

TECHNICAL MEMORANDUM #4
DETERMINING DESIGNATION CRITERIA AND COMMUNITY VALUES
PINELLAS COUNTY GOODS MOVEMENT STUDY

Introduction

The Consultant is requested to prepare a Technical Memorandum which identifies criteria deemed to be useful in determining if a road can be identified as one which places limitations on restricted vehicle travel, and which documents the results of the Community Values Survey, and a summary of public involvement activities.

Primary Designation Criteria

Priorities are determined by the MPO as follows. Items are not listed in order of importance.

- **Safety** - Safety concerns include a high number of vehicular crashes, truck crashes, and/or pedestrian and bicycle crashes.

Is the intersection on the Pinellas County MPO Crash Data Center 2005 Top 100 Crash Intersection List? (Yes-1, No-0)

- **Level of Congestion** - Congestion is defined by the number of vehicles using the corridor, the delay that is experienced by the motorists, and the resulting level of service.

Does the corridor currently operate at a level of service E or F or a vehicle-capacity ratio greater than 0.9? (Yes-1, No-0)

- **Neighborhood Impacts** - Impact on residential, institutional (i.e. schools, libraries, churches), recreation uses such as parks and activity centers. Adjacent land uses and surrounding neighborhoods is the biggest determining factor in Pinellas County.

Are there resident sensitive land uses along or in close proximity to the roadway that generate activity along the corridor? (Yes-1, No-0)

- **Environmental Impacts** - Noise, pollution, spills, and garbage are examples.

Are environmental impacts of truck traffic a concern to the surrounding communities in the vicinity of the corridor? (Yes-1, No-0)

- **Existing Facility** - Unrestricted truck route, restricted truck route or non-truck route roadway designation.

Is the corridor designated as a truck route? (Yes-0, No-1)

- **Evacuation Route** - Hurricane or other emergency routes are examples. Evacuation routes should be open to all forms of travel during emergencies.

Is the corridor part of an existing evacuation route? (Yes-0, No-1)

- **Access to Freight Activity Center** - Freight activity centers can include the following:
 - Major industrial areas including manufacturing, warehousing, and distribution centers
 - Intermodal trans-shipment locations including airports, seaports and associated landside activities, and rail intermodal facilities; and
 - Incubators for future industrial growth.
 - Major enclosed and stand alone retail shopping malls.

Does the corridor provide direct access to local freight activity centers? (Yes-0, No-1)

- **Regional or Local Connection** - Connections to Regional Freight Mobility Corridors or Local Freight Mobility Corridors. Regional Freight Mobility Corridors are roadways essential to the efficient movement of goods to, from, and within the region. They include the following:
 - Statewide Trade Corridors, which connect the Tampa Bay Region to other markets and Trade Corridors
 - Other regional roadways that connect Freight Activity Centers to each other and to the Statewide Strategic Trade Corridors
 - Provide access and/or connectivity to Freight Mobility Corridors
 - Provide connectivity between Freight Activity Centers and Statewide Strategic Trade Corridors
 - Carry significant truck volume
 - Are compatible with existing and planned land uses in the corridor

Local Freight Mobility Corridors are roadways essential to the efficient movement of goods to, from, and within the local area. They include the following:

- Serve more local functions of delivery and distribution
- Carry significant truck volumes – designate truck routes by local governments
- Provide essential connections for regional Freight Activity Centers

Does the corridor provide a connection to a regional or local freight mobility corridor? (Yes-0, No-1)

- **Impact on Historic Sites** - Historic sites can include archeological locations such as Indian mounds or architectural sites such as preserved buildings.

Is there a historical site along the corridor that would be impacted by truck traffic? (Yes-1, No-0)

- **Delivery of Products or Freight**

Are products or freight delivered to businesses along this corridor or adjoining roadways? (Yes-0, No-1)

Associated Designation Criteria

Additional examples of potential community values or criteria to consider for restricted vehicle corridor travel may include:

- **Engineering Features** - Includes geometric (i.e. turning radii) and roadway condition assessment.

Are there engineering features that will not allow for efficient truck travel? (Yes-1, No-0)

- **Transit Activity** - Transit includes any upcoming bus rapid transit considerations, enhanced bus services and related amenities. Compatibility with rail services, related to commuter services, could be a regional concern in the future.

Is there PSTA service along the corridor or will bus rapid transit be in place no later than 2008? (Yes-1, No-0)

- **Restricted Vehicle Traffic Volumes** - The number of restricted vehicles traveling along the corridor is a consideration.

Is the truck percentage greater than 2% along the corridor? (Yes-0, No-1)

- **Corridor Designation** – Examples of roadway designations include collectors, major arterials, local roadways, etc.

Is this corridor designated as a local road? (Yes-1, No-0)

- **Public and Industry Input** - Several opportunities were given for general public and industry input at public meetings and Goods Movement Advisory Committee meetings.

What type of input has been given on truck traffic along this corridor? (Support Truck Route-0, Oppose Truck Route-1)

- **Engineering Judgment** – The engineering review should assess whether existing infrastructure allow for this segment to be a functioning and qualified truck route.

Will this section function as a part of the restricted or unrestricted truck route network? (Yes – 0, No – 1)

- **Other environmental features** including the causes of crashes occurring at specific locations
- A combination of **planning, sound traffic engineering judgment, community values and economic concerns** must also be considered.

To correlate the point evaluation system to the associated spreadsheet, in general, the lower the final score for a segment, the more likely a candidate it is to be considered a part of the truck route network. Conversely, the higher a segment score, the less likely that segment is a candidate for the truck route network.

The spreadsheet and corresponding answer/point process is intended to be a tool used to simplify the evaluation process. This format in which the questions are asked in concern to truck travel, therefore, works better than a straight forward point assignment system as No-0, Yes-1.

The original intent of determining designation criteria and community values was to designate criteria to be used when considering a road that will limit restricted vehicle travel. The information set forth will be useful for this purpose. Meetings and individual interviews with the Goods Movement Advisory Committee (GMAC), as part of the Goods Movement Study process, have determined there appears to be a need to increase the time allowed on existing restricted truck routes, especially in the early morning. The City of St. Petersburg is requesting the addition of truck routes to the existing network. Furthermore, there may be a need to add to the Truck Route Plan network in other areas of the County. Thus, the designation criteria may be used for the consideration of the addition of future truck routes to the network, as well as the restriction of trucks on the network.

Community Input Card Response Results

Technical Coordinating Committee (TCC)

- Are Truck Route signs adequate in the way of placement and understanding? Three answered yes, and one no.
- Would changing the hours (generally 6 pm-6am) on restricted roadways to allow for increased truck travel to meet business needs be acceptable? Two answered yes, two no.
- Additional TCC comments:
 - Truck drivers understand route signing. However, the general public does not even notice these signs unless there is a problem.
 - Property damage should be a criteria concern when considering what is most important when considering the restriction of truck travel on roadways.
 - One suggested requiring trucks to use the right travel lane only on designated truck routes and non-truck routes may help traffic flow.
 - Concern over roadway deterioration and whether or not a truck route is designed to accommodate larger trucks.
 - The study may want to determine if restricting large trucks on the inside lane of a multi-lane roadway is safe and would improve the roadway level of service.

Citizen Advisory Committee (CAC)

- Are Truck Route signs adequate in the way of placement and understanding? Two answered yes, and two no.
- Would changing the hours (generally 6 pm-6am) on restricted roadways to allow for increased truck travel to meet business needs be acceptable? Four answered yes, none no.
- What criteria (i.e. noise, residential, safety, congestion) are most important when considering the restriction of truck travel on roadways?
 - Safety – 2 ranked this highest priority
 - Needs of business – one ranked this highest priority
 - Noise – 1 ranked this second priority, one ranked it third priority
 - Congestion – 1 ranked this second priority
 - Residential – 1 ranked this fourth priority
- Additional CAC comments:

- Pinellas County is totally dependent on the trucking industry for its primary needs including food. We should provide the trucking industry the highest possible use of Pinellas County roadway network.
- Trucks should deliver at “non-peak car traffic times.” Possibly night delivery, depending on the type of good.
- Need discussion, including by CAC, to eliminate restrictions on truck routes and allow trucks greater access during non-daylight hours. This will reduce the number of trucks and truck deliveries during the peak daylight traffic hours.
- Consider having trucks use right lanes for travel.
- Consider restricting truck traffic during peak traffic volume hours.

General Public Comments

- None received

Summary of Public Involvement Activities

- The Public Meeting on March 8, 2007 was held at Largo Public Library from 4:30 pm – 6:30 pm.
- This meeting was advertised twice in the St. Petersburg Times newspaper prior to the meeting date.
- The purpose of the public open house was to solicit input from the general public in an attempt to get a greater understanding on community values as it relates to goods movement in Pinellas County.
- A Community Input Card was developed and attendees were asked to complete. One side of the card discussed the purpose of the Goods Movement Study and raised issues of unrestricted and restricted truck routes, signage, truck route criteria, and restriction hours. The other side was designated for comments and optional information to include name, address, telephone/email, and affiliation. The attendees were asked to comment on their restricted vehicle concerns related to:
 - Truck signage
 - Criteria for truck route designations such as safety and neighborhood compatibility
 - Restricted hour change 6 am – 6 pm to decrease hours of restriction?
 - Corridors (or segments of corridors) of concern
- Visuals on display included:
 - Truck Route Plan Map
 - Pinellas County Regional Freight Activity Center Map
 - Level of Service (with Truck Route Percentage) GIS Map
 - Crash (with Truck Route Percentage) GIS Map
 - Distribute Truck Route Plan pamphlets if MPO still has available
 - Distribute Pinellas 2006 County MPO Street Maps if MPO has available
- A brief (30 minute) PowerPoint presentation was made at 5:30 pm which provided an overview of the Pinellas County Goods Movement Study and Truck Route Plan update. The presentation stressed why the freight industry, GMAC and public input is critical, and what the study hoped to achieve in the way of determining opportunities for improvement for goods movement in Pinellas County and adjoining counties. Questions to MPO and HNTB staff followed the presentation.

- After the presentation and questions were addressed, the attendee was asked to finish completion of comment card, which he did not. The attendee was then free to review the visuals and ask other questions individually to MPO and HNTB staff.
- Unfortunately, only one resident attended the public meeting. That person's insight was particularly important because he was the project manager for the recent Hillsborough County Truck Route Plan update. Although he did not fill out a comment card, a summary of his general feelings based on his experience follows:
 - Safety and crash concerns are difficult to measure when evaluating whether a roadway should be a part of the truck route network.
 - Neighborhood impact is almost impossible to avoid, especially in the way of school concerns. Generally, truck traffic does not have a negative effect on school related issues.
 - Hillsborough and Pinellas Counties are much different in relation to the truck route network. Hillsborough County does not restrict truck travel to a particular time of the day on its network, for example. One way is not necessarily better than the other way. It should be based on the characteristics and needs of the county.
 - Transit activity and truck travel can take place on the same network roadways.

APPENDIX
TO
TECHNICAL MEMORANDUM # 4

Pinellas County Goods Movement Study - Community Input Card

HNTB Corporation has been retained by the Pinellas County Metropolitan Planning Organization (MPO) to develop a Goods Movement Study and update the County Truck Route Plan. The purpose of this card is to obtain input in an attempt to get a greater understanding on community values as it relates to goods movement in Pinellas County.

Comments received will be used to help update the Plan and determine opportunities for roadway improvements by identifying your residential, bicycle, pedestrian, congestion and related concerns.

We have included some questions to help guide comments. However, please feel free to provide comments on the opposite side of this card in the way that you feel best addresses your thoughts. These questions are:

- Are Truck Route signs adequate in the way of placement and understanding? Yes____
No____
- What criteria (i.e. noise, residential, safety, congestion) are most important when considering the restriction of truck travel on roadways?
- Would changing the hours (generally 6 pm-6am) on restricted roadways to allow for increased truck travel to meet business needs be acceptable? Yes____ No____
- Identify specific roadways, sections of roadways, intersections of concern.

Please review the current Truck Route Plan and related maps, ask questions of MPO staff or the consultants and tell us what you think. Thank you.

To ensure your comments are incorporated into the study, please return the input card to David Fechter, AICP, HNTB Corporation 5110 Eisenhower Boulevard #220, Tampa, Florida 33634. Thank you for taking time out of your busy schedule to share your input.

Community Input Card

Pinellas County Goods Movement Study
Pinellas County, Florida

Comments: _____

Optional Information

Name: _____ Telephone: _____

Address: _____ Affiliation: _____