

Appendix E-2
Pasco County LRTP
(Excerpts)

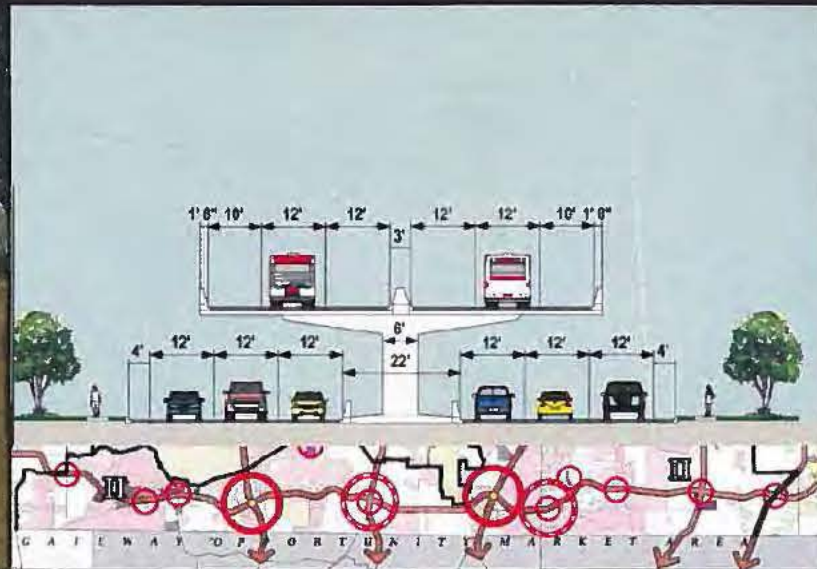


PASCO COUNTY

Metropolitan Planning Organization

2035 Long Range Transportation Plan Final Report

(Adopted December 10, 2009)



4. A stronger **economy** through enhanced mobility for people and freight.
5. **Sustainable** transportation investments for Florida's future.

Chairs Coordinating Committee Regional
Long Range Transportation Plan (CCC RL RTP)

Three goals were established in the CCC RL RTP that must also be considered to ensure that Pasco County's LRTP accommodates the regional transportation goals. These goals are as follows:

1. Provide a **safe and efficient** multimodal transportation system that serves the mobility needs of West Central Florida.
2. Provide a transportation system that contributes to the **economic vitality** of west central Florida.
3. Provide a regional transportation system that protects the **environment** and preserves **quality of life**.

Policy Statements

Policy Statements were developed in a prior LRTP for Pasco County. These statements were reviewed and used again to guide the plan development process for this plan as well. The policy statements are presented below:

***Mobility Management System (MMS)/
Congestion Management Process (CMP)***

Transportation Systems Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation System (ITS) strategies will be considered, as appropriate, in the Pasco County MMS. Funds will be allocated on a recurring basis for TSM, TDM, and ITS projects.

Maximum Number of Lanes on Non-Freeway/Expressway Road

Future road improvements on non-freeway/expressway roads shall be limited to a maximum of six through-lanes.

Future Roadway Design Criteria

Criteria used in the design of future roadways will consider sidewalk and bicycle facilities, landscaping, transit amenities Americans with Disabilities Act requirements, and associated support facilities.

Right-of-Way Preservation

An economically-justified right-of-way preservation and advance right-of-way acquisition program will be considered that accommodates future right-of-way cross sections for highways, sidewalks and bicycle facilities, landscaping, and transit.

Goods Movement

A project prioritization weighting factor will be applied to roads carrying a significantly higher than average percentage of truck traffic and on roads designated as truck routes.

Accessibility to Major Traffic Generators

A project prioritization weighting factor will be applied to roads providing direct accessibility to significant traffic generators (hospitals, airports, major recreational facilities, community colleges, etc.).

Sidewalk Facilities

The future land use adjacent to roadway facilities will be considered when identifying and prioritizing candidate locations for sidewalk facilities.

Bicycle Facilities

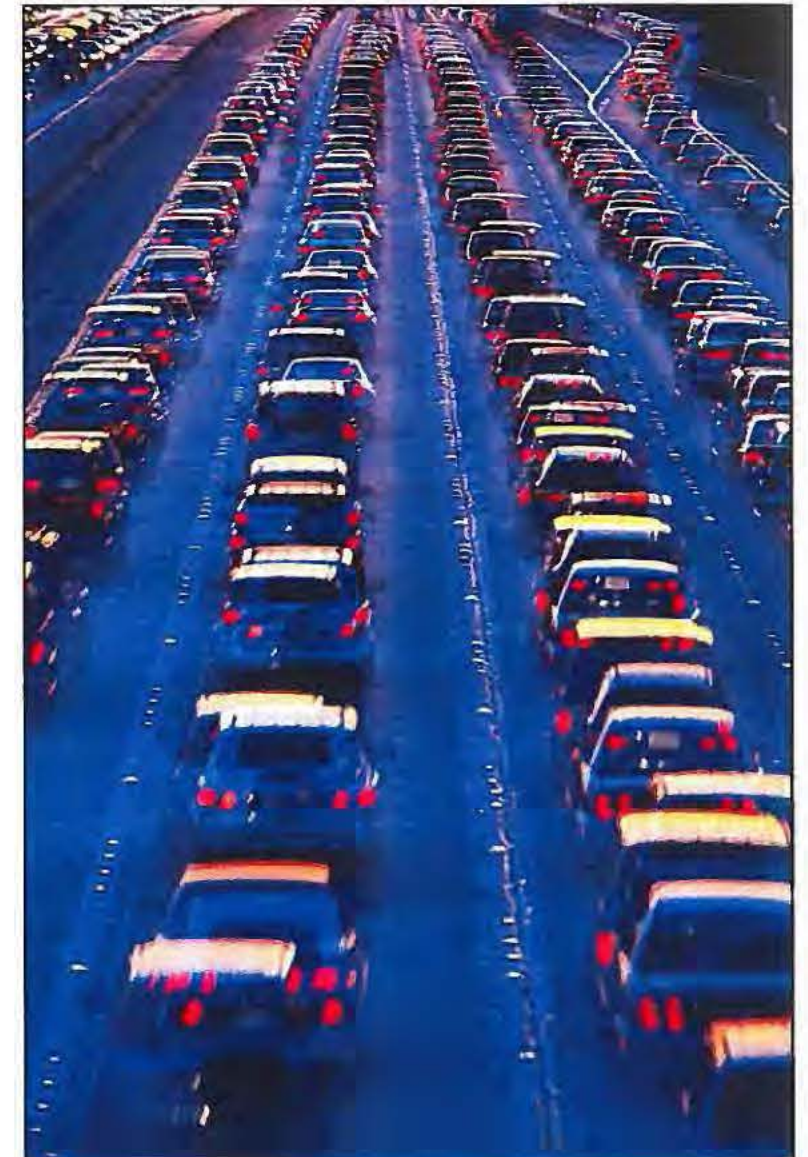
The future land use adjacent to roadway facilities will be considered when identifying and prioritizing candidate locations for bicycle facilities.

Multi-Use Trail Facilities

The future land use adjacent to roadway facilities will be considered when identifying and prioritizing candidate locations for multi-use trail facilities. These locations are illustrated in Chapter 7, Map 7-7

Public Transportation

1. The public transportation long range alternatives will consider expansion of the existing fixed route and demand responsive service.
2. Public park-and-ride lots will be considered to support fixed-route bus service in all public transportation long range plan alternatives.





Socio-Cultural Effects

Socio-cultural effects will be incorporated into the LRTP development process. The impact of transportation projects will be considered for neighborhood boundaries, aesthetic resources, community facilities and resources, and population demographic profiles.

Environmental Justice (Three Principles)

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts on minority and low-income populations.
2. Ensure the participation of the traditionally under-served and under-represented segments of the population in the transportation plan development process.
3. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Growth Management and Level of Service (LOS) Standards

The future transportation system attempts to achieve adopted LOS standards (adopted in the local government Comprehensive Plan) in the cost affordable plan.

Transportation Improvement System Financing

Future revenue sources necessary to fund the financially feasible transportation system (such as local option gas taxes, sales tax, increased transportation impact fees, and toll roads) will be developed and presented to the public through CAC meetings, public workshops and hearings, and MPO Board meetings.

Goals, Objectives, and Measures of Effectiveness

Table 2-1 summarizes the adopted goals and objectives, along with the appropriate measures of effectiveness (MOEs). MOEs are identified to help measure the extent to which objectives have been achieved. As indicated in the table, there are two types of MOEs: those that are quantitatively measured and those that are qualitatively measured. These goals and objectives were approved by the Pasco MPO at their regularly scheduled Board meetings.

CONCLUSION

Table 2-1 illustrates how the eight metropolitan planning factors set forth in SAFETEA-LU and the five goals from the Florida Transportation Plan have all been addressed extensively in the established 2035 LRTP goals. Most of the objectives and MOE's are quantifiable and easily measurable. The qualitative objectives that are more policy based require follow up that cannot be easily evaluated as part of this plan. These goals, objectives, and measures of effectiveness were used throughout the development of the Plan and were used to quantify the performance of the selected cost feasible plan alternative.

The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, US Code Requirements A-1, C-3, and C-4 as stated below:

A-1 "Are the 8 planning factors addressed? [23 U.S.C. 134(h)(1)]

Table 2-1 shows how each Pasco County Goal/Objective complies with each SAFETEA-LU planning factors.

C-3 "Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans? [Subsection 339.175(6), F.S.]"

Table 2-1 lists the Goals and Objectives developed for this LRTP and were developed to coincide with those of local comprehensive plans.

C-4 "Does the plan consider the goals and objectives identified in the Florida Transportation Plan? [Subsection 339.175(6)(a), F.S.]"

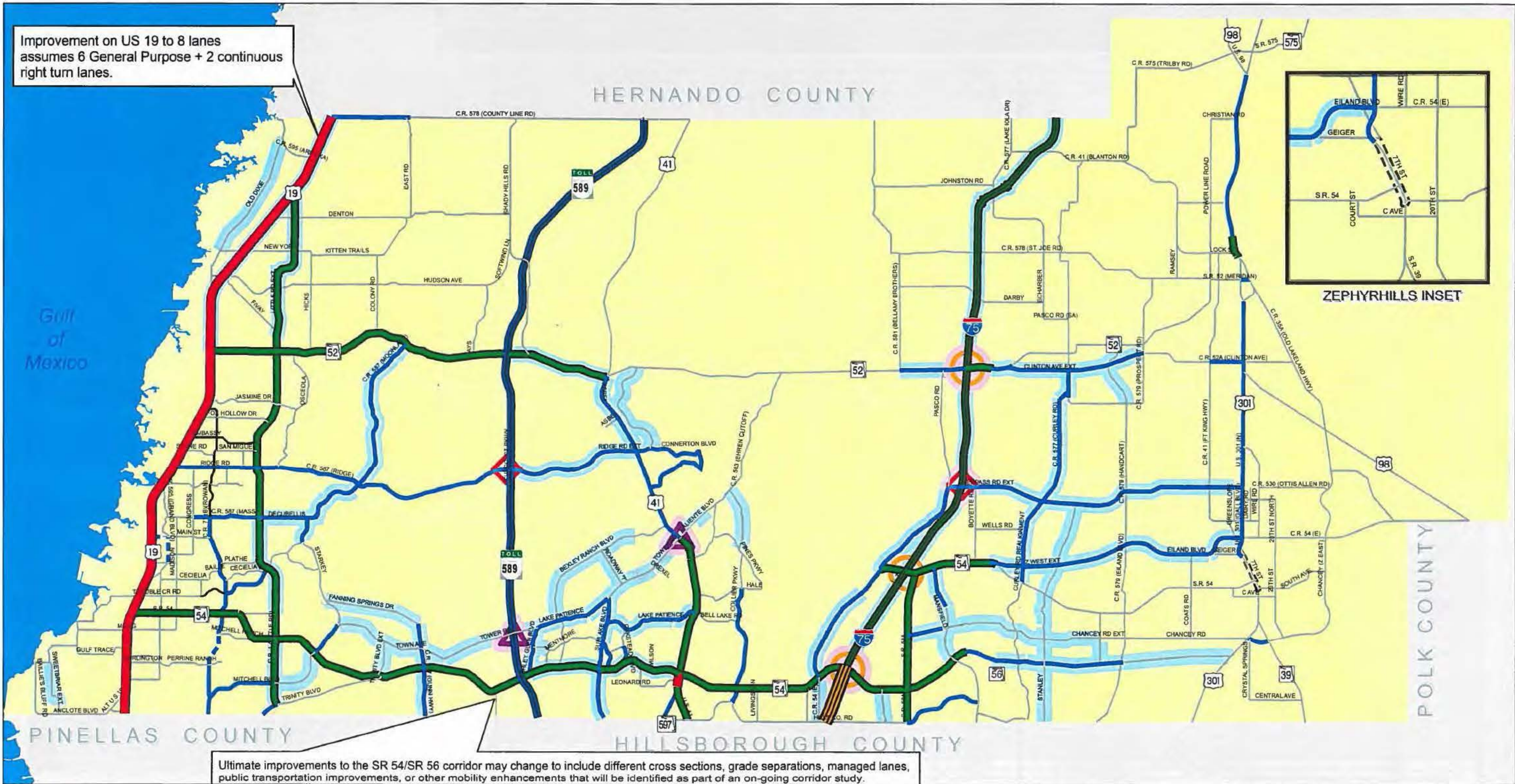
Table 2-1 shows which Pasco County Goals/Objectives comply with each criteria identified in the Florida Transportation Plan

Chapter 7:

Cost Affordable Plan



Improvement on US 19 to 8 lanes assumes 6 General Purpose + 2 continuous right turn lanes.



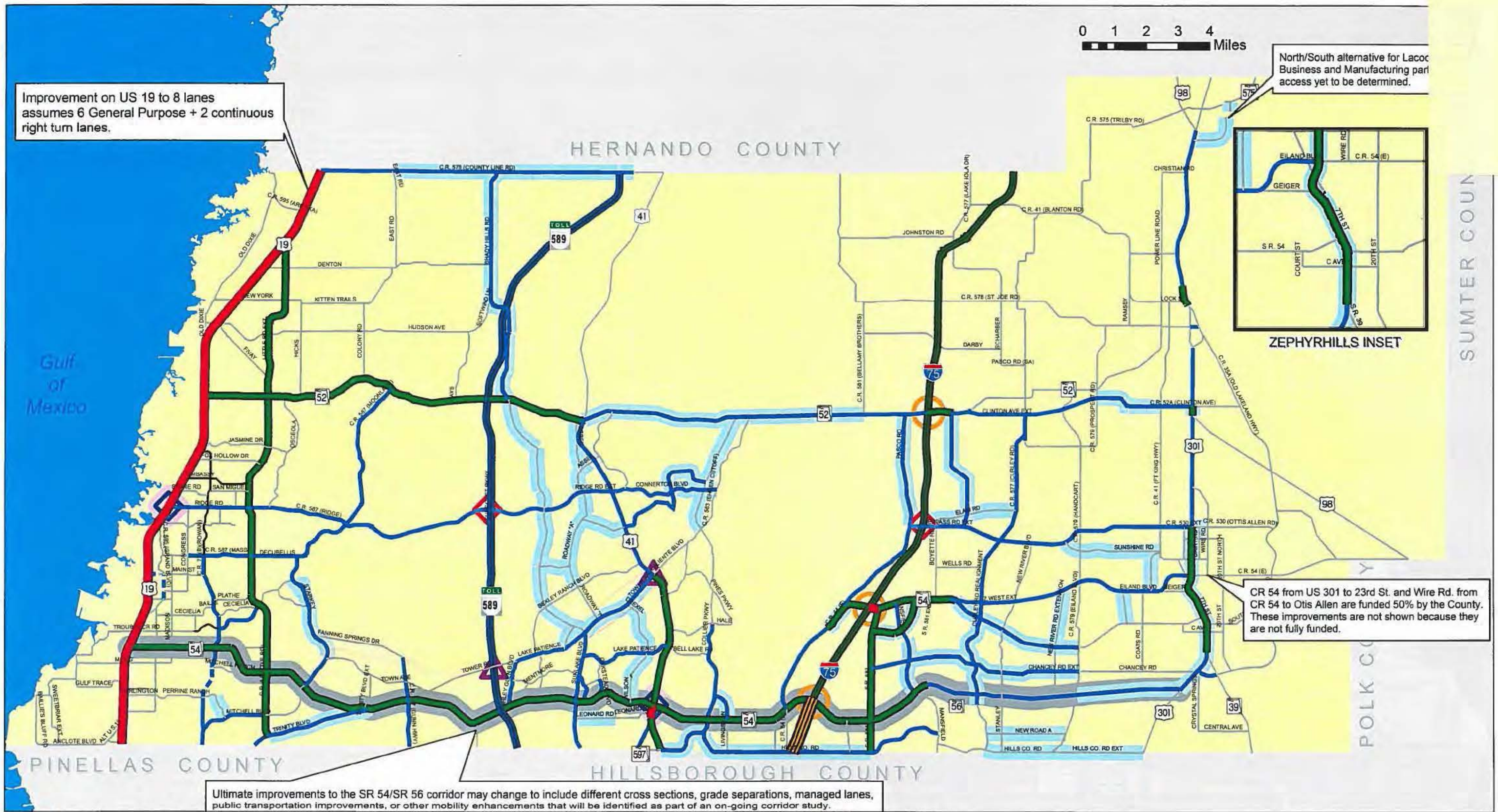
Map 7-2a: Pasco County 2035 L RTP - 2025 Cost Affordable 2015-2025 Roadway Improvements

This map includes the improvements that are cost affordable during 2015 to 2025 and the number of lanes by 2025. The blue highlights indicate roadways that will be improved by 2025.

- Roadways with Improvements (2015-2025)
- Interchange/Overpass Improvements (2015-2025)
- ▲ Overpass
- ◆ Interchange
- Interchange Reconstruction

ROAD TYPE	NUMBER OF LANES (General Purpose)							
	2	3	4	6	8	10	12	14
One-Way	---	■■■■						
Undivided	—		■■■■	■■■■				
Divided	—		■■■■	■■■■	■■■■	■■■■		
Freeway			■■■■	■■■■	■■■■	■■■■	■■■■	■■■■





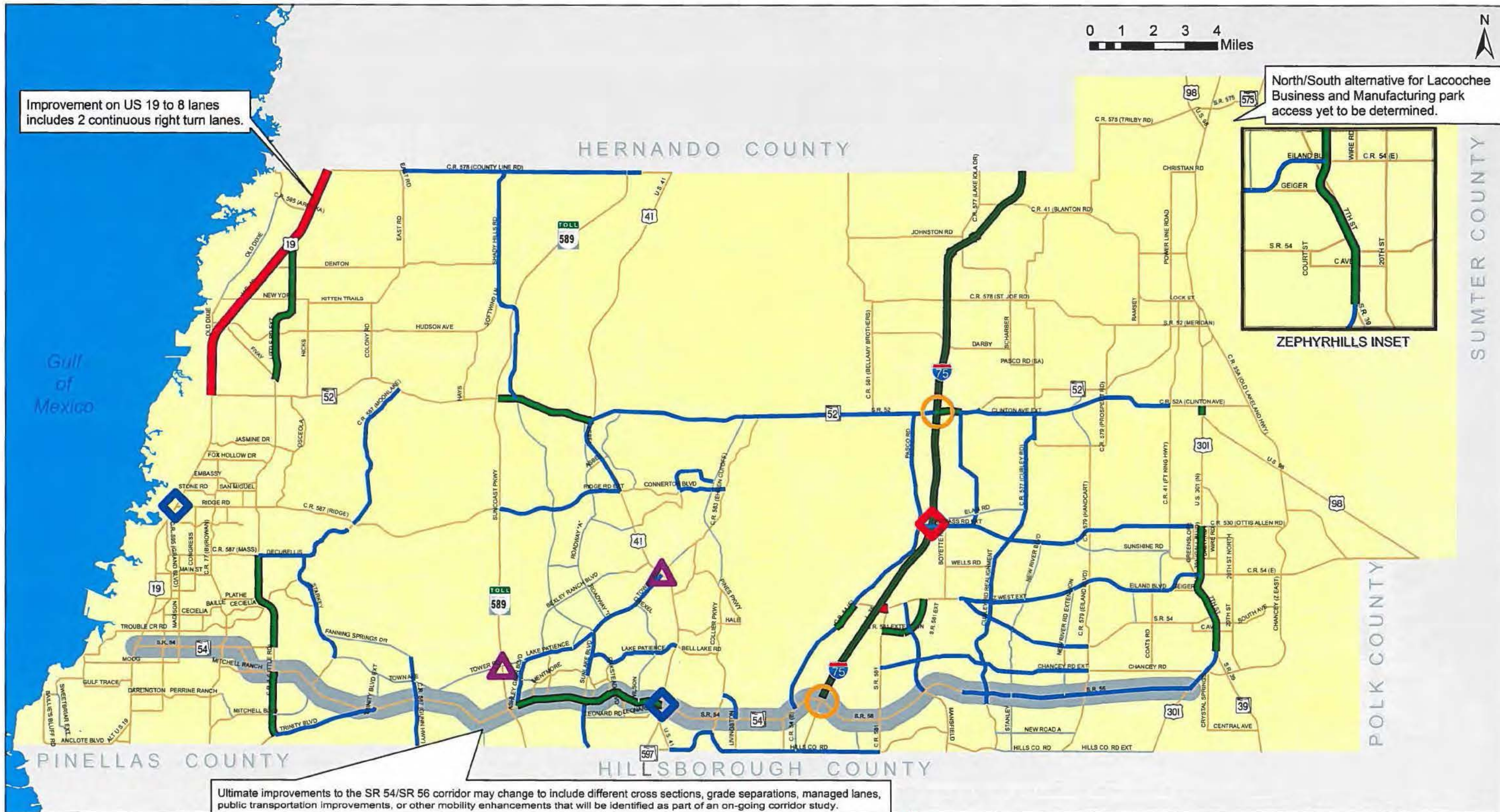
Map 7-2b: Pasco County 2035 L RTP - 2035 Cost Affordable 2026-2035 Roadway Improvements

This map includes the improvements that are cost affordable during 2025 to 2035 and the number of lanes by 2035. The blue highlights indicate roadways that will be improved by 2035.

- Improvements (2026-2035)
- Interchange/Overpass Improvements (2026-2035)
- ◆ Interchange
- ▲ Overpass
- ◊ Grade Separated Intersection
- Interchange Reconstruction
- Managed Lanes (Improvements to be determined by FDOT Study)

ROAD TYPE	NUMBER OF LANES (General Purpose)							
	2	3	4	6	8	10	12	14
One-Way	---	■■■■						
Undivided	---		■■■■	■■■■				
Divided	---		■■■■	■■■■	■■■■	■■■■	■■■■	■■■■
Freeway			■■■■	■■■■	■■■■	■■■■	■■■■	■■■■





Map 7-3: Pasco County 2035 LRTP - 2015 -2035 Cost Affordable Roadway Improvements Only

The map combines Map 7-2a and Map 7-2b and displays improvements from 2015 to 2035.

- New Interchange
- New Overpass
- New Grade Separated Intersection
- Interchange Reconstruction
- Managed Lanes (Improvements to be determined by FDOT Study)
- Roadways not improved as part of the plan (2015-2035)

ROAD TYPE	IMPROVED ROADWAYS NUMBER OF LANES							
	2	3	4	6	8	10	12	14
One-Way	---	----	-----	-----	-----	-----	-----	-----
Undivided	---	----	-----	-----	-----	-----	-----	-----
Divided	---	----	-----	-----	-----	-----	-----	-----
Freeway	---	----	-----	-----	-----	-----	-----	-----

