

# Transportation Element Data Guide

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# Transportation Data Guideline Document

## Introduction

This document is intended to provide directions to users for the selection and application of transportation data to support the EAR-based amendments for the 24 municipalities in Pinellas County. It will also provide assistance on performing an analysis of the data.

The transportation element of the comprehensive plan describes the local transportation system and contains an analysis of the existing data. It also provides an examination of future transportation needs. Two maps that illustrate the transportation system are required: an existing transportation map and a future transportation map, but only the future map is adopted. Other data is to be included in the element and some of it mapped, but not adopted. For many communities, several transportation data requirements will not be applicable – such as port and airport facilities – but the complete list of data and analysis requirements are provided in this guide for reference purposes.

## Maps and Data in the Data Guide

Both transportation data and transportation system maps have been assembled in this guide. These maps and data are located within Excel worksheets in the Transportation Data Worksheets that are found on the Evaluation and Appraisal Report (EAR)-Based Amendments Resource Page. The maps and data placed in the Transportation Data Worksheets have been assembled from the Metropolitan Planning Organization. The maps show the information for Pinellas County as a whole. In addition, every page (or tab) within the Transportation Data Worksheets has been color coded. For example, a series of county and municipal level-of-service maps is found with the yellow colored tab. To download PDF versions of maps and other information, please reference the URLs listed on the Map Notes worksheet with the dark blue tab.

To access the Evaluation and Appraisal Report (EAR)-Based Amendments Resource Page, go to the PPC homepage (<http://www.pinellasplanningcouncil.org/>) and click on “EARs and EAR-Based Amendments.” Scroll down the page and click on “EAR-Based Amendments Resource Page,” then go to “Data Guides and Sources.” The data guide text and associated Transportation Data Worksheets are found at that location.

## List of the data and maps in the Transportation Data Worksheets

The data and maps contained in the Transportation Data Worksheets are listed below. The color of each page tab is given in parentheses following the title of the worksheet. The list identifies some maps that you may find useful, but are not required to include, e.g., bike routes.

- LOS Inventory Notes (dark blue)
- Pinellas County LOS Inventory (yellow)
- City and town LOS Inventory (yellow)
- Pinellas County Map Notes (dark blue)
- List of Pinellas County maps numbered 1 through 20, sources, and Internet address
- Maps 1 through 20 (no color)
- PSTA Existing Ridership Data (bright green)

- Ports, Airports, & Rail (blue)
- Airport Fact Sheet – PIE (gray)
- Airport Map – PIE (gray)
- Tier 1 & 2 Center Notes (dark blue)
- Tier 1 Centers Map (purple)
- Tier 2 Centers Map (purple)
- Generators & Attractors (bright green)
- Transportation Disadvantaged (orange)
- TD – Estimates & Projections (orange)
- TD – Map (orange)
- Level-of-Service Template (light blue)

### How to Use this Data Guide

There are five steps in this data guide. The instructions for each step are preceded by the **NOTES** heading.

Step 1 is for those cities and towns that have a traffic circulation element in their adopted comprehensive plan. In 1993, Section 163.3177, Florida Statutes, was amended to require that all cities and towns in urbanized areas include a transportation element. Step 1 is the instruction for those communities that have not yet updated their plans to meet that requirement.

Step 2 is a list of the data needed in the existing transportation map or series of maps. Rule 9J-5.019(2)(a), Florida Administrative Code (F.A.C.), requires that every local government provide specific current information about the transportation system within the local jurisdiction. This list also directs the user to the transportation data and maps that have been assembled in this guide for use in the local transportation element.

Step 3 is the level-of-service inventory [required by 9J-5.019(a)] for the collector and arterial roadways within the local jurisdiction.

Step 4 is the analysis of the data gathered in Steps 2 and 3.

Step 5 is a list of the data needed for the future transportation map. The future land use map will also be adopted as part of the comprehensive plan.

### **Step 1 - Local Comprehensive Plans**

Every comprehensive plan must contain a Transportation Element. Those cities and towns that have not had to update their comprehensive plan through an EAR-based amendment may still have a Traffic Circulation Element.

**NOTE:** Replace this element with an element titled “Transportation.”

**Step 2 – Existing Transportation Map**

Every jurisdiction is required to provide current (or existing) information about the local transportation system in a map or series of maps within the transportation element. A series of maps has been assembled from the Metropolitan Planning Organization. These maps present information for all of Pinellas County. To access the data in the Transportation Data Worksheets for your municipality, please click on the appropriate colored tab for each 9J-5 data requirement listed in the table below.

**NOTE:** Review the existing transportation map or map series in your adopted comprehensive plan; if the information is still accurate, continue to use that map. This step is therefore complete and you may proceed to Step 3.

If changes to the existing transportation system are needed or your city or town has annexed land since the last plan adoption, use the county and municipal arterial and collectors in the 2006 MPO LOS Inventory to identify the existing roadways to either produce yourself or request another agency to produce a map for your jurisdiction. For these maps to be most useful, your municipal limit boundaries should be placed on each map. To find the required data, look at the second column for the 9J-5 requirement. The third column identifies the name of the worksheet page, or tab, where the map is located, followed by the color used to further identify the tab.

<b>Existing Transportation Data and Map Requirements from 9J-5, Florida Administrative Code</b>			
<i>9J-5.019</i>	<i>Requirement</i>	<i>Tab on Transportation Data Worksheet</i>	<i>Color Coding</i>
(2)(a)1	Existing road system map	NOTE: This map is not found within the assembled maps.	
(2)(a)2	Public transit system	Pinellas County maps, Map 20	No color
(2)(a)3	Significant bicycle & pedestrian ways	Pinellas County maps, Map 7	No color
(2)(a)4	Port facilities	Ports, airport, & rail	Blue
(2)(a)5	Airport facilities	Ports, airport, & rail	Blue
		Airport fact sheet & airport map for PIE	Gray
(2)(a)6	Freight and passenger rail lines	There is one freight line that traverses Pinellas County. There are no passenger rail lines.  NOTE: These maps are not found within the assembled maps.	
(2)(a)7	Intermodal terminals & access to intermodal facilities	There are no existing intermodal terminals or facilities.  NOTE: This map is not found within the assembled maps.	

Existing Transportation Data and Map Requirements from 9J-5, Florida Administrative Code			
9J-5.019	Requirement	Tab on Transportation Data Worksheet	Color Coding
(2)(a)8	Existing functional classification & maintenance responsibility for all roads	Pinellas County LOS inventory	Countywide – Yellow
		LOS inventory by municipality	Municipalities – Yellow
(2)(a)9	Number of through lanes for each roadway	Pinellas County LOS inventory; or, LOS inventory by municipality	Countywide & Municipalities - Yellow
(2)(a)10	Major public transit trip generators & attractors	Generators & attractors	Bright Green
(2)(a)11	Designated evacuation routes	Pinellas County maps, Map 19	No color
(2)(b)1	Map to identify existing peak hour, peak direction levels-of-service, & mass transit facilities & corridor or routes	Pinellas County maps, Maps 13 & 20	No color

**Step 3 – Level-of-Service Inventory**

NOTE: Prepare a table using the template table on Page 5 of this guide or the last tab (turquoise) in the Transportation Data Worksheets, selecting the data required by 9J-5.019(2)(a) for the identified collectors and arterials within your jurisdiction.

The MPO 2006 Level-of-Service (LOS) Inventory for the county and municipalities (yellow tabs) is located in the Transportation Data Worksheets. Select the yellow tab with the name of your jurisdiction. Data is provided for each of the following categories as required by 9J-5.019(2)(a), F.A.C. Each category is defined and sources are provided within the “LOS Notes” worksheet (dark blue tab) that is located immediately before the LOS Inventory:

- Facility
- Maintenance Responsibility
- Functional Classification
- Road Type
- LOS Standard
- AADT
- Peak Hour Volume
- Peak Hour Capacity
- V:Cap Ratio (Volume to Capacity Ratio)
- Facility LOS

Template Table

2006 Level-of-Service Inventory									
<i>Facility</i>	<i>Maintenance Responsibility</i>	<i>Functional Classification</i>	<i>Road Type</i>	<i>LOS Standard</i>	<i>AADT</i>	<i>Peak Hour Volume</i>	<i>Peak Hour Capacity</i>	<i>V:Cap Ratio</i>	<i>Facility LOS</i>

NOTE: This template is also located at the last tab (turquoise) in the Transportation Data Worksheets

**Step 4 - Transportation Analysis Requirements**

NOTE: Use the Existing Transportation Map (or map series) and the Transportation Data Worksheets to analyze the existing transportation system as follows:

**9J-5.019(3)(a)** Analysis of the existing transportation system levels-of-service and system needs based upon existing design and operating capacities; most recently available estimates for average daily and peak hour vehicles trips; existing modal split and vehicle occupancy rates; existing public transit facilities, including ridership by route, peak hour capacities and headways; population characteristics, including transportation disadvantaged; and the existing characteristics of the major trip generators and attractors within the community.

NOTE: Use the LOS Inventory (yellow tab) for your municipality to analyze the overall roadway system and levels-of-service

NOTE: Existing modal split and vehicle occupancy rates are not available

NOTE: Public transit facilities and routes are shown in Map 20. The ridership data for the PSTA is given in the Transportation Data Worksheet, under PSTA Existing Ridership Data. The tab color is bright green.

NOTE: Transportation disadvantaged information is contained in the orange tab Transportation Data Worksheets labeled Transportation Disadvantaged, TD Estimates and Projections, and TD Map.

The Transportation Disadvantaged (TD) Program is administered countywide in Pinellas County by the Greater Pinellas Transit Management Services ([www.gptms.com](http://www.gptms.com)). This state-funded program provides low-cost, non-emergency transportation throughout Pinellas County to individuals who qualify as “transportation disadvantaged.” To be qualified, a person must have no means of transportation, including family and friends, and an income of less than 200 percent of the federal poverty level. Using 31-day unlimited bus passes (Go Cards), TD Program customers can receive transportation to anywhere a bus can take them for a monthly reduced fee of \$4.20. For those unable to ride the bus, non-emergency service is provided by taxi cabs or wheelchair accessible vans. Cost is \$3 each one-way trip. The TD Program also administers the non-emergency Medicaid transportation program for those who are eligible.

NOTE: Generators and Attractors are located under the bright green tab.

**9J-5.019(3)(b)** An analysis of the availability of transportation facilities and services to serve existing land use.

NOTE: Review the analysis for this requirement in the adopted comprehensive plan. Summarize briefly any additional information that may be needed, particularly where existing land uses have changed or annexations have occurred.

**9J-5.019(3)(c).** An analysis of the adequacy of the existing and projected transportation system to evacuate the coastal population prior to an impending natural disaster.

NOTE: If you are addressing this requirement in the Coastal Management Element, refer to that element. If not, look at Map 19, the hurricane evacuation map, in the Transportation Data Worksheets. Review the most recent hazard mitigation strategy, *Pinellas County Local Mitigation Strategy Plan* on the Evaluation and Appraisal Report (EAR)-Based Amendments Resource Page on the PPC website, for provisions related to your city or town.

**9J-5.019(3)(d).** Analyze the growth trends and travel patterns and interactions between land use and transportation, and the compatibility between the future land use and transportation elements, including land use compatibility around airports.

NOTE: Review the analysis for this requirement in the adopted comprehensive plan. If the growth trends and travel patterns have changed since the last plan update, write a brief summary of those changed conditions and interactions.

NOTE: Use the following data, as applicable, in your analysis of the travel patterns throughout your jurisdiction.

#### Pinellas County Trail System

Pinellas County is nationally recognized for its extensive trail system network. In 2005, the MPO authorized the development of the new countywide *Bicycle and Pedestrian Master Plan*. The purpose of the plan is to provide the policy and planning framework necessary to allow Pinellas County to become a more pedestrian and bicycle friendly community while encouraging more people to walk and bicycle. The plan addresses the county's needs for trail, bicycle lane, and sidewalk facilities from the standpoint of capital improvements as well as safety, education, and enforcement efforts. The tables contained in the plan list proposed trail projects by jurisdiction.

#### Port Facilities

There are two ports in Pinellas County, but since neither of these ports has shipping facilities, most communities may omit this data from their comprehensive plan.

1. The Port of St. Petersburg, classified as a “non-operating” or landlord port. The city manages and provides the facilities for private entities to carry out shipping activities. Major tenants include private passenger cruise shipping companies and the U.S. Coast Guard.
2. Port Tarpon is actually a marina with capacity for shallow draft ships. The marina website is [www.porttarponmarina.com/home.html](http://www.porttarponmarina.com/home.html).

Airport Facilities Including Clear Zones and Obstructions

NOTE: The three airports serving Pinellas County are located in St. Petersburg, Clearwater, and the unincorporated county. Therefore, most communities will prepare a brief statement that these facilities are not located within their jurisdiction.

1. St. Petersburg-Clearwater International Airport reported a total of 596,510 passengers in 2005. The airport website is [www.fly2pie.com](http://www.fly2pie.com).
2. Albert Whitted Airport is located on the waterfront in downtown St. Petersburg. It caters to corporate aircraft, helicopters, and private pilots. The airport website is [www.stpete.org/air.htm](http://www.stpete.org/air.htm). A master plan update was completed in fiscal year 2005-2006. The plan is located at [www.spgmasterplan.com/page1.html](http://www.spgmasterplan.com/page1.html).
3. Clearwater Airpark is an executive airport featuring a 3,500-foot runway. The airport website is [www.clearwaterairpark.com](http://www.clearwaterairpark.com)

Freight and Passenger Rail Lines and Terminals

CSX Corporation operates a single line freight rail service through formerly industrial areas in Pinellas County. Seaboard Coastline sold the right-of-way from a second railroad line to Pinellas County for development of the Pinellas Trail, a recreational thoroughfare that traverses the county.

NOTE: There is no passenger rail service to Pinellas County. All of the communities may state that this does not apply.

**9J-5.019(3)(e).** Analyze existing and projected intermodal deficiencies and needs such as terminals, connections, high occupancy vehicle lanes, park-and-ride lots and other facilities.

NOTE: The MPO works with Florida Department of Transportation (FDOT) to implement the Strategic Intermodal System which lays the foundation for Florida's future economic growth and development by establishing a statewide network of transportation hubs. According to the state's strategic plan, there are no intermodal facilities - existing or planned – for Pinellas County. Therefore, all communities may state that this does not apply.

NOTE: Most of the goods transported to and within the county are delivered by trucks which comprise less than three percent of the county's traffic volume. Further, most of the commercial goods arriving into the county are transferred at intermodal facilities located outside its borders. The MPO maintains a countywide truck route plan that identifies roadways suitable for heavy truck movement. The truck route map is located within the Transportation Data Worksheets on Map 10.

**9J-5.019(3)(f).** An analysis of the projected transportation system levels of service and system needs based upon the future land use categories, including their densities or intensities of use as shown on the future land use map or map series, and the projected integrated transportation system.

NOTE: Review the analysis for this requirement in the adopted comprehensive plan. Write a brief summary to explain any changes in the future land use map and how that will affect the future transportation needs. For example, if the change in the future land use map is to a less intense land use, the impact on the transportation system is less than anticipated in the earlier plan.

NOTE: Some roadways within Pinellas County are constrained facilities (see Map 8 within the Transportation Data Worksheets). Use the following information to explain the effect of these facilities if any fall within your jurisdiction.

#### Concurrency Management Corridors

Development within these corridors is restricted to 50 percent of the floor area/dwelling units allowed under the presiding zoning district. This threshold may be exceeded through the implementation of a transportation management plan submitted by the applicant and approved by Pinellas County. The amount at which the threshold can be exceeded is dependent upon conditions affecting the adjacent roadway, the type of development being proposed, the characteristics of the surrounding land uses, and the extent that traffic impacts are reduced. There are three types of corridors to be considered:

1. Congestion Containment Corridor. These include roads that operate with deficient levels-of-service where improvements may be planned or scheduled, beyond the next three years to alleviate the substandard level-of-service conditions.
2. Constrained Corridor. These roads are constrained from adding additional capacity. A roadway may be physically constrained, or constrained by policy. Physical barriers occur when intensive land use development is immediately adjacent to highways making roadway expansion cost prohibitive, or when a facility has reached the maximum through-lane standards. Policy barriers are based on concerns about the impacts of roadway expansion on the environment, neighborhoods, and/or local communities.
3. Long-Term Concurrency Management Corridor. This designation only applies to U.S. Highway 19. The designation represents a comprehensive approach to correcting existing level-of-service deficiencies over a planning period of up to 15 years that includes establishing project priorities, implementing a long-term schedule of capital improvements, and committing local funding resources.

**9J-5.019(3)(g)** The analysis shall consider the projects planned for in the Florida Department of Transportation's Adopted Work Program, long range transportation plan and transportation improvement program of the Metropolitan Planning Organization and compatibility with the policies and guidelines of such plans.

**9J-5.019(3)(h).** The analysis shall demonstrate how the local government will maintain its adopted level of service standards for roads and transit facilities within its jurisdiction and how the level of service standards reflect and advance the purpose of this section and the goals, objectives, and policies of the future land use element and other elements of the comprehensive plan.

**9J-5.019(3)(i).** The analysis shall explicitly address and document the internal consistency of the plan, especially its provisions addressing transportation, land use, and availability of facilities and services.

**9J-5.019(3)(j).** An analysis which identifies land uses and transportation management programs necessary to promote and support public transportation systems in designated public transportation corridors.

**NOTE:** There are no designated public transportation corridors in Pinellas County. However, by 2025, the Metropolitan Planning Organization is proposing an Intelligent Transportation System. See Map 9 in the Transportation Data Worksheets.

**9J-5.019(3)(k).** For multimodal transportation districts established pursuant to Sections 163.3180(15)(a) and (b), F.S., an analysis demonstrating that the proposed community design elements, including the transportation system and the land use distribution, densities and intensities, will reduce vehicle miles of travel and support an integrated, multimodal transportation system that achieves the objectives of the paragraphs cited above.

**NOTE:** Unless your jurisdiction has established a multimodal transportation district, this item does not apply. Insert a statement in the data and analysis to explain that no multimodal transportation district has been established in your jurisdiction and therefore, does not apply.

### **Step 5 – Future Transportation Map**

**NOTE:** The future transportation map, or map series, shall show the following information. If some facilities are not within your city or town, such as airport facilities, use a heading to indicate that the item does not exist within your jurisdiction or provide a list of the facilities that are not applicable within your city or town. Use the list of 9J-5 requirements provided in the table below to find the future transportation map or series of maps that provide some of the requested data.

<b>Future Transportation Data and Map Requirements from 9J-5, Florida Administrative Code</b>			
<i>9J-5.019</i>	<i>Requirement</i>	<i>Tab on Transportation Data Worksheet</i>	<i>Color Coding</i>
(5)(a)1.a-e	Future road system	Pinellas County maps, Map 3	No color
(5)(a)2.a-c	Public transit	Pinellas County maps, Maps 4 & 5 May include a reference to Map 9, Intelligent Transportation System	No color
(5)(a)3	Transportation concurrency management areas	Provide this map as it applies to your jurisdiction	
(5)(a)4	Transportation concurrency exception areas	Provide this map as it applies to your jurisdiction	
(5)(a)5	Bicycle and pedestrian facilities	Pinellas County maps, Map 6	No color
(5)(a)6	Port facilities	This is likely to be the same as the existing map information. If so, use that.	
(5)(a)7	Airport facilities	This is likely to be the same as the existing map information. If so, use that.	
(5)(a)8	Freight and passenger rail lines	Pinellas County maps, Map 5	No color
(5)(a)9	Intermodal terminals & access	Tier 1 & Tier 2 Centers maps	Purple
(5)(b)1	Future map or map series shall identify the functional classification and maintenance responsibility for all roads	Pinellas County maps, Map 3	No color
(5)(b)2	Number of proposed through lanes	Pinellas County maps, Map 3	No color
(5)(b)3	Major public transit trip generators and attractors	Pinellas County maps, Map 4	No color
(5)(b)4	Projected peak hour levels-of-service for all transportation facilities for which LOS standards are established	NOTE: No maps are available.	
(5)(b)5	Designated local & regional evacuation routes	Pinellas County maps, Map 19, the same as the existing map	No color