

TRANSPORTATION ELEMENT MAJOR FINDINGS

Traffic Circulation

1. Continued expansion of the road network is important to the County's economic growth and future mobility needs. However, expanding roadway capacity also leads to increased traffic demand, thereby limiting its long-term impact on alleviating traffic congestion.
2. Issues related to environmental impacts, neighborhood intrusion and right-of-way acquisition have become more pronounced since 1989 with the alignment of road projects often traversing through corridors abutting established residential and commercial development. These constraints have led to major road projects being deferred or down-sized.
3. The supply of vacant land available for development in the County comprises less than 11 percent of the net acreage in the County compared to more than 18 percent in 1989. A significant portion of this land exists within small subdivided parcels. Therefore, it is expected that future traffic demand generated within the County will revolve around infill and redevelopment projects.
4. Nearly 17 percent of the vehicle trips in Pinellas County originate from outside its boundaries. By 2015, this number is expected to increase to 21 percent.
5. With the emergence of physical and policy constraints affecting the feasibility of improving congested roadways, a greater emphasis should be placed on increasing mobility through strategies that do not involve road expansion. Examples of these strategies include small-scale physical and operational improvements, demand management strategies (e.g., ride-sharing and vanpooling) and the encouragement of alternative travel modes (e.g., bicycle, transit).
6. Used on its own, the established letter grade system of measuring levels of service (i.e., LOS A, B, C, D, E and F), which is based primarily on travel speeds, can be misleading as an indicator of roadway performance. Factors such as volume-to-capacity (v/c) ratios, which measure roadway congestion, and duration of congestion also need to be considered to derive a more accurate assessment of roadway performance.
7. The escalating cost of right-of-way acquisition has become a prohibitive factor in the implementation of road improvement projects in Pinellas County. Right-of-way costs for County road projects rose from \$6 to \$7 per square foot in 1989 to \$28 per square foot in 1995.

Land Use Coordination and Highway Beautification

1. Approval of Future Land Use Map amendments that increase trips on roads with deficient levels of service under current and future operating conditions adversely impact these facilities.
2. Highway beautification improves the aesthetic quality of the County's road corridors while providing a traffic calming effect that can improve safety conditions for motorists, bicyclists and pedestrians.

Bicycle and Pedestrian Travel

1. Providing continuous networks of bicycle and pedestrian facilities is of primary importance in encouraging bicycling and walking for commuter as well as recreational purposes.
2. Most developments in Pinellas County do not provide on-site accommodations for bicyclists, such as bicycle storage areas. These types of amenities are needed to encourage bicycling, especially for commuting purposes.
3. Most developments in Pinellas County do not provide separated and/or buffered walkways extending from existing sidewalks within road rights-of-way to buildings occupying the site. These walkways are essential to encouraging pedestrian travel to commercial and employment centers.
4. Sidewalks without shaded areas discourage pedestrian activity in warm climates such as Pinellas County's. Landscaping that includes tree canopy along sidewalks is an important factor in encouraging people to use sidewalks.

Public Transportation and Demand Management

1. Future roadway congestion projected to occur on major corridors within the County call for the need to evaluate long-range mobility options such as commuter rail and a guideway system.
2. The predominance of low-density single-family development and highway commercial development in the County serves to encourage a dependency on personal automobile travel while hindering the delivery of traditional fixed-route mass transit services in these areas.
3. Expanding bus shelters throughout the County is important for encouraging people to utilize transit services.

4. A lack of adequate pedestrian facilities exist between bus stops and proximate buildings in Pinellas County. This includes an absence of pedestrian ways within parking areas leading to buildings and of connections from bus stop locations to proximate sidewalks.
5. A large portion of bus passengers are elderly and/or physically impaired. It is especially difficult for these individuals to travel from buses through parking areas to nearby buildings without adequate pedestrian facilities.
6. In fiscal year 1995/96, Pinellas Suncoast Transit Authority ridership reached 8.3 million compared to 7.5 million in fiscal year 1992/93. This was PSTA's highest ridership total since 1986. A major factor contributing to this growth in ridership levels was the increase in daily and 31-day bus passes (GO Cards) issued through Medicaid and the Pinellas County Transportation Disadvantaged Program.

Safety, Efficiency and Goods Movement

1. Between 1992 and 1996, the annual fatality rate for pedestrians in Florida was 4.3 accidents per 1,000 people, the highest of any State in the United States. This was also the rate of fatalities for Pinellas County during the same time period.
2. Pinellas County had the lowest bicycle fatality rate of Florida's urban counties in 1995 with 0.57 fatalities per 100,000 people. However, Pinellas County's injury rate for bicyclists in 1995 was the highest of the urban counties in Florida with 73.7 injuries per 100,000 people.
3. The major source of goods movement to and within Pinellas County is freight carrying trucks. Heavy trucks represent approximately three percent of the traffic on the County's major roads.

Ports, Aviation and Intermodal Facilities

1. The St. Petersburg-Clearwater International Airport is currently operating at 50 percent capacity.
2. The Airport's contribution to the Pinellas County economy was reported to have exceeded \$461 million in 1995.
3. The Airport serves over one million passengers and 188,000 aircraft annually.

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TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

1. GOAL: PROVIDE FOR A SAFE, CONVENIENT, AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLES, PROTECT ROADWAY CAPACITY, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTORIZED VEHICLES AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF PINELLAS COUNTY.

Traffic Circulation and Level of Service

- 1.1. Objective: All County and State roadways within Pinellas County, not including those identified in the Concurrency Management System as concurrency corridors (e.g., long term concurrency management, constrained and congestion containment corridors) shall operate at level of service C average daily/D peak hour and a volume-to-capacity ratio of less than 0.9. Florida Intrastate Highway System (FIHS) facilities, with the exception of US Highway 19 for an interim period described in policy 1.1.8, shall operate at a level of service that is consistent with Rule 14-94, F.A.C.
- 1.1.1. Policy: Improvements undertaken by Pinellas County or the Florida Department of Transportation on roads operating at peak hour level of service (LOS) E and F shall be designed to alleviate the substandard level of service conditions to the extent feasible.
- 1.1.2. Policy: Capacity improvements necessary to alleviate existing level of service deficiencies shall be constructed as scheduled in the Pinellas County Capital Improvements Element (CIE).
- 1.1.3. Policy: Pinellas County shall continue to undertake “parallel relief” projects to help mitigate existing deficiencies on the State Highway System. These projects include improvements to County Road 501, County Road 1 and County Road 611 to relieve Alternate US Highway 19 and US Highway 19 for north-south traffic. For east-west traffic, the County shall continue to implement improvements to County Road 296 to help relieve traffic congestion on Ulmerton Road. The CIE shall be amended as necessary to include these projects.

- 1.1.4. Policy: Pinellas County shall minimize the impacts of development on constrained and backlogged corridors through the implementation of land development restrictions and transportation management plan (TMP) strategies through the application of the Concurrency Management System. Backlogged roads are designated as congestion containment corridors in the Concurrency Management System Section of the Comprehensive Plan and in the Land Development Code.
- 1.1.5. Policy: The adopted level of service (LOS) standard on backlogged/congestion containment roads is LOS F. The County shall identify these roads in Table 1-3 of the Transportation Element which will be amended as necessary to reflect the addition or removal of facilities designated as congestion containment in the Concurrency Test Statement. The County shall strive to protect the traffic carrying capacity and to improve LOS conditions on these facilities through the implementation of policies 1.1.2., 1.1.3. and 1.1.4.
- 1.1.6. Policy: The adopted level of service (LOS) standard on constrained roads shall be LOS F. The County shall identify constrained roads in Table 1-3 of the Transportation Element which will be amended as necessary to reflect the addition or removal of facilities designated as constrained in the Concurrency Test Statement. The County shall strive to protect the traffic carrying capacity and improve level of service conditions on these facilities through the implementation of policies 1.1.3. and 1.1.4.
- 1.1.7. Policy: Corridor strategy plans developed by the MPO through the participation of FDOT and affected local governments will contain recommendations for the implementation of transportation improvements and management strategies in constrained corridors. Pinellas County will apply the following policies pursuant to the completion of the individual corridor strategy plans:
- A) Pinellas County shall implement corridor strategy plan recommendations in conjunction with other State and local agencies, as approved by the MPO, through the application of the Concurrency Management System and the Capital Improvements Element, as applicable. The CIE shall be amended as necessary to include physical improvements identified in the corridor strategy plans: and

- B) The Alternate US Highway 19 Corridor Strategy Plan, including segments between Lakeview Road and the Pasco/Pinellas County Line as the study area, was completed and approved by the MPO in October 1998. Pinellas County shall implement recommended physical and operational improvements in conjunction with other State and local agencies through the amendment and implementation of the Capital Improvements Element, as applicable, by July 1999. Physical and operational improvements and demand management strategies shall be implemented, where applicable, through the Concurrency Management System beginning in July 1998. [99-24]

1.1.8. Policy: US Highway 19, from Klosterman Road to Whitney Road, is part of the Florida Intrastate Highway system and shall be designated in the Comprehensive Plan and the Concurrency Test Statement as a Long Term Concurrency Management Corridor for a 15 year period beginning in 1998. The following policies shall be applied to this facility in the interim period:

- A) For the purpose of issuing development orders and permits, an interim level of service standard is hereby adopted for the road segments listed below. The interim level of service standard is “maintain” with an allowable increase in traffic volume such that the maximum allowable average annual daily two-way traffic volume does not exceed a ten percent increase over the existing average annual daily two-way traffic volume existing at the time of the adoption of the “maintain” standard. This interim level of service standard results in the maximum allowable average annual daily two-way traffic volumes for the road segments listed in the following table: [99-24]

Level of Service Standard of Maintain with 10 Percent Increase
(Resulting Maximum Allowable AADT Volume)

EXISTING					MAINTAIN	
FROM	TO	Lanes/ Median	AADT	PH Volumes	AADT +10%	PH +10%
Klosterman Rd.	Alderman Rd	6D	69,163	5,377	76,079	5,915
Alderman Rd.	Highlands Bd.	6D	102,943	7,847	113,237	8,632
Highlands Bd.	Nebraska Ave.	6D	102,943	7,847	113,237	8,632
Nebraska Ave.	Tampa Rd.	6D	102,943	7,847	113,237	8,632
Tampa Rd.	CR 39	6D	89,233	6,676	98,156	7,344
CR 39	SR 586 (Curlew Rd.)	6D	89,233	6,676	98,156	7,344
SR586 (Curlew Rd.)	Northside Dr.	6D	89,233	6,676	98,156	7,344
Northside Dr.	Curlew Av	6D	89,233	6,676	98,156	7,344
Curlew Ave.	SR 580 (Main St.)	6D	75,552	5,504	83,107	6,054
SR 580 (Main St.)	Countryside Bd.	6P	75,552	5,504	83,107	6,054
Countryside Bd.	Enterprise Rd.	6P	75,552	5,504	83,107	6,054
Enterprise Rd.	Sunset Point Rd.	6D	74,912	5,501	82,403	6,051
Sunset Point Rd.	NE Coachman Rd.	6D	74,918	5,430	82,409	5,973
NE Coachman Rd.	Drew St.	6D	72,988	5,117	80,286	5,629
Drew St.	SR 60	6D	70,437	4,871	77,480	5,358
SR 60 (Gulf-to-Bay Bd.)	Druid Rd.	6D	77,004	5,786	84,704	6,365
Druid Rd.	Nursery Rd.	6D	83,570	6,701	91,927	7,371
Nursery Rd.	Belleair Rd.	6D	79,427	6,566	87,370	7,223
Belleair Rd.	Haines Bayshore	6D	79,749	6,431	87,724	7,074
Haines Bayshore	Whitney Rd.	6D	79,749	6,431	87,724	7,074

Notes: Under Lanes/Median column, D=divided, P=partially-controlled access
 AADT = Annual Average Daily Traffic
 PH = Peak Hour

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- B) The CIE shall be amended as necessary to eliminate, defer or delay construction of any improvement project included in the long-term schedule of capital improvements for the US Highway 19 corridor from Klosterman Road to Whitney Road, as listed in Table 16;
- C) By July 1999, the CIE (Table 16) shall be amended to include physical improvements prescribed in the US Highway 19 Corridor Action Plan, which addresses the segments located from Curlew Road to Klosterman Road; [99-24]
- D) By December 1998, physical and operational improvements and demand management strategies prescribed in the Action Plan shall be implemented through the application of the Concurrency Management System;
- E) Impact fees generated from development projects within the corridor shall be earmarked to fund improvement projects identified in the US Highway 19 Corridor Action Plan;
- F) For segments not addressed through the Action Plan, the County shall determine appropriate TMP strategies to be implemented by developers as Concurrency Management requirements during the Site Plan Review Process;
- G) The implementation of long term concurrency management shall be monitored to evaluate the effectiveness of the implemented improvements and strategies toward improving the level of service conditions on US Highway 19. Evaluations of long term concurrency management on US Highway 19 shall be conducted as needed with the resultant findings being incorporated in an amendment to the Comprehensive Plan. At a minimum, the evaluations of long term concurrency management on US Highway 19 shall be conducted in 2003, 2008 and 2013, with the results being analyzed and addressed as recommended actions, as applicable, in subsequent Evaluation and Appraisal Reports of the Comprehensive Plan; [99-24]

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- H) The update of the MPO Long Range Transportation Plan, which occurs every three years and of the MPO Transportation Improvement Program (TIP), which occurs each year, includes an assessment of the cost feasibility of transportation improvements. In the event that an update of the MPO Plan or TIP indicates that a project in Table 16 of the CIE is not cost-feasible, Pinellas County shall amend the Plan to identify alternative funding for the project needed to maintain the schedule of improvements. If no alternative funding is available, the Comprehensive Plan shall be amended, as necessary, to comply with the long term concurrency requirements. This shall occur through the annual update and amendment of the CIE; and [99-24]
- I) The level of service conditions on the section of US Highway 19 designated as a long term concurrency corridor shall be re-analyzed by 1999 within one year of the completion of the US Highway 19 Action Plan.

1.1.9. Policy: Improvements necessary to alleviate 2005 and 2015 level of service deficiencies on backlogged roads identified in the Transportation Element shall be prioritized and scheduled in the CIP, CIE, the FDOT Five-Year Work Program and the MPO's Transportation Improvement Program (TIP).

1.2. Objective: Pinellas County, in cooperation with Pinellas Suncoast Transit Authority (PSTA), shall strive to provide transit access for all major traffic generators and attractors with headways less than or equal to 30 minute headways in the peak hour and no greater than 60 minutes in the off-peak period.

1.2.1. Policy: Pinellas County shall implement strategies to increase the efficiency of PSTA fixed-route services by encouraging mass transit use through the application of the Concurrency Management System, the Site Plan Review Process and the implementation of corridor strategy plans.

1.3. Objective: Monitor the LOS standard for transportation facilities/services to ensure that approval of development projects will not result in a reduction in performance below the levels of service adopted in the Comprehensive Plan.

- 1.3.1. Policy: Pinellas County shall identify facilities operating acceptably in terms of letter grades (better than peak hour LOS E and F), but at volume to capacity (v/c) ratios of 0.9 (where volumes are 90 percent of physical capacity of the road) or better. These facilities shall be identified in an amendment to the Comprehensive Plan in 1998. They shall also be included, along with LOS E and F facilities, as concurrency corridors (i.e., congestion containment, constrained) in the annually adopted Concurrency Test Statement beginning in 1998.
- 1.3.2. Policy: Within one year following the adoption of the Transportation Element, the adopted level of service standard for mass transit shall be re-evaluated based on Pinellas Suncoast Transit Authority (PSTA) performance data and existing land use activity. If a revised LOS standard is warranted, it will be included in an amendment to the Comprehensive Plan and the Concurrency Test Statement in 1999.
- 1.3.3. Policy: Pinellas County shall establish mobility goals for constrained facilities by December 1998 based on the findings and recommendations of the Alternate US Highway 19 Corridor Strategy Plan. Numerical indicators shall also be developed from the Alternate US Highway 19 corridor strategy plan in order to measure the achievement of these mobility goals during and subsequent to the implementation of the plan. The numerical indicators and mobility goals will be based on existing and desired performance levels for roads, transit routes and pedestrian and bicycle facilities.

Land Use Coordination and Highway Beautification

- 1.4. Objective: The Transportation Element shall be coordinated with the goals, objectives and policies of the Future Land Use Element in guiding population distribution, economic growth, and the overall pattern of urban development.
- 1.4.1. Policy: Pinellas County shall coordinate decisions on Future Land Use Map (FLUM) amendments with the need to protect the traffic carrying capacity of roads designated as concurrency management corridors in the Concurrency Test Statement.
- 1.4.2. Policy: Pinellas County shall coordinate decisions on Future Land Use Map (FLUM) amendments with the need to protect the traffic carrying capacity of roads forecasted to operate at peak hour level of service E and F in 2005 and 2015 as identified in the Transportation Element.
- 1.4.3. Policy: Pinellas County shall rely on the Future Land Use Map to coordinate planning for transportation facilities, modes and services with the needs of future land use activity, projected population densities and housing and

employment patterns through the regional transportation demand modeling (forecasting) process.

- 1.4.4. Policy: Pinellas County shall continue to support the establishment of mixed-use and redevelopment within downtowns. This shall occur through the County's role as the agency responsible for reviewing and/or approving proposed downtown redevelopment plans and associated amendments and any related funding mechanism such as the redevelopment trust fund.
- 1.4.5. Policy: The MPO-sponsored Pinellas Mobility Major Investment Study final report is scheduled to be released in December 1999. Following the release of the report, Pinellas County shall evaluate the results of the study to determine amendments to the Future Land Use Element and Land Development Code that will be necessary to support the implementation of the mobility alternative recommended by the Study. Any changes deemed necessary shall be included in an amendment to the Comprehensive Plan within one year of the Study's completion.
- 1.4.6. Policy: Pinellas County shall support mixed use development and redevelopment in appropriate locations within the unincorporated County through the Residential/Office/Retail and Residential/Office Future Land Use Map categories. In addition, as part of the planning effort identified in Policy 1.11.1. of the Future Land Use Element, the Local Planning Agency shall evaluate whether there is the need for amendments to the Pinellas County Comprehensive Plan and Land Development Code to further support mixed use development.
- 1.5. Objective: Pinellas County shall enhance and protect scenic vistas on County road corridors.
- 1.5.1. Policy: Pinellas County shall include landscaping, utilizing native and drought-tolerant plants, where feasible, in the design and construction of CIP/CIE projects involving the expansion of existing roadways. Landscaping along sidewalks using tree canopy to provide shaded areas for pedestrians shall also be considered in the design and construction of CIP/CIE projects.
- 1.5.2. Policy: Pinellas County shall pursue Highway Beautification grants or other sources of funds to provide for landscaping along major roadways and sidewalks within adjacent rights-of-way.
- 1.5.3. Policy: Pinellas County shall discourage proposed Future Land Use Map amendments that would allow commercial development along roadways designated as scenic/noncommercial corridors in the Transportation Element.

Right-of-Way Protection and Functional Classification

- 1.6. Objective: Provide for right-of-way and corridor protection for existing and future transportation facilities in accordance with the future right-of-way maps contained in the Transportation Element as Figures 3-1, 3-1a, 3-1b, 3-1c and 3-1d. [00-40]
- 1.6.1. Policy: Ensure the availability of needed right-of-way, as identified in the future right-of-way maps referenced in Objective 1.6. through the site plan review process.
- 1.6.2. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall amend the future right-of-way maps in order to reflect changes in right-of-way needs.
- 1.6.3. Policy: Pinellas County shall not vacate public right-of-way until it is determined that the right-of-way is not required for present or future public use, including stormwater treatment facilities, roads and attendant use.
- 1.6.4. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall amend the Land Development Code, if deemed necessary, in order to implement the functionally classified road network for Pinellas County based on Federal functional classification criteria as identified in the Transportation Element.

Bicycle and Pedestrian Travel

- 1.7. Objective: Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.
- 1.7.1. Policy: Pinellas County will, when appropriate and feasible, incorporate bicycle-friendly design standards into all new and reconstructed collector and arterial roads by providing an area where bicyclists may travel adjacent to the outside vehicle lane. On existing collector and arterial roads, bicycle-friendly standards may be implemented at the next resurfacing by adjusting the width of the vehicle lane to a minimum of 11 feet to reserve an area along the outer edge of pavement.

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- 1.7.2. Policy: Where sufficient pavement width exists, Pinellas County will provide a designated bicycle lane with a minimum width of four feet on roads adjacent to curb and gutter and a minimum width of five feet on roads having no curb and gutter. Vehicle lanes shall meet or exceed the minimum width standards.
- 1.7.3. Policy: When roads are improved to the standards identified in Policy 1.7.2., the bicycle lane shall be designated by marking and signage.
- 1.7.4. Policy: When it is not feasible for the area intended for bicycle travel to meet the minimum width standards, a bicycle lane will not be designated. However, the width of vehicle lanes may be set at the minimum standard with the outside lane made as wide as possible.
- 1.7.5. Policy: Maintenance of bicycle-friendly roads should take into account the needs of bicyclists.
- 1.7.6. Policy: Pinellas County shall include sidewalks alongside roadways scheduled for improvement in its Capital Improvement Program.
- 1.7.7. Policy: Pinellas County shall develop pedestrian ways and bikeways in an around the vicinity of schools, utilizing utility rights-of-way, along drainage easements, and along facilities such as the abandoned Seaboard Coastline (SCL) Railroad right-of-way acquired for the Pinellas Trail, where physically feasible.
- 1.7.8. Policy: Pinellas County shall develop a recreation trail network, as adopted by the MPO, providing continuous non-motorized corridors for cycling, jogging and walking with the initial segment to include the Pinellas Trail.
- 1.7.9. Policy: Pinellas County shall require sidewalk construction in the rights-of-way of roadways adjacent to properties proposed for development through the application of the site plan review process.
- 1.7.10. Policy: Pinellas County shall utilize highway beautification and other appropriate funding sources to landscape along sidewalks using tree canopy to provide shaded areas for pedestrians.
- 1.7.11. Policy: Pinellas County, through its Land Development Code, shall require that all new development make adequate provisions for storage/parking areas for bicycles.

- 1.7.12. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall develop incentives for existing development to provide accommodations for bicycle storage/parking areas.
- 1.7.13. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall complete an inventory of existing gaps in the pedestrian network on arterial, collector and local roads. Sidewalks needed to close these gaps on County jurisdictional roads shall be constructed through the implementation of the Capital Improvement Program/Capital Improvements Element. Funds available to the County through the Intermodal Surface Transportation Efficiency Act (ISTEA) and other appropriate funding sources shall also be utilized for this purpose. Sidewalk construction needed along State roads in unincorporated Pinellas County shall be coordinated between the County and the Florida Department of Transportation (FDOT). The Concurrency Management System shall supplement these efforts through the implementation of sidewalk facilities by developers as transportation management strategies.
- 1.7.14. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall amend the Land Development Code to require and/or encourage separated/buffered walkways (e.g., sidewalks, crosswalks) connecting pedestrian facilities existing within adjacent road rights-of-way to buildings proposed for construction. As an alternative to extending pedestrian facilities through parking areas, the amendment shall allow for proposed buildings to be oriented toward pedestrian facilities in adjacent road rights-of-way.
- 1.7.15. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall develop incentives for existing developments to construct separated/buffered pedestrian ways (e.g., sidewalks, crosswalks) to accommodate pedestrian movements within parking areas between buildings and pedestrian facilities in adjacent road rights-of-way.

Public Transportation and Demand Management

- 1.8. Objective: Pinellas County shall increase the efficiency and effectiveness of mass transit service as well as opportunities for multi-passenger vehicle travel, that accommodates the transportation needs of the service area population and the transportation disadvantaged while reducing single-occupant vehicle demand. Regarding mass transit, this objective shall be furthered through the amendment of the Comprehensive Plan in 2000 to incorporate and implement recommendations of the MPO-sponsored Pinellas Mobility Major Investment Study (MIS).

- 1.8.1. Policy: Pinellas County shall participate in the MPO-sponsored Pinellas Mobility Major Investment Study (MIS), which will analyze and evaluate land use conditions and policies, land development regulations and funding issues associated with long-term mobility solutions in Pinellas County.
- 1.8.2. Policy: Pinellas County shall participate in MPO-sponsored corridor strategy plans, compiling and analyzing information on existing land uses, future land use plans, existing traffic patterns and bus stop and sidewalk locations to determine where opportunities exist to implement strategies to encourage mass transit ridership as well as other alternative modes of travel.
- 1.8.3. Policy: Pinellas County shall provide bus stop improvements along major roadways through the application of the Concurrency Management System.
- 1.8.4. Policy: Pinellas County shall support ride-sharing, vanpooling, and the efforts of the County’s Transportation Management Initiatives (TMIs) through the application of the Concurrency Management System which allows employers to participate in such efforts as transportation management plan strategies.
- 1.8.5. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall develop strategies to increase participation among employees in its ride-sharing program. These strategies shall be supported through a subsequent amendment to the policies of the Transportation Element. In the interim period, prior to amending the policies of the Element, Pinellas County shall continue to coordinate carpooling among participating employees.
- 1.8.6. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall determine the feasibility and implications of amending the Land Development Code to facilitate the participation of employers in ridesharing or vanpooling programs provided through Bay Area Commuter Services (BACS) through the site plan review process.
- 1.8.7. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall identify “unmet” transportation disadvantaged needs within unincorporated Pinellas County. Residents in need of transportation assistance shall be informed of services available through the Pinellas County Transportation Disadvantaged Bus Pass Program provided through PSTA.
- 1.8.8. Policy: Within one year following the adoption of the Transportation Element, in cooperation with the MPO, Pinellas County shall develop an inventory of transportation disadvantaged persons that would be affected by an

evacuation order in the event of a natural disaster. Those needing to evacuate to a public shelter who have no personal means available to transport them, shall be provided the opportunity to register with Pinellas County for Special Needs assistance in order to receive transportation assistance.

1.8.9. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall amend the Land Development Code to require and/or encourage developments to provide separated/buffered pedestrian ways (e.g., sidewalks, crosswalks) connecting bus stops to proximate buildings. Initial efforts shall focus on sites that are frequent destinations of bus passengers.

1.8.10. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall coordinate with the Pinellas Suncoast Transit Authority to identify locations where the need for pedestrian accommodations between bus stops and proximate buildings frequented by PSTA users is most pronounced from a safety standpoint. Subsequent to this effort, Pinellas County shall develop incentives for existing development to provide separated/buffered pedestrian ways (e.g., sidewalks, crosswalks) to accommodate pedestrian movements within parking areas between bus stops and proximate buildings. Initial efforts shall focus on the locations identified by Pinellas County and PSTA.

Safety, Efficiency and Goods Movement

1.9. Objective: Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.

1.9.1. Policy: Pinellas County shall implement access management standards in accordance with the median opening and driveway connection spacing maps contained in the Transportation Element as Figures 7-2 and 7-3. These standards shall be implemented through the site plan review process and the application of the Access Management and Concurrency Management Sections of the Land Development Code for properties adjacent to County roads.

1.9.2. Policy: Pinellas County shall continue monitoring signalized intersections to coordinate signal timing along major County and State facilities.

1.9.3. Policy: Within one year following the adoption of the Transportation Element, Pinellas County shall review and revise, if necessary, the Truck Routing Section of the Land Development Code, based on the updated MPO and Tampa Bay Region's Goods Movement Plans.

- 1.9.4. Policy: Pinellas County shall promote bicycle safety education programs and the enforcement of rules and regulations, in cooperation with the MPO Bicycle Advisory Committee, pertaining to bicycle and motor vehicle use.
- 1.9.5. Policy: Pinellas County shall continue to monitor high accident-frequency locations on State and County roadways to identify any design or operational improvements that may alleviate hazardous conditions and shall assign a priority implementation of accident reduction improvements through the CIP and TIP development processes.
- 1.9.6. Policy: Pinellas County shall ensure the availability of adequate transportation facilities for the safe and timely evacuation of high risk areas to prevent loss of life due to natural disasters consistent with the Hurricane Evacuation Plan. Following the completion of the Tampa Bay Regional Council's hurricane evacuation study of the Tampa Bay Region, which is scheduled to occur in 1998, Pinellas County shall utilize the study information to assess the adequacy of its transportation system to provide for the evacuation needs of the public. The results of this assessment shall be incorporated as an amendment to the Comprehensive Plan by 1999.
- 1.9.7. Policy: Pinellas County, through its land development regulations, shall require that all new development make adequate provisions for safe and efficient on-site traffic flow and provide adequate parking facilities.

State, Regional and Local Coordination

- 1.10. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local, regional and state level.
- 1.10.1. Policy: Pinellas County shall coordinate roadway and transit service improvements with the future needs of the St. Petersburg-Clearwater International Airport in the development of the CIP/CIE and the State's Five-Year Work Program through active involvement in the MPO planning process. This includes County staff participation in the MPO's Technical Coordinating Committee (TCC) and the Transportation Improvement Program (TIP) Subcommittee and Board of County Commissioner participation as members of the MPO Policy Board.
- 1.10.2. Policy: Pinellas County shall utilize the MPO's Congestion Management System (CMS) to help identify small-scale transportation improvements needed on backlogged and constrained roadways. Implementation of such projects shall occur through the Concurrency Management System, as carried out through transportation management plan strategies sponsored by developers, or through the CIP/CIE.

- 1.10.3. Policy: Through the MPO’s Technical Coordinating Committee, Pinellas County shall seek and incorporate input from local governments, FDOT District 7, the Pinellas Suncoast Transit Authority (PSTA), and the Tampa Bay Regional Council (TBRC) in the process of developing data and analysis necessary to administer and update Pinellas County’s Transportation Element and Concurrency Management System.
- 1.10.4. Policy: Pinellas County shall seek amendments to the MPO Long Range Transportation Plan, during the MPO Plan Update process, to ensure that it is consistent with the Transportation Element of the Pinellas County Comprehensive Plan.
- 1.10.5. Policy: Pinellas County shall coordinate the implementation of long term concurrency management and the US Highway 19 Corridor Action Plan with FDOT, the MPO and affected local governments.
- 1.10.6. Policy: Pinellas County shall coordinate efforts with FDOT to incorporate bicycle and pedestrian-friendly provisions in the design and construction of expansion and re-surfacing projects on State roads, where feasible.
- 1.10.7. Policy: Pinellas County shall review local government comprehensive plans and plan amendments to ensure that the Transportation Element is consistent with the local plans.
- 1.10.8. Policy: Pinellas County shall address air quality issues in transportation planning through the MPO’s Technical Coordinating Committee and ensure that the Transportation Element and Concurrency Management System support the Florida State Implementation Plan (SIP), which sets forth actions necessary to maintain National Ambient Air Quality standards.

- 1.10.9. Policy: Pinellas County shall coordinate with FDOT District 7, in accordance with a joint participation agreement (JPA) scheduled to commence in 1998, to re-evaluate the Ulmerton Road corridor for capacity improvements needed to improve existing and future level of service conditions on the facility from Gulf Boulevard to Interstate 275. In addition, following the completion of the re-evaluation study and MPO approval of the study recommendations, Pinellas County shall amend the Comprehensive Plan to incorporate the recommended design changes to Ulmerton Road.

Ports and Aviation

Note: None of the “facility ports”, as defined by Rule 9J-5, F.A.C., in Pinellas County fall within the jurisdiction of the Board of County Commissioners, and therefore, are not examined in the Transportation Element.

2. GOAL: STIMULATE ECONOMIC DEVELOPMENT IN PINELLAS COUNTY THROUGH THE GROWTH AND EXPANSION OF THE ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT IN A MANNER THAT MINIMIZES IMPACTS ON THE SURROUNDING AREA AND THE ENVIRONMENT AND THAT IS COORDINATED WITH FEDERAL, STATE, REGIONAL AND LOCAL AGENCY, PLANS AND REGULATIONS.
- 2.1. Objective: Expand the operational capacity and economic growth of the St. Petersburg-Clearwater International Airport.
- 2.1.1. Policy: Pinellas County shall expand airfield capacity after annual operations reach 320 thousand.
- 2.1.2. Policy: Contingent on appropriation by the Federal Aviation Administration (FAA), the capacity of the Airport shall be increased by the construction of a new parallel general aviation runway after annual operations reach 320 thousand.
- 2.1.3. Policy: Pinellas County shall coordinate with FDOT in obtaining the necessary funding for construction of access road improvements.
- 2.1.4. Policy: Pinellas County shall construct improvements that are specified and prioritized in the Airport Master Plan through the implementation of the Capital Improvements Element and the MPO Transportation Improvement Program.
- 2.1.5. Policy: Contingent on FAA funding, Pinellas County shall complete a new Airport Master Plan within one year following the adoption of the Transportation Element.

- 2.2. Objective: Ensure Airport operations are consistent with and protected by the Pinellas County Land Development Code and the Future Land Use Element regarding surrounding land uses and the environment.
 - 2.2.1. Policy: New or expanded Airport facilities shall be directed away from environmentally-sensitive areas and consistent with the Natural, Historical and Cultural Resources Element and the Surface Water Management Element.
 - 2.2.2. Policy: Pinellas County shall enforce the overlay zoning regulations in its Land Development Code that restrict heights of structures and objects of natural growth around the Airport.
 - 2.2.3. Policy: The Future Land Use Element shall restrict the land uses in the Airport overlay zoning area to industrial, preservation, public/semi-public and commercial uses.
 - 2.2.4. Policy: Pinellas County shall enforce the noise impact mitigation policies adopted in the Airport Master Plan.
- 2.3. Objective: Coordinate operations and planned expansions of the Airport with Federal, State, regional and local agency plans.
 - 2.3.1. Policy: The Airport Director shall submit all expansion plans contained in the Master Plan, and any amendments or additions to said document, to the appropriate funding agencies for approval and inclusion in their budgets.
 - 2.3.2. Policy: Pinellas County's Capital Improvements Element shall reflect the appropriate costs for the facilities recommended in the Airport Master Plan, and any amendments or additions to said document.
 - 2.3.3. Policy: Coordinate the surface level access needs of the Airport in the design of future plans to improve the adjacent segment of Roosevelt Boulevard to a six-lane divided facility as identified in the MPO Long Range Transportation Plan. This coordination shall occur between Pinellas County, the MPO and FDOT.
- 3. GOAL: UTILIZE AN MPO-APPROVED COORDINATION PROCESS WHERE PINELLAS COUNTY WORKS WITH CITIES OF LARGO, PINELLAS PARK AND ST. PETERSBURG AND STATE, REGIONAL AND LOCAL TRANSPORTATION AGENCIES REACH A CONSENSUS FOR ESTABLISHING AN INNOVATIVE APPROACH TO CONCURRENCY MANAGEMENT THAT SERVES BOTH TO MAXIMIZE ECONOMIC VITALITY OF MID-PINELLAS COUNTY WHILE ESTABLISHING ALTERNATIVE TRANSPORTATION SOLUTIONS THAT SERVE TO

ENHANCE THE QUALITY OF LIFE ASPECTS AREA PROVIDES FOR THE CITIZENS OF PINELLAS COUNTY. AS REFERENCED HEREIN, MID-PINELLAS COUNTY IS GENERALLY DESCRIBED AS A 40 SQUARE-MILE AREA BORDERED BY THE EAST BAY DRIVE/ROOSEVELT BOULEVARD, 9TH STREET NORTH, COUNTY ROAD 296 AND SEMINOLE BOULEVARD CORRIDORS. [99-26]

- 3.1. Objective: Using the MPO committee review process, Pinellas County shall consider and coordinate the establishment of a transportation concurrency management area (TCMA) or a similar mechanism to develop transportation strategies that increase mobility in mid-county and the viability of travel modes that provide an alternative to the single-occupant vehicle. [99-26]
- 3.1.1. Policy: Pinellas County shall formalize comprehensive plan goal(s), objectives and policies necessary to provide a foundation for innovative land development regulations that facilitate the effective movement of people and goods in mid-Pinellas County while supporting the goals of the economic development community. These goal(s), objectives and policies shall be developed through a consensus building effort among the affected local governments and transportation agencies considering input from mid-county area residents and the economic development community. Implementation of this policy shall occur by March 2000 contingent upon inter-governmental/agency consensus. [99-26]
- 3.1.2. Policy: Work cooperatively with the affected local governments and transportation agencies to develop common language for the amendment of the local comprehensive plans and land development codes necessary to establish a TCMA. This work shall be completed by June 2000. [99-26]

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