

Trailhead North Perspective Concept
**TRANSPORTATION
ELEMENT**



TRANSPORTATION

Largo Comprehensive Plan Element

INTRODUCTION

For most of the last century, transportation systems were designed around the automobile and roadways were engineered to maximize traffic speeds and minimize congestion. This has led to sprawling communities where people depend on their vehicle to get to key destinations such as work, school, shops, grocery stores, and parks because of the distance or lack of safe connections. This is not a sustainable or desirable trend. This auto-centered focus has led to increasing roadway and infrastructure costs, inefficient land use patterns, detrimental environmental affects, increased injuries and deaths of bicyclists and pedestrians, rising obesity rates, and increased individual costs associated with vehicle ownership, which could be spent supporting the local economy.

Recently, this auto-centered focus has shifted and there is a recognition in the importance of planning for all modes of travel and all users, referred to as *multimodal transportation*. Complete Streets is a nationally recognized term that embraces this shift. Complete Streets are roadways designed to accommodate all users, including but not limited to, motorists, cyclists, pedestrians, and transit riders. Complete streets gives flexibility in design and acknowledges there is not a one-size fits all solution. This context-sensitive approach looks at the broader picture and responds to community context, including land use, population, density, safety issues, and other factors.

Coordinating transportation and land use planning is a key piece in being able to offer a more integrated and connected system. The diagram illustrates the difference between the conventional and integrated planning processes and the results from each approach. The conventional approach leads to the need for more roadway capacity while the integrated approach leads to more efficient land use patterns due to planning for multiple modes of travel.

While there is renewed interest in planning for the safe travel for all users, the need to improve the City's roadways and to plan for more efficient movement of vehicles still exists. Today driving is still the only reasonable way to reach many destinations. Roads are vital to City's economy, as they provide routes for the

“By focusing on livability, we can help transform the way transportation serves the American people—and create safer, healthier communities that provide access to economic opportunities”.

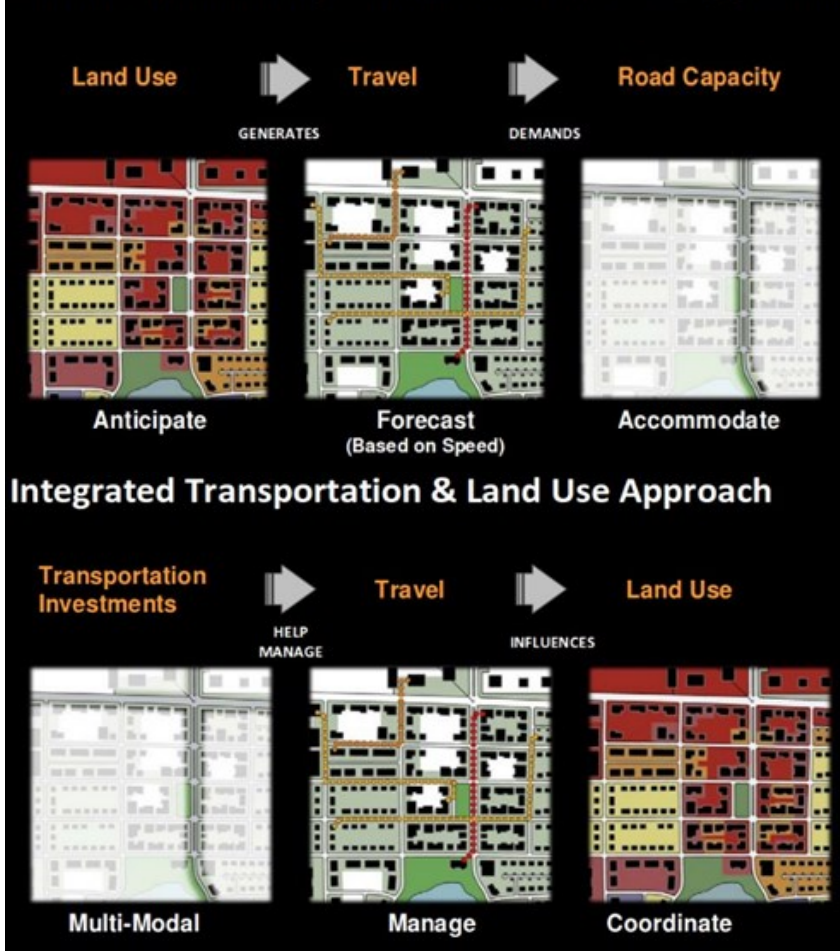
**—Ray LaHood,
U.S. DOT, Secretary of
Transportation**

KEY THEMES

- Transportation and Land Use Coordination
- Networks and Connectivity
- Mobility and Accessibility
- Regional Coordination and Collaboration



Conventional Transportation and Land Use Approach



transporting of goods to and from the City. They provide evacuate routes for people to safely leave the area during tropical storms and hurricanes. Increasing the opportunity for people to walk bike, and use public transit can help reduce congestion on the roads throughout the City.

The Transportation Element sets the framework for the development of a multimodal transportation system appropriate to the City and links the land use and transportation planning processes to improve the overall livability within the City. The intent is to provide for and promote public transportation, bicycle and pedestrian travel, improve accessibility and connectivity between modes, and encourage a compatible mix of land uses and densities to help make activity centers and multimodal corridors more functional, vibrant, and appealing.

Diagram for Conventional vs. Integrated LU/TR Planning.

BENEFITS OF COMPLETE STREETS

- People who live in neighborhoods with sidewalks on roads are 47% more likely to be active at least 30 minutes per day.
- Increased physical activity promotes better grades, school attendance, and classroom behavior.
- Pedestrian street activity increases support of local businesses, expands employment opportunities, and promotes reinvestment into the local economy.
- If 100,000 car trips were replaced by bike trips once a month, it would cut carbon dioxide (CO₂) emissions by 3,764 tons/year.
- Every \$1 communities invest in transit generates \$4 in economic returns.
- \$9,700 is the average annual savings from choosing to ride transit instead of driving alone.
- Homes with higher Walk Scores sell for between \$4,000 and \$34,000 more.
- Increased pedestrian street activity acts as self-policing deterring criminal behavior.

Labels in scene: HOSPITAL, SCHOOL, GROCERY STORE, LARGO, HOTEL, POLICE STATION, Lemonade.

10th Avenue Complete Streets Study: Envisioning the Future of Downtown. Photo Courtesy Sarasota/Manatee Metropolitan Planning Organization



CURRENT CONDITIONS

The emphasis of Largo's transportation improvements have shifted towards improving, adding and connecting multimodal facilities and the City of Largo has taken significant steps to achieve this. In 2004, Largo engaged the community to develop the City's first Strategic Plan. Establishing a network of community streets and expanding parks, trails, and greenways were two of the four principles that were identified in the Plan. Community streets are Largo's version of complete streets with an emphasis placed on providing alternative ways to travel from neighborhoods to local destinations such as parks, recreation and cultural facilities, and daily services that may include dining and shopping. The community street and parks and trails principles work together to provide that safe alternative to traveling on major roadways.

Since the 2004 Strategic Plan adoption, numerous projects and initiatives have been completed, or slated to be completed, to expand the multimodal system throughout the City. Some of these efforts include:

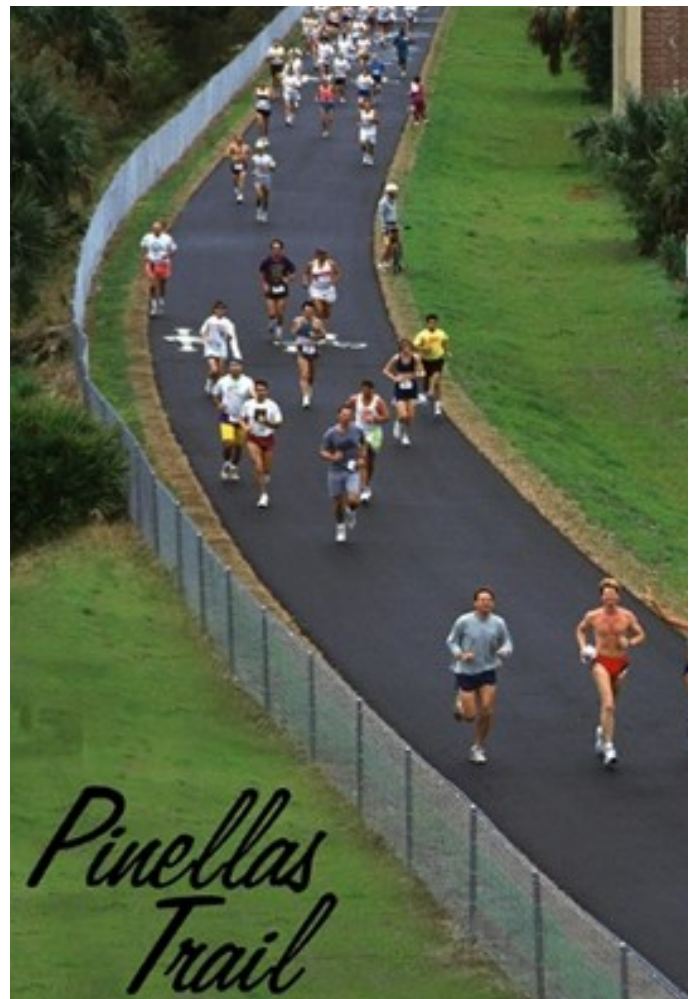
- ◆ Adoption of the City Multimodal (2010) and Downtown Multimodal Plans (2013)
- ◆ Clearwater-Largo Road/8th Avenue SE/ Central Park Drive streetscape improvements
- ◆ West Bay Drive Trailhead Project

The shift of strengthening the multimodal transportation system has also occurred at the state and regional level. Some significant changes include:

- ◆ 2014 - The adoption of a Complete Streets Policy by Florida Department of Transportation (FDOT)
- ◆ 2014 - Formation of Forward Pinellas, an integrated Metropolitan Planning

Organization (MPO) and Planning Council to better integrate land use and transportation processes

- ◆ 2015 – Pinellas County, along with all local municipalities within the County, removed transportation concurrency and adopted the multimodal impact fee, which allows for fees generated to be spent on improvements that enhance alternate modes of transportation
- ◆ 2016 – Forward Pinellas dedicated a funding source to fund local government complete streets projects through a competitive process
- ◆ 2017 - Forward Pinellas partners with the City of Largo to develop the West Bay Drive Complete Street Concept Plan



REFERENCE MAPS

Map 1: Future Land Use

Map 2: Largo Planning Area

Map 3: Activity Centers and Special Corridors

Map 8: Pinellas Suncoast Transit Authority Network (PSTA)

Map 10: Scenic/Noncommercial Corridors

Map 11: Existing Urban Trails and Park Network

Map 12: Proposed Urban Trails and Park Network

Map 15: Historic Preservation

Map 19: SFHA and CHHA (Special Flood and Coastal High Hazard Areas)

ASSETS AND COLLABORATIONS



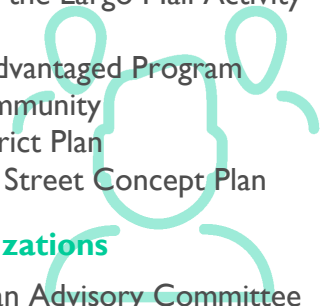
A. Initiatives and Programs

- 2060 Florida Transportation Plan
- Activity Center Guidelines
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Comprehensive Emergency Management Plan
- City of Largo Multimodal Plan
- City of Largo Strategic Plan
- Clearwater-Largo Road Community Redevelopment District Plan
- Congestion Management Process (CMP) Policies and Procedures Manual
- Community Development Block Grant (CDBG) Consolidated Plan
- Complete Streets
- Countywide Plan (The Countywide Rules and Land Use Plan Map)
- Countywide Trends and Conditions Report, October 2017
- Crime Prevention through Environmental Design (CPTED)
- Downtown Multimodal Plan
- FDOT's Five-Year Work Program
- FDOT U.S. 19 Pedestrian & Bicycle Safe

- Access to Transit Corridor Study
- Florida Department of Transportation Complete Streets Implementation
- Florida State Implementation Plan (SIP)
- Forward Pinellas (MPO) Transportation Improvement Plan (TIP)
- Low Impact Development (LID)
- Master Plan for the Gateway/Mid County Area
- MPO Long Range Transportation Plan (LRTP)
- MPO/Forward Pinellas Bicycle Pedestrian Master Plan Facilities Elements
- Pinellas County Transportation Disadvantaged Program
- Pinellas County Transportation Management Initiatives (TMI)
- PSTA Transit Development Plan
- Special Area Plan for the Largo Mall Activity Center
- Transportation Disadvantaged Program
- West Bay Drive Community Redevelopment District Plan
- West Bay Complete Street Concept Plan

B. People and Organizations

- Bicycle and Pedestrian Advisory Committee (BPAC)
- City of Largo Interdepartmental Traffic and Transportation Committee
- Community Traffic Safety Team
- Florida Department of Transportation (FDOT)
- Forward Pinellas
- Pinellas County School Board (PCSB)
- Pinellas Suncoast Transit Authority (PSTA)
- School Transportation Safety Committee (STSC)
- Tampa Bay Area Regional Transportation Authority (TBARTA)
- Technical Coordinating Committee (TCC)





OPPORTUNITIES

The Transportation Element encompasses multiple strategies that can enhance Largo's transportation system that consists of a complex network of roads, sidewalks, trails, and public transportation. Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals that will establish Largo as a more attractive top-choice destination. Largo has the opportunity to make travel safer and more efficient, create more mobility options and decrease the dependency on automobiles, which will in turn decrease congestion and provides an opportunity to plan healthy communities through active living and active transportation. Opportunities may be found through:

- Regional transit improvement activities,
- Land use policies that allow for an urban setting,
- Outside investment and funding sources,
- Roadway efficiency improvements, and
- Specialized local streetscape activities and beautification plans.

One example of an outside investment and funding sources is the Forward Pinellas Complete Streets Grant. The purpose of the Forward Pinellas Complete Streets grant program is to incentivize transportation

investments so they serve as a catalyst for transformative redevelopment, particularly through the implementation of "Complete Streets" projects. Complete Streets are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. Through collaboration with its committees and board, Forward Pinellas has developed an incentive program to assist local governments in planning, designing and constructing Complete Streets projects. Largo's Community Streets are ideal candidates for this grant funding opportunity.

The City's transportation system is well positioned to continue enhancing the options available to travel to and about the City while creating a sense of community. Among the 2017 City of Largo Strategic Plan initiatives are "Develop an Active and Interconnected Downtown" and "Invest in Quality Infrastructure". A number of key projects are advancing these opportunities by increasing safe and convenient access to and from Largo's Downtown and to the greater Largo area and Countywide destinations:

- **Rosery Road Community Streets Project** – Rosery Road connects two neighborhood activity centers in north Downtown to the Pinellas Trail and Eagle Lake County Park. The corridor has been

divided into two phases. Phase Improvements, from Pinellas Trail to Missouri Avenue, begin design in 2018 and is funded for construction in 2019. Phase II, from Missouri Avenue to Eagle Lake County Park, is programmed for design in 2022 and is planned for construction in 2023.



Rosery Road Phase I Improvements—view of proposed crosswalk rendering. Photo Courtesy Pennoni

locations between Washington Avenue and 4th Avenue NW, and leverage the proximity of the Downtown Largo with the Pinellas Trail overpass. This project includes multimodal transportation and aesthetic improvements such as monument signs and way-finding amenities, as well as repair and rehabilitation of existing transportation infrastructure, such as mid-block crossings, sidewalks and curb ramps.



West Bay Trail Head—view from 12th Street SW of proposed pedestrian bridge restoration concept. Photo Courtesy cph

- **West Bay Drive Reconstruction** – In 2017, a Complete Streets concept for the reconstruction of the County-owned portion of West Bay Drive, from Clearwater Largo Road (Alternate U.S. 19) to the Belleair Causeway Bridge, was approved by Forward Pinellas. This portion of roadway is mostly 4 lane divided that transects Downtown. It experiences speeding and lacks bicycle accommodations, median refuges for pedestrians and has median designs that are unsafe for multiple modes of travel. The Complete Streets concept will connect the Downtown to the Pinellas Trail and Indian Rocks beach while making the roadway safer and more convenient for all modes of transportation.
- **Trail Head Improvements at West Bay Drive** – The objectives for the improvements to the West Bay Drive project are to enhance the overall aesthetics of the Trail and surrounding amenities, enhance connectivity and access at several

- **Pinellas Trail, Eagle Lake County Park, Duke Energy Trail via Rosery Road and Belleair Rd Urban Trail** – Rosery Road connects two neighborhood activity centers in north Downtown to the Pinellas Trail and Eagle Lake County Park. The corridor has been divided into two phases. Phase Improvements, from Pinellas Trail to Missouri Avenue, begin design in 2018 and is funded for construction in 2019. Phase II, from Missouri Avenue to Eagle Lake County Park, is programmed for design in 2022 and is planned for construction in 2023. The Belleair Urban Trail project would create a multimodal trail along Belleair Road from Keene Road east to the Duke Energy Trail (formally known as the Progress Energy Trail). The project would be dependent upon partnership with Pinellas County and the City of Clearwater. The project will develop a major east -west trail corridor providing connectivity between Eagle Lake Park, the Duke Energy Trail, U.S. Highway 19 and Datsko Park.

City of Largo

FORWARDINGOUR

Comprehensive
Plan

FUTURE





SOLUTIONS

Goal I: Utilize Smart Growth and Complete Streets principles to create an equitable, balanced, sustainable, effective, and integrated multimodal transportation system that allows all users to travel safely and comfortably and is compatible with and supportive of the City's **Future Land Use Element**.

OBJECTIVE I.1: Apply target Level-of-Service (LOS) standards to roadways, transit service, and bike and pedestrian accommodations to improve mobility for all users consistent with land use policies and growth projections.

Strategies:

- ◆ *Improve the LOS for all modes of travel not just vehicular; and*
- ◆ *Utilize the Bicycle Level-of-Service (BLOS) and Pedestrian Level-of-Service (PLOS) scores reported in the City of Largo Multimodal Plan to develop strategies to reach the targeted LOS for all Community Streets.*

POLICIES

It shall be the policy of the City to:

I.1.1: The target for all county, state, and local roads within the City is to operate at **LOS "C"** for the daily average and "D" for peak hour (7 AM – 9 AM & 4 PM to 6 PM) with a volume-to-capacity (v/c) ratio of less than 0.9 (Map 7) or better.



Roadway LOS is based primarily on travel speed on a scale of "A" through "F". Road operating at peak hour LOS "E" and "F" are also referred to as "deficient" in Forwarding Our Future.

I.1.2: Transit service will be coordinated with Forward Pinellas, Pinellas Suncoast Transit Authority (PSTA) and Pinellas County to provide transit access for all major traffic generators and attractors, with headways less than, or equal to, 30 minutes during the peak hour, and no greater than 60 minutes of headway during the off-peak hours.

I.1.3: Community streets (Map 4) should aim to achieve a BLOS of at least a "D." Collector roads should aim to achieve a BLOS of at least a "C" and local roads should aim to achieve a BLOS of an "A".

I.1.4: All arterial community streets should maintain or achieve a PLOS of at least a "C" and collector and local roads at least a "B."

I.1.5: Continue the evaluation process to determine if more stringent targets for BLOS and PLOS should be applied for streets that provide direct access to, or are within a specified distance of certain key trip attractors, such as parks and schools.

OBJECTIVE I.2: Direct high intensity/density and mixed-use development towards the City's



activity centers and special corridors (Map 3).



Intended to include transportation corridors connecting Activity Centers, characterized by mixed-use development, and in particular, supported by and designed to facilitate transit.

Strategies:

- ◆ Create an interrelated planning system to preserve neighborhoods, strengthen the local economy, improve community connectivity and identity, increase health and sociability, improve mobility, support regional transit, and reduce the environmental effects of automobiles;
- ◆ Work with Forward Pinellas to designate additional activity centers and multimodal corridors within the City to be displayed on the Transit-Oriented Land Use Vision Map and take the necessary steps to allow the City to increase residential densities, nonresidential intensities, and mixed uses within designated activity centers and multimodal corridors; and
- ◆ Collaborate with FDOT, Forward Pinellas and PSTA to ensure multimodal and transit objectives are being met within the City's activity centers and multimodal corridors.

POLICIES

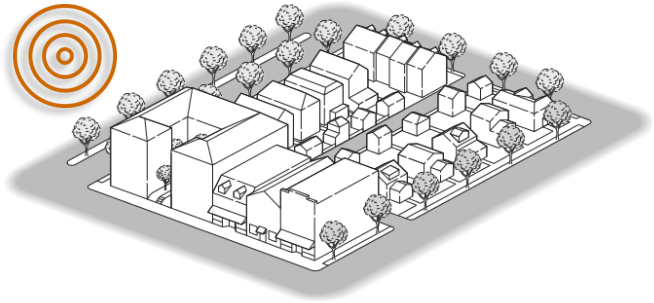
It shall be the policy of the City to:

- 1.2.1: The activity centers and multimodal corridors designation will be applied in accordance with Countywide Rules and will require the following:
- ◆ Completion of a pre-application conference with Forward Pinellas staff;
 - ◆ Delineation of a parcel specific boundary for the proposed activity center;
 - ◆ Proposed densities/intensities;
 - ◆ Proposed use types and mix; and
 - ◆ Alignment with the Planning and Urban Design Principles purpose and objectives
- and consideration of best practices, as described in the Countywide Plan Strategies.
- 1.2.2: Involve community members, business owners, developers, organizations, governmental agencies, and other relevant stakeholders at the earliest point possible in the activity center and multimodal corridor designation process and continue throughout the implementation phase.
- 1.2.3: Evaluate current transit facilities and connectivity to activity centers and regional destinations; identify improvements; and work with FDOT, Forward Pinellas, and PSTA to implement projects that support a safe, connected and convenient transit experience.
- 1.2.4: Create connections for cyclists, pedestrians, and transit users between the downtown and employment, education, and recreational hubs that allow for safe and convenient movement and helps unify the area as one district.
- 1.2.5: Utilize placemaking principles to create pedestrian friendly activity centers that possess a unique identity and offer a variety of activities and amenities desired by residents and visitors alike.
- 1.2.6: Strengthen the opportunity for the City's Activity Center Guidelines to be applied to (re) development by:
- ◆ Ensuring the guidelines are compatible with the Planning and Urban Design Principles

contained within the Countywide Plan Strategies and revise if deemed necessary;

- ◆ Developing and utilizing style sheets and/or other graphic tools that illustrate preferred building, site, and street design, as well as, improvements for transit, mobility, stormwater management, landscaping, and public spaces;
- ◆ Ensuring the Activity Center Guidelines are provided to all development project applicants whose property falls within a designated activity center;
- ◆ Establishing polices and/or standards for the applicability of the Guidelines;
- ◆ Developing incentives to encourage application of the Activity Center Guidelines to site design and amending relevant plans and policies to include the incentives;
- ◆ Requiring multimodal impact fees generated by a development, when possible, to be utilized to construct needed multimodal improvements in the immediate vicinity of the development that provides the greatest benefit to the center or corridor; and
- ◆ Exploring the feasibility of developing **form-based codes** or other design guidelines, standards, and/or style sheets for major activity centers to guide (re)development to achieve community vision and maximize the use of infrastructure and taxpayers dollars.

OBJECTIVE 1.3: Develop a safe, well-connected, comfortable and convenient environment for cyclists, pedestrians, and transit users to provide alternative methods of transportation that reduce vehicle miles traveled (VMT), facilitate the creation of vibrant places, increase health and recreation opportunities, and reduce the carbon footprint.



A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation. Photo Courtesy Form-Based Codes Institute.

Strategies:

- ◆ *Continue to implement recommendations made in the Largo Multimodal Plan and set a schedule to re-evaluate the Plan and update as needed; and*
- ◆ *Complete the sidewalk inventory and continue to update the inventory as new sidewalk projects are completed.*

POLICIES

It shall be the policy of the City to:

- 1.3.1: Expand and improve the City's multimodal corridors, **community streets** and urban trail network by:
- ◆ Utilizing the Largo Multimodal Plan to guide the implementation of priority multimodal projects;
 - ◆ Re-evaluating and updating priority multimodal projects and their phasing in conjunction with the annual City budget update;
 - ◆ Creating defined gateways and paths with increased signage, lighting, and other amenities that increase user comfort, safety, and sense of place;

- ◆ Developing urban design standards and mobility strategies that address bike and pedestrian safety and transit accessibility;
- ◆ Evaluating and addressing safety and connectivity at the intersections of community streets and neighborhood activity centers;
- ◆ Following the City Traffic Calming Policy to improve safety on community and neighborhood streets; and
- ◆ Identifying specific urban trail projects, funding, and implementation steps to increase safety, comfort, accessibility, and strengthen connectivity among neighborhoods, activity centers, and the regional trail system.



Community streets are described in the Strategic Plan as a “Citywide network designed to connect cyclists and pedestrians, as well as automobiles and transit from neighborhoods to local destinations, like activity centers, schools, and recreation areas. Photo Courtesy Rosery Road Phase I Design Concept.

1.3.2: Encourage public participation in community decisions with preferred routes and street design to ensure that such decisions result in streets that address user needs.

1.3.3: When possible, acquire right-of-way (ROW) to allow the opportunity to make desired street and trail improvements to enhance the experience of

pedestrians and cyclists, and transit users.

1.3.4: Utilize features and strategies that improve the comfort and safety of pedestrians, cyclists, and transit users that helps achieve the goals contained within the Placemaking Element. This may include, but is not limited to:

- ◆ Pedestrian-oriented signs, pedestrian-scale lighting, benches and other street furniture, bicycle parking facilities, and comfortable and attractive public transit stops and facilities;
- ◆ Street trees, landscaping, and planting strips, including native plants where possible, to buffer traffic noise, and protect and shade pedestrians and cyclists;
- ◆ Reduce impervious surface through utilization of Low Impact Development (LID) standards to lessen surface water runoff; and
- ◆ Use Crime Prevention through Environmental Design (CPTED) strategies to increase safety for pedestrians, cyclists, and other users.

1.3.5: Provide sidewalks, crosswalks, pedestrian signals, public transit stops and facilities, and other enhancements within the public right-of-ways that are compliant with the Americans with Disabilities Act (ADA) and meet the needs of people with different types of disabilities and people of different ages.

1.3.6: Continue to serve on Forward Pinellas’ Bike and Pedestrian Advisory Board (BPAC) and other relevant committees to participate in the planning, coordination, and identification of

funding sources for trails and multimodal improvements.

1.3.7: Coordinate with FDOT, Forward Pinellas, Pinellas County, Community Traffic Safety Team and other relevant organizations to identify areas that are unsafe for cyclists and pedestrians through the analysis of accident data and results of walkability/ bikeability audits; and develop solutions and appropriate funding sources for corrective actions.

1.3.8: Coordinate a public education campaign with FDOT, Forward Pinellas, local law enforcement agencies, and other relevant organizations on bicycle and pedestrian rights and rules of the road for all users.

1.3.9: Provide children with a safe and convenient opportunity for walking and bicycling to school by:

- ◆ Bringing all school zones into compliance with FDOT standards;
- ◆ Enhancing the visibility of crosswalks through signage, pavement markings, lighting, or the addition of artistic painted crosswalks;
- ◆ Continuing to provide crossing guards to enable safe street crossings for students;
- ◆ Improving trail, pathway, and sidewalk connections from surrounding neighborhoods to schools; and
- ◆ Support efforts to receive Safe Routes to School Funding (SRTS) through collaboration with FDOT, Forward Pinellas, Pinellas County School Board (PCSB), local school staff, parents, and students.

1.3.10: Continue to operate the City's Interdepartmental Traffic and

Transportation Committee to address residents' safety concerns to maintain safe neighborhood streets.

OBJECTIVE 1.4: Apply a **context sensitive approach** to the design of multimodal infrastructure improvements.



The collaborative approach to developing and redesigning transportation facilities that fit into their physical and human environment while preserving the aesthetic, historic, community, and natural environmental values.

Strategies:

- ◆ Support and collaborate with the FDOT on implementation of plans that support their Complete Streets Policy as a way to develop solutions tailored to individual areas and roadways; and
- ◆ Develop a project prioritization method for multimodal infrastructure improvements, identify funding sources, coordinate the implementation of plans, and develop measures to assess project success.

POLICIES

It shall be the policy of the City to:

1.4.1: Support the design guidelines contained within the Multimodal Plan and Downtown Multimodal based on the functional roadway classification, field and crash data collected, and calculated multimodal LOS, while considering the needs of the community and acknowledging constraints, such as funding right-of-way constraints.



1.4.2: Retain ROW adjacent to the Pinellas Trail, which have been developed as roadways, to preserve potential cyclist/pedestrian access points.

1.4.3: Evaluate and develop a prioritization methodology when making infrastructure improvements with consideration of the following:

- ◆ Location within or in close proximity to:
 - ◇ Activity Center;
 - ◇ Community Redevelopment District (CRD);
 - ◇ Community Street, Multimodal Corridor;
 - ◇ Evacuation route;
 - ◇ School zone;
 - ◇ Community Development Block Grant (CDBG) eligible area;
 - ◇ Difficult to Develop Area (DDA);
 - ◇ Downtown Multimodal District,
 - ◇ Urban Trail Network;
 - ◇ Area not achieving adopted LOS;
 - ◇ Area with a large number of cyclists, pedestrians, and/or transit users; or
 - ◇ Identified by the community as a high priority area.
- ◆ Safety concerns:
 - ◇ High number of accidents;
- ◆ Land use and built environment characteristics:
 - ◇ Density;
 - ◇ Land use that promotes pedestrian activity; or
 - ◇ Contains large employment base.
- ◆ Consistency with State, Regional, and City multimodal plans and policies;
- ◆ Cost effectiveness;
- ◆ Availability of funding (Internal or external) for improvement;
- ◆ Opportunities for partnerships;
- ◆ Availability of needed ROW; and
- ◆ Multi-infrastructure project coordination.

1.4.4: Provide an alternative accommodation along arterial and collector roadways for safer bicycle travel, by including wide sidewalks as part of the roadway improvement, when on street bicycle facilities cannot be accommodated.

1.4.5: Preserve alleys in the downtown as a secondary means for access, to help meet demand for on-street parking, and provide for service delivery and pickup.

1.4.6: Develop fiscally responsible strategies that address project timing and funding sources for making improvements to the City's transportation system by:

- ◆ Ensuring coordination of planned reconstruction of streets, development projects, utility projects, and other existing funding streams;
- ◆ Evaluating funding sources that are available within the City and actively pursue funding from state, federal, and other sources; and
- ◆ Utilizing multimodal impact fees, when available, for improvements and exploring dedication requirements for new development to create paths and connections.

OBJECTIVE 1.5: Encourage (re)development that supports the expansion of an accessible, connected, convenient, equitable, and sustainable citywide multimodal transportation system.

Strategies:

- ◆ *Ensure the CDC is consistent with the intent of the policies within Forwarding Our Future 2040 and amend if necessary; and*
- ◆ *Continue to work with the development community to support the desired growth pattern of the City.*

POLICIES

It shall be the policy of the City to:

- 1.5.1: Manage the impacts of development projects and improve the multimodal network through the land use map amendment and development review processes by:
- ◆ Enforcing relevant policies contained within the Countywide Plan, MPO Long Range Transportation Plan, Comprehensive Plan, Comprehensive Development Code, Multimodal Plan, Downtown Multimodal Plan, and other relevant plans;
 - ◆ Requiring developers and future land use map amendment applicants to conduct a traffic impact study, which includes mitigation strategies, when projects are located on “deficient roadways,” when projects will generate a significantly larger amount of traffic than a previous use, and when projects have unique traffic issues, including but not limited to, operational or safety concerns, or as deemed necessary by the DCO;
 - ◆ Requiring multimodal impact fees generated by a development , when possible, to be utilized to construct needed multimodal improvements in the immediate vicinity of the development; and
 - ◆ Negotiate with and/or require developments along any segment of a planned community street, multimodal corridor, trail, or other bike/pedestrian project, to construct the portion of the facility abutting this property. Developments may provide an easement or dedicate a minimum of 20 feet

for future construction of the facility to address any applicable multimodal development standards, mitigate impacts to the transportation system, and/or in exchange for Multimodal Impact Fee credits.

1.5.2: Require site plans to address accessibility for cyclists and pedestrians.

1.5.3: Coordinate access management review with FDOT as part of site plan approval process and encourage cross-access easements, when appropriate, for more efficient movement of vehicles and less conflict points for cyclists and pedestrians.

1.5.4: Prohibit new residential driveways and private garages from having direct access to arterial streets where access from a lower street classification is available.

1.5.5: Provide safe and efficient vehicular circulation that is compatible with cyclist and pedestrian access to buildings and movement around the site while minimally interrupting the traffic flow of the roadway.

1.5.6: Coordinate with PSTA to ensure that transit station needs and potential bus service headway improvements are coordinated with the construction of large-scale development projects.

1.5.7: Encourage buildout of an urban roadway network that enhances connectivity and traffic circulation. This should include



allowing developments access to multiple adjacent roadways.



A Public Plaza Plan for underused dangerous intersection reimagined in NYC. Photo Credit Ten Principles for Building Healthy Places, Urban Land Institute.

the aesthetic qualities of roadways.

Strategies:

- ◆ Partner with Forward Pinellas, Tampa Bay Area Regional Transportation Authority (TBARTA), PSTA, and FDOT for joint studies, funding resources, and planning and implementation of projects;
- ◆ Continue participation and collaboration with Forward Pinellas' Technical Coordinating Committee (TCC), BPAC, and other relevant transportation related committees and working groups to ensure that City projects and priorities are represented on a regional level and to gain and share knowledge; and
- ◆ Measure the number of joint planning studies and/or projects underway with City participation.

1.5.8: Establish parking lot design guidelines that promote safe and efficient traffic circulation that address the following:

- ◆ Minimize the use of "Dead End" parking;
- ◆ Provide safe pedestrian access to buildings from parking areas, off-site sidewalks, and bus stops;
- ◆ Minimize parking search patterns;
- ◆ Cross access easements for commercial properties;
- ◆ Promote the integration of landscaping; and
- ◆ Adequately address ADA parking.

OBJECTIVE 1.6: Collaborate with relevant government agencies and organizations to plan and implement a safe multimodal transportation system in coordination with appropriate land uses, to increase mobility, reduce dependency on single occupant automobiles, protect roadway capacity and enhance

POLICIES

It shall be the policy of the City to:

- 1.6.1: Support Countrywide Plan Rules and Strategies when evaluating FLUM amendments and updating and developing City plans and programs.
- 1.6.2: Participate in the planning, updating and/or implementation of relevant state and regional plans, programs, and initiatives and ensure consistency with City plans and capital improvement investments. At a minimum this will include, but is not limited to:
- ◆ Florida State Implementation Plan (SIP);
 - ◆ FDOT's Five-Year Work Program;
 - ◆ 2060 Florida Transportation Plan;
 - ◆ MPO's Long Range Transportation Plan (LRTP);
 - ◆ Congestion Management Process (CMP) Policies and Procedure Manual (March 12, 2014);

- ◆ MPO’s Transportation Improvement Program (TIP);
- ◆ PSTA’s Transit Development Plan;
- ◆ MPO’s Bicycle Pedestrian Master Plan Facilities Element;
- ◆ Assessment of right-of-way needs, roadway functional classifications, and access management standards; and
- ◆ Future Transit Stations Plans

1.6.3: Coordinate with Forward Pinellas and other relevant agencies to engage in joint planning studies, sharing of countywide data and analysis, and implementation of projects, including the development of a master plan for the Gateway/Mid County Area and an economic study to guide a unified vision and future implementation steps for U.S. Highway 19.

1.6.4: Participate in any future planning efforts that would advance the opportunity for enhanced regional transit, which could include bus rapid transit (BRT), high speed rail, and transit-oriented development (TOD) standards and plans.


1.6.5: Support ride-sharing, van pooling, and the efforts of the Pinellas County Transportation Management Initiatives (TMI), which encourage employers to participate in such efforts as transportation management plan strategies.

1.6.6: Support efforts that plan for emerging transportation technologies including the use of data, applications, autonomous vehicles, and other technology to

create a safer, more efficient and cost effective system.

1.6.7: Support state and regional freight strategic planning efforts, improve signage and lighting along designated truck routes, and work to identify alternative routes if there are concerns with cyclist and pedestrian safety and inconsistency with community vision and land use context for a particular corridor.

1.6.8: Through collaboration with Forward Pinellas and PSTA continue to identify and monitor the unmet **transportation disadvantaged** needs within the City, provide residents with information on the Pinellas County Transportation Disadvantaged Program; and maintain an inventory of the residents that would be affected by an evacuation order.



Are those persons who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.

1.6.9: Continue to work with Pinellas County to assess the transportation system’s ability to provide for safe evacuation of the public and make any needed changes to existing and future evacuation routes, shelters, and zones (Map 13).

