACITIES<br>(NO. OF BUSES) |
|-------|-------------------------|-------------------|----------|--------|---|---|
|       | PERSONS                 | WEEKDAY           | SATURDAY | SUNDAY |   |   |
| 61    | 172,064                 | 60                | 60       | 90     | Mease Manor Drive @<br>Mease Plaza  | 3   |
| 66    | 223,526                 | 60                | 60       | 120    | Patricia @ Union<br>Mease Manor Drive @<br>Mease Plaza<br>Patricia @ Admiral<br>Causeway Plaza  | 4   |
| 78    | 192,419                 | 30/60             | 60       | 90     | Mease Manor Drive @<br>Mease Plaza<br>Milwaukee @ Norfolk<br>Milwaukee @ Richmond<br>Main @ Virginia<br>Main @ Michigan Dr E<br>Main @ Keene<br>Main @ Heather Ridge<br>Milwaukee @ Locklie<br>Milwaukee @ Beltrees<br>Patricia @ Admiral | 3   |

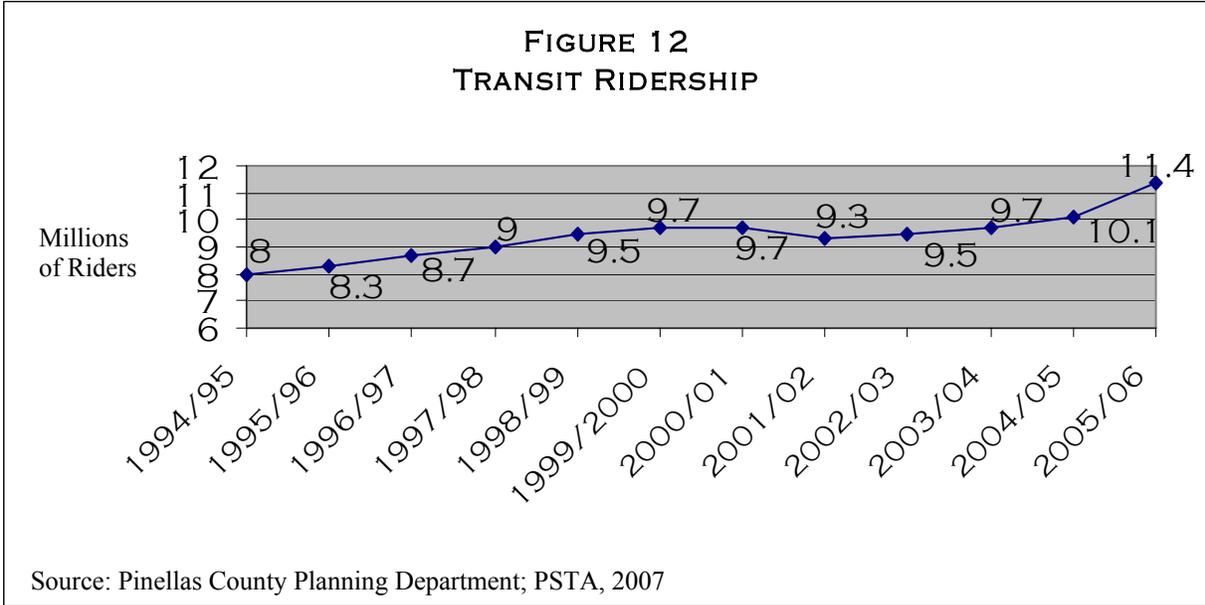
Source: Pinellas Suncoast Transit Authority, 2007

the characteristics is served by transit except for Census Tract 269.06. Essentially, this is Royal Stewart Arms Condominiums. This is somewhat offset by the occurrence of low or medium quartiles for all but the “Over 60” category. Additionally, the Pinellas County Transportation Disadvantaged (PCTD) program provides door-to-door service for people who “have no other means of transportation, including family, friends, or the bus system, and also have an income of less than

| TYPE OF TRIP                        | TOTAL DAILY<br>PERSON TRIPS | TOTAL DAILY<br>TRANSIT TRIPS | MODE SPLIT | AVERAGE<br>AUTOMOBILE<br>OCCUPANCY |
|-------------------------------------|-----------------------------|------------------------------|------------|------------------------------------|
| <b>Home Based Work</b>              | 679,472                     | 11,643                       | 1.71       | 1.09                               |
| <b>Home Based Shopping</b>          | 795,007                     | 6,597                        | 0.82       | 1.383                              |
| <b>Home Based Social Recreation</b> | 377,445                     | 1,650                        | 0.44       | 1.484                              |
| <b>Home Based Other</b>             | 775,128                     | 5,600                        | 0.72       | 1.598                              |
| <b>Non-Home Based</b>               | 631,446                     | 1,079                        | 0.17       | 1.218                              |

Home Based Work: Trips to employment originating or ending at home.  
Home Based Shopping; Trips for shopping originating or ending at home.  
Home Based Social Recreation: Trips for recreational purposes originating or ending at home.  
Home Based Other: Other types of trips originating or ending at home.  
Non Home Based: Any type of trip not originating or ending at home.  
Source: Pinellas County MPO





200% of the Federal Poverty level.” The PCTD serves the same areas as transit and provides both medical and non-medical trips. All service, including wheelchair, is available with a fare of \$3.00 each way.

Finally, Table 7 and Figure 14 depict the major accident sites for 2006.

## ANALYSIS

The existing (2006) deficiencies were determined utilizing FDOT’s 2002 generalized peak hour volumes tables. These include the following segments:

- ∞US 19 from SR 580 to Curlew Road (LOS F)
- ∞US 19A from Main to Skinner (LOS E)
- ∞US 19A from San Christopher to City Boundary (LOS F)

Thus, the City owns no currently deficient roadways.

Examining Figure 14 and Table 7 shows the highest accident locations are primarily on state and county roads. Nearly the entire length of SR 580 was plagued by accidents, most resulting in at least one injury. Mercifully, there were only three fatalities citywide in 2006.

There have been numerous completed improvements since 1997, including the following:

- ∞US 19 at Curlew intersection
- ∞Keene Road widening from Union Street to Virginia Street
- ∞CR 1 widening north of Curlew
- ∞Curlew Avenue from west of CR 1 to US 19
- ∞Citywide sidewalks (annually)
- ∞General road maintenance and resurfacing (annually)
- ∞Patricia Avenue widening
- ∞Streetscaping of Douglas Avenue



TRANSPORTATION

FIGURE 13  
TRANSPORTATION  
DISADVANTAGED:  
PERCENT  
OCCURRENCE

LEGEND

CHARACTERISTIC



AGE 60 AND OVER



HOUSING UNITS WITH NO VEHICLES AVAILABLE



FAMILIES BELOW POVERTY LEVEL



PERSONS WITH A MOBILITY DISABILITY (16 AND OVER)

OCCURRENCE

GREEN DENOTES FIRST QUARTILE (LOWEST OCCURRENCE)

YELLOW DENOTES SECOND QUARTILE (MODERATE OCCURRENCE)

ORANGE DENOTES THIRD QUARTILE (MEDIUM OCCURRENCE)

RED DENOTES FOURTH QUARTILE (HIGH OCCURRENCE)

GEOGRAPHY

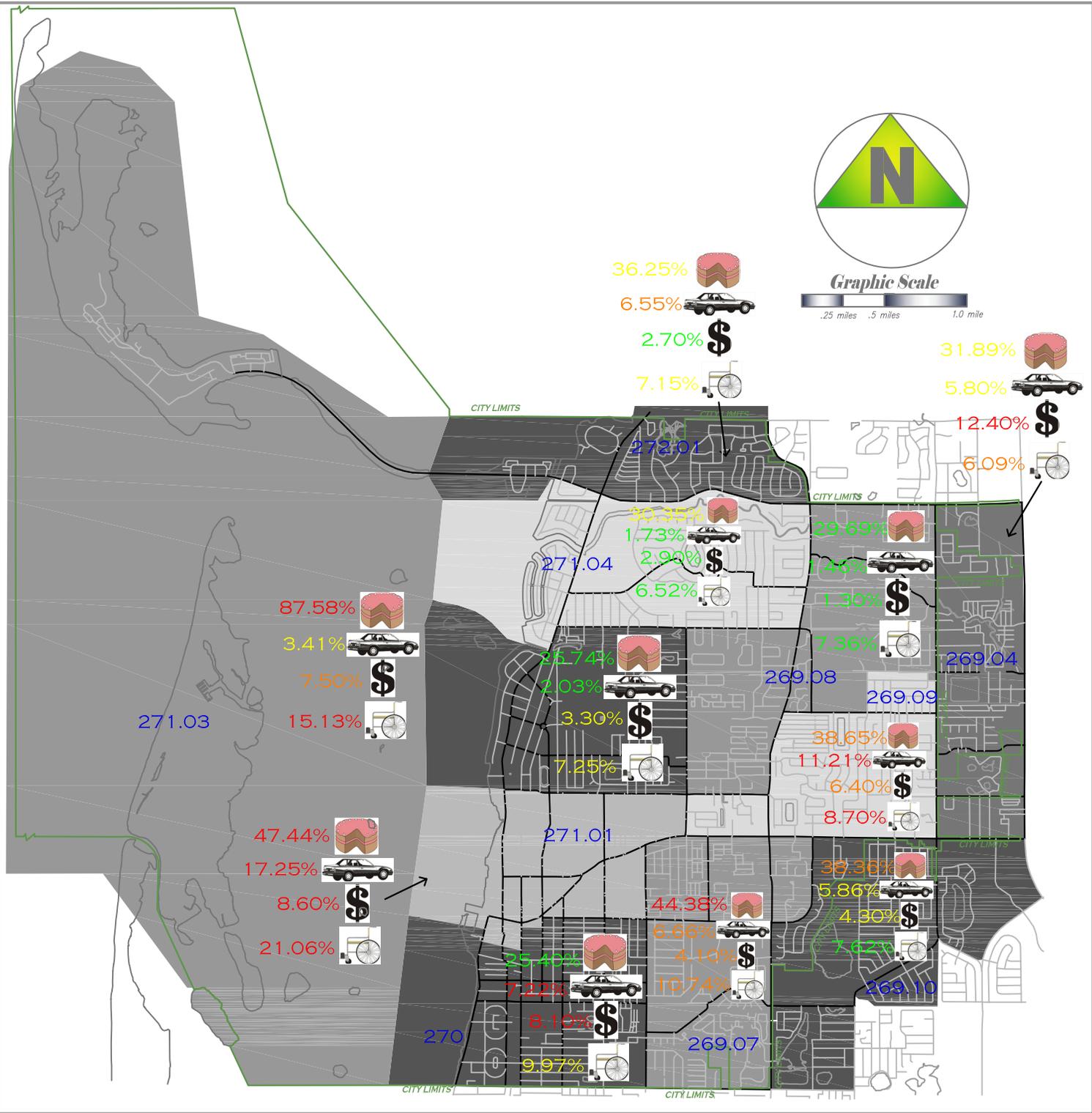


CENSUS TRACTS (SHADED AREAS DENOTE EXTENT OF EACH CENSUS TRACT IN CITY)

271.03

CENSUS TRACT NUMBER

SOURCE: 2000 US CENSUS





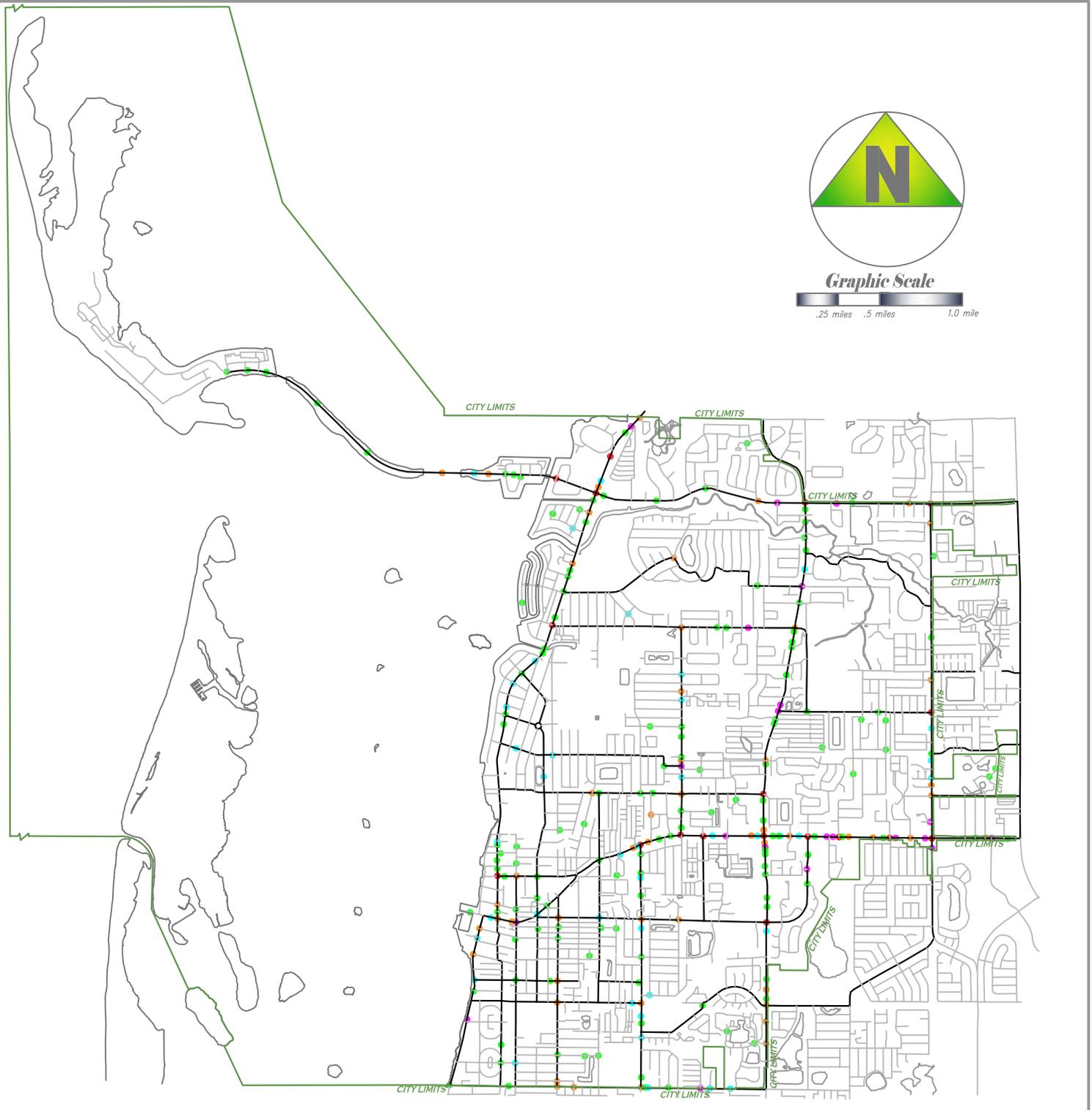
TRANSPORTATION

FIGURE 14

# 2006 TRAFFIC ACCIDENTS

## LEGEND

- ONE ACCIDENT, NO INJURIES
- ONE ACCIDENT, ONE OR MORE INJURIES
- TWO OR MORE ACCIDENTS, NO INJURIES
- TWO OR MORE ACCIDENTS, ONE OR MORE INJURIES
- FIVE OR MORE ACCIDENTS, OR ONE ACCIDENT WITH FATALITY



**TABLE 6  
TRANSPORTATION DISADVANTAGED CHARACTERISTICS**

| CENSUS TRACT           | AGE 60 AND OVER |         | HOUSING UNITS WITH NO VEHICLES AVAILABLE |         | FAMILIES BELOW POVERTY LEVEL |         | PERSONS WITH A MOBILITY DISABILITY (16 AND OVER) |         |
|------------------------|-----------------|---------|--|---------|------------------------------|---------|--|---------|
|                        | NUMBER          | PERCENT | NUMBER                                   | PERCENT | NUMBER                       | PERCENT | NUMBER   | PERCENT |
| <b>269.04</b>          | 1,138           | 31.89   | 126                                      | 5.80    | 125                          | 12.40   | 196  | 6.09    |
| <b>269.07</b>          | 2,011           | 44.38   | 205                                      | 6.66    | 52                           | 4.10    | 425  | 10.74   |
| <b>269.08</b>          | 1,287           | 29.69   | 29                                       | 1.46    | 17                           | 1.30    | 265  | 7.36    |
| <b>269.09</b>          | 1,957           | 38.65   | 301                                      | 11.21   | 86                           | 6.40    | 373  | 8.70    |
| <b>269.10</b>          | 1,962           | 38.36   | 154                                      | 5.86    | 66                           | 4.30    | 339  | 7.62    |
| <b>270</b>             | 1,410           | 25.40   | 216                                      | 7.22    | 116                          | 8.10    | 468  | 9.97    |
| <b>271.01</b>          | 2,051           | 47.44   | 425                                      | 17.25   | 75                           | 8.60    | 800  | 21.06   |
| <b>271.03</b>          | 416             | 87.58   | 16                                       | 3.41    | 12                           | 7.50    | 69   | 15.13   |
| <b>271.04</b>          | 1,258           | 30.35   | 34                                       | 1.73    | 37                           | 2.90    | 230  | 6.52    |
| <b>271.05</b>          | 993             | 25.74   | 38                                       | 2.03    | 36                           | 3.30    | 229  | 7.25    |
| <b>272.01</b>          | 2,146           | 36.25   | 247                                      | 6.55    | 44                           | 2.70    | 365  | 7.15    |
| <b>Dunedin</b>         | 12,522          | 35.08   | 1,541                                    | 8.86    | 468                          | 4.8     | 3,196  | 10.38   |
| <b>Pinellas County</b> | 252,813         | 27.44   | 38169                                    | 9.20    | 16,509                       | 6.74    | 69,344   | 7.53    |

Source: 2000 US Census

Complementing these are a number of scheduled improvements:

- ∞San Christopher Drive from Martin Luther King Jr. Avenue to CR 1, Road reconstruction in FY 08/09
- ∞Patricia Avenue from San Christopher to San Salvador, road reconstruction in FY 10/11
- ∞Street resurfacing as part of a preventative maintenance program, each year through FY 11/12

In order to determine the future year Levels of Service and System Needs, the projected traffic volumes were based on the MPO’s 2025 Long Range Transportation Plan modelling and adopted Long Range Transportation Plan (LRTP). The MPO’s projections were, in turn, based on countywide future land use plan maps. The MPO applies a modal split to determine the number of transit trips, yielding a multi-modal transportation plan. The 2025 traffic volumes on city facilities not on the Long Range Plan were estimated based on the 2006 traffic counts and the projected traf-



| INTERSECTION  | ACCIDENTS | INJURIES | FATALITIES |
|---|-----------|----------|------------|
| <b>SR 580 and Belcher Road</b>                        | 30        | 8        | 1          |
| <b>SR 580 and CR 1</b>                                | 18        | 3        | 0          |
| <b>SR 580 and Virginia Street/Sunlight Drive</b>      | 17        | 12       | 0          |
| <b>CR 1 and Curlew Road</b>                           | 16        | 3        | 0          |
| <b>Alt. US 19 and Curlew Road</b>                     | 16        | 11       | 0          |
| <b>Curlew Road and Belcher Road</b>                   | 10        | 3        | 0          |
| <b>SR 580 and Overcash Drive</b>                      | 9         | 5        | 0          |
| <b>SR 580 and Patricia Avenue</b>                     | 9         | 2        | 0          |
| <b>SR 580 and Pinehurst Road</b>                      | 8         | 3        | 0          |
| <b>CR 1 and San Christopher Drive</b>                 | 7         | 5        | 0          |
| <b>SR 580 and Lake Haven Road</b>                     | 7         | 3        | 0          |
| <b>Causeway and Paula Drive</b>                       | 7         | 3        | 0          |
| <b>SR 580 and Pinewood Drive</b>                      | 7         | 3        | 0          |
| <b>CR 1 and Virginia Street</b>                       | 7         | 2        | 0          |
| <b>Belcher and Solon Avenue</b>                       | 6         | 5        | 1          |
| <b>SR 580 and Alternate US 19</b>                     | 6         | 1        | 0          |
| <b>Alt. US 19 and Michigan Boulevard</b>              | 5         | 3        | 0          |
| <b>Alternate US 19 .25 miles north of Curlew Road</b> | 1         | 1        | 1          |
| Source: Pinellas County Planning Department, 2007     |           |          |            |

fic on modelled parallel facilities (please see Appendix). Table 1 shows the 2025 volumes and needs. The LOS capacity tables issued in February of 2002 were applied to the existing and projected volumes to determine the operating levels of service.

There are several deficiencies that are expected to occur in the future based on this analysis. Both US 19 and Alternate US 19 continue to fail. While improving the former to

controlled access status (which is part of the LRTP), Alternate US 19 is constrained due to the socioeconomic impacts of multi-laning this facility. SR 580 from CR 1 eastward falls to an LOS of E, meaning that it should be improved. However, this would require an eight-lane facility, something that FDOT generally does not build. The Long Range Transportation Plan does not show an improvement for SR 580, implying that this road will also become a constrained facility.

Curlew Road from Alternate US 19 to CR 1 is projected to become deficient by 2015. However, the four-laning of this state road will bring it back up to an acceptable operating condition. The segment of Curlew from Belcher Road to US 19 is also projected to become deficient after 2015. This segment was recently reconstructed to its LRTP configuration of four lanes. Adding more lanes would require an amendment to the Long Range Transportation Plan.

The only other projected deficiency is Patricia Avenue from Union to Beltrees. This roadway was also rebuilt to its adopted configuration in 2004. Although the right-of-way exists to create a four-lane divided facility, this would require a complete reconstruction of this segment.

Except for US 19 and Alternate US 19, these roadways are not expected to fall below standards until well after 2015. These facilities should be monitored, especially as 2025 is approached. As they become deficient, more detailed operating analyses should be performed;



this may allow for additional capacity, suggesting that the links will not fail until after 2025. Further, adjustments to signal timing or the like may create additional capacity.

The City's Concurrency Management System (CMS) provides a check against exceeding level of service standards. All new construction (except single family, duplexes and triplexes) all changes in use and all expansions of buildings must be evaluated for their impacts on roadways extending out in a .5 mile radius. If a roadway within this half-mile radius is deficient, the maximum development potential must be automatically reduced by 50%. Additional development is allowed if the developer agrees to install Transportation Management Plan strategies such as improving access management scenarios, ridesharing or mass transit initiatives or bicycle/pedestrian improvements.

In 2006, pursuant to state requirements, the City adopted a Proportionate Fair-Share Ordinance. The purposed was to "to establish a method whereby the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors." The ordinance effectively allows a developer to pay their portion of an improvement (based on their impact) in order to move forward with their project. This ordinance may not be used particularly often mostly due to the limited number of roadway capacity improvements anticipated in the future.

Also in 2006, the City added language to its Concurrency Management System that recognizes state and county facilities with existing level of service (LOS) conditions below adopted LOS standards that cannot have capacity added due to cost, environmental or policy constraints. A second criteria for these state and county facilities ensures that an anomalous one-year drop in traffic counts do not suddenly render a previously over-utilized facility as suddenly acceptable. If the trend in traffic reduction continues over the next two years, then the facility will be rated as adequate. The state and county facilities with existing LOS conditions below adopted LOS standards include U.S. 19, all of Alternate US 19, CR 1 from Union to SR 580, and SR 580 from CR 1 to US 19.

US 19 is part of the Strategic Intermodal System (SIS). The City will implement a minimum peak hour LOS D standard on US 19, consistent with Rule 14-94, Florida Administrative Code for SIS facilities. Safety Improvements are in the planning stages for US 19 between Sunset Point Road and Countryside Boulevard as US 19 transitions to a controlled access facility with no traffic signals from the Countryside area south of 118th Avenue. This area will include the removal of median openings and the addition of frontage roads. Other US 19 plans include the continuations of controlled-access from SR 580 to the north by 2035.

In evaluating access by various modes, a .25-mile band coverage area was utilized for transit. This effectively shows that most of City lies within the transit route service area. Only the most northerly, easterly and southeasterly areas are not covered. Transportation disadvantaged areas (lower income, elderly) are covered by this service area

Sidewalks are located throughout the City, although gaps in the system create accessibility problems. Right-of-way constraints on many roadways inhibit construction of sidewalks in existing neighborhoods. Current subdivision codes require that sidewalks be part of the development. For bikeways, the Pinellas Trail is very accessible from arterials, collectors and local streets which intersect it. Parking—both public and private—are provided for businesses. The City has two lots that are used for Trail Parking, one at Monroe Street and the Trail, the other at San Christopher Drive and Alamo Drive.

Since developers must provide their own parking, public parking is limited. Other than on-street, downtown is the only area where public parking is supplied by the City. Two permanent lots

are located in the downtown area, both with good access. Diagonal and parallel on-street parking is also provided in the downtown area.

Access to the City's Marina is from a two-lane principal arterial on the State Highway System. There are two points of access, one directly onto Edgewater Drive, the other at a location where Edgewater Drive swings east to become Main Street. The operating LOS in this area is deficient, but there being no planned improvements means that the roadway is constrained. Additional access to the marina would be very limited as the area is very much developed with commercial and residential uses.

An analysis of transportation facilities and services to serve existing land uses reveals that there are few existing highway deficiencies. Only US 19 and portions of Alternate US 19 are operating unacceptably. The location and function of the deficient roadways suggests that high-volume through movements are causing inadequacy. That all City collectors are operating satisfactorily suggests that existing City-maintained facilities are sized appropriately.

The spacing between arterials is mixed with the following distances determined:

- ∞US 19 to Belcher: approximately .5 miles
- ∞Belcher to CR 1: approximately one mile
- ∞CR 1 to Alternate US 19: approximately 1.6 miles
- ∞Sunset Point Road (Clearwater) to SR 580: approximately two miles
- ∞SR 580 to Curlew Road: approximately two miles

The lack of achieving ideal of one mile spacing between arterials is mitigated somewhat through the location of collectors accommodating similar parallel travel movements. For example:

- ∞CR 1 to Pinehurst: approximately .5 miles
- ∞Pinehurst to Patricia: approximately .25 miles
- ∞Patricia to Douglas: approximately .75 miles
- ∞Douglas to Alternate US 19: approximately .3 miles
- ∞SR 580 to San Christopher: approximately .25 miles
- ∞San Christopher to Solon: approximately .5 miles
- ∞Solon to Michigan: approximately .5 miles
- ∞Michigan to Curlew: approximately .75 miles
- ∞Sunset Point Road (Clearwater) to Union: approximately .5 miles
- ∞Union to Beltrees: approximately .5 miles
- ∞Beltrees to Virginia: approximately .5 miles
- ∞Virginia to SR 580: approximately .5 miles

US 19 is the only Florida Intrastate Highway System (FIHS) facility in Dunedin. (Additionally, US 19 is on the State Intermodal System (SIS) as well.) The City abuts US 19 for a total of only .21 miles with commercial development. It is difficult to determine the City's impact on the FIHS. Persons living and working in the City would not travel on US 19. Persons working northeast and southeast of the City potentially would travel US 19. The county provides parallel relief to US 19 through Belcher Road and CR 1, but the City does not provide any continuous

through-movement facility. Patricia Avenue, Douglas Avenue, Broadway and New York Avenue provide through-movement from SR 580 southward. Highland/Paloma/Santa Anna and Pinehurst Road provide parallel facilities to US 19 north of SR 580 but neither segment approaches the City limits. Existing development would prohibit extension of such City facilities to provide any parallel relief to US 19. Transit routes running on and parallel to US 19 provide one alternative. The City can provide more impetus to transit patronage through the approval of additional bus shelters and public relations campaigns.

With regard to transit, there is no LOS standard currently established for PSTA's system. Of the three routes traversing Dunedin, Route 66 is the most utilized. This route ties Largo with Tarpon Springs through Clearwater and Dunedin.

In analyzing the adequacy of the existing and projected transportation system to evacuate the coastal population, the Conservation and Coastal Management Element notes that Dunedin Causeway Boulevard, Curlew Road, SR 580, Alternate US 19, and US 19 are the only evacuation routes running through the City; Tampa Road is outside the City boundaries. Also as noted in Conservation and Coastal Management Element, The Tampa Bay Regional Planning Council's (TBRPC) *Regional Hurricane Evacuation Study (RHES)* estimates evacuation clearance times for the entire county. According to the *RHES*, it is expected to take anywhere from 16.5 to 54.5 hours to clear Pinellas County, depending on the evacuation called for. If reversed lanes are used on I-275, the clearance time for a Level E evacuation can be reduced to 35.25 hours. The critical link for Dunedin residents, also according to TBRPC, is SR 580 through Oldsmar. This facility was reconstructed to a four-lane divided segment from Curlew Road to SR 580 and to an eight-lane facility from SR 580 eastward to the Hillsborough County Line.

An analysis of transportation and land use compatibility shows that the overall agreement between land use and transportation facilities is good. High intensity commercial (large shopping centers, private marinas) are located on arterials. Nodes of higher commercial activity occur at appropriate locations including SR 580 and CR 1, SR 580 and Patricia, SR 580 and Belcher, Pinehurst and San Christopher, Curlew and Alternate US 19, and Main Street in the Community Redevelopment District. Lower intensity commercial (strip store centers, individual stores) are located on arterials or collectors. Neighborhood commercial is located primarily on collectors. Industrial is situated on collectors but within one-third to one-half mile of principal arterials. High density residential has access to either a single arterial roadway or the confluence of two collectors. Thus, there is a good network of local roadways transporting residential travel to collectors or arterials.

Institutional and Transportation/Utility land uses are served primarily by collectors or higher. There are instances where Institutional is located on locals. One regional park has access to an arterial; the other is accessible only by boat. All community parks are located on or near collectors or arterials. All Quasi-Public Facilities except one are located on collectors or higher; only San Jose Elementary School is served by a local roadway.

There do exist compatibility issues that are less than desirable, however. There are residential areas with driveways directly accessing arterials, most notably along Bayshore Boulevard (Alternate US 19), Edgewater Drive (Alternate US 19), and Curlew Road. This is ameliorated somewhat by lower densities (7.5 units per acre or lower). Also, there is no true grid or radial street system to allow for greater number of access points to higher grade facilities.

## LEVEL OF SERVICE

Table 8 below shows the LOS standards by facility as well as their operating condition. As can be seen, most facilities are operating adequately, but some roadways, or portions thereof, are currently or expected to become deficient.

The maintenance of LOS will be accomplished through the application of Concurrency Management System requirements, and the monitoring of operating conditions as deficient conditions are approached. Concurrency was discussed in greater detail above.

As noted earlier, the only Concurrency Management Area is on US 19 from Pasco County Line to Gandy Boulevard. FDOT and the Pinellas County MPO are to “develop an action plan designed to mitigate the impacts of development through the implementation of interim improvements to be applied in place of or in combination with Transportation Management Strategies.” Developments along deficient sections of US 19 are subject to reduced development potential.

| <b>TABLE 8<br/>ROADWAY LEVELS OF SERVICE</b> |                                   |                       |                                |                          |
|--|-----------------------------------|-----------------------|--------------------------------|--------------------------|
| <b>YEAR</b>                                  | <b>FACILITY</b>                   | <b>STAN-<br/>DARD</b> | <b>OPERATING</b>               | <b>LOS<br/>ACHIEVED?</b> |
| <b>2006<br/>Existing</b>                     | City Collectors                   | D Peak                | D Peak                         | Yes                      |
|  | County Collectors and Arterials   | D Peak;<br>v/c <0.9   | D Peak,<br>E Peak,<br>v/c >0.9 | No                       |
|  | State Roads and TRIP funded Roads | D Peak                | B, C, D, F<br>Peak             | No                       |
| <b>2015<br/>Projected</b>                    | City Collectors                   | D Peak                | D Peak                         | Yes                      |
|  | County Collectors and Arterials   | D Peak;<br>v/c <0.9   | B,C, D Peak<br>v/c <0.9        | Yes                      |
|  | State Roads and TRIP funded Roads | D Peak                | B, C, D, F<br>Peak             | No                       |
| <b>2025<br/>Projected</b>                    | City Collectors                   | D Peak                | D Peak                         | Yes                      |
|  | County Collectors and Arterials   | D Peak;<br>v/c <0.9   | B,C, D Peak ,<br>v/c >0.9      | No                       |
|  | State Roads and TRIP funded Roads | D Peak                | B, C, D, F<br>Peak             | No                       |
| Source: Dunedin Planning & Development, 2007 |                                   |                       |                                |                          |

The City modified its approach to right-of-way reservation in 2002. After studying the situation, City staff concluded that ROW reservation maps referenced in land development regulations are not true reservation maps as defined by Florida Statutes; that the City is nearly built-out, rendering the cost-efficiency of a ROW reservation map questionable; that many city-owned roads do not meet current ROW standards; that the greatest number of accidents occur on roads already built to their maximum configuration; and that ROW reservation maps are not



| TABLE 9<br>RIGHT-OF-WAY STANDARDS                             |                                   |
|---|-----------------------------------|
| FACILITY  | MAXIMUM RIGHT-OF-WAY REQUIREMENTS |
| <b>State Highway System</b>                                   |                                   |
| Controlled Access Facility                                    | 200                               |
| Principal Arterial – Urban                                    | 120                               |
| Minor Arterial – Urban  | 120                               |
| <b>Pinellas County System</b>                                 |                                   |
| Minor Arterial – Urban  | 110                               |
| Major Collector – Urban                                       | 100                               |
| <b>City System</b>  |                                   |
| Collector   | 80                                |
| Local-Designated  | 60                                |
| Source: Pinellas County Planning Department; City of Dunedin. |                                   |

utilized extensively by local governments in Pinellas County. The City code was changed so that the ROW reservation map policy language requirements were deleted in favor of dedication of ROW at the site plan approval level. The City’s *Uniform Development Code* already requires this, as do many other local governments in Pinellas County. These ROW standards are specified in Table 9.

To assist in multi-modal trips, Dunedin has performed the following:

- ∞Inclusion of a policy calling for bicycle lanes on construction and reconstruction of City-maintained facilities when and where feasible.
- ∞The approval of the construction of transit shelters providing such shelters meet relevant codes and regulations. The City has modified the sign code to allow for advertising on transit shelters. This will facilitate an arrangement between PSTA and an outdoor advertising company. The company will help construct transit shelters in return for advertising on the shelters.
- ∞The continuation of installation of sidewalks on improved lots by developers.

There are no existing designated public transportation corridors or exclusive transportation corridors. The Guideway is the only proposed public transportation corridor. It would run along US 19, providing some type of fixed guideway service such as a monorail. PSTA buses would provide feeder routes to the Guideway itself. While Dunedin’s citizenry may avail themselves of the Guideway, the City’s ability to affect changes to support it would be minimal unless entire Planning Area between Belcher and US 19 were annexed (see below).

As noted above, traffic projections for Patricia Avenue suggest that it may become deficient by 2015. It should be kept in mind, though, that this conclusion is based on a broad planning level analysis. As the year 2015 approaches and traffic increases on Patricia Avenue impacting the operating level of service, it would be prudent for the City to conduct a corridor-level LOS analysis prior to the allocation of any extensive capital funds for an improvement. This more detailed analysis may suggest that a deficient condition has not been reached, or that other methods of increasing capacity (e.g., signal timing modifications) could alleviate the situation. Should a significant capacity improvement be eventually required, Transportation Impact Fee funds or One Cent Optional Sales Tax monies would be an appropriate source. The alternative



would be to constrain the roadway by policy and limit redevelopment along the corridor through the concurrency management system.

## INTERNAL CONSISTENCY OF PLAN

The City is consistent and compatible with external factors. It is consistent with the MPO's Long Range Transportation Plan, population projections are based on those utilized by the MPO, and the 2025 projected traffic volumes have been employed for future year deficiency analysis. The City's land use is consistent with the transportation system; as shown above, there is great compatibility, except along certain corridors, between existing land use and transportation facilities. The close to built-out nature of the City limits both expansion of land uses and expansion of transportation facilities. The few existing continuous through facilities are maintained by either the county or the state. Infill commercial has been encouraged along arterials, along with shared access facilities on state roads. Finally, there is road access available to all recreational facilities and municipal services.

The City's transportation policies are consistent with concurrency requirements. As detailed above, the City's Concurrency Management System limits development along deficient roadways. Although the City has allowed *de minimis* impacts for single family, duplex and triplex units, some of these have impacted deficient City, county and state roads. This type of use, though, is very low density in nature and contribute to infill development, something that state statutes encourage.

## PLANNING AREA ANALYSIS

US 19 runs the entire length of eastern Planning Area boundary. The 2006 LOS of F comes from traffic in excess of 90,000 vehicles. There are very few undeveloped parcels fronting or near US 19 within Planning Area. The largest is at the southwest corner of US 19 and Northside Drive, but even that is less than five acres. Any proposed development impacting US 19 would be subject to provisions of Pinellas County's Long-Term Concurrency Corridor.

Evans Road is the only collector not previously identified. Traffic counts have been estimated on the facility as counts are not taken and it is not on the MPO's Long Range Plan. Curlew Avenue and Republic Drive appear in Table 1 and are operating adequately. Annexation could result in the City taking over additional local roadways throughout the Planning Area. They would become a maintenance function as LOS is not applied to City local facilities.

As for transit, there are four additional routes in the Planning Area and shown in Table 10 and Figure 11. The Guideway along US 19 would serve the eastern edge of the City if the entire Planning Area were annexed. While much of this area is already built, vacant land, especially north of Curlew could be designated to better support the Guideway. Any such land use designations would be very dependent on the nature of the Guideway, location of the transfer points, transfer stations and the like. The Guideway is still in a conceptual stage

As noted above, only Census Tract 269.04 has a high quartile for a characteristic of transportation disadvantaged individuals. Most of this Census Tract is served by a transit route.

Sidewalks are lacking in Greenbriar, the eastern portion of Lofty Pines, and many roads east of Belcher. If the City took over the maintenance responsibility of Planning Area local and collector roads, in order to accommodate just one side of the road, the City would have to install over 70,000 linear feet of sidewalks. While this would certainly benefit the residents, the City would not be required to construct these improvements. This, though, does not include roadways within mo-

**TABLE 10**  
**PSTA BUS ROUTE INVENTORY : PLANNING AREA**

| ROUTE                 | RIDERSHIP<br>(FY 06/07) | HEADWAY (MINUTES) |          |        | HIGH BOARDING/<br>ALIGHT LOCATIONS  | PEAK HOUR<br>CAPACITIES<br>(NO. OF BUSES) |
|-----------------------|-------------------------|-------------------|----------|--------|---|---|
|                       | PERSONS                 | WEEKDAY           | SATURDAY | SUNDAY |   |   |
| <b>19</b>             | 1,401,929               | 20/30             | 30       | 60     | Countryside Mall <sup>2</sup><br>Clearwater Mall <sup>2</sup><br>US 19 @ Sunset Point <sup>2</sup><br>Central Plaza <sup>2</sup><br>Tri-City Plaza <sup>2</sup><br>Lemon Street @ Huey <sup>2</sup> | 17  |
| <b>67</b>             | 112,946                 | 60                | 60       | -      | Countryside Mall <sup>2</sup><br>Drew Street @ Saturn <sup>2</sup><br>Park Street Terminal <sup>2</sup>   | 2   |
| <b>76</b>             | 103,456                 | 30/60             | 60       | 90     | Countryside Mall <sup>2</sup><br>US 19 @ Drew Street <sup>2</sup><br>Park Street Terminal <sup>2</sup>  | 3   |
| <b>93<sup>1</sup></b> | 21,845                  | 60                | -        | -      | Park Street Terminal <sup>2</sup><br>Brooker Creek Boulevard @ CR 501 <sup>2</sup>  | 2   |

<sup>1</sup>Route has three trips in AM and three in the PM.

<sup>2</sup>Major Generators/Attractors outside City limits or Planning Area.

Source: Pinellas Suncoast Transit Authority, 2007

bile home parks

There are no bikeways in the Planning Area. As far as parking is concerned, commercial developments currently have parking and would be grandfathered in if they did not meet code. New developments would have to meet the City's parking requirements.

The most significant concern would be the level of service on US 19. This is offset by the limited amount of vacant land along this facility. The City supports Pinellas County's Long Term Concurrency Corridor.

Transit covers most of the area between US 19 and Belcher Road, but the Curlew Road corridor lacks transit coverage. Sidewalk installation would be sizable providing the City desired to pursue this program and had funds available. Roadways would need to be wide enough to accommodate such sidewalks.

## SUMMARY

Dunedin has a very capable transportation system with several options that residents can utilize to get around. Not only are cars accommodated through City, county and state roadways, but non-motorized users can avail themselves of sidewalks, on-road bicycle routes, and separate paths. Finally, the Pinellas Suncoast Transit Authority provides both local and commuter bus service that covers nearly the entire City.

Conditions in the future are expected to decline due mostly to growth outside the City as Dunedin is nearly built-out. The City will continue to provide the transportation services necessary for its citizens.



## APPENDIX

The estimation of traffic on non-modeled roadways began with the modeled 2025 volumes. The volumes for 2015 were interpolated by using 2006 counts and 2025 projected volumes. City staff then examined the growth on parallel modeled facilities and factored up the 2006 counts appropriately based on interpolated 2015 projections. The following details the specifics of these estimates:

### Lake Haven

Keene Road/CR 1 from Virginia to SR 580 modeled: 25,026 (2006) to 30,000 (2025); increase of 1.20

Lake Haven:  $3,238 \times 1.20 = 3,881$

### Palm/Demaret/Jones/Hagen/Mangrum/Brady

Curlew from Alt 19 to CR 1 modeled: 11,721 to 34,000; increase of 2.90

Palm:  $2,277 \times 2.90 = 6,604$

Demaret/Jones/Hagen/Mangrum:  $1,100 \times 2.90 = 3,191$

Brady:  $1,103 \times 2.90 = 3,200$

### Hickory Gate N/Oak Creek/Saddle Hill Road S

Solon from CR 1 to Belcher modeled: 5,424 to 4,931; decrease of 0.91

$1,515 \times 0.91 = 1,377$

### Evans/Republic/Curlew Avenue

SR 580 from Belcher to US 19 modeled: 45,061 to 52,482; increase of 1.16

Evans:  $1,227 \times 1.16 = 1,429$

Republic:  $1,103 \times 1.16 = 1,285$

Curlew Avenue:  $1,137 \times 1.16 = 1,324$

### Garrison Road

CR 1 from Michigan to Solon modeled: 27,588 to 24,535; decrease of 0.89

$3,071 \times 0.89 = 2,731$

### San Salvador

San Christopher from Bayshore to Highland modeled: 4,043 to 9,049; increase of 2.24

San Christopher from Highland to Pinehurst modeled: 4,032 to 9,049; increase of 2.24

Alt 19 to Highland:  $1,508 \times 2.24 = 3,375$

Highland to Pinehurst:  $1,371 \times 2.24 = 3,068$

### New York/Milwaukee

Pinehurst from SR 580 to San Christopher modeled: 10,100 to 10,265; increase of 1.02

Patricia from SR 580 to Virginia modeled: 11,061 to 15,100; increase of 1.37

Patricia from Virginia to Beltrees modeled: 11,826 to 15,100; increase of 1.28

Patricia from Beltrees to Scotsdale modeled: 11,890 to 17,514; increase of 1.47

Patricia from Scotsdale to Union modeled: 12,725 to 17,514; increase of 1.38

Used largest increase:

New York from Beltrees to Lyndhurst:  $2,879 \times 1.47 = 4,241$

New York from Lyndhurst to Virginia:  $2,882 \times 1.47 = 4,246$   
 New York from Virginia to SR 580:  $2,880 \times 1.47 = 4,243$   
 New York from SR 580 to San Christopher:  $2,878 \times 1.47 = 4,240$   
 Used largest increase:  
 Milwaukee from Union to Beltrees:  $5,691 \times 1.47 = 8,382$   
 Milwaukee from Beltrees to Lyndhurst:  $5,572 \times 1.47 = 8,207$   
 Milwaukee from Lyndhurst to Virginia:  $5,562 \times 1.47 = 8,192$   
 Milwaukee from Virginia to Main:  $5,563 \times 1.47 = 8,194$

Lyndhurst

Beltrees from Edgewater to New York modeled: 3,265 to 3,488; increase of 1.07  
 Beltrees from New York to Patricia modeled: 3,331 to 3,488; increase of 1.05  
 Used larger increase:  
 Lyndhurst from Edgewater to Broadway:  $1,663 \times 1.07 = 1,777$   
 Lyndhurst from Broadway to Douglas:  $1,613 \times 1.07 = 1,723$   
 Lyndhurst from Douglas to Highland:  $1,568 \times 1.07 = 1,675$   
 Lyndhurst from Highland to Milwaukee:  $1,412 \times 1.07 = 1,508$   
 Lyndhurst from Milwaukee to West of New York:  $1,255 \times 1.07 = 1,341$   
 Lyndhurst from New York to Patricia:  $1,315 \times 1.07 = 1,405$

Broadway

Edgewater from Union to Main modeled: 15,341 to 21,191; increase of 1.38  
 Douglas from Union to Beltrees modeled: 7,199 to 13,000; increase of 1.81  
 Douglas from Beltrees to Lyndhurst modeled: 7,220 to 9,304; increase of 1.29  
 Douglas from Lyndhurst to Main modeled: 6,321 to 9,304; increase of 1.47  
 Broadway from Union to Beltrees:  $1,377 \times 1.81 = 2,486$   
 Broadway from Beltrees to Lyndhurst:  $1,518 \times 1.38 = 2,090$   
 Broadway from Lyndhurst to Main:  $1,832 \times 1.47 = 2,697$

Highland/Paloma/Santa Anna/San Jose

Edgewater from Union to Main modeled: 15,341 to 21,191; increase of 1.38  
 Douglas from Union to Beltrees modeled: 7,199 to 13,000; increase of 1.81  
 Douglas from Beltrees to Lyndhurst modeled: 7,220 to 9,304; increase of 1.29  
 Douglas from Lyndhurst to Main modeled: 6,321 to 9,304; increase of 1.47  
 Douglas from Main to Skinner modeled: 6,223 to 9,304; increase of 1.47  
 Alt 19 from Main to Skinner modeled: 16,995 to 23,387; increase of 1.38  
 Alt 19 from Skinner to San Christopher modeled: 17,055 to 22,127; increase of 1.30  
 Alt 19 from San Christopher to Buena Vista modeled: 19,638 to 21,656; increase of 1.10  
 San Christopher from Alt 19 to Highland modeled: 4,043 to 9,049; increase of 2.24  
 Highland from Beltrees to Main:  $3,086 \times 1.47 = 4,542$   
 Highland from Main to Skinner:  $3,092 \times 1.47 = 4,550$   
 Highland from Skinner to San Christopher :  $3,108 \times 1.30 = 4,062$



Highland from San Christopher to San Jose:  $3,075 \times 1.10 = 3,388$

Highland from San Jose to Alt 19:  $3,073 \times 1.10 = 3,389$

San Jose from Alt 19 to Santa Anna:  $3,811 \times 2.24 = 8,529$

While this is perhaps not the most sophisticated method of extrapolation, a complete redistribution of modeled traffic onto non-modeled collectors was deemed far too elaborate. This approach, in one sense, overestimates the future traffic, since many of these collectors act as parallel relievers to arterials. That all City collectors continue to operate adequately suggests that there is plenty of capacity for future volumes