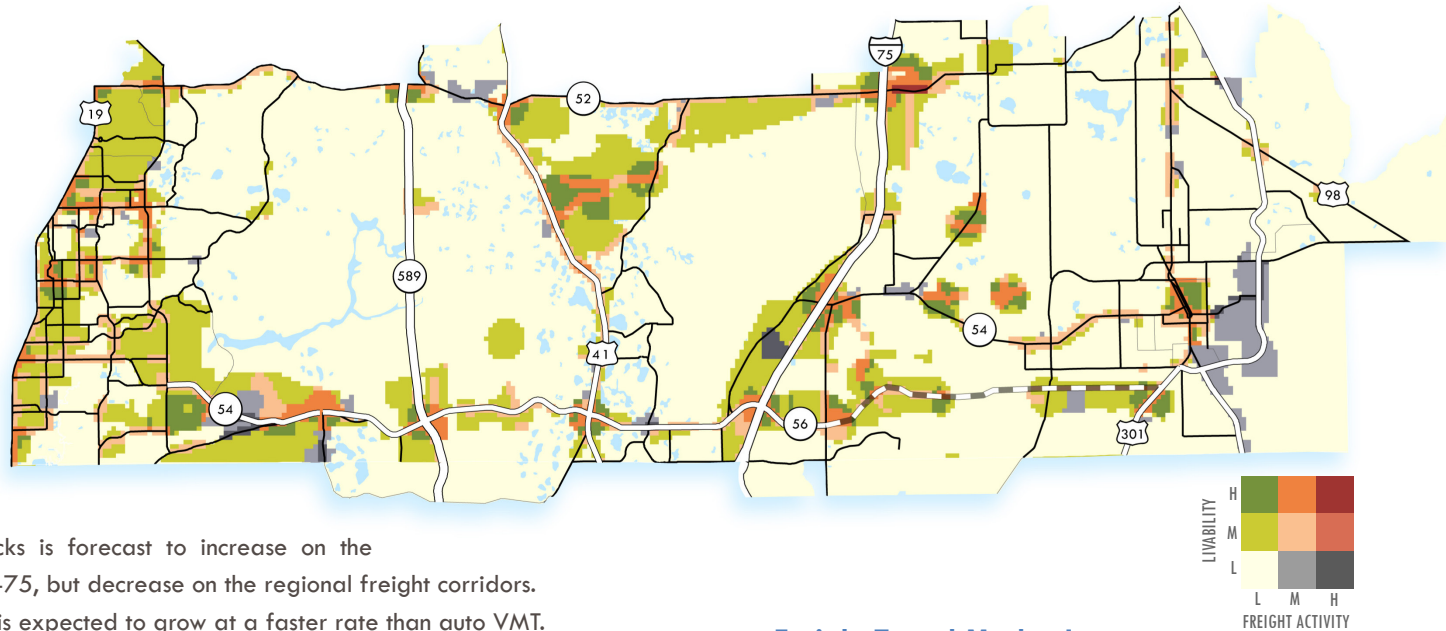
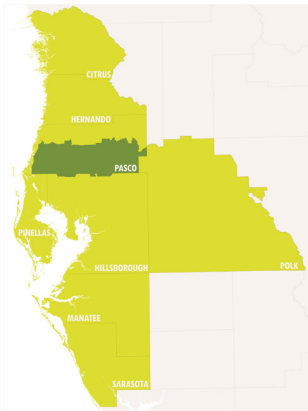


FREIGHT TRAVEL MARKET SUMMARY NO. 4: PASCO COUNTY EAST-WEST



Trends and Conditions

- The percentage of trucks is forecast to increase on the Suncoast Parkway and I-75, but decrease on the regional freight corridors.
- Truck VMT on freeways is expected to grow at a faster rate than auto VMT.
- Auto VMT is expected to increase more than truck VMT on the regional freight corridors.
- The percent of trucks is forecast to increase more than 10 percent from 2007 to 2035.
- Heavy truck VMT is also expected to increase significantly from 2007 to 2035.
- Over three quarters of all heavy truck trips begin or end outside of the freight travel market.

Freight Travel Market Issues

- Conflicts with community plans on principal E/W corridors (SR 56/54, SR52, US 41)
- Distribution traffic, accessibility to commercial centers
- Intersection design at hotspot locations

2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/VMC
Freeway	3,425,235	20%	3,028,662	19%	396,573	40%	11.6%	2,565,885	1.33
Regional Freight Corridor	2,716,756	16%	2,559,372	16%	157,384	16%	5.8%	2,711,024	1.00
Freight Distribution Route	7,210,825	43%	6,883,931	43%	326,894	33%	4.5%	8,484,105	0.85
Arterial	1,821,466	11%	1,745,439	11%	76,027	8%	4.2%	2,352,630	0.77
Collector	1,668,840	10%	1,629,075	10%	39,765	4%	2.4%	2,607,216	0.64
Total	16,843,122	100%	15,846,479	100%	996,643	100%	5.9%	18,720,860	0.90

TRUCK CLASS	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	74%	5.6	26%	11.9	478,737	48%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	0.85
Heavy Trucks	21%	10.5	79%	36.3	527,616	52%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	1.13
All Trucks	63%	5.9	37%	23.0	1,006,353	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	0.79

Potential Strategies/Projects

- ITS, signal optimization, truck channelization (SR 56/54, SR 52, US 41)
- Freight-friendly design at hotspot intersections
- Grade separation at US 41/CSX/SR 54
- Grade separation at SR 52/CSX