

## MOBILITY PLAN 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, EFFICIENTLY UTILIZE ROADWAY CAPACITY, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTORIZED VEHICLES AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF PINELLAS COUNTY.

1.1 Objective: Maintain the performance of the major road network within the County while furthering development of a multi-modal transportation system that increases mobility for bicyclists, pedestrians and transit users as well as motorists.

1.1.1 Policy: [Local government] shall manage the impacts of land development projects and increase mobility through application of Transportation Element policies and Land Development Code provisions through the site plan review process in accordance with the Pinellas County Mobility Plan.

1.1.2 Policy: The land development regulatory system shall include the identification of “deficient” roadways, including facilities operating at peak hour level of service (LOS) E and F and/or volume-to-capacity (v/c) ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years.  
*Deficient roads will be identified through the annual MPO Level of Service Report.*

1.1.3 Policy: [Local government] shall utilize impact fee revenue to fund multi-modal improvements to local, county or state facilities that are consistent with the comprehensive plan as well as the Metropolitan Planning Organization (MPO) Long Range Transportation Plan.

1.1.4 Policy: [Local government] shall work cooperatively with the MPO and other local governments to complete the biennial update of the Multi-modal Impact Fee Ordinance through the MPO planning process, which includes review by the MPO Technical Coordinating Committee and MPO Policy Board.

1.1.5 Policy: [Local government] shall continue to work with the Pinellas Suncoast Transit Authority (PSTA) to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Pinellas County Mobility Plan and the [local government] Site Plan Review Process.

1.1.6. Policy: [Local government] shall work with the MPO and other local governments to coordinate the application of the Pinellas County Mobility Plan throughout the County.

Note:

*The aforementioned goal, objective and policies are recommended for inclusion in the transportation elements of local comprehensive plans. Existing goals, objectives and policies referencing transportation concurrency throughout the comprehensive plan should be revised or removed as necessary. It is also recommended that supporting policies be included in other comprehensive plan elements that affect transportation planning, including elements addressing capital improvements, intergovernmental coordination and future land use.*

## MOBILITY PLAN CODE PROVISIONS

### Definitions

*Deficient facility* means a road operating at peak hour level of service E or F, and/or a volume-to-capacity (v/c) ratio of 0.9 or higher with no mitigating improvements scheduled within three years.

*Land Development Regulatory System* is the coordinated system of plans (e.g., comprehensive plans), regulations, code provisions and related status reports (e.g., concurrency test statement and transportation system report) that provide standards and guidance for land development related activities.

*New peak hour trip* refers to a vehicle trip added to the major road network from and to a developed parcel of land during the weekday peak hour. This excludes “passer-by” or “diverted” trips, whereby the site is accessed as a secondary trip.

*Mobility plan* is the framework providing for a countywide approach to managing the traffic impacts of development projects and to increasing mobility for pedestrians, bicyclists, transit users and motor vehicles through the implementation of the Multi-modal Impact Fee Ordinance and the transportation provisions of this section through the site plan review process.

*Peak hour*, in describing traffic conditions, is the 100th highest volume hour of the year in the predominant traffic flow direction.

*Pre-existing use* refers to the land use that occupied a parcel of land prior to the submittal of a permit/site plan application. In accordance with the Pinellas County Transportation Impact Fee Ordinance (TIFO), development projects are entitled to a credit equivalent to the impact fee assessment of any land use activity that existed on the property as of June 30, 1986, the original adoption date of the TIFO. The applicant must provide the necessary documentation to verify any pre-existing use activity not reflected in the current records of the Pinellas County Property Appraiser’s Office.

*Transportation management plan*, as developed by an applicant representing a proposed development, is submitted in conjunction with individual site plans seeking to utilize transportation management strategies to address their development impacts, protect roadway capacity and to increase mobility. These strategies include, but are not limited to, density/intensity reductions, project phasing, access controls, capital improvements and/or incentives encouraging mass transit, bicycle or pedestrian travel, ride-sharing or roadway improvements. Strategies that are standard site plan review requirements would not be eligible for inclusion in a transportation management plan. Transportation Management Plans must be submitted to the [Department of \_\_\_\_\_] for review and approval.

*Transportation management system* refers to the management of development impacts on transportation facilities and implementation of mobility improvements pursuant to the Mobility Plan. (Note: This is intended to replace references to concurrency management system pertaining to transportation).

## **Legislative Findings**

- 1) Florida House Bill 7207, the Community Planning Act, was legislated in 2011. The Act eliminated state mandated concurrency management requirements related to transportation facilities for local governments.
- 2) In 2013, the Pinellas County Metropolitan Planning Organization approved the Pinellas County Mobility Plan Report. The intent of the Mobility Plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects without requiring developers to meet adopted level of service standards.
- 3) The transportation element of the comprehensive plan identifies a number of highway system facilities operating under deficient level of service conditions. These require the application of Mobility Plan provisions in order to manage transportation impacts and to increase mobility through the use of multi-modal impact fees to fund transportation improvements.
- 4) The 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21) Act, which sets forth requirements for metropolitan transportation planning, promotes integrated transportation systems that maximize mobility and accessibility and the preservation, rather than the construction, of highways.
- 5) The [local government] comprehensive plan provides data, analysis, and policies supporting the intent of the [local government] to manage the impacts of development on facilities operating with deficient level of service conditions through the application of the Pinellas County Mobility Plan and supporting land use policies.
- 6) Transportation management plan strategies are important tools for local governments to manage development impacts while maximizing mobility and accessibility consistent with the comprehensive plan and MAP 21.
- 7) The Community Planning Act encourages the coordination of planning and growth management activities among local governments, the Metropolitan Planning Organization and regional and state government agencies.

## **Purpose and Intent**

It is the purpose of this division to establish a transportation management system to ensure that the impacts of development on transportation facilities and services are effectively managed while increasing mobility for pedestrians, bicyclists, transit users and motor vehicles.

## Transportation Management Plan

- 1) Transportation management plans are to be submitted by applicants of development projects in conjunction with their site plans. Transportation management plans are required for development applications seeking to utilize transportation management strategies/improvements to address their development impacts. The extent of the strategies/improvements included in an approved transportation management plan in terms of the scale of the project(s) and roadway capacity and/or mobility benefits provided shall be based primarily on the projected impact of the development project on the surrounding traffic circulation system. Specific conditions of the deficient road corridor impacted by the development will also be considered. Transportation management plan strategies/improvements applicable to development projects within deficient road corridors will be determined at the time of site plan review. Should the impacts of the development project impact a road under the jurisdiction of an adjacent local government or FDOT, the identification of appropriate TMP strategies shall be coordinated with the affected jurisdiction(s). Transportation management plans must be developed by the applicant and accepted by the [local government]. Transportation management plan strategies/improvements include, but are not limited to those listed below.
  - a. *Intensity reduction.* The intensity of the proposal may be reduced through an across-the-board reduction of the permitted floor area ratio, as it would otherwise normally apply to the proposal. Other such corrective actions that would reduce the intensity of the proposal may also apply.
  - b. *Density reduction.* The density of the proposal may be decreased by a reduction in the number of units per acre below that which would otherwise normally apply to the proposal.
  - c. *Project phasing.* A project may be divided into logical phases of development by area, with later phases of the development proposal's approval withheld until the needed facilities are available.
  - d. *Outparcel deletion.* Those portions of the proposal characterized as outparcels that create separate and unique impacts may be deleted from the total proposal.
  - e. *Physical highway improvements.* A project may construct link capacity improvements, acceleration/deceleration lanes, intersection improvements or frontage roads.
  - f. *Operational improvements (signal).* This includes efforts involving signal removal or signal timing improvements.
  - g. *Access management strategies.* These include access management controls such as the preclusion of a direct connection to a deficient facility, right-in/right-out driveways, alternative driveway locations, reduction of a driveway, single point access, shared access or the implementation of median controls.
  - h. *Mass transit initiatives.* A project may implement a plan to encourage transit (e.g., employer-issued bus passes). Other mass transit initiatives may include, but are not limited to, direct route subsidies, provision of feeder service or the construction of bus stop amenities, bus pull-off areas and dedication of park and ride parking spaces.

- i. *Demand management/commuter assistance.* These include efforts to encourage ride-sharing (e.g., designated parking spaces for carpools, employer-sponsored carpool program, participation in transportation management organization/initiative programs), and to implement flexible work hour and telecommuting programs.
  - j. *Bicycle/pedestrian improvements.* These would involve structural improvements or construction of a bikeway or sidewalk connecting an existing bikeway/sidewalk network or providing access to a school, park, shopping center, etc. These improvements may also include pedestrian treatments in parking areas, sidewalks connecting developments with adjacent land uses, trail improvements and bicycle rack and on-street bicycle lane installations, and the planting of trees to provide shade canopy along sidewalks.
  - k. *Intelligent transportation system improvements.* This includes improvements pertaining to computerized traffic signal systems that automatically adjust to maximize traffic flow and to permit emergency vehicles to pass through intersections quickly. It also includes freeway management systems, such as electronic message signs, and electronic fare payment on public buses that reduce passenger boarding time.
  - l. *Livable community site design features.* These include, but are not limited to, implementation of pedestrian friendly site design features such as orienting buildings toward the street and parking lots to the side or rear of buildings.
- 2) Transportation management plans seeking to implement strategies that do not involve structural improvements, such as ride-sharing and transit incentive programs, must include a monitoring program to ensure the strategies are carried out in accordance with the plan, as developed by the applicant and accepted by the [local government].

### **Deficient Road Corridors, Transportation Management Plan Strategies Applied**

- 1) Deficient road corridors include parcels within one-half mile of the centerline or terminus of a facility operating under a deficient level of service.
- 2) In support of the provisions of this section regarding deficient road corridors, policies in the comprehensive plan seek to discourage future land use map (FLUM) amendments that allow for an increase in automobile trips generated from sites proposed for amendment.  
*It is recognized that exceptions to this provision may apply within road corridors where the local government comprehensive plan is seeking increased densities and intensities for planning purposes.*
- 3) Development projects located within deficient road corridors that generate between 51 and 300 new peak hour trips are classified as tier 1.
  - a. Developers of tier 1 projects are required to submit a transportation management plan designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.
  - b. The cost of transportation management strategies implemented for tier 1 projects are creditable toward their multi-modal impact fee assessment in accordance with the Multi-modal Impact Fee Ordinance. If the cost of the improvement exceeds the assessment, the development project would not be subject to payment of the fee.

- 4) Development projects located within deficient road corridors that generate more than 300 new peak hour trips are classified as tier 2. Developers of tier 2 projects are required to conduct a traffic study and submit an accompanying report. The report shall include the results of the traffic study and a transportation management plan identifying improvements necessary to mitigate the impacts of the project. The report shall be submitted to the [\_\_\_\_\_ Department] for review. The cost of transportation management strategies implemented for tier 2 projects may be applied as credit toward the project's multi-modal impact fee assessment in accordance with the Multi-modal Impact Fee Ordinance or payment of the fee could be included as part of a transportation management plan.
- 5) Development projects that generate less than 51 new peak hour trips are required to pay a multi-modal impact fee in accordance with the Multi-modal Impact Fee Ordinance. They are not required to submit a transportation management plan or traffic study.
- 6) A traffic study and corresponding transportation management plan for a land development project generating more than 50 new peak hour trips outside a deficient road corridor may be required if through the site plan review process the local government determines that operational improvements such as intersection or median modifications are necessary to accommodate the additional trips generated by the proposed land use.

### **Methodology Applied**

Determination of trip generation shall be based on the Pinellas County Transportation Impact Fee Ordinance fee schedules and latest edition of the *Institute of Transportation Engineers Trip Generation Manual*.

#### **Note:**

*The aforementioned code provisions are recommended for inclusion in local land development codes. Existing code sections that contain language referencing or relating to transportation concurrency should be revised or removed as necessary.*