

# *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, 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. [16-19]

## **Traffic Circulation and Mobility**

1.1 Objective: Develop and maintain a multimodal transportation system that increases mobility for bicyclists, pedestrians and transit users as well as motorists and users of aviation and rail facilities, and that promotes development patterns that reduce vehicle miles traveled and greenhouse gas emissions. [16-19]

1.1.1 Policy: Pinellas County shall implement a Pinellas County Mobility Management System through the application of Transportation Element policies and site plan and right-of-way utilization review processes. Policies pertaining to the application of the Mobility Management System are listed below. [16-19]

- a. All development projects generating new trips shall be subject to payment of a multimodal impact fee.
- b. Development projects that generate between 51 and 300 new peak hour trips on deficient roads shall be classified as tier 1 and required to submit a transportation management plan (TMP) designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.
- c. Development projects that generate more than 300 new peak hour trips on deficient roads shall be classified as tier 2, required to conduct a traffic study, and submit an accompanying report and TMP based on the report findings.
- d. Multimodal impact fee assessments may be applied as credit toward the cost of a TMP.
- e. A traffic study and/or TMP for a development project not impacting a deficient road corridor may be required to address the impact of additional trips generated by the project on the surrounding traffic circulation system.
- f. Deficient roads shall include those 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.
- g. Multi-modal impact fee revenue shall be utilized 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.

h. Pinellas County 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. [16-19]

1.1.2. Policy: Road improvements undertaken by Pinellas County shall be designed to increase their efficiency while providing safer travel conditions for all users to the extent feasible.

1.1.3. Policy: Capacity improvements necessary to alleviate existing level of service deficiencies shall be constructed as scheduled in the Pinellas County Capital Improvements Element (CIE).

1.1.4. Policy: Pinellas County shall coordinate with the MPO in the development and implementation of corridor plans and strategies intended to address operational and safety issues on the major road network.

1.1.5. Policy: Pinellas County shall coordinate road improvement plans with the needs of local residents in terms of historic and community preservation.

1.1.6. Policy: Pinellas County shall continue to evaluate additional capacity improvement needs on the County's major road network.

1.1.7. Policy: Pinellas County shall continue to work with the Pinellas Suncoast Transit Authority (PSTA) to increase the efficiency of the transit system. [16-19]

1.1.8. 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.

1.1.9. 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.

1.1.10. Policy: When roads are improved to the standards identified in Policy 1.1.9., the bicycle lane shall be designated by marking and signage.

1.1.11. 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.

- 1.1.12. Policy: Pinellas County shall include sidewalks alongside roadways scheduled for resurfacing in its Capital Improvement Program where feasible.
- 1.1.13. Policy: The planned Pinellas Trail Loop is critically important allowing bicycling and walking to become a more viable alternative for commuter travel throughout Pinellas County. Therefore, Pinellas County shall prioritize efforts to develop the Pinellas Trail Loop.
- 1.1.14. Policy: Construction of frontage sidewalks shall be required in all road rights-of-way under the jurisdiction of Pinellas through the application of the site plan and right-of-way utilization review processes. Through a right-of-way-utilization waiver process, Pinellas County may require the sidewalk to be constructed at alternative off-site locations when the right-of-way conditions preclude the construction of the sidewalk adjacent to the proposed development.
- 1.1.15. Policy: Pinellas County shall require development projects to make adequate provisions for storage/parking areas for bicycles as appropriate.
- 1.1.16. Policy: Pinellas County shall continue to implement sidewalk construction projects where necessary to close existing gaps along arterial, collector and local roads through the CIP and site plan and right-of-way utilization review processes.
- 1.1.17. Policy: Pinellas County shall take a complete streets approach towards mobility and incorporate livable community requirements such as 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 Code shall allow for proposed buildings to be oriented toward pedestrian facilities in adjacent road rights-of-way. [16-19]
- 1.1.18. Policy: Pinellas County shall work with the MPO's Bicycle and Pedestrian Transportation Advisory Committees, FDOT's Community Traffic Safety Team, the MPO's School Transportation Safety Committee, the US Highway 19 Task Force, the Barrier Island Government Council (BIG-C) and other agencies and organizations as appropriate to identify locations where crosswalk improvements are needed to allow bicyclists and pedestrians to safely cross major roads to reach their destinations.
- 1.1.19. Policy: Pinellas County shall facilitate the provision of bus stop improvements and pullout bays, where appropriate, along major roadways through the development of complete streets, implementation of the Mobility Management System, and application of the site plan and right-of-way utilization review processes.

- 1.1.20. Policy: Pinellas County shall continue to coordinate with TBARTA as necessary to provide ride sharing opportunities for Pinellas County employees and to promote this service to other employers.
- 1.1.21. Policy: Pinellas County shall continue to identify and monitor “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 Program.
- 1.1.22. Policy: Pinellas County shall continue to maintain 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.
- 1.1.23. Policy: Pinellas County shall coordinate with the PSTA and the MPO to identify locations where the need for pedestrian accommodations between bus stops and the sidewalk network is most pronounced from a safety standpoint.
- 1.1.24. Policy: Pinellas County shall continue to work with the MPO and PSTA in support of transit initiatives designed to increase ridership.
- 1.1.25. Policy: Pinellas County shall continue to install landscaping along sidewalks using tree canopy, where feasible, to provide shaded areas for pedestrians. [16-19]
- 1.1.26. Policy: Pinellas County shall continue to work with PSTA to increase the efficiency of the fixed-route system by encouraging mass transit use through the Site Plan Review Process and the implementation of MPO corridor strategy plans.
- 1.1.27 Policy: Pinellas County shall develop pedestrian ways and bikeways in and around the vicinity of schools where opportunities exist to utilize utility rights-of-way and, drainage easements.

## **Land Use Coordination**

- 1. 2. Objective: The Transportation Element shall be coordinated with the goals, objectives and policies of the Future Land Use and Quality Communities Element in guiding population distribution, economic growth, and the overall pattern of urban development.
  - 1.2.1. Policy: Pinellas County shall coordinate decisions on Future Land Use Map (FLUM) amendments with the mobility and safety needs of the principal modes of travel including bicycling, walking, transit and motor vehicles.

- 1.2.2. Policy: Pinellas County shall use the Future Land Use Map as a tool for projecting population densities and housing and employment patterns for the process of forecasting traffic demand through the Tampa Bay Regional Transportation Planning Model (TBRPM).
- 1.2.3. Policy: Pinellas County shall develop parking standards for mixed-use development in coordination with MPO.
- 1.2.4. Policy: Pinellas County shall identify commercial and residential corridors in the unincorporated area in need of revitalization. Potential corridors include 54th Avenue North in Lealman, Seminole Boulevard, and 66th Street and 34th Street between Pinellas Park and St. Petersburg as part of the update to the Land Development Code.
- 1.2.5. Policy: After carrying out policy 1.2.4., Pinellas County shall study one of the corridors to develop a prototype approach for improving and revitalizing them. The study shall consider appropriate changes to the land development regulations, land use and zoning changes, access requirements, infrastructure improvements and other mechanisms that would improve conditions within these corridors.
- 1.2.6. Policy: Pinellas County shall identify opportunities to coordinate land use and transportation planning along the “coastal corridor” from Gulf Boulevard to the Pinellas/Pasco County Line. This coordination would be intended to create or highlight destinations and venues so that tourists can easily go from one community to another while experiencing the uniqueness of each. The “coastal corridor” runs the length of the barrier island chain from St. Pete Beach to Clearwater Beach (Gulf Boulevard) and continues northward on Ft. Harrison Avenue/Edgewater Drive/Alternate U.S. Highway 19 to Pasco County.
- 1.2.7. Policy: Pinellas County will pursue a Complete Streets approach towards future transportation improvements and ensure that infrastructure for all appropriate modes of transportation are designed and implemented to ensure efficient, safe, and diverse mobility options. [16-19]
- 1.3. Objective: Pinellas County shall enhance and protect scenic vistas on County road corridors. [16-19]
- 1.3.1. 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.

## Right-of-Way Protection and Planning

- 1.4. 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.
- 1.4.1. Policy: Preserve needed right-of-way, as identified in the future right-of-way maps referenced in Objective 1.3, through the site plan and right-of-way utilization review processes. [16-19]
- 1.4.2. Policy: Pinellas County shall amend the future right-of-way maps, as deemed necessary, in order to reflect changes in right-of-way needs.
- 1.4.3 Policy: Pinellas County shall not vacate public right-of-way unless it is determined that the right-of-way is not viable for present or future public use, including stormwater treatment facilities, transportation facilities and attendant use. [16-19]
- 1.4.4. Policy: Pinellas County shall coordinate with the municipalities regarding the maintenance responsibilities for County roads within their respective jurisdictions.
- 1.4.5. Policy: Rights-of-way will not be vacated if they provide access to publically accessible waters of the County, as specifically provided for by Chapter 170, the right-of way vacation criteria, of the County Land Development Code. [16-19]

## Safety, Efficiency and Goods Movement

- 1.5. Objective: Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.
- 1.5.1. Policy: Pinellas County shall continue to implement access management standards as identified in the Access Management Section of the Land Development Code, through the application of the Pinellas County Site Plan and Right-of-Way Utilization Review Process. [16-19]
- 1.5.2. Policy: Pinellas County shall continue monitoring signalized intersections to coordinate signal timing along major County and State facilities.
- 1.5.3. Policy: Pinellas County shall continue to implement an ongoing roadway maintenance program to provide for safe operating conditions for multimodal travel and to preserve roadway capacity.
- 1.5.4. Policy: Pinellas County shall work with the MPO to promote bicycle and pedestrian safety education programs and the enforcement of rules and regulations, in

cooperation with the MPO Bicycle Pedestrian Advisory Committee, pertaining to bicycling, walking and motor vehicle use.

- 1.5.5. Policy: Pinellas County shall continue to work with the MPO's advisory committees and local law enforcement officials 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.
- 1.5.6. Policy: Pinellas County, through its land development regulations, shall require that all new development and redevelopment make adequate provisions for safe and efficient on-site traffic flow and provide adequate parking facilities.
- 1.5.7. Policy: Pinellas County shall cooperate with local law enforcement agencies, educational facilities, emergency service providers and transportation provider agencies for a multi-disciplinary approach to traffic safety.
- 1.5.8. Policy: Pinellas County shall expand the use of intelligent transportation systems (ITS) for transportation information gathering and incident management functions.
- 1.5.9. Policy: Pinellas County shall work with the MPO and all the cities of Pinellas County to continue developing and maintaining a comprehensive traffic management system through the deployment of ITS. [16-19]
- 1.5.10. Policy: Pinellas County shall coordinate with all the cities of Pinellas County to implement ITS improvements, including the establishment of a primary control center, and the associated operations and maintenance needs, identified in the Pinellas County Long-Range ATMS/ITS Master Plan.
- 1.5.11. Policy: Pinellas County shall coordinate with the MPO, local governments, PSTA, FDOT and other affected agencies to implement non-roadway ITS improvements (e.g., transit fare systems, pedestrian street crossing enhancements, communications).
- 1.5.12. Policy: Pinellas County shall continue to identify and maintain roadways suitable for truck travel.

### **State, Regional and Local Coordination**

- 1.6. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local, regional and state level.
- 1.6.1. Policy: Pinellas County shall coordinate roadway and transit service improvements with the future needs of the St. Pete-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 Board of County Commissioner participation as members of the MPO Policy Board.

- 1.6.2. Policy: Pinellas County shall utilize the MPO's Congestion Management Process (CMP) to help identify small-scale transportation improvements needed on backlogged and constrained roadways. Implementation of such projects shall occur through the construction of transportation management plan improvements by developers, or through the CIP/CIE.
- 1.6.3. Policy: Through such means as the MPO's Technical Coordinating Committee, Pinellas County shall seek and incorporate input from local governments, FDOT District 7, the PSTA, and the Tampa Bay Regional Planning Council (TBRPC) in the process of developing data and analysis to assist in administering and updating Pinellas County's Transportation Element and related land development codes. [16-19]
- 1.6.4. Policy: Pinellas County shall seek amendments to the MPO Long Range Transportation Plan, during the MPO Plan Update process, as deemed necessary, to maintain consistency with the Transportation Element of the Pinellas County Comprehensive Plan.
- 1.6.5. 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.
- 1.6.6. Policy: Pinellas County shall review local government comprehensive plans and plan amendments and coordinate with the respective municipalities to the extent necessary to maintain consistency between the Transportation Element and local plans.
- 1.6.7. Policy: Pinellas County shall address air quality issues in transportation planning, including through the MPO's Technical Coordinating Committee and ensure that the Transportation Element and related land development codes support the Florida State Implementation Plan (SIP), which sets forth actions necessary to maintain National Ambient Air Quality standards.
- 1.6.8. Policy: Pinellas County shall coordinate with local governments, transit providers and MPOs in the region as well as TBARTA on the development and operation of multimodal transportation systems and a regional multimodal transportation master plan.
- 1.6.9. Policy: Pinellas County shall continue cooperative efforts between State and local transportation operating agencies for a unified approach to traffic management.
- 1.6.10. Policy: Pinellas County shall coordinate with the MPO to implement the Transportation Disadvantaged Service Plan to address the mobility needs of the transportation disadvantaged community in Pinellas County. [16-19]



- 1.6.11. Policy: Pinellas County staff shall continue to work with PSTA in support of their planning activities and members of the Board of County Commissioners shall continue to participate in PSTA policy decisions as members of their policy board.
- 1.6.12. Policy: Pinellas County shall work with the MPO and municipalities in support of efforts to coordinate the application of the Pinellas County Mobility Management System throughout the County. [16-19]
- 1.6.13. Policy: Pinellas County shall pursue opportunities for funding for transportation projects through the following:
- Partnerships with private interests as well as local, State and Federal agencies to leverage County transportation funding for projects to the fullest extent possible;
  - Seeking State and Federal grant monies as appropriate; and [16-19]
  - Supporting legislative activities to increase the return from Federal fuel taxes to the State. [16-19]
- 1.6.14. Policy: Pinellas County shall coordinate with the Barrier Island Government Council (BIG-C) on the implementation of improvements to the Gulf Boulevard corridor.

## Ports and Aviation

Note: None of the County's ports fall within the jurisdiction of the Board of County Commissioners, and therefore, are not examined in the Transportation Element. [16-19]

2. GOAL: STIMULATE ECONOMIC DEVELOPMENT IN PINELLAS COUNTY THROUGH THE GROWTH AND EXPANSION OF THE ST. PETE-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. [16-19]

- 2.1. Objective: The Ports and Aviation Section of the Transportation Element shall be coordinated with the St. Pete-Clearwater International Airport Master Plan, Federal Aviation Administration (FAA) approved Airport Layout Plan, and any amendments or updates to these documents, which are hereby incorporated as part of the Pinellas County Comprehensive Plan pursuant to Section 163.3177(6)(k), F.S. [16-19][12-09]
- 2.2. Objective: Expand the landside and airside capacity of the St. Pete-Clearwater International Airport to meet future demand consistent with the Airport Master Plan, Airport Layout Plan, and future demand and design studies. [16-19][12-09]

- 2.2.1. Policy: Pinellas County shall implement taxiway and runway improvements identified in the Airport Master Plan and Airport Layout Plan in accordance with the CIP schedule as federal, state and local funds become available in order to meet the forecasted demand for airfield capacity. [12-09]
- 2.2.2. Policy: Pinellas County shall expand access and terminal roads, automobile parking lots, aircraft parking capacity and air cargo facilities, office and warehouse and/or light industrial space based on the CIP and projected growth. [12-09]
- 2.2.3. Policy: Pinellas County shall rezone existing land for additional aviation development based on recommendations contained in the Airport Master Plan and FAA-approved Airport Layout Plan in order to meet demand. [12-09]
- 2.2.4. Policy: Pinellas County shall expand, rehabilitate and enhance the terminal and associated landside areas to accommodate existing and future passenger capacity. [12-09]
- 2.2.5. Policy: Pinellas County shall coordinate with FDOT in obtaining the necessary funding for construction of access road improvements. [12-09]
- 2.2.6. Policy: Pinellas County shall construct improvements that are specified and prioritized in the Airport Master Plan and Airport Layout Plan, and Joint Airport Capital Improvement Program. [12-09] [16-19]
- 2.2.7. Policy: Seek diversification and expansion of revenue sources through the utilization of land within and adjacent to the Airport in a manner that is consistent with the Comprehensive Plan, Pinellas County Land Development Code and Airport Master Plan and Airport Layout Plan. [12-09]
- 2.3. Objective: Ensure Airport operations are consistent with and protected by the Pinellas County Land Development Code and Future Land Use and Quality Communities Element regarding surrounding land uses and the environment.
  - 2.3.1. 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 and FAA regulations. [12-09]
  - 2.3.2. 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.

- 2.3.3. Policy: The Future Land Use and Quality Communities Element shall restrict the land uses in the Airport overlay zoning area to industrial, aviation, preservation, public/semi-public and commercial uses as recommended in the Airport Master Plan and Airport Layout Plan. [12-09]
- 2.4. Objective: Coordinate operations and planned expansions of the Airport with federal, state, regional and local agency plans. [12-09]
- 2.4.1. Policy: The Airport Director shall submit all eligible capital improvement projects to the appropriate funding agencies for approval and funding assistance. [12-09]
- 2.4.2. Policy: Pinellas County's Capital Improvements Element shall reflect the appropriate costs for the facilities recommended in the Airport Master Plan and Airport Layout Plan, and any amendments or additions to said document. [12-09]
- 2.4.3. 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 partially-controlled access facility as identified in the MPO Long Range Transportation Plan. This coordination shall occur between Pinellas County, as represented by the Airport Director as its designee, the MPO and FDOT. [12-09]