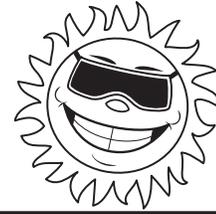


# TBAG

TAMPA BAY APPLICATIONS GROUP

An Open Forum for  
Transportation-Related Issues



May 2005

## “A THANK YOU FROM YOUR OUTGOING CHAIR”

By: Christopher C. Hatton, P.E., Kimley-Horn and Associates, Inc.  
2004/5 Chairman for the Tampa Bay Applications Group

Can it be May already?! Time is moving so quickly this year, but I wanted to take a minute and let you know that I am “passing the baton” of my Chairman duties. Although I will continue to participate as a Board member, I felt that it was time to provide the opportunity for new leadership for the group and I am very excited to announce that Michael Dorweiler will be your new Chairman.

I have had the privilege of working with the Tampa Bay Applications Group (formerly known way back when as the Tampa Bay FSUTMS Users’ Group) for over 12 years (10 years as a Board member). I have seen a lot of changes in the Group over the years, almost all for the betterment of its members. One thing that has not changed, however, is the continued support we offer each other as a unified transportation planning community. Attendance at our meetings has gone from single digits in the mid-1990’s to over 100 attendees at several of the meetings last year...truly an amazing number for a volunteer organization!

This continued growth in enthusiasm was obvious at the recent 2004 TBAG Year End Awards Banquet, where we celebrated the success of another great year. With the help of contributions from member firms, we were able to reward over 30 volunteers, who took the time to make a presentation or write an article for the newsletter. Six of these volunteers were selected as “Major Award Winners” in the three different categories for the 7th Annual TBAG Application Awards.

*CHAIR - Continued On Page 6*

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## ATTENTION!!!

**TBAG Presentation: May 19, 2005**

**Best Article (right)**  
Michael Gorton, URS

*“New Collier County  
Transportation Concurrency  
Management System is  
Synthesis of GIS and FSUTMS”*



**Best Presentation (above)**  
Peyton McLeod and Theo Petritsch,  
Sprinkle Consulting, Inc.

*“Creation of User-Based Intersection LOS for Pedestrians”*



**Best Workshop (above)**  
Rodney Bunner, Hoyt Davis, Mary Ross, and  
Myung-Hak Sung, Gannett Fleming, Inc.

*“Using the Internet to Evaluate Long Range  
Transportation Plan Projects”*

# PRESERVING THE FUTURE: THE PASCO COUNTY CORRIDOR PRESERVATION PROGRAM

*William E. Roll, Jr., AICP, Senior Associate; Tindale-Oliver and Associates, Inc.*

The Pasco County Corridor Preservation Program is intended to safeguard the ability of Pasco County to adequately protect the health and safety of the County's residents by insuring the County's ability to make transportation improvements on major roadway corridors. The program works by protecting Pasco County's ability to expand roadway corridors without the costly acquisition of right-of-way that has been extensively developed.

As is often the case in developing areas, transportation corridors are constructed incrementally. Adequate right-of-way is not purchased until absolutely necessary due to cost constraints and other improvement needs. Unfortunately, the inability to acquire land early for the ultimate buildout of a roadway is precisely what has prevented counties from making vital transportation improvements.

The Pasco County Preservation Program enables the county to "protect" the needed corridor right-of-way without initially acquiring it. This is accomplished by allowing the property owner to make use of the property, but gives guidance on the types of structures or improvements. Thus, securing the ability of the County to acquire the right-of-way in the future without having to buy structures or other costly improvements.

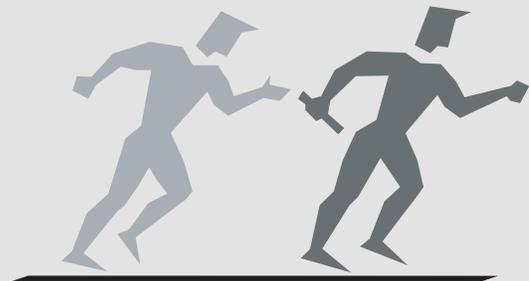
There are multiple components to the Pasco County Corridor Preservation Program. In some respects, the legal framework for implementing the program is as important as the technical procedures followed during development of the program. Four major components are listed below:

- 1) The identification of future buildout corridor widths on **existing** major roadways or new roadway corridors with **existing engineering designs** that identify the alignment of the roadway.
- 2) The identification of a "Vision" roadway network that identifies the location of **future arterials** that do not currently exist.
- 3) The identification of **new collector** roadway spacing standards in areas where the density is greater than one dwelling unit per acre.
- 4) The identification of nearly 30 future "**high volume**" **intersections** where additional corridor width will be required for the construction of larger intersections and, in some cases, grade-separated urban single-point interchanges.

The fundamental purpose of the Pasco County Corridor Preservation Program is to control the new uses of property adjacent to an existing major roadway and within the width that is specified for the corridor. The property owner is permitted to have "interim" uses of the property for parking, drainage, landscaping, etc. that are not significantly expensive for the County to acquire in the future. The property owner is allowed to make use of the property at the same density that would be permitted without the interim control of the uses within the corridor. In cases where the owner cannot meet the requirements of the Corridor Preservation Program, the County has the option to either acquire the property at that time or to grant a variance to the property owner.

In essence, the Pasco County Corridor Preservation Program is a win-win for the community. It protects the ability of the County to make future improvements that protect the health and safety of the community while allowing for appropriate development along the corridors. This will allow the County to preserve the future quality of life for residents and visitors to Pasco County.

**The Tampa Bay Applications Group would like to thank Christopher Hatton for his service as a dedicated Chairperson. Christopher has passed on his responsibilities, but will remain active on the Board. Michael Dorweiler with PBS&J, Inc. is a current Board member and has become our TBAG Chairperson as of April 2005.**



**Welcome Aboard Michael!**

# S.R. 50 FRONTAGE ROAD ACTION PLAN

By: Jim Anderson, P.E. and Mary Stallings, Grimail Crawford, Inc.

The purpose of this study was to inform the Florida Department of Transportation, District 7 and the Hernando County MPO regarding future operations of the S.R. 50 Corridor between Community Boulevard/High Point Boulevard and Barclay Avenue/Brookridge Central Boulevard. S.R. 50 is a principal east/west arterial facility and part of the Florida Intrastate Highway System. Currently, S.R. 50 consists of a 4-lane divided roadway with 12-foot travel lanes and a posted speed limit of 55 miles per hour. The scope of this study included analysis of 2025 Base and Buildout scenarios for S.R. 50, as well as parallel frontage roads to the north and south of S.R. 50. The results of this analysis will be used by the Hernando County MPO in support of the current County *Frontage Road Ordinance*, as well as in the *2025 Long Range Transportation Plan*.

The study analyzed two-way frontage roads parallel to S.R. 50 between Community Boulevard and Barclay Avenue. Segments of frontage roads currently exist in the vicinity of S.R. 50 and Mariner Blvd. Wherever possible, existing frontage road segments were incorporated into the future analysis. Frontage roads were not included in the Recommended Build Alternative from the S.R. 50 Project Development and Environmental Study.

**Year 2025 Base Alternative:** A 2025 FSUTMS model run was provided by the Hernando MPO

to be used in the Study. The land uses were based on the population and employment projections supplied by the MPO. All signalized intersections within the study area operated at an overall LOS D or better in the AM and PM peaks. With improvements, the overall segment of S.R. 50 under study operated at LOS C.

**Year 2025 Accelerated Growth Alternative:** An accelerated growth land use alternative was created representing a “build-out” scenario that assumed a higher rate of growth and development in the region than is projected in the Base Scenario. With the exceptions of S.R. 50 and Mariner Blvd, and S.R. 50 and Sunshine Grove Road, all signalized intersections operated at a LOS D or better in the AM and PM peaks. With improvements, the overall segment of S.R. 50 under study operated at LOS C.

**Accelerated Growth Optimized Alternative:** Analyses of the Accelerated Growth Alternative, with Synchro 6.0, revealed the need for a number of improvements. The purpose of this alternative was to quantify these needs and offer capacity improvement solutions beyond what had been recommended in the S.R. 50 PD&E Build Alternative. All signalized intersections within the study area operated at LOS D or better in the AM and PM peaks. With improvements, the overall segment of S.R. 50 under study operated at LOS C.

Location	Operational Deficiency	Optimized Improvements
Mariner Blvd. @ S.R. 50	WB LT queue backs into mainline NB RT movements are severely impeded	Extend WB LT from 400ft to 450ft Combine shared right turn lane to existing NB through lane
Mariner Blvd. @ South Frontage	SB LT queue backs into mainline WB RT queue backs into mainline extensively	Signalize intersection Extend SB LT to 350ft
Sunshine Grove Rd. @ S.R. 50	SB RT queue backs into mainline extensively NB LT queue backs into mainline extensively	Add 400ft SB RT lane Add second NB LT lane
Barclay Ave. @ S.R. 50	NB LT queue backs into mainline extensively	Extend NB LT from 160ft to 300ft

**Recommendations:** It is recommended that the Hernando County MPO develop a Frontage Road Master Plan in support of the County’s adopted *Frontage Road Ordinance*. The appended frontage road concept drawings, upon acceptance by the Hernando County MPO, can be used as a general S.R. 50 Frontage Road Master Plan. Intersection improvements identified as part of the Accelerated Growth Optimized Alternative should be included in future improvements to S.R. 50 in order to insure that the frontage road network will adequately address future trip making.

These recommendations have been presented to the MPO and approved, and are currently under consideration by the Board of County Commissioners for action.

# ATTENTION



## **Tampa Bay Applications Group**

**May 19, 2005**

*FDOT District Seven Office from 12:00 p.m. to 2:00 p.m.  
(Auditorium Opens at 11:30 a.m.)*

## **Regional Growth and Transportation: Challenges and Solutions**

**Robert A. Smith, Community Development Division, Citrus County**  
**Robert Rutledge, DRMP, Inc.**  
***Citrus County: Planning for the Future***

Citrus County has been experiencing double digit growth in the last few years, putting a strain on the limited funds available to update and maintain infrastructure. The County is currently working on a Long Range Transportation Plan, without the help of an MPO. This presentation will address current and future development and transportation issues, and how the County is dealing with these challenges.

**Dennis Dix, Hernando County MPO**  
**Hugh Pascoe, Planning Advisor, Hernando County MPO**  
***Hernando County: Managing Growth along the SR 50 Corridor***

S.R. 50 (Cortez Blvd.) is the main east/west roadway in Hernando County, and serves as a major commercial corridor and a regional connection between the north tier of West Central Florida and the Orlando area. The MPO's monitoring program has recently identified an operational deficiency along a segment of the corridor. The MPO, BOCC and the development community have been engaged to identify solutions for managing the roadway over the short and long terms.

This presentation will focus on the multiple strategies being employed by Hernando County to preserve and enhance the operational integrity of the S.R. 50 Corridor.

**David Goldstein, Pasco County Attorney's Office**  
**William E. Roll, Jr., Tindale-Oliver and Associates, Inc.**  
***The Pasco County Corridor Preservation Program***

Pasco County is in the process of adopting a Corridor Preservation Program. The ordinance will enable the county to "protect" the needed corridor right-of-way without initially acquiring it. This will be accomplished by allowing the property owner to make use of the property, but limits the types of structures or improvements that may be constructed until the right-of-way is purchased. This presentation will address the planning, technical approach, and legal framework used for the development of this very necessary and unique Corridor Preservation Program.



# CUBE TRANPLAN WORKSHOPS

## For the Tampa Bay Region

**WHAT:** The Tampa Bay Applications Group is sponsoring one-day, hands-on training workshops in the use of *CUBE TRANPLAN*. Each attendee will be assigned an individual computer for use throughout the session. The instructors are staff of Citilabs, Inc., the developers of *CUBE TRANPLAN* (Matthew Martimo, Sung Ryong Han and Wade White).

**WHEN:** There will be two one-day workshop sessions:

May 10, 2005 (Tuesday)  
9:30 AM to 3:30 PM

May 11, 2005 (Wednesday)  
9:30 AM to 3:30 PM

**WHERE:** USF Engineering Computer Lab - Directions provided upon registration.

### WHO SHOULD ATTEND?

Anyone who regularly uses the Tampa Bay Regional Planning Model for long range plans, corridor studies, subarea studies, DRIs and other impact analyses and other transportation planning studies.

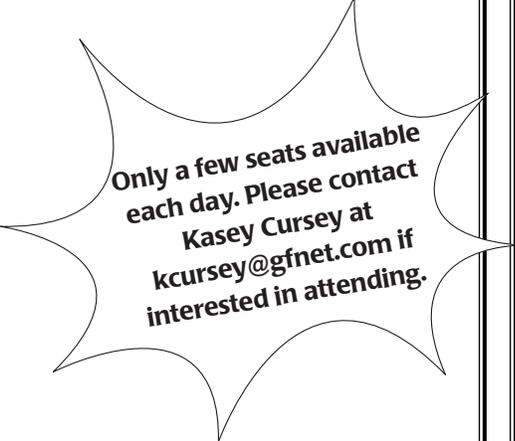
### WHY IS THIS IMPORTANT?

The Tampa Bay Regional Planning Model (TBRPM v5.0) has recently been released in *CUBE TRANPLAN* format. Almost all public agencies in the Tampa Bay Region require the use of this model for any travel demand modeling activities and analyses. The model will only run in *CUBE TRANPLAN*. You must be able to use *CUBE TRANPLAN* to run the model. This is your chance to learn how to use it.

### WHAT WILL BE COVERED?

All the basics of using *CUBE TRANPLAN*, including:

Setting up the model	Common utilities
Editing inputs	Select Link, Select Zone and other special analysis routines
Executing the model	Frequently Asked Questions and frequently encountered problems
Generating reports	
Analyzing outputs	



Only a few seats available each day. Please contact Kasey Cursey at [kcursey@gfnet.com](mailto:kcursey@gfnet.com) if interested in attending.

### HOW TO REGISTER:

Reserve your seat (no fees required) via e-mail by contacting Kasey Cursey at [kcursey@gfnet.com](mailto:kcursey@gfnet.com).

- Only one e-mail per agency or company, please.
- Please list in priority order each person you would like to attend from your agency or company
- For each person listed, indicate which session they would prefer (Tuesday or Wednesday)

Seating is limited, and TBAG wants to make sure every interested agency and company is able to get at least one seat. Additional persons from each agency or company will be accommodated on a space available basis.

Confirmation of your seats and additional details will be provided by return e-mail.

**QUESTIONS:** Contact: Fawzi Bitar at FDOT, District 7 – (813) 975-6433  
Elaine Martino at FDOT District 7 – (813) 975-6432  
Rich Tillery or Hoyt Davis at Gannett Fleming – (813) 882-4366

**CHAIR** continued from Page 1

Secretary Ken Hartmann, FDOT, District 7 has also been an active participant in TBAG over the years. He once again was very gracious in being able to be our keynote speaker for the Year End Awards Banquet. His keen insight into transportation issues for the District has helped TBAG be on the leading edge in its topics and speakers. We are fortunate to have his support.

I want to thank you all for the privilege of being able to help lead this great organization, but it certainly has been a team effort. Danny Lamb, Kasey Cursey and the TBAG Board have made this an incredibly enjoyable experience for the past decade plus and I know that Michael will do an amazing job with the great "team" and wonderful transportation community that he has to work with. Thank you!

*Kasey Cursey presents Ken Hartmann with his 'multi-modal' scooter.*



*Kasey and the Bandit? No it's Kasey Cursey and Ken Hartmann in their multi-modal super hero disguises.*

The Tampa Bay Applications Group Newsletter is published under contract to the FDOT District Seven Planning Office in Tampa. FSUTMS users and TBAG members contribute all information and material contained in the newsletter. Please contact the editors to submit articles for future issues or to get on the mailing list.

Co-editor: Christopher Hatton  
Kimley-Horn and Associates, Inc.  
1220 Tech Boulevard  
Tampa, FL 33619  
(813) 620-1460 • Fax (813) 620-1542 christopher.hatton@kimley-horn.com

Co-editor: Kasey Cursey  
Gannett Fleming, Inc.  
9119 Corporate Lake Drive • Suite 150  
Tampa, FL 33634  
(813) 882-4366 • Fax (813) 884-4609  
kcursey@aol.com

FDOT - District Seven  
Planning & Programs  
11201 North McKinley Drive  
Tampa, FL 33612

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**FDOT  
Planning & Programs District 7  
11201 North McKinley Drive  
Tampa, FL 33612**