1. **CALL TO ORDER AND INTRODUCTIONS**

2. **APPROVAL OF MEETING SUMMARY** – January 2017

3. **FY 2016/17 – FY 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS**

4. **FORWARD PINELLAS COMPLETE STREETS PROGRAM RECOMMENDATIONS**

5. **TRANSIT SUITABILITY ANALYSIS**

6. **WATERBORNE TRANSPORTATION MODEL ORDINANCE**

7. **MULTIMODAL IMPACT FEE ORDINANCE AND SUBCOMMITTEE APPOINTMENT**

8. **INFORMATIONAL ITEMS**
   
   A. **SPOTLight Emphasis Areas Update**
   
   B. **Traffic Fatalities Map**
   
   C. **Forward Pinellas Board Action Sheet – February 8, 2017**
   
   D. **Tentative Future Agenda Topics**

9. **OTHER BUSINESS**

10. **ADJOURNMENT**

**NEXT MEETING – MARCH 22, 2017**

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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.

Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
TCC – February 22, 2017

2. Approval of Meeting Summary

SUMMARY

The meeting summary for the January 25, 2017 meeting is attached for review and approval.

ATTACHMENT: TCC Meeting Summary – January 25, 2017

ACTION: Provide recommendation regarding meeting summary.
SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE MEETING
JANUARY 25, 2017

The following is a summary of Forward Pinellas’ Technical Coordinating Committee meeting held January 25, 2017 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

Members Present
Joan Rice, Chair
Heather Sobush, Vice Chair
Zain Adam
Mike Burke
Rafal Cieslak
Tim Funderburk
Caroline Lanford
Frances Leong
Cory Martens
Anthony Matonti
Lauren Matzke
Michele Parisano
Ajaya Satyal
Cheryl Stacks
Danny Taylor
City of Dunedin Engineering
PSTA
Clearwater Planning and Development Department
Pinellas County School Board
City of Largo
City of St. Petersburg Engineering and Capital Improvements
Pinellas County Planning
City of Largo
City of Clearwater Traffic (Alternate)
TBARTA
City of Clearwater
City of Oldsmar
Pinellas County Air Quality
City of St. Petersburg – Transportation and Parking
Pinellas Park

Members Absent
Paul Bertels
David Chase
Gregory Cutrone
Bennett Elbo
Mark Ely
Brent Hall
Gina Harvey
Ken Jacobs
Michael Schoderbock
Mike Taylor
Tom Washburn
Chelsey Weldon
Tom Whalen
Avera Wynne
Clearwater Traffic Operations
City of Pinellas Park Stormwater and Transportation
Pinellas County Public Works
City of Clearwater Engineering
City of Seminole
Pinellas County Public Works Engineering
Pinellas County Public Works Engineering
City of Dunedin Planning Department
Pinellas County Public Works Traffic
Safety Harbor
City of Gulfport
Pinellas County Public Works Traffic
St. Pete Beach
City of St. Petersburg
Tampa Bay Regional Planning Council

Others Present
Peyton McLeod
Commission Michael Smith
Dave Larremore
Rachel Booth
Brian Beaty
Jared Schneider
Lucas Cruse
Tammy Vrana
Valerie Brookens
Paul Kurtz
Ellen Crandall
Casey Morse
Sprinkle Consulting
Forward Pinellas Representative for Largo
City of Clearwater
PC Planning – Redevelopment Section
FDOT D7
Kimley-Horn
St. Petersburg
Vrana Consulting, Inc.
City of Largo
AECOM
City of Clearwater
Pinellas County Public Works

Web Address:  www.pinellascounty.org/mpo  Friend Us on Facebook  
1. **CALL TO ORDER**
Chairperson Joan Rice called the meeting to order and asked everyone to introduce themselves.

2. **APPROVAL OF SUMMARY**
The summary of the December 7, 2016 meeting was approved as provided with no corrections.

Brian Beaty, Florida Department of Transportation (FDOT), District Seven, updated the committee on two TIP amendments. 1- FPN#4344161- Bus and Bus Facilities Program Section 5339 Program Grant: Pasco County Public Transportation received FY 2016-17 allocation from Federal Transit Administration (FTA) Section 5339 grant funds providing capital funding to purchase buses and/or related equipment and facilities. The TIP amendment is needed to satisfy plan consistency requirements and to receive federal authorization of the funds. The funding source is the FTA section 5339, Bus and Bus Facilities Program. 2- FPN#4394581 – Median Modification on CR 752/Tampa Road from Sandpiper Court to Cornerstone Center. Construction phase of a safety improvement project involving median modifications. The funding source if FDOT’s Highway Safety Improvement Program (HSIP). Questions were taken and answered appropriately. A motion was made to approve the TIP amendment FPN#4344161. It was seconded and passed unanimously. A motion was made to approve the TIP amendment FPN#4394581. It was seconded and passed unanimously.

4. **FLORIDA COAST TO COAST OVERLAY STUDY**
This item was deferred

5. **FORWARD PINELLAS COMPLETE STREETS PROGRAM APPLICATIONS**
Chelsea Favero, Forward Pinellas staff, updated the committee on the applications received by the local governments wanting to be considered for the Complete Streets program funding. A total of six applications were received, four planning/design and two for construction. Ms. Favero then called for volunteers to serve on a sub-committee to assist in assessing the applications for recommendations as to funding awards.
- City of Clearwater: Ellen Crandall, requesting $50,000 for planning/design funding for Drew Street between Ft. Harrison Avenue and US 19. The proposed project includes development of a concept plan for improvements such as enhanced sidewalks, pedestrian crossings, bicycle lanes, bus shelters, landscape and drainage improvements, and potential traffic calming measures such as lane reductions, curb extensions, and roundabouts.
- The City of Largo: Teresa Brydon, requesting $100,000 in planning/design funding for Rosery Road between the Pinellas Trail and Eagle Lake Park. The proposed project includes roadway resurfacing, bicycle lanes, improved sidewalks, an enhanced pedestrian crossing, signalization improvements, and upgraded drainage. A connecting sidewalk would also be constructed on Highland Avenue.
• The City of Largo requesting $1,000,000 in construction funding for 1st Avenue NE between Missouri Avenue and 4th Street NE. The proposed project includes reconstruction of the brick street surface, the addition of a 10-foot multi-use trail on the north side, replacement of the sidewalk on the south side, upgraded drainage and utilities, street lighting, signage, and landscaping. Sidewalks would also be constructed along 2nd and 4th Streets to connect to the multi-use trail.

• Pinellas County is requesting $50,000 in planning/design funding for 54th Avenue N between 49th Street N and US 19. The proposed project includes development of a concept plan for improvements such as enhanced sidewalks and pedestrian crossings, bicycle-only or shared-use lanes, and lighting; improved connectivity to the surrounding sidewalk network and Joe’s Creek Greenway Park; and an emphasis on land use and economic development in the surrounding Lealman community.

• The City of St. Petersburg is requesting $50,000 in planning/design funding for the southern half of the South St. Petersburg Community Redevelopment Area, bounded by 49th Street S, 13th Avenue S, 3rd Street S, and 30th Avenue S. The proposed project includes development of an action plan to improve east-west connectivity and safety for pedestrians, bicyclists and transit users, particularly across I-275. Alternatives for pedestrian and bicycle facilities, lighting, buffering, and traffic calming would be evaluated.

• The City of St Petersburg is requesting $892,312 in construction funding for 34th Street S between 30th Avenue S and 54th Avenue S. The proposed project includes construction of a 10-foot wide boulevard-style sidewalk that would accommodate pedestrians, bicyclists and other non-motorized uses. The sidewalk would connect to the surrounding network of on-street bicycle lanes, the Lakewood Connector Trail, and a future extension of the Skyway Trail.

6. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas Update
   Sarah Ward updated the committee on the SPOTlight Emphasis Areas.

B. Traffic Fatalities Map - attached

C. Board Action Sheet – attached

D. Board Action Sheet – attached

E. Tentative Future Agenda Topics

7. OTHER BUSINESS

8. ADJOURNMENT – 3:12 pm
SUMMARY

There are no proposed TIP amendments scheduled for this meeting. However, if the need for a TIP amendment(s) arises following the mailing of the agenda packet, the Florida Department of Transportation (FDOT) will present the proposed amendment(s) under this agenda item.

ATTACHMENT: (Any proposed TIP amendment forms will be provided at the meeting)

ACTION: Provide a recommendation to the Board for any TIP amendments (if any)
4. Forward Pinellas Complete Streets Program Recommendations

SUMMARY

Through collaboration with its committees and board, in 2016 Forward Pinellas developed an incentive program to assist local governments in planning, designing and constructing Complete Streets projects, particularly those with the potential to serve as a catalyst for transformative redevelopment within a corridor or activity center. The program will award up to $100,000 annually for planning projects, beginning in fiscal year (FY) 2017/18, and up to $1 million annually for construction projects, to be programmed in the Five Year Work Program.

Between October 3rd and December 16th, 2016, Forward Pinellas called for local governments to submit applications for funding Complete Streets projects in their communities. Six applications were received - four for planning and two for construction. At the January committee meeting, the TCC received presentations from each of the applicant agencies, providing an overview of each project seeking funding. A subcommittee comprised of members of both the TCC and the Planners Advisory Committee, as well as Forward Pinellas staff, met this month to review each application and to develop a recommendation for funding. The subcommittee recommended that Forward Pinellas provide $50,000 in funding to the City of Clearwater for the Drew Street Complete Street application, $50,000 in funding to the Pinellas County Lealman Complete Streets project, and $1 million to St. Petersburg for the construction of the 34th St. S. sidewalk improvements. This committee is asked to accept the recommendation and transmit to the Forward Pinellas Board for final approval.

ATTACHMENT(S): None

STAFF RECOMMENDATION: Accept the subcommittee recommendation for funding

ACTION: Recommendation for funding of complete streets applications
SUMMARY

Working in partnership with the PSTA, Forward Pinellas conducted a countywide study to better coordinate bus transit with supportive land use patterns. The Transit Suitability Analysis focused in on Pinellas County to analyze densities, diversity of use, and urban design to highlight areas within the county where transit and transfer access would be most appropriate.

Phase I of the project is currently complete, and staff will provide an overview of the project and seek comment from committee members. Phase II is a future study that will stem from this work, and will develop site-specific strategies for the enhancement or relocation of transfer areas for selected opportunity sites. The goal of the study is to create bus transfer stations that offer improved accessibility to non-automobile users, enhanced safety, and opportunities for redevelopment.

ATTACHMENT(S): None

ACTION: None required, informational item
SUMMARY

Pinellas County has many miles of intercoastal waterways which can be used to help meet the region’s transportation needs. Recently, there has been a lot of discussion and positive momentum towards developing and growing waterborne transportation options. As more water taxi and ferry services are contemplated and established, there is a growing need to establish a consistent set of local government regulatory processes. It is in this context that Forward Pinellas established a working group of local planners and water taxi operators to craft a model ordinance that outlines a clear and consistent set of standards for this new transportation option. Research shows that passenger ferry and water taxi services has many benefits but as with any private business, there needs to be a certain degree of uniformity in permitting, and the overall steps necessary to start a ferry or water taxi service, or to expand an existing service.

ATTACHMENT(S): Draft Waterborne Transportation Model Ordinance

ACTION: None Required, informational item
Waterborne Transportation Model Ordinance
Introduction

Enhancing Beach Community Access is one of three emphasis areas (along with a Vision for US 19 and a Master Plan for the Gateway/Mid-County area) that Forward Pinellas has undertaken to develop solutions that address the critical land use and transportation needs of the county. Enhancing Beach Community Access outreach has focused on ideas for addressing traffic congestion, improving safety for people on foot, on bikes and in cars, and ensuring that redevelopment occurs in a way that fits with transportation options, supports each community's goals, and sustains our fragile environment. One of the solutions that has emerged during the course of this initiative is waterborne transportation. Currently, there are three waterborne transportation service providers, the Cross Bay Ferry, the Clearwater Ferry, and the Tampa Bay Water Taxi & Ferry, that are operating on Pinellas County’s waterways. There are a wide range of needs along our beach communities and fostering the growth of alternative transportation modes can effectively address congestion and safety.

Model Ordinance

Local governments have a role to play in the growth and development of water taxis and ferries becoming a more robust, dynamic part of the transportation solution. This Model Ordinance can assist our local government partners by providing a regulatory framework that balances the needs of the public and private sectors. We have developed this model by thoroughly surveying existing law, conducting research, and consulting with a working group of local government planners and waterborne transportation service providers. Because Forward Pinellas is a countywide agency, we cannot provide legal analysis that is tailored to each local government’s regulatory environment; it is important to consult the local legal counsel, who may need to alter elements of this model to comply with local processes and/or procedures. In addition, local communities vary widely in how their permitting processes are organized and administered, so further customization may be required to ensure that this framework is consistent with local practices.

Policy Options

The model ordinance offers a variety of policy options. In some instances, alternate language is offered or blanks have been left for the language to be customized to fit the needs of a specific community. In other instances, the options mentioned in annotations (“comments”) following the legal provisions. In considering which options to choose, drafters should balance the public interest against practical solutions and other local conditions specific to your jurisdiction.
ORDINANCE NO.____

AN ORDINANCE OF__________________, FLORIDA, REGULATING WATERBORNE TRANSPORTATION SERVICES; PROVIDING FOR PURPOSE AND INTENT; PROVIDING DEFINITIONS; PROVIDING FOR PROCEDURAL REQUIREMENTS; PROVIDING FOR REVOCATION OR SUSPENSION OF A LICENSE; PROVIDING FOR SAFE OPERATIONS; PROVIDING FOR DOCKING, MOORING AND THE DISCHARGE AND BOARDING OF PASSENGERS; PROVIDING FOR LOCATION AND PARKING REQUIREMENTS; PROVIDING FOR SIGNAGE REQUIREMENTS; PROVIDING FOR ALCOHOLIC BEVERAGES; PROVIDING FOR BOARDING OF VESSELS BY AUTHORIZED REPRESENTATIVES; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

A draft ordinance based on this model should include “findings of fact” or “whereas” clauses that support the need for the municipality to adopt the ordinance. The findings section is part of the ordinance, but it usually does not become codified in the local government regulations. The findings contain factual information supporting the need for the law – in this case, documenting the need for a consistent set of regulations for waterborne transportation service providers. Municipalities may select findings from this list to insert here, along with additional findings addressing the need for the ordinance in the particular community.

WHEREAS, the [Elected Body] has determined that it is in the best interests of [Local Government] and the general public to permit licensed and qualified ferry and/or water taxi operators to provide services necessary to transport passengers along Pinellas County’s waterways; and

WHEREAS, local governments in Pinellas County regulate ferry and/or water taxi service providers in varying ways and this lack of uniformity is hindering the long-term viability of this mode of transportation; and

WHEREAS, [Local Government] desires to provide a streamlined and uniform regulatory process with respect to these waterborne transportation providers; and

WHEREAS, [Local Government] has entered into a non-exclusive revocable agreement with duly licensed, Coast Guard certified, persons or firms which own and/or operate ferries or water taxis, are capable of performing the work prescribed in the agreement, and possess all current requisite licenses, registrations, certifications, permits, and other approvals from all entities with regulatory jurisdiction; and

WHEREAS, Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, has adopted certain goals in its 2040 Long Range Transportation Plan (LRTP) that support a balanced and integrated multi-modal transportation system for local and regional travel and this ordinance furthers that goal; and
WHEREAS, the successful provision of waterborne transportation services in [Local Government] is critical to addressing Pinellas County’s accessibility and economic development challenges along the gulf beaches.

NOW THEREFORE, BE IT ORDAINED by [Elected Body], Florida, that:

Section 1. Findings.
The [Local Government] supports reasonable regulation of activities in and on the waterways as necessary to protect the safety, health and welfare of the public.

Section 2. Purpose and Intent.
The purpose of this [article / chapter] is to encourage the growth and development of waterborne transportation options in [Local Government]. Areas with existing or planned infrastructure investments are ideal because they can serve as a cost-effective means of achieving a more balanced transportation system. More specifically, the intent is to institute a regulatory program that provides clear standards that protect the public interest while also creating uniformity and predictability for local governments and existing and future waterborne transportation service providers.

COMMENT: Municipalities may add additional reasons to this purpose and intent clause as appropriate or desired.

Section 3. Definitions.
The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them herein, except where the context clearly indicates a different meaning:

Approved Ferry Stop means a publicly-owned or privately-owned docking or mooring location that has been inspected and approved by [Local Government] as a location where a Ferry may board and discharge passengers. Approved Ferry Stops shall be lighted if the ferry boards or discharges passengers one hour or more after sunset.

COMMENT: Local governments should consult their legal counsel on Americans with Disabilities Act (ADA) provisions that may be applicable to docking infrastructure (i.e., ADA accessible-walking surface, minimum width, and slope of the deck/walkway to gain access to the boarding area, the ramp necessary to access the vessel may require a handrail or edge/curb protection).
**Capacity** means the maximum number of passengers as listed on the certificate of inspection provided by the Coast Guard. Vessels that do not require a certificate of inspection, or that are not otherwise provided for in this article, are limited to a capacity of six passengers.

**Ferry** means a vessel that operates on a pre-determined schedule and transports passengers along the waterways to one or more stops along a fixed route returning to the same dock or mooring location it departed from on a regular interval. Such term does not include a Water Taxi.

**Vessel** means any watercraft, boat or conveyance for hire, designed to be used to transport persons or cargo upon the water within the jurisdiction of [Local Government].

**Water Taxi** means any on-demand vessel for hire that is used to pick up and drop off passengers from properties adjacent to the local waterways. Water taxis are limited to a capacity of ___ passengers. Such term does not include a Ferry.

**Section 4. Procedural Requirements.**

a) It shall be unlawful for any person or firm to operate a ferry or water taxi without first obtaining from [Local Government] a permit and paying a fee required for the right to operate each vessel authorized under this process. A water taxi or ferry permittee shall also obtain the required local business tax receipt, prior to commencing operations. If currently operating before adoption of this Ordinance, such providers shall apply for the required permit with sixty (60) days after the effective date of this Ordinance.

**COMMENT:** The issuance of local business tax receipts is not uniform throughout Pinellas County. If a local business tax receipt process has been established then these procedural requirements can be a substitute for a permit. If no local business tax receipt process has been established then a separate permit process is recommended. More information on local business tax receipts can be found in Chapter 205, Florida Statutes.

b) The required license and permit applications shall be on forms designated by [Local Government].

c) An application for a water taxi or ferry license shall be made to the __________________________ (insert name of local permitting office or official) and must include the following information:

1. The name, business address and telephone number of the person or firm operating the water taxi or ferry business. If a corporation or partnership, include the names of all directors, officers or partners, where applicable.

2. A description of each vessel proposed to be utilized as a water taxi or ferry, including a copy of the Florida vessel registration and United States Coast Guard certificate of inspection.
3. A list of all pilots who will operate the water taxi or ferry, including their names, addresses, and a copy of the United States Coast Guard license for the class of vessel the pilots will operate.

**COMMENT:** The waterborne transportation service operator will have copies of the USCG licenses for each vessel pilot. Local governments have the discretion to require copies of this information or rely on the USCG process.

4. Where each water taxi or ferry will be located when not in use.
5. The method of dispatch and the location of the dispatcher.
6. A letter of permission from the landside facility from which the water taxi or ferry will operate.
7. A certificate of insurance showing the city as a named insured on a policy or policies insuring each vessel and the business in an amount determined by the local government.

**COMMENT:** Local governments should consult with their legal counsel or risk management department to establish an appropriate amount of insurance.

d) The City Manager or his/her designee shall review and either approve or reject all applications for a permit, based on the applicant's demonstration that it has the proper equipment and personnel to operate a water taxi or ferry. No application from the same person or firm whose application has been rejected shall be submitted again within six (6) months from the date of such rejection.

e) Upon the granting of a permit, [Local Government] shall authorize the owner of each vessel to operate as a water taxi or ferry. The fee for each permit is ________________ and authorizes the operation of that vessel as a water taxi or ferry for a period of ______ year(s). Each permit is renewable for a period of ____________ year(s) upon submission of documentation to the City that all vessels and pilot licenses and insurances are in full force and effect. The renewal fee is _________________ for each permit, payable thirty (30) days prior to the expiration of the permit. A water taxi or ferry license that has been revoked or suspended is not renewable. The permit shall be displayed on the vessel alongside the state commercial registration sticker. A permit may not be assigned by the operator to other entities.

**COMMENT:** The intent of this section is to prevent a waterborne transportation service provider from transferring permission to operate to another service provider without local government knowledge and authorization.
Section 5. Revocation or Suspension of a Permit.

a) A permit may be revoked or suspended for any of the following reasons:
   1. Failure to comply with all state and federal laws and regulations concerning the vessels of the type utilized by the permitee.
   2. Two or more instances of careless operation of a water taxi or ferry in violation of state or local laws.
   3. Failure to maintain all required policies of insurance in full force and effect.
   4. Submission of false or incomplete documentation or information required by this section.
   5. Any other act by the permittee, if a person, or by any director, officer or partner of the permittee, if a corporation or a partnership, that would constitute a threat to the health, safety and welfare of the public.

b) If the City Manager or his/her designee has reason to believe that a water taxi or ferry license should be revoked or suspended for one (1) or more of the aforementioned causes, he/she shall send written notice to the permittee to show cause to the [Elected Body] why the permit should not be revoked or suspended. The City Manager or his/her designee shall agenda a revocation hearing at the next regular meeting of the [Elected Body] held at least fifteen (15) days after receipt of the notice by the permittee. All interested parties shall have the right to be heard. Upon finding cause, [Elected Body] may revoke or suspend any license and the permits issued thereunder.

COMMENT: It is common for these types of regulations to have a process for revoking or suspending a permit for public health, safety, and/or welfare reasons. However, local governments also have the ability to rely on the USCG licensing process to identify operators that may be in violation of these requirements.


The water taxi or ferry operator shall at all times operate in a safe manner and shall adhere to all laws, including but not limited to wake and speed limits. All water taxis must cease operations during any period in which wind speeds are predicted or recorded at 39 miles per hour or above. Operations may resume no sooner than 2 hours after the last recorded incident of such wind speed. OR

The United States Coast Guard (USCG) ensures that water taxis and ferries are operated in a manner that is safe for the traveling public. Any waterborne transportation vessel must operate consistent with USCG regulations.

COMMENT: Tropical storm force winds are in the range of 39 mph to 73 mph. Local governments should be aware that other severe weather events such as thunderstorms, dense fog, and small craft advisories may impact safe vessel operations.
Section 7. Docking, Mooring and the Discharge or Boarding of Passengers.

a) A permitted ferry may board and discharge passengers only at approved ferry stops.
b) A permitted water taxi may board and discharge passengers at any location including city owned dock facilities that have been designated for such use. Dock space which has been leased to another individual or commercial entity shall not be used by a water taxi.
c) No permitted water taxi shall remain moored adjacent to a residential lot or structure except to safely board or discharge passengers.
d) No permitted water taxi or ferry shall at any time have in use loudspeakers or any device to amplify sound, with the exception of an internal intercom system, the sounding of horns for navigational purposes, passenger pickup and discharge for safety-related purposes, or in the case of an emergency. No permitted water taxi or ferry shall at any time, except for safety-related purposes, illuminate by spotlight or any other means any of the sights or places of interest located along its route of operation, including, but not limited to, residential dwellings, businesses or government buildings.

Section 8. Location and Parking Requirements.

<table>
<thead>
<tr>
<th>COMMENT: Off-street parking requirements may vary by community. This model ordinance includes three options for local governments to consider adopting based on the parking needs of the area in which these services will operate.</th>
</tr>
</thead>
</table>
| a) Permitted water taxis and ferries are authorized to operate throughout the jurisdictional waters of [Local Government].

b) Dedicated parking spaces are not required for water taxis or ferries.

   OR

c) Permitted ferries shall provide one parking space for every ____ (insert number) passengers of capacity either on-site or off-site within a reasonable walking distance.

   OR

d) Permitted ferries shall provide one off-street parking space for every four seats plus one per employee.

   COMMENT: A distance of 0.25 miles is often used as an acceptable walking distance in U.S. research studies.

Section 9. Signage Requirements for Water Taxis and Ferries.

<table>
<thead>
<tr>
<th>COMMENT: The maximum sign area should be modified to conform to local conditions.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Permitted water taxis and ferries are permitted to have signage that displays the service schedule, on the vessel including painting or wrap of the vessel itself, and identification signage to be posted at each mooring location. Signage shall not exceed a maximum of 16 square feet in sign area per sign face and 20 feet in height.</td>
</tr>
</tbody>
</table>
b) The Manual on Uniform Traffic Control Devices (MUTCD) authorizes local governments to install municipal signage with transportation-related messages, such as the location of water taxis and ferries, as a means of identifying a route to a transportation facility.

**COMMENT:** Most communities do not allow temporary signs, banners, pennants, etc. in the right-of-way. All signs require a permit must meet the Florida Building Code and must be installed by a licensed contractor.

**Section 10. Alcoholic Beverages.**

a) All permitted water taxis and ferries shall comply with all local, State and federal laws concerning the sale, service, possession or consumption of alcoholic beverages.

**Section 11. Boarding of Vessels by Authorized Representatives.**

a) The operator of a permitted water taxi or ferry, by applying for a local business tax receipt and permit, grants permission to any duly authorized representative of the City to board any vessel to determine whether the water taxi or ferry is in compliance with this Code or with any other applicable laws, ordinances, rules or regulations promulgated by any jurisdiction, body or agency pursuant thereto.

**Section 12. Inclusion in the Code of Laws and Ordinances.**

a) The provisions of this Ordinance shall become and be made part of the ______________________ (insert name of local government code). The sections of this Ordinance may be renumbered or relettered to accomplish such, and the word “ordinance” may be changed to “section,” “article,” or other appropriate word.

**Section 13. Severability.**

If any section or provision of this ordinance is declared void, unconstitutional, or unenforceable by a court of competent jurisdiction, all remaining sections or provisions of this ordinance shall remain in full force and effect.

**Section 14. Effective Date.**

This Ordinance shall take effect on ______________________, _______.
SUMMARY

At their meeting on February 8th, the Forward Pinellas Board authorized the TCC to conduct a review of the MIFO, in accordance with the terms of the Ordinance. As discussed with the Board, this review will address and provide recommendations on the items listed below:

- General scope for a new trip generation study and plan for funding it;
- Update of trip generation rates based on the latest Institute of Transportation Engineers (ITE) Manual;
- Update on construction cost figures based on the most recent Florida Department of Transportation Estimates; and
- Assessment of reduction factor and appropriate rates.

Forward Pinellas staff requests that a TCC subcommittee be assigned to conduct this review. One or two subcommittee meetings are anticipated. It is also recommended that the subcommittee include a minimum of four or five local government representatives who are involved with administering the MIFO in their respective jurisdictions.

ATTACHMENT(S): None

ACTION: Appoint Subcommittee for MIFO Update
A. **SPOTLight Emphasis Area Update**
   Staff will provide an overview of the SPOTLight Emphasis Areas.

   **ATTACHMENTS:** None
   **ACTION:** None required; informational item

B. **Traffic Fatalities Map**
   As previously indicated, staff will provide the updated Traffic Fatalities Map each month.

   **ATTACHMENT:** Traffic Fatalities Map – through February 1st, 2017
   **ACTION:** None required; informational item

C. **Board Action Sheet – February 8, 2017**
   The February 8, 2017 Forward Pinellas Newsletter/Action Sheet is attached.

   **ATTACHMENT:** Forward Pinellas Newsletter/Action Sheet – February 8, 2017
   **ACTION:** None required; informational item

D. **Tentative Future Agenda Topics**
   The following topics are tentatively scheduled to appear as items on future TCC agendas:
   - Performance Measures
   - West Bay Drive Complete Streets Concept Plan
   - S.R. 60 Study
   - Joe’s Creek Trail Alignment Study
   - US 19 PD&E Study from 66th Ave. N. to 118th Ave. N.
   - Central Ave. Bus Rapid Transit
   - Coast to Coast Trail Endpoint
   - Coast to Coast Trail Overlay Study
YEAR 2017
(thru February 1st)

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.
<table>
<thead>
<tr>
<th>CRASHES</th>
<th>DATAID</th>
<th>ROADWAY</th>
<th>LOCATION</th>
<th>DESC_</th>
<th>DATE</th>
<th>FATAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>004F17</td>
<td>5TH AVE N</td>
<td>9000 BLOCK</td>
<td>MC</td>
<td>1/17/2017</td>
<td>1</td>
</tr>
<tr>
<td>1</td>
<td>005F17</td>
<td>113TH ST N</td>
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**PINELLAS COUNTY**

**INITIAL REPORTING**

of Traffic Fatalities

thru February 1, 2017

11 FATALITIES INCLUDING MEDICALS

11 FATALITIES EXCLUDING MEDICALS

10 CRASHES (fatal) INCLUDING MEDICALS

10 CRASHES (fatal) EXCLUDING MEDICALS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

3 AUTO-VEHICLE FATALITIES

27.3% (medical crashes not included)

3 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

5 MOTORCYCLE FATALITIES

45.5% of all traffic fatalities

4 MOTORCYCLE CRASHES (fatal)

0 BICYCLE FATALITIES

0.0% of all traffic fatalities

0 BICYCLE CRASHES (fatal)

3 PEDESTRIAN FATALITIES

27.3% of all traffic fatalities (includes other small modes)

3 PEDESTRIAN CRASHES (fatal)

8 VULNERABLE USER FATALITIES

7 VULNERABLE USER CRASHES (fatal)

72.7% Vulnerable/total fatalities

(medical crashes not included)

**NOTE**

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

Forward Pinellas
Executive Summary, 2.8.17 Board Meeting

The full agenda for the meeting, the meeting video, and a short list of actions that the board took this month are all on our website.

● Clearwater Vice Mayor Bill Jonson presented the PSTA Activities Report
  ○ PSTA’s board recently approved a Memorandum of Understanding between the agency and HART
    ■ The MOU is intended to formalize existing and future regional cooperation but not to be the start of a merger
    ■ The PSTA board also approved an MOU for a regional fare collection system of Flamingo Fares Tampa Bay
  ○ PSTA continues to pursue Central Avenue Bus Rapid Transit (BRT) from downtown St. Petersburg to South Pasadena/St. Pete Beach
    ■ Staff at PSTA asked for more time to investigate alternatives for funding the project, as St. Pete Beach is not a member of the transit authority at this time
    ● Looking to get the project into the fiscal year 2019 federal budget, with operations beginning in 2021
    ■ Commissioner Ken Welch expressed his strong support for this BRT option as the first transit project to have momentum and greatest potential for success
  ○ Chairman John Morroni asked about the funding source for installing electric charging stations for buses in downtown St. Petersburg, which Jonson indicated may be paid by the County as a one-time expense
  ○ There was also discussion of PSTA analysis for a busway from downtown Clearwater to the beach
    ■ An FDOT study indicated that there was capacity to use the median of the Memorial Causeway Bridge to the beach for a bus lane
● HART staff and Jacobs Engineering presented on the regional premium transit plan
  ○ The plan, a collaboration between HART and PSTA, seeks to identify a regional corridor for premium transit, a plan that could be federally funded through the Federal Transit Administration (FTA)
  ○ The evaluation of potential transit projects will be based on three questions:
    ■ Where are the top performing corridors? (April 2017)
    ■ What are the best projects? (June 2017)
    ■ How and when are projects built? (September 2017)
The board requested a list of the projects regionally that had been submitted over the years for FTA funding but had not been advanced
  - Only one project in the three-county area has ever received FTA funding, according to the consultant
- Board members affirmed a request made at the Tampa Bay TMA Leadership Group meeting to keep the public in the loop throughout the entire project

Pinellas County Public Works staff and consultant Ayres Associates presented alternatives for changes to Belcher Road at State Road 60 - one of the most congested, saturated intersections in the county
- The study was prompted by pedestrian fatalities at that intersection
- Five alternatives were presented: a roadway widening left, roadway widening center, roadway widening right, an overpass, and a no-build alternative
  - Each of the widening alternatives involved adding left- and right-turn lanes
- Chairman John Morroni encouraged the County to pursue the non-overpass alternatives that involved adding turn lanes, as the overpass would cost about $80 million, whereas the other alternatives were estimated at between $15 million and $18 million
- County requested that Forward Pinellas add the to-be selected alternative to its priority list

The board discussed upcoming plans for U.S. 19, including a transit concept plan and whether to continue building interchanges in the north part of the corridor
- The City of Tarpon Springs has indicated its non-support for an interchange at Tarpon Avenue
- The board expressed support for safety-related measures that could be in place prior to construction of or in lieu of future interchanges.
  - The Tampa Road interchange is not yet funded for construction, but the Curlew Road interchange is funded for construction in 2021

Forward Pinellas staff discussed the update to the multimodal impact fee
- Staff explored potential costs of the update and referenced the ordinance requiring a review of the formula every two years
- Board members directed staff to take the item to the TCC
- In addition, board members asked to see a comparison of cumulative impact fees for the County and adjacent jurisdictions

Forward Pinellas staff updated the board on the Gulf Coast Trail Alliance, which recommends taking a cooperative approach to secure funding for design and construction of individual segments of one Gulf Coast Trail winding through many counties
- Pinellas County has two unfunded segments of the Gulf Coast Trail, formerly known as the Southwest Coastal Regional Trail
- Board members approved using TBARTA as the facilitator for the Gulf Coast Trail Alliance

Dates to remember:
- Forward Pinellas Board Work Session March 31
- Pinellas Economic Leadership Symposium April 20-21
If any member has other business to discuss, they may address it under this item.