

PINELLAS COUNTY MOBILITY PLAN REPORT

SEPTEMBER 11, 2013



Growth Management in Florida

- 1985 Growth Management Law
 - Concurrency management
 - Level of service standards
- 1990s - Concurrency Alternatives/Exceptions
 - Long Term Concurrency Management
 - Concurrency Exception Area
 - Multi-modal Transportation District



Growth Management Revised

- 2009 Senate Bill 360
 - Pinellas County designated as dense urban land area/concurrency exception area
 - Introduced mobility plan/fee provisions
- 2011 House Bill 7207 responds to constitutional challenge



Mobility Plan Task Force

- Originally formed in 2010
- Comprised of representatives of local governments, PSTA, FDOT, businesses and citizens
- Initial focus to develop mobility fee methodology as part of “pay and go” approach
- Suspended activity when SB 360 declared unconstitutional
- Reconvened in 2011 following HB 7207 to develop countywide mobility plan with agreement to utilize TIFO rather than establish mobility fee



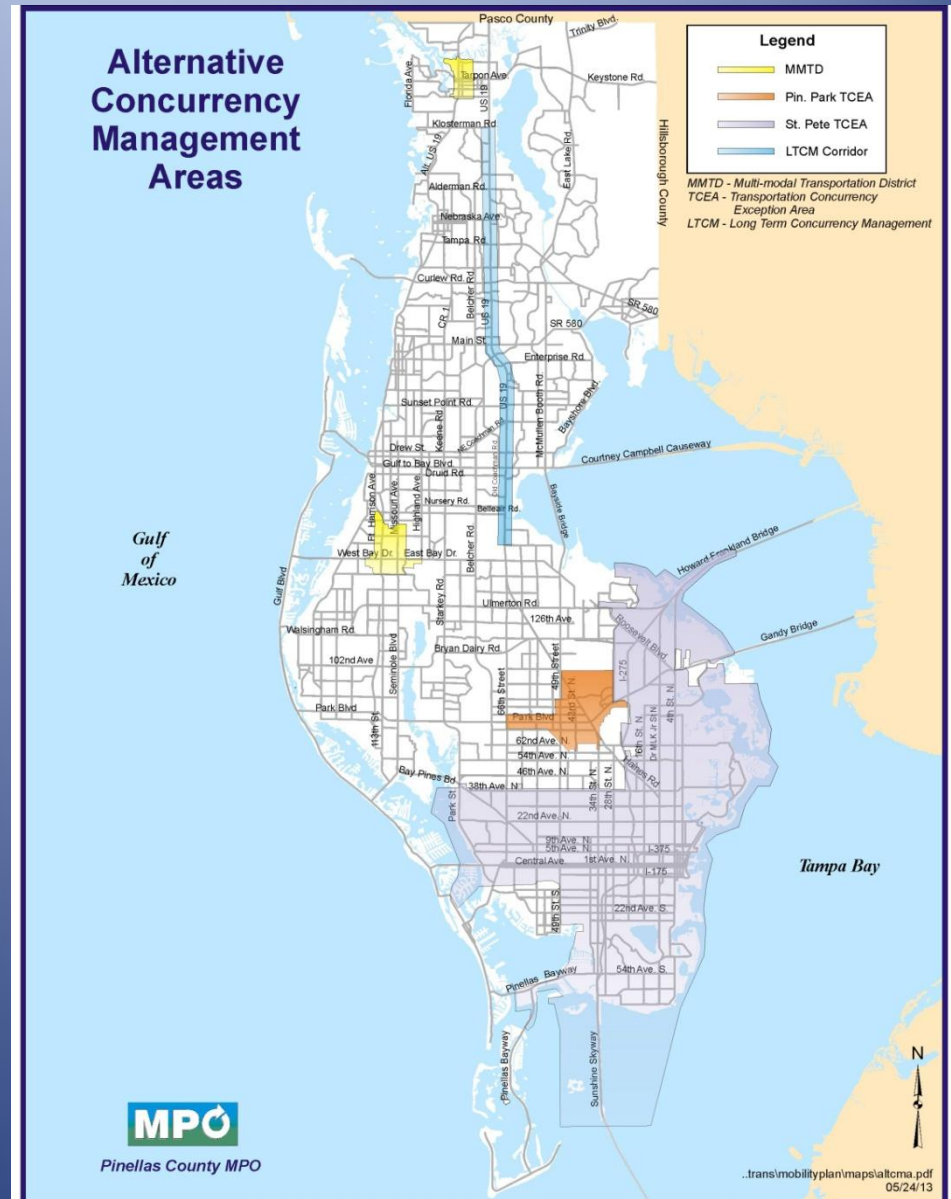
Mobility Plan Objectives

- Improve efficiency of review processes
- Consistent growth management approach
- Further local mobility goals
- Provide effective growth management tools
- Further emphasis on multi-modal transportation



Growth Management in Pinellas County

- Transportation Impact Fee Ordinance
- Concurrency Management Systems
 - Pinellas County LTCM
 - St. Petersburg, Pinellas Park TCEAs
 - Largo, Tarpon Springs MMTDs
 - Pinellas County Transportation Management Plan provisions
- Proportionate Share



Mobility Planning in Florida

- Alachua County
- Pasco County
- City of Tampa
- Orange County
- City of Orlando
- City of Ormond Beach



Pinellas Mobility Plan Objectives

- Consistent with and further mobility goals of MPO, PPC and local plans
- Establish and implement countywide multi-modal fee
- Provide fund source for transportation improvements
- Implement multi-modal projects
- Ensure consistency through application of countywide ordinance and coordinated site plan review processes
- Biennial update process



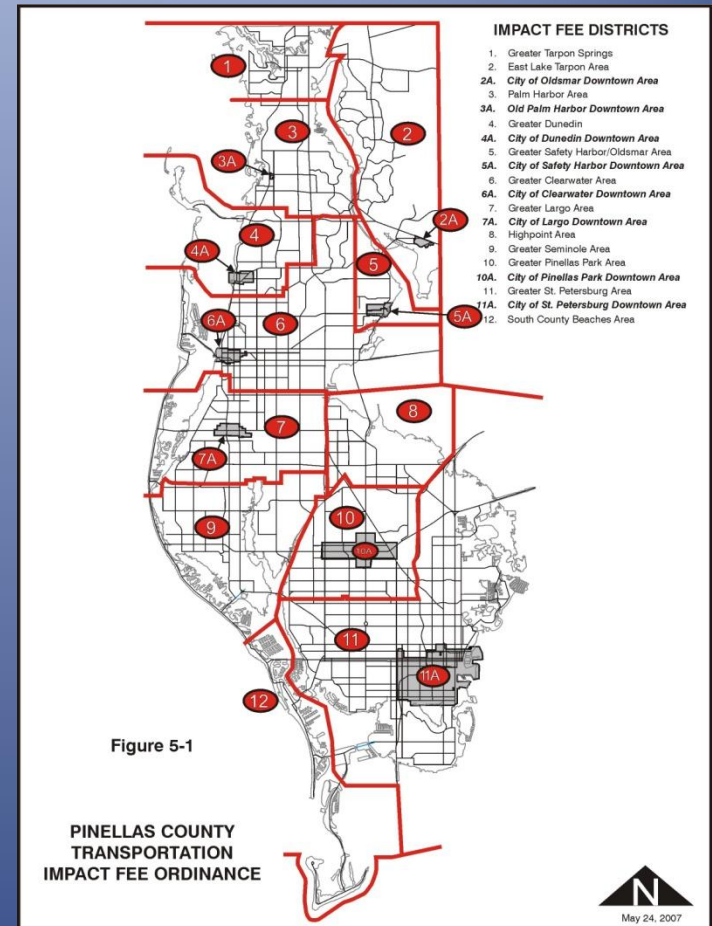
Mobility Plan Concept

- Repeal LOS-based concurrency management systems
- Retain existing impact fee program
- Establish transportation management plan approach for larger scale development impacting deficient roads



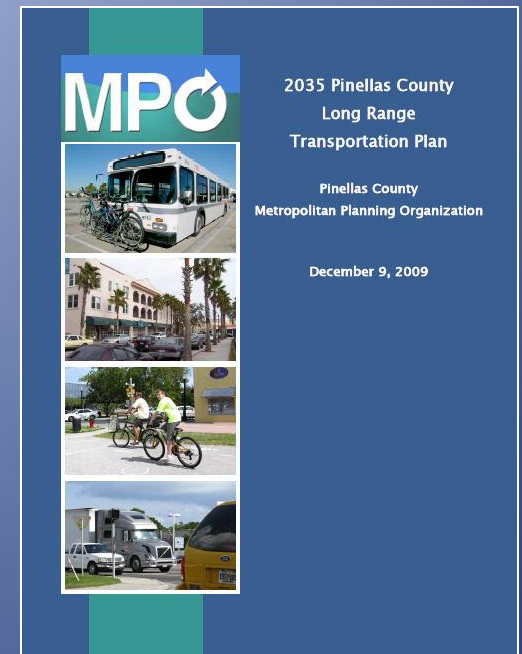
Impact Fees

- Consumption based
- Eligible projects
- Formula
$$TGR \times \%NT \times TL \times CST (RF) / CAP \times 2$$
- Data sources
- Biennial review process
- Expenditures tied to districts
- CST and CAP far below currently published rates



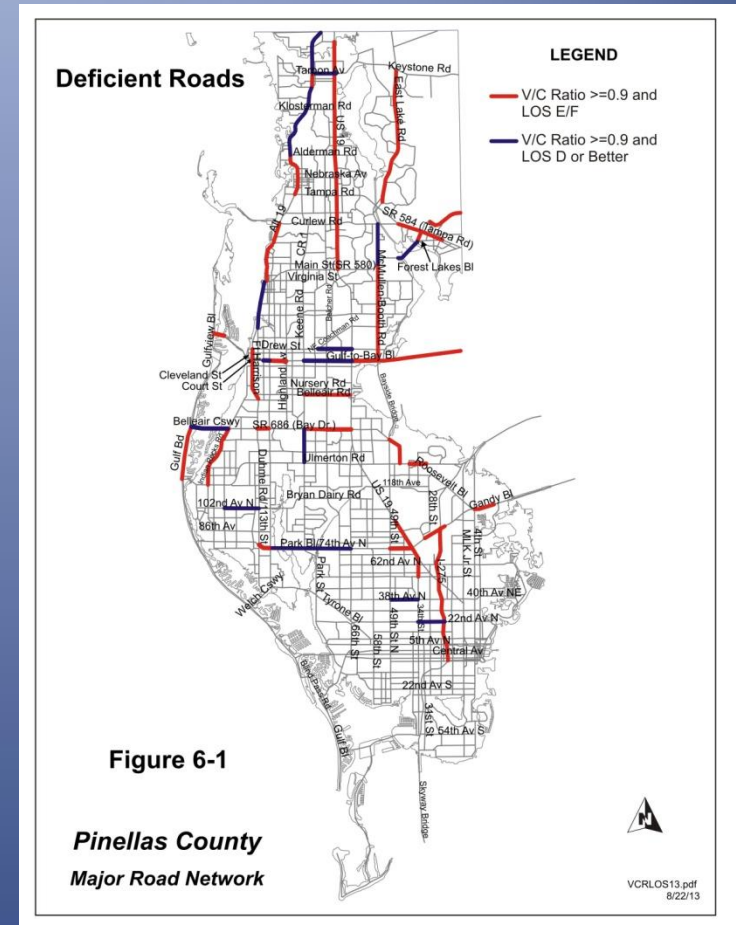
Mobility Plan Improvements

- Based on MPO Long Range Plan for State, County Facilities
 - Major roads (e.g., Gandy, US 19, CR 296/Future SR 690), Roosevelt Blvd
 - Bus service expansion, planned rail line
 - Trails, sidewalk facilities
 - Congestion Management System
 - Intelligent Transportation Systems



Managing Moderate to Large Scale Development Projects

- Impacting “deficient” roadways
- Tier 1 Projects
 - Generate 51 and 300 peak hour vehicle trips
 - Transportation Management Plan
- Tier 2 Projects
 - Generate over 300 peak hour vehicle trips
 - Traffic study



Transportation Management Plan Strategies

- Access management improvements
- Intersection improvements
- Transit accommodations/amenities
- Bicycle/pedestrian accommodations
- Travel demand management programs
- TND site design features



Tier 1 and 2 Examples

- 51 peak hour trips (Tier 1)
 - 55 single family homes
 - 35,076 sq. ft. general office
 - 11,335 sq. ft. general commercial
 - 81,677 sq. ft. general industrial
- 301 peak hour trips (Tier 2)
 - 330 single family homes
 - 298,393 sq. ft. general office
 - 68,035 sq. ft. general commercial
 - 490,217 sq. ft. general industrial



Recommendations

- Rename Transportation Impact Fee, “Multi-modal Impact Fee”
- Repeal of LOS-based concurrency management systems
- Local adoption of development review provisions
 - Deficient Road Map
 - Description and application of transportation management plan
 - Descriptions and corresponding requirements for development projects classified as Tier 1 and Tier 2
 - Guidelines for application of model code provisions

Next Steps

- May, June - Review by business representatives, public input
- August – Review of draft proposal by TCC and CAC
- September – Review of draft proposal by MPO
- December – Review of amendatory TIFO and local government code provisions by MPO