

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 1.1.7, and roads funded through the Transportation Regional Incentive Program (TRIP) 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 concurrency management corridors shall be designed to alleviate the substandard level of service conditions to the extent feasible. [09-16]
- 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 minimize the impacts of development on concurrency and management corridors through the implementation of land development restrictions and transportation management plan (TMP) strategies through the application of the Concurrency Management System. [09-16]
- 1.1.4. Policy: The adopted level of service (LOS) standard on backlogged/congestion containment roads is LOS F. The County shall identify these roads in Table 1-1 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 1.1.1, 1.1.2 and 1.1.3. [09-16]

1.1.5. Policy: The adopted level of service (LOS) standard on constrained roads shall be LOS F. The County shall identify constrained roads in Table 1-1 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 1.1.1, 1.1.2 and 1.1.3. [09-16]

1.1.6. 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.

On these corridors, Pinellas County shall implement corridor strategy plan recommendations in conjunction with 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.

1.1.7. 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 from 1998 to 2013. 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:

FROM	TO	LN/ MD	AADT (1998)	PH VOL. (1998)	MAINT PH	AADT	PH
Klosterman Rd.	Alderman Rd.	6D	69,163	6,570	7,227	79,020	7,507
Alderman Rd.	Highlands Bd.	6D	102,943	9,780	10,758	81,975	7,788
Highlands Bd.	Nebraska Ave.	6D	102,943	9,780	10,758	81,975	7,788
Nebraska Ave.	Tampa Rd.	6D	102,943	9,780	10,758	81,975	7,788
Tampa Rd.	CR 39	6D	89,233	8,477	9,325	71,492	6,792
CR 39	Curlew Rd.(SR 586)	6D	89,233	8,477	9,325	71,492	6,792
Curlew Rd. (SR 586)	Northside Dr.	6D	89,233	8,477	9,325	73,638	6,696
Northside Dr.	Curlew Ave.	6D	89,233	8,477	9,325	73,638	6,996
Curlew Ave.	Main St. (SR 580)	6D	75,552	7,177	7,895	73,638	6,996
Main St. (SR 580)	Countryside Bd.	6P	75,552	7,177	7,895	75,929	7,213
Countryside Bd.	Enterprise Rd.	6P	75,552	7,177	7,895	75,929	7,213
Enterprise Rd.	Sunset Point Rd.	6D	74,912	7,117	7,828	75,929	7,213
Sunset Point Rd.	NE Coachman Rd.	6D	74,912	7,117	7,828	77,705	7,382
NE Coachman Rd.	Drew St.	6D	72,998	6,935	7,628	77,705	7,382
Drew St.	Gulf-To-Bay Bd.	6P	70,437	6,692	7,361	77,705	7,382
Gulf-To-Bay Bd.	Druid Rd.	6D	77,004	7,315	8,047	77,488	7,431
Druid Rd.	Nursery Rd.	6D	83,570	7,939	8,733	77,488	7,361
Nursery Rd.	Belleair Rd.	6D	79,427	7,546	8,300	77,488	7,361
Belleair Rd.	Haines Bayshore	6D	79,749	7,576	8,334	68,499	6,507
Haines Bayshore	Whitney Rd.	6D	79,749	7,576	8,334	68,499	6,507

- Notes: 1) Column 3: LN = Lanes, MD = Median
2) AADT = Annual Average Daily Traffic
3) 1998 traffic volume counts were used as baseline condition when Policy 1.1.7 was adopted in 1999.
4) Existing volumes based on 2006 data as reported in 2007 MPO Level of Service Report PH = Peak Hour
5) Peak hour volumes based on FDOT K100 factor, which is 9.5% of AADT
6) Column 6: Maint. = Maintain level of service standard
7) Maintain peak hour is 10% over the peak hour volume in column 5.
8) Existing peak hour (column 8) must be less than Maint. PH (column 6) to meet Maintain level of service standard. [09-16]

- 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. Physical and operational improvements and demand management strategies prescribed through the site plan review process shall be implemented through the application of the Concurrency Management System and the Transportation Impact Fee Ordinance on an ongoing basis. [09-16]
- d. 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;

- e. The County shall determine appropriate TMP strategies to be implemented by developers as Concurrency Management requirements during the Site Plan Review Process; [09-16]
- f. 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 have been conducted in 2003 and 2007 to assess the benefit of improvements that have been completed and to monitor the performance of the affected segments. The table under policy 1.1.7(A), contains the traffic count data published in the 2007 MPO Level of Service Report, which was used in the most recent assessment. A final evaluation will be conducted in 2013; [09-16]
- g. The update of the MPO Long Range Transportation Plan, which occurs every five 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
- h. Pinellas County shall coordinate the implementation of policy 1.1.7 with the cities having jurisdiction along the corridor, including Largo, Clearwater, Dunedin and Tarpon Springs, as well as FDOT, for consistent application of concurrency management requirements to the fullest extent possible. [09-16]

- 1.1.8. Policy: Improvements necessary to alleviate 2025 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).
- 1.1.9. Policy: Pinellas County shall coordinate road improvement plans with the needs of local residents in terms of historic and community preservation.
- 1.1.10 Policy Transportation facilities needed to serve new development projects adding vehicle trips to a roadway operating below the adopted level of service standard shall be in place or under actual construction within 3 years after a building permit is approved except as otherwise provided in Section 163.3180, F.S.
- 1.1.11. Policy: Pinellas County shall continue to evaluate additional capacity improvement needs on the County's major road network.
- 1.1.12. Policy: Pinellas County shall continue to pursue Federal and State grant funds and Congressional appropriations to secure monies necessary to implement major transportation improvements identified in the Transportation Element and the MPO Long Range Transportation Plan such as US Highway 19, Ulmerton Road and the County Road 296/Roosevelt Connector (SR 686).
- 1.1.13 Policy: Pinellas County shall amend the Comprehensive Plan and Concurrency Management System sections of the Land Development Code to remove the interim level of service standard of maintain on US Highway 19 and implement the peak hour LOS D standard on SIS facilities, including US Highway 19, and TRIP funded facilities in accordance with Rule 14-94, F.A.C., by December 1, 2011. [09-16] [10-57]
- 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 continue to work with PSTA to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Concurrency Management System, Site Plan Review Process and the implementation of MPO corridor strategy plans.

Land Use Coordination and Highway Beautification

- 1.3. 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.
- 1.3.1. 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.
- 1.3.2. 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 2025 as identified in the Transportation Element.
- 1.3.3. Policy: Pinellas County shall rely on the Future Land Use Map as a basis 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).
- 1.3.4. Policy: In association with the update to the Land Development Code, Pinellas County shall recommend parking standards for mixed-use development in coordination with the Pinellas County Metropolitan Planning Organization. [10-57]
- 1.3.5. 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. [10-57]
- 1.3.6. Policy: After carrying out policy 1.3.5, 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.
- 1.3.7. 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. [10-57]

- 1.4. Objective: Pinellas County shall enhance and protect scenic vistas on County road corridors.
- 1.4.1. 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.
- 1.4.2. 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.

Right-of-Way Protection and Functional Classification

- 1.5. 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.
- 1.5.1. Policy: Preserve needed right-of-way, as identified in the future right-of-way maps referenced in Objective 1.5, through the site plan review process.
- 1.5.2. Policy: Pinellas County shall amend the future right-of-way maps, as deemed necessary, in order to reflect changes in right-of-way needs.
- 1.5.3. 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.
- 1.5.4. Policy: Pinellas County shall coordinate with the municipalities regarding the maintenance responsibilities for County roads within their respective jurisdictions.

Bicycle and Pedestrian Travel

- 1.6. Objective: Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.
- 1.6.1. 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.
- 1.6.2. 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.
- 1.6.3. Policy: When roads are improved to the standards identified in Policy 1.6.2., the bicycle lane shall be designated by marking and signage.
- 1.6.4. 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.
- 1.6.5. Policy: Maintenance of bicycle-friendly roads should take into account the needs of bicyclists.
- 1.6.6. Policy: Pinellas County shall include sidewalks alongside roadways scheduled for improvement in its Capital Improvement Program.
- 1.6.7. Policy: Pinellas County shall develop pedestrian ways and bikeways in an around the vicinity of schools where opportunities exist to utilize utility rights-of-way and, drainage easements.
- 1.6.8. Policy: The planned Pinellas Trail Loop is critically important in the County's efforts toward allowing bicycling to become a more viable alternative for commuter travel throughout Pinellas County. Therefore, Pinellas County shall prioritize efforts to develop the Pinellas Trail Loop, with east-west connecting facilities, as adopted in the MPO Long Range Transportation Plan through the application of the CIP and Concurrency Management System.

- 1.6.9. 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.
- 1.6.10. Policy: Pinellas County shall continue to utilize highway beautification and other appropriate funding sources to landscape along sidewalks using tree canopy to provide shaded areas for pedestrians.
- 1.6.11. Policy: Pinellas County, through amendment of its Land Development Code, shall require that new development and redevelopment projects make adequate provisions for storage/parking areas for bicycles as appropriate. [10-57]
- 1.6.12. 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 Concurrency Management System.
- 1.6.13. Policy: In association with the update to the County's Land Development Code, Pinellas County shall 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. [10-57]
- 1.6.14. Policy: Pinellas County shall utilize livable community strategies and development codes, consistent with the Future Land Use and Quality Communities Element, to encourage bicycling and walking.
- 1.6.15. Policy: Pinellas County shall develop a priority list for the installation of bicycle lanes on County roads.
- 1.6.16. 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.
- 1.6.17. Policy: Pinellas County shall work with the MPO and other local governments to develop level of service and performance indicators for the County's bicycle and pedestrian transportation network by December 31, 2011. [10-57]

Public Transportation and Demand Management

- 1.7. 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.
- 1.7.1 Policy: Pinellas County shall work with the MPO and PSTA to develop plans for premium transit service including BRT and fixed guideway as deemed feasible.
- 1.7.2. Policy: Pinellas County may review transportation recommendations regarding implementation of mass transit initiatives for amendments to the Transportation Element as necessary. [12-10]
- 1.7.3. 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.
- 1.7.4. Policy: Pinellas County shall facilitate the provision of bus stop improvements and pullout bays along major roadways through the application of the Concurrency Management System.
- 1.7.5. 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.
- 1.7.6. Policy: Pinellas County shall continue to coordinate with the Tampa Bay Area Regional Transportation Authority to facilitate ride-sharing activities among Pinellas County employees. [12-10]
- 1.7.7. 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.

- 1.7.8. Policy: Pinellas County shall pursue Jobs Access Reverse Commute (JARC) and New Freedom grant monies under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to fund transportation services to disadvantaged citizens.
- 1.7.9. 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.
- 1.7.10. Policy: In association with the update to the Land Development Code, Pinellas County shall amend the Land Development Code to implement livable community improvements that will require and/or encourage developments to provide separated/buffered pedestrian ways (e.g., sidewalks, crosswalks) connecting bus stops to proximate buildings. [12-10]
- 1.7.11. Policy: Pinellas County shall coordinate with the Pinellas Suncoast Transit Authority to identify locations where the need for pedestrian accommodations between bus stops and the sidewalk network is most pronounced from a safety standpoint.
- 1.7.12. Policy: Pinellas County shall work with PSTA to pursue Transportation Regional Incentive Program (TRIP) funding as appropriate to assist in funding transit improvements necessary to address growth management issues in the region.
- 1.7.13. Policy: Pinellas County shall continue to work with the MPO and PSTA in support of transit initiatives designed to increase ridership.

Safety, Efficiency and Goods Movement

- 1.8. Objective: Pinellas County’s transportation system should provide for safety and efficiency in the movement of people and goods.
- 1.8.1. 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 Review Process and Concurrency Management System for development projects adjacent to County roads.
- 1.8.2. Policy: Pinellas County shall continue monitoring signalized intersections to coordinate signal timing along major County and State facilities.

- 1.8.3. Policy: Pinellas County shall continue to implement an ongoing roadway maintenance program to provide for safe operating conditions and to preserve roadway capacity.
- 1.8.4. 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.
- 1.8.5. 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.
- 1.8.6. 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.
- 1.8.7. 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.
- 1.8.8. Policy: Pinellas County shall expand the use of ITS for transportation information gathering and incident management functions.
- 1.8.9. Policy: Pinellas County shall work with the MPO and all the cities of Pinellas County to establish a comprehensive traffic management system through the deployment of ITS.
- 1.8.10. Policy: Pinellas County shall coordinate with all the cities of Pinellas County to implement the 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.
- 1.8.11. 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).

State, Regional and Local Coordination

- 1.9. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local, regional and state level.
- 1.9.1. 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 Board of County Commissioner participation as members of the MPO Policy Board.
- 1.9.2. 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 Concurrency Management System, as carried out through transportation management plan strategies sponsored by developers, or through the CIP/CIE.
- 1.9.3. 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 Planning Council (TBRPC) in the process of developing data and analysis necessary to administer and update Pinellas County's Transportation Element and Concurrency Management System.
- 1.9.4. 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.
- 1.9.5. Policy: Pinellas County shall coordinate the implementation of long term concurrency management with FDOT, the MPO and affected local governments. [09-16]
- 1.9.6. 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.
- 1.9.7. 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.

- 1.9.8. 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.
- 1.9.9. Policy: Pinellas County shall coordinate with local governments, transit providers and MPOs in the region as well as the Tampa Bay Area Regional Transportation Authority (TBARTA) on the development and operation of multimodal transportation systems and a regional multimodal transportation master plan.
- 1.9.10. Policy: Pinellas County shall continue cooperative efforts between State and local transportation operating agencies for a unified approach to traffic management.
- 1.9.11. Policy: Pinellas County shall work with the MPO to implement the Coordinated Human Services Transportation Plan, which is intended to apply federal Jobs Access Reverse Commute and New Freedom funds to address the mobility needs of the transportation disadvantaged community in the Tampa Bay region.
- 1.9.12. 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.
- 1.9.13. Policy: Pinellas County shall continue to cooperate with Hillsborough County in efforts to improve and maintain the Friendship Trail Bridge.
- 1.9.14. Policy: Pinellas County shall work with the MPO in support of efforts to coordinate the application of concurrency management systems throughout the County.
- 1.9.15. 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;
 - Seek State and Federal grant monies and Federal earmarks as appropriate; and
 - Support legislative activities to increase the return from Federal fuel taxes to the State.

- 1.9.16. 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 “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: The Ports and Aviation Section of the Transportation Element shall be coordinated with the St. Petersburg 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. [12-09]
- 2.2. Objective: Expand the landside and airside capacity of the St. Petersburg Clearwater International Airport to meet future demand consistent with the Airport Master Plan, Airport Layout Plan, and future demand and design studies. [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. [12-09]
- 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]