

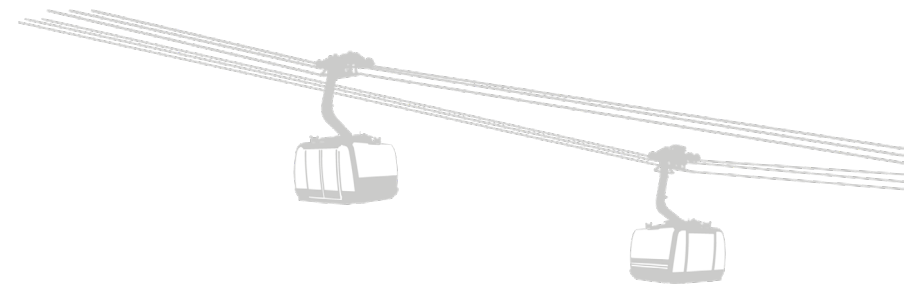
Pinellas Aerial Gondola Feasibility Study

Study Conclusion
Summer/Fall 2022

Purpose of Study

Determine:

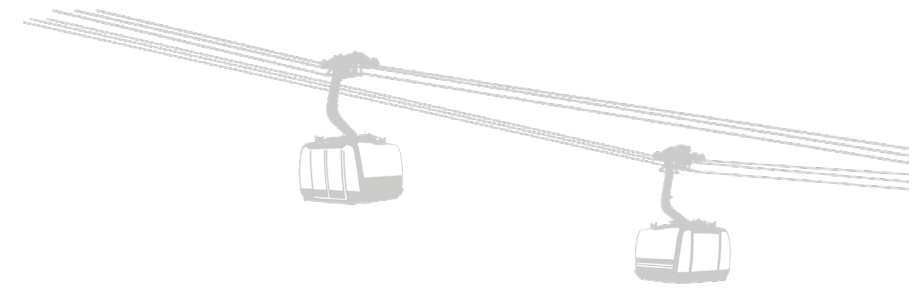
1. Are aerial gondolas well-suited to the Tampa Bay Area?
2. Are there suitable alignments to serve Clearwater?
3. Are the routes technically feasible?
4. Are the projects financially viable?
5. Is the public at large supportive of the projects?



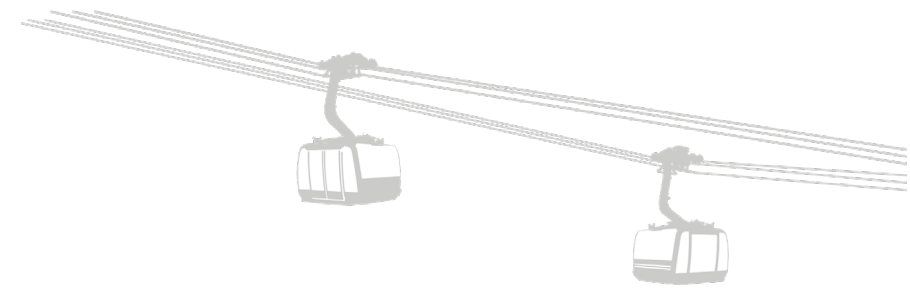
Stakeholder Feedback

Clearwater:

- Strong interest in connecting Downtown and Beach - Unification
- Supportive of the improvements to Coachman Park - Imagine Clearwater
- The gondola system could reduce traffic on the Memorial Causeway for Beachgoers
- The gondola system should reduce friction of movement between the beach, the aquarium and downtown
- Study should continue with optionality



Purpose & Needs



- Create a singular, unified economic district
- Disaggregate activity, minimize friction
- Alleviate congestion (perception) of congestion on Causeway
- Provide convenient access to and from:
 - Aquarium
 - Downtown Clearwater
 - Coachman Park
 - The Beach
- Relieve hotel, restaurant and beach capacity constraints
- Improve employee access to Beach
- Connect with transit



YES

Q1-*Are aerial gondolas well-suited to the Area?*

• Aerial gondolas are successfully operating in similar environments:

- Point-of-interest attractions
- Urban-transit systems
- Heat
- Humidity
- Climate Control
- Rain
- Wind
- Lightning
- Marine environment
- ADA Compliance



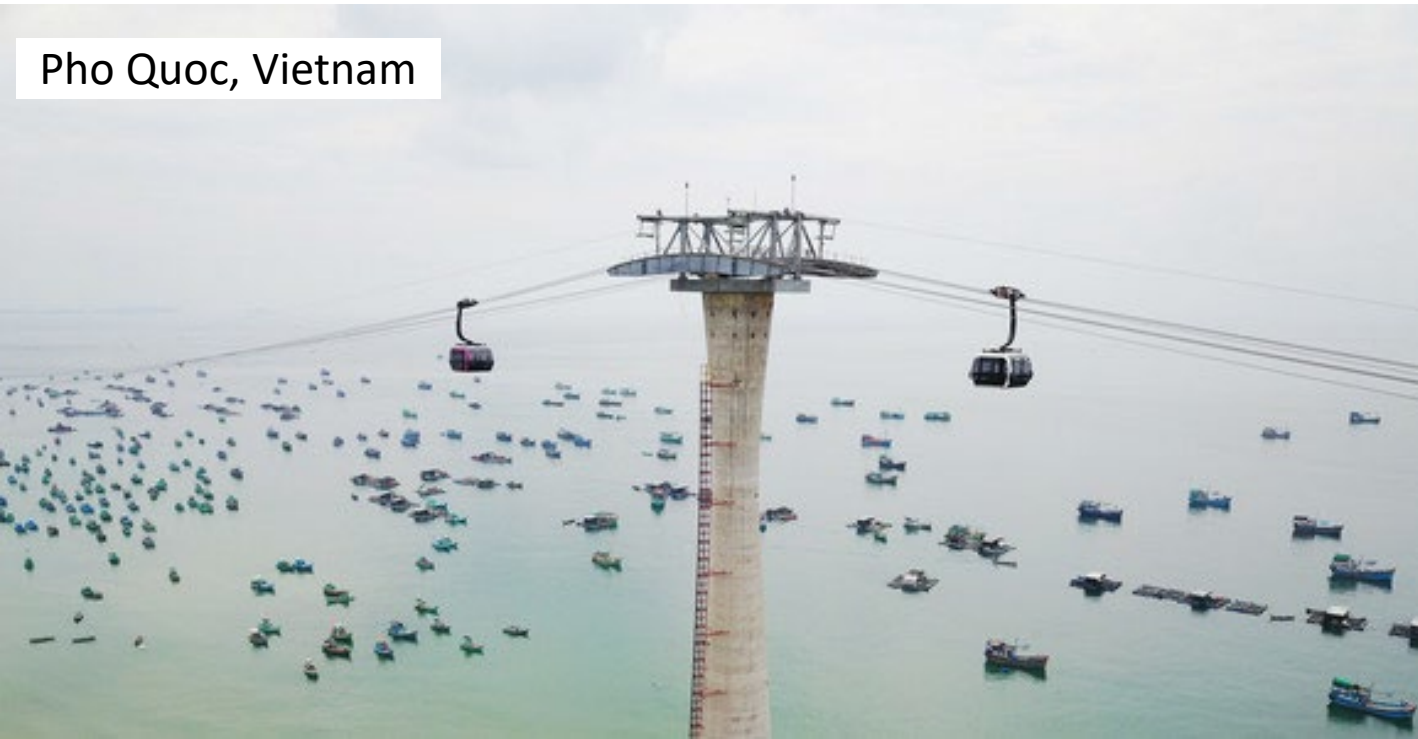
Toulouse, France



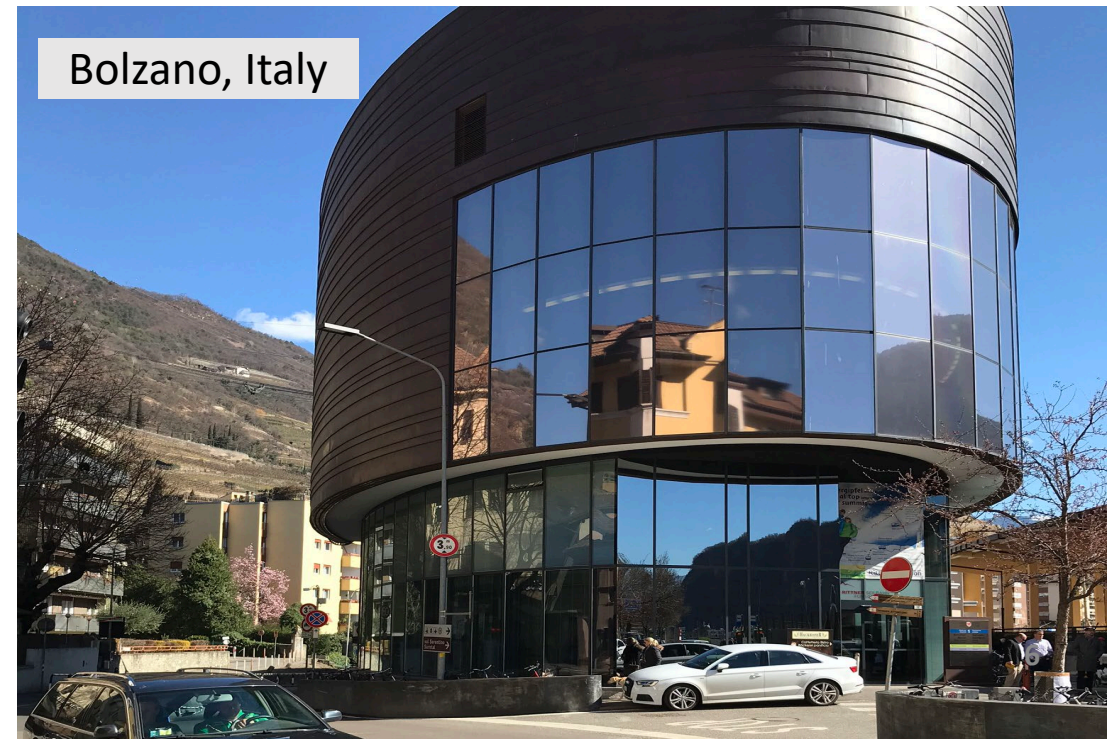
Koblenz, Germany



Pho Quoc, Vietnam

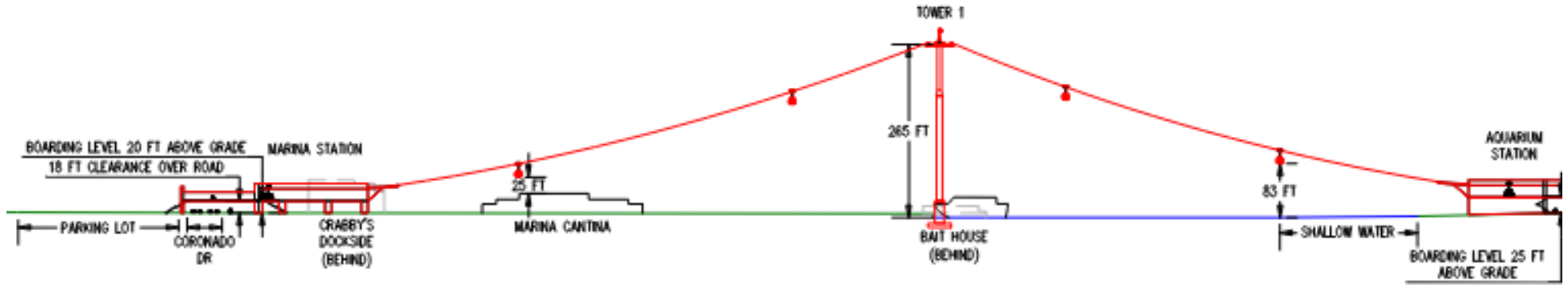
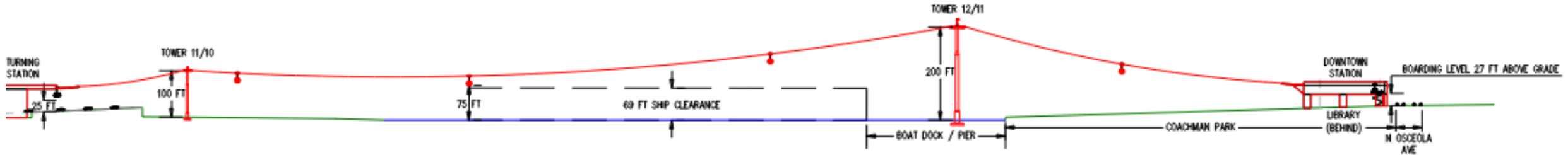
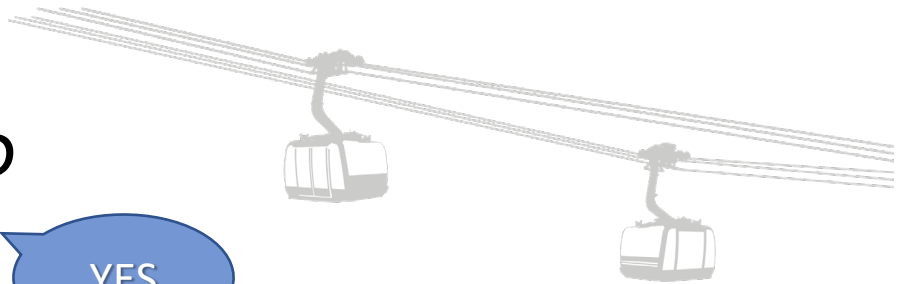


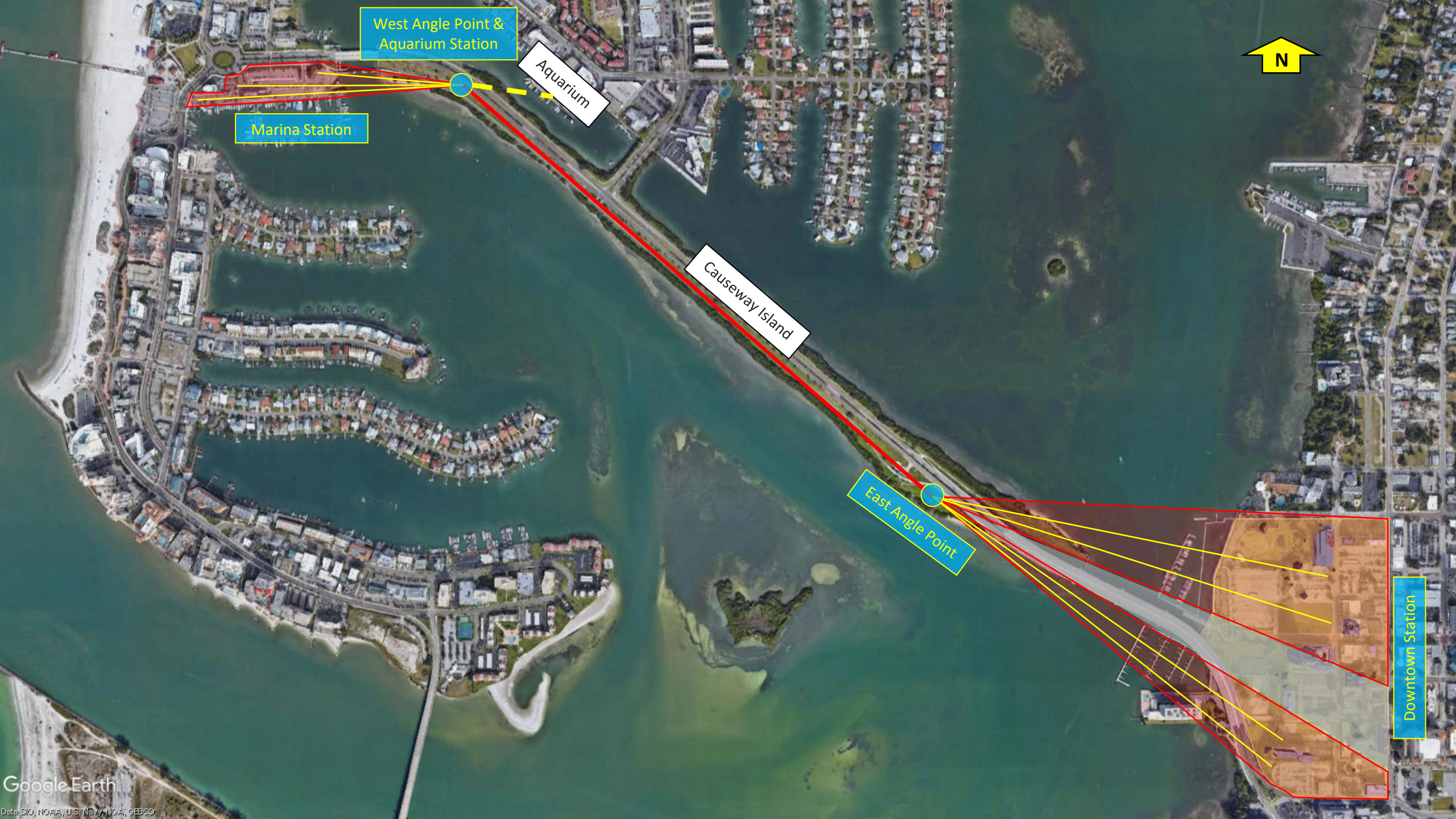
Bolzano, Italy



Q2-Are there suitable alignments?

YES





West Angle Point & Aquarium Station

Marina Station

Aquarium

Causeway Island

East Angle Point

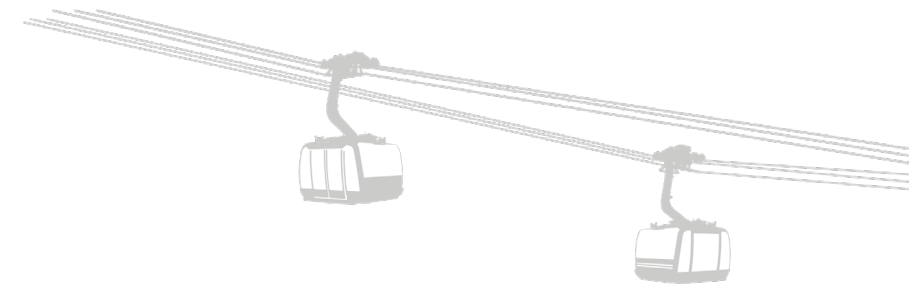
Downtown Station



Route Specifications:

- Length: 9,500-10,000 feet
- Speed: Up to 17 mph
- Cabin Capacity: Up to 28 seated passengers
- System Capacity: Up to 3,600 pphpd*
- Wait Time: As low as **28 seconds**
- Trip Time: As low as 11 min (Downtown to Beach)
- Traffic: Not susceptible to mixed traffic.

**pphpd = people per hour per direction*



Technically Feasible

1st / Last Mile Connectivity:

Beachgoers

- Sufficient parking Downtown (as little as 50 cents an hour).
- Parking is unutilized during busiest times (weekends and holidays).
- Proposed valet concept Downtown at gondola station

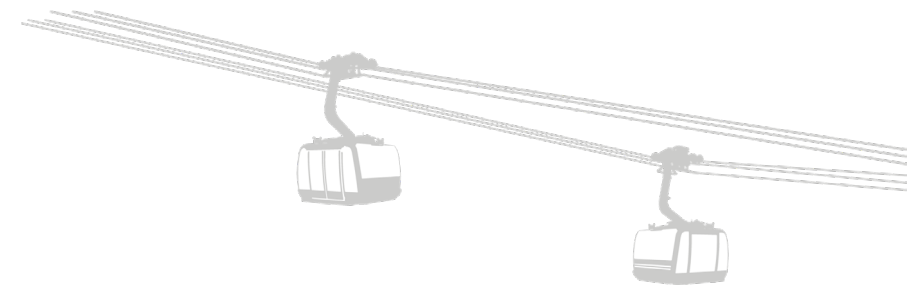
Going Downtown/Beach

- Jolly Trolley (route adjustments)
- Micro-Mobility (e-bikes, e-scooters)
- Autonomous transit
- Porters



Technically Feasible

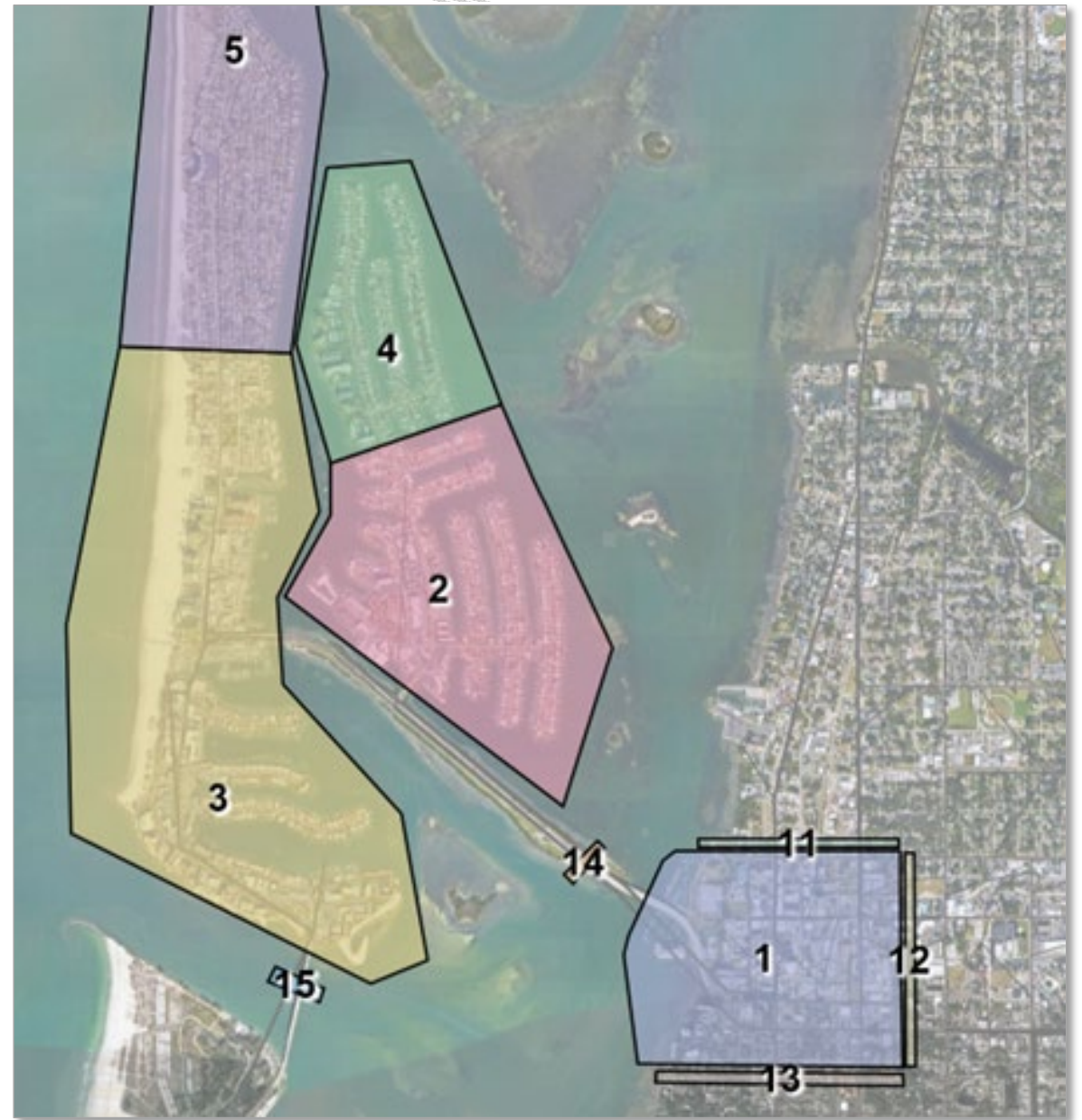
Existing User Groups



- Residents:
 - Beach -> Downtown
 - Downtown -> Beach
- Beachside Employees:
 - Drivers
 - Transit Users
- Tourists Staying at Beach
- Aquarium Visitors:
 - From Beach
 - From Downtown & Beyond

Ridership Summary

- Streetlight Data and transportation analysis reveals base ridership of ~1.4 million riders per year.
- An additional ~500,000 novelty riders have been estimated, though some double-counting is likely.
- Estimated ridership of 1.4 – 1.9 million riders per year.
- 8.9% reduction in traffic on causeway
- Fare is estimated at \$15 / day.
- Locals and beach employees could purchase annual pass.

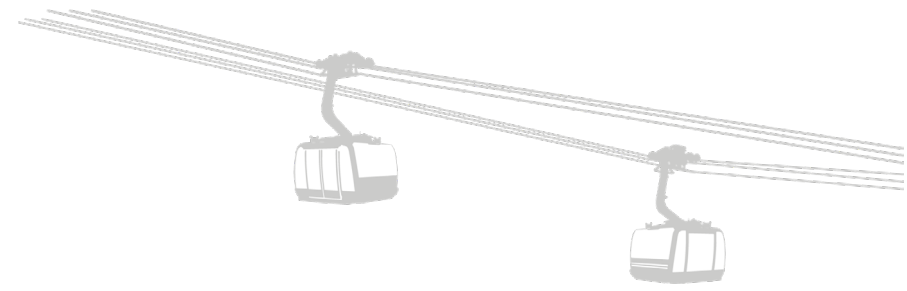


Financially Viable

Delivery & Financing:

- City Staff believe the project would need to be a PPP — Many forms of PPP exist
- City may be willing to contribute modest funds to develop the project
- City may be willing to provide conduit to municipal bonding
- Seen as a private sector investment with some public sector involvement.
- Capital expenditure of \$124 - \$184 million
- Annual operations and maintenance costs of \$10 million \pm 20%
- Financial analysis reveals strong economics and financial indicators that should get interest from private sector
- 89 Full Time Equivalent jobs
- 2 years to implementation after approvals, permitting and financing.

Financially Viable



Q5-Is the public supportive of a gondola project?

- Stakeholder engagement showed a generally positive impression
- Public questionnaire showed a very favorable impression (*see next slide*)

YES



Questionnaire Results:

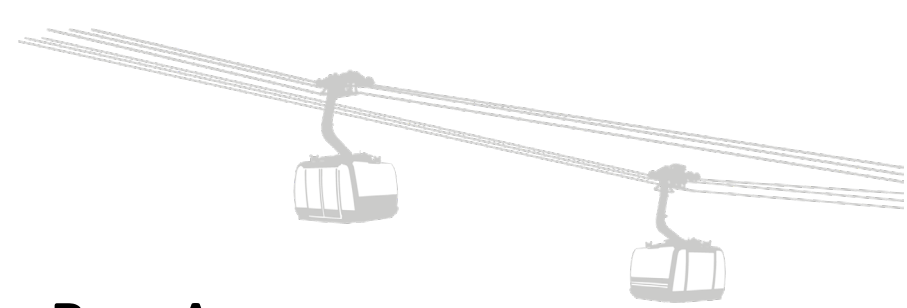
- 8,300 Responses
 - 17% Clearwater Residents
 - 9% Clearwater Beach Employees
 - 33% Pinellas County Residents (non-CW)
 - 48% Florida Residents (outside Pinellas)
 - 2% From Outside of Florida
- 76% Familiar/Very Familiar with aerial gondolas
- 73% Likely/Very Likely to use a gondola
 - 31% to travel to the Beach
 - 38% to travel back-and-forth
- 78% said Causeway traffic prevented trips
- 69% of CW residents possibly/definitely open to City tax dollars being used for the project
- 69% of Pinellas County residents possibly/definitely open to County tax dollars being used for the project

Public Support

The questionnaire was not a statistically representative survey.

Conclusions:

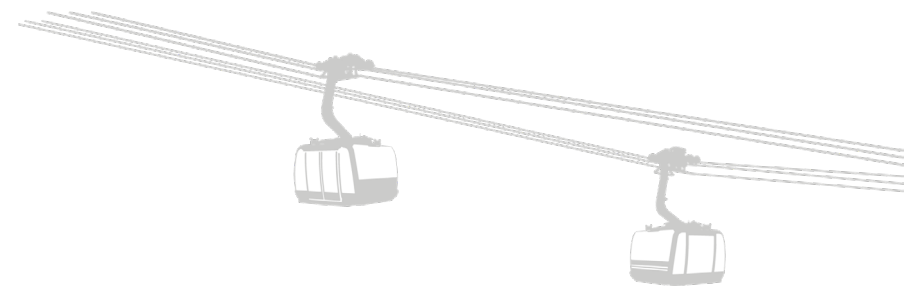
1. Aerial gondolas are well-suited to the Tampa Bay Area
2. Suitable alignments exist
3. The routes are technically feasible
4. The project is financially viable at this stage of analysis
5. The public is supportive of the project





Main Talking Points:

- 1. The gondola would reduce traffic on the causeway.
- 2. The gondola would create a single unified economic/recreation district with little friction of movement between the major nodes.
- 3. Stakeholders and the general public are in favor of the project.
- 4. The project is financially viable and should be financeable by the private sector.
- 5. The gondola would reduce time and cost of transportation/parking to Clearwater Beach for locals and beach employees.
- 6. If Forward Pinellas likes the project, they should advocate for it and prioritize it.



Questions?