



**INTEGRATED TRANSPORTATION AND LAND USE
FOR THE PINELLAS COMMUNITY**



**AGENDA OF THE
METROPOLITAN PLANNING ORGANIZATION AND PINELLAS PLANNING COUNCIL
WEDNESDAY, FEBRUARY 10, 2016 AT 1:00 P.M.
BOARD ASSEMBLY ROOM – 5th FLOOR
CLEARWATER COURTHOUSE
315 COURT STREET, CLEARWATER, FLORIDA**

*Please note that the Pinellas County Metropolitan Planning Organization (MPO) and Pinellas Planning Council (PPC) are separate legal entities that include the same membership. The members will conduct their MPO meeting proceedings first, followed by the PPC meeting items. The MPO portion of the meeting will begin at 1:00 pm and the PPC agenda may start at the conclusion of the MPO agenda; however PPC public hearings will begin at 3:00 pm, or thereafter as the agenda permits.



Pinellas County Metropolitan Planning Organization Agenda

310 Court Street, 2nd Floor, Clearwater, FL 33756 (727) 464-8250 Fax (727) 464-8201

I. CALL TO ORDER

II. INVOCATION AND PLEDGE

III. CITIZENS TO BE HEARD

Citizen comments to the MPO are invited on items or concerns not already scheduled for public hearing on today's agenda. Please limit comments to three minutes.

IV. CONSENT AGENDA

- A. Approval of Minutes - Meeting of January 13, 2016
- B. Approval of Gannett Fleming Invoice
- C. Approval of CAC Bylaw Modification
- D. Approval of Committee Appointments (LCB and CAC)

V. PUBLIC HEARING ITEM

- A. Proposed Amendments to the FY 2014/15 – 2018/19 Transportation Improvement Program
- B. Amendment to the Surface Transportation Program Project Priorities List
- C. Amendments to the Long Range Transportation Plan (LRTP)
- D. Public Participation Plan Update - Action

VI. PRESENTATION AND/OR ACTION ITEMS

- A. FY 2014/15 MPO Audit – Action
- B. Bike Share Feasibility Study – Action
- C. Committee Recommendations
 - 1. Courtney Campbell Trail Amenities (BPAC) – Action
 - 2. Safety Improvements to Rosery Road in Largo (BPAC) – Action
 - 3. Staffing Needs for Pinellas Trail User Safety and Security (PTSTF) – Action
- D. Tampa Bay TMA Leadership Group Meeting of February 5, 2016
- E. Vision Zero – Presentation
- F. SPOTlight Update
 - 1. Gateway – Update
 - 2. U.S. 19 – Update
 - 3. Beach Access – Update
- G. PSTA – Update

VII. REPORTS/UPDATE

- A. Director's Report
- B. Legislative Update

- VIII. **INFORMATIONAL ITEMS**
 - A. Committee Vacancies
 - B. Correspondence
 - C. Other
 - IX. **ADJOURNMENT**
-



Pinellas Planning Council Agenda

310 Court Street, 2nd Floor, Clearwater, FL 33756 (727) 464-8250 Fax (727) 464-8212

- I. **CALL TO ORDER**
- II. **CONSENT AGENDA**
 - A. Minutes of the January 13, 2016 Meeting
 - B. Financial Statement for January 2016
 - C. CPA Actions for January 2016
 - D. Preliminary March 2016 Agenda
 - E. Correspondence and PAC Agenda Action Sheet (Draft)
- III. **PUBLIC HEARINGS** – To begin at 3:00 P.M. or as soon thereafter as agenda permits
 - A. Public Hearing Format Announcement and Oath
 - B. Amendments to the Countywide Plan Map
Subthreshold Amendments
 - 1. Case CW 16-5 – Pinellas County
Regular Amendments
 - 2. Case CW 16-6 – Pinellas County
 - 3. Case CW 16-7 – Pinellas County
 - C. Amendment of the Countywide Rules Re: Target Employment Centers, Transferable Development Rights and Temporary Lodging Intensity Standards
- IV. **REPORTS/OTHER ACTION**
 - A. Annual Report – Authorization to Distribute
- V. **EXECUTIVE DIRECTOR ITEMS**
 - A. Verbal Reports
 - 1. PPC/MPO General Planning Consultant Selection Update
- VI. **OTHER COUNCIL BUSINESS**
 - A. Chairman/Member Items
- VII. **ADJOURNMENT**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.



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- B. Correspondence
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CONSENT AGENDA

A. Approval of Minutes – Meeting of January 13, 2016

ATTACHMENT: Minutes of January 13, 2016

B. Approval of Gannett Fleming Invoice

Attached is an invoice for professional services provided by Gannett Fleming for work associated with the Park Boulevard Corridor Study in the amount of \$80,354.82. **MPO staff recommends payment for the total amount of \$80,354.82.**

ATTACHMENT: Gannett Fleming Invoice #060746.01*1-8786 as of December 25, 2015

C. Approval of CAC Bylaw Modification

At the November meeting, the board concurred with a staff recommendation to modify the membership section of the Citizens Advisory Committee (CAC) bylaws to indicate that elected officials are not eligible for membership. There is currently one elected official on the CAC. That member would be allowed to complete his term; however, elected officials will not be allowed to serve on the CAC in the future. The bylaws are attached. The proposed change is included in Section III.A, page 2. **MPO staff recommends approval of the bylaws modification.**

ATTACHMENT: Modified CAC Bylaws

D. Approval of Committee Appointments (LCB and CAC)

• **Local Coordinating Board**

Mimi Jefferson is interested in serving on the Local Coordinating Board representing the education position. Attached is her background information. **MPO staff recommends the appointment of Mimi Jefferson as an education representative on the LCB.**

• **Citizens Advisory Committee**

The City of Clearwater is requesting Karen Cunningham be appointed as a Clearwater representative on the Citizens Advisory Committee (CAC). **MPO staff recommends the appointment of Karen Cunningham as a Clearwater representative on the CAC.**

ATTACHMENTS: LCB Membership Listing
Background Information for Mimi Jefferson
CAC Membership Listing
Letter Dated January 22, 2016 From the City of Clearwater

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
MINUTES – MEETING OF JANUARY 13, 2016**

The Pinellas County Metropolitan Planning Organization, created by the State of Florida in accordance with Title 23 United States Code, Section 134 and Chapter 339.175 Florida Statutes, met in regular session on Wednesday, January 13, 2016 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

MEMBERS PRESENT

Jim Kennedy	– <i>Chairman</i> – Councilman, City of St. Petersburg
John Morroni	– <i>Vice Chairman</i> – Board of County Commissioners
Doreen Hock-DiPolito	– <i>Treasurer</i> – Councilmember, City of Clearwater
Cookie Kennedy	– <i>Secretary</i> – Commissioner, City of Indian Rocks Beach, representing the beach communities of Belleair Beach, Belleair Shore, Indian Rocks Beach, Indian Shores, Madeira Beach, North Redington Beach, Treasure Island, Redington Beach, Redington Shores, St. Pete Beach
Sandra Bradbury	– Mayor, City of Pinellas Park
Julie Bujalski	– Mayor, City of Dunedin, representing PSTA
Dave Eggers	– Board of County Commissioners
Cliff Merz	– Commissioner, City of Safety Harbor, representing Safety Harbor/ Oldsmar/Tarpon Springs
Kevin Piccarreto	– Deputy Mayor, Town of Belleair, representing the in land communities of Belleair, Belleair Bluffs, Gulfport, Kenneth City, Seminole, South Pasadena
Karen Seel	– Board of County Commissioners (arrived at 2:25 p.m.)
Michael Smith	– Commissioner, City of Largo
John Torniga	– Commissioner, City of Dunedin
Ming Gao, non-voting advisory	– (representing the Secretary, Florida Department of Transportation District 7)

MEMBERS ABSENT

Darden Rice – Councilmember, City of St. Petersburg

OTHERS PRESENT

Whit Blanton – MPO Executive Director
Sarah Ward – Pinellas County MPO
Al Bartolotta – Pinellas County MPO
Rodney Chatman – Pinellas County MPO
Chelsea Hardy – County Attorney's Office
Brian Beaty – FDOT
Ed McKinney – FDOT
Bill Jonson – PSTA, City of Clearwater
Tom Whalen – City of St. Petersburg
Kasey Cursey – CAC
Rob Cursey – Tindale-Oliver and Associates
Michael Welch – CAC
Robert Detweiler – CAC
Mrs. Detweiler – Resident
Brad Miller – PSTA
Bob Bray – City of Pinellas Park
Paul Bertels – City of Clearwater
Casey Morse – Pinellas County Public Works, Transportation
Scott Swearngen – Pinellas County Planning
Ray Chiaramonte – TBARTA
Becky Afonso – Florida Bicycle Association
Lucien Tender – Tylin International
Chelsea Favero – Pinellas County MPO
Sarah Perch – Pinellas County MPO

Carolyn Kuntz – MPO Recorder

I. **CALL TO ORDER**

Chairman Kennedy called the meeting to order at 1:02 p.m.

II. **INVOCATION AND PLEDGE**

Commissioner Kennedy performed the invocation and led the Pledge of Allegiance and everyone on the dais introduced themselves.

III. **CITIZENS TO BE HEARD**

There were no citizens who came forward to be heard.

IV. **PRESENTATION TO OUTGOING CAC MEMBERS – Kasey Cursey, Robert Detweiler, Michael Welch**

The MPO acknowledged Kasey Cursey, Robert Detweiler, and Michael Welch for their service as outgoing Citizens Advisory Committee members.

V. **CONSENT AGENDA**

A. **Approval of Minutes – Meeting of December 9, 2015**

B. **Approval of Committee Appointment – Camille Stupar as a St. Petersburg representative on the Bicycle Pedestrian Advisory Committee**

Commissioner Kennedy moved, Councilmember Hock-DiPolito seconded, and motion carried to approve the minutes (Vote 11-0).

Vice Deputy Piccarreto moved, Mayor Bradbury seconded, and motion carried to approve the BPAC appointment of Camille Stupar (Vote 11-0).

VI. **PRESENTATION AND/OR ACTION ITEMS**

A. **Regional Premium Transit Study Process – Presentation**

Mr. Blanton provided introductory remarks, noting the feasibility study looking at regional premium transit options came out of discussions from the Tampa Bay TMA Leadership Group and that HART will be taking a leadership role. They have briefed Senator Legg to keep the legislature apprised of the discussions although there isn't a specific request at this time. There's a meeting next week to begin discussions regarding the Scope of Services for the study, as well as the role of the TMA Leadership Group and the individual MPOs that will be specified in a Memorandum of Understanding.

Ming Gao, FDOT staff, explained that FDOT wanted to look at all the previous studies and to re-assess the demand for premium transit and then move forward with the best option. FDOT has asked HART to take the lead for the study. The study is included in the FDOT Work Program for FY 2017, which means the funding will be available July 1. FDOT is in the process of developing the Scope and will ask all stakeholders and interested parties to review the draft Scope to provide their input. Mr. Gao then reviewed a PowerPoint that provided an overview of the process that is necessary in order to receive federal and state funds for premium transit projects. He provided the eligibility requirements for both New Starts and Small Starts projects. Mr. Gao provided information for the Project Development and Implementation and the application letter requirements. The study will look at all viable and options in order to make an informed decision. FDOT cannot make a predetermination and look at only one technology or alignment.

Mr. Blanton added that the CSX rail line is underutilized and goes through a lot of industrial and residential areas, as well as community redevelopment areas, which would be an economic benefit. He mentioned that the trade off of economic development and land use needs to be taken into consideration. Mr. Blanton explained that the Gateway area has a lot of economic development but is not transit friendly and people rely on their vehicles but that all options need to be considered. Mr. Blanton also noted that the TMA Leadership Group discussed a modification to the regional priority list regarding the CSX rail corridor to

more broadly reflect the Clearwater Subdivision. The TMA Leadership Group will discuss this change further discuss at their next meeting on February 5.

Part of the discussion centered on a discussion to ride along the CSX rail corridor to identify potential stops and look at the land uses. Chairman Kennedy and Mr. Blanton responded that the TMA Leadership Group has also discussed that and more information will be forthcoming. Mr. Blanton added that Pasco County is particularly interested in riding along the CSX corridor and that he will keep the board informed. Mr. Blanton also noted that riding the rail corridor helps to understand the opportunities and challenges along that corridor, as well as the pros and cons. It was suggested that, if there's an opportunity to ride the rail corridor, it would be a good idea to create a video of the ride and make it available to anyone who is interested.

In response to Commissioner Merz's question as to the definition of premium transit, Mr. Gao clarified that premium transit is faster service with limited stops. Premium transit is not regular fixed route service but a more reliable service where a premium is paid to ride premium transit.

Chairman Kennedy asked the timeframe for the study and Mr. Gao responded that FDOT has 18 to 24 months to complete the study and then submit it to the Federal Transit Administration as per the federal process.

Chairman Kennedy emphasized that the CSX rail line is a good regional opportunity; however, an east-west connection from the CSX corridor to the Tampa International Airport, the Gateway area, and the Westshore area still needs to occur. Chairman Kennedy wanted to make sure that all options are being considered and Mr. Gao responded yes, which is the reason FDOT is doing the study.

Mayor Bujalski wanted to make sure the connection across the Howard Frankland Bridge is being considered as part of the study and Mr. Gao responded yes.

B. Complete Streets – Presentation

Mr. Blanton introduced Becky Afonso, Executive Director of the Florida Bicycle Association, a member of the Bicycle Pedestrian Safety Council, and a member of the MPO's Bicycle Pedestrian and Citizens Advisory Committees.

Ms. Afonso reviewed a PowerPoint presentation that provided information on the Florida Bicycle Association, the benefits of riding a bicycle and why education on safe cycling practices is important. She provided information on FDOT's pedestrian and bicycle focused initiative and the goals of the safety coalition to address traffic fatalities, the state's role in active transportation, complete streets being proactive, conflict avoidance, lane positioning, the use of "sharrows", the role of the Florida Bicycle Association, and that it's important to work together to build a bicycle-friendly Florida. The Florida Bicycle Association has partnered with FDOT on their Alert Today/Alive Tomorrow campaign. Ms. Afonso explained that the funds raised from the "Share the Road" license tag benefit bicycle education and outreach programs. In response to Councilmember Hock-DiPolito, Ms. Afonso stated she would be willing to present to interested local governments, as well as other interested agencies/organizations.

During Ms. Afonso's presentation, Deputy Mayor Piccarreto left at 2:09 p.m.

Mayor Bradbury noted, at a Chamber of Commerce meeting, the County safety coordinators indicated that bicyclists should ride in the opposite direction of traffic when there are no bike lanes or sidewalks so motorists and pedestrians can see them. She asked that Ms. Afonso get with the County safety coordinators so there isn't a conflict as to what is being presented. Ms. Afonso responded that bicyclists are considered motor vehicles and are required to abide by all motor vehicle laws. She noted the law says that bicyclists are not to ride against traffic. Mayor Bradbury noted she could provide Ms. Afonso with the contact information.

Mr. Blanton asked Ms. Afonso to provide an update on legislative initiatives. She noted that there are several bills pending in the legislature that are bicycle, pedestrian and safety related, one relating to texting while driving in a school zone and another that makes texting while driving a primary offense. Ms. Afonso indicated she could provide a listing of those bills.

C. Proposed Amendment of Countywide Impact Fee Ordinance

1. Mobility Plan Amendments – Information

Al Bartolotta, MPO staff, reviewed a PowerPoint presentation that provided an overview of the Pinellas County Mobility Plan and Multi-Modal Impact Fee Ordinance. He discussed growth management in Florida, Pinellas County growth management tools, impact fees, the Mobility Plan and its objectives, land development provisions including Tier 1 and 2 examples, the strategies and improvements, and actions following approval of the Mobility Plan.

2. Impact Fee District Map Amendments – Action

Al Bartolotta, MPO staff, briefly described the amendments to the Impact Fee Ordinance and Impact Fee District Map:

- Include the Mobility Fee provisions in the Transportation Impact Fee Ordinance;
- Increase the existing 12 districts by adding District 13, which encompasses the beach communities from Madeira Beach to Belleair Beach; and
- Boundary adjustments to more accurately reflect municipal limits;

Commissioner Kennedy moved, Commissioner Smith seconded, and motion carried to approve the amendments (Vote 10-0).

D. Downtown Clearwater to Clearwater Beach Bus Rapid Transit – Update

Mr. Blanton provided introductory remarks noting a working group was established to look at short-term improvements to help alleviate congestion between downtown Clearwater to Clearwater Beach. During one of the working group meetings, a previous study looking at a Bus Rapid Transit system was brought up.

Sarah Ward, MPO staff, provided a brief update on the previous study that looked at Bus Rapid Transit from downtown Clearwater to Clearwater Beach. Pinellas County tourism continues to increase all year, with the peak season during the winter months in addition to spring break. She reviewed a PowerPoint presentation that detailed the study objectives, the opportunities, a description of the identified alternatives, the capital cost for each alternative, and the next steps. The next steps include incorporating the study into the Beach Access Emphasis Area, update the data and cost information, engage the various stakeholders, and consider a phased implementation. The locally preferred alternative is a hybrid alternative with the capital costs between \$17 and \$18 million in 2009 dollars. The 5 stations would cost approximately \$1.1 million and the 2 vehicles would cost approximately \$2 million. At the time of the study, the ridership numbers qualified for the federal Small Starts Program; however, there wasn't a local funding source at the time so the study wasn't able to be advanced. During the last several years, traffic to and from the beach during peak season has greatly increased, which has resulted in a desire to consider the study as well as other strategies to help reduce the congestion.

****During Ms. Ward's presentation, Commissioner Seel arrived at 2:25 p.m.****

During discussion, Ms. Ward responded that a public/private partnership was an option. In response to Commissioner Seel's question whether private funding would qualify as a local match for Small Starts funding, Ms. Ward responded she would have to find out and come back with a specific response. Mr. Blanton added that the project would need a sponsoring agency even with private funding. In response to a question as to the use of a different technology, Mr. Blanton responded that any technology would have to support the purpose and need that was identified from the study although the data would need to be updated. Upon further query as to how long the project would take once the data was updated, Mr. Blanton responded that they would like to investigate this as part of the Beach Access Emphasis Area over the next two years. Ms. Ward added that they are trying to update the traffic data over the next several months. Mr. Blanton suggested asking FDOT to incorporate this project into the regional premium transit study due to

the regional aspect of connecting to Clearwater Beach via S.R. 60. Councilmember Hock-DiPolito emphasized that the access to Clearwater Beach affects the entire county. Several board members emphasized the urgency of this project and the need to fast track it. Ms. Ward added that they are taking a holistic approach to beach access and looking at access to all the beaches and not just Clearwater Beach, as well as travel along Gulf Boulevard. In response to Commissioner Eggers question as to whether the original study in 2010 included additional parking, Ms. Ward indicated staff inventoried the available parking as well as parking associated with the possibility of a regional transit facility. Ms. Ward indicated she will provide follow-up information concerning the assumptions about parking needed to support the project. Mr. Blanton added that staff will work with the other stakeholders (e.g. City of Clearwater, FDOT, PSTA and the private sector) to see if there is a way to move the project forward in the near term.

E. PSTA – Update

Mayor Bujalski, as the PSTA representative provided a brief update on PSTA activities:

- The PSTA board has an updated legislative priority list;
- PSTA is discussing a PSTA Strategic Communications Plan and the Central Avenue Bus Rapid Transit (BRT) Action Plan;
- PSTA thanked FDOT for funding the Central Avenue BRT Project Development so they can now focus on the corridor from Clearwater Beach to the Tampa International Airport;
- Brad Miller and PSTA Chairman Darden Rice met with key leaders to talk about express bus projects; and
- The joint PSTA/MPO meeting will be held January 22 at PSTA and PSTA wants to make sure there is a clear vision as to how projects become priorities.

VII. PPC/MPO JOINT ITEMS FOR APPROVAL

A. Board Operating Procedures – Action

Ms. Ward provided information on the changes to the board operating procedures. Previously, both the MPO and PPC had separate operating procedures. Staff integrated the two documents into one and she will forward a clean copy after board approval. The attorney asked that election of officers include an option to allow the board to elect its officers from the entire board membership, as well as the existing provision to appoint a Nominating Committee. The other changes include language that the Executive Committee will provide a process for the Executive Director’s review, as well as language for the organization’s new name.

Commissioner Seel moved, Councilmember Hock-DiPolito seconded, and motion carried to approve the Board Operating Procedures (Vote 11-0).

B. MPO/PPC/PSTA Joint Meeting – Confirmation of Agenda

Mr. Blanton noted that TBARTA cancelled its January 22 meeting to allow its members and staff to attend the January 22 joint MPO/PPC/PSTA workshop. This has been a cooperative effort working with the PSTA staff to develop the agenda. Debbie Hunt of FDOT will be attending the workshop and they will be asking FDOT to provide examples of where MPOs and transit agencies have worked together to advance projects. The workshop is from 9:00 a.m. to noon on January 22 and PSTA will be the host.

Councilmember Hock-DiPolito moved, Commissioner Tornga seconded, and motion carried to approve the MPO/PPC/PSTA joint workshop agenda (Vote 11-0).

VIII. REPORTS/UPDATE

A. Executive Director Report

Mr. Blanton reported that a brochure providing information for the 2016 MPOAC Weekend Institute dates is included in the member folders and those who have not attended are encouraged to attend. There have been a couple meetings to explore funding for the Pinellas Trail. A working group has been formed to look at options to close the Pinellas Trail loop and provide specific recommendations for consideration. Another topic of discussion is looking at safety and how to improve the crash statistics of vulnerable users with the goal of reducing fatalities to zero. Mr. Blanton stated that they will be using the “Vision Zero Approach” as they work on the beach access and U.S. 19 emphasis areas so that it can be applied to other areas on a

countywide basis. Mr. Blanton announced that he and Commissioner Kennedy have been invited to FDOT's Safety Summit on January 20 to give presentations on what they are doing to improve safety in Pinellas County.

Commissioner Morroni left at 3:02 p.m.

Sarah Perch, MPO staff, was asked to come forward to provide information on the debriefing of the TIGER grant. Ms. Perch reported that they spoke with Howard Hill of U.S. DOT this morning. Mr. Hill informed them that the Pinellas Trail Loop was in the "recommended" category this year instead of last year's highly recommended category. Part of the reason the project was in a lesser category had to do with who else applied and those who evaluated the projects. Mr. Hill outlined the strengths of their application, noting the graphics and mapping were consistent and concise and the project aligned well with improving safety. Mr. Hill explained that the challengers focused around quantification of the application, specifically with connecting jobs and education opportunities and residents. Although the application provided information, it didn't draw the connection the evaluators wanted to see between the application and the vision for closing the loop. Mr. Hill indicated there will probably be another round of TIGER grants for the next year and a faster timeframe for submitting applications.

Mr. Blanton suggested that the board have a future agenda item to consider whether they want to continue to submit an application for the Pinellas Trail Loop or look at submitting another project.

Commissioner Kennedy left at 3:06 p.m.

Councilmember Hock-DiPolito was also involved in the debriefing and added that they probably should have included an inflation factor instead of asking for the same funding to show there is a greater need. The evaluators are looking at statistics in awarding projects for the TIGER grant.

Chairman Kennedy directed that this item be placed on a future agenda item for discussion and include statistics of those projects that have a higher success of being awarded TIGER grant funding. In addition, he would like information on options for closing the Pinellas Trail Loop if they aren't seeking TIGER grant funding. Chairman Kennedy added that there weren't any projects in the state of Florida that were awarded TIGER grant funding. Mr. Blanton responded that staff can reach out to other partners and the Technical Coordinating Committee for their input to assist with the discussion.

Commissioner Eggers left at 3:09 p.m.

IX. INFORMATIONAL ITEMS

A. Committee Vacancies

There are vacancies on the Citizens and Bicycle Pedestrian Advisory Committees and anyone interested in serving is encouraged to contact staff or a board representative.

Commissioner Kennedy returned at 3:10 p.m.

B. Correspondence

The fatalities map is included in the agenda packet.

C. Other

There was no other business.

X. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:19 p.m.

Jim Kennedy, Chairman



*Excellence Delivered **As Promised***

December 30, 2015

Mr. Rodney S. Chatman, AICP
Planning Section Manager
Pinellas County Metropolitan Planning Organization
310 Court Street
Clearwater, FL 33756

RE: MPO Consultant Work Authorization No. 1
Description: Safety, Management and Operations Study of Park Boulevard from 113th Street to Seminole Boulevard and 113th Street from Park Boulevard to 86th Avenue North
Project No. 060746
Progress Report No. 1

Dear Mr. Chatman:

This letter provide a progress report for the Park Boulevard and 113th Street Corridor Study. This report covers work performed and billed for the above referenced project for the invoice period up to December 25, 2015. The following are tasks completed for each task included with the scope to date.

Work Order No. 1 - Park Boulevard and 113th Street Corridor Study

- Task A - Intersection Inventory and Data Collection - *Completed*
- GF has completed the intersection inventory and created condition diagrams for 4 signalized and 13 unsignalized intersections.
 - Created corridor Layout Map to show draft recommendations.
- Task B - Traffic Volume Data (8-hr TMC) - *Completed*
- 8-hour turning movement counts have been completed for 4 signalized and 13 unsignalized intersections.
- Task C - Crash Data Analysis/ Roadway Safety Audit - *Completed*
- Collision diagrams have been completed based on actual crash reports provided for Park Blvd and 113th St which included 4 signalized and 13 unsignalized intersections.
- Task D - Qualitative Assessment – *On-going*
- Field observation by a professional traffic engineer for the AM, Mid-day and PM peak hours was completed for the 4 signalized and 13 unsignalized intersections included with this studies.

Gannett Fleming, Inc.

Westlake Corp. Ctr. • Suite 150 • 9119 Corporate Lake Drive • Tampa, FL 33634-6323
t: 813.882.4366 • f: 813.884.4609
www.gannettfleming.com

Task E - Freight Conflict Review – **On-going**

- A review of the Classification Counts provided by URS has been completed. This review show minimal truck traffic with higher than normal construction vehicles due to the Seminole Mall construction activities.

Task F - Transit Analysis – **On-going**

- A review of the current and future PSTA station and routes along the studied segments have been done.

Task G - Development of Access Management Plan - **On-going**

- Based on the safety and operational analysis including crash evaluation and qualitative assessment, draft recommendations have been provided for the median openings and along the corridor.

Task H - Preparation of Report - **On-going**

- A draft report is being prepared based on the data collected, crash analysis, and draft recommendation.

Task I – Graphics - **On-going**

- Initial graphic panel was develop for the progress meeting.

Task J – Meetings - **On-going**

- A progress meeting was completed on November 20 and a meeting with Pinellas traffic engineer, Seminole, and Elementary School on December 8.

Task K - Public Involvement - **Not Started**

Task L - Implementation Strategy – **Not Started**

The activities anticipated for the upcoming months include prepare draft report and public meetings (CAC, TCC, and TMMAC). If you need further information, please feel free to contact me at (813) 882-4366 (office) or PDuong@gfnet.com.

Sincerely,

Gannett Fleming, Inc.



Phuc Duong, PE,
Sr. Project Manager



INVOICE

*Excellence Delivered **As Promised***

ACH/EFT Payment Information:
ABA: 031312738
Account No.: 5003165655
Account Name: Gannett Fleming Companies

Pinellas County MPO
Attn: Mr. Rodney S. Chatman, AICP, Planning Section Manager
310 Court Street
2nd Floor
Clearwater, FL 33756

Check Payment Information:
Gannett Fleming Companies
PO Box 829160
Philadelphia, PA 19182-9160

Project: 060746.01
Invoice No: 060746.01*1-8786
Invoice Date: January 5, 2016

Federal EIN: 25-1613591
Send Remit Info: AccountsReceivable@gfnet.com

For Professional Services Rendered through: December 25, 2015

Project Manager : Phuc H. Duong **pduong@gfnet.com** **813 882-4366**

Safety, Access Management and Operations Study of Park Boulevard from 113th Street to Seminole Boulevard and 113th Street from Park Boulevard to 86th Avenue North

	Current Invoice	Previously Invoiced	Total Invoiced	Contract Budget	Budget Remaining	Percent Billed
1-WO1 Park Boulevard	80,354.82	0.00	80,354.82	117,304.41	36,949.59	68.50%
Total Charges	\$80,354.82	\$0.00	\$80,354.82	\$117,304.41	\$36,949.59	68.50%
Total Due This Invoice	\$80,354.82					

*OK TO PAY
Rodney S. Chatman
1/20/16*

Park Blvd and 113th St Corridor Study - Schedule of Values

GANNETT FLEMING

Submitted to: **Pinellas County MPO Transportation Planning Services**
 Task Work Order No. **1**
 Estimate Cut-off Date: **12/25/2015**
 Project No.: **60746**
 GF Invoice Number: **1**

Tasks	Fee (\$)	Completed to Date (%)	Completed to Date Total (\$)	Less Previously Invoiced (\$)	Due This Invoice (\$)	Remarks
Park Blvd and 113th St Corridor Study - Schedule of Values						
Task A - Intersection Inventory and Data Collection	\$15,504.73	100%	\$15,504.73	\$0.00	\$15,504.73	
Task B - Traffic Volume Data (8-hr TMC)	\$20,017.92	100%	\$20,017.92	\$0.00	\$20,017.92	
Task C - Crash Data Analysis/ Roadway Safety Audit	\$21,293.84	80%	\$17,035.08	\$0.00	\$17,035.08	
Task D - Qualitative Assessment	\$6,995.56	90%	\$6,296.00	\$0.00	\$6,296.00	
Task E - Freight Conflict Review	\$6,918.75	50%	\$3,459.37	\$0.00	\$3,459.37	
Task F - Transit Analysis	\$6,918.75	50%	\$3,459.37	\$0.00	\$3,459.37	
Task G - Development of Access Management Plan	\$11,002.92	75%	\$8,252.19	\$0.00	\$8,252.19	
Task H - Preparation of Report	\$8,248.39	35%	\$2,886.94	\$0.00	\$2,886.94	
Task I - Graphics	\$1,806.22	25%	\$451.56	\$0.00	\$451.56	
Task J - Meetings	\$5,056.25	35%	\$1,769.69	\$0.00	\$1,769.69	
Task K - Public Involvement	\$4,887.89	25%	\$1,221.97	\$0.00	\$1,221.97	
Task L - Implementation Strategy	\$8,653.19		\$0.00	\$0.00	\$0.00	
	\$ 117,304.41	68.50%	\$80,354.82	\$0.00	\$80,354.82	
GANNETT FLEMING	Design Fee (\$)	Completed to Date (%)	Completed to Date Total (\$)	Less Previously Invoiced (\$)	Due This Invoice (\$)	
TOTAL	\$117,304.41	68.50%	\$80,354.82	\$0.00	\$80,354.82	

BYLAWS
CITIZENS ADVISORY COMMITTEE
FOR THE
PINELLAS AREA TRANSPORTATION STUDY

Adopted:
April 13, 1978

Amended:
January 8, 1981
May 14, 1981
November 12, 1981
September 9, 1982
June 23, 1989
July 13, 1989
September 4, 1989
December 12, 2001
September 8, 2004
November 10, 2004
Modified January 11, 2006
Modified February 9, 2011
Modified February 10, 2016

SECTION I: NAME

The name of this Committee shall be the Pinellas Area Transportation Study Citizens Advisory Committee, effective April 13, 1978.

SECTION II: PURPOSE

The Committee shall serve the Pinellas County Metropolitan Planning Organization in an advisory capacity pursuant to Federal Regulations (CRF), Title 23, Chapter 1, Part 450, Subpart A, Section 450.120, which requires the provision of public involvement within the Urban Transportation Planning Process.

- A. The functions and responsibilities of the Committee shall include, but not be limited to, the following major areas:
1. Information
 - Relate overall community needs and values, relative to planning goals and to future land use and transportation patterns.
 - Establish comprehension and promote credibility for the planning process.
 - Provide Citizen Committee knowledge of the planning process into local citizen group discussions and meetings.
 - Promote better public dissemination of general information through mass circulation methods.
 2. Issue Clarification and Problem Solving
 - Evaluating and proposing solutions and alternatives on major transportation proposals and critical transportation issues.
 - Determining general citizen attitudes and response to planning and programming issues.
 - Articulating and interpreting the goals of the PATS program in program evaluation and information dissemination.
 - Identification of existing transportation problem areas of general citizen concern.

SECTION III: MEMBERSHIP, COMPOSITION, APPOINTMENT, QUALIFICATIONS, AND TERMS

A. The Citizens Advisory Committee shall be composed of twenty-six (26) appointed persons from designated areas in the County as follows:

St. Petersburg Area	4
Clearwater Area	2
Dunedin	2
Pinellas Park and Mid-County Area	2
Largo Area	2
Beaches	2
Gulfport, Kenneth City, Seminole, Belleair South Pasadena, and Belleair Bluffs	1
Tarpon Springs, Oldsmar, Safety Harbor	2
At Large, (Includes Handicapped)	<u>9</u>
Total	26

These appointments will be made with consideration given to the social factors of gender, age, and minority representation as reflected in the current statistics for Pinellas County. Elected officials are not eligible to serve on the Committee.

B. A member having three or more consecutive absences or four or more absences during a twelve-month period shall require reconfirmation by the MPO or membership shall be terminated. The reconfirmation process may make allowance for absences due to a major health-related condition.

The MPO shall appoint members of the Committee by affirmative action of the MPO with the recommendation made by either the MPO Chairman, a member of the MPO, or the MPO Director.

The term of appointment for each member shall be four years in duration unless the member resigns or until the membership is withdrawn by the MPO. Members shall be limited to no more than two terms. An individual having served two terms may be appointed to another term or terms but must wait at least one year between appointments.

To initiate the term of office procedure, the MPO will establish a staggered set of terms of 1, 2, 3, and 4 years using membership seniority, with the term of appointment starting January 1, 2005.

Concerning reappointment, that action would take into consideration the member's Committee participation, attendance, and the interest of other individuals in that membership.

SECTION IV: OFFICERS AND DUTIES

- A. A Chairman and Vice Chairman of the Committee shall be a citizen member and shall be elected at the last regularly-scheduled meeting of each calendar year and shall hold office for one year and until their successors are elected. The Chairman may not serve more than two terms. The Chairman must have been a Committee member for at least two years.
- B. Any member may nominate a citizen member to be an Officer. All elections shall be by the majority vote of regular members present.
- C. The Chairman shall preside at all meetings and shall be responsible for the agenda minutes and conduct of all meetings. The Chairman shall be responsible for pertinent Committee correspondence and information releases. The Chairman shall approve, with any necessary modifications, the agenda tentatively developed for him by the County Planning Department at least seven (7) days prior to any scheduled meeting. The Chairman shall also serve as a liaison between the Citizens Committee and the Metropolitan Planning Organization, whenever the need arises. Subcommittees and their Chairman may be appointed by the Chairman, with the approval of the Committee.
- D. The Vice Chairman shall, during the absence of the Chairman or his inability to serve, have and exercise all the duties and powers of the Chairman. The Vice Chairman shall also perform such other duties as may be assigned him by the Chairman.

- E. If both the Chairman and Vice Chairman are absent from a meeting, a temporary Chairman shall be provided by a majority vote of the members present. Any vacancy in office created by resignation or replacement of the Officer by the appointing Agency shall be filled by a majority vote of members present at the next regular meeting. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.
- F. If, at any time, the Committee feels that an Officer is not performing his duties in accordance with Section 4, Subsection C, that Officer may be removed from office by a two-thirds vote of the members present at a regular meeting, provided that an item to that effect has been distributed in accordance with Section 4, Subsection C, of these Bylaws.

SECTION V: MEETINGS

- A. The Committee shall meet monthly at a date, time, and place acceptable to a majority of the membership. The date or time may be changed by a majority vote of the regular members if ten (10) days notice is given to the members. (If circumstances warrant, the Chairman may cancel or postpone a regular or special meeting and, if necessary, set a new date, time, and place for the meeting.)
- B. The Chairman may call special meetings whenever deemed necessary.
- C. A seven (7) day notice shall be given for regular meetings. Emergency or Special Meetings may be called with a minimum of three (3) days notice, indicating the reason for the meeting. The three (3) days notice for Emergency or Special Meetings will be conducted by telephone. Agendas shall be prepared prior to all meetings. Agendas should be mailed with meeting notices and minutes of the previous meeting approximately seven (7) days prior to any regular meeting and three (3) days prior to any Emergency or Special Meeting. Members may place items on the mailout agenda with approval of the Chairman. Any item requiring Committee action may be brought before the Committee by any member with the Committee's approval, even though it is not on the agenda. The Committee shall decide if action is to be taken at that meeting or at a subsequent meeting.

- D. Whenever reports are to be given, copies will be prepared for each member of the Committee. When possible, said copies should be mailed with meeting notices.
- E. Each member shall have an equal vote.
- F. A quorum shall consist of one-third of the voting membership and shall be required for conduct of all official business. A majority of the quorum shall be necessary to decide an issue before the Committee.

SECTION VI: AMENDMENTS

These Bylaws may be amended by the affirmative vote of a majority of the regular members of the Committee, provided a copy of the proposed amendment(s) has been sent to every member approximately seven (7) days before it is voted on. All proposed amendments shall be voted on at regular meetings.

**LOCAL COORDINATING BOARD
FOR THE TRANSPORTATION DISADVANTAGED**

Chairman

Patricia Johnson (Chairman – 2/18/14)

Agency for Health Care Administration – Area 5 Medicaid Office

Jim Callaway (05/09/2012)

Citizens

Danny Gorman (04/08/15)

Brian Scott (3/10/2010) (reappointed 3/12/14)

FL Dept. of Elder Affairs

Jason Martino (Alternate:)

Persons with Disabilities

Joseph DiDomenico (6/10/2015)

Pinellas County Dept. of Veterans Services

Michael Hill

Pinellas Suncoast Transit Authority

Patricia Johnson (3/13/13)

Ross Silvers (Alternate: VACANT)

Transportation Provider for Profit

Allen Weatherilt (Alternate: Nick Cambas) (2/09/00) (reconfirmed 5/14/08 MPO) (reconfirmed May 11, 2011) (reconfirmed both May 8, 2014)

Community Action Agency

Jane Walker (reconfirmed July 2011 MPO)

Over 60

Vivian Peters (10/10/2012)

Public Education

Mimi Jefferson (to be appointed (02/10/2016) MPO meeting)

Department of Children and Families

John Palumbo (06/08/11)

Donna Lytwyn (alternate)

Children at Risk

Delquanda S. Turner (07/10/13)

Division of Blind Services

Rachel Jacobs (9/11/13)

Career Source Pinellas

Don Shepherd (03/12/2014)

Local Medical Community

Joseph Santini (to be appointed (07/08/15) MPO meeting)

Technical Support – Florida Department of Transportation (FDOT)

Tracy Tronco (Alternate: Elba Lopez)

h:\users\cendocs\mpo\ geolist.ck.

Mimi C. Jefferson

18930 Duquesne Drive ~ Tampa, Florida~33647~ (813) 997-9425~email ~ jgirlsstyle@gmail.com

Objective:

To obtain a position in the Nike Leadership Program utilizing my leadership skills, extensive background in early childhood development, community services and strengths in collaboration, recruitment and assessment.

Capabilities Profile:

My proven capabilities listed below are applicable in a variety of areas.

Services Coordination	Family Recruitment	Family Counseling	Program Development
Client Assessment	Literacy Assessment	Project Management	Quality Control
File Maintenance	Confidentiality Training	Fundraising	Interviewing
Time Management	Evaluation	Written Communication	Oral Communication

Education

East Carolina University, Greenville, NC July 2005
Bachelor of Science, Family Community Services

Pitt Community College, Greenville, NC May 2003
Associate in Applied Science, Early Childhood Development

Experience

Lutheran Services Florida

Children & Head Start Services

(June 2015-present)

Deputy Director of Education

- Directs, administers, and coordinates the activities of the Education service area of the Head Start program in support of policies, goals, and objectives established by the Executive Leadership of LSF, the Board of Directors, and the Head Start Policy Council
- Participates in activities of the Executive Team including management level decision making, developing and implementing short and long range goals, objectives, policies, procedures, budgets, and the monitoring of overall program effectiveness.
- Provides leadership and direction in the creation of structure and processes to manage the program's current activity and growth.
- Reviews Education service area operations regularly and conveys information and outcomes to the Executive Director, Board, and Policy Council.

NC Head Start State Collaboration Office of Early Learning

(May -July 2014)

2014 NC Head Start Collaboration *Special Projects Intern*

- Co-managed a project to build the capacities of NC Head Start programs based on the CLASS observation tool; required data mining, research and analysis
- Participation in North Carolina *Joint Legislative Program Oversight Committee Meeting*
- Briefing the Governor's office and the Administration for Children & Families on NC's *Race to the Top-Early Learning Challenge Grant Head Start Project*

Martin Community Action, Inc. Head Start Program

(1997-2004/ 2011-present)

Head Start Director

Disability/Mental Health Services Manager

- Coordinate with local and state agencies
- Recruitment of disabled children
- Obtain diagnostic information and records
- Assisting with design of IEP's
- Development and implementation of trainings for staff and families
- Collaboration with community partners
- Supervisor: student interns from local university and colleges placed in MCAI Head Start

Pre-School Teacher

- Supervised a classroom of children with both teacher-directed and self-directed activities
- Scheduled and attended home visits with families of enrolled students
- Coordinated and implemented age-appropriate curriculum

- Responsible for administrative duties including; efficient record keeping, evaluation of progress, parent contact logs, and lesson plans

Martin/Pitt Partnership for Children-Parents as Teachers

Parent Educator/ Coordinator

- Supervised Parent Educators 2007-2011
- Collaboration with community Partners for recruitment
- Developmental assessments
- Provide regular in-home visitation/ documentation
- Development and implementation of trainings
- Maintain required records, database, and reports

Integrated Family Services, PLLC

2006

Case Management

- Advocacy, evaluation and assessment
- Maintain records of assessment and evaluation to determine services
- Provide conflict resolution, behavior management techniques
- Person- Centered Planning
- Facilitator of team meetings

East Carolina University

2005

NC Literacy Corp Coordinator

- Program development including; mission statement, guidelines, marketing, recruitment and implementation
- Research and evaluation of literacy statistics
- Administer assessment instrument for elementary students receiving services
- Facilitate professional development training
- Supervised a team of student volunteers
- Program evaluation

Community Involvement

LICC: Local Interagency Coordinating Council Vice Chairperson

(Martin, Pitt, and Beaufort Counties)

- Week of the Young Child volunteer
- Inclusion Conference planning committee

Martin/Pitt Partnership for Children

- Kids fest Volunteer/Community Partner

Boys and Girls Clubs of Nash and Edgecombe Counties

- National Kids Day Sponsor/ volunteer

NC State- Ag Ext. 4-H Club of Pitt County

- Activity Day Judge
- Workshop facilitator

PiCASO: Pitt County Aids Service Organization

- Gathered, managed, entered , analyzed data
- Researched statistics and relevant information for grant proposal

Professional Development

- Nike/NHSA Starting Block Leadership Institute 2016
2015-selected/2016-Institute (Portland, Oregon)
National Head Start Association & Nike
- NC Head Start Collaboration Special Projects Intern 2014
NC Head Start State Collaboration Office of Early Learning
- McCormick Center for Early Childhood Leadership 2014
Chicago, IL
- Special Olympics Young Athletes Program Coach Certification 2013
Special Olympics of North Carolina
- NC ELITE: North Carolina Emerging Leaders Institute Training for Training and Excellence 2013
North Carolina Community Action Association

- **Cluster A Disability Services Network** 2012
Vice Chairperson: representing 12 Head Start Programs
- **Fatherhood Issues Seminar** 2009
East Carolina University
- **Supporting Families of Children with Special Needs** 2008
Project Enlightenment, Raleigh, NC
- **NC Justice Education Leadership Institute Training** 2005
North Carolina Department of Justice
- **University College of Belize, Central America** 2000
East Carolina University Study Abroad Program
- **Child Development Associate** 2000
Council for Early Childhood Professional Recognition

Certifications

- First Aid/CPR August , 2013
- Bloodborne Pathogens August,2015
- Parents As Teachers (0-3 years) Educator Certification April, 2007
- Parents As Teachers (3-K) Educator Certification May, 2007

CITIZENS ADVISORY COMMITTEE MEMBERSHIP LIST

St. Petersburg Area

- 1. Daryl Krumsieg (11/13/13)
- 2. R. Lee Allen (10/10/12)
- 3. Cathy Lasky (10/08/08)
- 4. Robby Thompson (02/13/13)

Clearwater Area

- 5. Neil McMullen (VC) (04/13/11)
- 6. Karen Cunningham (to be approved (02/10/16) MPO meeting

Dunedin Area

- 7. Leslie Viens (07/09/14)
- 8. Bob Henion (04/14/10)

Pinellas Park and Mid-County Area

- 9. Edward Ameen (to be appointed (02/10/16) MPO meeting
- 10. David L. Carson, Jr. (03/12/08)

Largo Area

- 11. Joe Falanga (Chairman) (06/10/09)
- 12. Harriet Crozier (01/14/15)

Beaches Area

- 13. Deborah Schechner (12/08/10)
- 14. Terri Novitsky (12/09/15)

Gulfport, Kenneth City, Seminole, Belleair, So. Pasadena, Belleair Bluffs Area

- 15. Paul Ziegler (05/12/10)

Tarpon Springs, Oldsmar, Safety Harbor Area

- 16. Larry Royal (02/09/11)
- 17. Becky Afonso (07/13/11)

At Large

- 18. Kim Marston (02/11/15)
- 19. Vivian Peters (03/11/15)
- 20. Patricia Rodriguez (12/09/15)
- 21. Jack Nazario (02/13/13)
- 22. ----VACANT----- (/ /)
- 23. Karen Mullins (07/09/14)
- 24. Tammy Vrana (05/13/15)
- 25. Deborah Malone (06/10/15)
- 26. Jake Stowers (10/14/15)



CITY OF CLEARWATER

POST OFFICE BOX 4748, CLEARWATER, FLORIDA 33758-4748
CITY HALL, 112 SOUTH OSCEOLA AVENUE, CLEARWATER, FLORIDA 33756
TELEPHONE (727) 562-4090 FAX (727) 562-4086

OFFICIAL RECORDS AND
LEGISLATIVE SERVICES

January 22, 2016

Ms. Carolyn Kuntz
Metropolitan Planning Organization
310 Court St.
Second Floor
Clearwater, FL 33756

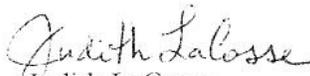
Dear Ms. Kuntz:

The Clearwater City Council, at its regular meeting of January 21, 2016, recommended Ms. Karen Graham Cunningham to serve as Clearwater's representative on the Citizens Advisory Committee to the MPO.

Correspondence to Ms. Cunningham can be directed to 2392 Stag Run Blvd., Clearwater, FL 33765 and she can be reached at home at 727-724-8809 or cell phone at 727-418-9803.

If you have any questions, please call our department at 562-4093.

Sincerely,


Judith LaCosse
Staff Assistant

Cc: City Council
City Manager



PUBLIC HEARING ITEMS

A. Proposed Amendments to the FY 2015/16 – 2019/20 Transportation Improvement Program

The Florida Department of Transportation (FDOT) is proposing two amendments to the Pinellas County FY 2015/16 – FY 2019/20 Transportation Improvement Program (TIP). The proposed amendments were approved by the Technical Coordinating Committee and Citizens Advisory Committee at their January meetings and are described below.

1. FPN# 4390041 –Bus Facilities Section 5337 Program Grant

The Pinellas Suncoast Transit Authority (PSTA) has received a grant for \$16,571 for facilities maintenance, and the funds need to be included in the current TIP in order to receive federal authorization. The funding source for this project is a State of Good Repair (SGR) grant from the U.S. Department of Transportation Federal Transit Administration (FTA). The SGR Program makes Federal funding available specifically for public transportation facilities maintenance to keep public transit systems in a state of good repair.

2. FPN# 4290602 – Intersection improvements on S.R. 686/Roosevelt Boulevard at Lake Carillon Drive

This proposed amendment would add \$398,020 to the TIP in FY 2015/16 for the construction phase of this intersection improvement project on S.R. 686/Roosevelt Boulevard at Lake Carillon Drive. This project involves the construction of dual right-turn lanes on the westbound side of S.R. 686/Roosevelt Boulevard to Lake Carillon Drive. The funding source for this project is Highway Safety Program (HSP) fund.

ATTACHMENTS: TIP Amendment Forms

ACTION: MPO to conduct public hearing and following the public hearing, the MPO to approve TIP amendments by roll call

Pinellas MPO: 02/10/16

PINE

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment
 FY2015/16 - 2019 /20
 ** This STIP is in an MPO Area **

STIP Amendment Number:

** This STIP is Administered by the Federal Transit Administration (FTA) ** TIP Page Number: Attached

On Wednesday, January 13, 2016, the Pinellas MPO Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. **This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.**

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:5-10)

This document has not been approved

Metropolitan Planning Organization Chairman or Designee
Pinellas MPO

This document has not been approved

FDOT District Representative or Designee District 07

This document has not been approved

Federal Aid Management Manager or Designee

This document has not been approved

Federal Authorization

STIP amendment criteria:

A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name 439004-1 FTA SECTION 5337 PSTA HIGH INTENSITY MOTORBUS

Status	ITEM	Ver	Description	Funding							All Years
				< FY 2016	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	> FY 2020	
Original STIP				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proposed Project	439004 1	AM	PSTA HIGH INTENSITY MOTORBUS - FTA SECTION 5337 MANAGED BY PINELLAS COUNTY								
		FTA	CAP	0.00	16,571.00	0.00	0.00	0.00	0.00	0.00	16,571.00
Funding Source After Change				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Funding Source Balance Before Change					16,571.00						16,571.00
Funding Source Balance After Change											
Net Change to Funding Source					-16,571.00						-16,571.00
Proposed Project Before Change											
Proposed Project After Change					16,571.00						16,571.00
Net Change to Project					16,571.00						16,571.00
Net Change to Funding Source					-16,571.00						-16,571.00
Net Change to Proposed Project					16,571.00						16,571.00
Net Change to STIP											

The development of this application has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The reports generated from this application do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

PINE

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment
 FY2015/16 - 2019 /20
 ** This STIP is in an MPO Area **

STIP Amendment Number:

TIP Page Number: Attached

On Wednesday, January 13, 2016, the Pinellas MPO Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: Obj.3.1, page 4-25)

This document has not been approved

Metropolitan Planning Organization Chairman or Designee
 Pinellas MPO

This document has not been approved

FDOT District Representative or Designee District 07

This document has not been approved

Federal Aid Management Manager or Designee

This document has not been approved

Federal Authorization

STIP amendment criteria:

A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name 429060-2 SR 686/ROOSEVELT BLVD AT LAKE CARILLON DRIVE

Status	ITEM	Ver	Description								All Years	
				Fund	Phase	< FY 2016	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020
Original STIP					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proposed Project	429060 2	AM	SR 686/ROOSEVELT BLVD AT LAKE CARILLON DRIVE WIDEN ST 686 TO ACCOMMODATE WB RIGHT TURN LANES MANAGED BY FDOT		0.00	398,020.00	0.00	0.00	0.00	0.00	0.00	398,020.00
Funding Source After Change	428276 1	AD	SAFETY		0.00	8,092,895.00	8,307,582.00	5,096,619.00	16,316,897.00	46,873,447.00	0.00	84,687,440.00
		HSP CST			0.00	8,092,895.00	8,307,582.00	5,096,619.00	16,316,897.00	46,873,447.00	0.00	84,687,440.00
Funding Source Balance Before Change						8,490,915.00	8,307,582.00	5,096,619.00	16,316,897.00	46,873,447.00		85,085,460.00
Funding Source Balance After Change						8,092,895.00	8,307,582.00	5,096,619.00	16,316,897.00	46,873,447.00		84,687,440.00
Net Change to Funding Source						-398,020.00						-398,020.00
Proposed Project Before Change												
Proposed Project After Change						398,020.00						398,020.00
Net Change to Project						398,020.00						398,020.00
Net Change to Funding Source						-398,020.00						-398,020.00
Net Change to Proposed Project						398,020.00						398,020.00
Net Change to STIP												

The development of this application has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The reports generated from this application do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

PUBLIC HEARING ITEMS

B. Amendment to the Surface Transportation Program Project Priorities List

The City of St. Petersburg has identified an interchange modification project that involves the reconfiguration of the I-175/4th Street interchange to allow direct access to the interstate for traffic driving northbound on 4th Street. In December, the MPO Board approved a modification to the Long Range Transportation Plan to add this project to the Plan as an unfunded need. Per the direction provided by FDOT and the Federal Highway Administration, this project needs to be added to the priority list in order to be eligible for any funding to move forward. MPO staff is recommending that the project be added to the bottom of the list, with a footnote indicating that the project will be eligible for resources that do not include Surface Transportation Program (STP) funding. This project will not be competing with previously adopted priorities for STP funding.

ATTACHMENTS: Amended Surface Transportation Program Project Priorities List
Location Map of I-75/4th Street Interchange

ACTION: MPO to conduct public hearing and following the public hearing, the MPO to approve the amendment to the Surface Transportation Program Project Priorities List by roll call vote

Pinellas MPO: 02/10/16

**PINELLAS COUNTY MPO FY 2016/17-2020/21
SURFACE TRANSPORTATION PROGRAM PROJECT PRIORITIES**

SURFACE TRANSPORTATION PROGRAM (STP) HIGHWAY PROJECT PRIORITIES

STP POLICY STATEMENT: It is the policy of the MPO that STP funds shall be provided for the following prioritized list of projects in the most expeditious manner possible, emphasizing that improvements be done on an incremental basis.

PRIORITY	PROJECT	FROM	TO	STATUS	MPO PRIORITY SINCE
1	SR 686/Roosevelt Boulevard (CR 296 Connector) CR 296 (Future SR 690)/East-West 118th Avenue Expressway/ Gateway Express	49th Street North US 19/SR 55	I-275/SR 93 East of 40th Street North	CST scheduled in the TIP for FY 2016/17, FPN 4338801 CST scheduled in the TIP for FY 2016/17, FPN 4338801	FY1995/96 Corridor priority since FY1988/89
2	SR 688/Ulmerton Road	Lake Seminole Bypass Canal	I-275/SR 93	CST underway <ul style="list-style-type: none"> • 119th St to Lake Seminole Bypass Canal - completed (FPN 2571551) • Lake Seminole Bypass Canal to Wild Acres Rd - Estimated completion: March 2016 (FPN 4091551) • Wild Acres Rd to ElCentro/Ranchero - Estimated completion: March 2016 (FPN 4091541) • 49th to 38th St N - Estimated completion: March 2017 (FPN 2569953) • 38th St N to I-275 - Estimated Completion: Spring 2016 (FPN 2571471) 	Corridor priority since FY 1984/85

SURFACE TRANSPORTATION PROGRAM (STP) HIGHWAY PROJECT PRIORITIES

STP POLICY STATEMENT: It is the policy of the MPO that STP funds shall be provided for the following prioritized list of projects in the most expeditious manner possible, emphasizing that improvements be done on an incremental basis.

3	SR 686/Roosevelt Boulevard	SR 688/ Ulmerton Road (W of 38 th Street North)	I-275/SR 93	CST underway, FPN 4338801	FY 1989/90
4	SR 694/Gandy Boulevard	9 th Street North	4th Street North	CST underway, FPN 2569312	FY 1984/85
5	SR 694/Gandy Boulevard	US 19/SR 55	East of I-275 (SR 93)	Design underway ENV scheduled in the TIP for 2015/16 and ROW scheduled in the TIP for FY 2016/17. Project extended to East of I-275/SR 93. CST unfunded, FPN 2570861	FY 1984/85
6	US 19/SR 55 (including Belleair Interchange)	North of Whitney Road	South of Seville Boulevard	CST underway, FPN 2568811 Estimated Completion: Fall 2015	FY 1987/88
7	US 19/SR 55 (including SR 60/Gulf-to-Bay Boulevard Interchange)	South of Seville Boulevard	North of SR 60 (at SR 60/Gulf-to- Bay Boulevard Overpass)	CST underway, 2568811 Estimated Completion: Fall 2015	FY 1987/88
8	US 19/SR 55 (at Enterprise Road)	North of Sunset Point Road	South of Countryside Boulevard (at Enterprise Road)	CST underway, FPN 2568901 Estimated Completion: Fall 2015	FY 1995/96 Corridor priority since FY 1984/85
9	US 19/SR 55 (including Republic Dr Overpass and Curlew Road Interchanges) Phase I – Boy Scout Overpass Phase II – Curlew Road Interchange	North of SR 580 Northside Drive	Northside Drive North of CR 95	DGN underway. CST scheduled in the TIP for FY 2019/20, FPN 2567742 CST planned in the Cost Feasible LRTP for FY 2020-2025, FPN 2567743	FY 1989/90

SURFACE TRANSPORTATION PROGRAM (STP) HIGHWAY PROJECT PRIORITIES

STP POLICY STATEMENT: It is the policy of the MPO that STP funds shall be provided for the following prioritized list of projects in the most expeditious manner possible, emphasizing that improvements be done on an incremental basis.

10	SR 686/Roosevelt Boulevard	I-275/SR 93	West of 9 th Street North/Dr Martin Luther King Jr Street North	DGN underway, FPN 2569981	Corridor priority since FY 1988/89
11	I-275/SR 93/Howard Frankland Bridge Replacement	over Tampa Bay	over Tampa Bay	DSB scheduled in the TIP for FY 2018/19, FPN 4229041 and 4229042	FY 1984/85
12	22 nd Avenue North Interchange Improvement	22 nd Street North	19 th Street North	CST underway, FPN 4331111	FY 2012/13
13	US 19/SR 55 (including Tampa and Nebraska Interchanges)	North of CR 95	North of Nebraska Avenue	DGN scheduled in the TIP for FY 2016/17, FPN 4337991. CST planned in the Cost Feasible LRTP for FY 2031-2040	FY 2014/15
14	US 19/SR 55 (including Alderman Interchange)	North of Nebraska Avenue	South of Timberlane Road	DGN scheduled in the TIP for FY 2015/16, FPN 4337971. CST planned in the Cost Feasible LRTP for FY 2031-2040	FY 2014/15 Corridor priority since FY 1988/89
15	US 19/SR 55 (including Klosterman Interchange)	South of Timberlane Road	South of Lake Street	DGN scheduled in the TIP for FY 2015/16, FPN 4337961. CST planned in the Cost Feasible LRTP for FY 2031-2040	FY 2014/15 FY 1995/96 (CMAQ priority for intersection improvements) Corridor priority since FY 1988/89
16	I-275 Express Lanes	Pinellas County Line	SR 694/Gandy Boulevard	Public Workshops Scheduled; CST planned in the Cost Feasible LRTP for FY FY 2020-25	FY 2014/15

SURFACE TRANSPORTATION PROGRAM (STP) HIGHWAY PROJECT PRIORITIES

STP POLICY STATEMENT: It is the policy of the MPO that STP funds shall be provided for the following prioritized list of projects in the most expeditious manner possible, emphasizing that improvements be done on an incremental basis.

17	US 19/SR 55 (including Tarpon Interchange)	South of Lake Street	Pinellas Trail	CST planned in the Cost Feasible LRTP for FY 2031-40	FY 2014/15 Corridor priority since FY 1988/89
18	SR 694/ Gandy Boulevard	East of 4th Street	West of Gandy Bridge	CST planned in the Cost Feasible LRTP for FY 2031-40	FY 2014/15 Corridor priority since FY 1988/89
19	Systems and Operations Planning Funds	N/A	N/A	N/A	N/A
20	Pinellas County Transportation Systems Management and Operations Priority Projects Countywide	N/A	N/A	N/A	N/A
21	<u>I-175/4th St. Interchange Modification</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

Notes:

- 1) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); PD&E-Project Development and Environment; DGN-Design; ROW-Right of Way; CST-Construction; ENV-Environmental; FY-Fiscal Year; TIP-Transportation Improvement Program; LRTP-Long Range Transportation Plan; CMAQ-Congestion Mitigation and Air Quality Improvement Program
- 2) Project #19 is intended for recurring annual funding of \$350,000. This annual allotment will be set aside as higher priority projects are considered in the development of the annual FDOT Work Program
- 3) Project #20 is intended for recurring annual funding of \$1-5 million for countywide Pinellas County Congestion Management, Operations and Safety Project Priorities. This annual allotment will be set aside as higher priority projects are considered in the development of the annual FDOT Work Program
- 4) Project #21 is intended to not compete with other priorities for STP funding, and is on this list to be available for other funding sources.

PUBLIC HEARING ITEMS

C. Amendments to the Long Range Transportation Plan (LRTP)

The Central Avenue corridor was first identified for premium transit in the MPO Major Investment Study completed in 2000. Numerous subsequent plans completed by the MPO and PSTA reconfirmed the need for premium transit in the corridor and ultimately identified Bus Rapid Transit (BRT) as the preferred service type. Once implemented, the Central Avenue BRT route will allow residents, employees, and visitors to quickly travel between downtown St. Petersburg, multiple commercial and residential districts, and the Gulf beaches. Service will operate seven days/week from approximately 5am-midnight.

FDOT recently announced that it will provide PSTA with \$500,000 in funding to complete the Project Development phase, consistent with Federal Small Starts Program requirements. PSTA will contribute \$200,000 of its own funding toward this phase. In addition, the City of St. Petersburg is investing in the Central Avenue Corridor through its Central Avenue Revitalization Plan, Central Avenue Art in Transit project, and Economic Development Initiatives in partnership with the Chamber of Commerce.

The Central Avenue BRT project is currently in the unfunded Transit Vision Plan in the LRTP. However, in order to qualify for state funding and enter into Project Development, the project needs to be included in the Cost Feasible LRTP. PSTA has requested an amendment to the LRTP to include this project in the Cost Feasible Plan. The capital cost of the project is approximately \$16.5 million which PSTA expects to fund via the Federal Small Starts program (50%), state funding (25%), and local resources (25%). Operating costs are estimated at \$3,000,000 annually and will be funded within existing revenues.

Amendments are being made to Table 5-12 to reflect additional federal revenues for the capital expenses in the later years of the LRTP. Initial capital expenses are anticipated in 2019, before the dates shown on this table in the LRTP. As noted above, existing revenues will be utilized for operating the service and a combination of federal, state, and local funding will cover the capital costs in the earlier years of the LRTP.

ATTACHMENTS: Proposed Amendments to Table 5-12 of the 2040 LRTP
Map of Proposed Amendments to the 2040 LRTP

ACTION: MPO to conduct public hearing and following the public hearing, the MPO to approve the amendments to the 2040 LRTP by roll call vote

Pinellas MPO: 02/10/16

Proposed Re-configuration of Interstate Access



that provide safe access for school children in the allocation of Transportation Alternatives funds.

Transit Projects

In developing the Cost Feasible transit network for the LRTP, the MPO, partnering with PSTA, has developed two concepts for a transit system that uses existing revenue sources. These concepts include the “Core” and “Coverage” networks. The goal for the Cost Feasible Plan regarding transit is to provide quality service throughout Pinellas County without relying on future unidentified revenues.

The Core scenario, shown in Map 5-7, focuses on the most productive current routes and includes reducing service on the least productive routes. This focuses existing revenues in areas with the greatest potential for ridership growth while maintaining service to the greatest number of passengers outside of these core routes to the fullest extent possible.

Conversely, the Coverage scenario, shown in Map 5-8, focuses on providing service to the greatest geographic area possible. While maintaining the Core Network from the Core scenario, the Coverage scenario expands the number of supporting local routes and circulator areas. However, to maintain the geographic coverage of the system without including a new revenue source, compromises will be required, perhaps in the form of reducing frequencies along low ridership route segments, eliminating weekend service, or reducing the number of hours that service is provided each day.

Following the adoption of the LRTP, PSTA will continue discussion through the TDP Update to determine the most appropriate of the two scenarios. Because these scenarios are based on existing funding, the costs are determined to be equal to the \$1.96 billion in expected revenues through 2040 as shown in Table 5-12.

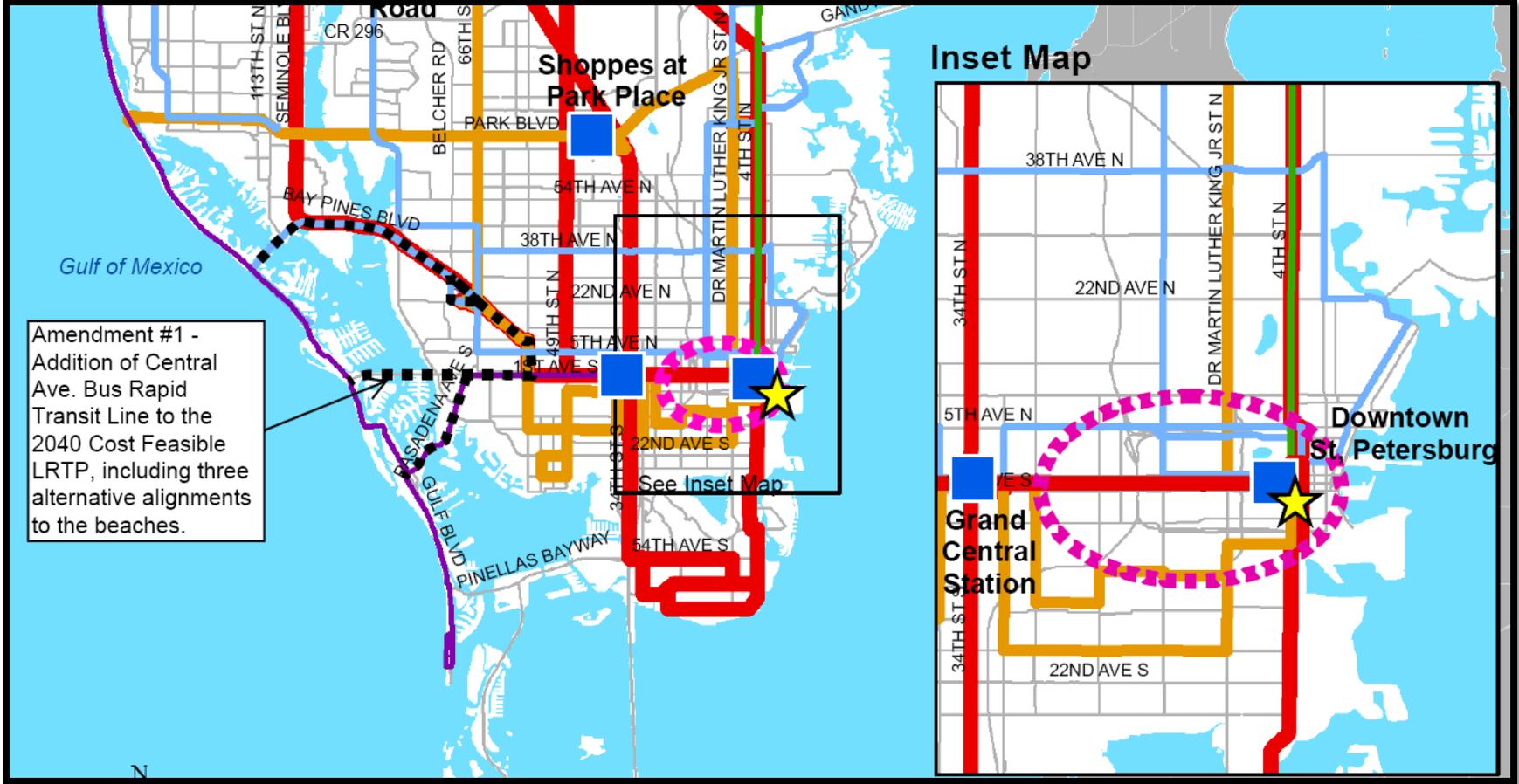
**Table 5-12
Transit Costs/Revenues**

Revenues by Source	2020–2025	2026–2030	2031–2040	Total 2020–2040
Fare Revenue	\$95,433,562	\$93,936,994	\$247,479,980	\$436,850,536
Other Revenue (ancillary, non-transp contracts. Etc)	\$9,593,873	\$9,055,977	\$23,473,094	\$42,122,944
Ad Valorem	\$261,237,363	\$253,317,060	\$624,707,828	\$1,139,262,251
Federal Grants	\$57,000,000	\$49,000,000	\$102,000,000 \$94,500,000	\$200,500,000
State Grants	\$37,553,781	\$33,436,146	\$73,316,251	\$144,306,178
Other Committed Funds and Transfers from Reserves	\$8,420,019	(\$12,718,487)	\$5,375,433	\$1,076,965
Total Revenues	\$469,238,598	\$426,027,690	\$1,076,352,586 \$1,068,852,586	\$1,971,618,875 \$1,964,118,874
Bus Capital Expenditures	\$87,733,199	\$51,407,090	\$108,527,887 \$101,027,886	\$240,168,175
Bus Operating Expense (including Transfers to Operating Reserves)*	\$381,505,400	\$374,620,600	\$967,824,700	\$1,723,950,700
Total Costs	\$469,238,599	\$426,027,690	\$1,086,352,587 \$1,068,852,586	\$1,971,618,875 \$1,964,118,875

The negative shown in the 2026-2030 time period is a transfer of surplus revenue reserves.

Revised 5/8/15

Amendment #1 to the 2040 Long Range Transportation Plan



PUBLIC HEARING ITEMS

D. Public Participation Plan Update – Action

The public involvement activities of the MPO are guided by its Public Participation Plan (PPP), which sets forth policies and strategies to engage citizens in the development of its plans and programs. The PPP was adopted by the MPO in 1994 in accordance with Federal Law. The Plan also describes the various public involvement tools employed by the MPO including those that are specific to the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP) and addressing the needs of the County's traditionally underserved population.

A PPP evaluation report was approved by the MPO at its meeting on July 8, 2015. The report recommended modifications for improving the PPP. These included increasing the distribution of the public awareness survey, providing a more detailed description of opportunities for citizen engagement in the planning process, enhancing the Plan's measures of effectiveness, expanding the use of social media, and consolidating the MPO and PPC websites and outreach materials. Following the MPO's action on the Evaluation Report, an amended draft of the PPP was prepared and subsequently approved by the Bicycle Pedestrian Advisory Committee on November 16, 2015; Technical Coordinating Committee on December 2, 2015; and Citizens Advisory Committee on December 3, 2015.

The PPP stipulates that a 45-day public comment period be open to allow ample opportunity for input on any proposed amendments. A public comment period was opened on the amended PPP draft following the advisory committee actions. It closed on January 29. The attached PPP draft reflects comments received as of that date as well as the Evaluation Report recommendations.

ATTACHMENT: Draft of Amended Public Participation Plan (via link:
<http://www.pinellascounty.org/mpo/PublicInvolvement/PPP2015.pdf>)

ACTION: MPO to conduct public hearing and following the public hearing, the MPO to approve the amended Public Participation Plan

Pinellas MPO: 02/10/16

PRESENTATION AND/OR ACTION ITEMS

A. FY 2014/15 MPO Audit - Action

The MPO's FY 2014/15 Audit Report is now complete. Attached is a copy of the draft report. The auditor did not identify any major problems or findings. Cherry Bekaert, the MPO auditor, will provide a brief overview of the report and respond to any questions the MPO may have. MPO staff recommends acceptance of the Audit Report for appropriate filing.

ATTACHMENT: FY 2014/15 MPO Audit Report (attachment pulled due to revisions being made)

ACTION: MPO to accept the FY 2014/15 MPO Audit Report

Pinellas MPO: 02/10/16

PRESENTATION AND/OR ACTION ITEMS

B. Bike Share Feasibility Study – Action

Bike sharing is a cost-effective mobility option for trips too far to walk but not long enough to take transit or drive. A bike share system consists of a network of stations placed throughout a city, district or area, from which a bike can be taken and returned to any other station for an hourly fee, daily/weekly access pass or annual membership. This type of alternative transportation system makes both spontaneous and planned urban trips possible by bike and can be an ideal complement to transit trips as it provides first mile and last mile connections. This transportation concept has been recommended to the MPO as a means of providing a highly accessible and affordable mobility option for residents and visitors throughout Pinellas County. A subcommittee of the MPO's Bicycle Pedestrian Advisory Committee (BPAC) was formed in late 2015 to study this issue and develop a bike share feasibility study for Pinellas County.

The Bike Share Feasibility Study has been reviewed and recommended for approval by the MPO's advisory committees. This agenda item will include a brief presentation by staff.

ATTACHMENT: Pinellas County MPO Bike Share Feasibility Study

ACTION: MPO to accept the Pinellas County MPO Bike Share Feasibility Study and provide direction on implementing bike share in Pinellas County

Pinellas MPO: 02/10/16

Final Subcommittee Report

Pinellas County Metropolitan Planning Organization (MPO) Bike Share Feasibility Study

Pinellas County, Florida

February 2016

Prepared for:

Pinellas County Metropolitan Planning Organization

Prepared by:

Bike Share Subcommittee

Bicycle Pedestrian Advisory Committee

310 Court Street

Clearwater, FL 33756

(727) 464-8214

Project Manager: Rodney Chatman, AICP

This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities. This project will not deny the benefits of; exclude from participation in or subject to discrimination anyone on the basis of race, color, national origin, age, sex, disability, or family status.

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Pinellas County Metropolitan Planning Organization Bike Share Feasibility Study

Jim Kennedy, Chairman
City of St. Petersburg

John Morroni, Vice Chairman
Board of County Commissioners

Doreen Hock-DiPolito, Treasurer
City of Clearwater

Joanne “Cookie” Kennedy, Secretary
*Representing the Beach Communities**

Members:

Sandra Bradbury, Mayor, City of Pinellas Park
Julie Bujalski, Mayor, City of Dunedin, representing PSTA
Dave Eggers, Commissioner, Board of County Commissioners
Cliff Merz, Commissioner, representing Tarpon Springs, Safety Harbor and Oldsmar
Kevin Piccareto, Commissioner, representing the six inland communities**
Darden Rice, Councilwoman, City of St. Petersburg
Karen Seel, Commissioner, Board of County Commissioners
Kevin Smith, Commissioner, City of Largo
John Tornga, Commissioner, City of Dunedin

Whit Blanton, FAICP
MPO Executive Director

Paul Steinman (Non-voting Advisor)
District VII Secretary, FDOT District Seven

**Beach communities include the cities of Belleair Beach, Belleair Shore, Indian Rocks Beach, Indian Shores, Madeira Beach, North Redington Beach, Treasure Island, Redington Beach, Redington Shores, and St. Pete Beach*

***Inland communities include the cities of Belleair, Belleair Bluffs, Gulfport, Kenneth City, Seminole, and South Pasadena*

This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities. Neither FDOT nor this project will deny the benefits of, exclude from participation in, or subject to discrimination anyone on the basis of race, color, national origin, age, sex, disability, or family status.

Funding for this report may have been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Executive Summary

Bike share is a network of bicycles and stations that allows users to make short trips (1-3 miles) quickly, conveniently and affordably. The simple act of getting more people on bikes benefits public health, reduces motor vehicle traffic congestion, and improves access to economic opportunity. A bike share system that is strategically deployed in Pinellas County achieves those goals and, would reinforce the county's commitment to alternative forms of transportation.

Bike share is a component of a strong transportation network, potentially moving thousands of people or more per year at relatively low cost, as compared to other transportation system investments. A small scale bike share system (e.g., 200 bicycles, 20 stations costs between \$1 million and \$1.5 million) could have a positive impact on Pinellas County's transportation network. The most recent, or "fourth generation" bike share systems, which includes GPS-equipped bicycles and modular stations that use solar power and wireless communications, is the recommended system type. The benefits of "fourth generation" bike share technology include; real-time user data collection and analysis that is useful for better planning along high-priority route networks for bicyclists, location flexibility which allows for the relocation, expansion, or reduction of stations to meet market demand, etc.

Numerous cities around the world have implemented bike share systems with differing frameworks for ownership, operations, and maintenance. This study considered the advantages and disadvantages of an operating non-profit, administrative non-profit, direct contract with an operator, and privately owned and operated bike share systems. An administrative non-profit that owns the bike share infrastructure in partnership with a private operating contractor is recommended as the preferred business model as it maximizes potential revenue sources, utilizes the expert skills of the private sector to launch and operate the system, and strikes the greatest balance of minimizing risk while maintaining control and transparency for the public agency.

Another aspect of bike share that was evaluated entailed an analysis of the feasibility of establishing a "countywide" bike share system. Based on our examination of several bike share indicators, we believe that the City of St. Petersburg and portions of the downtown Clearwater area are well-suited for bike share and should be the initial focus. Our careful examination of Broward B-Cycle, the only system identified through our research as a county-level system, concluded that this system is, in fact, not "countywide" but is deployed in a strategic manner with stations primarily located along State Road (SR) A1A. SR A1A is the primary north-south state road along Florida's east coast and runs mostly parallel to the Atlantic Ocean coastline. Broward B-Cycle has a few stations inland but the vast majority of its 26 stations are located on the SR A1A corridor in cities such as Pompano Beach, Lauderdale by the Sea, Fort Lauderdale, Dania Beach, and Hollywood. Pinellas County's coastal geography and number of municipal jurisdictions are somewhat similar to Broward County so there is the potential for a similar system to be deployed along Gulf Boulevard that serves several of our beach communities. Furthermore, a fourth-generation bike share system deployed along Gulf Boulevard would also support the "Enhancing Beach Access" emphasis area that was established by the MPO Board in 2015.

This study recommends the Pinellas County MPO be the “convening entity” to bring bicycle sharing to the residents and visitors of Pinellas County. To that end, the Pinellas County MPO should take the following steps to bring bicycle share to Pinellas County:

1. *Create a Bike Share Implementation Taskforce, with staff from key communities and stakeholder groups, to work with the Pinellas County MPO to develop and execute an implementation plan.*
2. *Develop an implementation plan that includes strategies to:*
 - *Builds upon the City of St. Petersburg’s Bike Share system.*
 - *Identify an existing or create an administrative non-profit entity.*
 - *Conduct advanced feasibility analysis to include potential station locations, density and ridership.*
 - *Identify and secure funding for system capital and operational costs.*
 - *Build relationships with Pinellas County, local governments, and the Pinellas Suncoast Transit Authority (PSTA), to gain official support through instruments such as a memorandum of understanding, city council action (an ordinance or resolution), etc.*
 - *Secure sponsorship commitments from the private and public sectors.*
 - *Review the City of St. Petersburg’s contract to determine if the framework and terms are agreeable to other interested municipalities (the concept is for the system to be publicly owned by the cities, and operated by a private contractor, which allows multiple municipalities to contract individually or collectively with the St. Petersburg operator, and allows for expansion to serve additional communities).*
 - *Work with interested municipalities to develop model land development regulations so that bike sharing systems are properly designed for compatibility with surrounding uses and structures.*
 - *Development of a “sole source” justification to utilize St. Petersburg’s operator and pricing structure*
 - *Confirm funding recipients for capital and rolling stock costs.*
3. *The Pinellas County MPO works with key communities and stakeholder groups to implement the plan under a multi-jurisdictional framework.*
4. *Participating agencies execute an agreement with the Administrative Non-Profit Organization.*

By pursuing the recommendations listed above, launching the first phase of a bike share system in 12-24 months is a not unreasonable. Upon the success of the first phase, future expansion could include sponsored stations or another capital campaign to expand into additional areas.

Acknowledgments

The writing of this report was a collaborative effort of Pinellas County MPO staff and the Bike Share Subcommittee. The Pinellas County MPO staff would like to thank Lucas Cruse, Felicia Donnelly, Brian Smith, Scott Swearingen and Becky Afonso for their support, input, and guidance in the creation of this report.

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1 Introduction

The Pinellas County Metropolitan Planning Organization (MPO) has an established goal of providing a balanced and integrated multi-modal transportation system to help meet the growing mobility needs in our communities. This commitment to multi-modal transportation is embodied in the numerous financial resources that have been invested to expand bicycle transportation. The 2040 Long Range Transportation Plan (LRTP) identifies 346 miles of planned bicycle lanes and 150 miles of multi-use trails in its Policy Plan. These new bicycle facilities will build upon the existing network of 170 miles of bicycle lanes and 100 miles of trail facilities throughout the county. As sharing technologies have evolved, the transportation sector is changing to capitalize on new ways to move people from place to place. Over the last several years, bike sharing has increased in popularity and been implemented in communities of all sizes across the United States. This relatively new transportation concept has been recommended to the MPO as a means of providing a highly accessible and affordable mobility option for residents and visitors throughout Pinellas County.

The typical bike share program consists of a fleet of publicly accessible bicycles typically used for short trips in urbanized areas, and often in combination with transit, which distinguishes this from traditional rental bicycles. The Pinellas County MPO has commissioned this study to better understand the characteristics that make those systems successful and to determine if bike sharing is feasible at a countywide-level. To assist in the development of the study, the MPO's Bicycle Pedestrian Advisory Committee (BPAC) established a subcommittee of knowledgeable and interested members who have dedicated their time and attention to this topic. Over the last several months, the bike share subcommittee has met to review all aspects of bike sharing programs including; the elements of a bike sharing system, various business models, potential funding sources and financing options, regional characteristics that support bike share, and local land development controls that are needed to regulate bike share systems. The subcommittee has also closely followed the City of St. Petersburg's bike sharing initiative in order to gain first-hand knowledge of the challenges and opportunities associated with procuring and implementing this type of transportation system. This Pinellas County MPO Bike Share Feasibility Study combines content from two surveys, three advisory committee presentations, and four bike share subcommittee meetings to provide an overview of what a potential Pinellas County bike share system could look like, and key factors that should be considered when deciding whether and how to pursue the implementation of a system.

The objectives of this study are to:

- Inform key decision makers, potential partners, and stakeholders about the benefits of bike sharing;
- Evaluate the framework for a regional bike share system that allows multiple communities to participate and provide a consistent user experience and a single pricing structure;
- Convey experiences from other systems around the United States and demonstrate potential demand areas in Pinellas County; and
- Present various funding options and business models including those most applicable to Pinellas County.

The following Section 2 of the Bike Share Feasibility Study provides background context for bicycle sharing programs, including a brief history of the bike share technologies and a detailed listing of program elements and considerations. Section 3 outlines the benefits of a bike share program, while Section 4 lists the various business models and funding sources that have been employed around the United States. Section 5 includes an analysis of funding options related to the financing of bike sharing programs and Section 6 includes a geographic information system (GIS) based bike share demand analysis of Pinellas County. Section 7 outlines other potential regulatory challenges and Section 8 contains further details on a regional governance business model. Section 9 concludes the report with summary and potential next steps for system implementation.

The Pinellas County MPO Bike Share Feasibility Study is a planning document, and as such makes a number of assumptions. It will be the job of the program administrator, in conjunction with the chosen equipment vendor and operator, to refine the assumptions as necessary.

2 What is Bike Sharing?

2.1 Overview and History

Bike sharing provides a cost-effective and convenient mobility option for trips too far to walk, but not long enough to justify waiting for transit. Other shorter trips that are usually made by private vehicle may also be replaced by utilizing bike sharing. A bike share system consists of a network of bikes placed at stations situated at key locations around a specific area and is an effective extension of an area's public transportation options. The industry has experienced significant growth over the last several years and now more than 600 cities around the world have invested in bike sharing.¹

Bike sharing has been around, almost exclusively in Europe, for the last 40 years. Until recently, these programs experienced low to moderate success because of high rates of vandalism and poor organization. However, in the last five years innovations in system hardware and software have given rise to a new generation of technology-driven bike share programs. These improvements along with a renewed emphasis on healthy lifestyles have led to the growing implementation of bike sharing in the United States.



Figure 1 - Municipal Bike Share Systems around the United States

¹ Keeping Bike Shares Running Smoothly Requires Seriously Complex Math, Gizmodo, 27 August 2014

The history of bike sharing can be tracked with improvements in technology that support these programs. First-generation bike share programs began in the 1960's and were comprised of a fleet of bikes with a distinguishing feature (e.g., painted white) distributed around a city for free use. Locally, the Tampa Downtown Partnership initiated a first-generation program in 1997 and Eckerd College instituted its "Yellow Bike Program" in the spring of 2004. Both programs suffered from theft and vandalism and are the key reasons for the failure of many first-generation bicycle sharing programs.² To add some accountability, second-generation systems introduced a locking mechanism and required a check-out deposit payable at pickup and returned at drop-off. An example of this system is the Copenhagen Bycyklen ("City Bikes"), founded in 1995, which required a coin deposit to release the bicycle for use.³ However, the minimal deposit was not enough to significantly reduce theft. The main problem with first and second-generation bike sharing was a lack of accountability, resulting in the development of third generation bike share systems, which are characterized by credit card transactions and RFID chips (radio-frequency identification). Vélo à la Carte in Rennes, France, was the first city-scale bike-share program to use magnetic-stripe cards and RFID technology. The system was a partnership between the City of Rennes and Clear Channel, the mass media company, which developed and operated the new "Smart Bike" technology. This program was offered by the city free of charge and included 200 bikes at 25 stations when it was initially launched.

Figure 3 - Eckerd College alumni ride "Yellow Bikes" at the 2013 Reunion Weekend. Source: Flickr



"Fourth-generation" systems are modular systems that do not require fixed locations because they use solar power and wireless communication, as opposed to hardwired installation. In this way, the stations can be moved, relocated, expanded, or reduced to meet demand. Bike share installations in Denver, Minneapolis, Miami Beach, Washington D.C., and Boston utilize fourth-generation technology.

² Susan Shaheen, Stacey Guzman and Hua Zhang, "Bikesharing in Europe, the Americas, and Asia: Past, Present, and Future," in Transportation Research Board Annual Meeting (Washington, D.C., 2010).

³ Paul DeMaio, "Bike-sharing: Its History, Models of Provision, and Future," in Velo-City Conference (Brussels, 2009).

Table 1: Historic Development of Bike Sharing Technology

Generation	Years	Features	Pros/Cons
1 st Generation (free bikes)	1960's	Distinguishing looking bikes (i.e. certain paint color)	Subject to theft and poor organization
2 nd Generation (coin deposit system)	1990's	Locking mechanism and check-out deposit	Minimal deposit not enough to significantly reduce theft
3 rd Generation (IT-based system)	2005	Credit card transactions and radio-frequency identification chips	Allow user identification and a security deposit to ensure accountability against theft and vandalism
4 th Generation (demand responsive)	2008	Solar power and wireless communication	Allows for modular systems that do not require a fixed location

2.2 System Elements

The components of a modern bike share system include a network of stations, a fleet of bicycles, software and maintenance/redistribution teams that operate the system. These elements are described in further detail below.

Bicycles

Bicycle share fleets typically consist of upright bicycles, with step through frames and adjustable seats to allow use by adults of any height. Most models feature a chainguard and 3-speed internal hub gearing, which protects the most vulnerable mechanical parts of the bicycle from exterior wear. Bicycles can be equipped with additional gears if steep topography is a consideration (a 7-speed internal hub is increasingly common). Most bicycles also have built in safety features such as pedal-powered lights, thick tires, a bell, and reflectors. Some models also include a rack or basket for holding small items, and GPS units that are used to track bicycle locations for system monitoring (operations) and planning. The numerous accessories and rugged construction for durability makes the bicycles heavier than most consumer models, often weighing 40-50 pounds. The weight and upright riding position of the bicycles encourages users to travel at moderate speeds. Although electric-assist bicycles have been explored as part of several bike share systems, the higher capital and maintenance costs typically exclude such bikes from being feasible for financially-constrained systems.



Figure 2 - Typical smart bike with tracking system mounted on rear. Source: Zagster Bike Share

Stations

Bicycle share stations have two main elements: the kiosk provides the interface where users initiate a transaction to rent a bicycle, and a number of docks that securely hold bicycles waiting to be checked out and accept returns. A typical bicycle share station consists of a single kiosk and anywhere from 5-10 to several dozen docks, depending on local demand and available space. Minimum station size by number of docks varies among equipment vendors.

Kiosks

The kiosk, or pay station, provides the interface where users complete a transaction to rent a bicycle, which can include purchasing a single ride, a weekly pass, or annual system membership. A credit card or system membership card is usually required to complete the transaction. Fourth-generation bicycle share kiosks are solar-powered, which differs from third-generation systems that are hard-wired to local utilities.

Docks

Once a transaction at the station kiosk is complete, the kiosk will direct the user to a dock where the user can unlock a bike, typically through use of a temporary PIN code or membership card swipe. When the user has completed their trip, they can return the bicycle to any empty dock at a station to complete their rental. The dock that accepts the bike will then lock the bike in place until it is needed for another rental. Fourth generation bike share docks are modular, coming in plates of several docks each, allowing station size to be expanded or reduced adjusted if warranted by user demand.



Figure 4 - Typical bike share station. Source: Greenbike, Salt Lake City's Bike Share Program

Flexible Station Placement

A key advantage of fourth-generation bicycle share technology over hard-wired systems is the ability to relocate stations as necessary to serve demand. This can include relocating stations if they are underperforming at current locations, or adjusting station size or availability based on its seasonal demand profile. In the latter scenario, for example, a tourist-oriented station that requires active management for balancing may not be worth the cost to operate during the off-season when demand is lower. By removing and storing the station for several months, the program may help limit unnecessary operating costs. Fourth-generation station designs thus help limit risk associated with choosing either the 'wrong' station location or a highly seasonal location. Such limited impacts to existing infrastructure and flexibility in station placement may also limit the need for an extensive development review process.

Operations

Operating costs include those required for operating and maintaining the system and include hiring employees for operational tasks such as maintaining the stations, bikes, and other infrastructure, rebalancing the system, providing customer service, etc. Generally, the operating parameters of the system are agreed upon during contract negotiations and documented in a 'Service Level Agreement'. These represent the contractual obligation of the operator and balance user experience and cost to provide the service.

Rebalancing

For larger systems, a dispatch center will work to alleviate usage pressures on the system, including the following considerations:

- Full stations: The highest priority goal of operators is to empty full stations as soon as possible, as this is the top frustration from members;
- Empty stations: A close secondary goal is to supply empty stations with bicycles;
- Station clusters: Stations located near each other may be analyzed to determine the level of urgency of redistributing bikes. For example, if locations closest to a problematic station are

empty or full when that station is empty or full, it may be less urgent to attend to that station, because users can easily access a different station within one or two minutes; and

- Predictive modeling tools: For the first two to four months of operation, vendor/operator will rely on best estimates for optimal bike numbers for each station at any given period, especially peak periods. Predictive model mapping allows operators to “right size” bicycle fleets at all stations during critical demand periods, especially at those stations with extreme high/low demands at specific times and for special events.

Data Tracking

Back-end software and computer hardware provide on-the-ground operators with tools for real-time management of the docking system in order to facilitate maintenance, repair, and redistribution. It is important to note that all individual identification is stripped from all back-end data to protect the privacy of users. The system allows monitoring of the following conditions:

- Number of empty docking points and bicycles available at any site;
- Functional status of bicycles;
- Traffic and usage patterns of docking stations and bicycles;
- Real-time locating of any bicycle at any docking station in the system; and
- Other usage data that the back-end software and computer hardware generates includes:
 - Bicycle miles travelled (from GPS or estimates of average trip length)
 - Number of trips and their duration
 - Number of subscribers with each type of subscription
 - Number of uses
 - Number of uses per subscriber per day, week or month
 - Average number of miles biked per subscriber (based on average trip length estimates)

Maintenance

Most bike share programs have established maintenance programs for system components, including bicycles, docks, and terminals. Utilizing wireless technology, bike share stations are able to be monitored remotely in real time, so they do not require regular on-street checking. Any issues that cannot be addressed remotely are addressed by station technicians in the field. Bike share bicycles and stations are regularly inspected and serviced to ensure proper safety, functionality, and cleanliness. Broken bicycles can be reported with the push of a button on the dock, which allows the control center to “lock” that bike and prevent it from being taken out by another user. Some vendors/operators utilize existing bike shops in order to provide maintenance services for the system.

Marketing & Customer Service

Call Center - The call center represents an important interface with the customer to deal with inquiries ranging from membership, fee structure, billing and payment, incident or breakdown reporting, full or empty station reports, troubleshooting, complaints, etc. The call center can be established locally, or merged with an existing system, although an intimate knowledge of the technology and the specifics of

the system are critical. Call volumes tend to be high during the first few months of operations and during peak visitor seasons.

Promotions - For the most part, existing bike share systems have operated with small marketing budgets relying on word-of-mouth and visibility of the bikes themselves for promotion of the system. That said, targeted campaigns particularly using social media are effective in targeting early adopters and high-use demographics. Bike sharing should be rolled into existing bicycling media such as trail maps, visitor guides, etc. Promotional events also help to increase the profile of the system. Examples from other cities include: system launch party, photo and mileage contests, “cycling season” promotions, targeted marketing of annual memberships around the holiday season, membership offers through discount services such as Groupon and Living Social, and even a “Mayor’s” bike promotion.

Website and Mobile Applications - Engaging and interactive websites and increasingly, applications for mobile devices are essential to attract and serve bike share members, and for reporting on system functionality and other data. The latter can include real-time display of full/empty stations, special event locations, and personalized summaries of trips taken, distance traveled, calories burned, and other measures.

Insurance and Liability

In most systems, the vendor/operator obtains an insurance policy that covers almost all liability (e.g. general liability, workers compensation, automobile, etc.) except that theft and vandalism of the bikes, which is covered by the replacement fund (note: insurance can be obtained to cover bikes while they are in stations or in storage). The vendor/operator typically indemnifies related agencies, private property owners who host a station, and other partners. Although not included in most contracts or agreements, insurance that protects against force majeure (i.e. "chance occurrence, unavoidable accident") is strongly recommended.

In terms of personal risk, similar to car rental and other common rental transactions, any risk involved with operating a bike share bike is assumed by the customer. Bicycle share customers are required to consent to this arrangement by signing a user agreement that specifies the terms of bicycle share membership.

Emerging Models and Other Considerations

Station-less Systems - As a constantly evolving transportation sector, there are emerging concepts and strategies that may offer an alternative to (or options within) the station-based “fourth generation” systems that have come to represent modern bicycle sharing in the United States. One such example is the station-less bicycle share model, which attempts to utilize improved technology and communications to solve issues that plagued older “second generation” systems. Similar to fourth generation systems, station-less models can employ sophisticated locking solutions and Global Positioning System (GPS) tracking to deter theft and vandalism, and generally improve accountability. Instead of formal custom stations with kiosks, however, each bicycle has its own independent locking “unit” and bicycles can be parked anywhere within a certain designated zone or zones. The point of sale

interface is handled via computer or smart phone, which is also how users are able to locate and reserve bicycles in advance.

Although less capital intensive (and thus less expensive), there are several potential drawbacks to the stationless model. First, the system is less visible and accessible to the public, which inhibits demand particularly for spontaneous trips. Second, the reliance on individual smart phones and computers can be a barrier to entry for many lower income communities. More information on two examples of station-less systems can be found at www.socialbicycles.com and www.viacycle.com.⁴

3 Benefits of Bike Sharing

This section provides a summary of some of the financial, health, environmental, and transportation / mobility benefits of bike sharing.

3.1 Financial Benefits

Bike sharing is less expensive and is a more easily implemented urban transportation option when compared to most other transportation modes. For example, the initial 1,100 bike launch of Capital Bikeshare in Washington, D.C. cost approximately \$6.2 million, several orders of magnitude less than the cost of constructing a mile of urban freeway and was operational in a matter of months.

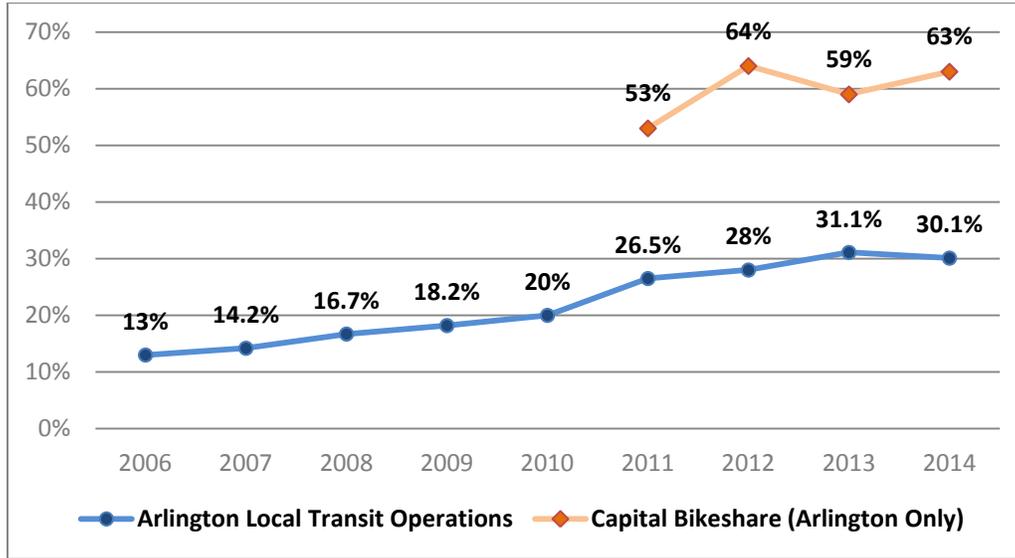
Data suggests that bike share systems are able to cover most operating costs with user-generated revenues and sponsorships, such that ongoing public subsidies may not be needed. Whether these revenues provide full “farebox recovery” (i.e. the percentage of operating cost recovered by user revenues) or simply cover a majority of operating costs is a major difference between this mode and traditional rail and bus transit systems. Typical bike sharing systems operate with farebox recovery ratios of between 25% and 50%. In comparison, in FY 2010/2011 the Pinellas Suncoast Transit Authority (PSTA) reported a farebox recovery ratio of 25.3%.⁵ Figure 5 identifies the share of Arlington Regional Transit and Capital Bikeshare total operating expenses that were covered by revenue generated from system users.

To completely cover operating costs through user revenues may or may not be possible in Pinellas County; however, where user fees do not cover the cost of operating the system, other communities have been able to pick up the shortfalls through other sources including private-sector contributions/sponsorships, local public funding, etc.

⁴ Web-based, informal bicycle sharing models are also emerging in several cities. A recent summary of such efforts can be found here: <http://www.nytimes.com/2012/08/19/nyregion/spinlister-and-social-bicycles-develop-bike-sharing-alternatives.html>

⁵ Pinellas Suncoast Transit Authority Transit Development Plan Progress Report FY 2013 – FY 2022

Figure 5 - Arlington Transit Service Cost Recovery, FY2006-FY2014



Source: Arlington Transit Bureau data and Arlington Capital Bikeshare Annual Report FY2014

Bicycling, and in particular bike sharing, is an affordable form of transportation. Transportation is second to housing as a percentage of household budgets, and is a top expense for many low income families. The cost of using a bike share bicycle for a year can be as low as the annual membership fee, typically between \$50 and \$100 per year, compared to \$7,800 for operating a car over the same time period.⁶

The implementation of a bike share program also has the potential to bring economic development and increased economic activity to the surrounding area.⁷ Studies indicate that there has been increased economic activity associated with Nice Ride bike sharing stations in Minneapolis and increased accessibility to business transactions. Positive attitudes towards bike sharing by local businesses have also been observed, as there has been an increase of economic activity in businesses located in close proximity to bike sharing stations.⁸ This same phenomenon has been present in Miami Beach, where around 80% of bike share system users were more likely to patronize a business with a bike share station close-by.⁹

Bike sharing systems can also:

- Create “green” jobs with on-going positions for managing and operating the system;
- Provide existing businesses an additional way to get customers to their front door or to provide employees with an inexpensive transportation option for commuting to work and running

⁶ Pedestrian and Bicycle Information Center. (2010). Economic Benefits: Money Facts. (<http://bit.ly/h35uvG>)

⁷ Capital Bikeshare becoming an economic development tool. Accessed from http://washingtonexaminer.com/capital-bikeshare-becoming-an-economic-development-tool/article/2531458?custom_click=rss on June 10, 2013.

⁸ Schoner, Jessica E.; Harrison, Andrew; Wang, Xize; Lindsey, Greg. Sharing to Grow: Economic Activity Associated with Nice Ride Bike Share Stations. Technical Report 7 September 2012

⁹ Colby Reese. Deco Bike president. ProWalk ProBike 2012 presentation.

errands during the day (bike sharing could form part of a developer's Transportation Management Plan);

- Provide businesses of all sizes an opportunity for brand development through station and/or bike sponsorship;
- Bike sharing also represents a positive "community amenity" contribution for many companies and real estate developers; and
- Help household budgets. Bike sharing can reduce transportation costs, and in some cases – often coupled with transit – could eliminate the need for an extra vehicle.

3.2 Health Benefits

The health benefits of bicycling are well documented and include the potential to reduce obesity, heart disease, and other sedentary lifestyle diseases. The potential synergies between bike sharing programs and health have attracted considerable interest from the health care industry, with several examples where health care providers have become major sponsors of bike sharing systems. This relationship between bicycling and health has resulted in Blue Cross and Blue Shield of Minnesota sponsoring the bike share system in Minneapolis and Kaiser Permanente sponsoring the bike share system in Denver. This potential exists with the number of major medical providers in Pinellas County such as Florida Hospital and Baycare Health System.

Healthy, active lifestyles are well-promoted and represented within Pinellas County but more remains to be done. For example, the 2012 Behavioral Risk Factor Surveillance System (BRFSS) survey conducted by the Centers for Disease Control and Prevention revealed that 22.4% of Pinellas County adults did not participate in leisure-time physical activity.¹⁰ Furthermore, Pinellas County residents have a higher prevalence of being overweight and obese; suffer from a stroke, heart disease, and/or diabetes than the general population in Florida or the United States.

Over the past two years, the Pinellas County MPO has partnered with the Florida Department of Health in Pinellas County to mitigate the risk factors for chronic diseases resulting from limited access to physical activity opportunities. This effort is through the framework of the Partnerships to Improve Community Health (PICH) grant program whose goal is to promote greater levels of physical activity by making improvements to parks and trails that support walking and biking. This existing partnership should be further explored to determine if bike sharing could be considered an eligible project under this grant program.

3.3 Environmental Benefits

Bike sharing is practically carbon neutral. Stations can be solar powered and environmentally friendly facilities and equipment can be chosen for operations (such as cargo bikes or electric vehicles) for system rebalancing.

Bike sharing reduces the environmental footprint of a region's transportation system in many ways. Some bike sharing trips directly replace vehicle trips; reducing vehicle miles traveled (VMT) and vehicle

¹⁰ http://www.cdc.gov/brfss/annual_data/annual_2012.html

emissions. When bike share stations are located at transit stops, bike sharing can also increase the feasibility and accessibility of transit, indirectly increasing the likelihood of replacing vehicle trips in the region with bike-transit trips. Bike sharing also indirectly increases the number of people in the community riding private bicycles by introducing new users to bicycling without the upfront expense of purchasing a bicycle. Many American bike sharing systems have found that a common reason for discontinued memberships is that the member had recently purchased a private bicycle.

3.4 Transportation/Mobility Benefits

There is general consensus on the mobility benefits that can be realized from bike sharing programs. These benefits can be categorized as benefitting user and/or area as follows:

- Extends the reach of transit by providing a first- and last-mile transportation solution or providing service to under-served areas or areas that do not justify the cost of other transit options;
- Reduce reliance on the private automobile;
- Requires less infrastructure investment than other modes;
- Encourages more bicycling;
- Introduces people to cycling who do not typically ride;
- More bicycles on the road increases the safety of other cyclists;
- Makes a community more livable and neighborly; and
- Reduces barriers to cycling as there is no need to own or store a private bicycle or to worry about locking your bike and having it stolen.

A portion of new bike share users will likely substitute bike share trips for trips they would have otherwise made on foot or by bus. Ideally, however, people will recognize that between bike share and local/regional transit, many car trips can be replaced by these alternative and sustainable modes of travel.

The Pinellas County MPO also expressed concerns with the impact that any potential bike share system would have on existing bike shops. To that end, the subcommittee conducted outreach to bike shop owners to determine their opinions on bike sharing and whether or not it would negatively impact their businesses. Unfortunately, the response rate to the survey was lower than expected and the results were mixed so phone interviews were also conducted. Of those bike shop owners that responded, a majority did not rent bikes or received only a small percentage of their annual revenue from bike rentals. Furthermore, most did not consider bike sharing as a threat to their businesses; rather they considered it as an opportunity to get more people riding bicycles which may lead to those persons purchasing a bicycle from a local bike shop in the future. We also contacted a national bike share vendor/operator to determine if they integrated existing bike shops in their operations and found that maintenance services was the primary means of their participation. In most other business models, bike shops do not have a role in bike share because local bike shop rentals are serving a different segment of the market.

4 Business Models

4.1 Business Models

American bike share systems operate under many different business models. In fact, each existing system has a governance and organizational structure that fits the needs of the local market, municipal procurement regulations, and the funding source or sources. An overview of a sampling of American bike share business models is included in Table 2.

Table 2: Selected American Bike Share Systems Business Models

Name	Stations / Bikes	Operations	Ownership of Capital
BICI Bike Share (Albuquerque, N.M.)	10/50	Completely private system, privately owned and operated, lease agreement only.	Zagster (private company)
Boston New Balance Hubway	155/1,500	Public-private partnership; operator direct contract with the City of Boston, other municipalities to contract directly with operator (RFP issued by the regional planning agency).	City of Boston (government agency) City of Cambridge (government agency) City of Somerville (government agency) Town of Brookline (government agency)
Broward B-Cycle	26/275	Non-profit owned and privately operated.	Broward B-Cycle (non-profit)
Capital Bikeshare	337/2,500	Operator direct contract with both Washington, D.C. and Arlington County	DDOT and Arlington County (government agencies)
Chattanooga Bicycle Transit System	30/300	Public-private partnership; operator direct contract with local transit agency (which received federal funding).	Outdoor Chattanooga (government agency)
Chicago Divvy Bikeshare	500/5,000	Completely private system, privately owned and operated, concession agreement only.	Bike N Roll (private company)
Citi Bike Miami/Miami Beach	100/1,000	Completely private system, privately owned and operated, concession agreement only.	DecoBike (private company)
Cleveland Bike Share	14/70	Completely private system, privately owned and operated, lease agreement only.	Zagster (private company)
Coast Bike Share (Tampa)	30/300	Completely private system, privately owned and operated, concession agreement only.	Private Company
Denver B-Cycle	84/700	Non-profit set up by the city.	Denver Bike Sharing (non-profit)
Nice Ride Minnesota	145/1,500	Non-profit set up by the city.	Nice Ride Minnesota (non-profit)
San Antonio B-Cycle	53/450	Governed by a non-profit set up by the city - operated by a bike rental company.	San Antonio B-Cycle (non-profit)

Based on the data contained in Table 2 and other industry examples, the core business models include:

- Operating non-profit (either pre-existing or established specifically) owns and operates the system;
- Administrative non-profit (either pre-existing or established specifically) owns and administers the system; operated by a private contractor;
- Privately owned and operated;
- Publicly owned; operated by a private contractor;
- Publicly owned and operated (no United States examples);
- Owned and operated as part of a street-furniture advertising contract; and
- Transit agency owned and operated.

More detailed descriptions of common models and liability considerations are provided below.

Operating Non-Profit

Similar to Nice Ride Minnesota and Denver B-Cycle, this model assumes a Non-Profit Organization (NPO) is formed whose mission is to create a bike sharing system. The NPO undertakes all aspects of creating the system, including funding it, establishing regional guidelines, procuring and establishing the equipment, procuring operations facilities, and providing expertise for operations. In other cities where an operating NPO has been established, there has not been an operating contract between the jurisdiction(s) and the NPO to define required service levels, reporting and other operational metrics, giving less control to the jurisdictions.

Administrative Non-Profit with Private Operating Contractor

Under this model, an NPO is formed whose mission is to create a bike sharing system. The non-profit undertakes funding the system, establishing guidelines, procuring the equipment, and choosing an operator. In this scenario the NPO hires a private contractor to implement and operate the system, acting as the client to the contractor. The non-profit could also undertake marketing functions for the system or outsource these services to a third party.

Privately Owned and Operated

Similar to Tampa's Coast Bike Share, Miami Beach Citi Bike, Chicago's Divvy, and New York City Citi Bike, municipalities contract with an operator for street space only using a concession agreement. The operator provides all funding for equipment and operations. Although this structure requires no public funding for capital or operations (a positive for the municipalities), it gives less control and transparency to the contracting jurisdictions, and there could be significant risk that such systems might fail due to the unknown long-term feasibility of completely privately funded and supported systems.

Direct Contract with Operator

Similar to Capital Bikeshare (Washington D.C.) and Hubway (Boston), municipalities within the same region contract directly with the operator using the overarching umbrella of a regional planning organization to establish similar standards across jurisdictions. There is no official board of directors,

although there is typically an ad hoc committee that forms consensus, and each jurisdiction acts as a separate client to the operator. Each jurisdiction can have a different source of funding and different revenue sharing arrangements with the operator. The jurisdiction(s) assume responsibility for initial and ongoing funding for the system.

5 Funding Options

It is a goal of this study to understand the types of user-generated revenues, government funds, corporate sponsorship and advertising opportunities, and other sources that could capitalize and sustain the operation of a program serving Pinellas County. It is important to acknowledge and understand the opportunities and challenges that will influence the funding of the capital and operating costs for a bike share program. For example, as a general rule, most Federal funding sources can be used to fund capital purchases but not pay for operational expenses.

Opportunities include:

- the presence of college campuses within the area that may be willing participants and possible sponsors for bike share;
- possible corporate sponsors for the program among the county's major employers, particularly health care providers; and
- a very active and socially conscious population, possibly making crowdfunding an option.

Challenges include:

- constrained local government budgets;
- constrained availability of federal transportation funds due to competing projects;
- the lack of large private foundations or donors; and
- user revenues may be less than in larger cities, due to lack of high density population or employment centers.

5.1 Public Funding

Most U.S. systems have launched using a combination of public and private funding. However, the use of local public funding (versus federal or state public funding) has been limited to in-kind services such as staff time, right-of-way use, on-street parking revenues, etc. Sources of capital funds for systems that have utilized public funding include:

- Federal Highway Administration (FHWA) including; Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), and Transportation Alternatives (TA)
- Centers for Disease Control and Prevention (CDC)
- Federal Transit Administration (FTA)
- Department of Energy (DOE)
- State grants

- County transit oriented development funding tied to project areas around high frequency bus lines (e.g., Nice Ride Minnesota)
- Transportation enhancements associated with transit oriented development around new and existing bus routes
- Transportation Impact Fees

Table 3 provides details for various funding sources used in selected U.S. bike share systems.

Table 3: Selected American Bike Share Systems Funding Sources

System	Approx. Service Area	Launch Date	Total Capital Funding	Public Funding Amount	Private Funding Amount
Boston New Balance Hubway	8 sq. mi.	2011	\$4 million	\$3 million (75%, CDC CPPW, CMAQ, FTA, State grants)	\$1 million (25%, multiple local sponsors and a naming sponsor)
Broward B-Cycle	25 sq. mi.	2011	\$1.1 million	\$300,000 (27%, FDOT funds)	\$800,000 (63%, sponsorship/advertising)
Chattanooga Bicycle Transit System	3 sq. mi.	2011	\$2 million	\$2 million (100% CMAQ)	\$0 (future sponsorships may be sought)
Denver B-Cycle	5 sq. mi.	2010	\$1.5 million	\$210,000 (16%, ARRA federal Energy Efficiency and Conservation Block Grant program)	\$1.3 million (84% Kaiser Permanente as “presenting sponsor”, Denver DNC Host Committee, foundations, multiple station sponsors)
Nice Ride Minnesota (Phase 1)	12 sq. mi.	2010	\$3 million	\$1.75 million (58%, Bike Walk Twin Cities/FHWA) \$250,000 (8%, City Convention Center Fund)	\$1 million (33%, Blue Cross Blue Shield tobacco settlement funds)
San Antonio B-Cycle	3 sq. mi.	2011	\$840,000	\$840,000 (100% U.S. Dept. of Energy’s Energy Efficient and Conservation Block Grant program, CDC)	\$0

Note: All numbers in this table are round numbers from various publicly available sources.

Public funding could potentially come from local sources such as parking revenues, special taxes, etc. Promotion and marketing of the system could also be funded and/or coordinated through established local government revenues and serve as their financial contribution to the system.

5.2 Advertising and Sponsorship

Selling advertising space, either on bicycle fenders or on information panels located on station kiosks, can generate revenue that supplements other funding sources. Advertising revenue is dependent on the number of people who will see the advertisement, and for this reason denser, larger cities will realize the most revenue. Sales of advertising space can be managed by a municipality, a non-profit owner and manager, or private contractor.

The sale of advertising space is significantly affected by local ordinances that regulate signage and advertising. Most Pinellas County municipalities have restrictions against off-site signage. Because of these regulations, the potential for using advertising revenue to support a bike share program is reduced, though current land development regulations could be amended to exempt commercial signage displayed on bikes and/or bike share stations.

Sponsorships are another strategy for raising funds from businesses, who often see sponsorship as a great opportunity for public recognition. For example, the New Balance shoe company entered into a partnership with the City of Boston to sponsor the entire system for its first three years, a contract which has since been renewed. Businesses can also sponsor individual, nearby stations in order to encourage people to visit their store. Sponsorship can come in a variety of forms, as shown below:

- Title sponsorship: where a company pays for full and exclusive sponsorship rights to the system and its components. The sponsor's name is included in referring to the system, e.g., Citi Bike in New York City;
- Presenting sponsor: receives recognition in mention of the system, e.g. Denver Bikeshare presented by Kaiser Permanente. In most cases (e.g., Toronto, Boston, Denver), presenting sponsorship includes branding some of the stations and bikes, however presenting sponsors do not have exclusive rights to the system and share sponsorship with other organizations. A detailed valuation of presenting sponsorship would need to be conducted and negotiated with any potential sponsor(s);
- Station and bike fleet sponsorship: generally presentation of the sponsor's logo and/or a simple message, e.g., "this station is sponsored by company X" placed on the map frame, kiosk, and / or the docking points at a station or logos placed on the bicycle frames, baskets, or fenders. The value of station and bike sponsorship depends on the market and uptake is variable; and
- Other: webpage, back of receipt, membership keys, helmets, mobile applications, etc.

5.3 User Fees

Revenue from customers can be generated through memberships and usage fees. Current bike share systems have a variety of membership types, including annual, monthly, weekly, or daily. While prices vary, ranges are between \$40 to \$85 for annual memberships; \$15 to \$60 for a monthly pass; \$15 to \$30 for a three-day or weekly pass, and \$5 to \$8 for daily memberships. Annual and monthly memberships are usually targeted towards residents and shorter-term memberships are intended for tourists or visitors.

In addition to membership costs, bike share systems can charge a separate user fee for each time a bicycle is rented or a re-balancing fee for "station-less" bikes that are left out of the service area. Many larger systems are designed for short rental periods, in order to promote bicycle turnover and availability, and this is promoted through their price structure. For example, the first 30 or 60 minutes of every ride will be free, after which time an incremental fee is charged for every additional half hour. Smaller systems, which have fewer stations and may be less convenient for users to dock their bicycles, generally have longer rental periods of up to three or four hours.

6 Demand Analysis

The objective of the demand analysis is to provide a quantitative evaluation of demographic and geographic variables that contribute to a successful bike share system. By incorporating best practices from recent bike share feasibility studies around the United States, this methodology is designed to identify areas where bike sharing has the highest potential for success. To determine where bike sharing would be most attractive, a weighted sum raster analysis was conducted by Pinellas County’s Enterprise Geographic Information System (eGIS) Bureau to identify areas for potential bike share implementation. The demand analysis utilized the following steps:

1. Identify eight indicators favorable to bike share use;
2. Convert the indicators into GIS raster data to ensure an “apples to apples” comparison;
3. Aggregate the indicators into a composite bike share value by using a weighted sum raster analysis; and
4. Map the composite score data to identify contiguous, high-scoring areas.

6.1 Indicators

The eight indicators measure the suitability of an area for supporting bike sharing. Each indicator relates to particular characteristics associated with successful bike sharing programs and are discussed in further detail in Table 4 and the next section below.

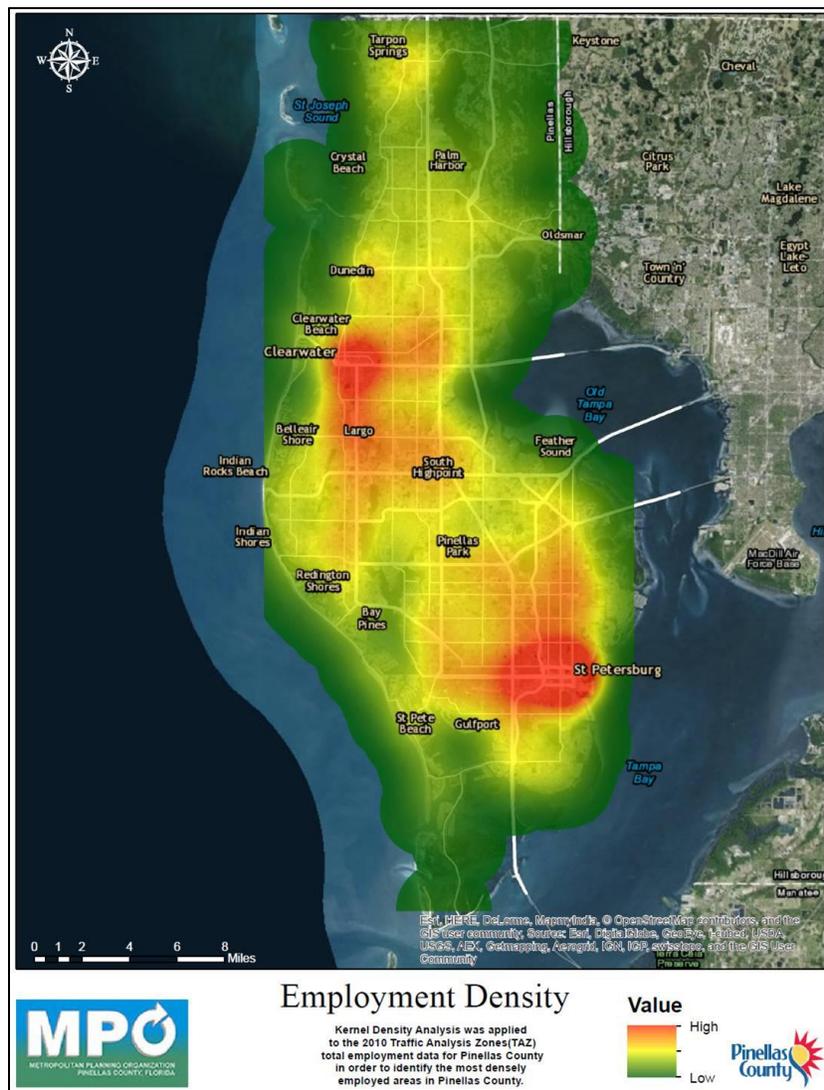
Table 4: Demand Analysis Indicators

Indicator	Scale	Metric	Buffer	Data Source
Employment Density	TAZ	Jobs per acre	n/a	InfoGroup national employer database
Population Density	Census Block	Population per acre	n/a	2010 Census Data
Attractions	Kernel	Point density	¼ mile - ½ mile	Pinellas County eGIS (attractions layer)
Colleges	Kernel	Point density	¼ mile - ½ mile	Pinellas County eGIS (university and college layer)
Bicycle Modeshare	Census Block	Point density	n/a	2010 Census Data
Transit Stops Density	Kernel	Point density	¼ mile	Pinellas County eGIS (transit stops layer)
Existing Bicycle Infrastructure	Kernel	Proximity distance	n/a	Pinellas County eGIS (bicycle facilities layer)
Equity (Minority/Poverty)	Census Block	% minority population greater than 50%/poverty level for Pinellas County	n/a	2010 Census Data

Employment Density

At a basic level, employment density identifies concentrations of jobs that serve as major trip attractors and also informs commuting patterns. As with most transportation infrastructure, higher density yields greater efficiency in service provision. Employment density measures the intensity of morning commute attractors and midday trip origins.¹¹ Previous research has indicated that employment density is one of the primary predictors of bicycle use. For example, Frank and Pivo found that job density has a greater impact on commute mode choice than residential density, particularly when workplace density reaches 50 to 75 employees per acre.¹²

Map 1 - Employment Density



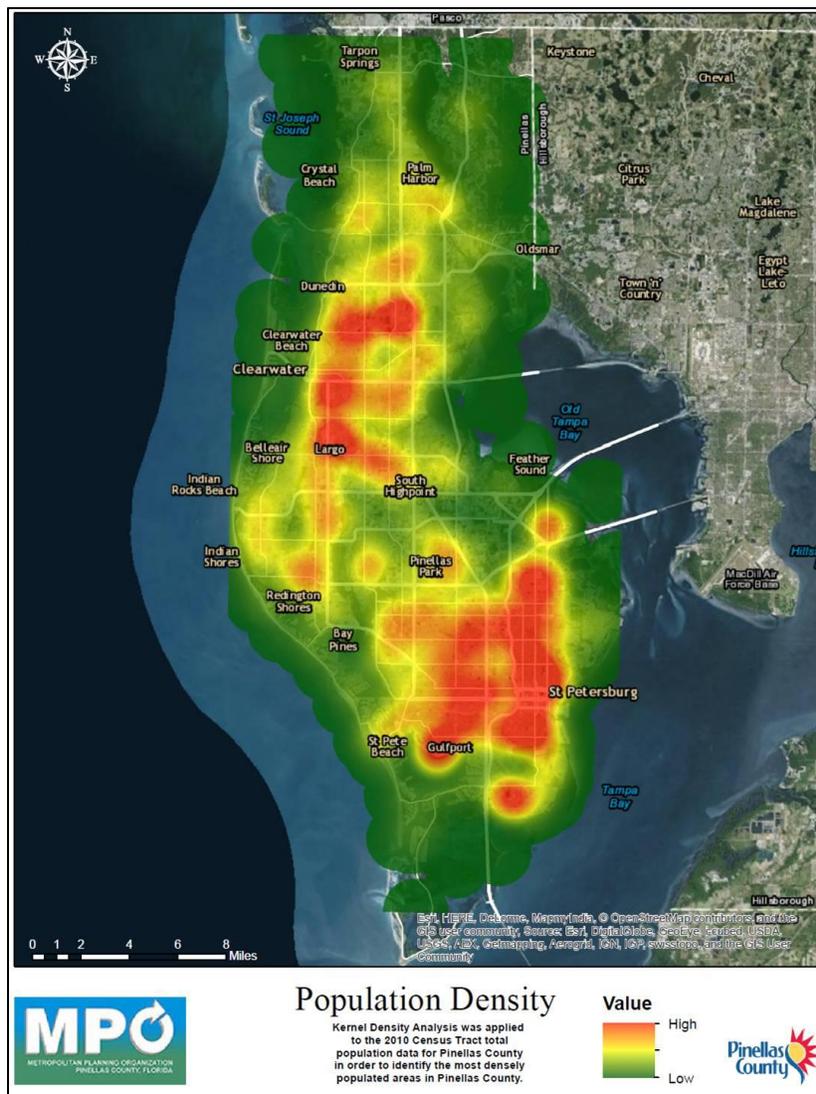
¹¹ Tyler Benson, "Public Use Bike Share Feasibility Study: Volume Two: Demand Analysis," 2009, p. 2.18.

¹² Benson, p. 2.103.

Residential Population Density

Residential density supports bike share demand by providing a pool of potential users. Even the simplest bike share analyses have included this indicator. Higher density improves accessibility, which reduces travel distances and makes non-motorized travel more feasible.¹³ Residential density also indicates the number of off-peak trips that might be taken. In particular, personal business and social/recreational trips can be estimated on the basis of residential population density. Off-peak use increases demand for a bike share system throughout the day, with the added benefit of helping to balance bicycle inventories across an area. Higher population densities also correlate with less automobile dependence and higher use of alternative transportation choices.¹⁴

Map 2 - Population Density



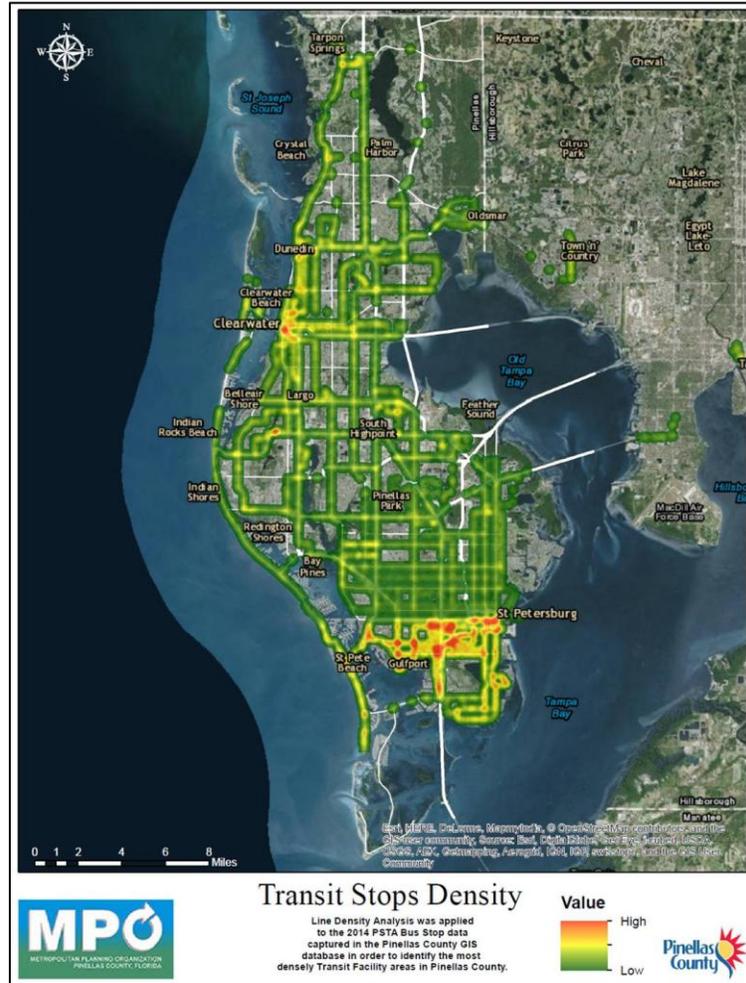
¹³ Litman, T., & Steele, R. (2008). Land Use Impacts on Transport: How Land Use Factors Affect Travel Behavior. Vancouver, British Columbia: Victoria Transport Policy Institute.

¹⁴ Ibid.

Transit Stops Density

Transit stops were selected as an indicator because they provide a ready population of people traveling to destinations. Bike sharing can provide on-demand “last mile” transportation for these transit customers, creating a seamless transportation experience. Some local bus trips have the potential to be complemented by bike sharing on both the origin and destination sides of the trip. Studies have shown that the wait time between buses or during transfers are perceived to be two to three times longer than the actual time. Any reduction in perceived wait times will help attract riders.¹⁶ It is likely that bike sharing will become a part of the variety of choices available to commuters. In other cities, once bike sharing has been implemented, many bike share trips are trips diverted from transit. However, research has shown that these are likely just segments of a trip partially completed on transit, where bike share serves as one more travel choice. In rare cases, local transit trips may be replaced entirely by bike-sharing if the trip is short enough and contained within the bike share service area.

Map 6 - Transit Stops Density

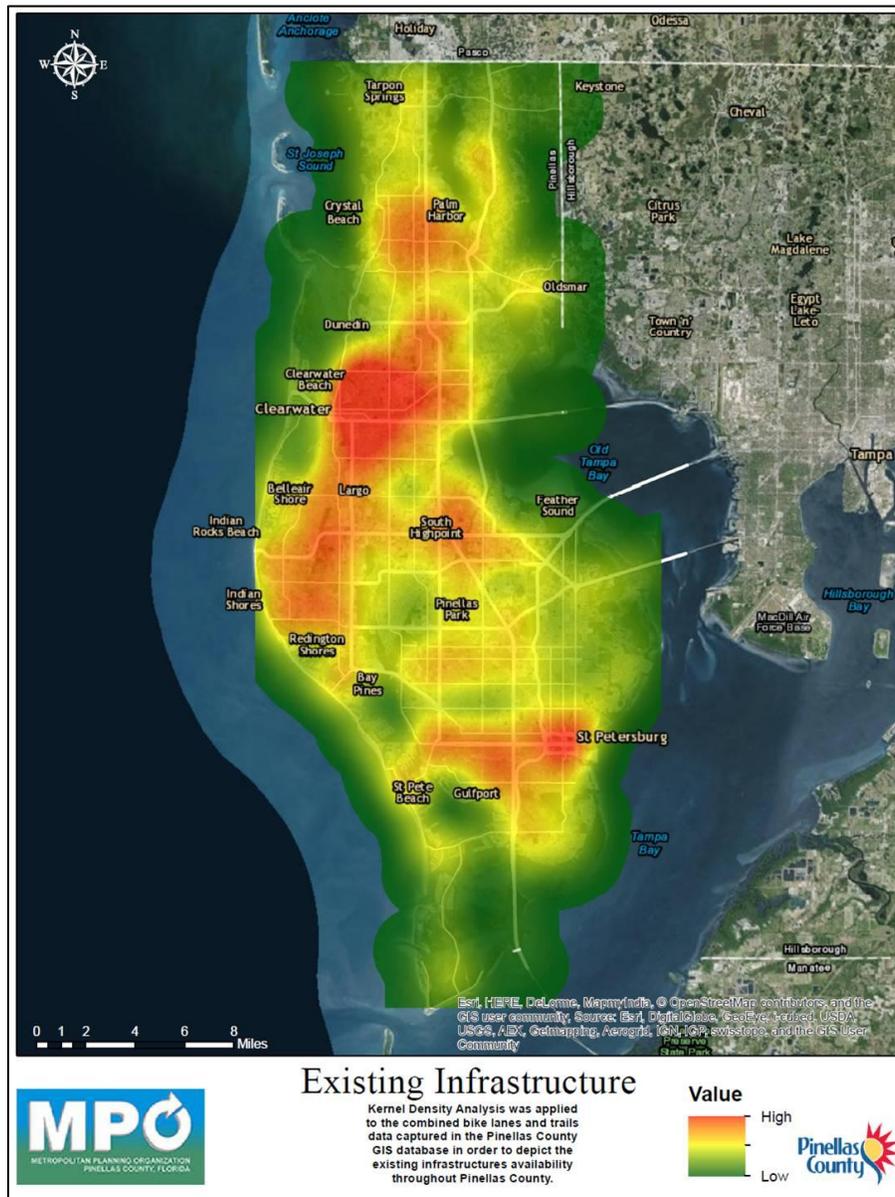


¹⁶ Institute of Transportation Engineers. (1997). A Toolbox for alleviating traffic congestion and enhancing mobility.

Existing Bicycle Infrastructure

A study of travel behavior of bicyclists in Portland, Oregon concluded that a supportive bicycle environment is necessary to encourage bicycling for everyday travel. Pinellas County is well-positioned with a network of different types of bicycle lanes, shared-use lanes, and multi-use trails that serve the existing bicycling community and are necessary to attract new people to bicycling. Research also shows that the areas where the highest levels of bicycling occur also have a well-connected street grid and mix of land uses.¹⁷

Map 7 - Existing Bicycle Infrastructure

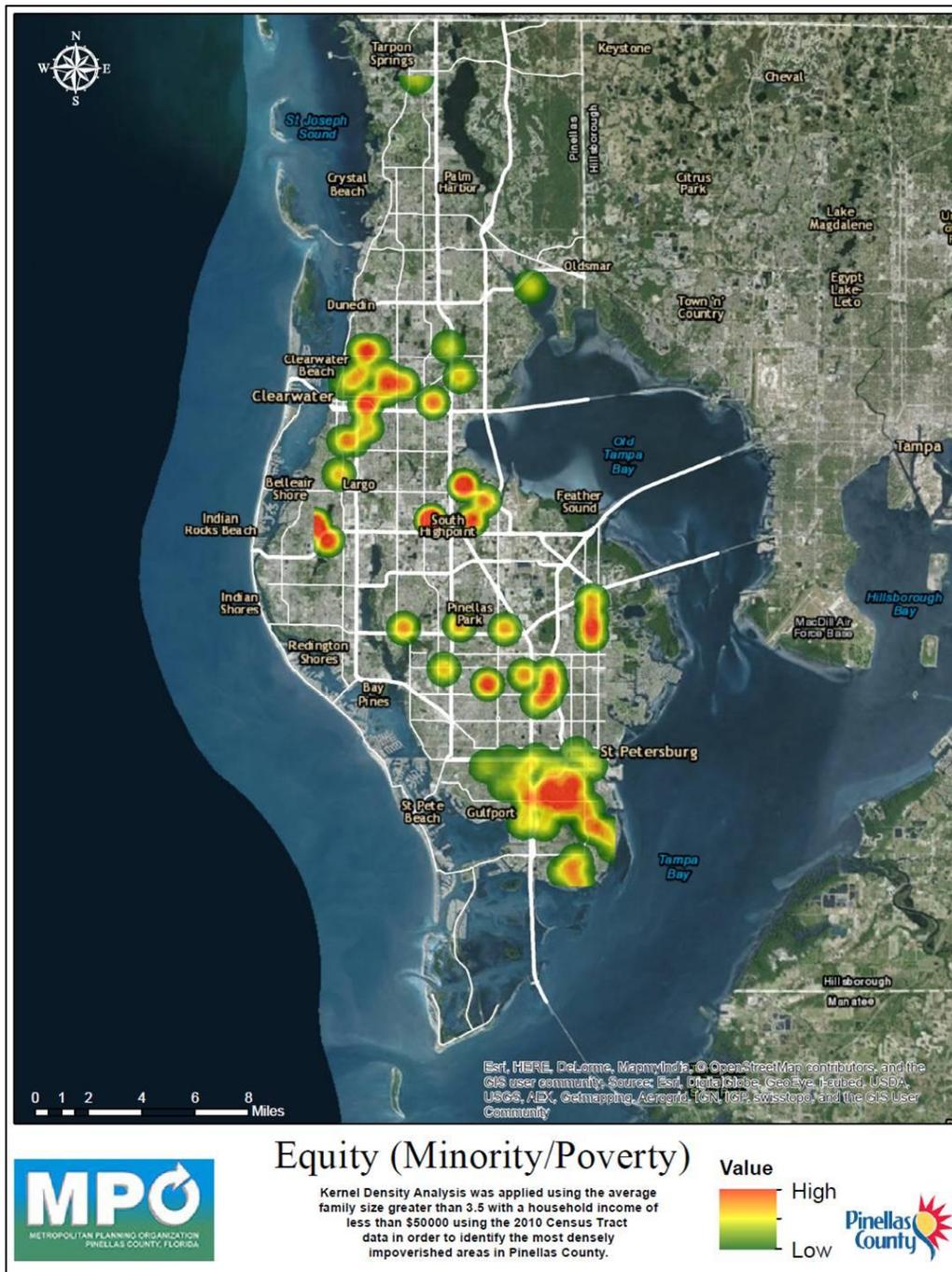


¹⁷ Dill, J. (2009). Bicycling for Transportation and Health: The Role of Infrastructure. Journal of Public Health Policy, 30 (S1), S95-S110.

Equity

As a form of public transit, it is important that Pinellas County's bike share program serve all residents of the region equally, regardless of their age, race, income, or ethnicity. In many ways, low-income residents have the most to benefit from a bike share program, because it offers an inexpensive transportation alternative that complements existing public transit.

Map 8 - Equity (Minority/Poverty)

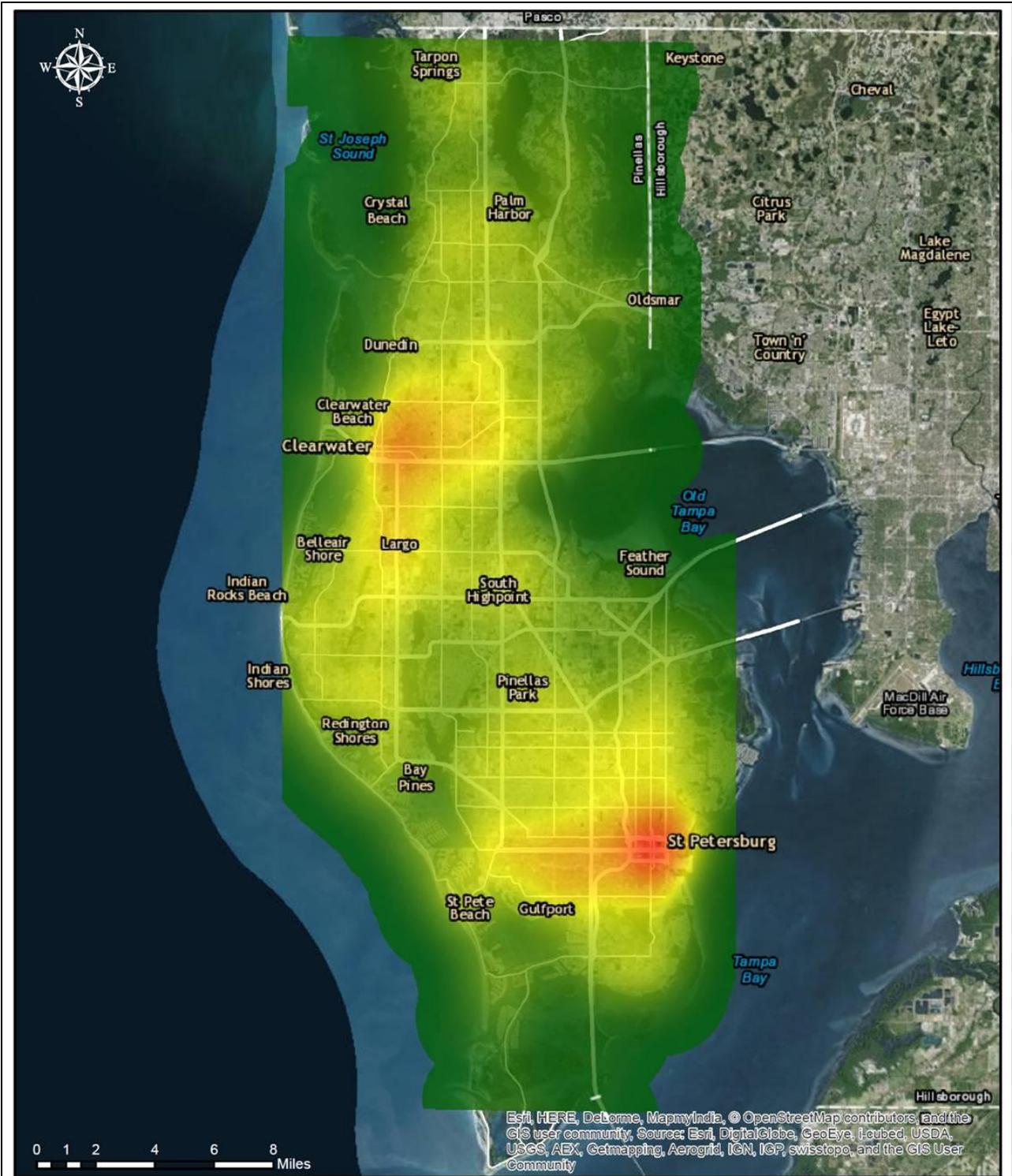


6.2 Heat Map Demand Analysis

Areas with high potential demand for bike share were identified through a heat mapping exercise that allocated "weighted points" to where people live, work, shop, play, and take transit as discussed in Section 6.1. Launching a system initially in the highest demand areas will provide the most visibility and maximize the probability of a successful launch. The composite heat map shown on the next page is an aggregation of the eight indicator maps and confirms that downtown St. Petersburg as well as areas in and around downtown Clearwater have the highest demand potential, and therefore, would make the most logical first phase of a bike sharing program. Other notable areas that did not score well but have the potential for successful bike share due to their high level of accessibility, mixed-use downtown districts, tourist orientation and concentration of popular destinations include the Gulf Boulevard corridor, certain segments of the Pinellas Trail, and the downtown areas of some of the northern Pinellas County communities (i.e., Tarpon Springs, Safety Harbor, Oldsmar, etc.). These areas could serve as the next logical extension to St. Petersburg's system; however, the decision to expand bike sharing into other communities will most likely depend on the success of the St. Petersburg program.

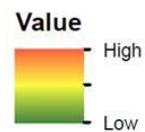
The fact that high demand areas in the greater mid-county area (i.e. Clearwater, Largo and Dunedin) are not contiguous and are somewhat spread out from one another represents a challenge to determining a clearly-defined bike share system with a geographic center of demand. On the other hand, the number of active downtowns, large employers, and transit transfer centers is a condition where demand for intra-city travel and "last mile" transit connections could be assisted through a bike share system.

When developing the bike share system, it is important to address the specific needs of users and market segments prior to and after deployment. For example, through the public survey conducted as part of this study, 81 percent of the respondents supported the idea of establishing a bike sharing program in Pinellas County. Popular noted destinations identified by respondents include downtown areas, bus stops, bike paths, college campuses, and City/County parks. Tailoring system components and station locations with the assistance of an experienced vendor/operator will encourage bike share use by casual users, which will be imperative for the system's long-term economic viability. A summary of the survey responses is included in the appendix of this study.



Combined Density

Weighted Sum was applied to the combined Heat Maps in order to derive this composite map result.



6.3 General Parameters for Service Areas and Station Locations

Any potential service area must consider the extent, size, and phasing of a potential bike share system within each of the participating municipalities. General parameters for system design such as the spacing of stations and the number of bikes per station can be found in various resources including; *The Bike Share Planning Guide* developed by the Institute for Transportation & Development Policy and *Bike Sharing in the United States: State of the Practice and Guide to Implementation* prepared by the Toole Design Group and the Pedestrian and Bicycle Information Center. While this study does not include specific locations for stations and the like, there is value in using the information collected from the public survey, heat map analysis, Pinellas County MPO staff, and the Bike Share Subcommittee to guide the work of the selected expert vendor/operator who would be selected through a RFI or RFP process. The aforementioned resources identified the following general locations for bike share stations:

- Higher density housing and employment centers
- Tourist attractions, landmarks, civic facilities
- Key transit stops
- Neighborhood and commercial centers
- Colleges and hospital campuses

Minimum System Size

A system that is too small limits its effectiveness. A system of five to 10 stations is considered the absolute minimum to provide an effective mix of trip origins and destinations and to justify the cost of operations. However, larger geographic areas like Pinellas County may not fit this approach, meaning stations may be placed further apart in order to serve key destinations throughout the region. An illustration of this point is within the City of Clearwater where the Pinellas County Courthouse Complex, the Harborview Center, Coachman Park, Clearwater Marine Aquarium, Morton Plant Mease Hospital and the Pinellas Suncoast Transit Authority's (PSTA) Park Street Transfer Terminal are all within a roughly four to five square mile area. In this example with such a lower level of density, a system of approximately seven to 10 stations would be sufficient to serve an area of this size.

The following are key considerations for implementation of a bike share system:

- The coverage area at which bicycling becomes a more attractive option than walking. On average, the median walking trip is approximately five minutes, in which time a person can walk about $\frac{1}{4}$ of a mile, but can cycle about $\frac{3}{4}$ of a mile. A majority (56 percent) of the respondents who completed our survey said they would be willing to walk no more than 10 minutes to the nearest bike share station, which is about a one-half mile walk.
- The system must provide a variety of trip origins and destinations or there is no reason to use the bikes.
- Providing a reasonable station density so that users can easily access a station. Typical station densities are a station every 984 feet (300m) to 1,300 feet (400m). As station spacing is increased, at some point users will consider they have to walk too far to access a bike and will be inclined not to make the trip or to take a different mode. A station density of one station

every 1,300 feet (400 m) results in a minimum system size of 10 stations (0.2 square miles per station) but can mean up to a five minute walk to access a bicycle when a walk of 15 minutes would get you from the extent of the system to the center of the system.

- The system needs to be a reasonable size to justify the cost to operate the system. There are some economies of scale in terms of system operations.

Station Density

The size of the system is a function of the coverage area and typically outlines the desired spacing of stations. Operators of U.S. bike share systems generally have found that bike sharing kiosks need to be located as close to public transit as possible - preferably adjacent to a bus stop. The size of the system is a function of the coverage area and the desired spacing of stations. Most existing U.S. systems include a range of 3.5 to five bike share stations per square mile of service area. This range provides access to a bike within a short walk of anywhere in the service area and provides a nearby alternative to return a bike if the destination station is full.

Placing stations close together (5-7 city blocks) allows flexibility in usage and thus increases the number of users. In all the case studies we analyzed, stations on the edge of the system, satellite stations and small pilot programs received significantly lower usage making the stations revenue negative. We recommend that all stations be placed in close proximity to destination districts and high density mixed-use and residential areas. By centrally locating all stations, the system will be more accessible, more profitable and therefore more successful.

The station density parameter is a guideline that may need to be adjusted based on conditions on the ground. In general, the following are guidelines for the location of bike share stations:

- On wide sidewalks (bike share stations should not impede pedestrian or vehicular traffic);
- Along existing or proposed bike facilities, whenever possible;
- Near PSTA transit stops or transfer points;
- Near major cultural and/or tourist attractions; and
- Adjacent to major public spaces and parks.

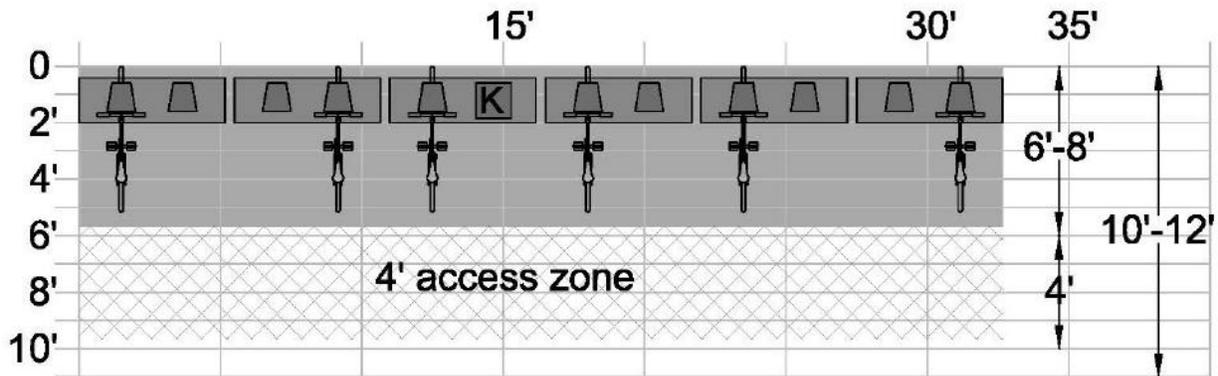
Once proposed station locations have been identified, there needs to be a review conducted by area stakeholders. Engaging stakeholders in the station location process is a good way to build support for the project and gain an understanding of the demand for particular stations.

Station Siting

While most bike share stations are modular, there are certain minimum siting requirements. Figure 6 provides an overview of the appropriate dimensions for an 11 dock bike share station, which requires an approximate space of 32 feet wide and 12 feet deep (those figures accommodate the station infrastructure as well as access space) depending on the type of technology employed. Additionally, stations with solar power require access to sunlight for a minimum portion of the day (around 4 hours),

and a vertical clearance of at least 11 feet.¹⁸ Table 5 summarizes typical spacing requirements and typical weight of each station.

Figure 6 - Station Dimensions for an 11 dock station.



Source: Pedestrian and Bicycle Information Center

(NOTE: 'K' indicates the location of the automated customer kiosk)

Table 5: Typical Spacing and Weight Requirements

Docks	Width	Station Depth	Access Depth	Total Depth	Weight
11	31' to 32'	6' to 8'	4'	10' to 12'	3,000 to 5,000 lbs
15	40' to 42'	6' to 8'	4'	10' to 12'	4,500 to 5,500 lbs
19	50' to 52'	6' to 8'	4'	10' to 12'	5,500 lbs to 6,500 lbs

Source: Figures were obtained through a review of publicly available literature

7 Additional Challenges

7.1 Sign Code and Advertising Restrictions

All communities in Pinellas County have regulatory standards for signage and advertising that could affect the provision of sponsorship opportunities on the bikes, stations, and other infrastructure. Although it could be argued that bike share public service and informational signs are largely exempt from permitting obligations and restrictions, the fact remains that any sign that is intended to advertise or recognize a sponsor will have a variety of restrictions including sign placement, design parameters, and permitting. Most restrictions are designed to limit the number and size of off-premise advertisements, which are legally indistinguishable from billboards. The following is a summary of how

¹⁸ B-Cycle Station dimensions (2011) and Capital Bikeshare Public Meeting presentation. Expansion to Montgomery County. November 29, 2011.

the sign code may affect sponsorship and advertising opportunities and, in turn, reduce potential revenue for the system.

Signage Type and Orientation

Restrictions on signs vary depending on whether they offer public information, promote a system or station sponsor, or advertise a product. Any sign that advertises a product will trigger a range of restrictions on where they may be located and how large it can be. Advertising on bicycles may not be subject to the same restrictions because they (much like bus advertising) are not fixed and most sign codes do not address on-vehicle advertising. However, most communities have yet to determine whether docked bicycles could be interpreted as a stationary advertising sign and therefore are subject to the applicable advertising restrictions.

In addition, the nature of sponsor-adorned bike share equipment, whether determined to be a sign within a public infrastructure facility, a business premise sign (a sign that promotes a business site), or off-site advertising (i.e. billboards), can impact the type and intensity of advertising and sponsor recognition. If advertising or sponsor recognition at bike share stations is determined to be off-premise advertising, signs may only be installed if an existing advertising sign is relocated to a new location.

Zoning and Special District Regulations

Regulatory barriers also vary by zoning and special districts, and even along designated transportation corridors such as highways and streets that are intended to maintain visual access to scenic views or landscaping. Some street corridors, especially those identified as “scenic non-commercial corridors”, may restrict the number and type of signs used for sponsor recognition and advertising.

A major concern stemming from the sign code’s stringent restrictions is the possibility of applying inconsistent sponsorship signs throughout the system. This could create confusion and deter potential sponsors. Certain special districts such as a National Register or Local Historic District pose considerable challenges to station development with uniform advertisements and sponsor recognition. Furthermore, commercial signs are generally either not permitted or specifically authorized for certain uses (i.e. on-premise bed and breakfast signage) in residential zones. On the other hand, many commercial districts that would be slated for initial bike share deployment may have more flexible regulations on sponsor signs and advertising. Downtown zoning districts may present far less of a challenge in terms of the permitting process and the type of signs that may be used.

Authority and Permitting Process

Securing sign permits for a bike share system will require several layers of approval depending on where signs are located. Contingent on whether signs are located within or outside of the public right-of-way, within a historic or special district, or near a park or community center, the bike share operator must secure permits through the appropriate jurisdictional agency.

Potential Solutions

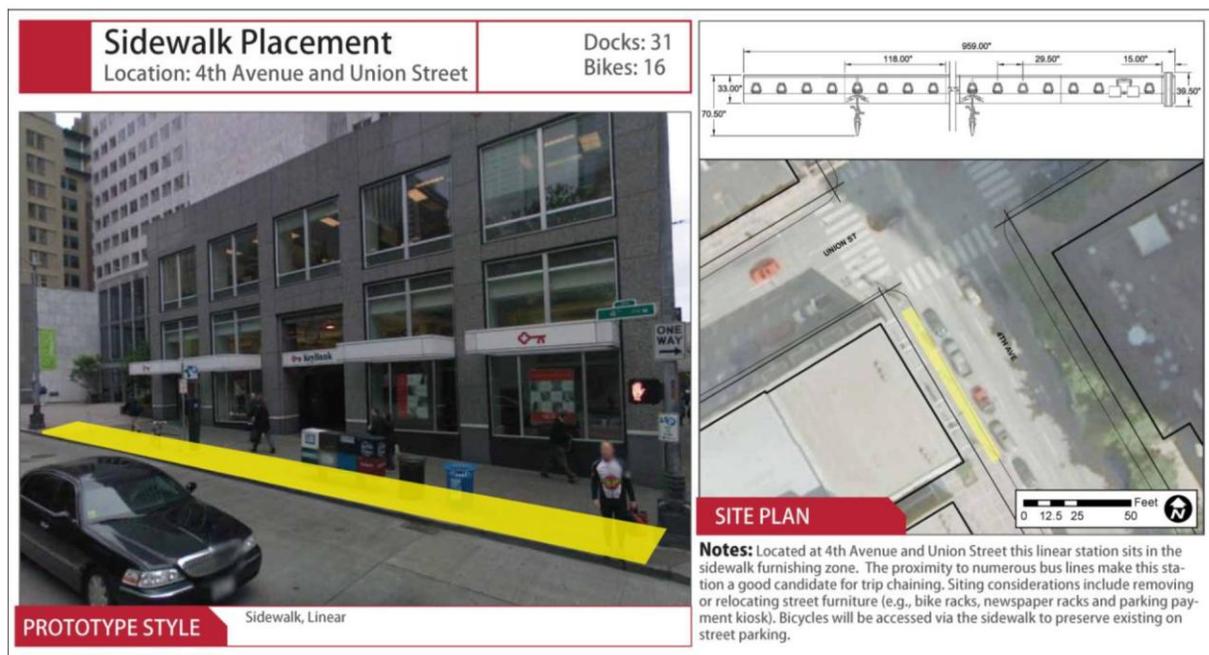
Several strategic actions should be made to ensure the optimal amount of sponsor revenue can be generated given the limiting circumstances presented by the sign code. These include:

- Making formal determinations with the help of City attorneys to clarify various legal grey areas including whether the map panel itself constitutes a sign;
- Ensuring any proposed administrative non-profit develops a strategic sign plan that integrates considerations from the various zonal sign code restrictions on sponsor recognition and advertisements. This will likely include focusing any advertising in zones amenable to off-premise advertising and sponsorship;
- Placing greater emphasis on sponsorship-oriented signs, rather than off-premise advertising to avoid onerous restrictions and delays in the permitting process; and
- Strategically focus station advertising in zones that are most amenable to advertising signs.

7.2 Site Planning

All communities in Pinellas County have land development regulations that define how land can be used within their jurisdiction. Most land development regulations are silent to bike share systems because this form of transportation is still relatively new to most communities. In any case, local land development regulations would need to be amended to define what a bike share system is, outline where the stations and/or kiosks can be located and their maximum size and scale. Figure 7 is an example of the site plan considerations for a station located in downtown Seattle, Washington.

Figure 7 - Site Plan Example for Station Placement in downtown Seattle.



The City of Tampa amended its land development regulations in 2014 in advance of implementing its bike share system. Their land development code now provides a regulatory framework for bicycle sharing stations (Sec. 27-290.7.), bicycle kiosks within the rights-of-way and the display of advertising (Sec. 22-136.). It is recommended that the participating jurisdictions amend their land development

regulations so that bike sharing systems are designed for compatibility with the surrounding uses and structures.

8 Bike Sharing Across Jurisdictions

As stated earlier, one of the purposes of this effort was to determine the feasibility of implementing bike sharing in Pinellas County on a regional scale. Our research has determined that there are several challenges related to implementing a bike sharing system across jurisdictions including; potential differences in pricing, service levels, various funding scenarios, and a potential for conflicts of interest among participating local governments. A regional bike share program for Pinellas County will need to select a business model well suited to the region's unique needs, which include: a system serving distinct cities/towns; possible participation from St. Petersburg College; modest size, projected participation and budget; and no clear choices for corporate sponsorship. Overall, it was thought that the most appropriate models for consideration include:

Operating Non-Profit

Under this business model, a Non-Profit Organization (NPO) is formed to create a bike sharing system. As previously stated in Section 4 of this study, the NPO undertakes all aspects of creating the system, including funding it, establishing regional guidelines, procuring and establishing the equipment, procuring operations facilities, and providing expertise for operations. Please see the comments below in the Administrative Non-Profit section regarding the makeup and role of the board of directors and the ability for regional cooperation.

In other cities where an operating NPO has been established, there has not been an operating contract between the jurisdiction(s) and the NPO to define required service levels, reporting and other operational metrics, giving less control to the jurisdictions. Because of this reduced accountability to service levels and reporting, as well as the absence of operational expertise in starting from scratch in terms of the operations, this scenario was not recommended.

Direct Contract with Operator

Under this business model, municipalities within the same region contract directly with the operator using a regional planning organization to establish similar standards across jurisdictions. There is no official board of directors, although there is typically an ad hoc committee that forms consensus, and each jurisdiction acts as a separate client to the operator. Each jurisdiction can have a different source of funding and different revenue sharing arrangements with the operator. The jurisdiction(s) assume responsibility for initial and ongoing funding for the system.

Although this structure has proved successful in two multi-jurisdictional systems, it can introduce many unnecessary complexities, such as different pricing, different service levels and potentially conflicts of interest among the multiple clients. Therefore, this scenario was not recommended.

Privately Owned and Operated

Under this business model, municipalities contract with an operator for street space only using a concession agreement. The operator provides all funding for equipment and operations. Although this structure requires no public funding for capital or operations (a positive for the municipalities), it gives less control and transparency to the contracting jurisdictions, and there could be significant risk that such systems might fail due to the unknown long-term feasibility of completely privately funded and supported systems. Similar to the direct contract scenario, each jurisdiction would enter into a separate contract with the operator, which can lead to similar inconsistencies and conflicts of interest. Therefore, this scenario was not recommended.

RECOMMENDED: Administrative Non-Profit with Private Operating Contractor

Under this business model, a NPO is formed whose mission is to create a bike sharing system. The non-profit undertakes funding the system, establishing cross-jurisdictional guidelines, procuring the equipment, and choosing an operator. Under this model the NPO hires a private contractor to implement and operate the system, acting as the client to the contractor. The non-profit could also undertake marketing functions for the system or outsource these services to a third party. Therefore, the NPO undertakes the “administrative” aspects of running the system, but not the operational aspects. This scenario was recommended because it minimizes risk, while maximizing control, transparency, and flexibility of funding.

The board of directors of the non-profit should have majority representation from private sector individuals but should also include representatives from participating municipalities, PSTA, larger sponsors, and eventually, the operator. The non-profit should be supported politically by the participating municipalities, and be the body through which public or sponsorship funding flows. The NPO may contract with agencies and others to provide services to support bike share operations.

Ideally a collective procurement process could be established that allows individual agencies to provide the funds to the NPO who takes responsibility for sub-contracting procurement, implementation and operation avoiding the need for individual procurement processes. The funding strategy for the bike share program should be flexible and explore as many sources as possible. Corporate sponsorship, an important revenue stream for other bike share systems, will be maximized under a non-profit arrangement.

In summary, the recommendation to establish an Administrative Non-Profit with a Private Operating Contractor is based on:

- Alignment of this model with the stated goals of the bike share program.
- Flexibility of funding sources available to a non-profit, which includes grant funding, public funding, and sponsorship.
- Positive public image generated by a non-profit organization.
- Best potential for regional cooperation.
- Maintains local government control and input on site locations and operations.

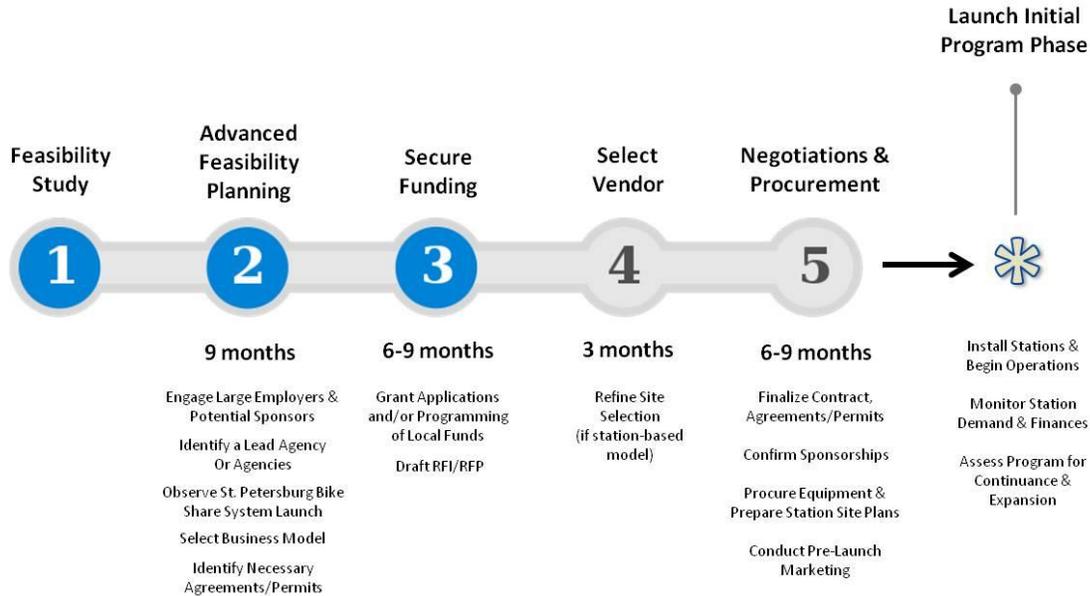
- Provides operating expertise and transparency.
- Minimizes risk of system failure and public image and financial risk to agencies and sponsors.

9 Summary and Next Steps

Pinellas County has several of the characteristics required to make bike sharing successful, including the existence of emerging activity centers, relatively extensive public transit, large numbers of visitors, a supportive culture of bicycling and active living, and a policy environment that prioritizes the growth of sustainable transportation options. There are also characteristics that are less conducive to bicycle sharing demand including; a multi-jurisdictional setting, lower densities of housing and jobs; high car ownership; etc. Impacts from other factors, such as an older demographic and proximity to an anticipated bike share program in the St. Petersburg area, remain unclear. The Bike Share subcommittee urges further exploration of an Administrative Non-Profit with Private Operating Contractor business model. It is also recommended that “fourth-generation” bike share technology be pursued and deployed within the downtown Clearwater area to start. Future bike sharing planning should be explored in conjunction with the “Enhancing Beach Access” emphasis area, as the Gulf Blvd. corridor has similar characteristics to the bike sharing system in Broward County. As with many other new transportation systems, a pilot program may be a logical first step if there is a low risk tolerance. This is due in part for the need for up front capital funding, and also due to the uncertainty of demand for a larger system. Systematic expansion of the bike share system should generally target transit centers, transit-dependent neighborhoods, city centers, and areas with major employment clusters. Further, private sponsorship (title sponsorship and advertising on the stations and/or bikes) should be vigorously pursued as it will most likely be necessary to help cover the ongoing operating costs, while one-time grant sources will be necessary for up-front capital purchases and installation.

As identified in Figure 8 below, this feasibility study is the first step in establishing a bike sharing program. A conservative estimate of 24-30 months is needed to plan, fund, and implement an initial bicycle share program in Pinellas County that is publicly-owned and privately operated. A smaller-scale pilot program could be deployed and operational in as little as 6 to 9 months. These estimates are subject to change, and assume continued interest and engagement by key stakeholders and success at procuring grant or local funding. Highlighted below are next steps to maintaining the ‘critical path’ for this timeline and helping build overall consensus to move forward with a program.

Figure 8 - Potential Timeline for Planning and Implementation of a Pinellas County Bike Share System



This study recommends the Pinellas County MPO be the “convening entity” to bring bicycle sharing to the residents and visitors of Pinellas County. To that end, the Pinellas County MPO should take the following steps to bring bicycle sharing to Pinellas County:

1. *Create a Bike Share Implementation Taskforce, with staff from key communities and stakeholder groups, to work with the Pinellas County MPO to develop and execute an implementation plan.*
2. *Develop an implementation plan that includes strategies to:*
 - *Builds upon the City of St. Petersburg’s Bike Share system.*
 - *Identify an existing or create an administrative non-profit entity.*
 - *Conduct advanced feasibility analysis to include potential station locations, density and ridership.*
 - *Identify and secure funding for system capital and operational costs.*
 - *Build relationships with Pinellas County, local governments, and the Pinellas Suncoast Transit Authority (PSTA), to gain official support through instruments such as a memorandum of understanding, city council action (an ordinance or resolution), etc.*
 - *Secure sponsorship commitments from the private and public sectors.*
 - *Review the City of St. Petersburg’s contract to determine if the framework and terms are agreeable to other interested municipalities (the concept is for the system to be publicly owned by the cities, and operated by a private contractor, which allows multiple municipalities to contract individually or collectively with the St. Petersburg operator, and allows for expansion to serve additional communities).*
 - *Work with interested municipalities to develop model land development regulations so that bike sharing systems are properly designed for compatibility with surrounding uses and structures.*

- *Development of a “sole source” justification to utilize St. Petersburg’s operator and pricing structure*
- *Confirm funding recipients for capital and rolling stock costs.*
- 3.** *The Pinellas County MPO works with key communities and stakeholder groups to implement the plan under a multi-jurisdictional framework.*
- 4.** *Participating agencies execute an agreement with the Administrative Non-Profit Organization.*

Based on our analysis of several bike share indicators, we believe that the City of St. Petersburg and portions of the greater Clearwater area are well-suited for bike share and should be the initial focus. By pursuing one of the options listed above, launching the first phase of a bike share system in 12-24 months is a not unreasonable. Upon the success of the first phase, future expansion could include sponsored stations or another capital campaign to expand into additional areas.

Appendix

2015 PINELLAS COUNTY MPO BIKE-SHARE INTEREST SURVEY



81%

FEEL THAT BIKE-SHARING IS A GOOD IDEA FOR PINELLAS COUNTY

333

SURVEYS COMPLETED

SYSTEMS USED BY SURVEY RESPONDENTS



25%

DO NOT HAVE ACCESS TO A WORKING BICYCLE



15%

HAVE RENTED A BICYCLE FROM A BICYCLE SHOP OR VENDOR



33%

HAVE USED AN EXISTING BIKE-SHARE SYSTEM



53%

ARE VERY LIKELY OR LIKELY TO USE A BIKE-SHARE SYSTEM

SYSTEM USAGE

RESPONDENTS HAVE STRONG OPINIONS ON LOCATION & ACCESSIBILITY

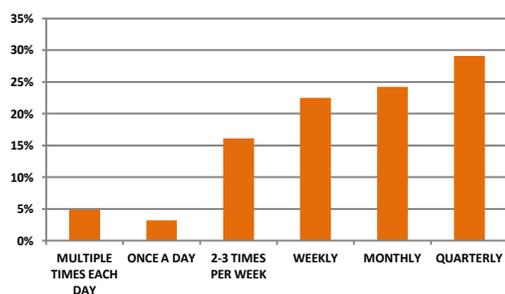


WOULD LIKE TO SEE BIKE-SHARE STATIONS IN THEIR DOWNTOWN



WOULD WALK A FEW BLOCKS (5-10 MINUTES) TO USE BIKE-SHARE

HOW OFTEN WOULD YOU RIDE?



SYSTEM STRUCTURE



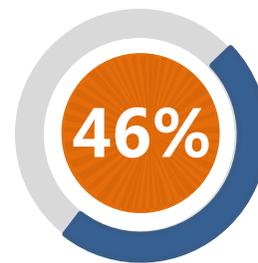
WOULD PREFER TO PAY A PER-TRIP FEE TO RENT A BIKE-SHARE BICYCLE



FEEL THAT A BIKE-SHARE PROGRAM WOULD BE SUCCESSFUL ON THE BEACHES



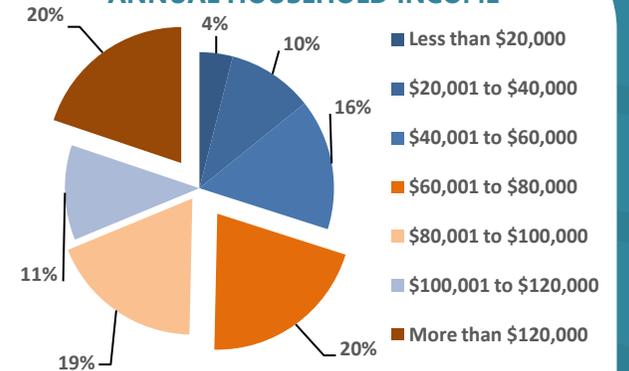
WOULD FEEL MOST COMFORTABLE RIDING ON A MULTI-USE TRAIL



FEEL THAT IT IS VERY IMPORTANT TO HAVE A SEAMLESS NETWORK OF STATIONS THROUGHOUT PINELLAS COUNTY

SURVEY DEMOGRAPHICS

ANNUAL HOUSEHOLD INCOME



82.7%



AGES 25-64

48% 52%



MALE | FEMALE

Bicycle Shops in Pinellas County

Legend

-  Bike Lane
-  Community Trail
-  Equestrian Trail
-  Pinellas Trail
-  Bicycle Shops

- Tarpon Toms Outdoor Adventure Gear
- Neptune Cyclery
- Sun West Cyclery
- Over the Edge Bikes Plus
- Energy Conservatory Bike Shop
- Dunedin Cyclery
- Wheel Fun Rentals/Dun.
- Re- Cycle
- Chainwheel Drive/ Clw.
- Wheel Fun Rentals/Clw.
- Fun Ride Rentals & Tours
- The Path Bicycles and Ride Shop
- City Cycle & Supply Co.
- Hands On Bicycle
- Ride N Roll Cyclery/ La.
- Marlowe's Bike Shop
- Ride N Roll Cyclery/IRB
- D & S Bicycle Shop
- Bicycle Outfitters
- Ride N Roll Cyclery/ Sem.
- Trail Sport Bicycles
- Gulf Coast Baby, Beach & Bike Rental, Inc.
- Beach & Trail Bicycle Shop
- ABC Bicycles
- St. Pete Bicycle West
- BCSC / Lenny's Surf Shop
- Chainwheel Drive/ PH.
- Bike Sport Bicycle Shop
- Trek Bicycle Store/CLW.
- Clearwater Electric Bicycles
- Top Gun Racing
- Outspokin Bicycles
- J & R BMX Superstore
- Action Wheel Sport
- Jim's Bicycle Shop
- Marobo Motors
- Trek Bicycle Store of St Petersburg
- Bike Room
- St. Pete Bicycle and Fitness
- North East Cycles



Plot Date: March 06, 2015
 Bike Shops in Pinellas
 H:\USERS\autocadd\ Apps\Sandra_MPO & PLN\ TRAILWAYS BIKE SW files\ trails02102015.mxd

Sec. 27-290.7. - Transit shelters and bicycle share program stations.

A transit shelter and a bicycle share program station (with associated bicycle kiosk and bicycle rack) are typical improvements located on public right-of-way. At times there is insufficient space in the right-of-way to accommodate these facilities. When a municipal or other governmental agency acquires an easement on private property for the purpose of constructing one of these facilities, these improvements shall not be subject to minimum setback requirements. Placement of the facilities shall be subject to the provisions of section 27-283.5, visibility at intersections.

(Ord. No. 2014-40, § 3, 6-5-2014)

Sec. 22-136. - Bicycle kiosks within the rights-of-way; display of advertising.

- (a) The primary purpose of a bicycle kiosk is to provide the facilities to pay for the use of a bicycle, which is part of the bicycle share program, and will be physically integrated with a bicycle rack.
- (b) Bicycle kiosks are permitted in the rights-of-way of the City of Tampa, in accordance with applicable standards set forth in the City of Tampa Code of Ordinances and Florida Statutes. Such bicycle kiosks may contain advertising as provided for herein.
- (c) Bicycle kiosks containing advertising may be permitted within public right-of-way, lying adjacent to certain parcels of land that are located within specific designated areas, described as follows:
 - (1) Within designated areas set forth in (2) below, and adjacent to any parcel zoned for a multi-family residential, commercial, office, or industrial district, including a site plan district that allows such uses as principal uses of the land; and,
 - (2) Adjacent to lands described in (1) above, and located within the following designated areas:
 - a. The Central Business District, as described in Chapter 27, Article III, Division 2, Tampa Code of Ordinances;
 - b. The Ybor City Historic District, as described in Chapter 27, Article III, Division 2, Tampa Code of Ordinances;
 - c. The area commonly known as "Old Hyde Park Village," specifically within that segment of Swann Avenue between Rome Avenue and Oregon Avenue, and that segment of Dakota Avenue/Snow Avenue between Swann Avenue and Rome Avenue;
 - d. The area commonly known as "Davis Islands Village Center," specifically that segment of East Davis Boulevard between Barbados Avenue and Chesapeake Avenue.
- (d) No bicycle kiosk containing advertising shall be permitted adjacent to a parcel zoned for a single-family detached residential zoning district, including site plan districts that permit single-family detached residential use as the sole, principal use of the land.
- (e) Bicycle kiosks containing advertising shall only be constructed at bicycle share program stations, as approved by the transportation manager, with consultation of the zoning administrator as needed.
- (f) Bicycle kiosks containing advertising shall meet the following minimum design specifications:

Table 22.136a. Bicycle Kiosk Design Specifications	
Bicycle Kiosk Dimensions	
Description	Dimension

Maximum height[1]:	9'
Maximum depth:	2'
Maximum width:	4'
Bicycle Wall Panel and Advertising Standards	
Maximum wall panels on opposite side of each wall [2, 3]:	2
Placement of advertising:	Only permitted on wall panel opposite of wall panel with non-advertising information
Maximum advertising poster dimensions:	Area: 19 SF [4]
Electronic message signs:	Prohibited on Bicycle Kiosks
Bicycle Kiosk Advertising Lighting Standards	
Lighting of advertising within the bicycle kiosk:	Limited to back-lighting only [5]
Bicycle Kiosk Materials	
Shall be constructed of materials designed to withstand vandalism and weathering, such as extruded aluminum with anodized finish [6].	
Note(s):	
[1] Refer to "height" as defined in Chapter 27 Zoning and Land Development.	
[2] A minimum of one (1) wall panel shall contain a display of transit information, a route map, and other information regarding the bicycle share program.	
[3] Advertising shall only be allowed on the wall panel opposite the wall panel that contains non-advertising information.	
[4] Advertising poster(s) shall not exceed 19 SF in area, or be greater than 5' in height and 4' in width.	

[5] Shall comply with lighting standards set forth in section 27-289.12 for on-site signs.

[6] Alternative materials may be considered by the transportation manager.

(Ord. No. 2014-40, § 2, 6-5-14)

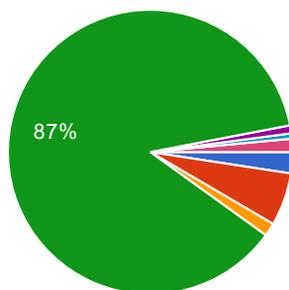
333 responses

[View all responses](#)

[Publish analytics](#)

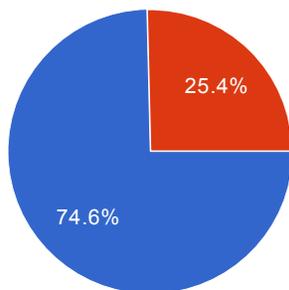
Summary

1. What is your primary mode of transportation for trips within Pinellas County?



Walk	8	2.4%
Bike	20	6%
Transit	5	1.5%
Car/Truck	289	87%
Motorcycle	3	0.9%
Taxi	2	0.6%
Other	5	1.5%

2. Do you currently have access to a working bicycle?

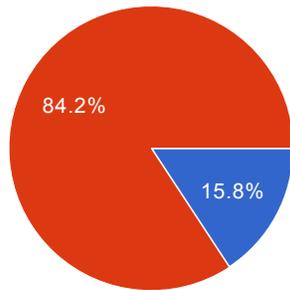


Yes	247	74.6%
No	84	25.4%

3. Have you ever rented a bicycle from a bike shop or other local vendor in Pinellas County?

Yes	52	15.8%
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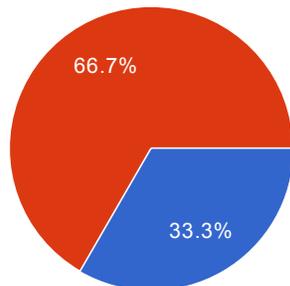
No **278** 84.2%



4. Have you had an opportunity to use an existing bike share system before?

Yes **110** 33.3%

No **220** 66.7%



5. If so, which system(s) have you used and where was it located?

NYC, Tampa, Duluth

Paris

Seville, Spain; Washington, DC; Boston, MA

Nice Ride - St. Paul, MN

Nashville, TN; Austin, TX; Ireland

USFSP's Bike Share Program

Work

I'm not sure the name of the program, but it was in Hollywood, FL. You paid a fee to unlock the bike. I don't remember how the program worked. I think it would be great for vacationers.

Washington, DC

Montreal, Canada

San Antonio, TX

Key West

Vélib Paris

D.C.

Tampa

Eckerd College. Cost tons of money, people stole, vandalized or broke bikes. Not what I would call a successful program.

Paris, Zurich, Copenhagen

COAST in Tampa

London
Bike Share, DC, Toronto, Coast Tampa
Ft Worth, Tx B-Cycle
Toronto
Tampa: Coast BikeShare, Denver, Portland
Divvi - Chicago
san francisco, ca
Washington
Amsterdam
Pittsburgh, PA
Paris France
USFSP, St. Petersburg, FL
Denver, CO
Paris, Vienna
washington dc
daily, Michigan, Ohio
Eckerd College
Tampa, FL; Madison, WI; Washington, DC; London, UK
Montreal
Forget name, Amsterdam, Netherlands
Europe, downtown
Boston
Wash DC, Montreal
Paris, New York
Pronto systems, Seattle, WA
Miami, Denver, Paris
Chicsgo, nyc, Hollywood fl
Barcelona, Spain
New York City
Washington, D.C.
Israel
New York & Boise
seattle
Divvy, Chicago
Chattanooga
Capitol Bike Share Washington, DC

Citi Bikes in NYC

Social Bicycles - Orlando

San Francisco & NYC

NYC, Tampa

NA

Coast Bike Share in Tampa

Capitol Bike Share in D.C. Took it from Union square and rode all around the National Mall.

Tampa

Coast Bike Share Tampa

Indianapolis

Travelling, various cities

N/A

Miami beach

Madison, WI

Atlanta

DePauw University

NYC

Chicago, South Beach

Coast Bikes

ft lauderdale

South Beach

Chicago

NYC Bikeshare

Denver, CO and NYC

Deco Bike in Miami

new york

Vienna, Austria

Miami

Citibike NYC

Washington DC

London, Paris, Toronto

not sure, Washington, DC

Pittsburgh, New York, Tampa, Paris, London

Tampa Bikeshare

Austin B-cycle, Austin, TX

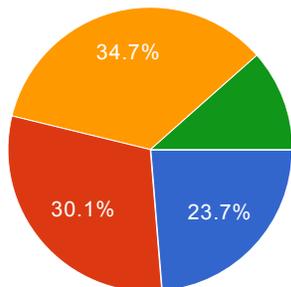
Yellow Bike Austin TX

Chattanooga, TN

Paris

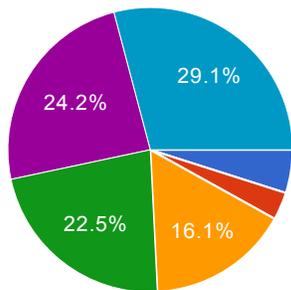
Tampa; Washington DC

6. How likely would you be to use a bike-sharing program ?



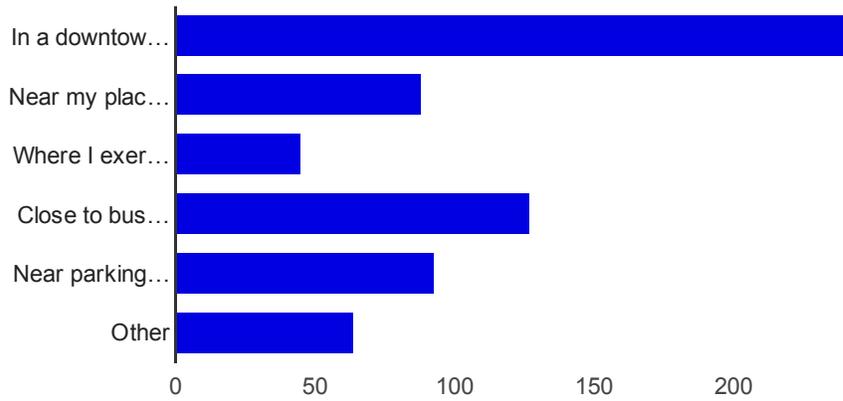
Very likely	78	23.7%
Likely	99	30.1%
Not likely	114	34.7%
Not sure/don't know	38	11.6%

7. How often would you ride a bike if there was a bike-sharing program?



Multiple times each day	14	4.9%
Once a day	9	3.2%
2-3 times per week	46	16.1%
Weekly	64	22.5%
Monthly	69	24.2%
Quarterly	83	29.1%

8. Where would you like to see bike-share stations located?



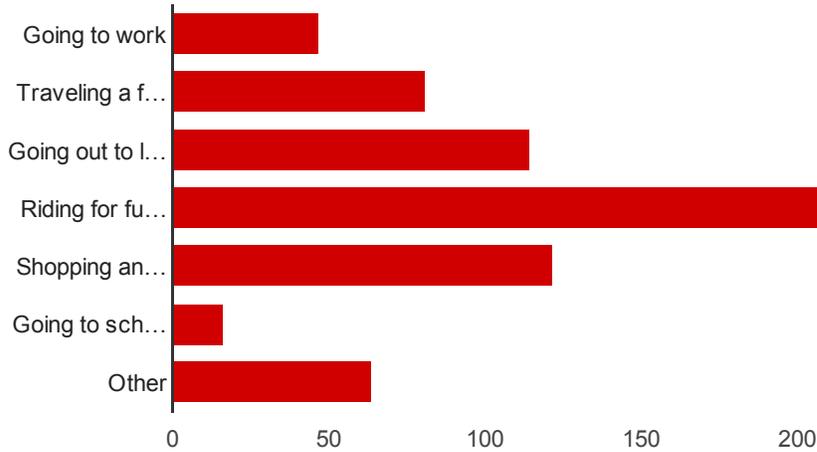
In a downtown area	243	79.4%
Near my place of work	88	28.8%
Where I exercise	45	14.7%
Close to bus stops	127	41.5%
Near parking garages	93	30.4%
Other	64	20.9%

9. How far would you walk to use a bike-share bicycle?

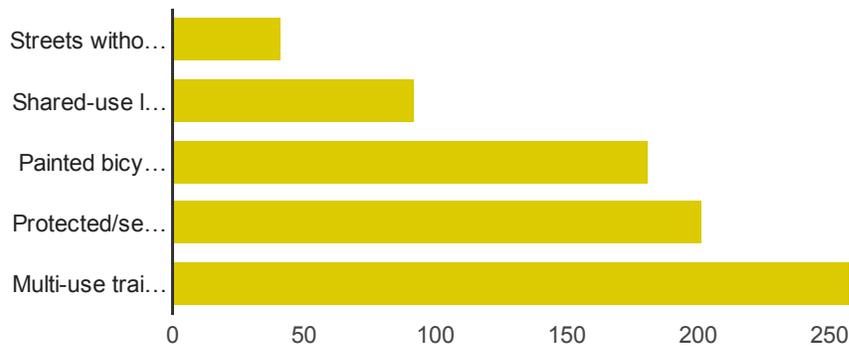


Outside my building (1-2 minutes)	58	19.9%
Across the street (3-5 minutes)	119	40.9%
A few blocks (5-10 minutes)	164	56.4%

10. What would you use the bike-sharing bicycle for?

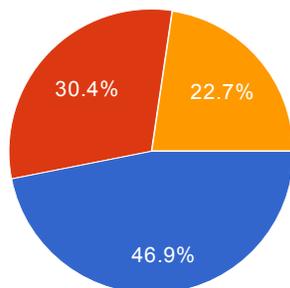


11. Which of these bicycle facilities would you feel most comfortable riding bike-share on?



Streets without specific provisions for bicyclists	41	13.4%
Shared-use lanes designated by shared lane markings (also referred to as "sharrows")	92	30.2%
Painted bicycle lanes	181	59.3%
Protected/separated on-street bicycle facilities (also referred to as "cycle tracks")	201	65.9%
Multi-use trails such as the Pinellas Trail	258	84.6%

12. How important would it be for any potential program to provide a seamless network of bike-sharing stations throughout Pinellas County (i.e. St. Petersburg, Clearwater, Largo, Pinellas Park, etc.)?



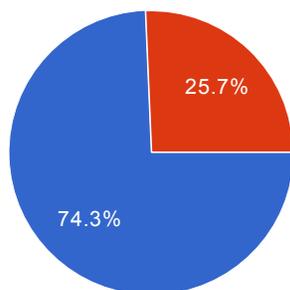
Very important	151	46.9%
Somewhat important	98	30.4%
Not important	73	22.7%

13. What areas do you think would support a successful bike-sharing program?



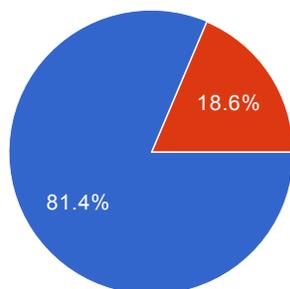
Downtown areas	267	85.3%
Beaches	234	74.8%
Tourist districts	237	75.7%

14. What method would you prefer to rent a bike-share bicycle?



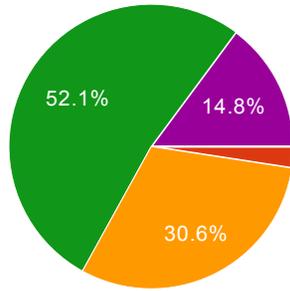
Per trip fee	220	74.3%
Annual membership	76	25.7%

15. Overall, do you think bike share is a good idea for Pinellas County?



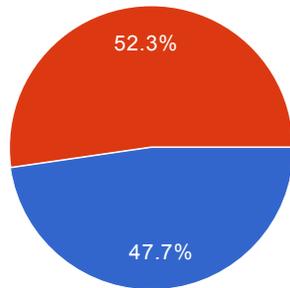
Yes	262	81.4%
No	60	18.6%

16. What is your age?



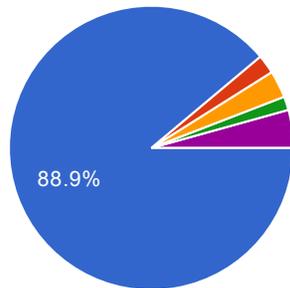
Under 18 years	0	0%
18 to 24 years	8	2.4%
25 to 44 years	101	30.6%
45 to 64 years	172	52.1%
65 years and over	49	14.8%

17. What is your sex?



Male	156	47.7%
Female	171	52.3%

18. What is your ethnicity?

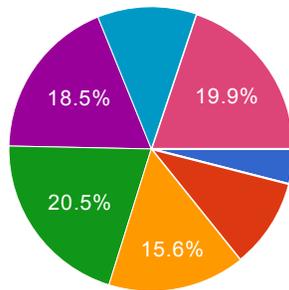


White or Caucasian	288	88.9%
Black or African American	7	2.2%
Hispanic or Latino	10	3.1%
Asian or Pacific Islander	5	1.5%
Other	14	4.3%

19. How many people reside in your household?

- 1 plus cat
- Two
- 1
- 2
- 3
- 4
- 5
- 6
- One
- two
- one
- Only me
- Two.
- na

20. What is your annual household income?



Less than \$20,000	12	4%
\$20,001 to \$40,000	31	10.3%
\$40,001 to \$60,000	47	15.6%
\$60,001 to \$80,000	62	20.5%
\$80,001 to \$100,000	56	18.5%
\$100,001 to \$120,000	34	11.3%
More than \$120,000	60	19.9%

21. Please enter the 5-digit zip code for your home address

- 33776
- 33777

33774

33772

33773

33770

33771

33778

33765

33763

34698

33764

33761

33762

34695

33760

33767

33647

34689

33755

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33611

33615

37001

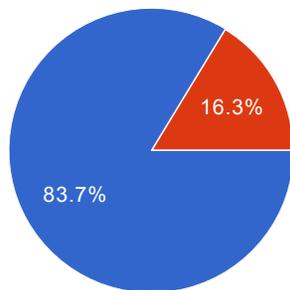
34251

34655

34653

- 33606
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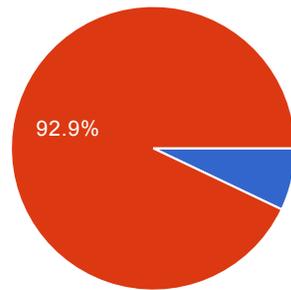
22. Are you currently employed?



Yes	272	83.7%
No	53	16.3%

23. Are you currently enrolled in school?

Yes	23	7.1%
No	302	92.9%



24. Please let us know any other thoughts or ideas that you have for a bike-share system in Pinellas County

We need safe bike lanes that connect St. Petersburg with the beaches - Pasadena just lost opportunity to connect trail to beach by re-stripping narrow bike lanes when FDOT resurfaced road.

very

This survey was biased. It assumes that there is an interest in a bike share program and did not afford the respondent to indicate that they would not use a bike share program. Specifically questions 7 & 9 provided options that could only be identified as variations of approval.

if you charge no one will use.

Anti-theft, tracking devices on them.

Chery Stacks is my bikeshare hero :)

Work on better public Transit vs. Bike Sharing Programs

I like blue

Psyched! Let me know if I can help.

I am against the idea of bike share. The cost is usually passed on to local governments and bike thefts occur from the program. Not a good idea for the tax-payer, only the vendor benefits.

Do not begin with cheap rates hoping to attract, then keep regular users. Bikeshare is a valuable amenity and should be priced as such from the beginning. I believe bike stations along the Pinellas Trail in downtown areas and along trails like Safety Harbor's have potential. Beach routes to move from say Maderia to Clearwater Beach would work well too.

I'd start with downtown St Pete, as I think the beach areas would need a LOT of work to be safe and attractive for bikes.

Funding would be better spent on additional trail connections and sperate facillities

PLEASE don't use my tax dollars (local, state or federal) for this ridiculous nonsense!

It's important for it not to be credit card based for our area's poor. I volunteer at a family center and believe our clients would use it from time to time. Maybe you can buy a token at a station with either a credit card or cash?

Would need to be accessible enough for people to access or would not get used. Downtown parking would benefit. People staying downtown would use for brewery tours, gallery / mural tours etc.

Tricycles! With gears!

Fabulous idea!

Used bikes, selling your old bike to the city to fix and use for the sharing, bikes at every bus station. Free for college students

Great idea

I could see a localized system for trips of 2-5 miles in areas like downtown St. Pete, downtown Clearwater, north / south beaches, Dunedin, north / south Pinellas Trail, Oldsmar, etc. and yet have all the systems under one umbrella to allow use and exploration for the whole county.

Very interested in Bike Share program for beach communities and several of the downtown areas.

Include Oldsmar

YES!!

Providing free bikes or reduced price bikes to low income residents to promote alternative ways of transportation and good health.

Many cities have a "30 minute free" ride incentive. The 30 minute ride - paid or not - is impractical. People need 1-2 hours, 4 hours or full day intervals. Tourists need gamf and full day. Commuters need 1-2 hours, but need to know that if they use a bike inbound to downtown, there needs to be an available outbound bike. Bikes stations should also be in neighborhoods; otherwise, we have to drive downtown, pay to park, and ride around which will deter use.

It should use the same system Tampa does so the whole region has one system.

Retired

Please do it, and don't half ass it.

More trails

Cost of rental would be a huge factor

Total waste of taxpayer money

You need to try and get business buy-in. The more businesses in the downtown and beach areas that can cater to bike traveling, the more likely high usage is.

I'd probably use it less than I'd like due to the infirmities of age, but I'm totally in favor of it.

Need more safe bikeways before this can be successful, It's dangerous on a bike around P County

Many other cities have implemented Bike Share programs with great results. It is time for us to do the same.

Try to service the employees and visitors on Clearwater Beach - employees can take bus and then finish trip to work, tourist can get around on Jolly Trolley, then use bikes to go to specific places at their decision.

I live in Tampa but could see myself using bike share as a local visitor to places like Downtown St. Pete, Dunedin, Clearwater, Pass-a-Grille, and Clearwater Beach.

Inclusion of Oldsmar with our 10-mile Trail; 5 hotels and more

Pinellas Park needs to provide bike lanes so more people can cycle. They are in the middle of the county and have the worst bike lanes

I think it would be great and would really help with our growth.

If there is a bike share program...locations to get bikes should be enough and spread around the area. I would not be willing to travel more than a mile to get to bike share location. I think long term this is a great opportunity to preserve our environment and lower the emissions of vehicles by driving less.

provide helmets

Bike shares are good in concentrated urban areas. No one is going to ride a bike from St. Pete to Clearwater. And who benefits from bike share? I see it more for tourists than locals. Let a commercial enterprise pay if there's going to be one.

I would like to see it be equally available throughout Pinellas - not focused on beaches and south county. Initiatives seem to forget the Palm Harbor/Oldsmar area.

Have ortho problems. Can't bike at all.

Bike share works. Install one bike-share station in the Grand Central District in St. Petersburg and one on Beach Drive in Downtown St. Pete and one at the corner of 1st ave SE and 1st Street SE in St. Pete (i.e. at the site of the Farmers Market and the terminus of the Pinellas Trail) and you will see these bikes being used. The sight of bike-share bikes becoming a regular part of the dynamic at downtown St. Pete will further enhance its image as an up and coming cultural center.

Need more bike infrastructure

Do it!

Usage should be free and underwritten by the developers who want to overpopulate our region.

When company comes to visit having an affordable bike for them would be most helpful.

Thanks

Would work best on the beaches probably or Tarpon Springs, Safety Harbor and Dunedin

Will bicycle helmets be required to ride these bikes?

I ride and am certified to train others to ride a 3 wheeled stand-up scooter with an electric assist motor made by Trikke. Greater personal fitness and transportation.

s

change this questionnaire...you've structured the questions via many assumptions i.e.

that'll it will be implemented but as a daily peddler I'd never use it

have stations at key nodes on Pinellas Trail.

Having a bike-sharing system for use from main bus arteries like U.S. 19 to the various St. Petersburg College campus locations seems like a great idea for our students!

I think this is a bad idea. We don't have the urban population to support this and it will cost taxpayers money

Too dangerous on main roads to consider commuting

Place in Dunedin

If you put them in the historic downtowns where a lot of people already ride, like Tarpon Springs, Dunedin, and St. Pete, as well as the beaches, it should be a hit!

yay!! Definitely beaches and definitely downtown to edge. Great for a "brew tour" or a "beach bike bar crawl"...parking is so difficult on the beach and downtown...even if I drove to a bike share and then biked it would make a beach day/lunch easier!!

I am concerned that the bikes will be stolen. A good locking system will be required.

Would like to see a bike-share system near the Pinellas Trail and in downtown St Pete

Although bike is my primary mode of transportation during the week (bike to work one mile), on the weekend it is a car to run errands, buy groceries, go to events in other cities. I would only feel comfortable riding on "Streets without specific provisions for bicyclists" if the speed limit was 25 mph, and it was only a two lane, two-way street. I only prefer an annual membership because I live here; I'm sure a per ride fee is much more logical for tourists.

Please make safer places to ride bikes. It is not a safe place to ride. I would ride to work by bike everyday if I thought I would arrive alive.

This would be a great asset for Pinellas County.

Bike Share Programs are money losers. It requires constant maintenance of bicycles, tracking and replacements. Would rather use the money to buy locks and lights and helmets for bike users and for education for motorists and bicyclists.

Bike share should be located at all major PSTA transfer facilities, as well as in each downtown district and selected beach access locations.

Our roads and our climate are dangerous. Climate change will make it worse. Who is responsible for the bikes and can the county or municipalities be sued if someone gets killed on one of the share bikes?

the survey should have a 'none of the above' choice. I doubt I would use the program since I have my own bike.

Senior discount

I ride my personal bicycle and would probably never utilize the bike-share system but I think it can be utilized by other citizens.

Should be demand in beach tourist areas.

It must be financial attractive for all income groups and all ages. Bicycle infrastructure is also important for everyone on a bicycle to feel safe riding. Separated bike lanes are

ideal.

I'd be more excited about a bike sharing program if we had a more robust transit system built around it. Bikes are good for short distance travel but getting to the locations that might have bikes requires a car (or a really lengthy bus ride). Fix that problem and bike sharing becomes a much more attractive prospect.

Probably best suited for tourist areas.

Question 8: put stations near Pinellas Trail. Question 10: I would rent for the day if my bike was being repaired.

pair with educational effort (drivers, bikers, law enforcement) about rules of the road

The focus of any bike sharing or bike promoting initiative must start with drastically slowing down the traffic on the streets of Pinellas County. Let's also look to coordinate lights and ticketing speeders. A bike sharing program will not be successful unless we can improve the safety of bicyclists.

do it!

The Bike-Share System could be another step closer to being eco-friendly and non-toxic.

Just Do It!

would work well in downtown St. Pete. do not recommend spread out locations throughout Pinellas

I'm retired and ride a bike, but the streets of St. Pete just aren't safe enough to ride on. I own multiple bikes and ride on the trail, if there were separate bike lanes, I'd ride from my home to downtown - a 2 mile trip - Ridint east to coffee Pot and then to downtown is my usual ride, but the first 1 mile is scary, especially on 30th Ave,

coordination with other municipalities will be important as it would be great to have an integrated system that works anywhere in pinellas county. See DC for a great example of bike share - it goes in Virginia, Maryland and DC

pretty colored bicycles, please

high time!

Why not spend the money on libraries, improving roads, street drainage instead where the largest number of people would benefit from our tax dollars?!!!

I'm concerned that our county has one of the highest bike/auto accident rates in the country. I would ride in parks and other safe places. I think there should be adult trikes and tandem bikes too. Anything that will reduce auto traffic is a great idea! Good luck with your efforts.

Need to consider competition with existing local bike rentals including bike shops.

Don't undercut a new program by placing stations where they won't be used. Similarly, ensure pricing is consistent with the intent of the program (ie as transportation for students, blue-collar workers, it shouldn't be too expensive. If targeted to tourists, pricing may be different).

along pinellas trail, keystone rd trail, etc

Downtown Dunedin would be a great hub.

Great idea!

This is a stupid idea. It rains too often. Everything is too spread out to ride. It is too hot to ride anywhere where there are other because you will covered in sweat. Also, too dangerous to ride off a path, everyone is too busy looking at the phone. I know I ride recreationally 3 times a week.

Worth gathering information on it. Probably would be used mostly by tourists so a nice thing to offer them.

How to prevent theft/damage

Might be good for some people

Finish the Pinellas Trail

Downtown St Pete and beaches

great idea, learn from others then do it

question 7 needs to allow you to enter "never" or at least give you a blank to enter a diff answer; also on q. 15 my answer depends on how teh program was structured and what it costs to operate.

I would love to see a bike share program in Pinellas, I hate driving and always walked/biked to work before moving to Pinellas County. But a tremendous effort is needed to improve bike and pedestrian facilities and driver education before encouraging more bicycle transportation. Existing bike lanes are used by vehicular traffic as texting buffers, turn lanes, etc., I will only bike on trail and sidewalks.

Spend the money working on a good north-south bike lane

Excellent idea, highly recommend

I would not use it

Please bring in a bike share program. Look into the one in NYC. It's great and they have bike racks everywhere! The average trip within downtown is less than 20 minutes and it would be perfect!

I am a commuter so this is coming from an average of 7k miles per year. Before you invest in a bike share, you MUST invest in Driver and Rider Education. Every road is available to bicyclists, but until drivers know that is the case, you will only increase accidents. Education is the cheapest most effective way to clear the path for the bike share.

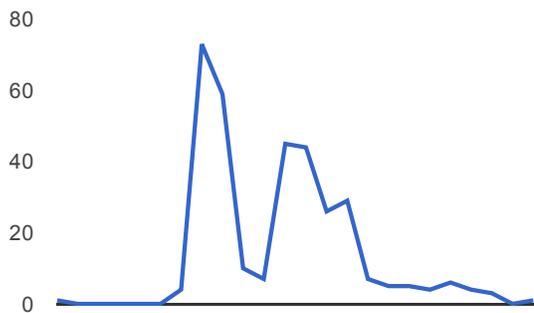
Bike-share system is a good idea as long as it is SAFE and NOT expensive to implement and use.

This is a waste of taxpayer money. The survey asks "how often would you ride a bike if there was a bike share program" There was no "never" option in the list of choices. I picked Quarterly, but I meant never. Stop wasting other peoples money. If you want something, you pay to implement it and stop stealing money from hardworking people.

Please be sure to look at female style models (without the center crossbar).

I love the idea of bike-share, but being 16 miles from work is not conducive to biking to work.

Number of daily responses



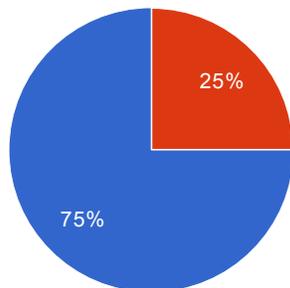
4 responses

[View all responses](#)

[Publish analytics](#)

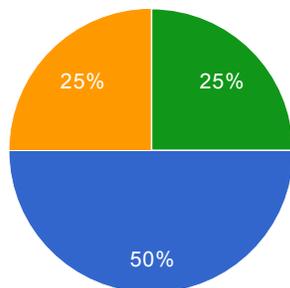
Summary

1. Do you provide bicycle rentals for your customers?



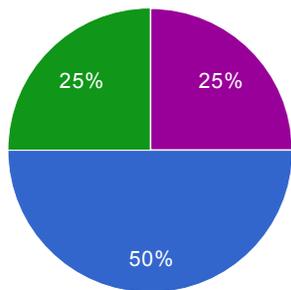
Yes	3	75%
No	1	25%

2. What percentage of your annual business revenues are generated from bicycle rentals?



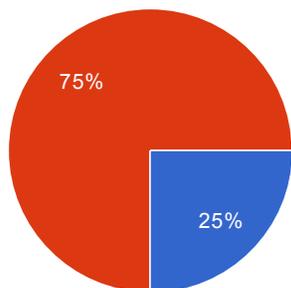
1%-5%	2	50%
6%-10%	0	0%
Over 10%	1	25%
I do not rent bicycles	1	25%

3. How many bicycles do you rent in an average month?



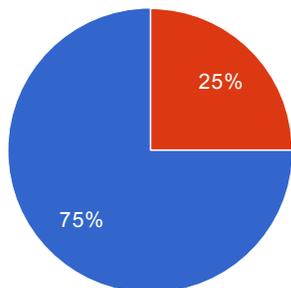
I do not rent bicycles 1 25%

4. Would you object to a publicly or privately-funded bicycle sharing program in Pinellas County?



Yes 1 25%
No 3 75%

5. If a bicycle sharing program is established in Pinellas County, would you be interested in participating by providing bicycle maintenance, system re-balancing and/or other services for the system?



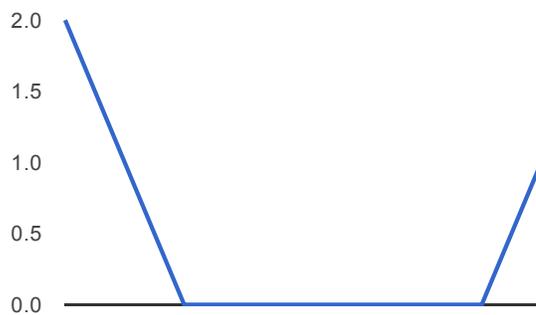
Yes 3 75%
No 1 25%

6. Please let us know any other thoughts or opinions you have on the potential business impacts of bicycle sharing and/or ways local bike shops can be part of a bicycle sharing program.

Little impact on us. In general, more people on bikes is good for all riders and shops. From what I've read about 'bike sharing' programs, they have more draw backs than benefits. After 6 months to a year, most reports are positive and everybody is happy, especially the providers. After that, things seem to fall apart. After having my own rental fleet for 35 years, it's clear to me, people don't take care of rental bikes like it was their own. Consequently the bike is left unlocked, stolen and abused. One report said many

were found in lakes and canals. The bikes need constant care from a safety and liability standpoint. If someone falls and breaks their neck, and you can't show, the bike was serviced by an established bike shop technician, you open the city up to a lawsuit. The person that rented the bike first may have damaged it and unbeknownst to the next rider, it may have become a safety hazard, and they could be hurt. If it's their own bike, the mechanical history is known and true fault can be determined. Though it may bring more bicycle awareness more to the forefront, and would be to my stores benefit, it still seems to risky to me. I don't like the cluttered look it gives to a city. The 'stations' where the bikes are kept are an eyesore and get worse with neglect and time.

Number of daily responses



Pinellas County is exploring bike share options and wants your feedback

Tony Marrero, Times Staff Writer

The city of Tampa's has rolled past the 100,000-mile mark. St. Petersburg's will be up and running soon. Now Pinellas County officials want to get in on the bike share action.

The county's **Metropolitan Planning Organization** is studying the idea of bringing bike share to Pinellas and is seeking input from residents and officials in the county's cities. (To fill out a survey yourself, go [here](#) Deadline is Nov. 13.) The goal is to have a report to the MPO board by early next year that would outline some options to make it happen, said Rodney Chatman, the MPO's planning manager.

"We see our report as laying the foundation and if local governments are interested, then we'd lay out a road map to get them to establish their own programs," Chatman said. Or, he said, it could be a seamless countywide program.

The MPO had created a subcommittee of its Bicycle Pedestrian Advisory Committee to tackle the task and is currently working on GIS analyses to map out areas where bike share could work. Think dense population centers with good grid networks, such as downtown areas and college campuses, Chatman said.

Some examples include downtown Clearwater, Safety Harbor, Dunedin and Oldsmar, as well as the gulf beach cities. Another likely location: the 47-mile Pinellas Trail.

Bike share programs are exploding throughout the country and in several cities in Florida, and Chatman pointed south for a potential model for Pinellas. Broward County's B-Cycle launched in 2011 -- reportedly the first countywide bike share program in the country -- and now offers 275 bicycles at 22 stations in 6 cities, according to its website.

County Commissioner and MPO board member **Karen Seel** asked MPO staff earlier this year to look into a program for Pinellas. "I've used bike share across the U.S. and I just find it to be a really great tourism attraction and a fun way to get around," she said.

Seel said the effort should consider -- and perhaps work in conjunction with -- private vendors that already offer bike rentals throughout the county.

"Maybe we talk to companies and see if there are gaps and put together a coalition to publicize what we have and fill in those gaps," Seel said.

Members of Tampa's Coast Bicycle program [logged nearly 106,000 miles](#) in its first 10 months. St. Petersburg is [expected to pick a winning bid](#) from among two companies this week. The city has vowed to make sure its program is accessible to poorer residents.

[Last modified: Tuesday, November 3, 2015 3:52pm]

Bicycle and Pedestrian Funding Opportunities

US Department of Transportation, Federal Transit, and Federal Highway Funds

Revised October 1, 2015

This table indicates potential eligibility for pedestrian and bicycle projects under Federal Transit and Federal Highway programs. Specific program requirements must be met, and eligibility must be determined, on a case-by-case basis. For example: transit funds must provide access to transit; CMAQ must benefit air quality; HSIP projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; NHPP must benefit National Highway System (NHS) corridors; RTP must benefit trails; the Federal Lands and Tribal Transportation Programs (FLTTP) must provide access to or within Federal or tribal lands. See more information about [Bikes and Transit](#) and [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#).

Activity	Bicycle and Pedestrian Funding Opportunities												
	US Department of Transportation, Federal Transit, and Federal Highway Funds												
	<u>TIGER</u> see note below	<u>FTA</u>	<u>ATI</u>	<u>CMAQ</u> see note below	<u>HSIP</u>	<u>NHPP</u> <u>NHS</u>	<u>STP</u>	<u>TAP</u> <u>TE</u>	<u>RTP</u>	<u>SRTS</u> until expended	<u>PLAN</u> see note below	<u>402</u>	<u>FLTTP</u>
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$			\$	\$					\$
ADA/504 Self Evaluation / Transition Plan	\$plan						\$	\$	\$		\$		\$
Bicycle and/or pedestrian plans	\$plan	\$					\$	\$			\$		\$
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$		\$			\$
Bicycle parking	\$*	\$	\$	\$		\$	\$	\$	\$	\$			\$
Bike racks on transit	\$	\$	\$	\$			\$	\$					\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$		\$	\$	\$					\$
Bicycle storage or service centers	\$*	\$	\$	\$			\$	\$					\$
Bridges / overcrossings for bicyclists and/or pedestrians	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Bus shelters and benches	\$	\$	\$	\$			\$	\$					\$
Coordinator positions (State or local)				\$ Limit 1 per State			\$	\$ as SRTS		\$			
Crosswalks (new or retrofit)	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Curb cuts and ramps	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Counting equipment	\$plan	\$	\$		\$	\$	\$	\$	\$	\$	\$*		\$
Data collection and monitoring for bicyclists and/or pedestrians	\$plan	\$	\$		\$	\$	\$	\$	\$	\$	\$*		\$
Helmet promotion (for bicyclists)							\$	\$ as SRTS		\$		\$	
Historic preservation (bicycle and pedestrian and transit facilities)	\$	\$	\$				\$	\$					\$
Landscaping, streetscaping (bicycle and/or pedestrian route; transit access); related amenities (benches, water fountains)	\$*	\$	\$				\$	\$					\$

Activity	Bicycle and Pedestrian Funding Opportunities US Department of Transportation, Federal Transit, and Federal Highway Funds												
	<u>TIGER</u> see note below	<u>FTA</u>	<u>ATI</u>	<u>CMAQ</u> see note below	<u>HSIP</u>	<u>NHPP</u> <u>NHS</u>	<u>STP</u>	<u>TAP</u> <u>TE</u>	<u>RTP</u>	<u>SRTS</u> until expended	<u>PLAN</u> see note below	<u>402</u>	<u>FLTP</u>
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$		\$	\$	\$	\$	\$	\$			\$
Maps (for bicyclists and/or pedestrians)		\$	\$	\$			\$	\$		\$	\$*		
Paved shoulders for bicyclist and/or pedestrian use	\$			\$*	\$	\$	\$	\$		\$			\$
Police patrols							\$ as SRTS	\$ as SRTS		\$		\$	
Recreational trails	\$*						\$	\$	\$				\$
Safety brochures, books							\$ as SRTS	\$ as SRTS		\$	\$*	\$	
Safety education positions							\$ as SRTS	\$ as SRTS		\$		\$	
Separated bicycle lanes*	\$	\$	\$	\$	\$	\$	\$	\$		\$			\$
Shared use paths / transportation trails	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$	\$		\$			\$
Signed bicycle or pedestrian routes	\$	\$	\$	\$		\$	\$	\$		\$			\$
Spot improvement programs	\$	\$			\$		\$	\$	\$	\$			\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$	\$		\$	\$	\$	\$	\$	\$			\$
Traffic calming	\$	\$			\$	\$	\$	\$		\$			\$
Trail bridges	\$			\$*	\$	\$	\$	\$	\$	\$			\$
Trail/highway intersections	\$			\$*	\$	\$	\$	\$	\$	\$			\$
Training				\$			\$	\$	\$	\$	\$*	\$	
Tunnels / undercrossings for bicyclists and/or pedestrians	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$			\$

KEY: \$: Funds may be used for this activity.

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973

TIGER: Transportation Investment Generating Economic Recovery Discretionary Grant program

FTA: Federal Transit Administration Capital Funds

ATI: Associated Transit Improvement (1% set-aside of FTA)

CMAQ: Congestion Mitigation and Air Quality Improvement Program

HSIP: Highway Safety Improvement Program

NHPP/NHS: National Highway Performance Program/National Highway System

STP: Surface Transportation Program

TAP/TE: Transportation Alternatives Program / Transportation Enhancement Activities

RTP: Recreational Trails Program

SRTS: Safe Routes to School Program

PLAN: Statewide or Metropolitan Planning

402: State and Community Highway Safety Grant Program

FLTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program)

* TIGER: Subject to annual appropriations. \$plan = Eligible for TIGER planning funds. \$* = Eligible, but not competitive unless part of a larger project.

* CMAQ: See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.

* STP and TAP: Activities marked "as SRTS" means the activity is eligible only as an SRTS project benefiting schools for kindergarten through 8th grade.

* Planning funds must be for planning purposes: Maps: System maps and GIS; Safety brochures, books: As transportation safety planning; Training: bicycle and pedestrian system planning training.

* Separated Bicycle Lanes, also known as protected bike lanes or cycle tracks.

PRESENTATION AND/OR ACTION ITEMS

C. Committee Recommendations

1. Courtney Campbell Trail Amenities (BPAC) – Action

At its January 25, 2016 meeting, the Bicycle Pedestrian Advisory Committee (BPAC) discussed the need for basic trail amenities for the Courtney Campbell Trail that links Clearwater with Tampa. The Courtney Campbell Trail, approximately 9-miles long, provides a regional bicycle and pedestrian connection across the waters of Tampa Bay.

The Committee noted that a conceptual amenities plan was developed a few years ago and recommended locations for rest stations, shelters, designated parking areas, benches, trash receptacles, a water-filling station and landscaping. The BPAC was also informed that the Hillsborough County Board of County Commissioners budgeted funds to the City of Tampa for the installation of amenities on its portion of the Trail.

The BPAC also noted that the City of Clearwater had designed and funded the construction of a multi-use trail from its Ream Wilson Clearwater Trail at Bayshore Boulevard, south to S.R. 60 and the Courtney Campbell Trail. That trail connection is due to be completed by March 2016 and should further increase usage of the Courtney Campbell Trail.

From all accounts, the Courtney Campbell Trail has exceeded user expectations. While obviously a successful project, high trail usage supports the need for trail amenities to support the safety and comfort of its users. After discussion, the BPAC voted unanimously to request that the MPO recommend the Pinellas County Board of County Commissioners provide funding for the necessary amenities located along Pinellas County's portion of the Courtney Campbell Trail.

ATTACHMENT: Courtney Campbell Trail Amenities Conceptual Cost Estimate – Pinellas

ACTION: MPO to approve BPAC recommendation to request that the MPO recommend the Pinellas County Board of County Commissioners provide funding for the necessary amenities located along Pinellas County's portion of the Courtney Campbell Trail

Pinellas MPO: 02/10/16

Preliminary Opinion of Probable Construction Cost

Courtney Campbell Scenic Highway Trail Conceptual Amenities Master Plan

Pinellas County

Amenity	Quantity	Unit	Unit Price	Cost
Trail Head parking (20 spaces), restroom (500 sf), shower, 1 water fountain, 4 benches, 2 trash receptacles, 4 bicycle racks (20 loops), 1 wayfinding kiosk, 1 interpretive sign	1	EA	\$ 81,800.00	\$81,800.00
Comfort Station 1 large shade structure, 1 water fountain, 2 benches, 2 trash receptacles, 2 bicycle racks (10 loops), 1 wayfinding kiosk, 1 interperetive sign, concrete pad (10'x20')	1	EA	\$9,366.67	\$9,366.67
Rest Station 1 large shade structure, 1 water fountain, 1 bench, 1 trash receptacle, 1 bicycle rack (1 loop), 1 interperetive sign, concrete pad (10'x20')	2	EA	\$5,766.67	\$11,533.33
Rest Area 1 small shade structure, 1 bench, 1 trash receptacle, 1 bicycle rack (1 loop), concrete pad (5'x10')	18	EA	\$2,366.67	\$42,600.00
Landscape Enhancement	1,850	LF	\$100.00	\$185,000.00
4" Water Line	18,500	LF	\$7.50	\$138,750.00
4" Water Line Bridge Crossing	100	LF	\$50.00	\$5,000.00

Sub Total	\$474,050.00
CEI (15%)	\$71,107.50
Design (15%)	\$71,107.50
Mobilization (10%)	\$47,405.00
25% Contingency	\$118,512.50
Grand Total	\$782,182.50

PRESENTATION AND/OR ACTION ITEMS

C. Committee Recommendations

2. Safety Improvements to Rosery Road in Largo (BPAC) – Action

At its January 25, 2016 meeting, the Bicycle Pedestrian Advisory Committee (BPAC) received a presentation from Valerie Brookens of the City of Largo Planning and Development Services Division regarding multi-modal access challenges on Rosery Road. The City's Multimodal Transportation Plan identifies Rosery Road as part of their Community Street network, which is intended to provide a safe and efficient route connecting neighborhoods to goods and services, and to stimulate economic growth and development.

In October 2014, the segment of Rosery Road east of Missouri Avenue was modified as part of the development review process associated with a new Wal-Mart retail center that occupies land southeast of the intersection. The roadway modifications included installation of shared lane markings and signage for bicyclists, reduction of the travel lane width on Rosery Road to approximately 11 feet, the construction of a raised concrete median to separate eastbound and westbound traffic, and a new driveway access for large trucks and motor vehicles approximately 460 feet east of the Rosery Road/Missouri Avenue intersection.

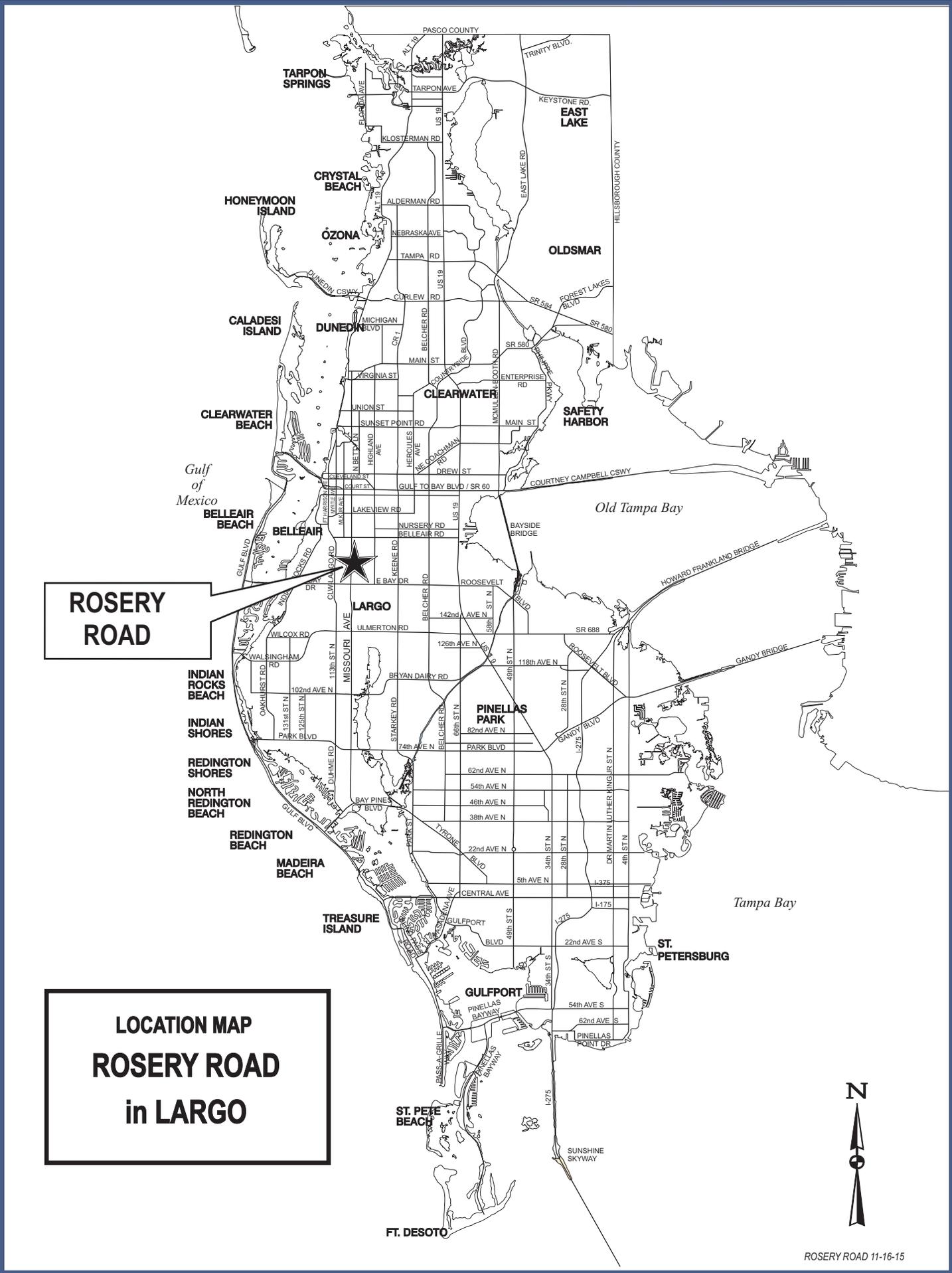
Committee members communicated concerns at a previous BPAC meeting regarding accommodations for vulnerable users (bicyclists and pedestrians) along with reports that the majority of motorists did not share the road. In response, the City reported that a "Bicycles May Use Full Lane" sign was installed. In addition, the City is considering the National Association of City Transportation Officials (NATCO) recommendation to install "sharrows" every 50 – 100 feet in constrained corridors. Additional guidance from FDOT specifies sharrows be installed approximately 4-feet from the outside curb.

The BPAC would like to commend the City of Largo for its quick response to safety concerns from vulnerable users on Rosery Road and for the City's support for bicycle and pedestrian facilities and programs. The improvements for Rosery Road will not only provide a safer facility for cyclists and pedestrians but also serves to educate motorists through appropriate signage and increase the awareness of vulnerable users.

ATTACHMENT: Rosery Road Locator Map

ACTION: MPO to approve BPAC recommendation to send a letter to the City of Largo thanking them for their efforts to improve vulnerable user safety along Rosery Road and Missouri Avenue

Pinellas MPO: 02/10/16



ROSEY ROAD

**LOCATION MAP
ROSEY ROAD
in LARGO**



PRESENTATION AND/OR ACTION ITEMS

C. Committee Recommendations

3. Staffing Needs for Pinellas Trail User Safety and Security (PTSTF) – Action

At its January 12, 2016 meeting, the Pinellas Trail Security Task Force (PTSTF) received an update from the Public Works Department on the current status of projects that are associated with completion of the Pinellas Trail Loop. A robust discussion ensued regarding the safety, operational and maintenance challenges that will continue to grow as more segments of the Pinellas Trail Loop are completed. Challenges such as transporting maintenance equipment, extended travel times between “hot-spot” locations, potential delays in responding to incidents, and ineffective communication between field staff were cited as a few examples to underscore this point. Additional perspectives from the Pinellas Trail Auxiliary Rangers, the Pinellas County Sheriff’s Office (PCSO), Pinellas Trails, Inc. and Parks and Conservation Resources (PCR) staff led to the group’s conclusion that there is a need for more resources in order to ensure that this valuable transportation asset is adequately maintained as new trail segments are completed and opened for public use.

After further discussion, the PTSTF voted unanimously to request that the MPO recommend the Pinellas County Board of County Commissioners provide additional funding in order to maintain safety and security along the Pinellas Trail Loop.

ATTACHMENT: Pinellas Trail Loop Map

ACTION: MPO to approve PTSTF recommendation to send a letter to the Pinellas County Board of County Commissioners requesting additional funding in order to maintain safety and security along the Pinellas Trail Loop

Pinellas MPO: 02/10/16

Pinellas Trail Loop

Figure 2

Phase 1

Enterprise Road to Bright House Networks Field

Phase 2

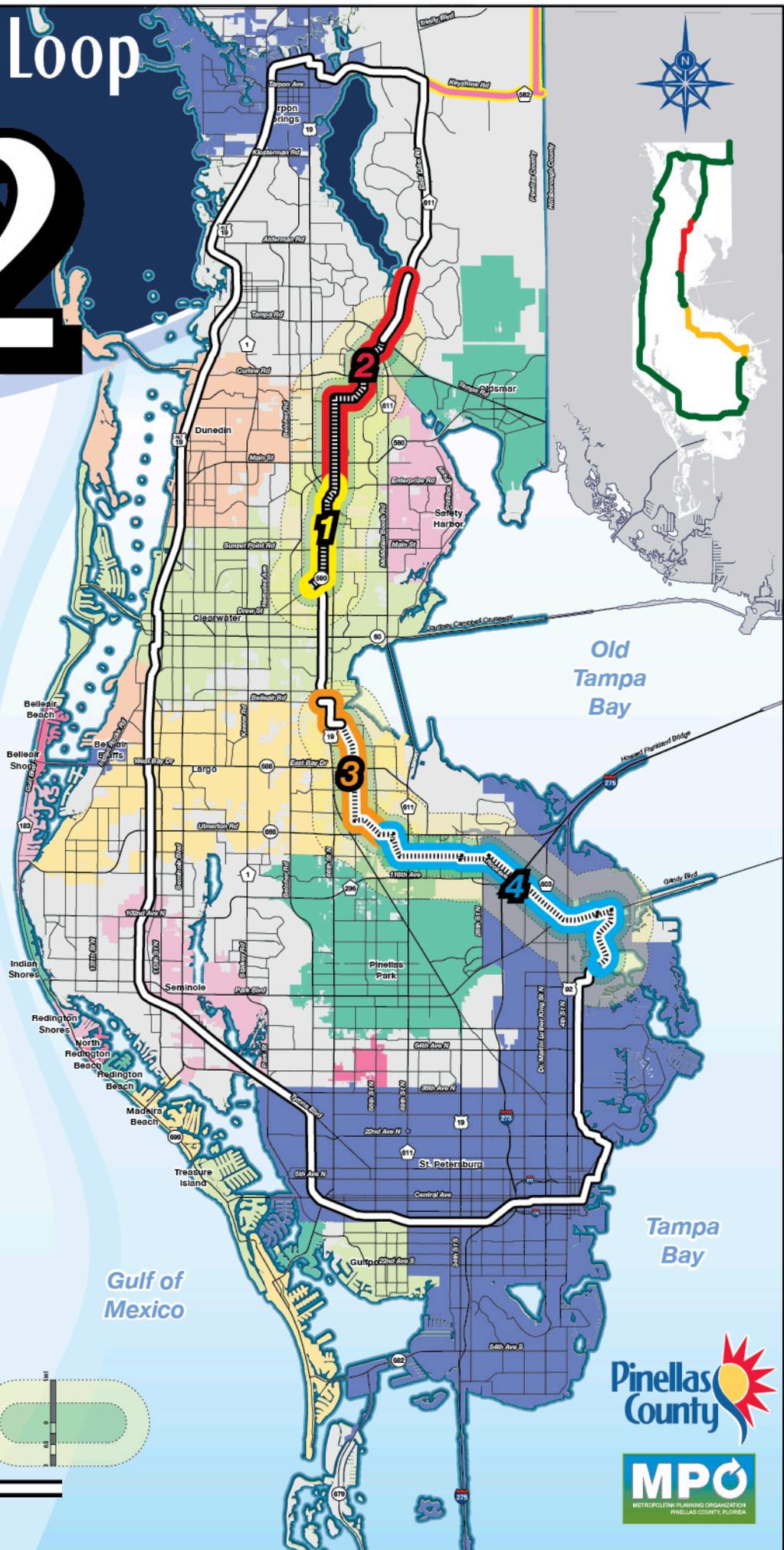
John Chesnut Park to Enterprise Road

Phase 3

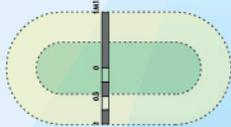
Belleair Road to Ulmerton Road

Phase 4

Ulmerton Road to the San Martin Bridge



-  North Gap
-  South Gap
-  Tri-County Trail / Coast to Coast (FDOT)



Existing Pinellas Trail



PRESENTATION AND/OR ACTION ITEMS

D. Tampa Bay TMA Leadership Group Meeting of February 5, 2016

The Tampa Bay Transportation Management Area (TMA) Leadership Group will meet on Friday, February 5, 2016. A copy of the meeting agenda is attached. The agenda includes several items that may require follow-up action by the member MPOs. Staff of the MPOs is recommending changes to the TMA Leadership Group's Purpose and Organization and the Group is scheduled to discuss and possibly refine its 2016 funding priorities. If the TMA Leadership Group takes action on one or both items, its recommendation will be presented to the individual MPOs for action.

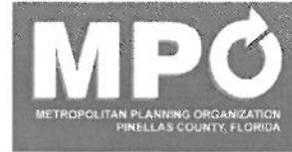
ATTACHMENT: Tampa Bay Transportation Management Area February 5 Meeting Agenda

ACTION: As deemed appropriate based on discussion

Pinellas MPO: 02/10/16



Hillsborough MPO
Metropolitan Planning
for Transportation



Tampa Bay Transportation Management Area (TMA) Leadership Group

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Friday, February 5, 2016

9:00 a.m. - 12:00 p.m.

**Pinellas Suncoast Transit Authority
3201 Scherer Drive, St. Petersburg, Florida**

Meeting Objectives:

- Review status of Regional Transit Study
- Begin discussion of needed refinements to TMA Leadership Group priorities
- Review presentation on THEA Strategic Plan
- Review and revise as needed TMA Leadership Group Purpose and 2016 Workplan

9:00 Welcome and introductions

Summary of December 11, 2015 Tampa Bay TMA Leadership Group Workshop

9:15 Tampa Hillsborough Expressway Authority Strategic Plan

10:00 Regional Transit Study

- Status Report
- Transit Referenda across the country

10:30 Break

10:45 TMA Leadership Group Purpose and Organization

11:00 Initial discussion of refinements to 2016 TMA Leadership Group Priorities

11:30 Review draft Workplan for 2016

Next Steps

12:00 Adjourn

PRESENTATION AND/OR ACTION ITEMS

E. Vision Zero – Presentation

Vision Zero is an approach to traffic management that starts with the idea that everyone has the right to be safe in traffic. It is rooted in the belief that every traffic death and injury reflects a failure in the system and that none are acceptable. That is how many people feel about airplane crashes, medical mistakes or homicides, yet fatal traffic crashes are tolerated as an inevitable byproduct of our transportation network. That is a logical result of decades spent designing many of our roads to move cars and trucks as quickly and efficiently as possible, putting our most vulnerable users at risk. The Vision Zero philosophy says that keeping people alive and healthy ought to be the number one priority in how we design roadways and manage traffic flow, outweighing concerns about vehicle speeds, convenience and other objectives.

Through its Pinellas SPOTlight emphasis areas, the PPC/MPO is focusing on a pilot Vision Zero approach for Gulf Boulevard and U.S. 19 that we expect to apply countywide. The work plans we are developing entail a partnership with law enforcement, planning and engineering professionals and community stakeholders to increase awareness about safety and developing and implementing strategies to eliminate fatalities and greatly reduce the severity of crashes involving the users of our transportation facilities.

Julie Bond, Program Director of Bike/Walk Tampa Bay and senior research association with the Center for Urban Transportation Research (CUTR) at the University of South Florida, will present an overview of Vision Zero and the efforts of Bike/Walk Tampa Bay to create a safer transportation network for all users.

ATTACHMENT: “Bike/Walk: The State of the Region” (January 2016)

ACTION: None required, informational item

Pinellas MPO: 02/10/16



A regional coalition of TAMPA BAY

THE STATE OF THE REGION

JANUARY 2016

BIKE / WALK

A regional coalition of TAMPA BAY

Who are we?

Bike/Walk Tampa Bay (BWTB) is a regional coalition of citizens, advocates, professionals and allied organizations coming together to improve walkability and bikeability in the Tampa Bay region. The coalition was formed by a partnership between Community Traffic Safety Teams of Tampa Bay, Florida Department of Transportation, New North Transportation Alliance, St. Petersburg Downtown Partnership, Tampa Downtown Partnership, Tampa Bay Area Regional Transportation Authority, Westshore Alliance, Hillsborough County MPO and Pinellas County MPO.

Many organizations, transportation agencies, businesses and non-profits have been working towards this goal, but a clear and consistent message across all stakeholders is still needed to create a true culture change. The seven founding partner organizations came together to engage and empower local communities and stakeholders to achieve our region's vision for a better future of walking and bicycling.

BWTB's mission includes:

- Harnessing the collective power of the five "E's" — education, engineering, enforcement, encouragement, and evaluation to make the Tampa Bay region more walkable and bikeable.
- Aggregating all bicycle and pedestrian related information.
- Improving safety and awareness by telling the story of why bicycling and walking benefits everyone in the Tampa Bay area.

Our community has many active players that seek to create a safer and more enjoyable environment for biking and walking in the Tampa Bay region. This publication takes a look at our challenges, highlights some recent accomplishments, and introduces the next steps for our region.



Community Traffic Safety Teams
of Tampa Bay



ST. PETERSBURG
DOWNTOWN PARTNERSHIP



TAMPA
DOWNTOWN PARTNERSHIP



TBARTA
Tampa Bay Area Regional Transportation Authority



Hillsborough MPO
Metropolitan Planning
for Transportation



MEET OUR CHANGE AGENTS

Our inaugural advisory board of directors were chosen for their passion, expertise, and commitment to making Tampa Bay a safe place to walk and bike. Our board members are involved community members who will take on advisory roles to help us achieve our safety goals.



Jane Castor is a Tampa native who attended the University of Tampa on an athletic scholarship in Basketball and Volleyball, where she earned a Bachelor's of Science degree in Criminology. Jane also holds a Master's of Public Administration from Troy State University. She served 31 years in the Tampa Police Department, becoming its first female chief in 2009, before retiring in May of 2015. She is the proud mother of two teenage boys.



Lauren Brooks has significant experience in both the transportation and environmental planning sectors of the Tampa community. Lauren received her Master's degree in Urban and Regional Planning in 2004 from FSU. She regularly develops and manages pedestrian/bicycle/transit studies and plans, corridor and sub-area plans (including neighborhood mobility audits), supporting projects for MPOs, the FDOT, and local planning agencies.



Craig Fox is currently a student at the University of South Florida, pursuing a Masters in Civil Engineering. He regularly commutes by bike to work. He is an active member of his local Toastmasters Club and enjoys exploring Tampa Bay's trails with his wife, going to the beach, and learning anything about astronomy and quantum physics.



Jeff Johnson has worked with AARP Florida since 2000 and was named state director on an interim basis in October 2010, then permanently in February 2012. Jeff joined AARP after working in public relations, marketing, and sales, most recently with the Tampa Bay (then) Devil Rays. He lives in St. Petersburg with his wife and daughter.



Ben Montgomery is an enterprise reporter for the Tampa Bay Times. He's also co-founder of the Auburn Chautauqua, a writers' collective. His stories have appeared in national magazines such as PARADE and Seventeen and he has contributed to NPR's Radiolab. He has taught narrative journalism at the Poynter Institute for Media Studies. He currently lives in Tampa with his wife and three children.



Randy Mhyre is the owner of Oliver's Cycle Sports and is a founding member of SWFBUD (South West Florida Bicyclists United with Dealers). Randy has learned that all riders want to be able to ride safely, and know that they and their loved ones are respected on the road. Randy is confident that being involved with Bike/Walk Tampa Bay will continue the journey toward improving our community.



Carrie Waite is the President and Founder of the St. Petersburg Bike Co-op, President of the St. Petersburg Shuffleboard Club and one of the organizers of the St. Pete Tweed Ride. When she's not out on her bike or shuffleboarding, she regularly helps produce video of some of the Bay area's best local bands for the award winning radio show "Grand National Championships" on WMNF 88.5 FM.



Rob Zimprich is the Chief Financial Officer at University Area Community Development Corporation. Rob is a recreational cyclist and runner and enjoys anything outdoors: fishing, kayaking, boating, and motorcycling. Rob resides in Largo with his wife Tam. They have five children, and are enjoying being "empty nesters". Rob is passionate about children's education and safety, cancer awareness, and volunteering in his community.

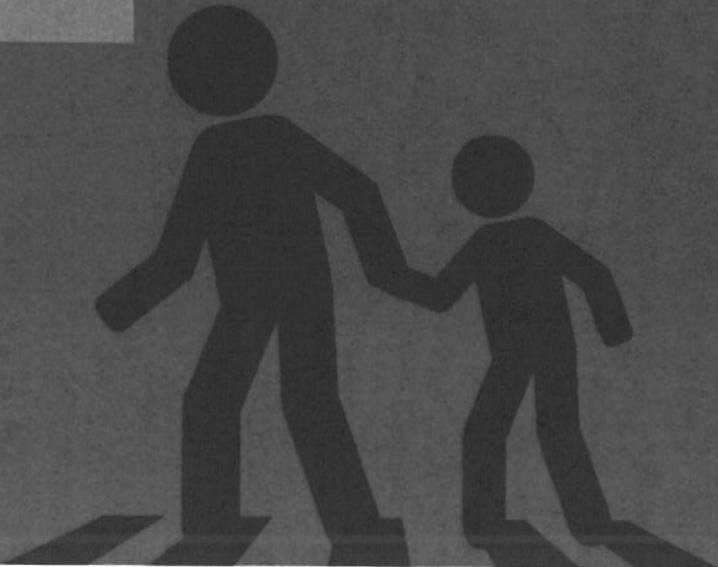


Debra Kleesattel has a Ph.D. in Gerontology from the University of Kentucky and has lived in Tampa for 10 years. She is an Army brat and the wife of a military veteran. She works for Humana Inc. and is currently coordinating the partnership development and community collaborative initiatives through the Tampa Bay Health Advisory Board to help make health easier in Tampa Bay.

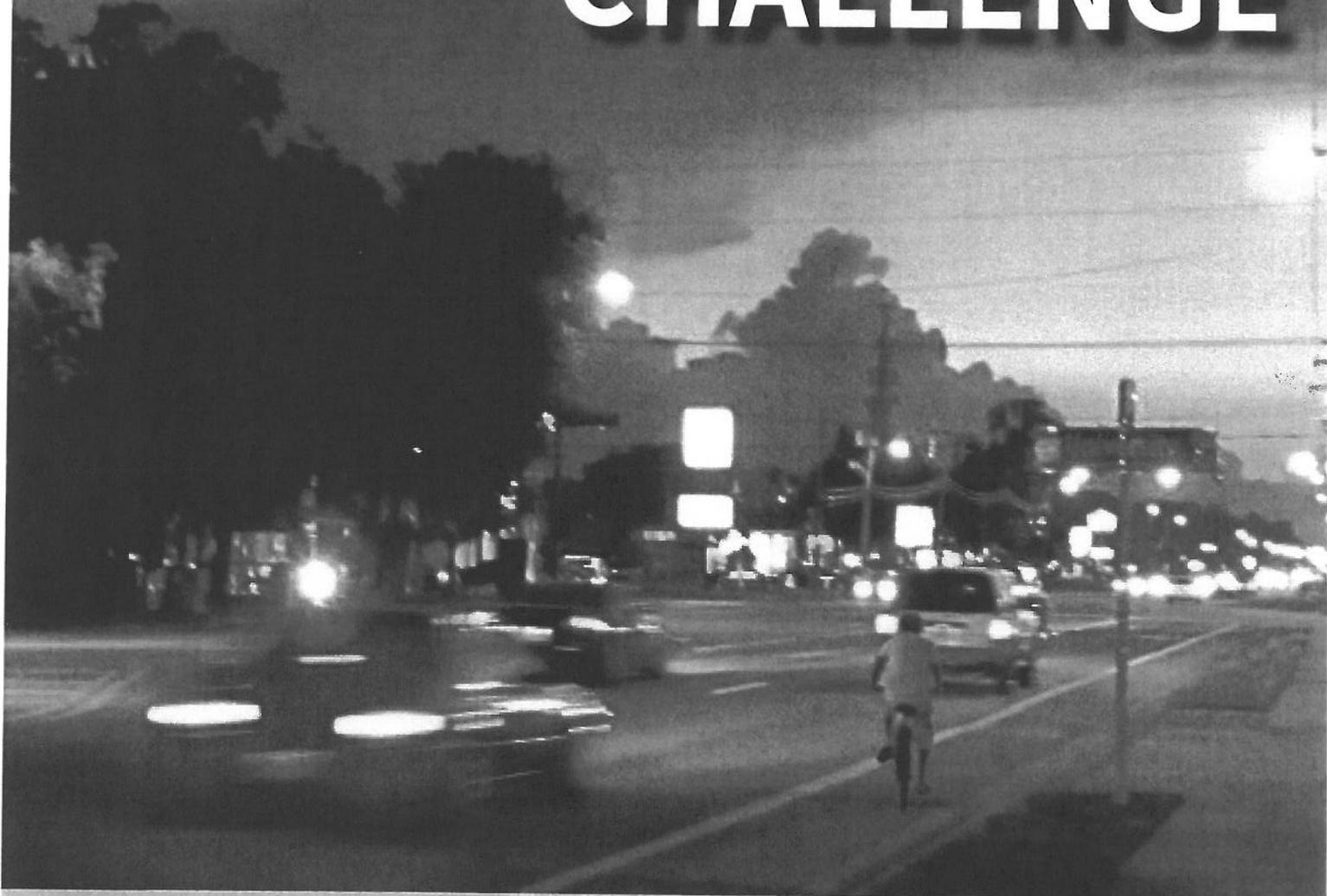


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THE SAFETY CHALLENGE



At least one pedestrian or bicyclist is killed every week in Tampa Bay.

In the past five years, 240 people have been killed on foot, and 73 people have been killed on bicycles in Hillsborough and Pinellas counties combined. Pedestrians and bicyclists are most vulnerable at night, as four out of five fatalities happen after dark. Adult men are most likely to be involved in these fatal crashes. However, men and women of all age groups are at risk.

The Bike/Walk Tampa Bay (BWTB) coalition is a cross-collaborative effort between community organizations to meet this urgent challenge head on. Walking and bicycling are healthy activities; as a community, we can embrace them as we take the necessary steps to protect pedestrians and bicyclists, promote positive change, and improve quality of life for all travelers.

Through education, engineering, enforcement, encouragement, and evaluation, BWTB aims to pave the way for safe travel in the Tampa Bay region.



PEDESTRIAN & BICYCLIST

Crashes in Hillsborough and Pinellas Counties



2014 CRASH FREQUENCY

FATALITIES

HILLSBOROUGH COUNTY



PINELLAS COUNTY



INJURIES



HILLSBOROUGH & PINELLAS CRASH STATS

HILLSBOROUGH & PINELLAS COUNTIES ACCOUNT FOR **12%** OF THE STATE OF FLORIDA'S TOTAL PEDESTRIAN FATALITIES

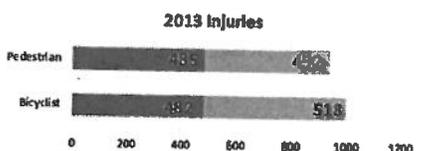
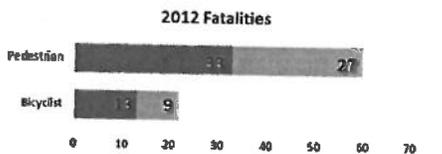
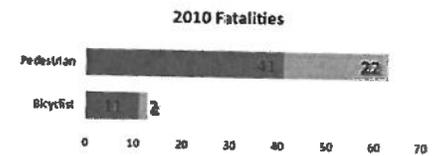
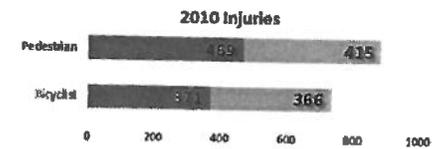
HILLSBOROUGH & PINELLAS COUNTIES ACCOUNT FOR **11%** OF THE STATE OF FLORIDA'S TOTAL BICYCLE FATALITIES

HILLSBOROUGH & PINELLAS HAVE AN AVERAGE OF **72** BICYCLE/PEDESTRIAN FATALITIES PER YEAR

HILLSBOROUGH & PINELLAS HAVE AN INCREASE OF **10** FATALITIES PER YEAR SINCE 2011

FATALITIES AND INJURIES FROM 2010 - 2013

■ Hillsborough ■ Pinellas



SOURCE:
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
SOURCES FOR STATISTICS:
2010-2012: TRAFFIC CRASH FACTS ANNUAL REPORT 2012
2013-2014: TRAFFIC CRASH FACTS ANNUAL REPORT 2014

CRASH CHARACTERISTICS (2014)

DAY VS. NIGHT

HILLSBOROUGH COUNTY

7 OUT OF 8 PEDESTRIAN FATALITIES OCCUR OUTSIDE OF DAYLIGHT HOURS

60% BICYCLIST FATALITIES OCCUR OUTSIDE OF DAYLIGHT HOURS



PINELLAS COUNTY

6 OUT OF 8 PEDESTRIAN FATALITIES OCCUR OUTSIDE OF DAYLIGHT HOURS

58% BICYCLIST FATALITIES OCCUR OUTSIDE OF DAYLIGHT HOURS





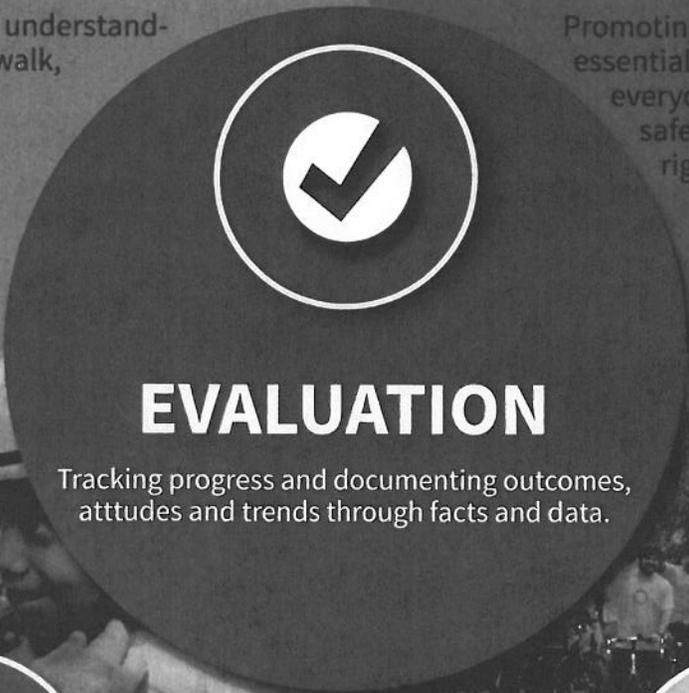
EDUCATION

Increasing knowledge and understanding so everyone is able to walk, bike, and drive safely.



ENGINEERING

Promoting better transportation design is essential to creating streets that everyone can navigate easily and safely. The right design encourages the right behavior.



EVALUATION

Tracking progress and documenting outcomes, attitudes and trends through facts and data.



ENFORCEMENT

Partnering with law enforcement agencies to promote good behavior among drivers and pedestrians. Enforcement helps reinforce and support educational programs and messages that improve public safety.



ENCOURAGEMENT

Encouraging walking, biking, and engaging the community. Promoting awareness and courtesy on our streets through events, programs and activities.



PUTTING WALKING AND BIKING FIRST THROUGH EDUCATION



A STAKEHOLDER IN PEDESTRIAN SAFETY

Since 2010, WalkWise Tampa Bay has given over 1,200 live, interactive presentations to Bay area neighborhood associations, civic groups, shelters, and distributed safety information to over 400 area businesses along high-crash corridors.

Presentations can be requested through our website, www.bikewalktampabay.org. Each participant receives a free reflective backpack or a bike light. Attendees take the WalkWise Tampa Bay pledge to walk safe and promise to help loved ones do the same; over 40,000 people have taken the oath to date, reminding Floridians that safety starts with them. According to WalkWise Tampa Bay Program Director, Julie Bond, the program has increased participants' knowledge of laws and safety.

WalkWise Tampa Bay is managed by University of South Florida's Center for Urban Transportation Research and funded by the Florida Department of Transportation District Seven.

BIKESMART SAFETY PRESENTATIONS EDUCATE TAMPA BAY BICYCLISTS

The BikeSmart program provides free bicycle safety classes. Classroom mini-courses are taught by certified instructors upon request in the Tampa Bay Area through Tampa BayCycle. These classes cover the rules of the road, ways to be a prepared bicyclist, and simple reminders, such as staying hydrated while riding. Each participant also receives important safety gear, such as bicycle lights and reflective vests.

Since its introduction in 2011, BikeSmart has provided classes to various businesses and community groups, including local homeless shelters. People staying in shelters often rely on walking, transit, and bicycling to get around.

BikeSmart is managed by the New North Transportation Alliance and the Tampa Downtown Partnership and funded by the Florida Department of Transportation District Seven.

PUTTING WALKING AND BIKING FIRST THROUGH ENGINEERING



Photo Source: www.seefloridago.org



Photo Source: www.tbo.com

RECTANGULAR RAPID FLASHING BEACONS

Rectangular Rapid Flashing Beacons (RRFBs) are highly visible warning signs that feature flashing lights. RRFBs alert motorists when pedestrians are attempting to cross the road. As of 2015, there are, “206 locations in Pinellas County where pedestrians can cross the road safely,” says Marc Hanger, Transportation Planning Analyst. The Pinellas County Metropolitan Planning Organization (MPO) facilitates the process of RRFB installation in coordination with the cities of Pinellas County and the state, while the Florida Department of Transportation (FDOT) funds the operation.

A Geographic Information System (GIS) map illustrates the locations of the RRFBs. According to Hanger, the need for a map locating the RRFBs was identified by the Pinellas County Community Traffic Safety Team. RRFBs have also been installed in Hillsborough County on 50th St., Busch Blvd., and Fletcher Ave., with more installations to come in the next five years.

BUFFERED BIKE LANES

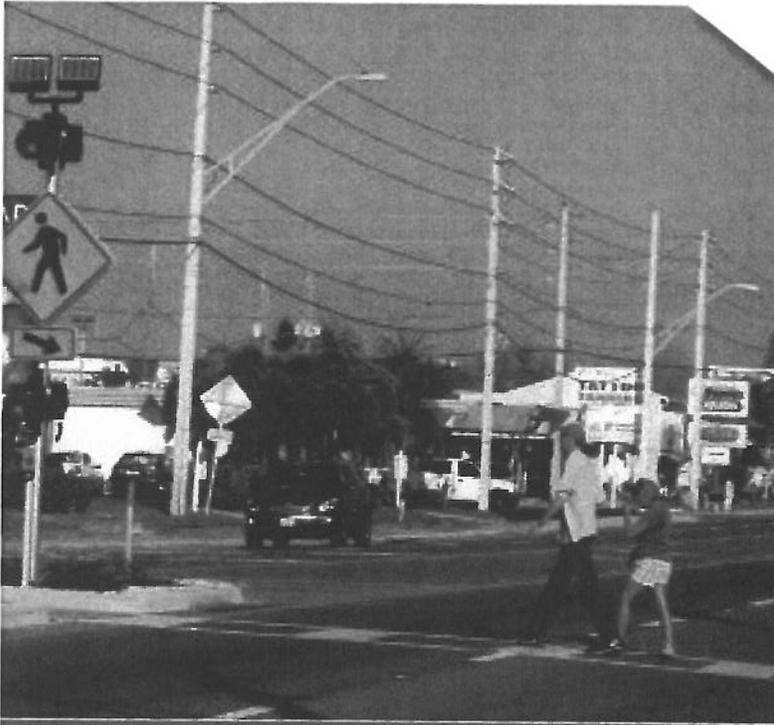
Sometimes, a little more room makes all the difference. Buffered bike lanes appeal to a wide variety of people because with added space, bicyclists are able to ride alongside traffic and feel safe.

The lanes will be required in areas that fit the program’s criteria for new construction; the Florida Department of Transportation will resurface Fowler Ave. by end of Spring, 2016, and the new bike lanes are included in the project. The lane installation will take place between Nebraska Avenue and Bruce B. Downs Boulevard, to provide an extra few feet of buffer, plus a gutter. In addition, buffered lanes are currently under construction on Howard and Armenia Avenue, Columbus Drive, and Tampa Bay Boulevard.

The city of Tampa installed several new buffered bicycle lanes last year, on Platt and Cleveland Street, from Armenia to Bayshore Boulevard and more are coming soon to encourage people to travel by bicycle, stay healthy, and protect the environment.



PUTTING WALKING AND BIKING FIRST THROUGH ENGINEERING



GULF BOULEVARD

According to a 2015 report by the Florida Department of Transportation (FDOT), crashes have dropped on Gulf Boulevard/SR699 in Pinellas County since efforts to improve pedestrian safety were kicked off in 2010. The report concludes that fatalities within crosswalks have decreased as a result of the installation of flashing beacons, new crosswalks and raised medians along the 15 mile stretch of the state highway. More drivers are stopping to allow pedestrians to cross the street than ever before.

WalkWise Tampa Bay educates citizens with public presentations; the program has also distributed 60,000 Key to Safety cards, providing memorable safety tips to visitors. In addition, the Pinellas County Sheriff's Office has increased traffic education efforts and enforcement. Although crashes have decreased overall, we still have work to do.

COURTNEY CAMPBELL CAUSEWAY

Bicyclists and pedestrians can walk or bike safely along one of Florida's best Scenic Highway Corridors by using the new 9-mile Courtney Campbell Trail.

The original Courtney Campbell Causeway Bridge only had 2-foot shoulders to accommodate pedestrians and bicyclists. Now open to the public, this 16-foot wide paved trail located just alongside the Courtney Campbell Causeway is served by a separate bridge structure just for walking and biking.

The beautiful 4-mile continuation of the 9-mile trail runs from McMullen-Booth Road in Clearwater across Old Tampa Bay into the heart of Tampa's Westshore District. The paved trail allows walkers, joggers, and bicyclists to travel between two counties while experiencing spectacular views of Tampa Bay atop the 45-foot-high pedestrian bridge.

PUTTING WALKING AND BIKING FIRST THROUGH ENFORCEMENT



COLLABORATION ON 50TH STREET

Last November, USF student Courtney Neusch was injured severely when struck by a vehicle within a crosswalk while crossing 50th Street near the USF Tampa campus. On September 16-17, 2015, a collaborative effort of enforcement, education, and engineering was initiated. Hillsborough County Sheriff's Office deputies (enforcement), WalkWise Tampa Bay staff (education), and Hillsborough County public works representatives (engineering) gathered on 50th Street to promote safe walking, bicycling, and driving on the busy road. WalkWise Tampa Bay staff demonstrated how to use the newly installed rectangular rapid flashing beacons (RRFBs) and provided safety cards. HCSO issued warnings to motorists who failed to yield or were speeding.

Local news outlets covered the event, accruing 871,204 viewers. In a CBS interview, Julie Bond, BWTB Program Director donned a neon safety vest and spoke about the importance of enforcement. She said, "We want you to be safe. We'll help as much as possible."

HIGH VISIBILITY ENFORCEMENT HVE

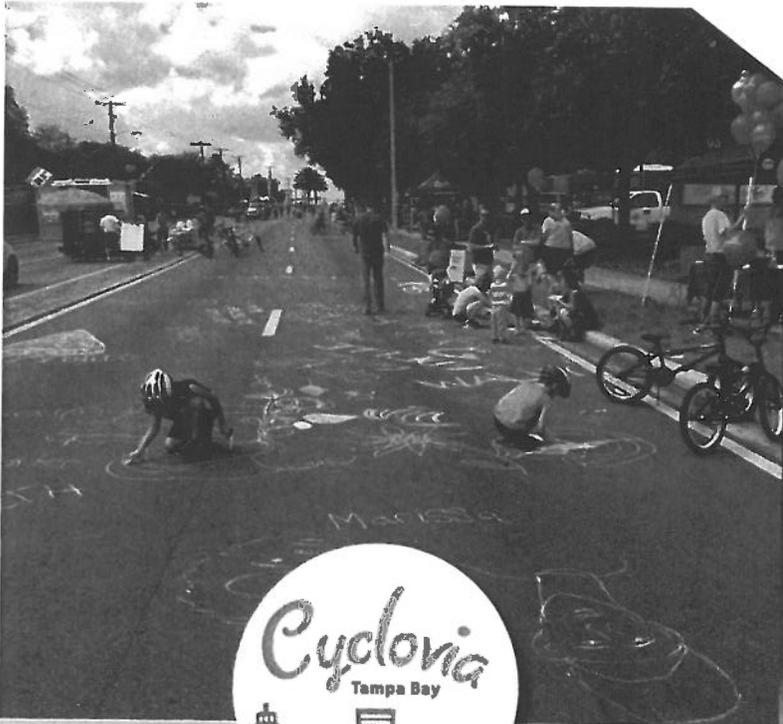
Inevitably, pedestrians, bicyclists or motorists who violate traffic and public safety laws come into contact with law enforcement. As an initial response, police try to educate offenders on traffic laws and include educational materials along with official warnings.

This approach is called High Visibility Enforcement (HVE) and it helps raise awareness of traffic safety issues related to cycling and walking. Working with law enforcement agencies is a key component of a successful and lasting safety program, and officers in the Tampa Bay region are doing their part to improve safety on the streets. Officers promote safe bicycling by providing free bicycle lights. The giveaway is the result of a partnership between the FDOT and local law enforcement agencies.

Federal HVE funds support the efforts of selected area police departments. Local officers work overtime to approach enforcement in new ways, create safer roads, and improve relationships between police, bicyclists, and pedestrians. According to Sgt. George Edmiston, Safety Enforcement Specialist with the Largo Police Department, the free bicycle lights are likely to save some bicyclists lives.



PUTTING WALKING AND BIKING FIRST THROUGH ENCOURAGEMENT



OPENING OUR STREETS

Cyclovia (also known as ciclovia or “open streets”) began in Bogotá, Columbia, where major city streets are temporarily closed and repurposed into safe, open, car-free environments.

In the Tampa Bay Area, Cyclovia activities include bicycle/pedestrian safety presentations, helmet fitting stations, “pop-up” interactive street games, food trucks, “slow” bike races, scavenger hunts, and bicycle decorating stations. Cyclovia events are happening all over the bay area, from Temple Terrace to Downtown Tampa to St. Petersburg. These events celebrate safety education, enhance public awareness, and encourage bicycling and walking.

DO THE LOCAL MOTION!

The “Do the Local Motion” program offers free, guided walking tours of Downtown Tampa. But it’s more than a pleasant walk through downtown—it’s a cultural experience. Guest tour guides lead themed biweekly tours that focus on Tampa’s history. Participants say the tours make them comfortable walking downtown for the first time, and they love the opportunity to learn more about the city they call home.

“Do the Local Motion” tours may look back at the bay area’s unique past, but they urge residents to look forward to a local culture of healthy movement, and take the necessary steps toward a safe, walkable future.



PUTTING WALKING AND BIKING FIRST THROUGH EVALUATION



VISION ZERO

Vision Zero is a global movement that provides one clear standard to evaluate our success: a future with zero traffic deaths. As we know, the number of traffic deaths reported in the Tampa Bay Area is unacceptable. Vision Zero is an effort to recognize traffic deaths, protect vulnerable populations, and institutionalize collaboration among key players and organizations to ensure all are accountable for creating and maintaining a culture of safety. Vision Zero requires us to educate drivers and pedestrians, fund traffic safety, engineer forgiving streets, employ data driven enforcement, and evaluate our progress along the way.

Vision Zero is more than a vision, it is a strategic system of evaluation that establishes clear goals, with the safety of pedestrians, cyclists, and motorists as priority one.

The standard is simple: no more traffic deaths.

COMPLETE STREETS

Complete Streets is a national campaign, and provides a way to evaluate local roadways to ensure streets are safe for people of all ages and abilities. When Fletcher Avenue was identified as an area of high pedestrian crash rates, Hillsborough County, FDOT, WalkWise Tampa Bay and the Hillsborough County Metropolitan Planning Organization joined together in an effort to make the area more walkable and bikeable — with award winning results! The \$5 million Complete Streets project to redesign the road for pedestrian and bicycle safety was completed in late 2014 and was recently awarded the State and Local Collaboration Project of the Year for 2014 by the Florida Association of County Engineers and Road Superintendents.

The Fletcher Complete Streets projects focused on safety by providing increased signage, pedestrian refuge islands, new mid-block pedestrian crossings, and bicycle lanes. WalkWise Tampa Bay also provided presentations and distributed safety information along the corridor.

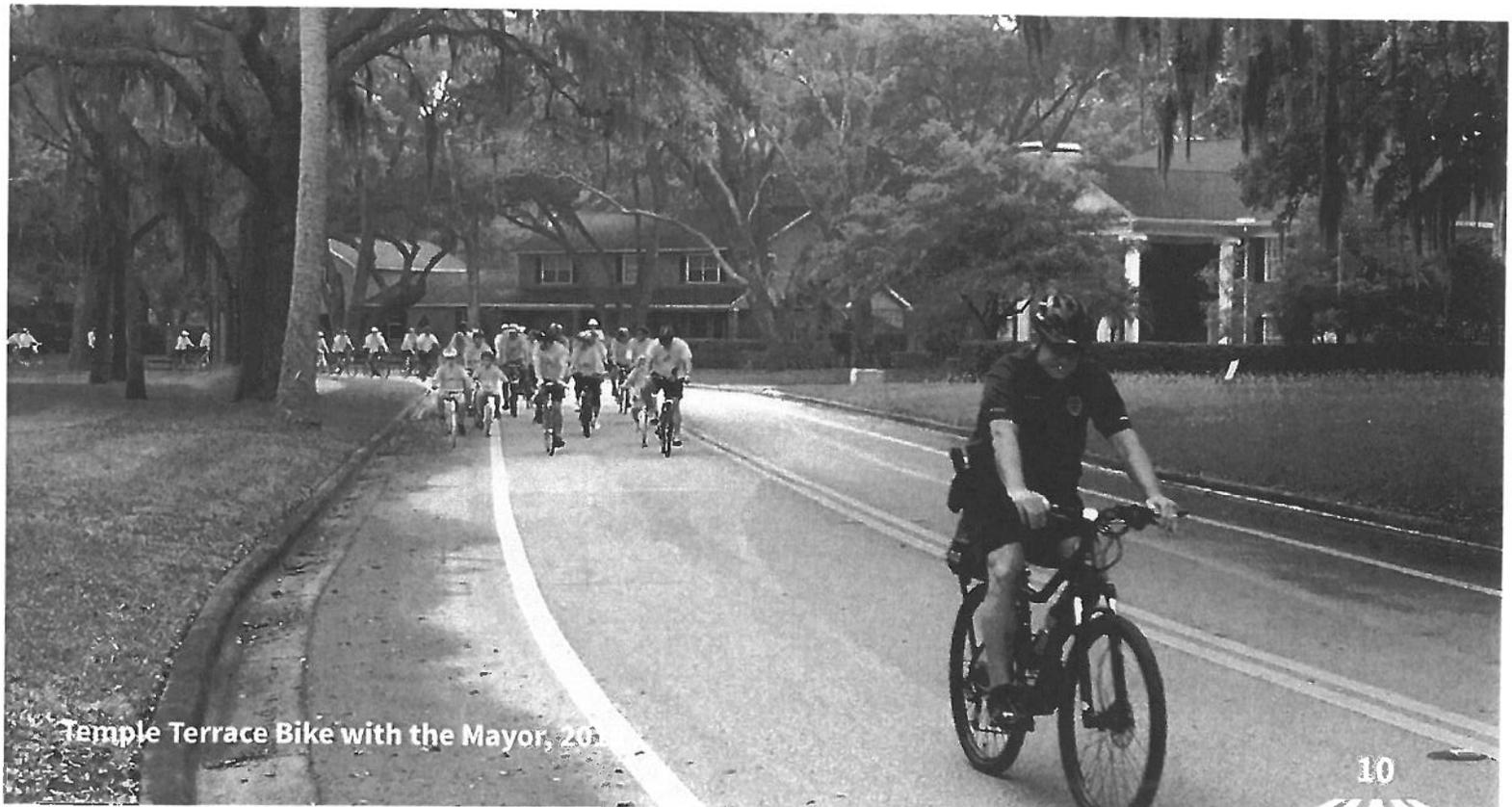


NEXT STEPS

Bike/Walk Tampa Bay brings together the efforts of various community stakeholders that are aligned to create a walkable and bikeable Tampa Bay. Over the next year and beyond, we will be facilitating more communication and collaboration among our partner organizations, using the power of the E's to change the culture of Tampa Bay.

But we need **YOU** to be part of our solution.

Please join us by visiting our website at www.bikewalktampabay.org to sign up for updates and learn what you can do to help make Tampa Bay the most walkable and bikeable region in the nation.



Temple Terrace Bike with the Mayor, 2011



Visit www.bikewalktampabay.org

Follow us on:   

PRESENTATION AND/OR ACTION ITEMS

F. SPOTlight Update

PPC/MPO staff is in the process of drafting work plans for the three 2016-2018 emphasis areas established by the Board. We have drafted letters inviting local governments and agency partners to be engaged in each of the emphasis areas and have prepared a one-page summary sheet for distribution with the letter and at special events. We will be scheduling meetings with our advisory committee and Board members who expressed an interest in helping develop the work plans. General Planning Consultant selection will take place in February for assistance in carrying out special activities for each emphasis area.

We have identified three dates for the Board’s “listening tour” to get input from businesses and key community stakeholders concerning issues, needs and opportunities for each emphasis area. Those dates are March 23, April 11 and May 16. Locations and an agenda for each are to be determined. PPC/MPO staff will be working with our local government and agency partners to invite stakeholders to these meetings.

1. Gateway/Mid-County – Update

PPC/MPO staff participated in a meeting of the Gateway Business Meeting on February 3 at Franklin Templeton and distributed a hand-out summary of the initiative.

2. U.S. 19 – Update

PPC/MPO staff is meeting with Florida Department of Transportation staff on February 9 to discuss the U.S. 19 safety study and status of design plans for the U.S. 19 interchanges. PPC/MPO staff met with Pinellas County Planning Department staff to discuss aligning efforts for the northern U.S. 19 segment and agreed to advance that segment as a priority for the emphasis area to coincide with the County’s preferred time frame for completing its work on updating the Comprehensive Plan.

3. Beach Access – Update

PPC/MPO staff has been meeting with City of Clearwater staff and officials, Pinellas Suncoast Transit Authority staff, FDOT staff, Jolley Trolley representatives and others to identify viable short-term strategies to address congestion on the Memorial Causeway and S.R. 60. A work session with the City of Clearwater devoted to the subject of Beach Access is being scheduled for February or March to focus on short- and long-term steps. In addition, staff is working with Commissioner Joanne “Cookie” Kennedy on a letter to Senator Bill Nelson informing him of the Beach Access initiative and requesting support for activities related to Vision Zero, beach access transportation alternatives and resiliency efforts. A follow-up meeting with the Senator is tentatively planned for next month.

ATTACHMENT: Gateway Handout

ACTION: None required, informational item

Pinellas MPO: 02/10/16

Pinellas SPOTlight

2016-2018



www.pinellascounty.org/mpo
www.pinellasplanningcouncil.org
 Phone: 727-464-8250

Gateway/Mid-County Emphasis Area

Objectives

- Prepare a master plan to guide public and private decision-making
- Improve connectivity with other economic centers
- Improve accessibility to destinations
- Provide definition to the area
- Strengthen public-private partnerships
- Establish priorities for capital projects

Analysis, education and communication are key components of the Gateway/Mid-County work plan.

Activities

- Understand business community issues and needs
- Coordinate with partners for a shared vision for the area
- Participate in the Regional Premium Transit Study
- Evaluate market trends and factors affecting economic feasibility and development capacity
- Engage the public to identify issues, perspectives and priorities



Work Plan Elements

Our focus is to create a unifying master plan for connectivity, economic development and land use, and the infrastructure needed to support it. The work will occur in five phases:

1. Imagine – convene partners, define the problem(s) and develop a working vision
2. Discover – review data, trends and conditions to identify needs and strategies
3. Test – determine which strategies are effective and have community support
4. Set the Course – confirm the vision, strategies and actions and set performance targets
5. Convey Understanding – document actions, tell the story and evaluate effectiveness.

Key Partners



Contacts: Whit Blanton, Chelsea Favero and Linda Fisher, PPC/MPO staff.

PRESENTATION AND/OR ACTION ITEMS

G. PSTA – Update

This item includes a report from the board member representing the Pinellas Suncoast Transportation Authority (PSTA). This report will provide an opportunity for the PSTA representative to share information concerning planning initiatives, partnerships and collaboration and other relevant matters with the MPO board.

ATTACHMENT: None

ACTION: None required, informational item

Pinellas MPO: 02/10/16

REPORTS/UPDATE

A. Executive Directive Report

This item will include a report from the Executive Director on items of interest to the MPO Board.

ATTACHMENT:

B. Legislative Report

This item will include a report on any transportation-related legislation or other items of interest to the MPO Board.

ATTACHMENT: None

Pinellas MPO: 02/10/16

INFORMATIONAL ITEMS

A. Committee Vacancies

The Bicycle Pedestrian Advisory Committee (BPAC) has a vacancy for the Beaches Area. The BPAC meets monthly on the 3rd Monday at 8:30 a.m. in the 1st Floor Conference Room.

ATTACHMENT: BPAC Membership List

B. Correspondence

ATTACHMENT: Fatalities Map

C. Other

At this time, the MPO may take up other matters that might be identified by the members.

Pinellas MPO: 02/10/16

BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP LIST**Voting****St. Petersburg Area (St. Pete/Gulfport/So Pasadena/Tierra Verde)**

1. Camille Stupar (to be appointed (01/13/16) MPO meeting
2. Kimberly Cooper (10/13/99)
3. Geri Raja (VC) (09/09/09)

Clearwater Area

4. Chip Haynes (04/13/11)
5. Robert Yunk (02/09/05)
6. Win Dermody (03/12/14)

Dunedin Area

7. Ed Hawkes (11/18/98)

Pinellas Park and Mid-County

8. Ronald Rasmussen (12/13/06)
9. Byron Virgil Hall, Jr., (12/13/06)

Largo Area

10. Holly DeSha (01/14/15)
11. Georgia Wildrick (08/16/06)

North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor)

12. Tom Ferraro (04/09/03)
13. Becky Afonso (10/08/14)

At Large Area

14. Paul Kurtz (12/11/13)
15. Mike Siebel (03/14/12)
16. Brian Smith (Chairman) (12/12/12)
17. Lynn Bosco (11/14/12)
18. Steve Lasky (11/14/12)
19. Charles Martin (04/08/09)
20. Annette Sala (03/12/14)

Seminole Area

21. Jim Wedlake (05/12/10)

Beach Communities

22. Bert Valery (10/1983-10/1998) (reappointed 07/10/02)
23. -----VACANT----- (/ /)

Technical Support

1. County Traffic Department (Tom Washburn – primary, Gina Harvey and Casey Morse – alternates)
2. County Parks and Conservation Resources (Lyle Fowler – primary, Spencer Curtis – alternate)
3. PSTA Chris Cochran (Chris Cochran – primary; Heather Sobush– alternate)
4. City of Clearwater (Felicia Donnelly)
5. City of St. Petersburg (Lucas Cruse as representative and Cheryl Stacks as alternate)
6. City of Largo (Valerie Brookens as representative and Christine McLachlan as alternate)
7. Pinellas County School System (Tom McGinty)
8. TBARTA (Anthony Matonti – primary; Michael Case 1st alternate and Ramond Chiramonte 2nd alternate)
9. Pinellas County Health Department (Megan Carmichael)
10. CUTR (Julie Bond as representative and Richard Hartman as alternate)
11. Sunstar Paramedics (Charlene Cobb, Community Outreach Coordinator)

Sheriff's Office /Police/Law Enforcement Representatives

1. Pinellas Park Police Dept.
2. St Petersburg Police Dept.
3. Largo Police Dept.
4. Sheriff's Office (Noel Dunham)
5. Clearwater Police Dept.

Non-Voting Technical Support

(FDOT)

*Dates signify appointment



Pinellas County Major Road Network

Gulf of Mexico

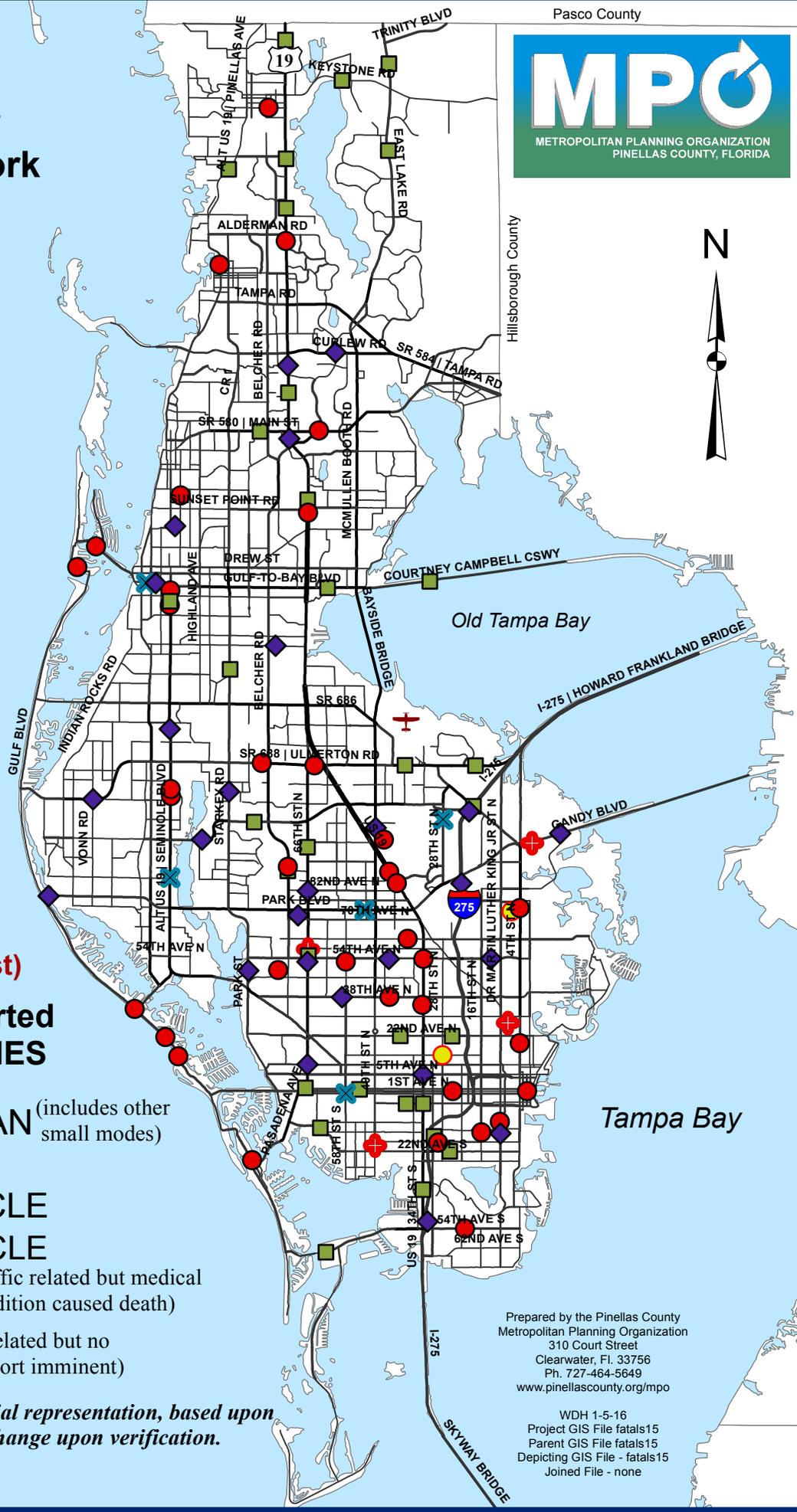


YEAR 2015 (thru December 31st)

Locations of Reported TRAFFIC FATALITIES

- PEDESTRIAN (includes other small modes)
- ✕ BICYCLE
- ◆ MOTORCYCLE
- AUTO-VEHICLE
- + MEDICAL (traffic related but medical condition caused death)
- OTHER (traffic related but no crash report imminent)

NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.



Prepared by the Pinellas County
Metropolitan Planning Organization
310 Court Street
Clearwater, FL 33756
Ph. 727-464-5649
www.pinellascounty.org/mpo

WDH 1-5-16
Project GIS File fatalities15
Parent GIS File fatalities15
Depicting GIS File - fatalities15
Joined File - none

CRASHES	DATAID	ROADWAY	LOCATION	DESC	DATE	FATAL
1	011F15	28TH ST N	1100 BLOCK	BIC	2/2/2015	1
1	026F15	COURT ST	EAST AVE	BIC	4/3/2015	1
1	071F15	1ST AVE S	5800 BLOCK (delayed fatality)	BIC	8/21/2015	1
1	070F15	PARK BLVD	5300 BLOCK	BIC	9/28/2015	1
1	080F15	SEMINOLE BLVD	8600 BLOCK	BIC	10/31/2015	1
1	007F15	OVERBROOK DR	NEAR PINELAND DR	MC	1/16/2015	1
1	012F15	I-275	SOUTH OF GANDY BLVD	MC	2/4/2015	1
1	027F15	SEMINOLE BLVD	1200 BLOCK	MC	4/6/2015	1
1	030F15	STARKEY RD	122ND AVE N	MC	4/10/2015	1
1	029F15	66TH ST N	78TH AVE N	MC	4/11/2015	1
1	032F15	COURT ST	S PROSPECT AVE	MC	4/18/2015	1
1	035F15	38TH AVE N	6000 BLOCK	MC	5/3/2015	1
1	048F15	49TH ST N	10400 BLOCK	MC	6/11/2015	1
1	072F15	CURLWEY RD	COUNTRYSIDE BLVD (delayed fatality)	MC	6/30/2015	1
1	054F15	PARK ST	49TH AVE N	MC	7/23/2015	1
1	055F15	54TH AVE N	W OF LOWN ST	MC	7/24/2015	1
1	057F15	34TH ST N	5TH AVE N	MC	8/12/2015	1
1	058F15	71ST AVE N	WEST OF 67TH WAY N	MC	8/19/2015	1
1	060F15	I-275	N OF 54TH AVE S	MC	8/23/2015	1
1	082F15	US 19 HWY	N OF COUNTRYSIDE BLVD (SR 580 off ramp)	MC	8/24/2015	1
1	061F15	SR688 WALSHINGHAM RD	VONN RD	MC	8/25/2015	1
1	069F15	66TH ST N	AT 54TH ST N	MC	9/27/2015	1
1	077F15	I-275	ENTRANCE RAMP FROM 118TH AVE N	MC	10/15/2015	1
1	078F15	9TH AVE N	66TH ST N	MC	10/15/2015	1
1	081F15	BELLEAIR RD	E OF BELCHER RD	MC	10/30/2015	1
1	086F15	US 19 HWY	CONGRESS AVE	MC	11/7/2015	1
1	089F15	54TH AVE N	1200 BLOCK	MC	11/14/2015	1
1	093F15	DR ML KING JR ST S	1500 BLOCK	MC	11/28/2015	1
1	095F15	PARK BLVD	BRIDGE OVER INTRACOASTAL WATERWAY	MC	12/6/2015	1
1	104F15	GANDY BLVD	SAN MARTIN BLVD	MC	12/18/2015	1
1	105F15	CR 296	98 / 97TH ST N	MC	12/31/2015	1
1	018F15	28TH AVE N	832	MED	2/20/2015	1
1	024F15	66TH ST N	JUST NORTH OF 54TH AVE N	MED	3/27/2015	1
1	038F15	49TH ST S	23RD AVE S	MED	4/12/2015	1
1	047F15	GANDY BLVD	E OF 4TH ST	MED	6/8/2015	1
1	010F15	ATWOOD AVE N	NEAR FOSSIL PARK (skateboard)	OTH	2/1/2015	1
1	062F15	13TH AVE N	28TH ST N	OTH	8/24/2015	1
1	001F15	ALT US19	NEAR NEW YORK AVE	PED	1/1/2015	1
1	003F15	34TH ST N	35TH AVE N	PED	1/4/2015	1
1	006F15	DR MLK ST S	NEAR MELROSE AVE S (1300 BLOCK)	PED	1/14/2015	1
1	009F15	ULMERTON RD	JUST WEST OF US19	PED	1/22/2015	1
1	013F15	49TH AVE N	7181 (private property, driveway/yard)	PED	2/5/2015	1
1	014F15	4TH ST N	1900 BLOCK	PED	2/6/2015	1
1	016F15	58TH ST N	NEAR 54 AVE N	PED	2/13/2015	1
1	020F15	SEMINOLE BLVD	SOUTH OF CARIBBEAN WAY	PED	3/3/2015	1
1	021F15	150TH AVE	NEAR GULF BLVD	PED	3/6/2015	1
1	022F15	62ND AVE N	JUST EAST OF 39TH ST N (scooter)	PED	3/11/2015	1
1	023F15	S GULFVIEW BLVD	600 BLOCK	PED	3/13/2015	1
1	028F15	2ND ST	CENTRAL AVE	PED	4/11/2015	1
1	031F15	18TH AVE S	NEAR 29TH ST S	PED	4/13/2015	1
1	040F15	GULF BLVD	JOHNS PASS BRIDGE (skateboarding)	PED	5/8/2015	1
1	041F15	S MISSOURI AVE	1231	PED	5/8/2015	1
1	049F15	US19 HWY	9300	PED	6/11/2015	1
1	050F15	US19 HWY	8800	PED	6/15/2015	1
1	053F15	4TH ST N	NEAR 74TH AVE N	PED	7/21/2015	1
1	063F15	US19 HWY SERVICE RD	JUST SOUTH OF SUNSET POINT RD	PED	7/22/2015	1
1	059F15	CENTRAL AVE	2300 BLOCK	PED	8/23/2015	1
1	083F15	E MARTIN LUTHER KING JR DR	NORTH AVE	PED	8/26/2015	1
1	065F15	US19 HWY	NEAR ALDERMAN RD	PED	8/31/2015	1
1	066F15	38TH AVE N	NEAR 44TH ST N	PED	9/5/2015	1
1	067F15	SR 580	COUNTRYSIDE BLVD	PED	9/8/2015	1
1	074F15	BLIND PASS RD	78TH AVE	PED	10/7/2015	1
1	075F15	16TH ST S	15TH AVE S	PED	10/9/2015	1
1	079F15	MEMORIAL CSWY	NEAR ISLAND WAY	PED	10/18/2015	2
1	085F15	S MISSOURI AVE	TURNER ST	PED	11/3/2015	1
1	087F15	54TH AVE S	2100 BLOCK	PED	11/10/2015	1
1	091F15	GULF BLVD	134TH AVE E	PED	11/26/2015	1
1	097F15	BELCHER RD	90TH AVE N	PED	11/26/2015	1
1	092F15	US 19 HWY 34TH ST N	54TH AVE N	PED	11/27/2015	1
1	096F15	SEMINOLE BLVD	N OF WALSHINGHAM RD	PED	12/6/2015	1
1	099F15	ULMERTON RD	7900 BLOCK	PED	12/9/2015	1
1	101F15	LAKE BLVD	4600 BLOCK	PED	12/14/2015	1
1	102F15	BETTY LN	NEAR IDLEWILD DR	PED	12/16/2015	1
1	002F15	22ND AVE S	26TH ST S	VEH	1/1/2015	1
1	004F15	22ND AVE N	41ST ST N	VEH	1/12/2015	1
1	005F15	1ST AVE N	6600 BLOCK	VEH	1/13/2015	1
1	017F15	31ST ST S	2600 BLOCK (died 1-25-15)	VEH	1/16/2015	1
1	008F15	COURTNEY CAMPBELL CSWY	CLEARWATER SIDE NEAR FIRST SMALL BRIDGE	VEH	1/19/2015	1
1	015F15	MAIN ST SR580	2100 BLOCK	VEH	2/12/2015	1
1	036F15	US ALT19 HWY	HARBOR RIDGE DR	VEH	2/16/2015	1
1	019F15	KEENE RD	LARGO (no location description)	VEH	2/28/2015	1
1	037F15	EAST LAKE RD	PINERIDGE BL (delayed fatality)	VEH	3/4/2015	1
1	056F15	BRYAN DAIRY RD CR296	W OF 82 ST N (delayed fatality)	VEH	3/20/2015	1
1	025F15	I-275	ROOSEVELT BLVD exit	VEH	3/31/2015	1
1	039F15	66TH ST N	54TH AVE N	VEH	4/16/2015	1
1	033F15	GULFPORT BLVD	NEAR STETSON UNIVERSITY	VEH	4/30/2015	1
1	034F15	US19 HWY	COLONIAL BLVD	VEH	5/1/2015	1
1	042F15	34TH ST S	5TH AVE S	VEH	5/24/2015	1
1	043F15	US 19 HWY	BOY SCOUT RD	VEH	5/26/2015	1
1	044F15	US 19 HWY	SUNSET POINT RD	VEH	5/29/2015	1
1	045F15	EAST LAKE RD	FOXWOOD LANE	VEH	5/30/2015	1
1	046F15	PINELLAS BAYWAY SR 682	SUN BLVD	VEH	6/4/2015	1
1	051F15	34TH ST S	38TH AVE S	VEH	6/15/2015	1
1	052F15	1ST AVE N	54TH ST S	VEH	7/16/2015	1
1	106F15	5TH AVE S	40TH ST S	VEH	7/24/2015	1
1	073F15	ULMERTON RD SR688	40TH ST N (delayed fatality)	VEH	8/13/2015	1
1	064F15	GULF TO BAY BLVD	DRIVEWAY FOR 2765	VEH	8/21/2015	1
1	084F15	US 19 HWY	JUST S OF KLOSTERMAN RD	VEH	8/28/2015	1
1	068F15	US 19 HWY	AT BECKETT WAY	VEH	9/20/2015	2
1	076F15	22ND AVE N	2510	VEH	10/9/2015	1
1	088F15	ULMERTON RD	E OF CARILLON PARKWAY	VEH	11/17/2015	1
1	090F15	BELCHER RD	90TH AVE N	VEH	11/26/2015	1
1	094F15	KEYSTONE RD	GEORGE ST S	VEH	12/5/2015	1
1	100F15	66TH ST N	100TH AVE N	VEH	12/12/2015	1
1	103F15	S MISSOURI AVE	LOTUS PATH	VEH	12/17/2015	1

PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru December 31st, 2015

105 FATALITIES INCLUDING MEDICALS

101 FATALITIES EXCLUDING MEDICALS

103 CRASHES INCLUDING MEDICALS

99 CRASHES EXCLUDING MEDICALS

2 OTHER TRAFFIC RELATED FATALITIES
BUT NO IMMINENT CRASH REPORT

33 AUTO-VEHICLE FATALITIES

33%

32 AUTO-VEHICLE CRASHES

VULNERABLE ROAD USERS

26 MOTORCYCLE FATALITIES

26% of all traffic fatalities

26 MOTORCYCLE CRASHES

5 BICYCLE FATALITIES

5% of all traffic fatalities

5 BICYCLE CRASHES

37 PEDESTRIAN FATALITIES

37% of all traffic fatalities (includes other small modes)

36 PEDESTRIAN CRASHES

68 VULNERABLE USER FATALITIES

67 VULNERABLE USER CRASHES

67% Vulnerable/total fatalities

(medical crashes not included)

NOTE

Table not an official representation,
based upon initial reporting,
subject to change upon verification.

Pinellas County MPO



AGENDA
FOR THE REGULAR MEETING OF THE
PINELLAS PLANNING COUNCIL
1:00 PM* WEDNESDAY, FEBRUARY 10, 2016
5TH FLOOR, PINELLAS COUNTY COURTHOUSE
BOARD ASSEMBLY ROOM
315 COURT STREET, CLEARWATER, FL 33756

*Please note that the Pinellas County Metropolitan Planning Organization (MPO) and Pinellas Planning Council (PPC) will include the same membership, but with the MPO working through their agenda items first, followed by the PPC items. The MPO portion of the meeting will begin at 1:00 pm. PPC public hearings will begin at 3:00 pm, or thereafter as the agenda permits.

- I. CALL TO ORDER

- II. CONSENT AGENDA
 - A. Minutes of the January 13, 2016 Meeting
 - B. Financial Statement for January 2016
 - C. CPA Actions for January 2016
 - D. Preliminary March 2016 Agenda
 - E. Correspondence and PAC Agenda Action Sheet (Draft)

- III. PUBLIC HEARINGS – To begin at 3:00 P.M. or as soon thereafter as agenda permits
 - A. Public Hearing Format Announcement and Oath
 - B. Amendments to the Countywide Plan Map
 - Subthreshold Amendments
 - 1. Case CW 16-5 – Pinellas County
 - Regular Amendments
 - 2. Case CW 16-6 – Pinellas County
 - 3. Case CW 16-7 – Pinellas County
 - C. Amendment of the Countywide Rules Re: Target Employment Centers, Transferable Development Rights and Temporary Lodging Intensity Standards

- IV. REPORTS/OTHER ACTION
 - A. Annual Report – Authorization to Distribute

- V. EXECUTIVE DIRECTOR ITEMS
 - A. Verbal Reports
 - 1. PPC/MPO General Planning Consultant Selection Update

- VI. OTHER COUNCIL BUSINESS
 - A. Chairman/Member Items

- VII. ADJOURNMENT

Persons are advised that, if they decide to appeal any decision made at this meeting/hearing, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes testimony and evidence upon which the appeal is to be based.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Within two (2) working days of your receipt of this notice, please contact the Office of Human Rights, 400 S. Ft. Harrison Avenue, Suite 500, Clearwater, FL 33756. Telephone 727-464-4062 (V/TDD).

For more information concerning the Pinellas Planning Council and the countywide planning process, see the PPC website at www.PinellasPlanningCouncil.org, call 727-464-8250, or write to: Pinellas Planning Council, 310 Court Street, Clearwater, FL 33756-5137. Items covered under this agenda may also be viewed on the PPC website listed above.

This meeting is scheduled to be aired live and replayed in Pinellas County on Bright House channel 637, WOW channel 18 and Verizon channel 44.

If you have Bright House Cable, you must have digital cable to access channel 637. If you do not have digital cable and want to watch your government television station, please call Bright House Customer Service at 727-329-5020 for more information.

You can also watch PCC TV (formerly Pinellas 18) live on the Internet or view archived videos at: www.pinellascounty.org/media.



PPC Meeting
February 10, 2016

Agenda Item
I.

Call to Order

I. RECOMMENDATION

Council proceed as outlined below.

II. BACKGROUND

Call to Order of the Pinellas Planning Council.



PPC Meeting
February 10, 2016

Agenda Item
II.A-E

Consent Agenda

I. RECOMMENDATION

Council approve Consent Agenda – Items A through E.

II. BACKGROUND

It is approved Council procedure to place routine items under the Consent Agenda for approval with no discussion.

The Consent Agenda has been expanded to include those routine report items identified below. If an item requires discussion, that item may be removed from the Consent Agenda at the request of any member of the Council, discussed, and acted upon separately.

The Consent Agenda includes the following:

- A. Minutes of the January 13, 2016 Meeting
- B. Financial Statement for January 2016
- C. Countywide Planning Authority (CPA) Actions for January 2016
- D. Preliminary Agenda for March 2016
- E. Correspondence and PAC Agenda Action Sheet (Draft)

PPC Action:

CPA Action:



PPC Meeting
February 10, 2016

*Consent Agenda
Item
II.A*

January 2016
Minutes

I. RECOMMENDATION

Council approve minutes of the January 13, 2016 meeting.

II. BACKGROUND

Council minutes from the January 13, 2016 meeting are attached for your approval.

PPC Action:

CPA Action:



PPC Meeting
February 10, 2016

*Consent Agenda
Item
II.B*

Financial Statement
January 2016

I. RECOMMENDATION

Council approve the financial statement for January 2016.

II. BACKGROUND

The January 2016 financial statement will be provided in the Council Back-Up Memorandum on February 10, 2016.

PPC Action:

CPA Action:

I. RECOMMENDATION

Council receive report on CPA actions and discuss as appropriate (information only – no action required).

II. BACKGROUND

This information is presented in order to better and more systematically apprise the Council of final action by the Board of County Commissioners/Countywide Planning Authority on matters that have been considered by the Council.

At its January 12, 2016 meeting, the CPA took the following actions:

PUBLIC HEARINGS

Subthreshold Plan Map Amendment:

- Case CW 15-20, a City of St. Petersburg case located in a portion of the Allendale neighborhood generally bounded by 38th Avenue North, Dr. Martin Luther King Jr. Street North, Foster Hill Drive North and Haines Road North. The Board **accepted** the withdrawal of this case.
- Case CW 15-21, a City of St. Petersburg case located in a portion of the Allendale neighborhood generally bounded by 42nd Avenue North, 12th Street North, Haines Road North, and 15th Street North. The Board **approved** the amendment from Residential Low Medium to Residential Medium (vote 7-0).

Regular Plan Map Amendment:

- Case CW 15-22, a Pinellas County case located at 15151 113th Avenue North. The Board **approved** the amendment from Resort to Retail & Services (vote 7-0).
- Case CW 15-23, a City of Tarpon Springs case located on the south side of Lake Tarpon Avenue, west of 1513 Lake Tarpon Avenue. The Board **approved** the amendment from Residential Medium to Retail & Services (vote 7-0).



PPC Meeting
February 10, 2016

*Consent Agenda
Item
II.D*

Preliminary
March 2016
Agenda

I. RECOMMENDATION

Council review, make any suggestions it determines appropriate, and approve the preliminary March 2016 agenda.

II. BACKGROUND

The preliminary agenda for the March 9, 2016 PPC meeting is attached for your information and comment.

PPC Action:

CPA Action:

PRELIMINARY
AGENDA FOR THE REGULAR MEETING OF THE
PINELLAS PLANNING COUNCIL
1:00 PM* WEDNESDAY, MARCH 9, 2016
5TH FLOOR, PINELLAS COUNTY COURTHOUSE
BOARD ASSEMBLY ROOM
315 COURT STREET, CLEARWATER, FL 33756

* Please note that the Pinellas County Metropolitan Planning Organization (MPO) and Pinellas Planning Council (PPC) will include the same membership, but with the MPO working through their agenda items first, followed by the PPC items. The MPO portion of the meeting will begin at 1:00 pm. PPC public hearings will begin at 3:00 pm, or thereafter as the agenda permits.

- I. CALL TO ORDER
- II. CONSENT AGENDA
 - A. Minutes of the February 10, 2016 Meeting
 - B. Financial Statement for February 2016
 - C. CPA Actions for February 2016
 - D. Preliminary April 2016 Agenda
 - E. Correspondence and PAC Agenda Action Sheet (Draft)
- III. PUBLIC HEARINGS – To begin at 3:00 P.M. or as soon thereafter as agenda permits
 - A. Public Hearing Format Announcement and Oath
 - B. Amendments to the Countywide Plan Map
 - Subthreshold Amendments
None
 - Regular Amendments
 - 1. Case CW 16-8 – Pinellas County
- IV. REPORTS/OTHER ACTION
 - A. Truth in Annexation Online Worksheet – Update for 2015/16 Fiscal Year
 - B. Annual Countywide Plan Map Assessment – Status Report for 2015
- V. EXECUTIVE DIRECTOR ITEMS
 - A. Annual Audit Fiscal Year 2014/15 – Acceptance and Distribution
 - B. Preliminary Budget Discussion for FY 17
 - C. Verbal Reports
- VI. OTHER COUNCIL BUSINESS
 - A. Chairman/Member Items
- VII. ADJOURNMENT

I. RECOMMENDATION

Council receive and discuss as appropriate.

January Correspondence

1. Letters sent January 5, 2016 to Paul Kaszabits, Bett Gossett, and Cylus Scarbrough RE: Program Planner position at PPC/MPO being filled by another candidate.
2. Letter sent January 6, 2016 to Robert Tefft, Development Review Manager, City of Clearwater, RE: Consistency Review of Proposed Ordinance No. 8810-16.
3. Letter received January 12, 2016 from Gordon Beardslee, Pinellas County Planning Director, RE: January 2016 PPC Agenda.
4. Letter sent January 12, 2016 to Kyle Brotherton, City of Clearwater Planner, RE: Consistency Review of Ord. No. 8805-16 and 8806-16.
5. Letter sent January 12, 2016 to Heather Urwiller, City of Tarpon Springs Planning Director, RE: Meres Crossing Special Area Plan/Special Center Amendment (Tier I).
6. Letters sent January 14, 2016 to Mark Woodard, Pinellas County Administrator (cc: Gordon Beardslee, Planning Director; Glenn Bailey, Zoning Manager; Alice Gast, Trustee; Richard Higgins; Richard Trzcinski; Debra Johnson, Executive Director Pinellas County Housing Authority; PARC, Inc.; and Timothy Hughes, Esq.), RE: Cases CW 16-1 and CW 16-2 PPC Meeting Follow-up.
7. Letter sent January 14, 2016 to William Horne, City Manager, City of Clearwater (cc: Michael Delk, Director of Planning, City of Clearwater; Richard Heiden), RE: Case CW 16-3 PPC Meeting Follow-up.
8. Letter sent January 14, 2016 to Norton "Mac" Craig, City Manager, City of Largo (cc: Carol Stricklin, Community Development Director, City of Largo; City of Largo Public Works Department), RE: Case CW 16-4 PPC Meeting Follow-up.
9. Letters sent January 19, 2016 from the PPC to Mayor Kriseman RE: January 12, 2016 CPA Follow-up for Cases CW 15-20 and CW 15-21 (cc: Dave Goodwin, Director of Planning & Economic Development, City of St. Petersburg).
10. Letter sent January 19, 2016 from the PPC to Mayor Archie RE: January 12, 2016 CPA Follow-up for Case SW 15-23 (cc: Heather Urwiller, Director of Planning & Zoning, City of Tarpon Springs).
11. Memo sent January 19, 2016 from the PPC to Glenn Bailey, Pinellas County Zoning Section Manager, RE: January 12, 2016 CPA meeting Follow-up for Case CW 15-22 (cc: Gordon Beardslee, Director of Planning, Pinellas County).

Planners Advisory Council Agenda Action Sheet

Draft PAC minutes from the February 1, 2015 meeting.

PAC AGENDA – SUMMARY AGENDA ACTION SHEET

DATE: FEBRUARY 1, 2016

ITEM	ACTION TAKEN	VOTE
I. <u>MINUTES OF REGULAR PAC MEETING OF JANUARY 4, 2016</u>	<u>Approved</u> Motion: Dean Neal Second: Lauren Matzke	10-0
II. <u>REVIEW OF PPC AGENDA FOR FEBRUARY 10, 2016 MEETING</u> A. <u>Subthreshold Countywide Plan Map Amendments</u> 1. Case CW 16-5 – Pinellas County	<u>Approved</u> Motion: Dean Neal Second: Valerie Brookens	10-0
B. <u>Regular Countywide Plan Map Amendments</u> 1. Case CW 16-6 - Pinellas County	<u>Approved</u> Motion: Valerie Brookens Second: Marie Dauphinais	12-0
2. Case CW 16-7 – Pinellas County	<u>Approved</u> Motion: Dean Neal Second: Jeff Dow	12-0
C. <u>CPA Actions – January 2016</u>	<u>No Action – Information Only</u>	
III. <u>OLD BUSINESS</u>	None	
IV. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. Proposed Amendments to the Countywide Rules – Target Employment Centers, Transferable Development Rights and Temporary Lodging Use Standards B. Annexation Change – Local Government Submittal No Longer Required C. PPC/MPO General Planning Consultant Selection Update D. SPOTlight Emphasis Areas Update	A. Mike Crawford outlined the history that led up to the proposed amendments and advised that the public hearing for the PPC has been advertised and the ordinances drafted. He discussed the thought process of the staff leading to the recommendations. A few questions were answered for clarification. Where after, a motion for approval was made by Dean Neal, seconded by Valerie Brookens and carried unanimously. B. Mike Crawford announced that the local governments no longer need to submit annexation documents to the PPC. C. Mike Crawford explained that the GPC could also support the local governments. He outlined the process for selection advising that proposals were due by this Wednesday 2/3/16. The selection committee will be working through February to bring a recommendation to the PPC on 3/9/16. Whit Blanton added that there are five categorical areas of expertise in which the GPC will be able to offer support. These include Multimodal Transportation Planning and Analysis, Economic Analysis, Communications and Public Involvement, Urban Design, and Land Use and Redevelopment. In response to a question, he explained that there may be a nominal administrative fee for local governments utilizing the GPC.	12-0

	<p>D. Mike Crawford advised that there are upcoming meeting dates in each of the emphasis areas being scheduled at present. These meetings are to engage with stakeholders and the public. Whit Blanton added that the PPC/MPO will be partnering with Pinellas County specifically regarding the north portion of the US 19 corridor as a priority. He explained that there have been, and continue to be, many meetings surrounding the beach access emphasis area. He advised City of Clearwater City Council would be meeting to discuss the gondolas, but that other options, such as modifications to the Memorial Causeway and park-and-ride options, were being considered as well. He stated there will be a meeting on Wednesday 2/3/16 with business leaders in the Gateway Mid-County area to discuss progress on that emphasis area.</p> <p>Mike Crawford introduced Brett Burks, Program Planner, and newest member of the PPC/MPO staff.</p>	
V. <u>ADJOURNMENT</u>	The meeting was adjourned at 2:10 p.m.	

Respectfully Submitted,

PAC Chairman

Date



PPC Meeting
February 10, 2016

Agenda Item
III.B.1

Subthreshold
Countywide Plan
Map Amendment
Case - CW 16-5

I. AMENDMENT INFORMATION

From: Residential Low Medium (RLM)

To: Retail & Services (R&S)

Area: 0.3 acres m.o.l.

Location: 72 20th Terrace SW (Pinellas County Jurisdiction)

II. RECOMMENDATION

Council recommend to the Countywide Planning Authority that the proposed map amendment to R&S be approved.

III. BACKGROUND

This proposed amendment has been submitted by Pinellas County and seeks to reclassify an area totaling 0.3 acres from RLM to R&S. This amendment qualifies as a subthreshold amendment, because it is less than ten acres in size and meets the balancing criteria.

The subject amendment area includes a restaurant and single family home and is proposed for redevelopment with another restaurant, offices, and retail uses. The area is in an enclave, surrounded by the City of Seminole.

The current Pinellas County zoning is inconsistent with their Future Land Use Plan map designation on the subject area and this amendment would rectify that. Pinellas County has processed an amendment on the easternmost parcel fronting on Seminole Boulevard (not part of this amendment, but a Tier I local amendment) so as to unify the two parcels in land use and zoning designations. This will also align with the property owner's plans to redevelop the two parcels as one.

IV. FINDINGS

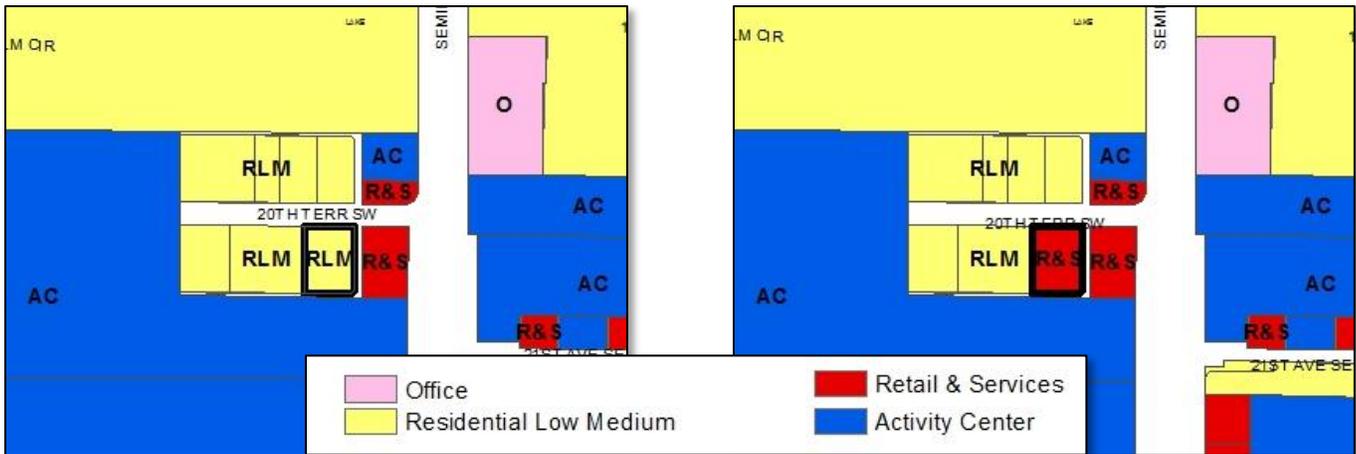
Staff submits the following findings in support of the recommendation for approval:

The proposed amendment qualifies as a Tier II subthreshold amendment (Type A); and
The proposed amendment to R&S recognizes both the current and proposed uses for the area and is consistent with the criteria for utilization of this category.

PPC Action:

CPA Action:

The Council and Countywide Planning Authority (CPA) may, upon a majority vote of members present and constituting a quorum, remove a subthreshold amendment from the subthreshold portion of the agenda for separate consideration, in which event the amendment may be discussed and acted upon at that same meeting or continued to the next available meeting with an analysis of any issues identified by the Council or CPA.

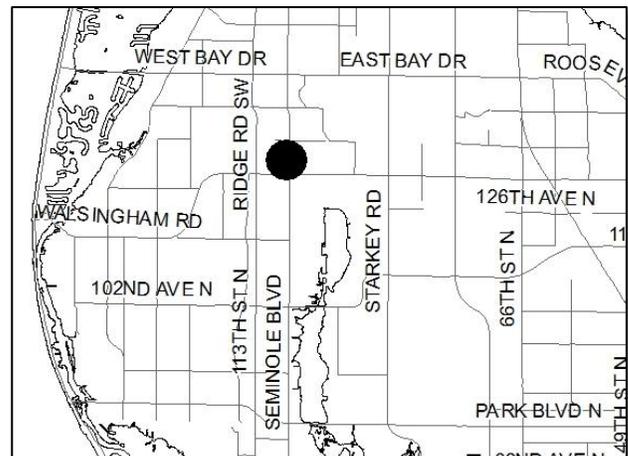


Current Future Land Use

Proposed Future Land Use



Aerial



Location

V. PLANNERS ADVISORY COMMITTEE

At the Planners Advisory Committee meeting on February 1, 2016, the members discussed and recommended approval of staff recommendation by a vote of 10-0 (see Draft Planners Advisory Committee Summary Action Sheet included with the consent agenda under correspondence).

VI. MEETING DATES

Planners Advisory Committee, February 1, 2016 at 1:30 p.m.
Pinellas Planning Council, February 10, 2016 at 3:00 p.m.
Countywide Planning Authority, March 15, 2016 at 9:30 a.m.



PPC Meeting
February 10, 2016

Agenda Item
III.B.2

Case - CW 16-6
Pinellas County

I. AMENDMENT INFORMATION

From: Residential Low Medium (RLM)

To: Office (O)

Area: 0.2 acres m.o.l.

Location: 160' West of Tampa Road & CR-1 Intersection (Pinellas County Jurisdiction)

II. RECOMMENDATION

Council recommend to the Countywide Planning Authority that the proposed map amendment to Office be approved.

Separately, and in addition, it is recommended that Pinellas County give special consideration to the improvement of the site with respect to the buffering and landscaping guidelines of the Scenic/Noncommercial Corridor Master Plan.

III. BACKGROUND

This proposed amendment has been submitted by Pinellas County and seeks to reclassify an area totaling 0.2 acres from RLM (allowing 10 residential dwelling units per acre, or upa) to O (allowing up to 15 upa, but primarily intended for office uses).

The subject amendment area is vacant and is proposed to be redeveloped with an office use at a later date (i.e., there are no specific plans to develop at this time). This amendment would normally qualify as a subthreshold amendment because it is less than five acres in size and meets the balancing criteria. However, the parcel fronts on a Scenic/Noncommercial Corridor and therefore must be reviewed as a regular amendment.

IV. FINDINGS

Staff submits the following findings in support of the recommendation for approval:

- A. The proposed amendment to Office recognizes the proposed use of the site and is consistent with the criteria for utilization of these categories;
- B. The amendment is adjacent to and consistent with a Scenic/Noncommercial Corridor; and
- C. The proposed amendment either does not involve, or will not significantly impact, the remaining relevant countywide considerations.

PPC Action:

CPA Action:

Please see accompanying attachments and documents in explanation and support of the findings.

In consideration of and based upon a balanced legislative determination of the Relevant Countywide Considerations, as they relate to the overall purpose and integrity of the Countywide Plan, it is recommended that the proposed Office Countywide Plan Map category be approved.

V. PLANNERS ADVISORY COMMITTEE

At the Planners Advisory Committee meeting on February 1, 2016, the members discussed and recommended approval of staff recommendation by a vote of 12-0 (see Draft Planners Advisory Committee Summary Action Sheet included with the consent agenda under correspondence).

VI. LIST OF MAPS & ATTACHMENTS

- Map 1 Location
- Map 2 Current Countywide Plan & Jurisdiction Map
- Map 3 Aerial
- Map 4 Current Countywide Plan Map
- Map 5 Proposed Countywide Plan Map
- Map 6 Scenic/Noncommercial Corridor Map

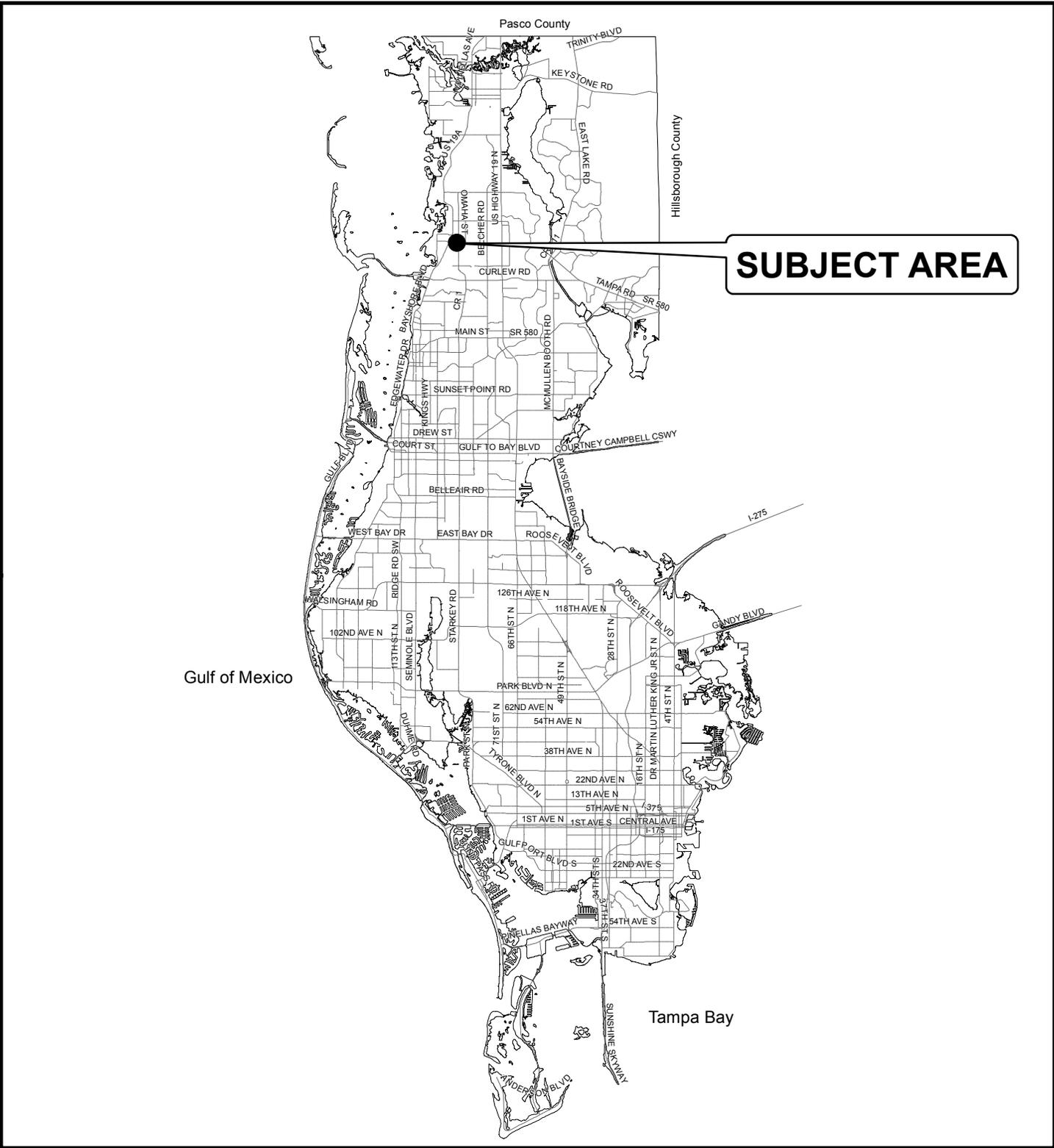
Attachment 1 Council Staff Analysis

VII. SUPPORT DOCUMENTS – available only at www.pinellasplanningcouncil.org (see February 2016 Agenda and then click on corresponding case number).

- Support Document 1 Disclosure of Interest Form
- Support Document 2 Local Government Application

VIII. MEETING DATES

Planners Advisory Committee, February 1, 2016 at 1:30 p.m.
Pinellas Planning Council, February 10, 2016 at 3:00 p.m.
Countywide Planning Authority, March 15, 2016 at 9:30 a.m.



Map 1 - Location

CASE #: CW16-6

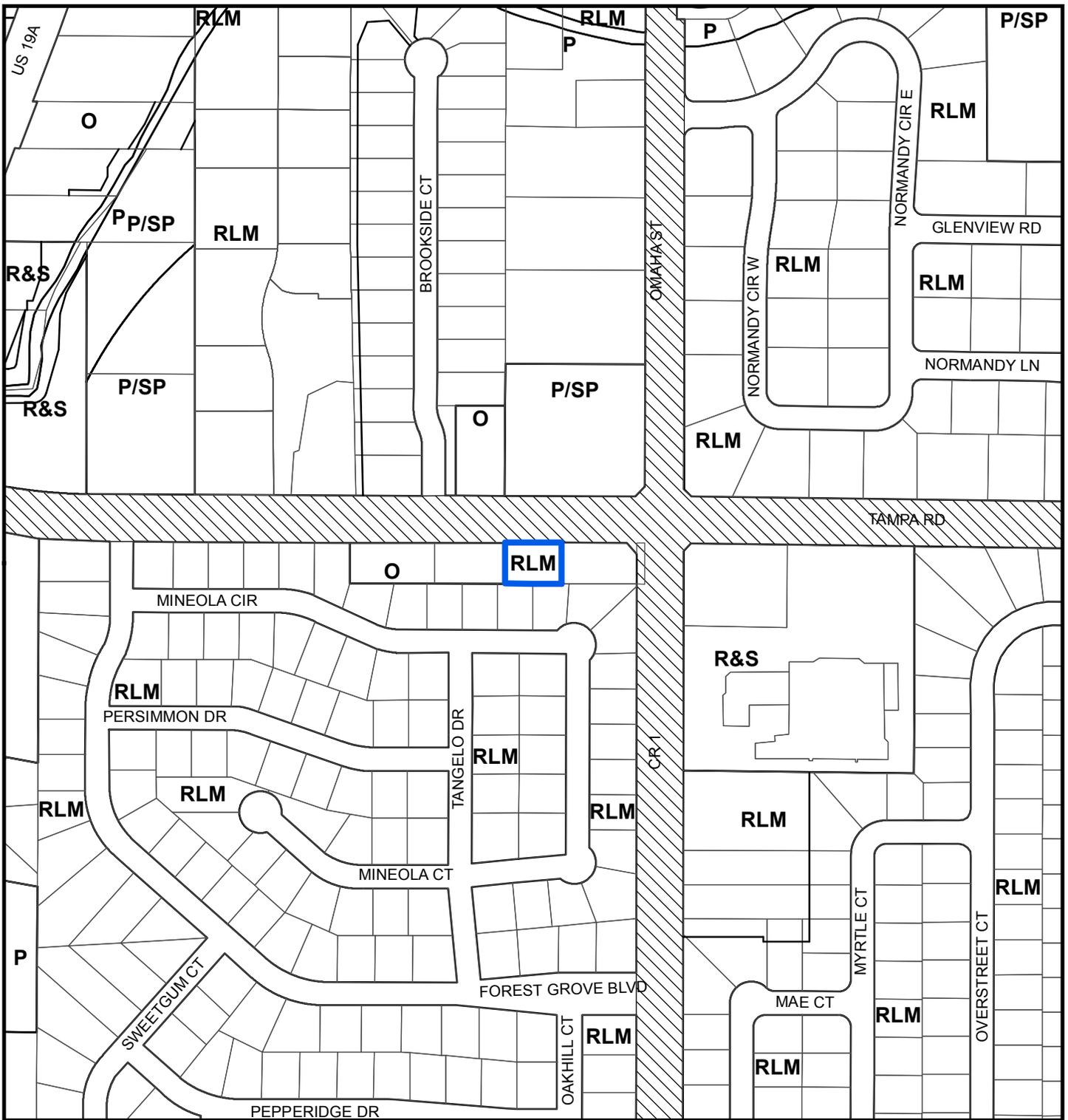
FROM: Residential Low Medium

AREA: 0.2 Acres

JURISDICTION: Pinellas County

TO: Office





Map 2 - Current Countywide Plan Map & Jurisdictional Map

CASE #: CW16-6

FROM: Residential Low Medium

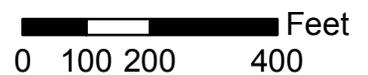
AREA: 0.2 Acres

JURISDICTION: Pinellas County

TO: Office

LEGEND:

 Unincorporated





Map 3 - Aerial

CASE #: CW16-6

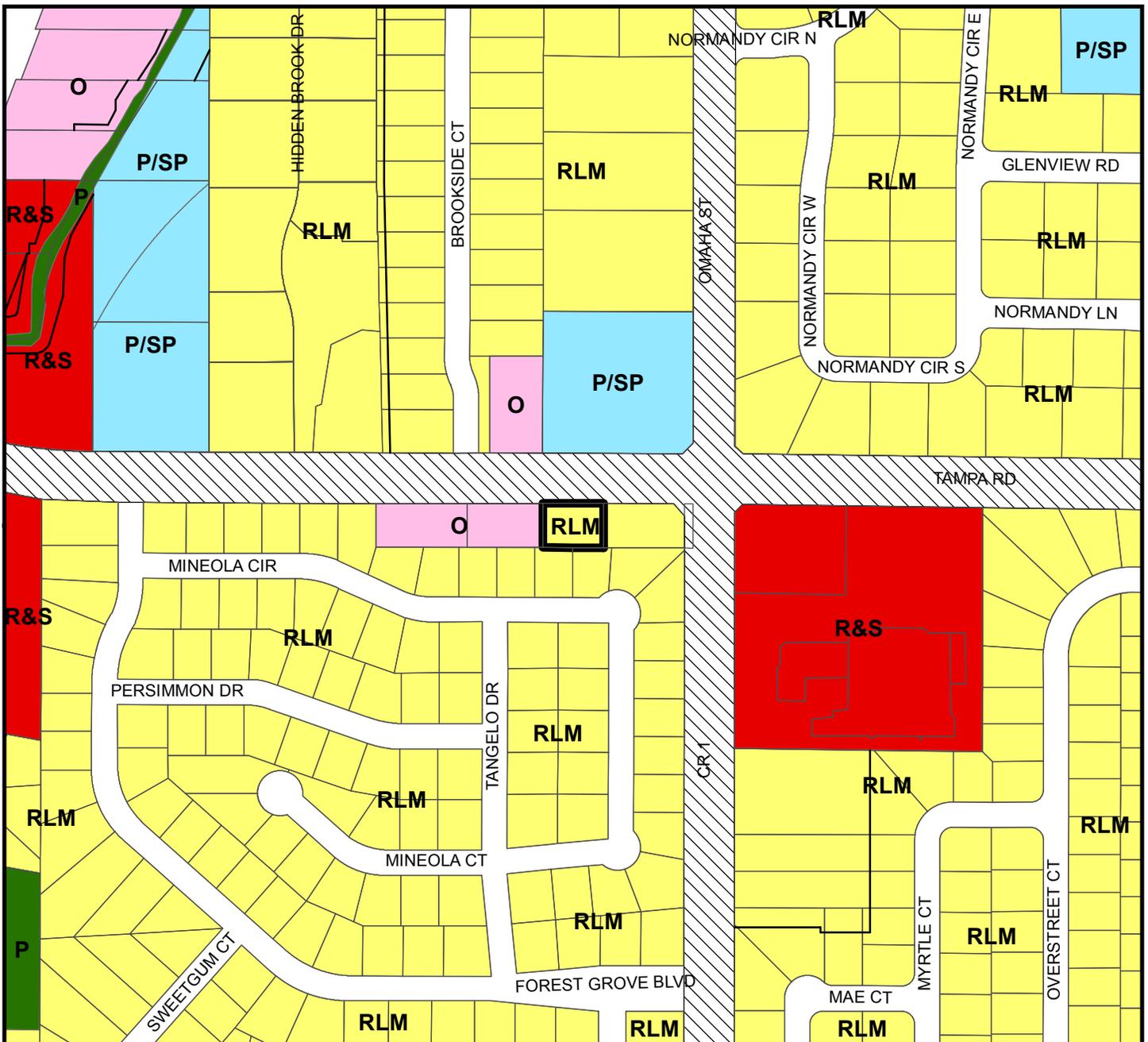
FROM: Residential Low Medium

AREA: 0.2 Acres

JURISDICTION: Pinellas County

TO: Office





Plan Map Categories

- Residential Low Medium
- Public/Semi-Public
- Office
- Preservation
- Retail & Services
- Scenic/Noncommercial Corridor

Map 4 - Current Countywide Plan Map

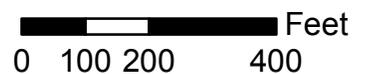
CASE #: CW16-6

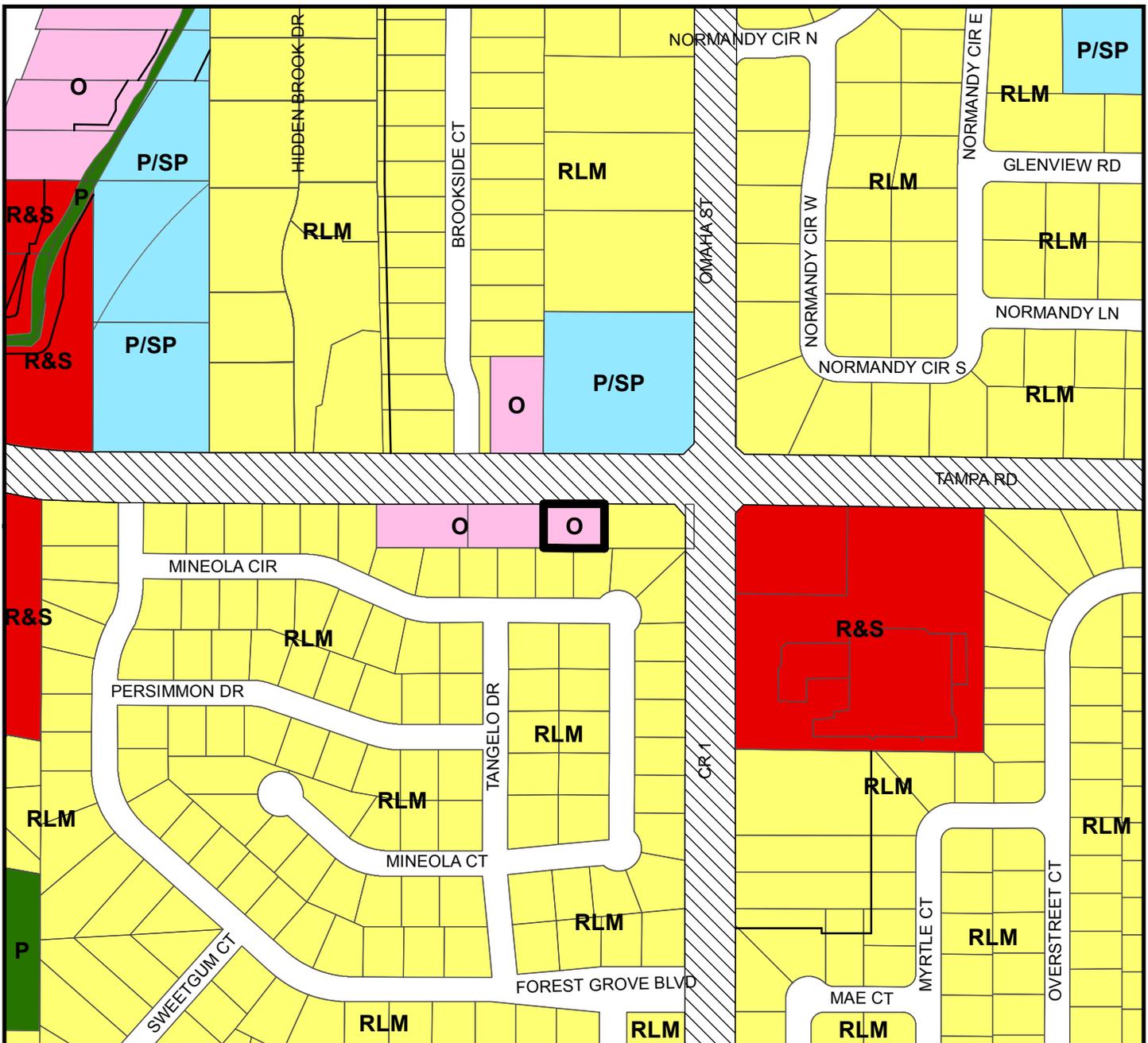
FROM: Residential Low Medium

AREA: 0.2 Acres

JURISDICTION: Pinellas County

TO: Office



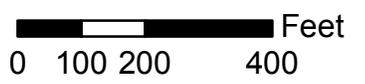


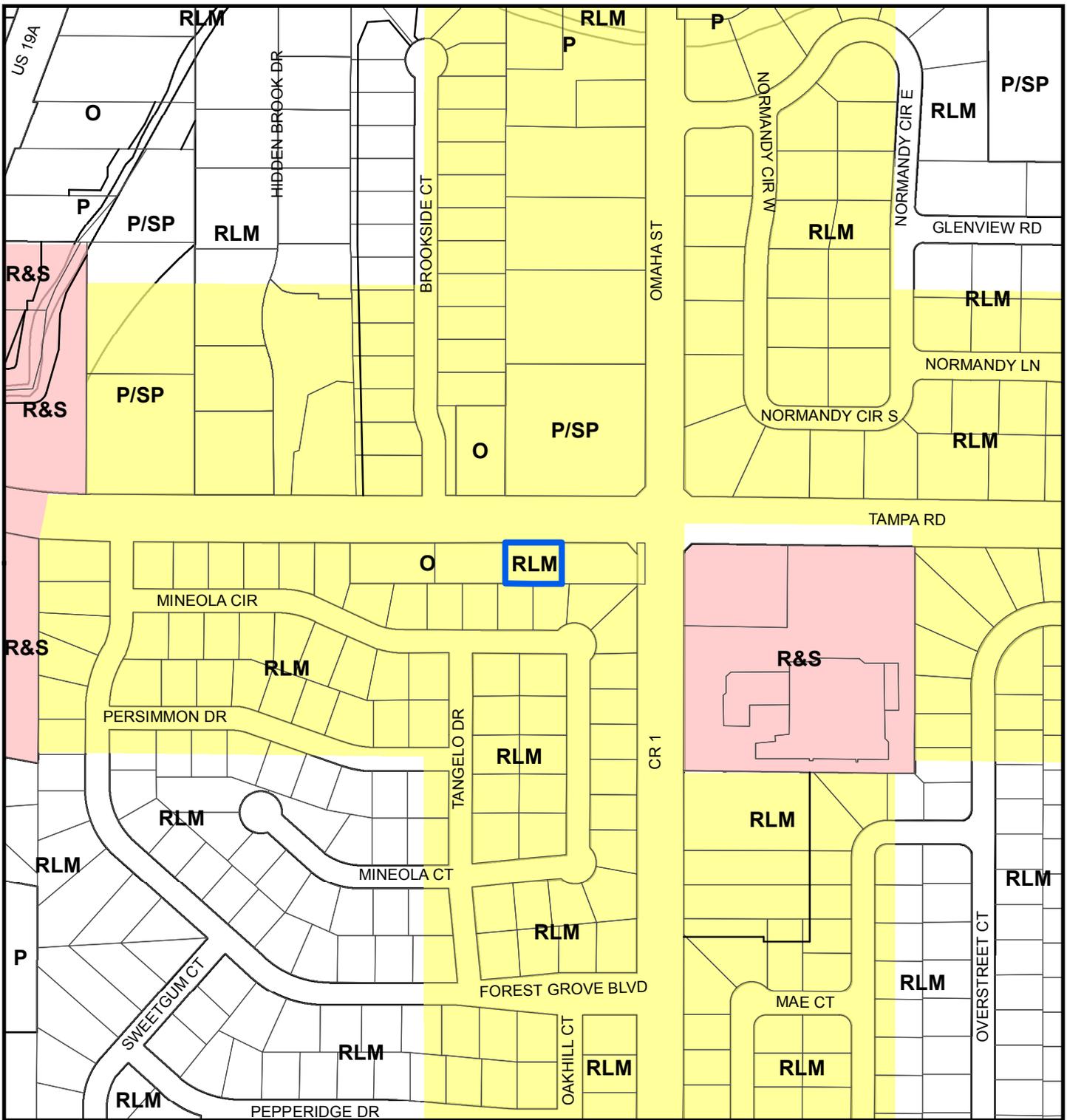
Plan Map Categories

- Residential Low Medium
- Public/Semi-Public
- Office
- Preservation
- Retail & Services
- Scenic/Noncommercial Corridor

Map 5 - Proposed Countywide Plan Map

CASE #: CW16-6 FROM: Residential Low Medium AREA: 0.2 Acres
 JURISDICTION: Pinellas County TO: Office





Map 6 - Scenic/Noncommercial Corridor (SNCC)

CASE #: CW16-6

FROM: Residential Low Medium

AREA: 0.2 Acres

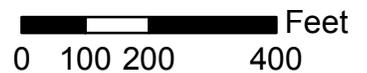
JURISDICTION: Pinellas County

TO: Office

SNCC TYPE:

 Residential

 Mixed Use





PPC Meeting
February 10, 2016

Agenda Item
III.B.2

Attachment 1
Council Staff
Analysis
Case - CW 16-6

Relevant Countywide Considerations:

- 1) **Consistency with the Countywide Plan and Rules** – The proposed amendment is submitted by Pinellas County and seeks to reclassify a parcel totaling 0.2 acres. The proposed amendment is from Residential Low Medium (RLM) to Office (O).

The site is on the south side of Tampa Road, 160 feet west of the intersection of Tampa Road and County Road 1.

The current RLM category is used to depict areas that are primarily well-suited for suburban, low density or moderately dense residential uses at a maximum density of 10 dwelling units per acre. The proposed Office category is used to depict areas that are developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development.

The area is characterized single family homes (further to the west) and small office uses, with many of these being converted from single family homes. The lot to the east is vacant, and across Tampa Road is an electric substation.

This amendment can be deemed consistent with this Relevant Countywide Consideration.

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is not located on roadway operating at an LOS of “F.” The difference in expected traffic generated between the existing and the proposed categories is an increase of approximately 7 vehicle trips per day (20 for the RLM category vs. 27 for Office).

Therefore, the proposed amendment can be deemed consistent with this Relevant Countywide Consideration.

- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is located on Tampa Road, which is designated as a Primary SNCC, with this portion of the corridor having a subclassification of “Residential”. The intent and purpose of the SNCC designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan, and to maintain and enhance the traffic operation of these significant roadway corridors in Pinellas County. The classification extends for 500 feet from the edge of the right-of-way.

The principal objectives of SNCC designations are:

- *To preserve and enhance scenic qualities found along these corridors and to foster community awareness of the scenic nature of these corridors;*
- *To encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way;*
- *To encourage land uses along these corridors that contribute to an integrated, well planned and visually pleasing development pattern while discouraging the proliferation of commercial, office, industrial or intense residential development beyond areas specifically designated for such uses on the Future Land Use Plan;*
- *To assist in maintaining the traffic operation of roadways within these corridors through land use type and density/intensity controls, and by conformance to access management regulations by selective transit route location, and by the development of integrated and safe pedestrian and bicycle access systems;*
- *To encourage design standards identified within the “Pinellas County Countywide Scenic/Non-Commercial Corridor Master Plan” through the adoption of local ordinances and regulations consistent with those standards set forth within the Master Plan.*

The Countywide Rules indicate that the requested Office category is not considered to be potentially consistent with the “Residential” subclassification, and would either need to be changed to a Mixed-Use subclassification, or an exception be granted to this concurrent change. Section 6.5.4.1.3.B states that the categories as applied to the site must be consistent with the character, intensity, and scale of the uses permitted, other Countywide Plan Map categories in the area, adjoining existing uses, and the need for and service area of use.

In this case the size and configuration of the site is de minimus in relationship to the frontage and length on the SNCC, and is consistent in relationship to the surrounding existing Countywide Plan Map designations.

The application of these categories to the subject area can be deemed consistent with this section given the use of the property for office purposes and its relationship to adjacent residential and office uses along the corridor.

- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located in a CHHA, so those policies are not applicable.
- 5) **Designated Development/Redevelopment Areas** – The amendment area is not located in, nor does it impact a designated development or redevelopment area.
- 6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The amendment area is not adjacent to another jurisdiction or educational facility.

Therefore, this request can be considered consistent with these Relevant Countywide Considerations.

Conclusion:

On balance, it can be concluded that the requested amendment from Residential Low Medium to Office is deemed consistent with the Relevant Countywide Considerations found in the Countywide Rules.

PINELLAS PLANNING COUNCIL
COUNTYWIDE PLAN MAP AMENDMENT - DISCLOSURE OF INTEREST STATEMENT

SUBMITTING LOCAL GOVERNMENT: Pinellas County

LOCAL GOVERNMENT CASE NUMBER: Z/LU-29-11-15

PROPERTY OWNERS/REPRESENTATIVE (include name and address):

Barry Berger, James & Holly Dowling, 1150 Tampa Rd, Palm Harbor, 34683

ANY OTHER PERSONS HAVING ANY OWNERSHIP INTEREST IN THE SUBJECT PROPERTY: *No*

Interests: Contingent Absolute

Name/Address:

Specific Interest Held:

INDICATION AS TO WHETHER A CONTRACT EXISTS FOR SALE OF SUBJECT PROPERTY, IF SO: *No*

Contract is: Contingent Absolute

All Parties To Contract:

Name/Address:

INDICATION AS TO WHETHER THERE ARE ANY OPTIONS TO PURCHASE SUBJECT PROPERTY, IF SO: *No*

All Parties To Option:

Name/Address

ANY OTHER PERTINENT INFORMATION WHICH APPLICANT MAY WISH TO SUBMIT PERTAINING TO REQUESTED PLAN MAP AMENDMENT:

PINELLAS PLANNING COUNCIL
APPLICATION FOR COUNTYWIDE PLAN MAP AMENDMENT

Countywide Plan Map Information

- | | |
|---|------------------------|
| 1. Current Countywide Plan Category(ies) | Residential Low Medium |
| 2. Proposed Countywide Plan Category(ies) | Office |

Local Future Land Use Plan Map Information

- | | |
|--|----------------------------|
| 1. Requesting Local Government | Pinellas County |
| 2. Local Map Amendment Case Number | Z/LU-29-11-15 |
| 3. Current Local Land Use Category(ies) | Residential Low |
| 4. Current Local Zoning Designation(s) | R-4 Residential |
| 5. Proposed Local Land Use Category(ies) | Residential/Office-Limited |
| 6. Proposed Local Zoning Designation(s) | P-1A Limited Office |

Site and Parcel Information

- | | |
|--|---|
| 1. Parcel number(s) of area(s) proposed to be amended - (and/or legal description, as necessary) | Sec/Twp/Rng/Sub/Blk/Lot
11/28/15/00000/110/1500 |
| 2. Location/Address | 160 west of SW corner of Tampa Road/CR-1 intersection |
| 3. Acreage | 0.2 |
| 4. Existing use(s) | vacant |
| 5. Existing density and/or floor area ratio | allows 5 upa |
| 6. Proposed use/name of project (if applicable) | future office |

Local Action

- | | |
|---|------------|
| 1. Date local ordinance was considered at public hearing and authorized by an affirmative vote of the governing body for transmittal of, and concurrence with, the local government future land use plan map amendment. | 12/15/2015 |
| 2. If the local government chooses to submit a development agreement in support of this application, the date the agreement was approved at public hearing by the legislative body. Any development agreement submitted as part of an application for Countywide Plan Map amendment may become a condition of approval of the amendment and will be subject to the provisions of Section 6.1.6 of the Countywide Rules. | N/A |

Other Items to Include

1. Copy of local ordinance.
2. If applicable, a copy of the development agreement approved by the legislative body and executed by the applicant property owner and other private party(ies) to the agreement.
3. PPC Disclosure of Interest Form.
4. Local government staff report.
5. Local plan and zoning maps showing amendment area.
6. If applicable, proposed demarcation line for environmentally sensitive areas.

Forms available online at www.pinellasplanningcouncil.org/amendment.htm

I. AMENDMENT INFORMATION

From: Residential Very Low (RVL)

To: Public/Semi-Public (P/SP)

Area: 4.2 acres m.o.l.

Location: NE Corner of East Lake Road & Foxwood Lane (Pinellas County Jurisdiction)

II. RECOMMENDATION

Council recommend to the Countywide Planning Authority that the proposed map amendment to Public/Semi-Public be approved.

Separately, and in addition, it is recommended that Pinellas County give special consideration to the improvement of the site with respect to the buffering and landscaping guidelines of the Scenic/Noncommercial Corridor Master Plan.

III. BACKGROUND

This proposed amendment is submitted by Pinellas County and seeks to reclassify a 4.2 acre property from Residential Low Medium to Public/Semi-Public.

The site is occupied by a single family home and a large amount of vacant land. The applicant proposes to develop a 64 bed assisted living facility. The Countywide Rules would allow up to 158 beds, however Pinellas County is utilizing their conditional use process to restrict the number of beds to 64.

IV. FINDINGS

Staff submits the following findings in support of the recommendation for approval:

- A. The Public/Semi-Public category recognize the proposed use of the site and is consistent with the criteria for utilization of the category;
- B. The amendment is adjacent to and consistent with a Scenic/Noncommercial Corridor; and
- C. The proposed amendment either does not involve, or will not significantly impact, the remaining relevant countywide considerations.

PPC Action:

CPA Action:

Please see accompanying attachments and documents in explanation and support of the findings.

In consideration of, and based upon a balanced legislative determination of the Relevant Countywide Considerations, as they relate to the overall purpose and integrity of the Countywide Plan, it is recommended that the proposed Public/Semi-Public Countywide Plan Map category be approved.

V. PLANNERS ADVISORY COMMITTEE

At the Planners Advisory Committee meeting on February 1, 2016, the members discussed and recommended approval of staff recommendation by a vote of 12-0 (see Draft Planners Advisory Committee Summary Action Sheet included with the consent agenda under correspondence).

VI. LIST OF MAPS & ATTACHMENTS

- Map 1 Location
- Map 2 Current Countywide Plan & Jurisdiction Map
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- Map 4 Current Countywide Plan Map
- Map 5 Proposed Countywide Plan Map
- Map 6 Scenic/Noncommercial Corridor Map

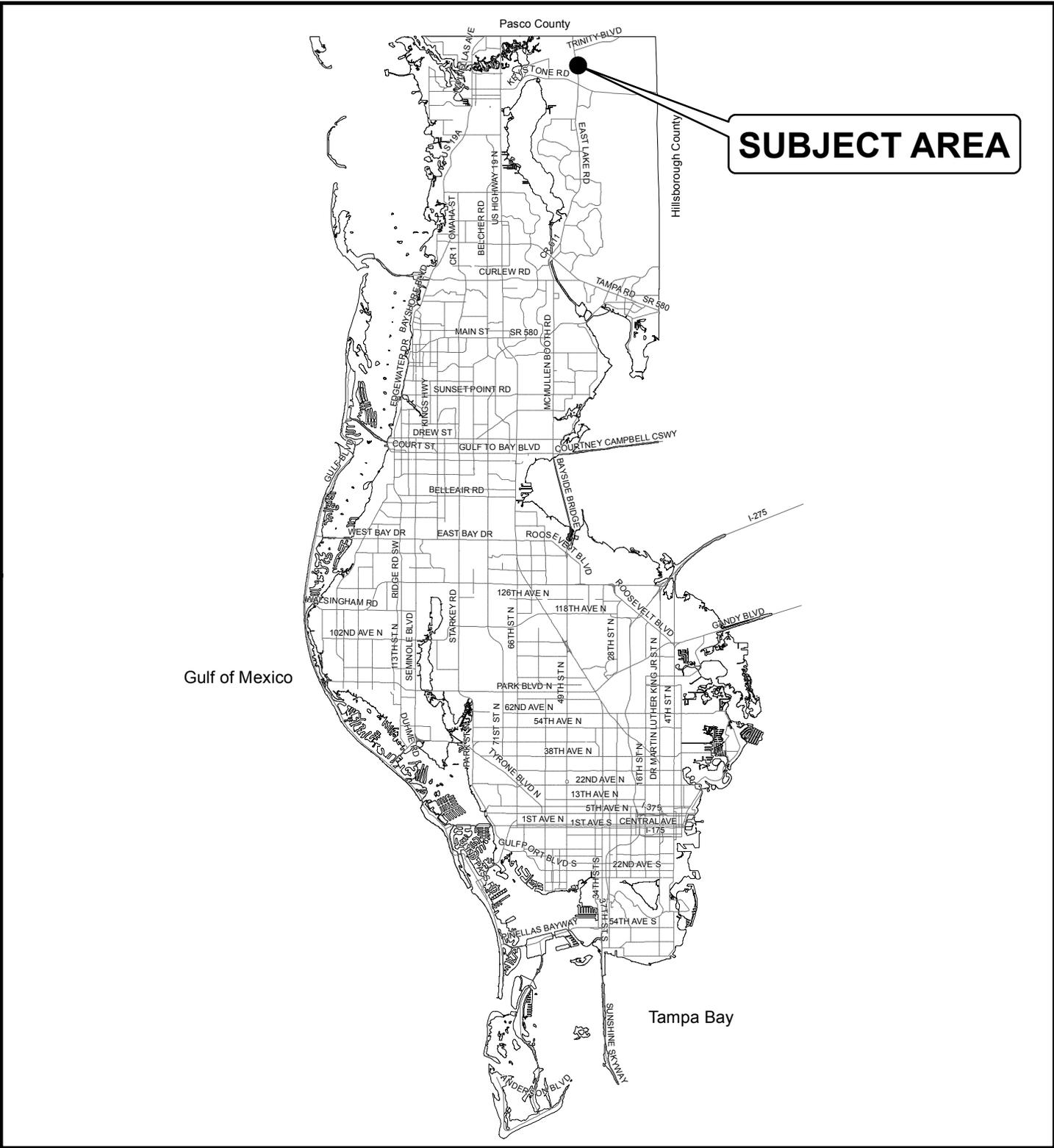
Attachment 1 Council Staff Analysis

VII. SUPPORT DOCUMENTS – available only at www.pinellasplanningcouncil.org (see February Agenda and then click on corresponding case number).

- Support Document 1 Disclosure of Interest Form
- Support Document 2 Local Government Application

VIII. MEETING DATES

Planners Advisory Committee, February 1, 2016 at 1:30 p.m.
Pinellas Planning Council, February 10, 2016 at 3:00 p.m.
Countywide Planning Authority, March 15, 2016 at 9:30 a.m.



Map 1 - Location

CASE #: CW16-7

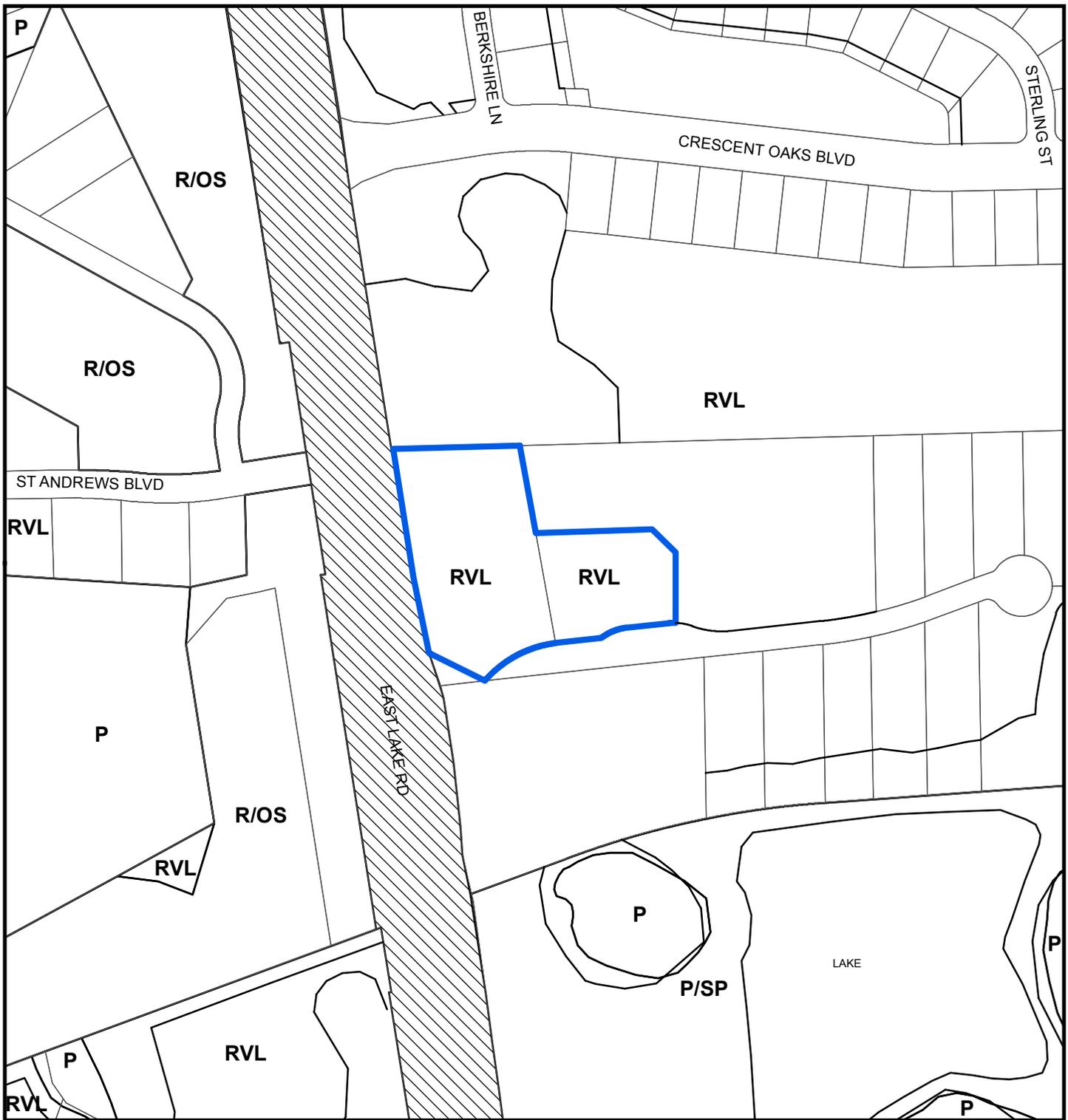
FROM: Residential Very Low

AREA: 4.2 Acres

JURISDICTION: Pinellas County

TO: Public/Semi-Public





Map 2 - Current Countywide Plan Map & Jurisdictional Map

CASE #: CW16-7

FROM: Residential Very Low

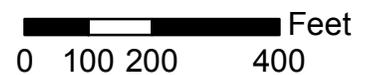
AREA: 4.2 Acres

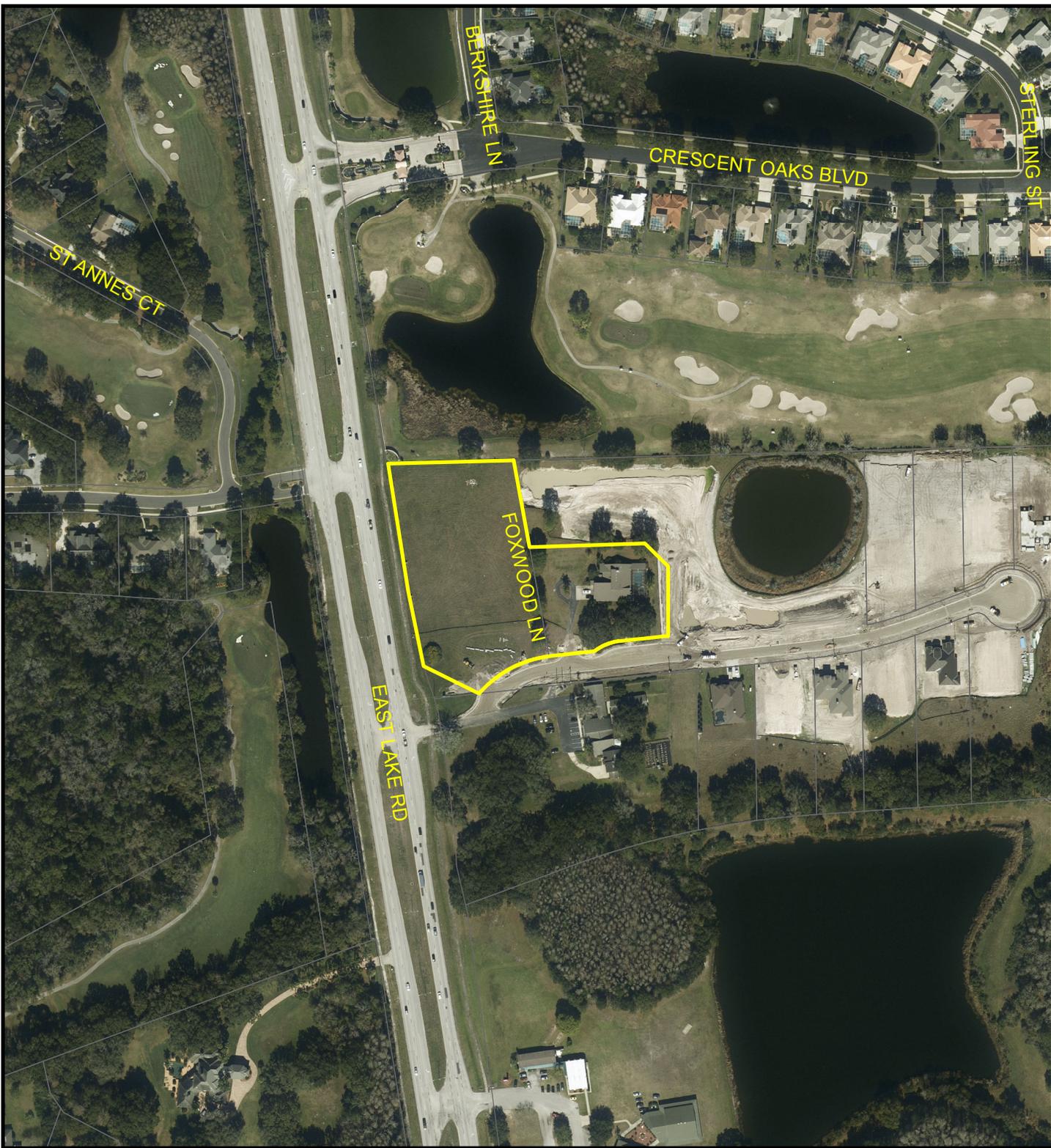
JURISDICTION: Pinellas County

TO: Public/Semi-Public

LEGEND:

 Unincorporated





Map 3 - Aerial

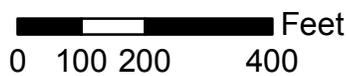
CASE #: CW16-7

FROM: Residential Very Low

AREA: 4.2 Acres

JURISDICTION: Pinellas County

TO: Public/Semi-Public





Plan Map Categories

- Residential Very Low
- Recreation/Open Space
- Public/Semi-Public
- Preservation
- Scenic/Noncommercial Corridor

Map 4 - Current Countywide Plan Map

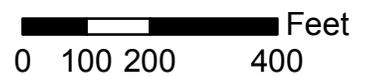
CASE #: CW16-7

FROM: Residential Very Low

AREA: 4.2 Acres

JURISDICTION: Pinellas County

TO: Public/Semi-Public





Plan Map Categories

- Residential Very Low
 - Public/Semi-Public
- Recreation/Open Space
 - Preservation
 - Scenic/Noncommercial Corridor

Map 5 - Proposed Countywide Plan Map

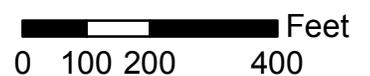
CASE #: CW16-7

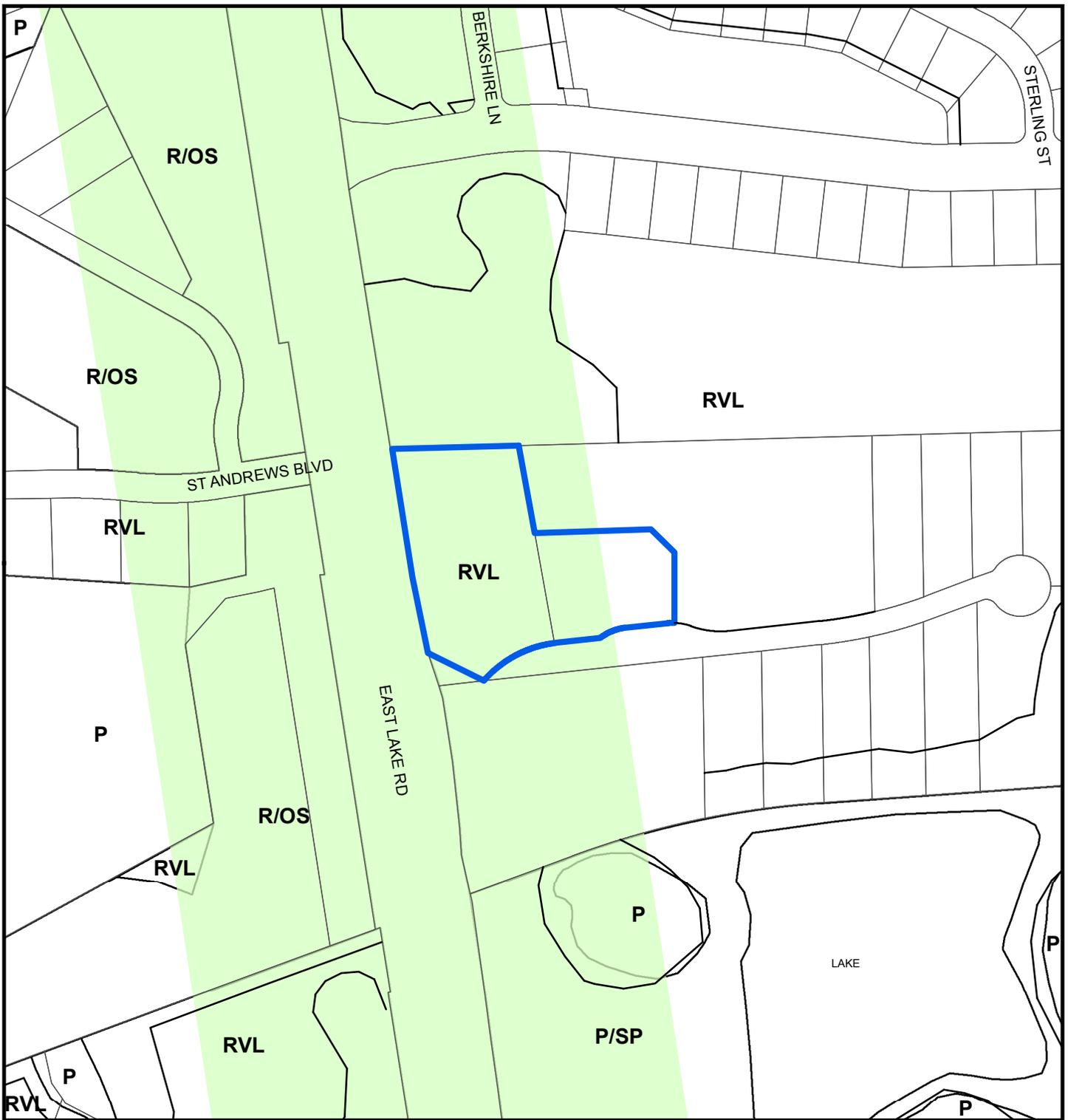
FROM: Residential Very Low

AREA: 4.2 Acres

JURISDICTION: Pinellas County

TO: Public/Semi-Public





Map 6 - Scenic/Noncommercial Corridor (SNCC)

CASE #: CW16-7

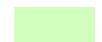
FROM: Residential Very Low

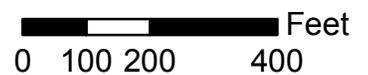
AREA: 4.2 Acres

JURISDICTION: Pinellas County

TO: Public/Semi-Public

SNCC TYPE:

 Rural/Open Space



Relevant Countywide Considerations:

- 1) **Consistency with the Countywide Plan and Rules** – The proposed amendment is submitted by Pinellas County and seeks to reclassify a parcel totaling 4.2 acres. The proposed amendment is from Residential Very Low (RVL) to Public/Semi-Public (P/SP).

The P/SP category is used to recognize institutional and transportation/utility uses that serve the community or region, and which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features. Additionally, the category as applied to this site and proposed use allows up to 158 beds (residential equivalent use) for uses such as an Adult Living Facility (ALF). Pinellas County is restricting the total number of beds to 64. Additionally, this parcel has good access to major transportation facilities, as the property fronts on East Lake Road, an arterial roadway.

The current RVL category is primarily used to recognize residential uses up to one unit per acre, and which would allow up to 13 residential equivalent beds. The category is mainly intended for areas that are in a rural or large lot, very low density residential nature. Again, it would allow an ALF, but at a significantly fewer number of beds than what is being requested (13 vs. 64).

This amendment can be deemed consistent with this Relevant Countywide Consideration.

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located on a roadway operating at an LOS of “C” or better, and that is East Lake Road. Additionally, traffic generated by the proposed amendment indicates a small increase in daily trips (25 for RVL vs. 281 for P/SP) and will not result in a significant negative impact to the existing LOS. The difference in expected traffic generated between the existing and the proposed categories is an increase of approximately 256 vehicle trips per day.

Therefore, the proposed amendment can be deemed consistent with this Relevant Countywide Consideration.

- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is located on East Lake Road, which is designated as a Primary SNCC, with this portion of the corridor having a subclassification of “Rural/Open Space.” The intent and purpose of the SNCC designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan, and to maintain and enhance the traffic operation of these

significant roadway corridors in Pinellas County. The classification extends for 500 feet from the edge of the right-of-way.

The principal objectives of SNCC designations are:

- *To preserve and enhance scenic qualities found along these corridors and to foster community awareness of the scenic nature of these corridors;*
- *To encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way;*
- *To encourage land uses along these corridors that contribute to an integrated, well planned and visually pleasing development pattern while discouraging the proliferation of commercial, office, industrial or intense residential development beyond areas specifically designated for such uses on the Countywide Plan Map;*
- *To assist in maintaining the traffic operation of roadways within these corridors through land use type and density/intensity controls, and by conformance to access management regulations by selective transit route location, and by the development of integrated and safe pedestrian and bicycle access systems;*
- *To encourage design standards identified within the “Pinellas County Countywide Scenic/Noncommercial Corridor Master Plan” through the adoption of local ordinances and regulations consistent with those standards set forth within the Master Plan.*

The Countywide Rules state that the requested Public/Semi-Public category is not considered compatible with the “Rural/Open Space” subclassification, unless a specific finding to the contrary is made in accordance with section 6.5.4.1.3 B. In these cases, the PPC and Countywide Planning Authority (CPA) can grant exceptions to the otherwise necessary change to the subclassification that would be needed if the amendment were to be approved. The subclassification that would allow this amendment is “Residential,” however this would not be an appropriate action in this case along East Lake Road, so therefore an exception will be considered below.

Section 6.5.4.1.3 B reads as follows:

The PPC and CPA shall have the authority to grant exceptions to the concurrent change to the Corridor Subclassification, as reflected on Submap No. 1, upon approval of an amendment to the Countywide Plan Map adjacent to a Scenic/Noncommercial Corridor, based upon a finding that:

1. The size and configuration of the amendment is de minimus in relationship to its frontage on the affected Scenic/Noncommercial Corridor; or
2. The size and configuration of the amendment is de minimus in relationship to the length of the affected Scenic/Noncommercial Corridor; or
3. The size and location of the amendment is consistent in relationship to the surrounding existing Countywide Plan Map designations.

The size and shape of the parcel are in relative proportion to the frontage along East Lake Road. In other words, the amendment parcel's frontage is not excessive as compared to the overall size of the amendment area.

Relative to the length of the corridor, the amendment area is insignificant. This portion of the SNCC extends from Keystone Road to Trinity Boulevard (approximately 1.2 miles in length) and there is one other area that is designed P/SP along this segment of roadway (Lakeview Community Church to the south). Therefore, the requested amendment should not cause the corridor to be changed from its rural and open space character.

Lastly, the use is considered to be a residential type use (i.e., a "residential equivalent" use) that is consistent with the other residential uses in the area. In addition, due to the fact that the size of the facility is being restricted to 64 beds it should be considered consistent in relationship to the current Countywide Plan Map designations, which are RVL on the east side of East Lake Road.

- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located in a CHHA, so those policies are not applicable.
- 5) **Designated Development/Redevelopment Areas** – The amendment area is not located in, nor does it impact, a designated development or redevelopment area.
- 6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The amendment area is not adjacent to another jurisdiction or to a public educational facility.

Therefore, this request can be considered consistent with these Relevant Countywide Considerations.

Conclusion:

On balance, it can be concluded that the requested amendment from Residential Very Low to Public/Semi-Public is deemed consistent with the Relevant Countywide Considerations found in the Countywide Rules.

PINELLAS PLANNING COUNCIL
COUNTYWIDE PLAN MAP AMENDMENT - DISCLOSURE OF INTEREST STATEMENT

SUBMITTING LOCAL GOVERNMENT: Pinellas County

LOCAL GOVERNMENT CASE NUMBER: Z/LU-30-11-15

PROPERTY OWNERS/REPRESENTATIVE (include name and address):

Senior Development Partners, LLC (Attn: Blake Doganiero), 535 S Hercules Ave *Site 2018*
Joe) Tones, 678 (200) 2899 Balboa Harbour Blvd 530 St, Balboa Harbor Clearwater 33764
34683

ANY OTHER PERSONS HAVING ANY OWNERSHIP INTEREST IN THE SUBJECT PROPERTY: *No*

Interests: Contingent Absolute

Name/Address:

Specific Interest Held:

INDICATION AS TO WHETHER A CONTRACT EXISTS FOR SALE OF SUBJECT PROPERTY, IF SO: *No*

Contract is: Contingent Absolute

All Parties To Contract:

Name/Address:

INDICATION AS TO WHETHER THERE ARE ANY OPTIONS TO PURCHASE SUBJECT PROPERTY, IF SO: *No*

All Parties To Option:

Name/Address

ANY OTHER PERTINENT INFORMATION WHICH APPLICANT MAY WISH TO SUBMIT PERTAINING TO REQUESTED PLAN MAP AMENDMENT:

Conditional Overlay restricting use of property and height of building.

PINELLAS PLANNING COUNCIL
APPLICATION FOR COUNTYWIDE PLAN MAP AMENDMENT

Countywide Plan Map Information

- | | |
|---|----------------------|
| 1. Current Countywide Plan Category(ies) | Residential Very Low |
| 2. Proposed Countywide Plan Category(ies) | Public/Semi-Public |

Local Future Land Use Plan Map Information

- | | |
|--|-------------------|
| 1. Requesting Local Government | Pinellas County |
| 2. Local Map Amendment Case Number | Z/LU-30-11-15 |
| 3. Current Local Land Use Category(ies) | Residential Rural |
| 4. Current Local Zoning Designation(s) | RPD-0.5-W |
| 5. Proposed Local Land Use Category(ies) | Institutional |
| 6. Proposed Local Zoning Designation(s) | IL-CO-W |

Site and Parcel Information

- | | |
|---|--|
| 1. Parcel number(s) of area(s) proposed to be amended - Sec/Twp/Rng/Sub/Blk/Lot
(and/or legal description, as necessary) | 10/27/16/29303/000/0010 & 0120 |
| 2. Location/Address | NE corner of East Lake Rd & Foxwood Ln |
| 3. Acreage | 4.2 |
| 4. Existing use(s) | Single Family Home & Vacant |
| 5. Existing density and/or floor area ratio | 0.5 upa |
| 6. Proposed use/name of project (if applicable) | Assisted Living Facility |

Local Action

- | | |
|---|------------|
| 1. Date local ordinance was considered at public hearing and authorized by an affirmative vote of the governing body for transmittal of, and concurrence with, the local government future land use plan map amendment. | 12/15/2015 |
| 2. If the local government chooses to submit a development agreement in support of this application, the date the agreement was approved at public hearing by the legislative body. Any development agreement submitted as part of an application for Countywide Plan Map amendment may become a condition of approval of the amendment and will be subject to the provisions of Section 6.1.6 of the Countywide Rules. | N/A |

Other Items to Include

1. Copy of local ordinance.
2. If applicable, a copy of the development agreement approved by the legislative body and executed by the applicant property owner and other private party(ies) to the agreement.
3. PPC Disclosure of Interest Form.
4. Local government staff report.
5. Local plan and zoning maps showing amendment area.
6. If applicable, proposed demarcation line for environmentally sensitive areas.

Forms available online at www.pinellasplanningcouncil.org/amendment.htm



PPC Meeting
February 10, 2016

Agenda Item
III.C

Countywide Rules
Amendments
TECs, TDRs, and
Temp. Lodging

I. RECOMMENDATION

Council consider at public hearing and adopt accompanying Resolution No. 16-1 recommending approval of the amendment of the Countywide Rules to the Countywide Planning Authority.

II. BACKGROUND

There are three items that have been brought forward by local governments that involve the potential amendment of the Countywide Rules. These topics are:

- Target Employment Center (TEC) – Section 2.3.3.13. Specifically, the minimum size requirement of “generally 100 acres in size.” St. Petersburg staff has suggested that this minimum be reduced to 10 acres.

During the development of the most recent version of the Countywide Plan and Rules, and based on the “Centers, Corridors, and Districts” concept included in Pinellas by Design, staff chose 100 acres as a cutoff for the identification of areas that would be set aside to provide additional development rights for target employment uses. During the analysis, and specifically for placing on the Countywide Map during the one-time countywide map amendment adoption right given to the Council in the Council’s new Special Act, it was discovered that most groupings of industrial and office parcels were over 100 acres. The remaining conglomerations were closer to 20 acres (or below).

So, in keeping with Pinellas by Design’s Centers, Corridors, and Districts concept, the larger acreage threshold was adopted (the “Districts” term became “Center” as it relates to the TEC Countywide Plan Map category). However, staff is supportive of a change in the threshold if a local government can support an amendment that will assist in keeping or attracting target employment uses in smaller areas, which will further the Strategies in the Countywide Plan. In addition, a 10 acre minimum should still result in creating an area large enough to spur additional employment activity.

The attached ordinance indicates a 10-acre minimum size for new TEC areas.

- Transferable Development Rights (TDRs) – Section 5.2.1.1. Specifically, 5.2.1.1.1 D limits a receiving parcel to an increase of no more than 25 percent over the otherwise

PPC Action:

CPA Action:

maximum permitted density/intensity allowed for each applicable Countywide Plan Map category. Pinellas County staff suggests that this limit be raised by an additional five percent for projects meeting specified criteria, such as economic development objectives.

The attached ordinance includes a new section outlining how this extra five percent of development rights can be utilized by local government.

- Temporary Lodging Use Standards – Section 5.2.1.3. Specifically, 5.2.1.3.1 E that includes ground level parking under a hotel in the calculation of floor area ratio (FAR). Treasure Island staff wishes to “level the playing field for inland and barrier island communities” relative to Temporary Lodging Use standards.

These Countywide Rule standards for temporary lodging uses are optional for local governments, as they may choose to utilize them in their local future land use plans and land development regulations. They were developed as part of a countywide effort to improve the regulatory framework for temporary lodging uses so they could compete more effectively with residential development that was beginning to dominate our coastal areas, resulting in the loss of thousands of temporary lodging units. There were several reasons for adopting these more permissive rules, including avoiding significant detrimental economic impacts due to losing temporary lodging uses, but another important aspect of these new optional standards was to ensure that the resulting structures were not too large and did not overwhelm the surrounding area or beach communities. The temporary lodging study primarily focused on the beach areas of Pinellas County, but it was also understood that these heightened standards could be used on mainland properties.

Temporary lodging uses on the barrier islands are required to elevate their structures due to flooding hazards. As a result, it is typical for them to devote the ground level to parking. The argument provided by Treasure Island staff is that the mainland temporary lodging uses have a built-in relative advantage because they do not have to elevate their structures for flood purposes and can therefore gain additional building area by placing parking outside of the structure. To remove the perceived inequity, Treasure Island staff suggests removing ground level parking from the FAR calculation. However, Council staff notes that when parking is placed outside the building, it still consumes land that could otherwise be used for the temporary lodging structure, and that a parcel of a given size would have the same development potential whether located on the barrier islands or mainland. We also note that the standards that were developed took this ground level parking into account and should accommodate a standard size room temporary lodging use and associated parking. In other words, the FARs that were adopted in the original ordinance were set to accommodate the temporary lodging use and associated parking structures.

The suggested local government revision would apply to all categories that offer these optional provisions, and across all parcel sizes regardless of location. Essentially, the

removal of the first floor of parking from the calculations for the FAR standard would allow an additional floor of height, or a larger building footprint, depending on the parcel configuration.

Council staff has reviewed the backup materials that were part of the original study of temporary lodging uses, and discussed this with Treasure Island staff. We conclude that a change to the regulations is warranted, but only for the smaller parcels identified in the table that regulates FAR (i.e., less than one acre in the Resort Countywide Plan Map category) and not across the board of all size parcels and all categories that allow temporary lodging uses. Instead of erasing a perceived level of unfairness between the mainland and barrier island properties, it provides an appropriate FAR to accommodate small scale temporary lodging uses (see discussion below).

These smaller parcels (less than one acre) typically house temporary lodging uses that have a low number of rooms, so to be more viable and to compete with larger temporary lodging establishments, they often require a different product to attract clientele. After discussion with Treasure Island staff, we see that these smaller uses are more specialized in their product and are requesting larger than normal size rooms (typically above 700 square feet and up to 1,300 square feet). The current FAR of 2.0 for these smaller parcels is adequate for uses that have small to medium size rooms, parking structures, and with a modest amount of associated uses (e.g., coffee shop or gift shop). However, for room sizes exceeding the norm, staff has concluded that an additional 10% of FAR (changing from 2.0 to 2.2) should adequately address the issue and allow smaller uses to produce a more unique and attractive hotel product. This has a similar effect as removing parking that is below flood elevation requirements¹ from the calculation of FAR, but is a more consistent and clear way to accomplish it.

Please follow this link to access the Countywide Rules on-line (click Countywide Rules once at the home page): <http://www.pinellasplanningcouncil.org>.

III. RECOMMENDATION

Staff recommends the Council consider at public hearing and adopt the accompanying Resolution No. 16-1 recommending approval of the amendment of the Countywide Rules to the Countywide Planning Authority.

IV. PLANNERS ADVISORY COMMITTEE

At the Planners Advisory Committee meeting on February 1, 2016, the members discussed and recommended approval of staff recommendation (vote 12-0).

¹ It is important to note that actual ground elevations and flood elevation requirements vary considerable depending on location, and may require the base floor of the structure to be elevated higher than the minimum flood elevation requirement in order to accommodate parking. This has the effect of increasing the size and height of the structure.

V. LIST OF ATTACHMENTS

- Attachment 1 Resolution No. 16-1, including:
Exhibit I – Ordinance strike through and underline
Exhibit II – Ordinance clean

**PINELLAS PLANNING COUNCIL
RESOLUTION NO. 16-1**

A RESOLUTION APPROVING THE AMENDMENT OF THE COUNTYWIDE RULES; MODIFYING REQUIREMENTS FOR TARGET EMPLOYMENT CENTERS; MODIFYING LIMITS FOR TRANSFERABLE DEVELOPMENT RIGHTS; MODIFYING TEMPORARY LODGING USE STANDARDS; RECOMMENDING THE APPROVAL OF SAID COUNTYWIDE RULE AMENDMENTS BY THE PINELLAS COUNTY BOARD OF COUNTY COMMISSIONERS, ACTING PURSUANT TO ITS COUNTYWIDE PLANNING AUTHORITY.

WHEREAS, the Board of County Commissioners, acting pursuant to its countywide planning authority, has repealed the former Countywide Comprehensive Plan and replaced it by adoption of Ordinance No. 15-30 on August 7, 2015; and

WHEREAS, as part of Ordinance 15-30, the Board adopted the Countywide Plan Strategies, Countywide Plan Map, and the Countywide Rules, which collectively comprise the Countywide Plan; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 6(7)(b), Chapter 2012-245, Laws of Florida, is authorized to develop rules, standards, policies and objectives that will implement the Countywide Plan; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 10(3)(a), Chapter 2012-245, Laws of Florida, is authorized to initiate amendment to a rule, of the Countywide Plan, as determined necessary by the Council to establish effective countywide planning; and

WHEREAS, the Council initially adopted 100-acre or larger Target Employment Center areas during its one-time Countywide Plan Map amendment process; and

WHEREAS, the Council has determined that allowing Employment Centers at 10-acres or greater would be consistent with the Countywide Plan Strategies specifically intended to protect or increase the county's employment base; and

WHEREAS, the Council has determined that the transfer of development rights to promote Target Employment is consistent with the Countywide Plan Strategies intended to improve the county's economy; and

WHEREAS, the Council has determined that it is necessary and appropriate, in the interest of supporting a viable tourist industry and establishing economic parity for temporary lodging uses, to amend the Countywide Rules with respect to the permitted intensity for temporary lodging uses occupying smaller parcels; AND

WHEREAS, the requisite procedures concerning notice and public hearing by the Pinellas Planning Council for amendment of the Countywide Rules have been met.

NOW, THEREFORE, BE IT RESOLVED by the Pinellas Planning Council that:

Section I. The Council hereby recommends approval of the amendment of the Countywide Rules set forth in Exhibit I (underline/strike-through version of ordinance) and Exhibit II (clean ordinance) attached hereto.

Section II. The Council hereby transmits a copy of this Resolution, including Exhibits I and II, to the Pinellas County Board of County Commissioners, acting pursuant to its countywide planning authority, for consideration and action.

Section III: The Council hereby recommends said Countywide Rule amendments, as set forth in Exhibits I and II, be approved by the Pinellas County Board of County Commissioners, acting in pursuant to its countywide planning authority.

This Resolution offered and adopted at the February 10, 2016 meeting of the Pinellas Planning Council as hereinafter set forth:

Councilmember _____ offered the foregoing Resolution

which was seconded by Councilmember _____ and the vote

was:

AYES:

NAYS:

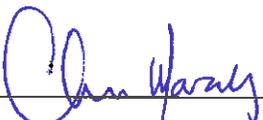
ABSENT AND NOT VOTING:

ATTEST:

Whit Blanton, Executive Director
Pinellas Planning Council

Councilmember Jim Kennedy, Chairman
Pinellas Planning Council

APPROVED AS TO FORM
OFFICE OF THE COUNTY
ATTORNEY

By:  _____

ORDINANCE NO. _____

AN ORDINANCE AMENDING PINELLAS COUNTY ORDINANCE NO. 15-30, AS AMENDED, THE COUNTYWIDE PLAN REPEAL AND REPLACEMENT ORDINANCE, BY AMENDING THE “COUNTYWIDE RULES;” MODIFYING REQUIREMENTS FOR TARGET EMPLOYMENT CENTERS; MODIFYING LIMITS FOR TRANSFERABLE DEVELOPMENT RIGHTS; AND MODIFYING TEMPORARY LODGING USE STANDARDS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners, acting pursuant to its countywide planning authority, has repealed the former Countywide Comprehensive Plan and replaced it by adoption of Ordinance No. 15-30 on August 7, 2015; and

WHEREAS, as part of Ordinance 15-30, the Board adopted the Countywide Plan Strategies, Countywide Plan Map, and the Countywide Rules, which collectively comprise the Countywide Plan; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 6(7)(b), Chapter 2012-245, Laws of Florida, is authorized to develop rules, standards, policies, and objectives that will implement the Countywide Plan; and

WHEREAS, the Pinellas Planning Council pursuant to Section 10(3)(a), Chapter 2012-245, Laws of Florida, is authorized to initiate amendment to a rule of the Countywide Plan, as determined necessary by the Council to establish effective countywide planning; and

WHEREAS, the requisite procedures concerning notice and public hearing for amendment of the Countywide Rules have been met; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, acting pursuant to its countywide planning authority, desires to amend the Countywide Rules, as amended, for Pinellas County, Florida, as set forth herein; and

WHEREAS, the Council initially adopted 100-acre or larger Target Employment Center areas during its one-time Countywide Plan Map amendment process, and

WHEREAS, the Council has determined that allowing local governments to request said Target Employment Centers at 10-acres or greater would be consistent with the Countywide Plan Strategies specifically intended to protect or increase the county's employment base; and

WHEREAS, the Council has determined that the transfer of development rights to promote Target Employment is consistent with the Countywide Plan Strategies intended to improve the county's economy; and

WHEREAS, the Council has determined that it is necessary and appropriate, in the interest of supporting a viable tourist industry and establishing economic parity for temporary lodging uses, to amend the Countywide Rules with respect to the permitted intensity for temporary lodging uses occupying smaller parcels; and

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

SECTION 1. The portions of Article 2, Countywide Plan Map Categories, are hereby amended as set forth below. All other portions of Article 2 not included in this ordinance are preserved and remain as previously set forth in the Plan Rules.

DIV. 2.3 COUNTYWIDE PLAN MAP AND CATEGORIES.

2.3.3.13 Category/Symbol – Target Employment Center (TEC).

Purpose – It is the purpose of this category to depict, utilizing an overlay, those areas of the county that are now developed, or appropriate to be developed, in a concentrated and cohesive pattern to facilitate employment uses of countywide significance,

Use Characteristics

Permitted Uses – See applicable underlying categories.

Locational Characteristics – This category is generally appropriate to those areas based on their size, concentration of, and potential for, target employment opportunities, i.e., those employers and industries paying above-average wages and producing goods and services for sale and consumption that import revenue to the community.

Scenic/Noncommercial Corridor (SNCC) – Amendments to Target Employment Center in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.

Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be: 1) for the Office, Employment, and Industrial categories, the traffic generation rate (trips per day per acre) of the underlying category, multiplied by 114% to account for the higher intensity allowed for Manufacturing, Office, and Research/Development uses when using this overlay; and 2) for all other categories, the traffic generation rate of the underlying category.

Density/Intensity Standards – Shall include the following:

Densities and intensities will be guided per the underlying plan categories, plus a 100% intensity bonus for Manufacturing, Office, and Research/Development uses.

Other Standards – Shall include the following:

Minimum Size – These locations shall generally be a minimum of one hundred ten acres in size.

SECTION 2. The portions of Article 5, Optional Provisions, are hereby amended as set forth below. All other portions of Article 5 not included in this ordinance are preserved and remain as previously set forth in the Countywide Plan Rules.

DIV 5.2 CRITERIA AND STANDARDS

SEC. 5.2.1 SPECIAL RULES.

5.2.1.1 Transferable Development Rights.

5.2.1.1.1 Transfer of development rights shall be as provided for in the applicable local government comprehensive plan, special area plans adopted prior to August 7, 2015, the local plan and/or code provisions that establish the basis for and are filed of record in support of the Activity Center (AC) or Multimodal Corridor (MMC) plan category, and land development regulations, subject to the following:

- A. The land use characteristics within any given Countywide Plan Map category shall be consistent with those land use characteristics enumerated for each Countywide Plan Map category, and no transfer

of development rights shall be permitted which is inconsistent with the use characteristics of a given Countywide Plan Map category.

B. There shall be no transfer of development rights from existing developed property, irrespective of whether or not that property has been developed to the maximum density/intensity permitted under the Countywide Plan and Countywide Rules, or the local future land use plan designation where it may be more restrictive, except for preservation of archaeological, historical, environmental, or architectural sites or features or for Leadership in Energy and Environmental Design (LEED) building certification purposes.

C. Transfer of development rights is permitted between all Countywide Plan Map categories except as follows:

There shall be no transfer to the Recreation/Open Space or Preservation categories.

There shall be no transfer from the AC or MMC category, except as may be provided for in the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category.

D. The maximum permitted density/intensity of the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, for any parcel of land to which development rights are transferred shall not exceed twenty-five percent of the otherwise maximum permitted density/intensity allowed for each respective Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, applicable to such parcel, except as may be otherwise specifically provided for as follows:

1. Within the AC and MMC categories on the Countywide Plan Map governed by the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category, the transfer of development rights and permitted increase in maximum density/intensity as a function of such transfer shall be governed by those provisions.

2. For a parcel of land that provides or contains Manufacturing, Office, or Research/Development uses and to which development rights are transferred, the maximum permitted density/intensity of the Countywide Plan Map category, or the local future land use plan

designation where it may be more restrictive, shall not exceed thirty percent of the otherwise maximum permitted density/intensity allowed for each respective Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, applicable to such parcel.

SECTION 3. The portions of Article 5, Optional Provisions, are hereby amended as set forth below. All other portions of Article 5 not included in this ordinance are preserved and remain as previously set forth in the Countywide Plan Rules.

DIV 5.2 CRITERIA AND STANDARDS

SEC. 5.2.1 SPECIAL RULES.

5.2.1.3 Temporary Lodging Use Standards.

5.2.1.3.1 Alternative Density/Intensity. Local governments may utilize the standard temporary lodging densities and intensities specified within each Countywide Plan Map category that provides for such use; or may, in the alternative, utilize all, or any part of, the higher temporary lodging densities and associated intensities included in the accompanying Table 3, subject to the following:

Amendment of the local government comprehensive plan and land development regulations to provide for all, or any portion of, the alternative densities and intensities in Table 3, based on a Development Agreement prepared and approved pursuant to Chapter 163, Sections.3220-.3243, F.S., as amended.

A Development Agreement proposing to utilize the higher densities and intensities identified in Table 3 and authorized by this Section shall address, at a minimum, the following:

The ability of the local government, or the applicable service provider, to meet the concurrency management standards for sanitary sewer, solid waste, drainage, and potable water, as required pursuant to Section 163.3180, F.S., and the applicable local government or service provider plan and regulations.

Provision for all temporary lodging uses to comply with all county and local hurricane evacuation plans and procedures to ensure orderly evacuation of guests and visitors pursuant to the Pinellas County Code, Chapter 34, Article III. In particular, all temporary lodging uses which are located in Hurricane Evacuation Level A, as

identified by the Pinellas County Comprehensive Emergency Management Plan, shall prepare a legally enforceable mandatory evacuation/closure covenant, stating that the temporary lodging use will be closed as soon as practicable after a hurricane watch is posted for Pinellas County by the National Hurricane Center. Further, a plan implementing the closure and evacuation procedures shall be prepared and submitted to the county or municipal emergency management coordinator, whichever is applicable, within 90 days of the issuance of a certificate of occupancy. This plan will be updated and sent for review when there is a change of ownership or substantive change to the plan or as required by the county or municipal emergency management coordinator, whichever is applicable.

Design considerations in Section 5.2.1.3.2, the mobility management provisions in Section 5.2.1.3.3 and the restrictions on temporary lodging use in Section. 5.2.1.3.4 set forth following.

A Development Agreement prepared pursuant to this Section shall be approved by the local government governing body, recorded with the Clerk of the Circuit Court pursuant to Section 163.3239, F.S., a copy filed with the Property Appraiser's Office, and a copy submitted to the PPC and CPA for receipt and filing within fourteen days after recording. The development limitations set forth in the Development Agreement shall be memorialized in a deed restriction, which shall be recorded in the Official Records of Pinellas County prior to the issuance of a building permit for the temporary lodging use.

The alternative densities and intensities set forth in Table 3 are maximums, except as provided for in E. below. A local government may choose to utilize a density and intensity standard equal to or less than the alternative density and intensity standard, when adopted in their comprehensive plan and land development regulations, based on the maximums set forth in Table 3.

Intensity standards governing floor area ratio (FAR) and impervious surface ratio (ISR) may be varied by the local government with jurisdiction pursuant to the provisions of Division 7.4 of these Rules. The FARs in Table 3 apply to the temporary lodging use, residential dwelling uses integrated in the same structure with the temporary lodging use, associated parking structures, and uses accessory to temporary lodging uses (e.g., meeting space, restaurants, spas, clubs, etc.).

For development that includes a combination of temporary lodging and residential dwelling use, each use shall be allowed in proportion to the size of the property and the permitted density and intensity of the respective use.

**Table 3
TEMPORARY LODGING DENSITY AND INTENSITY STANDARDS**

Plan Category	Temporary Lodging On Property That Is:	Maximum Density/Intensity Standards		
		Units/Acre	FAR	ISR
R	Less Than One Acre	75	2.0 2.2	0.95
	Between One Acre And Three Acres	100	3.0	0.95
	Greater Than Three Acres	125	4.0	0.95
R&S	No Property Size Limitations	60	1.2	0.90
E	Subject To 5-Acre Property Size Limitation Per Section 2.3.3.8	75	1.5	0.85

SECTION 4. Severability. It is declared to be the intent of the Board of County Commissioners that if any section, subsection, sentence, clause, phrase, or provision of this ordinance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

SECTION 5. Filing of Ordinance; Effective Date. Pursuant to Section 125.66, Florida Statutes, a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This Ordinance shall become effective upon filing with the Department of State.

APPROVED AS TO FORM
OFFICE OF THE COUNTY ATTORNEY

By: _____

ORDINANCE NO. _____

AN ORDINANCE AMENDING PINELLAS COUNTY ORDINANCE NO. 15-30, AS AMENDED, THE COUNTYWIDE PLAN REPEAL AND REPLACEMENT ORDINANCE, BY AMENDING THE “COUNTYWIDE RULES;” MODIFYING REQUIREMENTS FOR TARGET EMPLOYMENT CENTERS; MODIFYING LIMITS FOR TRANSFERABLE DEVELOPMENT RIGHTS; AND MODIFYING TEMPORARY LODGING USE STANDARDS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners, acting pursuant to its countywide planning authority, has repealed the former Countywide Comprehensive Plan and replaced it by adoption of Ordinance No. 15-30 on August 7, 2015; and

WHEREAS, as part of Ordinance 15-30, the Board adopted the Countywide Plan Strategies, Countywide Plan Map, and the Countywide Rules, which collectively comprise the Countywide Plan; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 6(7)(b), Chapter 2012-245, Laws of Florida, is authorized to develop rules, standards, policies, and objectives that will implement the Countywide Plan; and

WHEREAS, the Pinellas Planning Council pursuant to Section 10(3)(a), Chapter 2012-245, Laws of Florida, is authorized to initiate amendment to a rule of the Countywide Plan, as determined necessary by the Council to establish effective countywide planning; and

WHEREAS, the requisite procedures concerning notice and public hearing for amendment of the Countywide Rules have been met; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, acting pursuant to its countywide planning authority, desires to amend the Countywide Rules, as amended, for Pinellas County, Florida, as set forth herein; and

WHEREAS, the Council initially adopted 100-acre or larger Target Employment Center areas during its one-time Countywide Plan Map amendment process, and

WHEREAS, the Council has determined that allowing local governments to request said Target Employment Centers at 10-acres or greater would be consistent with the Countywide Plan Strategies specifically intended to protect or increase the county's employment base; and

WHEREAS, the Council has determined that the transfer of development rights to promote Target Employment is consistent with the Countywide Plan Strategies intended to improve the county's economy; and

WHEREAS, the Council has determined that it is necessary and appropriate, in the interest of supporting a viable tourist industry and establishing economic parity for temporary lodging uses, to amend the Countywide Rules with respect to the permitted intensity for temporary lodging uses occupying smaller parcels; and

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

SECTION 1. The portions of Article 2, Countywide Plan Map Categories, are hereby amended as set forth below. All other portions of Article 2 not included in this ordinance are preserved and remain as previously set forth in the Plan Rules.

DIV. 2.3 COUNTYWIDE PLAN MAP AND CATEGORIES.

2.3.3.13 Category/Symbol – Target Employment Center (TEC).

Purpose – It is the purpose of this category to depict, utilizing an overlay, those areas of the county that are now developed, or appropriate to be developed, in a concentrated and cohesive pattern to facilitate employment uses of countywide significance,

Use Characteristics

Permitted Uses – See applicable underlying categories.

Locational Characteristics – This category is generally appropriate to those areas based on their size, concentration of, and potential for, target employment opportunities, i.e., those employers and industries paying above-average wages and producing goods and services for sale and consumption that import revenue to the community.

Scenic/Noncommercial Corridor (SNCC) – Amendments to Target Employment Center in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.

Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be: 1) for the Office, Employment, and Industrial categories, the traffic generation rate (trips per day per acre) of the underlying category, multiplied by 114% to account for the higher intensity allowed for Manufacturing, Office, and Research/Development uses when using this overlay; and 2) for all other categories, the traffic generation rate of the underlying category.

Density/Intensity Standards – Shall include the following:

Densities and intensities will be guided per the underlying plan categories, plus a 100% intensity bonus for Manufacturing, Office, and Research/Development uses.

Other Standards – Shall include the following:

Minimum Size – These locations shall be a minimum of ten acres in size.

SECTION 2. The portions of Article 5, Optional Provisions, are hereby amended as set forth below. All other portions of Article 5 not included in this ordinance are preserved and remain as previously set forth in the Countywide Plan Rules.

DIV 5.2 CRITERIA AND STANDARDS

SEC. 5.2.1 SPECIAL RULES.

5.2.1.1 Transferable Development Rights.

5.2.1.1.1 Transfer of development rights shall be as provided for in the applicable local government comprehensive plan, special area plans adopted prior to August 7, 2015, the local plan and/or code provisions that establish the basis for and are filed of record in support of the Activity Center (AC) or Multimodal Corridor (MMC) plan category, and land development regulations, subject to the following:

- A. The land use characteristics within any given Countywide Plan Map category shall be consistent with those land use characteristics enumerated for each Countywide Plan Map category, and no transfer

of development rights shall be permitted which is inconsistent with the use characteristics of a given Countywide Plan Map category.

B. There shall be no transfer of development rights from existing developed property, irrespective of whether or not that property has been developed to the maximum density/intensity permitted under the Countywide Plan and Countywide Rules, or the local future land use plan designation where it may be more restrictive, except for preservation of archaeological, historical, environmental, or architectural sites or features or for Leadership in Energy and Environmental Design (LEED) building certification purposes.

C. Transfer of development rights is permitted between all Countywide Plan Map categories except as follows:

There shall be no transfer to the Recreation/Open Space or Preservation categories.

There shall be no transfer from the AC or MMC category, except as may be provided for in the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category.

D. The maximum permitted density/intensity of the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, for any parcel of land to which development rights are transferred shall not exceed twenty-five percent of the otherwise maximum permitted density/intensity allowed for each respective Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, applicable to such parcel, except as may be otherwise specifically provided for as follows:

1. Within the AC and MMC categories on the Countywide Plan Map governed by the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category, the transfer of development rights and permitted increase in maximum density/intensity as a function of such transfer shall be governed by those provisions.

2. For a parcel of land that provides or contains Manufacturing, Office, or Research/Development uses and to which development rights are transferred, the maximum permitted density/intensity of the Countywide Plan Map category, or the local future land use plan

designation where it may be more restrictive, shall not exceed thirty percent of the otherwise maximum permitted density/intensity allowed for each respective Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, applicable to such parcel.

SECTION 3. The portions of Article 5, Optional Provisions, are hereby amended as set forth below. All other portions of Article 5 not included in this ordinance are preserved and remain as previously set forth in the Countywide Plan Rules.

DIV 5.2 CRITERIA AND STANDARDS

SEC. 5.2.1 SPECIAL RULES.

5.2.1.3 Temporary Lodging Use Standards.

5.2.1.3.1 Alternative Density/Intensity. Local governments may utilize the standard temporary lodging densities and intensities specified within each Countywide Plan Map category that provides for such use; or may, in the alternative, utilize all, or any part of, the higher temporary lodging densities and associated intensities included in the accompanying Table 3, subject to the following:

Amendment of the local government comprehensive plan and land development regulations to provide for all, or any portion of, the alternative densities and intensities in Table 3, based on a Development Agreement prepared and approved pursuant to Chapter 163, Sections.3220-.3243, F.S., as amended.

A Development Agreement proposing to utilize the higher densities and intensities identified in Table 3 and authorized by this Section shall address, at a minimum, the following:

The ability of the local government, or the applicable service provider, to meet the concurrency management standards for sanitary sewer, solid waste, drainage, and potable water, as required pursuant to Section 163.3180, F.S., and the applicable local government or service provider plan and regulations.

Provision for all temporary lodging uses to comply with all county and local hurricane evacuation plans and procedures to ensure orderly evacuation of guests and visitors pursuant to the Pinellas County Code, Chapter 34, Article III. In particular, all temporary lodging uses which are located in Hurricane Evacuation Level A, as

identified by the Pinellas County Comprehensive Emergency Management Plan, shall prepare a legally enforceable mandatory evacuation/closure covenant, stating that the temporary lodging use will be closed as soon as practicable after a hurricane watch is posted for Pinellas County by the National Hurricane Center. Further, a plan implementing the closure and evacuation procedures shall be prepared and submitted to the county or municipal emergency management coordinator, whichever is applicable, within 90 days of the issuance of a certificate of occupancy. This plan will be updated and sent for review when there is a change of ownership or substantive change to the plan or as required by the county or municipal emergency management coordinator, whichever is applicable.

Design considerations in Section 5.2.1.3.2, the mobility management provisions in Section 5.2.1.3.3 and the restrictions on temporary lodging use in Section. 5.2.1.3.4 set forth following.

A Development Agreement prepared pursuant to this Section shall be approved by the local government governing body, recorded with the Clerk of the Circuit Court pursuant to Section 163.3239, F.S., a copy filed with the Property Appraiser's Office, and a copy submitted to the PPC and CPA for receipt and filing within fourteen days after recording. The development limitations set forth in the Development Agreement shall be memorialized in a deed restriction, which shall be recorded in the Official Records of Pinellas County prior to the issuance of a building permit for the temporary lodging use.

The alternative densities and intensities set forth in Table 3 are maximums, except as provided for in E. below. A local government may choose to utilize a density and intensity standard equal to or less than the alternative density and intensity standard, when adopted in their comprehensive plan and land development regulations, based on the maximums set forth in Table 3.

Intensity standards governing floor area ratio (FAR) and impervious surface ratio (ISR) may be varied by the local government with jurisdiction pursuant to the provisions of Division 7.4 of these Rules. The FARs in Table 3 apply to the temporary lodging use, residential dwelling uses integrated in the same structure with the temporary lodging use, associated parking structures, and uses accessory to temporary lodging uses (e.g., meeting space, restaurants, spas, clubs, etc.).

For development that includes a combination of temporary lodging and residential dwelling use, each use shall be allowed in proportion to the size of the property and the permitted density and intensity of the respective use.

**Table 3
TEMPORARY LODGING DENSITY AND INTENSITY STANDARDS**

Plan Category	Temporary Lodging On Property That Is:	Maximum Density/Intensity Standards		
		Units/Acre	FAR	ISR
R	Less Than One Acre	75	2.2	0.95
	Between One Acre And Three Acres	100	3.0	0.95
	Greater Than Three Acres	125	4.0	0.95
R&S	No Property Size Limitations	60	1.2	0.90
E	Subject To 5-Acre Property Size Limitation Per Section 2.3.3.8	75	1.5	0.85

SECTION 4. Severability. It is declared to be the intent of the Board of County Commissioners that if any section, subsection, sentence, clause, phrase, or provision of this ordinance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

SECTION 5. Filing of Ordinance; Effective Date. Pursuant to Section 125.66, Florida Statutes, a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This Ordinance shall become effective upon filing with the Department of State.

APPROVED AS TO FORM
OFFICE OF THE COUNTY ATTORNEY

By: _____



PPC Meeting
February 10, 2016

Agenda Item
IV.A

Annual Report
Authorization to
Distribute

I. RECOMMENDATION

Council review the Annual Report for 2015 and authorize its distribution.

II. BACKGROUND

In accordance with the Special Act, Chapter 2012-245, Laws of Florida, staff has prepared an annual report that serves to highlight its accomplishments for the previous year, including the Metropolitan Planning Organization/Pinellas Planning Council mission, community engagement efforts, long-range vision, and work program emphasis areas.

Upon review and authorization by the Council, we will distribute electronic copies of the Annual Report to local government commissions and councils, staff members, the Pinellas County Legislative Delegation, and others.

PPC Action:

CPA Action:



Annual Report 2015



**Integrating Land Use and Transportation
for the Pinellas Community**

The PPC/MPO Board



Chair
Councilmember Jim Kennedy
City of St. Petersburg



Mayor
Sandra Bradbury
City of Pinellas Park



Vice-Chair
Commissioner John Morroni
Pinellas County



Commissioner Cliff Merz
City of Safety Harbor
Representing Oldsmar, Safety Harbor,
and Tarpon Springs



Secretary
Joanne "Cookie" Kennedy
City of Indian Rocks Beach
Representing Beach Communities



Councilmember
Darden Rice
City of St. Petersburg



Treasurer
Vice-Mayor Doreen Hock-DiPolito
City of Clearwater



Commissioner
Karen Williams Seel
Pinellas County



Commissioner Kevin Piccarreto
Town of Belleair
Representing Inland Communities



Commissioner
Dave Eggers
Pinellas County



Commissioner
John Tornga
City of Dunedin



Commissioner Julie Ward Bujalski
City of Dunedin
Representing the
Pinellas Suncoast Transit Authority



Commissioner
Michael Smith
City of Largo

Beach Communities:

- Madeira Beach
- St. Pete Beach
- Treasure Island
- Belleair Shore
- Belleair Beach
- Indian Rocks Beach
- Indian Shores
- North Redington Beach
- Redington Beach
- Redington Shores

Inland Communities:

- Belleair
- Belleair Bluffs
- Gulfport
- Kenneth City
- Seminole
- South Pasadena

Cover Photos (top to bottom, left to right)

- Bayside Bridge, Pinellas County
- Pinellas Trail, Largo
- Cleveland Street, Downtown Clearwater
- Main Street & Bayshore Drive, Safety Harbor

Note: The Pinellas County Government and the City of Safety Harbor contributed photos to this report.

Chair's Message

In September 2015, the PPC/MPO Board celebrated its first full year as a unified agency. Unsurprisingly, it's been an eventful year. We hired our first joint executive director, adopted a new Countywide Plan, began the process of rebranding ourselves, and set a strategic direction for our work program for the next two years. Our overall goals remain the same: to develop better regional, countywide and local transportation choices that attract jobs, give people the opportunity to fulfill their goals, and strengthen our existing communities in ways that respect their values and vision.

To those ends, we continue to work toward a closer and more meaningful alignment of transportation and land use planning. After adopting the 2040 Long Range Transportation Plan in late 2014, we followed this past year by adopting the new Countywide Plan for land use, which took effect in August. The two plans were coordinated with each other and built upon shared data and planning assumptions, setting a broad framework for how we integrate land use and transportation. We shift now to the practical details of implementing those plans to produce meaningful results.

In September, the Board selected three Strategic Planning and Operations Topics—or SPOTlight—to be the focus of that implementation: the U.S. Highway 19 corridor, access to the beaches, and the Gateway/Mid-County employment district. Each of those three areas spans multiple jurisdictions, has needs that encompass

both land use and transportation, and plays a critical role in maintaining our high quality of life in Pinellas County. The PPC/MPO has the unique intergovernmental *and* interdisciplinary resources to meet the challenges those areas present. So far we've sketched the outlines of this new work program, and initiated outreach with stakeholders, with much more to come.

Along with the refinement of our work program priorities, we've also examined the process of how we communicate our work to the community. While the PPC and MPO will continue to exist as legal entities, we're nearing the launch of a new agency name, logo, and identity, which better reflect our unified organization and its goals. Stay tuned as we move forward...

Lastly and most importantly, I want to thank my fellow Board members and staff for their active and enthusiastic participation during the past year. We all value the importance of planning for a safe, livable, economically vibrant and resilient community, and we share one priority: making Pinellas County a better place for our citizens. We'll be working hard to continue that mission in the year to come.

Sincerely,

Councilmember Jim Kennedy
City of St. Petersburg

A New Mission

Pinellas County is evolving.

The quiet, suburban retirement towns of the past have grown together into a single interconnected community, with thriving high-tech industries, arts communities, and nightlife. Our population is younger, more diverse, and more urban

the application of these resources must be shared across the boundaries of all our local governments, combining our knowledge to make us stronger as a county and a part of the metropolitan region.



Downtown St. Petersburg

than ever before, with different needs and preferences for where we live and work, and how we travel. As the county continues to evolve, the way we plan for it must grow and change along with it. Our agency is in a unique position to see the bigger picture in Pinellas County, to tell the story of what we see, and to influence its future.

The unified PPC/MPO was created in acknowledgment that we can no longer plan in silos. Land use and transportation must be truly integrated—in policy, funding, regulation, and the application of technical resources—so that each reinforces the other in the service of common goals. And

To better define this new role, the PPC/MPO Board held a series of strategic work sessions in 2015, setting forth a work program that addresses how we communicate with and seek input from the community, and how we translate our unified vision to specific implementation steps. The Board set forth the new mission of the PPC/MPO: To align resources with a compelling vision to improve

our community and the Tampa Bay region, and to increase awareness and strengthen



PPC/MPO Board Work Session, St. Petersburg College EpiCenter, September 2015

understanding of issues and strategies important to an economically thriving, livable and sustainable Pinellas County.

Engaging the Community

A key part of the PPC/MPO's new direction is to more effectively communicate our mission, and to invite greater participation from stakeholders throughout Pinellas County and the region. Engaging the larger community is essential to raising awareness of planning issues, increasing understanding, and supporting sound decision-making.

In 2015, Board members and staff gave presentations at more than 30 community meetings on a variety of land use and transportation planning topics. Staff also hosted educational booths at 10 public events attended by nearly 1,800 people.

In September, we launched a new blog at ppcmpo.wordpress.com. Updated weekly, the blog explores interesting places and important planning issues through a variety of staff voices. We also maintain Facebook, Twitter, and LinkedIn pages, as well as TellusPinellas.com, an online venue for the public to comment and submit ideas on planning topics.

We reached out to planners by hosting two "brown bag lunch" discussions, several webinars, and a live educational



Educational outreach at the University of South Florida-St. Petersburg

presentation on Complete Streets. Each of these events offered professional development credits on behalf of the American Institute of Certified Planners.

In addition to these outreach efforts, the PPC/MPO Board solicits input from its eight public and professional advisory committees, with members ranging from local government land use and transportation planners to interested citizens and business owners. The committees provide recommendations on the regulatory, funding, and other decisions made by the Board each month.



The Planners Advisory Committee

Lastly, we embarked on a major effort to elevate our future engagement with the community. With the help of branding consultant agency Big Sea of St. Petersburg, we are preparing to relaunch the PPC/MPO with a new name, logo, and overall communications strategy in 2016.

A Unified Vision

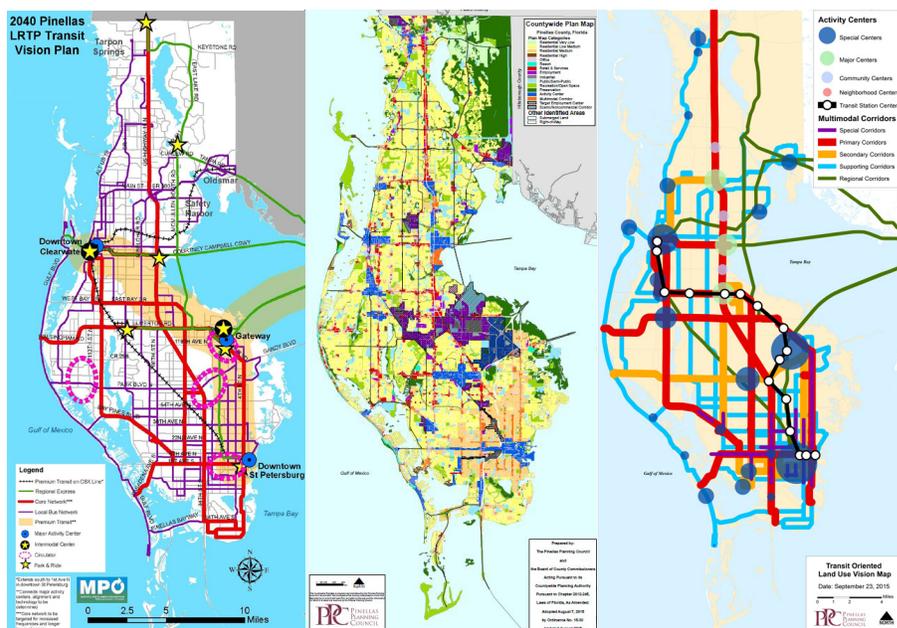
The defining role of the PPC/MPO unification process has been bringing land use and transportation planning efforts together into an integrated whole, from our long-range vision to the regulatory, funding, and technical activities that implement it. This past fiscal year, we took important steps toward fulfillment of that goal.

Integration began at the highest policy level. Every five years, the MPO is required by state and federal law to adopt a Long Range Transportation Plan (LRTP) with a 25-year planning horizon. The PPC, which is governed by a Special Act of the Legislature, is required to maintain and periodically update a Countywide Plan for land use. The most recent updates for both of those efforts culminated during 2015, providing an ideal opportunity to

share data, staff, and community outreach resources. The result was a common vision, creating the policy framework to foster a network of centers and corridors where higher-density development and multimodal transportation are planned in concert.

Implementation of the new policy framework will take place within the respective land use regulation and transportation funding mechanisms of the PPC and MPO, together with the technical assistance that we provide to local governments. Much of the regulatory groundwork has been laid as part of the Countywide Plan update, which coordinates land use planning among the 25 local governments in Pinellas County. We have just begun to pave the way for

the use of discretionary funding and local assistance resources, which will be targeted to three areas of countywide importance identified by the Board, as described on the following page.



The 2040 LRTP Transit Vision Plan (left) and the Countywide Plan Map for land use (center) were used to create a unified Transit-Oriented Land Use Vision Map (right)

Emphasis Areas

In September 2015, the Board identified three Strategic Planning and Operations Topics (known as SPOTlight) as the focus of our work program for the next two years. We will bring together local governments and regional partners to advance solutions for each of these key multi-jurisdictional areas:

- **U.S. 19** can be considered the backbone of Pinellas County, extending from Tarpon Springs and Pasco County in the north to St. Petersburg and beyond in the south.

Though a number of studies and redevelopment plans have taken place along the corridor, there is still a need for a unified vision for U.S. 19 that will address the



Multimodal transportation options on Clearwater Beach

unique nature of the corridor and its role in Pinellas County, the economics of its land uses, the role of transit, and desired outcomes to provide an overall story for the corridor.

- **Beach Access** is a key element of Pinellas County's best-known natural asset, the 35-mile stretch of white sand beaches on barrier islands fronting the Gulf of Mexico. Extending from the Anclote River on the north to Fort Desoto on the south, the barrier islands include 13 jurisdictions, but many others are affected by the logistics of beach access. As the beaches' popularity

continues to grow, we must maintain reliable transportation access to, from, and within the barrier islands, not only for tourists but for the hospitality workforce and other local residents.

- **Gateway/Mid-county** is the primary economic engine of Pinellas County. A loosely defined area of about 30 square miles under four local jurisdictions, it is home to a significant number of higher-wage jobs and target industries. Yet this area faces the challenges of a disconnected automobile-centric development pattern and a need for infrastructure investment. To reach its full economic

potential, Gateway needs a master plan for multimodal connectivity, compact development, protection of land for employers, workforce housing, and targeted infrastructure improvements.



Carillon Office Park in the Gateway area

A Look Ahead to 2016...

In the next year, we will work with our local governments and regional partners to further the work described in these pages. We will continue to implement our long-range vision for coordinated land use and transportation in our policy, regulatory, funding, and program decisions.

In particular, we will focus on our three SPOTlight emphasis areas, bringing our intergovernmental and technical resources to bear on finding coordinated solutions for these critical areas. We will not only create integrated land use and transportation plans, but we will help obtain the financial resources to spur investment, producing meaningful results.

On a countywide basis, we are also exploring the creation of a Complete Streets program. Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. We propose to create a competitive grant program that will fund and provide planning assistance for creating Complete Streets, which are vital to our goal of creating a safer, more livable Pinellas County.

A continuing issue of regional importance is the need to improve transit options, both within Pinellas County and throughout the Tampa Bay region. We will be working closely with our state and regional partners on the forthcoming Premium Transit Study, which will evaluate the feasibility and cost-effectiveness of a number of transit options within the region, including the potential for bus rapid transit and light rail lines. One potential option that will be explored in the study is the use of CSX railway corridors for passenger rail, a new opportunity for an underutilized asset. While many questions remain to be answered, the study represents an important step forward in addressing a critical need for multimodal transportation options in the Tampa Bay region.

We would like to thank our member local governments for joining the PPC/MPO as we go forward into a new year and a new mission. We ask you to join us as we continue to tell—and write the next chapter of—the story of our Pinellas County community.





PPC Meeting
February 10, 2016

Agenda Item
V.A

Verbal Reports

I. RECOMMENDATION

Council receive and discuss verbal reports (information only - no action required).

II. BACKGROUND

Those items that do not require a written staff report or that have arisen subsequent to the preparation of the agenda will be covered by the Executive Director for the information of, and discussion by, the Council as is appropriate.

PPC Action:

CPA Action:



PPC Meeting
February 10, 2016

Agenda Item
VI.A

Other Council
Business

I. RECOMMENDATION

Council identify and discuss as determined appropriate.

II. BACKGROUND

The Councilmembers typically bring up items of interest to the Council other than those on the regular agenda.