



Pinellas County MPO

2040 Long Range Transportation Plan

Goals, Objectives and Policies

Goal 1: Support and further economic development.

Objective 1.1: Integrate transportation and land use planning to ensure future decisions support keeping Pinellas County a place where people and business want to be.

Policy 1.1.1: The MPO shall support roadway design standards that balance the need to improve operations and traffic-carrying capacity for all users with the economic viability of adjacent land uses.

Policy 1.1.2: The MPO shall support local land use policies and plans that are compatible with the design of transportation facilities such as the partially-controlled access design for US Highway 19.

Policy 1.1.3: The MPO shall work with local governments to ensure that mobility strategies and local land use plans are compatible and mutually supportive.

Policy 1.1.4: The MPO shall continue to seek a balance between the provision of transportation capacity and the need to protect community interests in the development and implementation of the Transportation Improvement Program (TIP) or the Long Range Transportation Plan (LRTP).

Policy 1.1.5: The MPO shall support local land development regulations that require joint access with neighboring properties and access to side streets and service roads within corridors, where feasible.

Policy 1.1.6: The MPO shall coordinate its long range planning activities with land use, economic development and growth management agencies.

Policy 1.1.7: The MPO shall support and participate in the development and enhancement of land use planning models and other analytical tools used to forecast and simulate transportation conditions under alternative land use scenarios.

Policy 1.1.8: The MPO shall support activities at the local and state level to facilitate better integration of transportation and land use planning.

Policy 1.1.9: The MPO shall encourage and support the use of traffic calming measures in residential and community focus areas, where appropriate.

Policy 1.1.10: The MPO shall support and encourage the efforts of state and local agencies to include landscaping, art work and other aesthetic features in transportation projects.

Policy 1.1.11: The MPO shall ensure the protection of established neighborhoods from the impacts of motorized traffic.

Policy 1.1.12: The MPO shall encourage FDOT and local governments to employ context sensitive solutions in the planning and development of transportation projects.

Objective 1.2: Provide cost effective travel and commute options.

Policy 1.2.1: The MPO shall work with the business community to determine their transportation service and facility needs and with the various implementing agencies and service providers such as PSTA and TBARTA to respond to those needs.

Policy 1.2.2: The MPO shall support PSTA's implementation of improved transit service.

Policy 1.2.3: The MPO shall facilitate the development of new bicycle and pedestrian infrastructure to increase the viability of these modes of transportation.

Objective 1.3: Improve access to and from major activity centers.

Policy 1.3.1: During the development of the LRTP and the TIP, the MPO shall prioritize projects for all modes that serve existing and future employment centers as identified in local comprehensive plans.

Policy 1.3.2: In the staging of projects in the LRTP and developing priorities for funding in the TIP, the MPO shall give priority to improvements needed to improve access to intermodal facilities, such as the St. Pete-Clearwater International Airport, including access roads to such facilities.

Policy 1.3.3: The MPO shall participate in the development and update of intermodal facility (e.g. St. Pete-Clearwater International Airport and PSTA bus terminals) master plans and related planning activities.

Policy 1.3.4: The MPO shall consider Florida's Strategic Intermodal System Plan, as necessary, in establishing planning and funding priorities.

Objective 1.4: Create and promote opportunities for public-private partnerships.

Policy 1.4.1: The MPO shall encourage and participate in public-private partnerships and develop incentives to encourage employer, developer and other organizations' participation in meeting the mobility needs of County residents, visitors and businesses.

Objective 1.5: Improve roadway operations for the movement of goods.

Policy 1.5.1: The MPO shall assist the State and local governments in the prioritization of projects to fix identified freight hot spots and shall maintain a current map of designated truck routes that will be updated as needed.

Policy 1.5.2: The MPO shall support the implementation of the Tampa Bay Regional Strategic Freight Plan.

Policy 1.5.3: The MPO shall consider the movement of freight in the review of roadway design plans.

Goal 2: Provide a balanced and integrated multi-modal transportation system for local and regional travel.

Objective 2.1: Consider facilities for, and the connectivity between, all modes in the planning, design and construction of transportation projects.

Policy 2.1.1: The MPO shall encourage local governments to include transit-friendly and supportive design standards in local land development codes to ensure safe passage for transit users from bus stops to proximate buildings and to encourage transit use.

Policy 2.1.2: The MPO shall encourage local regulations requiring sidewalk connections between bus stops, sidewalks and proximate buildings, including buffered walkways traversing through parking areas.

Policy 2.1.3: The MPO will promote the development of Complete Streets, in which every public right-of-way is planned,

designed, constructed, reconstructed, operated and maintained for the safety and mobility of pedestrians, bicyclists, motorists, transit riders, freight carriers, emergency responders and adjacent land users, regardless of age or ability.

Objective 2.2: Increase transit ridership by providing more frequent and convenient service.

Policy 2.2.1: The MPO shall continue to work with local governments, communities and PSTA to identify and assess transit needs in the county.

Policy 2.2.2: The MPO shall assist and support the efforts of the PSTA to implement and achieve the goals of its Ten-Year Transit Development Plan and to carry out recommended actions derived from related studies.

Policy 2.2.3: The MPO shall continue to prioritize funding to support the planning and implementation activities associated with the Greenlight Pinellas Plan, which includes enhanced bus service, passenger rail, expanded trolley service, bus rapid transit (BRT) strategies and other transportation improvements.

Policy 2.2.4: The MPO shall continue to work with the PSTA, the Board of County Commissioners and the business community to implement a long term funding strategy for transit.

Policy 2.2.5: Premium ~~transit bus~~ and bus rapid transit treatments shall be evaluated as part of roadway design projects on corridors identified as premium/rapid transit corridors, such as US19. Treatments could include, but are not limited to, transit signal priority, queue jump lanes, shoulder running buses and bus bypass lanes.

Objective 2.3: Increase bicycle and pedestrian travel by providing sidewalks, bike lanes and multi-use trails throughout the county.

Policy 2.3.1: The MPO shall facilitate the expansion of sidewalks, bicycle lanes and multiuse trail facilities in Pinellas County through the implementation of the Bicycle Pedestrian Master Plan Facilities Element.

Policy 2.3.2: The MPO shall continue to identify and address “gaps” between existing sidewalk links along arterial and collector facilities and between existing sidewalks and major destination points.

Policy 2.3.3: The MPO shall encourage local governments to adopt regulatory policies that require sidewalk installation on all new development and redevelopment sites.

Policy 2.3.4: The MPO shall continue to review roadway design plans, including resurfacing plans to ensure the needs of all modes, including pedestrian and bicycle, are addressed.

Policy 2.3.5: The Bicycle Pedestrian Master Plan Facilities Element shall be used as the policy document to define the location and type of trails throughout Pinellas County as well as regional connections to adjacent counties.

Objective 2.4: Coordinate and collaborate with transportation partners to provide for multi-modal options for local and regional travel.

Policy 2.4.1: The MPO shall continue to produce transportation performance data, such as the annual Level of Service Report and State of the System Report, to support its Congestion Management Process (CMP).

Policy 2.4.2: Transportation improvements needed to alleviate deficient LOS conditions shall be identified, prioritized and scheduled in the MPO Five-Year Transportation Improvement Program (TIP).

Policy 2.4.3: Transportation improvements needed to alleviate future deficient LOS shall be identified in the MPO LRTP.

Policy 2.4.4: The MPO shall work with airport and seaport authorities in the region, such as the Tampa Bay Port Authority and the Tampa International Airport, to ensure coordinated planning and improvement of regional intermodal facilities.

Policy 2.4.5: The MPO shall ensure that ITS projects are consistent with the countywide ITS architecture, and that the countywide ITS architecture is consistent with the national, state and regional ITS architectures.

Policy 2.4.6: The MPO shall ensure ITS operations are coordinated, primarily through the ITS Advisory Committee. This includes identifying and involving appropriate stakeholders in updating the countywide architecture and each proposed ITS deployment.

Policy 2.4.7: The MPO shall facilitate agreements on the roles and responsibilities among ITS stakeholders, including agreements on organization/management, staffing, operations control, data sharing and protocol.

Policy 2.4.9: The MPO shall provide technical assistance to local governments in the administration of the Transportation Impact Fee Ordinance to ensure its consistent application throughout the county.

Policy 2.4.10: The MPO shall continue to support the Transportation Management Area Leadership Group to address transportation issues impacting the urbanized area and to develop regional transportation priorities.

Policy 2.4.11: The MPO shall continue to participate in the Tampa Bay Regional Transportation Analysis as a regional forum for collecting and analyzing data, utilizing a regional transportation demand model, and collaborating on regionally significant studies and projects.

Goal 3: Provide for a safe and secure transportation system for all users.

Objective 3.1: Reduce the rate and frequency of fatal and incapacitating crashes for all modes of travel.

Policy 3.1.1: The MPO shall continue to work with the Pinellas Suncoast Transit Authority (PSTA), law enforcement agencies, the Florida Department of Transportation and local governments to enhance safety for pedestrians, bicyclists and transit users.

Policy 3.1.2: The MPO shall continue to support and participate in the activities of the Community Traffic Safety Team in an effort to further the MPO's policies and programs relating to motorist, bicycle and pedestrian safety.

Policy 3.1.3: The MPO shall support the installation of street lighting along major roadways, and in areas occupied by transit terminals, bus stops and where heavy bicycle and pedestrian activity occurs.

Policy 3.1.4: The MPO shall continue to support Pedestrian Safety Awareness Day each year to promote responsible driving and pedestrian activity in proximity to local schools on the day when Daylight Saving Time takes effect.

Policy 3.1.5: The MPO shall work with the local governments, FDOT and law enforcement agencies to identify high crash locations in order to initiate the necessary improvements on the affected roadways and/or intersections.

Policy 3.1.6: The MPO shall assist the FDOT and its safety partners in their goal as stated in the statewide Florida Strategic Highway Safety Plan to improve the safety of Florida's surface transportation system by achieving a five percent annual reduction in the number of fatalities and serious injuries

Policy 3.1.7: The MPO shall continue to maintain the countywide crash database to monitor crash occurrences.

Policy 3.1.8: The MPO shall update and implement the Pedestrian Safety Action Plan.

Objective 3.2: Provide for efficient emergency evacuation that responds to threats to Pinellas County and the Tampa Bay area.

Policy 3.2.1: Needed improvements to hurricane evacuation routes and to facilities providing access to these routes shall be appropriately prioritized in the development and scheduling of projects included in the TIP.

Policy 3.2.2: The MPO shall participate in and support evacuation planning activities in coordination with local, regional, state and federal agencies.

Policy 3.2.3: The MPO shall assist local, regional and state transportation and emergency management partners in identifying vulnerable assets and prevention strategies, and planning for an appropriate and coordinated response.

Policy 3.2.4: The MPO shall encourage committed and sustained efforts to achieve federal, state and local security objectives through engineering, enforcement, education, and emergency response.

Policy 3.2.5: The MPO shall maintain and annually update its Continuation of Operations Plan (COOP).

Policy 3.2.6: The MPO shall continue to support active coordination and effective working relationships for safety and security improvements and solutions among the MPO, agency partners at the federal, state and local levels, private sector and general public.

Objective 3.3: Coordinate safe travel to and from schools.

Policy 3.3.1: The MPO shall continue to work with the Pinellas County School District, Pinellas County, FDOT and the local municipalities to ensure safe access to and around schools.

Policy 3.3.2: The MPO shall continue to support the efforts of the Pinellas County School District, TBARTA and other agencies involved in student safety to implement safety programs such as the walking school bus, school pools, etc., countywide.

Goal 4: Provide for, manage and operate an efficient transportation system.

Objective 4.1: Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other management and operational improvements.

Policy 4.1.1: The MPO shall continue to prepare, adopt and utilize the annual Level of Service Report to monitor roadway operating conditions and identify improvement needs.

Policy 4.1.2: The MPO shall continue to develop and expand duration of congestion information on roads with substandard LOS grades to determine the length of time at which they operate under congested conditions.

Policy 4.1.3: The MPO shall identify and prioritize congestion mitigation projects through the Congestion Management

Process and implement mobility solutions such as lower cost operational and small-scale physical improvements, transit and transportation demand management.

Policy 4.1.4: Deficient LOS conditions on constrained roads and road segments that have a disproportionately high incidence of vehicle crashes and/or bicycle/pedestrian crashes/fatalities shall be addressed through the implementation of projects identified through the MPO Congestion Management Process.

Policy 4.1.5: The MPO shall provide a dedicated source of funding for the implementation of Congestion Management Process strategies through the Transportation Improvement Program development process.

Policy 4.1.6: The MPO shall support closure of nonconforming access points (i.e., driveway connections) where more appropriate access can be provided as properties are developed and re-developed.

Policy 4.1.7: The MPO shall ensure that decisions regarding traffic signal installations and median opening requests are balanced between impacts on surrounding neighborhoods and compliance with federal warrant criteria or applicable state and local roadway access rules and regulations.

Policy 4.1.8: The MPO shall assist and encourage the efforts of local Transportation Demand Management (TDM) agencies by providing support for promotion of alternatives to SOV travel, including carpool, vanpool, transit, walking, bicycling, telecommuting and variable work schedules.

Policy 4.1.9: The MPO shall work with local governments, transportation demand management (TDM) agencies and FDOT to develop vehicle trip (VT) reduction and vehicle miles of travel (VMT) reduction goals.

Policy 4.1.10: The MPO shall work with transportation agencies and local governments to encourage non-work trips to be made at times other than the peak hours to assist in the reduction of traffic congestion during those periods.

Policy 4.1.11: The MPO shall encourage the development of a telecommunication infrastructure, and the adoption of telecommunication solutions by the business community, to reduce the need to travel for employment, shopping, attending classes and for other purposes.

Policy 4.1.12: The MPO shall work with transportation agencies and local governments to encourage members of the public to use public transportation and/or other forms of ridesharing (i.e., carpool and vanpool) whenever possible.

Policy 4.1.13: The MPO shall work with local governments, TDM agencies, employers and developers to encourage and implement effective parking management strategies, including preferential parking for carpools and vanpools, shared use parking and variable pricing.

Policy 4.1.14: The MPO shall work with transportation-related agencies and local governments to encourage, promote, and support employer participation in the Qualified Transportation Fringe Benefit allowed under the federal IRS Code to provide tax-deductible public transportation benefits to their employees.

Policy 4.1.15: The MPO shall assist and support the efforts of TBARTA to implement and achieve the TDM goals of its Master Plan and to carry out recommended actions derived from related studies.

Policy 4.1.16: The MPO shall provide policy guidance, coordination assistance, and implementation funding to local government traffic departments, FDOT, emergency service departments and state and local police to reduce travel delays along I-275 and other major roadways in the county using ITS strategies.

Policy 4.1.17: The MPO shall provide implementation support to the PSTA in focusing on improving operations using ITS strategies, such as computer-assisted control of vehicles, automated routing and scheduling, electronic driver and

maintenance management, and improved internal communication.

Policy 4.1.18: The MPO shall work with and support the FDOT as it deploys commercial vehicle operations technologies, such as electronic clearance and roadside safety inspection.

Policy 4.1.19: The MPO shall support the implementation of the Long Range Advanced Traffic Management Systems (ATMS)/ITS Master Plan and the continued maintenance of that system.

Policy 4.1.20: The MPO shall ensure that ITS projects are implemented consistent with the long term concept of operations that includes coordinating and/or directing all ITS functions in a Centralized Primary Control Center.

Policy 4.1.21: The MPO shall ensure that ITS project designs and procedures include mitigation for inadvertent or intentional disruption due to unforeseen incidences such as equipment failure and security breaches.

Policy 4.1.22: The MPO shall provide policy direction and implementation support to city and county traffic departments, TDM agencies, FDOT and state/local emergency and police departments to maintain the flow of people and goods during major reconstruction of highway facilities.

Policy 4.1.23: The MPO shall maintain and provide a system for tracking projects (i.e., roadway construction, utility projects, drainage projects, etc.) that may impact roadway operations.

Policy 4.1.24: The MPO shall partner with information service providers and other stakeholders to collect and distribute pre-trip and route guidance information, including available transit and ridesharing options, real-time roadway and parking conditions and directions to destinations.

Policy 4.1.25: MPO shall coordinate with the Primary Control Center in archiving data collected by each of the ITS deployments in such a way that ensures the integrity of the data, allows stakeholders to retrieve data and provides information needed by the MPO's Congestion Management Process and other functions.

Objective 4.2: Maintain transportation infrastructure in a state of good repair.

Policy 4.2.1: The MPO shall encourage local and state agencies to maintain adequate funding programs for the operation and maintenance of the transportation system, including roads, bridges, transit and bicycle and pedestrian facilities.

Policy 4.2.2: The MPO shall ensure that adequate operations and maintenance funds are identified when determining the cost-feasibility of projects included in the LRTP and the TIP.

Objective 4.3: Facilitate timely implementation of projects.

Policy 4.3.1: The MPO shall ensure that all regionally significant transportation projects are included in the LRTP, as defined by 23 CFR 450.104, so as not to delay the funding and implementation of a project.

Policy 4.3.2: The MPO shall ensure that the LRTP includes clear project descriptions.

Policy 4.3.3: The MPO shall ensure timely review of TIP and LRTP amendments.

Goal 5: Encourage public participation and ensure that the transportation plan and other MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.

Objective 5.1: Provide opportunities to engage citizens, particularly the traditionally underserved populations, and other public and private sector entities.

Policy 5.1.1: The MPO shall continue to maintain, implement and evaluate its Public Participation Plan in accordance with Section 450.316, U.S. Code.

Policy 5.1.2: With each update to the LRTP, the MPO shall develop a Public Involvement Plan identifying the specific public outreach activities that will take place throughout the development of the Plan.

Policy 5.1.3: The MPO shall continue to be a timely and readily accessible forum for cooperative decision making by local government officials, PSTA and FDOT with regard to transportation-related issues and the development and implementation of transportation-related plans and programs.

Policy 5.1.4: The MPO shall continue to prepare studies and collect and disseminate useful and timely data to local governments, PSTA, FDOT and the advisory committees.

Policy 5.1.5: The MPO shall evaluate opportunities to expand the participation of the private sector in the planning and implementation of transportation projects and services.

Policy 5.1.6: The MPO shall include the public, local governments, the private sector, nonprofit agencies and PSTA in the development of plans addressing the needs of transportation disadvantaged populations.

Policy 5.1.7: The MPO shall continue to specifically target traditionally underserved populations to engage them in the transportation planning process.

Policy 5.1.8: The MPO shall support and implement the goals and objectives outlined in its Limited English Proficiency (LEP) Plan.

Policy 5.1.9: The MPO shall participate in Pinellas County's public speakers bureau to provide interested civic and business organizations with a presentation on any topic related to the MPO's planning program.

Policy 5.1.10: The MPO shall implement and ensure a continuing, cooperative, and comprehensive transportation planning process that results in coordinated plans and programs among the County's (25) local governments, PSTA and FDOT.

Objective 5.2: Consider and respond, as appropriate, to all comments received.

Policy 5.2.1: The MPO shall develop a network of regional contacts, including representatives of the traditionally underserved population, for periodic communication, coordination and involvement in transportation-related discussions and activities.

Policy 5.2.2: The MPO shall use existing public involvement methods and procedures, to the extent feasible, to publicize regional coordination activities and to provide opportunities for public feedback on regional transportation plans, programs and issues.

Policy 5.2.3: The MPO shall provide opportunities for public input during the development of the LRTP, TIP and Unified Planning Work Program. This shall occur through the MPO advisory committee meetings, the website, public appearances by MPO staff members at public venues and civic and business organization meetings and through MPO public hearings.

Policy 5.2.4: The MPO shall utilize its advisory committees to facilitate public involvement in their respective MPO program areas.

Policy 5.2.5: The MPO shall review all comments received and document how the comments were responded to, as appropriate.

Goal 6: Enhance quality of life and promote sustainability.

Objective 6.1: Protect the environment from any adverse impacts of the transportation system, and mitigate as appropriate.

Policy 6.1.1: The MPO shall continue to encourage and support conversion of transit and other public/private agency vehicle fleets to alternative fuels such as compressed natural gas and battery-powered systems.

Policy 6.1.2: The MPO shall continue to support state and local efforts designed to reduce the adverse impacts of vehicle greenhouse gas emissions.

Policy 6.1.3: The MPO shall continue to ensure conformity of the LRTP and TIP with the State Implementation Plan and Clean Air Act Amendments, as necessary.

Policy 6.1.4: The MPO shall coordinate its air quality planning efforts with other public and private agencies (e.g. private utilities) in the region.

Policy 6.1.5: The MPO shall evaluate the effects of candidate projects for the LRTP relative to historic, natural, cultural and community resources in coordination with federal, state and local agencies and the public, and through participation in the Florida Efficient Transportation Decision Making (ETDM) Process.

Objective 6.2: Plan for, and adapt to, the potential impacts of rising sea levels and climate change on the transportation system.

Policy 6.2.1: The MPO shall coordinate with Pinellas County, the municipalities and other local and regional agencies to project the impacts of sea level rise and climate change, and to identify strategies to help mitigate these impacts.

Objective 6.3: Ensure that benefits and impacts of transportation investments are equitably distributed.

Policy 6.3.1: With the development of the LRTP, the MPO shall use the best available data to identify areas with high concentrations of traditionally underserved populations. This data will be used to analyze the projects included in the

L RTP to ensure the benefits and impacts of these projects are equitably distributed.

Policy 6.3.2: The MPO shall target outreach to traditionally underserved populations to engage them in the transportation planning process and ensure their input into MPO plans and programs.

Objective 6.4: Provide better transit access to a greater number of people including those who are transit dependent, minority, low income, and/or disabled.

Policy 6.4.1: The MPO shall continue to ensure that economically disadvantaged and physically impaired citizens of Pinellas County have access to cost-effective and efficient transportation services.