

Transportation Update

Presented to

Pinellas Board of County Commissioners

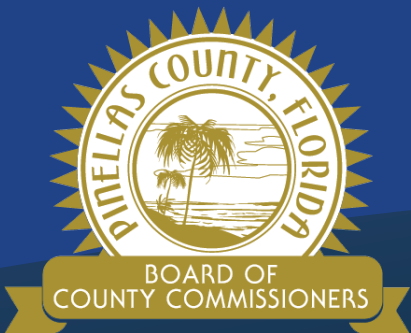
April 16th, 2026



Pinellas County Public Works

Kelli Hammer Levy, Director

Thomas Washburn, P.E., Transportation Division Director



Five-Year Strategic Plan

The following priorities and associated benchmarks were highlighted in the **Pinellas County Board of County Commissioners** five-year Strategic Plan to guide the County's operations, services and initiatives through 2030.



Resilient Infrastructure and Environment

Pinellas County plans and builds for the future while maintaining adaptable, sustainable infrastructure that enhances transportation.

Resilient Infrastructure & Environment Benchmarks

- Traffic volume
- Travel time to work
- County infrastructure report card



Smart Service Delivery

Pinellas County continuously enhance public services, business support, and workplace efficiency through innovation, technology, and data-driven improvement.

Smart Service Delivery Benchmarks

- Improve efficiency of service through technology
- Satisfaction per budget dollar



Healthy & Safe Communities

Pinellas County works to foster environments in which individuals can live, work, and thrive without compromising their physical, mental, or social well-being.

Healthy & Safe Communities Benchmarks

- Enhance community safety



Agenda

- **LOS Enhancement Updates**
- **ATMS Program Updates**
- **Select Completed Projects**



LOS Enhancement Updates

LOS Enhancement Program

- Implemented in FY23-FY24
- Addresses service level deficiencies
- Dedicated LOS millage
- Goal – To improve transportation infrastructure
- Priorities aligned with community expectations
- Quarterly Reports

ONGOING MAINTENANCE LOS ENHANCEMENT PROGRAM	COUNT	LOS (BEFORE)	BUDGET BEFORE (FY22)	CURRENT MAINT. LOS	CURRENT BUDGET (FY26)
Box Culvert Program	60 EACH	F	\$0	B+	\$1.9M
Bridge Program	141 EACH	D	\$0	C	\$1.6M
Curb	1,957 MILES	F	\$0	B-	\$1.6M
Underdrain	100 MILES	D	\$850k	C	\$1.9M
Sidewalk	1,087 MILES	C+	\$4.2M	B+	\$9.7M
Local Roadway Resurfacing	1,019 LANE MILES	D	\$14M	C+	\$29.2M



LOS Millage: Bridge and Box Culvert Maintenance Programs



Bridges:

- **Contractual resources for 141 bridges**
- **Program Goal: 2 Preventative Maintenance events per year**
- **FY25 Accomplishments:**

Funds Expended	Preventative Maint.	Corrective Maint.
\$3,453,175.00	162	21

Box Culverts:

- **Contractual resources to inspect and maintain 60 box culverts**
- **Program established in FY24**
- **Previous work was reactive**
- **FY25 Accomplishments:**

Box Culverts Inspected	Funds Expended	Preventative Maint.	Corrective Maint.
60	\$429,532.00	177	19



LOS Millage: Curb & Underdrain Program

Contractual maintenance of curb and underdrain

- **Curb:** Includes repair and replacement of roadway curb and gutter
- **Underdrain:** Includes repair and replacements of roadway underdrain system

Curb FY25 Accomplishments

8,359 Linear Feet of Curb Repaired/Replaced
105 Curb Service Requests Completed

Underdrain FY25 Accomplishments

7,779 Linear Feet of Underdrain Replaced



Roadway Resurfacing Program

Program preserves the pavement of County Arterial, collector and local roadways.

FY26 Goals:

209 total lane miles (Arterial/Collector/Local)

- 144 Local road lane miles (69%)

	Total Lane Miles Resurfaced	Local Roadway Miles Resurfaced
FY25 Accomplishments	223.21	139.48



Roadway Resurfacing Program Dashboard



Roadway Resurfacing Program ~ Performance Benchmarks
Pinellas County Public Works

FY 2026 Completed

FY 2026 Programmed

EGIS_EGIS_Streets_PW_QUE RY

This dashboard provides updates for the Public Works's Pavement Preservation Program. This includes the roads selected for resurfacing, roads completed, and budget metrics for the in progress fiscal year. In addition, program benchmarks are also provided.

For additional details contact:
Jamie Frank
Roadway and Bridge AMS Program Coordinator
Transportation Division
Roadway and Bridge Section
jfrank@pinellascounty.org

Progress Tracking Metrics Last Updated: 3.25.2026

IN PROGRESS TRACKING

FY 2026
10.1.2025 to 9.30.2026

Completed Lane Miles To Date **57.52**

FY 2025 RESURFACING PROGRAMMED BUDGET

PROGRAMMED	\$28,752,485
COMPLETED	\$9,689,028
PROGRAMMED LANE MILES	\$137,534
COMPLETED LANE MILES	\$168,446
BALANCE	\$19,225,175

BENCHMARK MEASURES

PERFORMANCE BENCHMARKING
LM or LMs = Lane Miles
RESURFACING CYCLE LENGTH = Time that will elapse in years between resurfacing treatments.
PERFORMANCE REQUIREMENT = Total lane miles required to be resurfaced annually to meet cycle length.
TARGET BENCHMARK is a 15 year resurfacing cycle whereby every LM of roadway is resurfaced in that period. This requires a minimum of 170 LMs be resurfaced (2,554 / 15 = 170). A 15 year cycle will maintain most roadway surface at or above the desired asset level of service of 60 PCI or greater.

RESURFACING CYCLE LENGTH	ANNUAL PERFORMANCE BENCHMARK	LOCAL ROADWAY
Each Lane Mile Resurfaced Every...	Roadway Network	Roadway Classification
12 Years <small>Reference Benchmark</small>	213 LMs <small>Reference Benchmark</small>	100 LMs
15 Years <small>TARGET BENCHMARK</small>	170 LMs <small>TARGET BENCHMARK</small>	90 LMs <small>from Dedicated Local Roadway Mileage</small>
18 Years <small>Reference Benchmark</small>	142 LMs <small>Reference Benchmark</small>	+10 LMs <small>from Resurfacing Program</small>

BENCHMARK TRACKING

FISCAL YEAR	TARGET LMs	ACTUAL LMs	ACTUAL LOCAL ROADWAY LMs
FY 2021	170.0	54.78	Not Tracked
FY 2022	170.0	69.29	Not Tracked
FY 2023	170.0	147.82	88.44
FY 2024	170.0	215.56	125.70
FY 2025	170.0	223.21	139.48

PLANNED RESURFACING

	PLANNED ALL ROADWAY (LMs)	PLANNED LOCAL ROADWAY (LMs)
FY 2026	170.0	209.06
FY 2027	170.0	143.94
FY 2028	170.0	157.79

Total Network
2,554
Lane Miles



Sidewalk Demand & Backlog Management

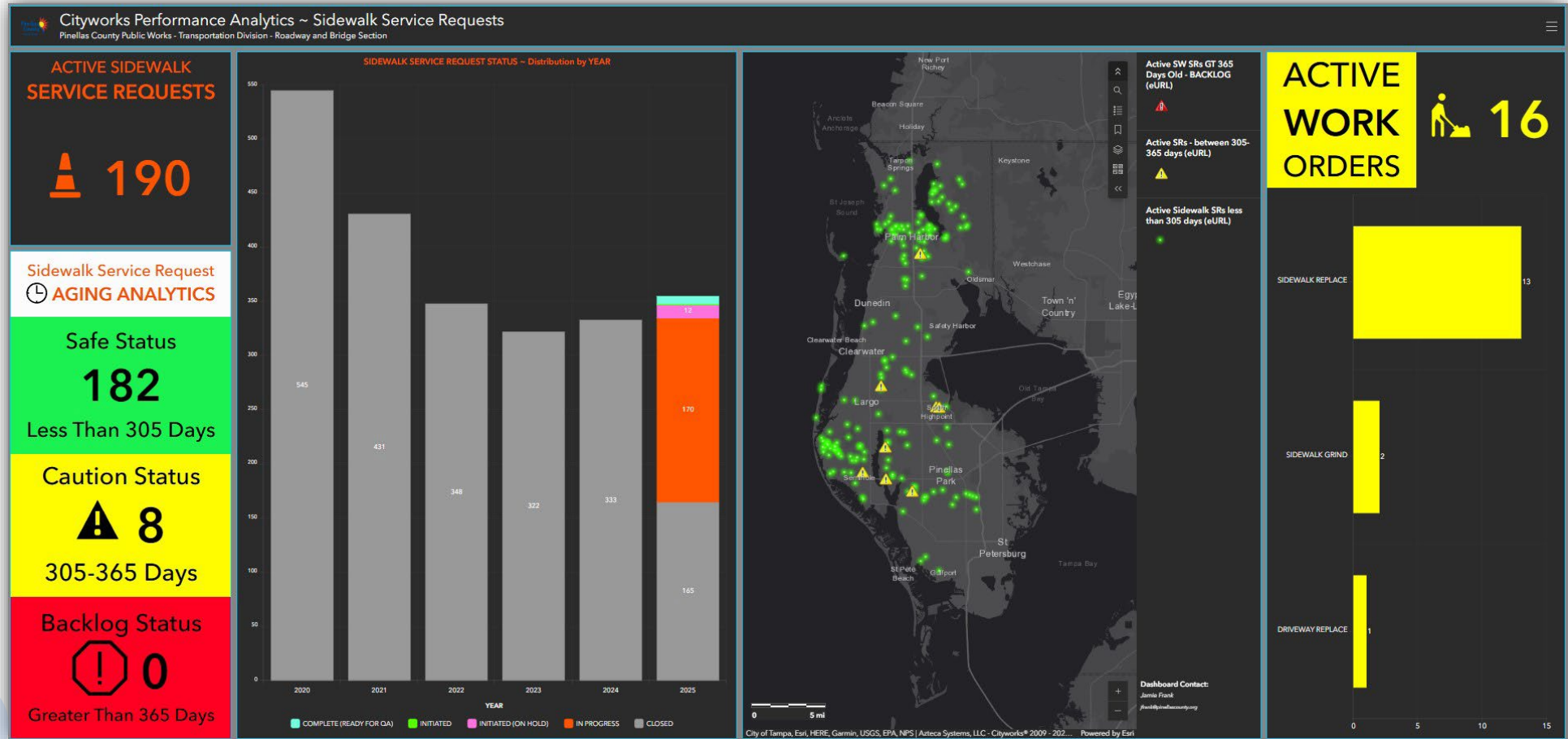
Initial Program Goal – Eliminate all backlog service requests. Accomplished on **June 1, 2023 with elimination of **587** backlogged service requests**

Current Program Goal – Maintain backlog of 0 sidewalk service requests

- **Backlog status = Requests older than 365 days**



Sidewalk Demand Management Dashboard





ATMS Program Updates

ATMS Program: FY23 – FY26



LOS Improvement Allocation: \$18M

Corridor Retiming

- 120 Intersections
- **FY 25 Accomplishments**
105 Signals / 10 Corridors

FY 26 Goal - 129 Signals / 12 Corridors

Video Analytics

- 390 Signals
- **FY 25 Accomplishments**- 71 Signals
- **FY 26 Goal** - 130 Signals

Projects

- SR 60 Smart Signal Corridor Project - **Complete**
- ATCMTD Smart Cities
- ATMS Projects: SR 580, Curlew Rd, Alderman Rd, & 113th St
- Emergency Vehicle Pre-emption Upgrade – **Phase 1 Complete**
- GIS Fiber Mapping - **Complete**

FY 26 - ATMS - SIGNAL RETIMING CORRIDORS RETIMING MILESTONES

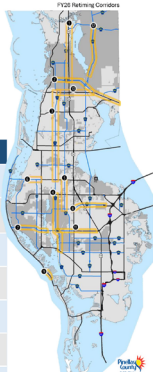
Milestones	Implementation
(i) Notice to Proceed	(ii) Implementation
(iii) Data Collection	(iv) Fine Tuning
(v) Travel Time Runs (Before)	(vi) Travel Time Runs (After)
(vii) Modeling	(viii) Final Report

Milestones are tracked in the below progress tracker. Retimed intersections are cumulatively counted and included as an ongoing accomplishment on pg. 1 as "Intersections Retimed".

Quarter Retimed - Project Complete Reported on Pg. 1 Accomplishments Table

RETIMING PROGRESS TRACKER

Corridor Details	Notice to Proceed Date	Milestones Accomplished This QTR	Milestones Scheduled for Next QTR
US19 From: Backus Way To: Tampa Rd 9 SIGNALS	12/9/25	(i) Notice to Proceed	(ii) Data Collection (iii) Travel Time Runs (iv) Modeling
Tampa Rd From: Rosemead Rd To: CR 1 (Kissel Rd) 19 SIGNALS	12/9/25	(i) Notice to Proceed	(ii) Data Collection (iii) Travel Time Runs (iv) Modeling
Keene Rd (CR1) From: Curlew Rd To: East Bay Dr 16 SIGNALS	12/9/25	(i) Notice to Proceed	(ii) Data Collection (iii) Travel Time Runs (iv) Modeling
Starkey Rd / Park St (CR1) From: Usher Rd To: Bay Pines Dr 14 SIGNALS	12/9/25	(i) Notice to Proceed	(ii) Data Collection (iii) Travel Time Runs (iv) Modeling
Belcher Rd From: Public Storage Drive To: Bryan Dairy Rd 14 SIGNALS	12/28/26	(i) Notice to Proceed	(ii) Data Collection (iii) Travel Time Runs (iv) Modeling
West Bay Dr From: 207th St SW To: 47th St NE / Central Park 7 SIGNALS	12/9/25	(i) Notice to Proceed	(ii) Data Collection (iii) Travel Time Runs (iv) Modeling
Park Blvd From: Seminole Ave To: Calhoun Rd 8 SIGNALS	12/9/25	(i) Notice to Proceed	(ii) Data Collection (iii) Travel Time Runs (iv) Modeling
Bryan Dairy Rd From: US 19 To: 31st St N 15 SIGNALS Gulf Blvd	In-House Project	----	(i) Data Collection (ii) Travel Time Runs (iii) Modeling (iv) Data Collection



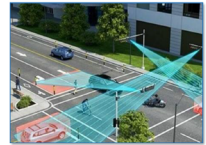
MAP FEATURES

- Signal Retiming Corridor
- Arterial Roadway
- State Route

Quarterly Progress Report
ATMS Improvements
TRANSPORTATION DIVISION • Traffic Maintenance Section

1st QUARTER FY26
Oct '25 - Nov '25 / Dec '25

PROGRAM SUMMARY
ATMS or Advanced Traffic Management System improvements include signal retiming, adaptive intersections, and video analytics devices. Maps of the retiming corridors have been provided on pages 2 (FY24) and 3 (FY25). Signal retiming reduces congestion, and adaptive intersections provide real-time adjustments to improve traffic flow and offer an improved response to seasonal traffic. Adaptive intersections are beneficial on corridors with highly variable traffic patterns such as East Lake Rd. Video analytics help keep traffic moving efficiently and provide predictive intersection analytics.



KEY PROGRAM MILESTONES Progress to Date

STATUS	DESCRIPTION
<input checked="" type="checkbox"/>	Issue Purchase Orders for FY25 retiming corridors.
<input checked="" type="checkbox"/>	Issue Purchase Orders for additional 85 IVA Units (221 Total Units).
<input type="checkbox"/>	Progress tracking for retiming activities. Details for FY25 provided on page 2 and FY26 on page 3.
<input type="checkbox"/>	Installation of IVA Units.
<input checked="" type="checkbox"/>	Identify FY26 Retiming Corridors
<input type="checkbox"/>	Issue purchase orders for FY2026 Retiming Projects.

KEY PERFORMANCE INDICATORS
• \$18,000,000 has been allocated for ATMS Improvements (\$6M each for FY24, FY25, and FY26).

- ① Number of Signal Corridors Retimed
Running total of intersections retimed. **GOAL: 129 Intersections (60 per year).**
- ② Adaptive Intersections Completed
Running total of adaptive intersections completed. **GOAL: 150 Intersections (60 per year).**
- ③ Intersections with Video Analytics Upgrades
Running total of intersections upgraded with improved video analytics. **GOAL: 390 Intersections (130 per year).**

QTR.	FUNDS EXPENDED		
	Retiming	IVA Units	OTHER
1ST	\$1,404,019	\$15,900	\$2,788
2ND			
3RD			
4TH			
TOTAL Encumbered	\$1,404,019	\$15,900	\$2,788

Intersection Video Analytics

Coordination with Other Agencies

Law Enforcement

Uses data to identify red-light violations define parameters and focus patrols where they matter most and will have the most impact.

Schools

Collaborate on school-zone safety and crossing improvements

FDOT

Coordinate signal timing and regional initiatives for bicycle and pedestrian safety

Forward Pinellas, Neighboring Municipalities

Share insights and strategies for consistent traffic flow and safety across jurisdictions



Recent Success Story

Belcher Road at Nebraska Avenue

IVA used to analyze and retune the Flashing Yellow Arrow times

27.57% Reduction in Lane Compliance Violations

64.12% Reduction in Near-Miss Left Turns

Successes to Date

FY 25 Accomplishments
71 Video Analytic Upgrades

FY 26 Goal - 120 Video Analytic Upgrades

Signal Retiming FY25 Success: **Countywide**



Signals are typically retimed to optimize traffic flow, reduce congestion, improve safety, enhance efficiency, and reduce fuel consumption by minimizing delays.

- **Ten (10) Corridors** retimed in FY 25
- New timing patterns for **105 intersections**
- Signal retiming reduced travel time and delay on **every corridor**

Countywide Benefits (per week)

- Reduced travel time by 5,171 hours
- Reduced traveler delay by 5,333 hours

Total Benefit*

\$133,964,400

*Reduced Travel Time and Fuel Consumption

Benefit to Cost Ratio:
94:1

Total Cost of Project Implementation
\$1,420,879

42,000



Weekday Average Daily Traffic (# of Vehicles)

8,957,645



Reduced Vehicle Hours of Travel

7,060,300

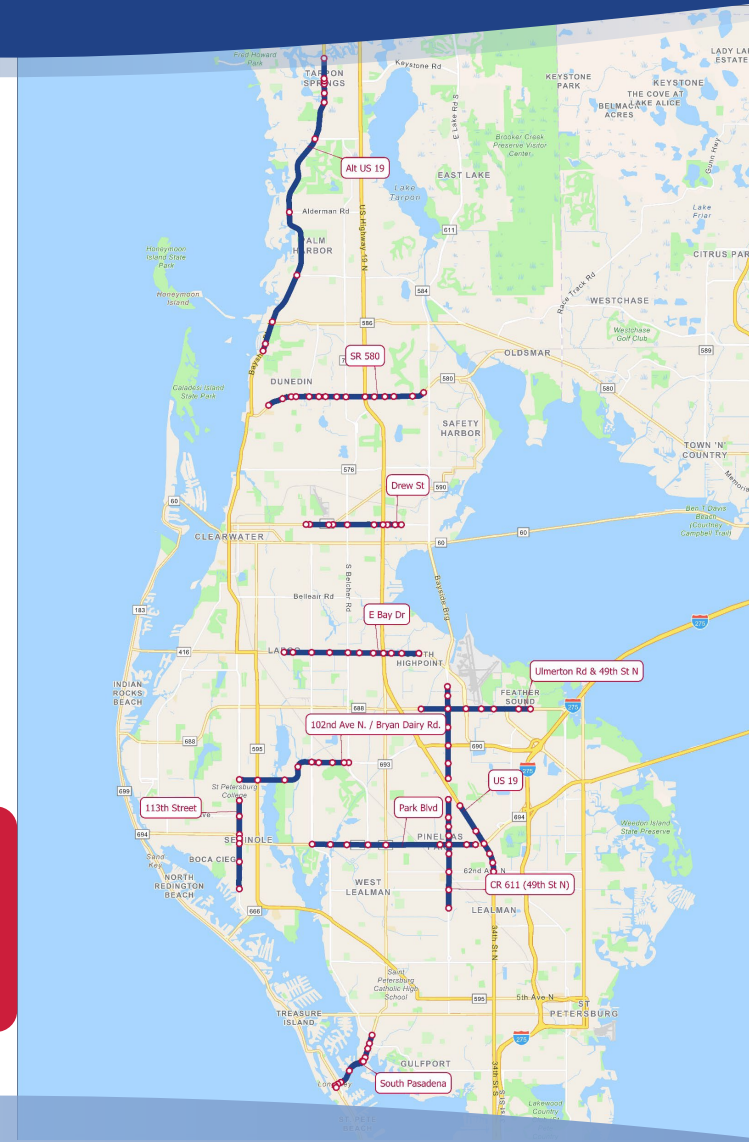


Reduced Fuel Consumption (Gallons)

62,791,825



Reduced Number of Stops



Signal Retiming FY25 Success: 113th Street

SPC/Post Office to 54th Avenue N
Seven (7) Signals

Weekly Benefits

- Reduced traveler delay by 66 hours

23,124



Weekday
Average
Daily Traffic
(# of Vehicles)

17,160



Reduced
Vehicle Hours
of Travel

34,840



Reduced Fuel
Consumption
(Gallons)

1,436,800



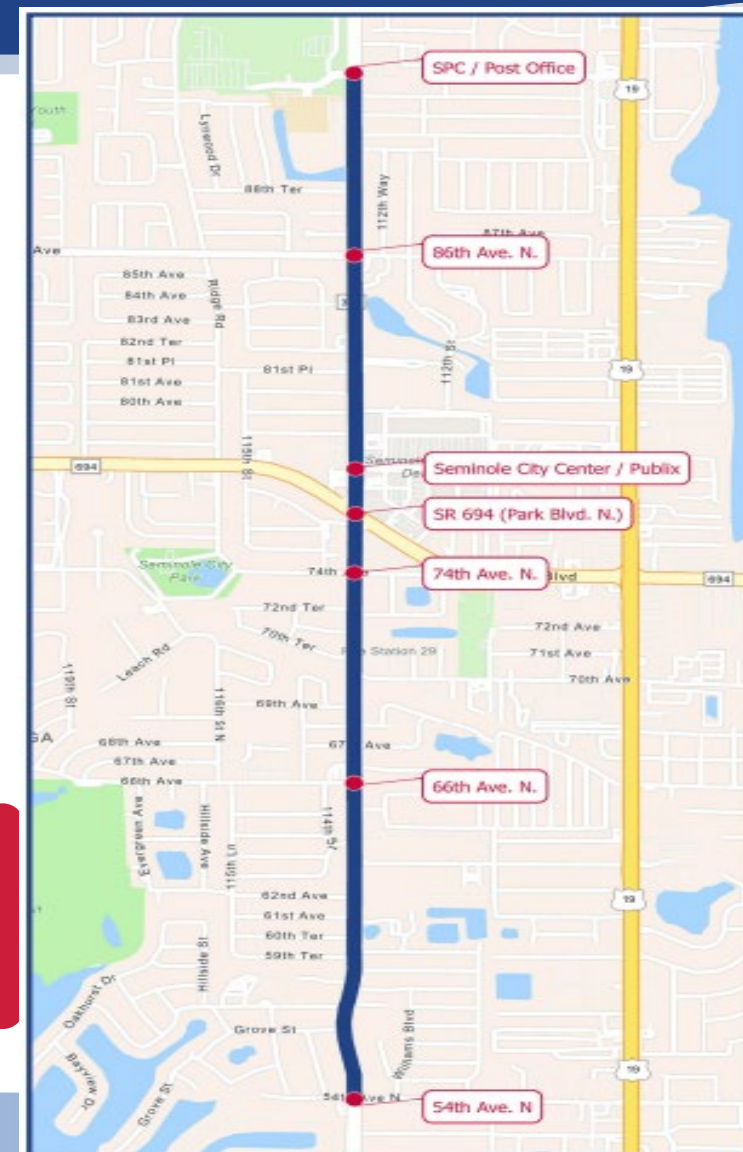
Reduced
Number of
Stops

Total Benefit*
\$741,358

*Reduced Travel Time
and Fuel Consumption

Benefit to
Cost Ratio:
5:1

Total Cost of
Project
Implementation
\$134,131

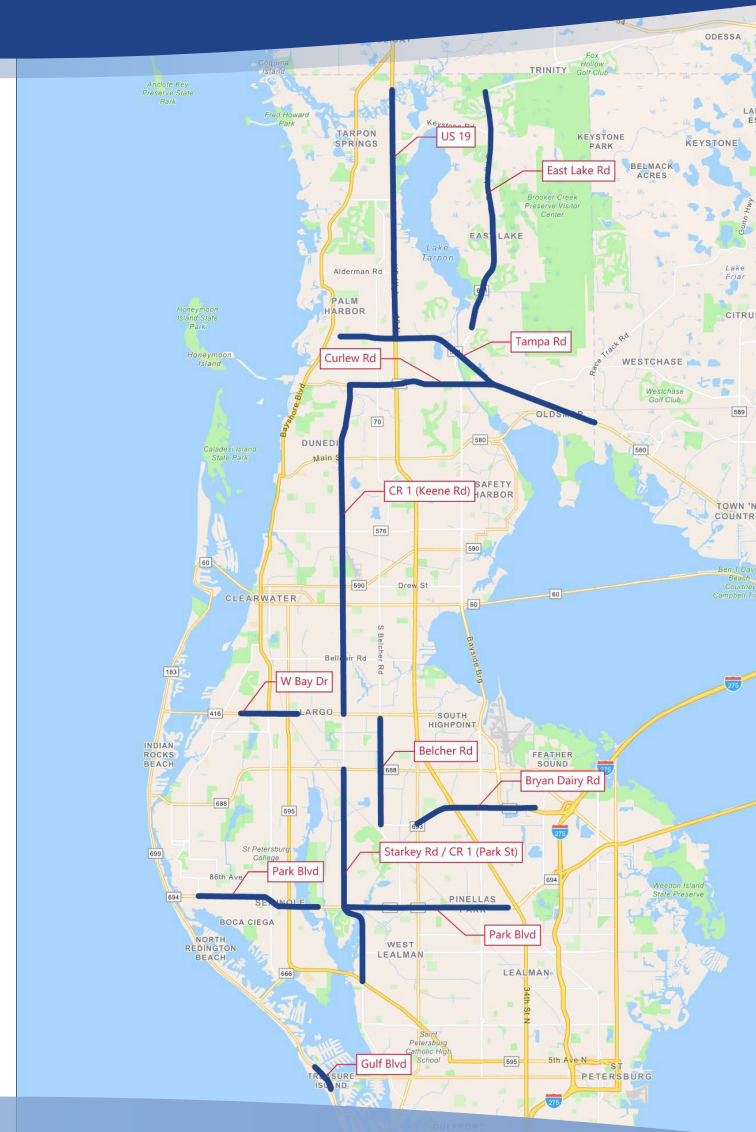


Signal Retiming **FY26** Plans



Twelve (12) Corridors / 129 intersections to be retimed in FY 26

US19	Beckett Way to Tampa Rd	9 Signals
Tampa Rd	Racetrack Rd to CR1	18 Signals
Keene Rd	Curlew Rd to East Bay Dr	19 Signals
Starkey Rd	Ulmerton Rd to Bay Pines Dr	14 Signals
Belcher Rd	Publix to Bryan Dairy Rd	14 Signals
West Bay Dr	20th St SW to 4th St NE	7 Signals
Park Blvd	Seminole Isle to Oakhurst Rd	9 Signals
Bryan Dairy Rd	US19 to 31st Ct N	5 Signals
Gulf Blvd	117th Ave to 104th Ave	4 Signals
Curlew Rd	CR1 to Tampa Rd	9 Signals
Park Blvd	Starkey Rd to 40th St	12 Signals
East Lake Rd	Trinity Blvd to Boot Ranch Blvd	9 Signals



ATMS Projects

In Design

113th Street
from Tom
Stuart
Causeway to
Ulmerton Road

Design Complete/Awaiting Construction Advertisement

- Alderman Road from Alt US-19 to US-19
- North County ATMS Phase 2
 - SR-580 and Curlew Road from Alt US-19 to US-19

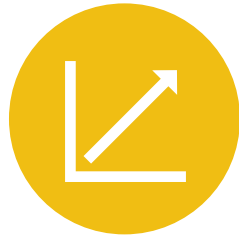
Anticipated Successes



Enhanced
Safety



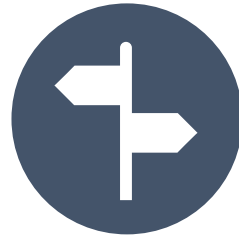
Reduced
Congestion



Improved
Operational
Efficiency



Valuable
Data for
Informed



Expedited
Decision
Making

Efficiency/Cost Saving Projects:

Emergency Vehicle Preemption Upgrade – Phase 2 – Additional 214 intersections and 64 emergency vehicles to complete system

One Network Pilot – Single platform for reporting and monitoring road closures – incorporates construction, permitting, in-house projects and special events

Flow Labs Pilot – 3-month pilot utilizing vehicle probe data to monitor signal timings along Seminole Boulevard. Creates a digital twin and provides real-time adjustment recommendations



Control Center Updates



Operating Hours changed from 24/7 to 5:30 AM – 7:00 PM daily, effective June 1st, 2025.

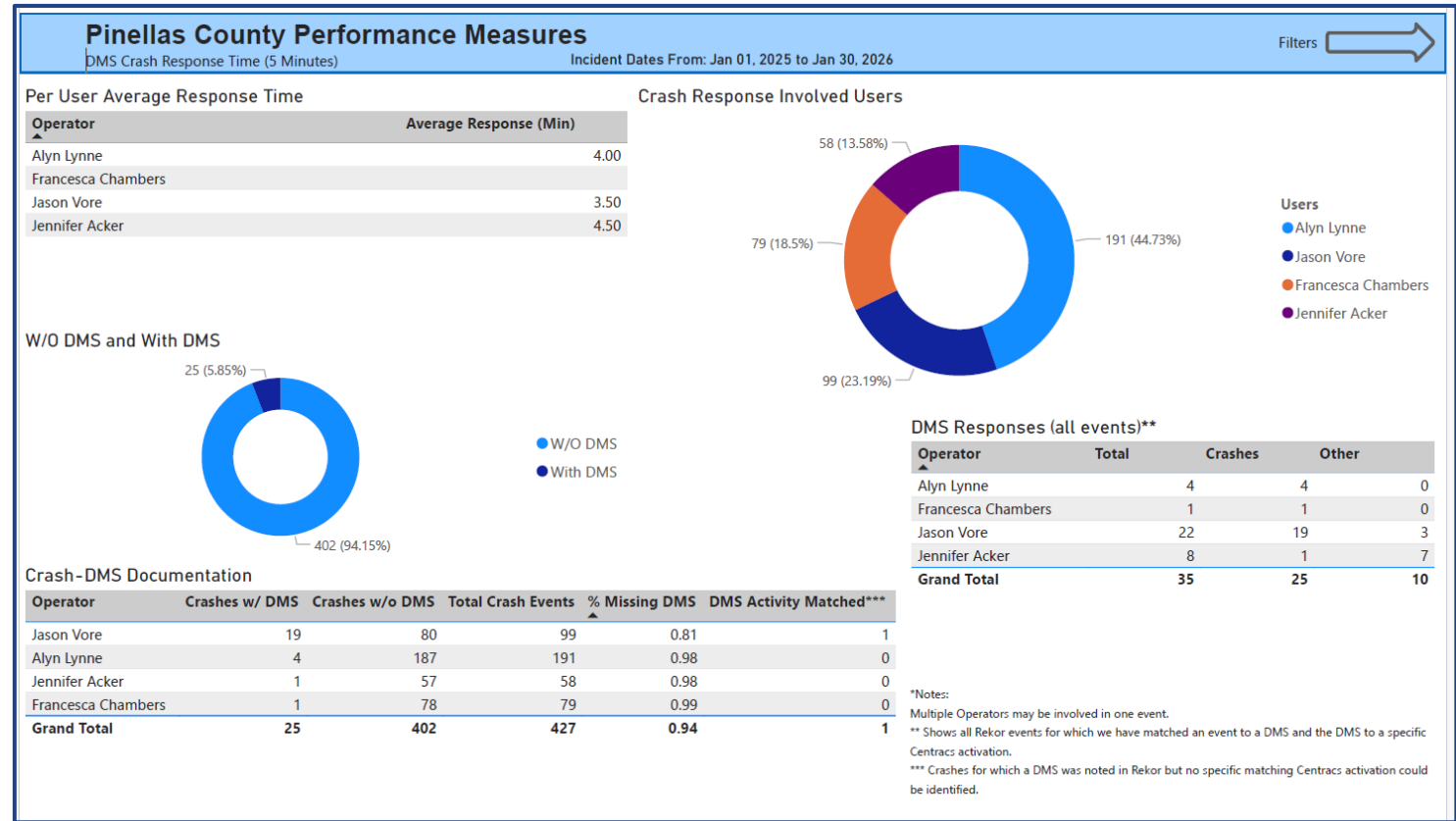
Key Performance Measures (KPM)

General KPMs

- Crash Confirmation Time (Goal: < 2 Minutes)
- Other Event Confirmation Time (Goal: < 5 Minutes)
- Completed/Expired Events
- Event Closure Reasoning

Operator Specific KPMs

- DMS Crash Response Time (Goal: 5 Minutes)
- DMS Crash Documentation
- DMS Responses (All events)
- CCTV Crash Verification Time (Goal: 2 Minutes)



Partnerships





Select Completed Projects

Old Coachman Bridge Replacement

Overhaul

Complete structural renovation along with hydraulic improvements to Alligator Creek

Objective

Prevent bridge and its approaches from flooding during heavy storm events



Project Highlights

- Length: 69 feet
- Roadway Width: 45 feet
- Two 11-foot lanes
- 5-foot shoulders
- 5-foot sidewalks

Funding

- Penny for Pinellas
- Federal Funding
- Multi-Modal Impact Fees



Received the APWA Florida Project of the Year Award and the APWA West Coast Branch Project of the Year Award for Structures!

Pinellas Trail – South Gap Phase I

Overview

The project is a paved 12-foot-wide surface constructed to meet all Federal and State ADA and safety standards.

Location

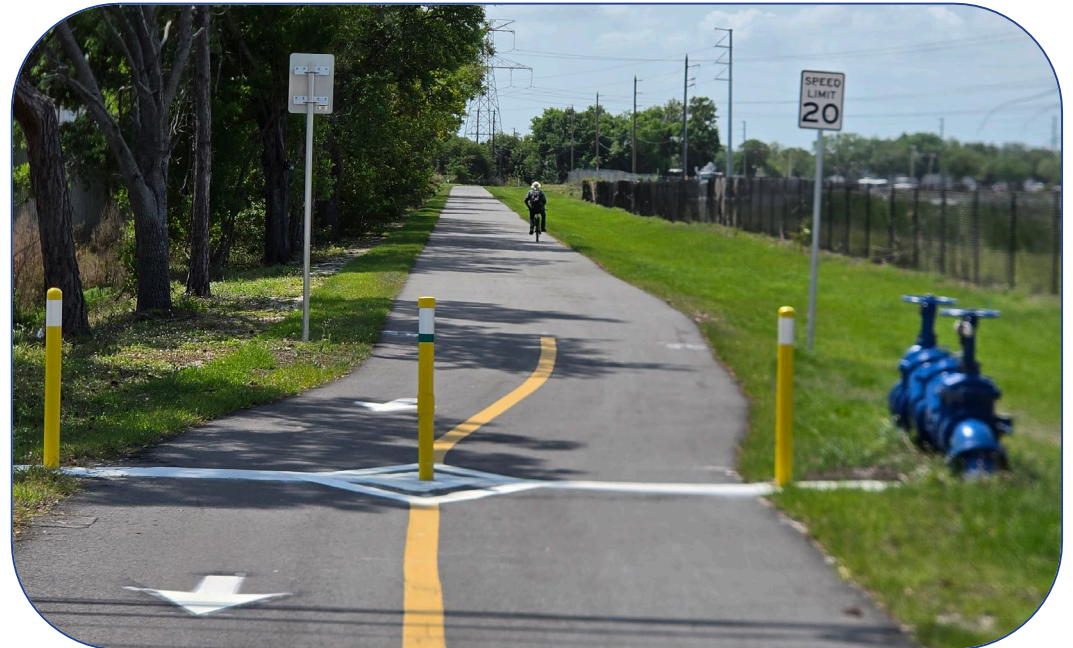
126th Avenue N to Ulmerton Road

Project Highlights

- Regular updates provided to residents
- Transparency maintained throughout the project
- Residents informed about progress and temporary detours
- Completed in December 2025

Funding

- Penny for Pinellas
- Federal Funding



22nd Avenue S – 49th Street to 34th Street

Overview

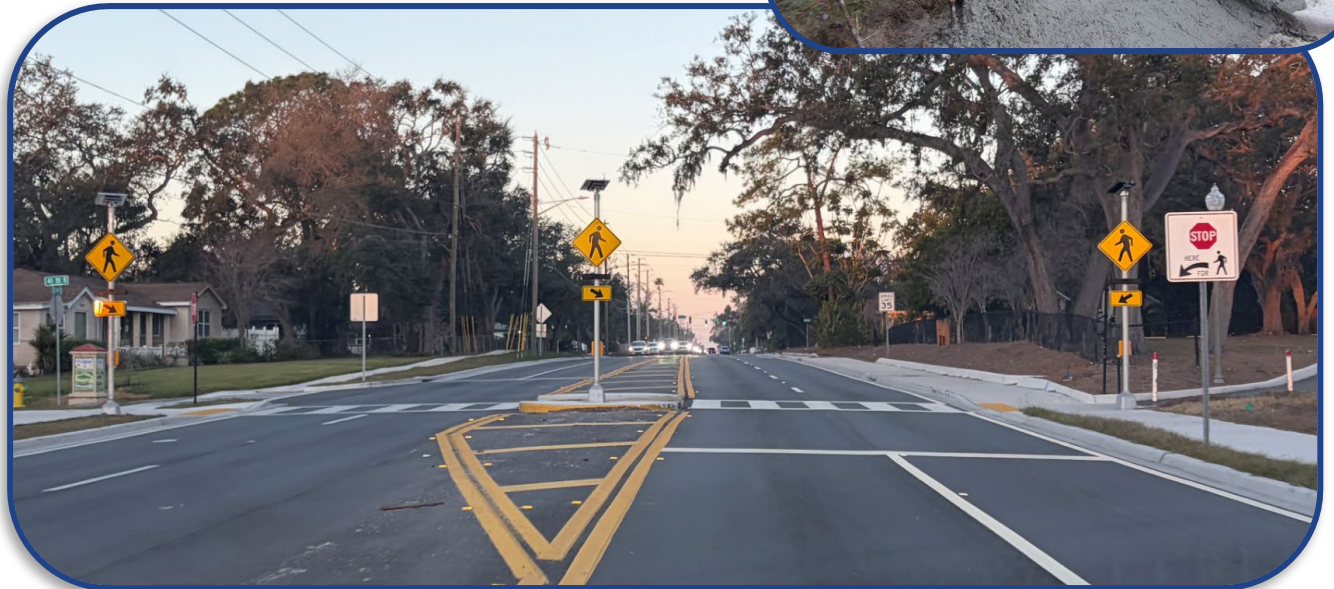
Sidewalk, Drainage and Minor Capacity Improvements

Project Highlights

- Dedicated left turn lane for Thurgood Marshall Middle School
- Sidewalks constructed on both sides
- Expanded north-side sidewalk to eight-foot width
- Signals upgraded to mast arms
- New RRFB at Skyway Trail Crossing

Funding

- Penny for Pinellas
- Federal Funding



East Lake Road Projects

Projects on East Lake Road from Curlew Road to Trinity Boulevard

- PD&E Study of entire corridor
- East Lake Road @ Keystone Road Emergency Access Improvements
 - Adding a 3rd left turn lane for EB traffic
 - EB Left turn lane at Old Keystone Road (East Lake Soccer Complex)
- ELR Bridge Widening over Brooker Creek
- ELR NB Off-Ramp over Lake Tarpon Outfall Canal
- McMullen Booth Rd Bridge Widening over Tampa Rd
- East Lake Road at Tarpon Woods Boulevard Intersection Improvement



East Lake Corridor Projects Map

MAIN CORRIDOR IMPROVEMENT PROJECT - East Lake Rd (CR 611) from S of Curlew Road to N of Trinity Blvd. (CR 966) 003879A:

OTHER IMPROVEMENT PROJECTS

Keystone Road and East Lake Road Emergency Access Improvements 005208A:

East Lake Road Bridges over Brooker Creek 003879B:

McMullen Booth Rd Bridges Over Tampa Rd 003879C:

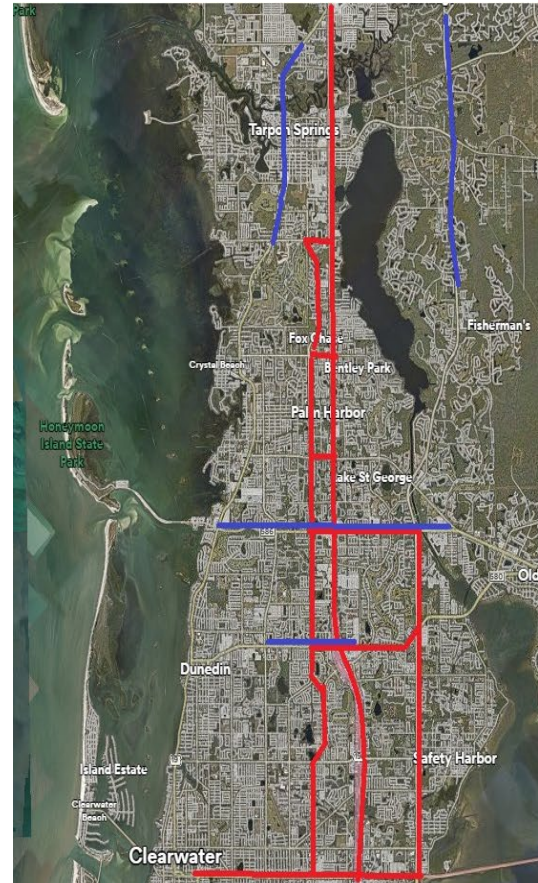
McMullen Booth Rd Bridge North Bound Off Ramp Over Lake Tarpon Outfall Canal 003879D:



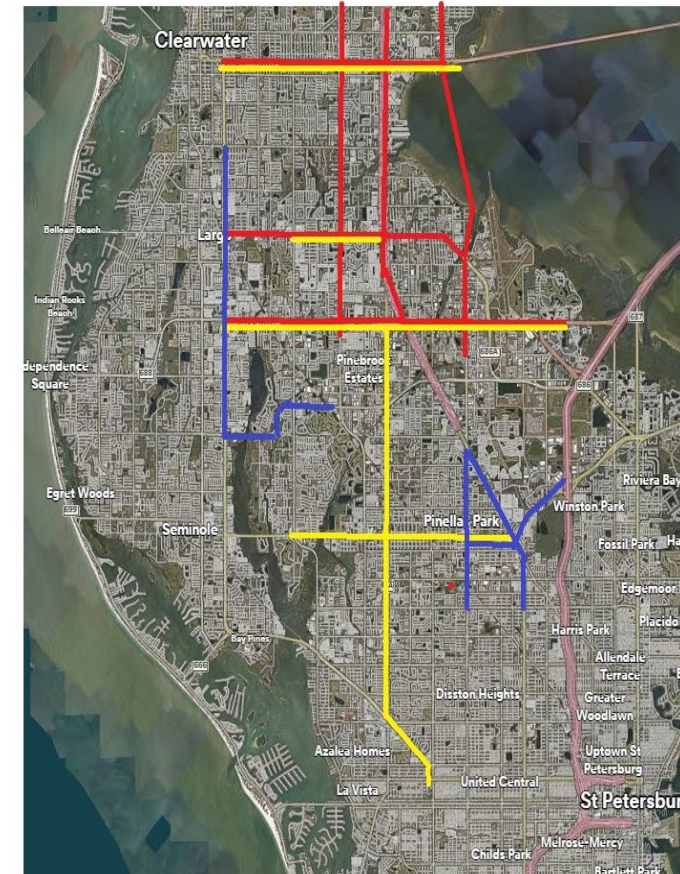
Grants Update

- **I-PED** - Pinellas Impaired Pedestrian-Bicycle Evaluation and Demonstration Project - \$2.5M
- **PATTI** - Pinellas Advanced Technology for Traveler Information (PATTI) - \$4.8M
- **PASS** - Pinellas Advanced SmartTracs System - \$2M
- **FEMA** - Hazard Mitigation Grant Program
 - Traffic Signal Control Cabinet Resilience - \$3.9M
 - Span Wire to Mast Arm Traffic Signals - \$5.6M

PASS and PATTI grants leveraged the \$18M ATMS New Technologies Funding



— ATCMTD
— PASS
— PATTI



Move Safe Pinellas

Goal – To minimize bicyclist and pedestrian crashes and fatalities

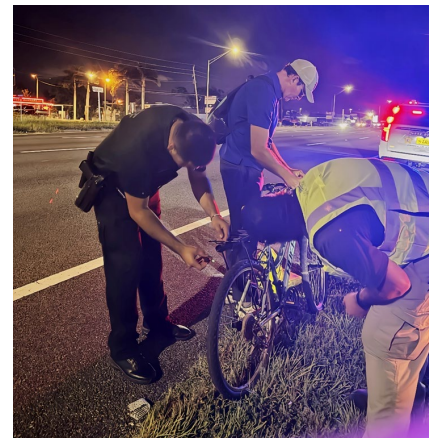
Outreach

- Helmet fittings
- Bike rodeos
- Community events
- Summer camps
- Presentations
- Sheriff ride along



Safety Devices

- Bicycle lights
- Reflective wristbands
- Backpack lights
- Reflective helmet stickers
- Activity books
- Tip cards



Summary



Original Program Goals Maintained



Aligned with Strategic Plan



New Technologies Implementation on Track



Focused on Meaningful Performance Metrics that are Outcome Based

Thank You!



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Pinellas Board of County Commissioners

