



PASCO COUNTY MPO
BICYCLE / PEDESTRIAN
ADVISORY COMMITTEE (BPAC) MEETING
AGENDA
Tuesday, December 27, 2016 5:45 PM – 7:45 PM
West Pasco Government Center
8731 Citizens Drive
New Port Richey, FL 34654
Conference Number: 1-800-368-2411 Extension 8001

I. CALL TO ORDER AND INTRODUCTIONS

II. PUBLIC INPUT

Citizens input/comment to the BPAC on items not scheduled on today's agenda

III. UPDATE/DISCUSSION ITEMS

- A. BPAC Bylaws – Revisions by Attorney's Office
- B. Update on Projects
 - a. Coast to Coast Connector – Starkey Gap
 - b. Anclote Coastal Trail
 - c. Withlacoochee State Trail Connector
 - d. Orange Belt Trail
- C. Coast to Coast Connector – Marketing and Branding
- D. Tourism and Trails – Lauren St. Martin (Tourism Department)
- E. GTB Map Update - Review Revisions
- F. Pasco County Trail Map Brochure

IV. MEMBER ROUNDTABLE

V. NEXT MEETING

- A. January 17, 2017, Tri-County BPAC (Hillsborough County Hosting) (Location TBD)

VI. PUBLIC COMMENT

VII. ADJOURN

"In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority for the MPO that all citizens of Pasco County are given the opportunity to participate in the transportation planning process including low-income individuals, the elderly persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist at (727) 847-8140 if you have any discrimination complaints".



**PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION
BICYCLE/PEDESTRIAN
ADVISORY COMMITTEE (BPAC) MEETING
MINUTES**

DATE: October 25, 2016, Tuesday
TIME: 5:45 p.m. - 7:45 p.m.
LOCATION: Rasmussen College, 18600 Fernview Street, Suite 111, Land o Lakes, FL 34638

I. CALL TO ORDER AND INTRODUCTIONS

Chairman Gunther Flaig called the meeting to order at approximately 5:50 p.m. Introductions were made.

Members

Gunther Flaig
Morgan Gaynor
Randy Stovall
Corey Denninger
Mark Pinson
Tyrone Lovett

Pasco County Staff

Justyna Buszewski
Mabel Risner
James Edwards
Erica Wennlund

FDOT

Chris Speese

Visitors

Doug Bulter

II. PUBLIC INPUT

No one spoke.

III. APPROVAL OF BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING SUMMARY, AUGUST 23, 2016

Chairman Flaig asked if there were any changes, comments, or corrections needed on the August 23, 2016, minutes. Chairman Flaig made a motion to approve these minutes. Corey Denninger seconded. Chairman Flaig called on the motion. All members present voted in favor; motion passed.

IV. ACTION ITEMS

A. Review/Approve BPAC Bylaws

James Edwards indicated that staff had provided the final changes to the bylaws. Staff indicated that there were two changes since the packet was sent out the additional of the Pasco County MPO logo and a signature block added for the MPO Board Chairman to sign. Discussion followed. Chairman Flaig requested a motion to approve the minutes with the noted change. Randy Stovall made a motion to approve with noted changes. Corey Denninger seconded. Chairman Flaig called on the motion. All members present voted in favor; motion passed.

V. UPDATE/DISCUSSION ITEMS

A. Update on Projects

Ms. Buszewski provided a PowerPoint presentation that updated the members on the following projects indicating this this was an informational only agenda item. Discussion followed.

- A. Coast to Coast Connector – Starkey Gap
- B. Anclote Coastal Trail

- C. Withlacoochee State Trail Connector
- D. Orange Belt Trail

B. Joint County BPAC Summary - September 20, 2016

Chairman Flaig discussed main points from the September 20, 2016 Joint Hillsborough, Pasco, and Pinellas BPAC meeting. He stated how it was interesting to see how the three counties' plans and agendas promote their own visions depending on their unique geographic location. He commented on Pinellas County is geographically tight and built out versus Pasco County (spread out and not yet built out).

A member asked which counties TBARTA covered. James Edwards stated that TBARTA does not cover Polk County but covers seven counties. Discussion followed.

C. Northeast Pasco Vehicle/Bicycle Safety Study – Review Final Scope

Ms. Buszewski provided a PowerPoint presentation along with a draft task order requesting the members input. She indicated that they are working on this to final and get FDOT approval to take to Board to start in November. Discussion followed. Staff indicated that comments should be provided by end of week beginning of next in order to be included.

D. GTB Map Revised – Review

Ms. Buszewski provided the GTB Map for members to review the following multiuse trails, sidewalks, and trail projects indicating she would be updating this map and would like their input. She stated that she would like to work closer with Hernando County indicating that they should be invited to the Joint County BPAC meetings. and will work on funding opportunities with them. Chairman Flaig shared with the members about a Bed and Breakfast located off of the Upper Tampa Bay Trail, located off of Lutz Lake Fern. He suggested that Pasco County also businesses strategically off the trails to attract tourists; raising the question as to how this could be implemented. Discussion followed. Justyna Buszewski said that Pasco County's Land Development Code (LDC) is old and that an overlay needs to be created. She stated that the first week of November, she would be attending a National Tourism Conference in St. Petersburg and will share with BPAC members at next meeting. Discussion followed. She also indicated that once the GTB Map is finalized hard copies will be provided to BPAC members. Meantime, a link will be provided to them to provide any comments. Discussion followed.

E. US 301 Trail Grand Opening Event – October 27, 2016 at 10:00 AM

Ms. Buszewski indicated the ribbon cutting for the US 301 trail would be Thursday at 10:00 am, with a bike ride gathering at Zephyrhills around 9:00 am. Randy Stovall also stated that there would be a bike ride starting in Dade City at 9:00 am if anyone wanted to start their instead. Discussion followed.

VI. MEMBER ROUND TABLE

Tyrone Lovett requested that Corey Denninger bring in a booklet. He also wanted to bring attention to a bicyclist that was recently killed on U.S. 19. Mr. Denninger replied that it was on Alternate US 19. Mark Pinson added that there are many busy intersections that need to be addressed due to safety concerns. Mr. Denninger stated that he sees many people out on U.S. 41. Chairman Flaig asked if raised roads (U.S. 19 in Pinellas County) could occur in Pasco County. He added that if it was possible to elevate the road in of Gulf View Square Mall. Discussion followed. Justyna Buszewski added that developers prefer Greenfields versus Redevelopment. Chairman Flaig commented that Pasco County could create the ultimate trail map for the Tampa Bay Area. Mark Pinson added that he could add interest points (API Application Program Interface). Ms. Buszewski added that she wants to develop a website exclusively for trails. Corey Denninger added that there are already tool kits available to build an app that can include trails, hotels, and bed and breakfasts and that Volusia County currently has one. Morgan Gaynor commented that we need zoning to comply for bed and breakfasts along trains in Pasco County. Mr. Edwards said that he would conduct research and get the discussion going. Morgan Gaynor asked the type of zoning that would attract businesses. Ms. Buszewski indicated she would look at the zoning and FLU (Future Land Use) and move forward looking at the bike lanes and trails. She suggested that an overlay would be best to allow those uses versus a change in zoning or FLU. Mark Pinson added that the APP can also display overlays. Discussion followed.

VIII. NEXT MEETING

Ms. Buszewski indicated she would invite Ms. Lauren St. Martin from Pasco County's Tourism and Ms. Denise Hernandez from Pasco County's Zoning and Intake Department to attend the next BPAC meeting. They may be able to bring clarification to some of the questions. Discussion followed. Mark Pinson suggested that the next BPAC meeting be remote; to take place online. He added that they can invite the public to join in. Discussion followed. Chris Speese questioned whether if reaching a quorum would be an issue. Mark Pinson added that he felt that meetings were closed off anyway and that an online meeting would allow for the public to attend remotely. Chairman Flaig said that they would need to get approval from the County Attorney David Goldstein to make sure that the remote meeting would abide by county sunshine rules. Morgan Gaynor asked how the meeting would satisfy sunshine laws in an online format. He had concerns about public access. Discussion followed.

IX. PUBLIC COMMENT

No one spoke.

X. ADJOURN

Staff indicated that the next meeting is scheduled for November 15, 2016, the location to be determined. Chairman Flaig requested a motion to adjourn. Corey Denninger made a motion to adjourn the meeting. Tyrone Lovett seconded the motion. The meeting was adjourned at 7:45 p.m.



**BYLAWS
OF THE
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE
FOR THE
PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**Original: March 26, 2013
Amended: October 25, 2016**

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION

Mission Statement: "To promote cycling and walking in Pasco County by promoting public awareness, improving safety, extending connectivity, as well as encouraging a friendly and healthy lifestyle through everyday transportation alternatives."

A. Purpose and Functions:

1. Bikeways Planning
 - a. Assist the Metropolitan Planning Organization (MPO) in the development of comprehensive bicycle and pedestrian plans and projects for Pasco County.
 - b. Propose policies for the development of bicycles and pedestrian system considerations.
2. Plan Review
 - a. A periodic review the bicycle and pedestrian plans and proposed amendments.
 - b. Review the Countywide Regional Transportation Improvement Program for inclusion of Bicycle and pedestrian-related projects.
3. Plan Implementation
 - a. Recommend bicycle and pedestrian priorities to the MPO in support of the plan for inclusion in State, County, or Local improvement programs.
 - b. Recommend projects for inclusion in the MPO's annual list of Transportation Planning Programs (TIP) priority projects.
 - c. Support other MPO programs and other bicycle/pedestrian initiatives such as: Transportation Alternatives (TA), Safe Routes to School (SRTS), and other grant funded programs.
4. Education and Coordination
 - a. Coordinate bicycle and pedestrian concerns and present them to the MPO.
 - b. Assist in the promotion of bicycle and pedestrian enforcement of rules, regulations, and safety programs.
 - c. Assist in dissemination of general bicycle and pedestrian information to organizations and citizens throughout the County and the region where appropriate.

B. Membership:

1. The Bicycle/Pedestrian Advisory Committee (BPAC) was created by the MPO Board to serve as a review and advisory body to the MPO Board in support of the Comprehensive, Cooperative, and Continuing (3C) transportation planning process.

2. Membership of the Bicycle/Pedestrian Advisory Committee (BPAC) shall consist of volunteer members from the community who have technical, professional, or personal interests in the provision of safe non-motorized transportation. A cross section of public and private interests shall be represented.
3. A member is a person who consistently attends BPAC meetings and is eligible for selection as a voting member.
4. A voting member will be one of eleven members selected for two-year terms on an alternating annual vote. Absence of three consecutive meetings (without a valid excuse) reduces the current voting person to the status of a new, nonvoting attendee.
5. Voting members may be removed by a majority vote of the MPO Board, with or without cause, or by a majority vote of the total voting BPAC membership.
6. Total voting membership will be eleven (11) members who will serve a two-year term. The members' two-year terms will expire on the first meeting of the year (January). At this time the voting members may be re-elected.
7. Upon vacancy of any voting member position, a general election by the voting members will occur at the next meeting opportunity. A new voting member will be elected by majority vote of the voting membership who are present.
8. A current list of BPAC membership shall be maintained and updated by the MPO staff.

C. Officers:

1. A Chair and Vice Chair of the BPAC shall be elected at the first regularly scheduled meeting and shall serve approximately two years or until their successors are elected. Elections shall be held at the first regular scheduled meeting of the calendar year or as soon thereafter as practical.
2. Any voting member may nominate or be nominated as Chair, except the immediately preceding Chair. All elections shall be by the majority vote of voting members present.
3. The Chair shall preside at all meetings and shall be responsible for the agenda, minutes, and conduct of all meetings. The Chair shall be responsible for pertinent BPAC correspondence and information releases. He/she will be assisted in these duties by the staff of the MPO.
 - a. The Chair shall also serve as the liaison between the BPAC and the MPO Board, with Chair or designee providing information or presentation as needed to the MPO Board.
 - b. Whenever the need arises, subcommittees may be appointed by the BPAC Chair with the approval of the voting members of the BPAC present.
4. The Vice-Chair shall, during the absence of the Chair, will have and exercise all the duties and powers of the Chair.
5. The staff of the Pasco County MPO will assist the BPAC on all matters.

6. Any vacancy in office created by resignation or replacement of the Chair/Vice-Chair shall be filled by a majority vote of voting members present at the regularly scheduled meeting. The new office holder will fill the remainder of the unexpired term of the vacant office.

D. Meetings:

1. The BPAC will generally meet at 5:45 p.m. on established dates scheduled by the Chair/Vice-Chair and voted on by the BPAC members prior to the Pasco County's Fiscal Year date of October 1st. The locations of these meetings are to be determined by the BPAC. The date, time, and frequency of the BPAC meetings may be changed by a majority vote of the voting members otherwise BPAC will meet on the fourth Tuesday of each month.
2. The Chair or a majority of the MPO Board may reschedule regular meetings or call special meetings when necessary.
3. A quorum of six (6) voting members shall be present at the BPAC meeting for the BPAC to take official action. Each voting member will have an equal vote. A vote on an issue or decision is by a simple majority of the voting members present.
4. Meetings will be open to the public. Opportunities for public comment will be included on all BPAC agendas and provided in accordance with Section 286.0114, Florida Statutes. Minutes shall be taken of all BPAC meetings and workshops in accordance with Section 286.011, Florida Statutes.
5. Agendas for meetings and minutes of the previous meeting should be provided by email to members at least five (5) ~~to seven (7)~~ days before the meeting and placed on the MPO website. Voting members may request that items be placed on the agenda by notification to MPO staff at least ten (10) days before the meeting.
6. Except as otherwise provided in these Bylaws, the Pasco County MPO BPAC will follow Roberts Rules of Order (see brief summary in Appendix A) which is common and shall generally be followed as a means of establishing the order of meetings.

E. Amendments:

The Bylaws may be amended by a majority vote of the total voting membership or by a majority vote of the MPO Board. These Bylaws and any and all amendments to the Bylaws will become effective upon affirmative vote of the majority of the total voting membership and subsequent ~~ratification~~ endorsement of the Pasco County MPO.

PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

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Gunther Flaig, Chairman
Bicycle and Pedestrian Advisory Committee

METROPOLITAN PLANNING ORGANIZATION BOARD

By: _____
MPO Board Chairman

Attested by: _____
Paula S. O'Neil, PH.D.
Pasco County Clerk & Comptroller

Dated this ____ day of _____ 2016.

Appendix A

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Overview of Robert's Rules of Order

This is a condensed version of Robert's Rules of Order. It is intended to provide a basic background in parliamentary procedure in order to conduct business in an efficient and orderly a manner as possible.

Addressing the chair

All meetings should be conducted from the "chair." Members addressing the chair should refer to the presiding officer as "Chair."

Obtaining the floor

Before a member may make a motion or speak in debate, he must obtain the "floor." To claim the floor, a member raises his or her hand and waits to be "recognized" by the chair. The chair will recognize the member by announcing his name or title. This member then has the floor and can stand and speak until he yields the floor by resuming his seat. While a motion is open to debate, there are three important cases where the floor should be assigned to a person who may not have been the first to rise and address the chair.

These cases are:

1. If the member who made the motion claims the floor and has not already spoken on the question, he is entitled to be recognized in preference to other members.
2. No one is entitled to the floor a second time as long as any other member who has not yet spoken to the pending motion requests the floor.
3. The chair should attempt to alternate opposite opinions on a question if he is aware of members requesting the floor which have opposing views.

Making a Motion

1. First, a member makes a motion. Though he makes a motion, he uses the word "move" to make the motion (for example: "I move to allocate...").
2. Another member seconds the motion by saying, "I second it" or simply, "Second." It should be noted that a second by a member merely implies that the motion should come before the meeting and not that he necessarily favors the motion. A member may second a motion because he would like to see the assembly go on record as rejecting the proposal, if he believes a vote on the motion would have such a result.
3. The chair then states the "question" on the motion. Neither the making nor the seconding of a motion places it before the council; only the chair can do that by this step (stating the question). When the chair has stated the question, the motion is pending and is then open to debate (providing it is a debatable motion). If the council decides to do what a motion proposes, it adopts a motion or it is carried. If it decides against the motion, it is rejected or lost.

Amending a Motion

The motion to amend is a motion to modify the wording (within certain limits) of a pending motion before it is acted upon. An amendment must be germane; that is, it must be closely related to or have some bearing on the subject of the motion to be amended.

A motion to amend is handled the same way as a main motion and requires a second to be considered. An amendment is adopted by a majority vote even in cases where the motion to be amended requires a 2/3 vote for adoption.

Appendix A

Point of Order

When a member thinks that the rules of the meeting are being violated, he may make a "point of order," thereby, calling upon the chair to make a ruling and enforce the regular rules. A point of order:

- can be applied to any breach of the meeting's rules
- is in order when another has the floor
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The previous question is the motion used to bring the meeting to an immediate vote on one or more pending questions. The motion for the previous question:

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- requires a two-thirds (2/3) vote

Postpone Indefinitely

A motion to postpone indefinitely is a motion that the assembly declines to take a position on the main question. Its adoption kills the main motion, at least for the duration of the session, and avoids a direct vote on the question. It is useful in disposing of a badly chosen main motion that cannot be either adopted or expressly rejected without possibly undesirable consequences. The motion to postpone indefinitely:

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Adjourn

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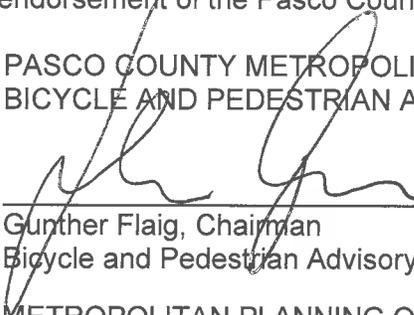
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MAY 11, 2016 | WEBINAR
COAST TO COAST TRAIL



Webinar Format

- Presentation(s) by C2C Team
- Attendees are muted.
- You may send questions during presentations. Time permitting we will try to address them. If not, we will reply by email and may post a Q and A on the project portal.
- Please use the brief exit survey to provide comments.
- Today's Presentation and the Atlas are available for download.



Agenda

- Introductions
- Brief Overview of Coast to Coast Trail
- Review of Trail Atlas
- Overlay recommendations
 - Branding/Logo
 - Draft Report
- Next steps



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COAST TO COAST CONNECTOR – MAY 11 WEBINAR

C2C Trail Overview



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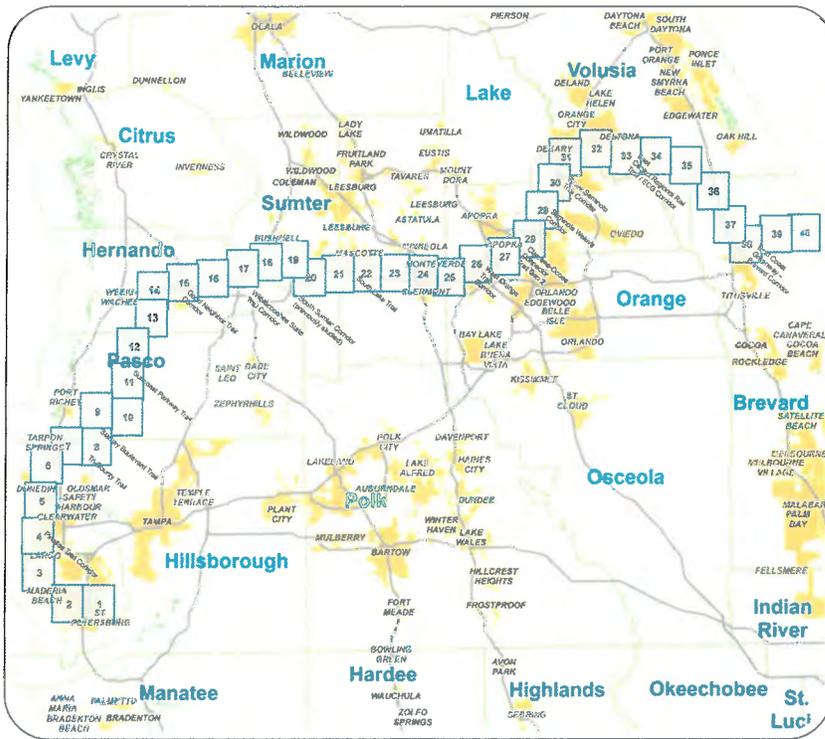
Legend

- BRANCH
- C2C Trail
- Study Area
- Other Trails



Atlas Overview





Legend

- Atlas Index
- City Limits



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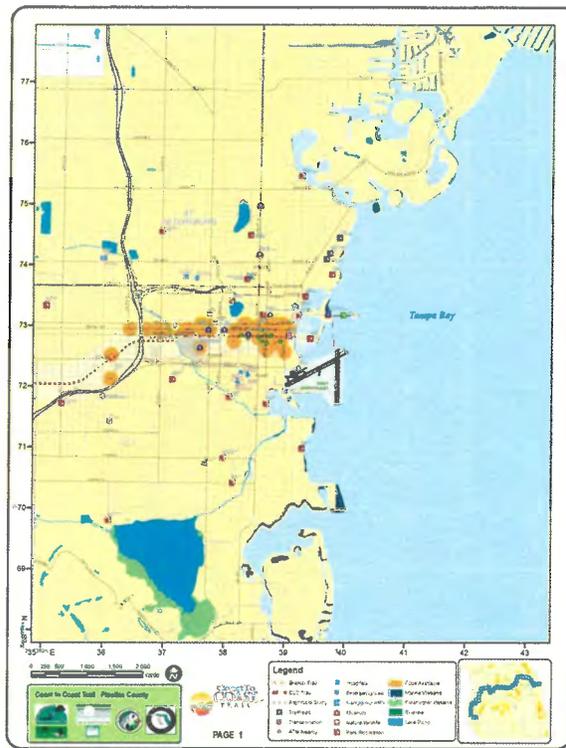
Legend

- Design Trail
- Historic
- Post Office
- BIODID Trail
- Emergency Lane
- Marine Manned
- Alignment Study
- Campanile Park
- Providence Wetland
- Trailhead
- Interpark
- Reserve
- State Access
- Intermittent
- NSP-5000
- ATV (NSP-5)
- Public Roadway



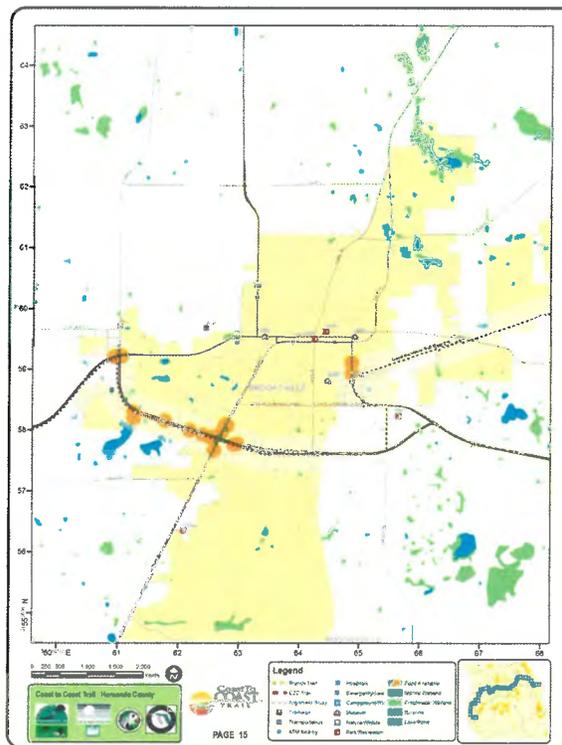
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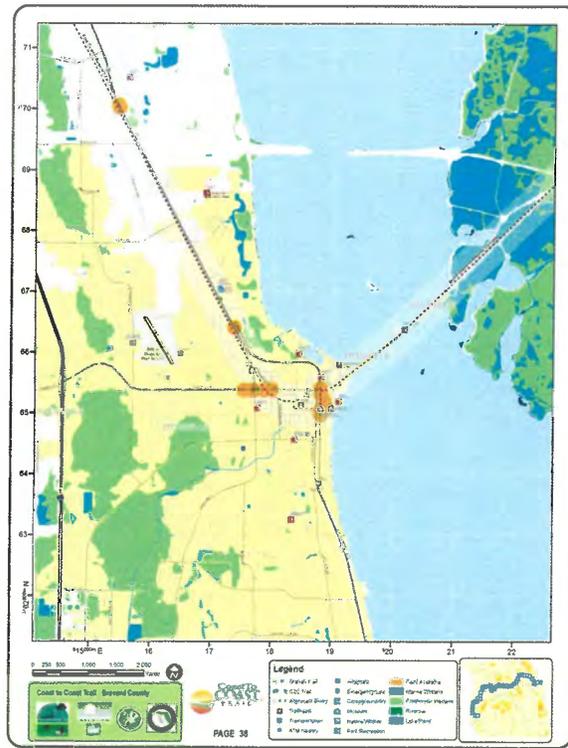
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Webinar #1 Recap



Coast To COAST CONNECTOR



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Florida's
ADVENTURE COAST
BROOKSVILLE ✦ WEEKI WACHEE



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Revised Conceptual Design Overlay Recommendations



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Coast To COAST TRAIL FLORIDA



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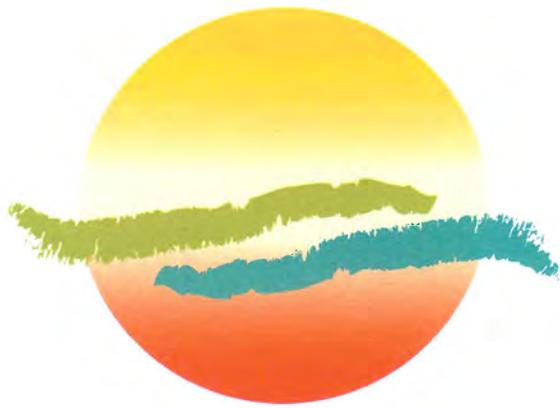
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Thermoplastic Mile Marker

Directional

Area Map

coast to coast wayfinding concept

may 5, 2016



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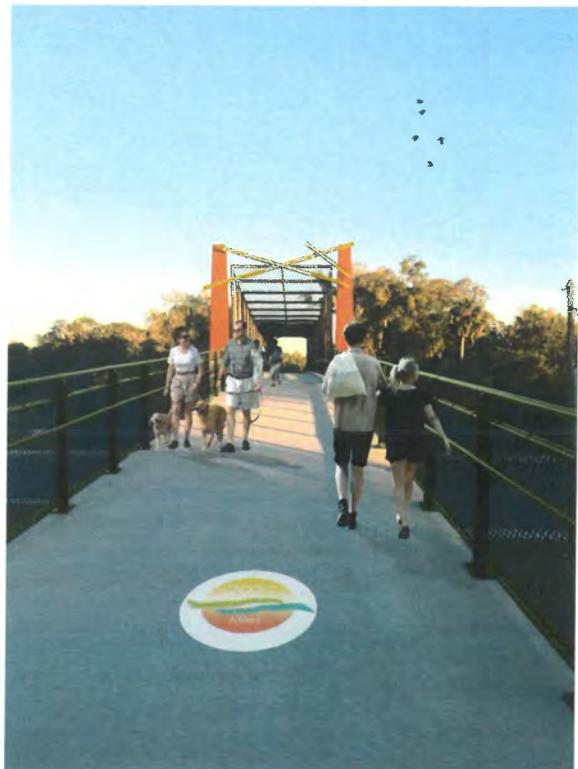
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Design Overlay Design Report



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URBAN-RURAL OVERLAY STUDY

MAY 2016

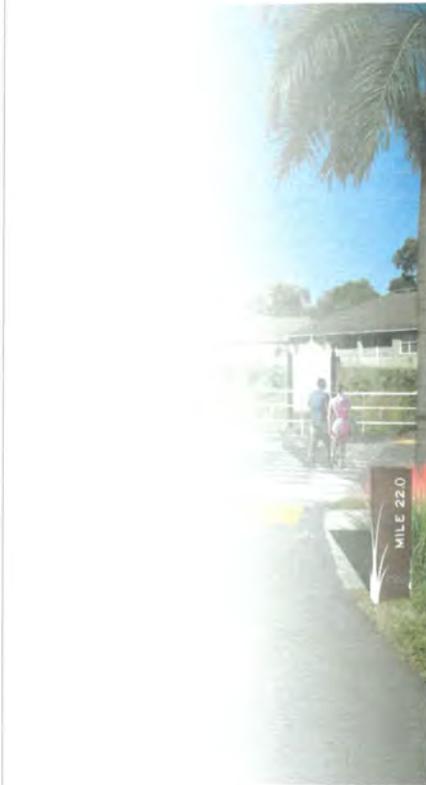


TABLE OF CONTENTS

- 1: Overview
 - Design Process
- 2: Stakeholder Engagement
 - Survey
 - Webinars
- 4: Assets + Opportunities inventory
- 5: Conceptual Overlay
 - Branding/Logo
 - Wayfinding Signage
 - Design Standards
 - Amenities

2: STAKEHOLDER ENGAGEMENT

The stakeholder engagement serve as a kick-off for the agency's work on the opportunities mapping. In addition to conducting three workshops across the state, a training webinar was used to provide guidance to the TBRPC and ECFRPC staff on how to conduct the opportunities inventory and mapping. This webinar will be recorded and posted to a website so that it can be accessed by anyone involved in the project.

STAKEHOLDER WORKSHOPS

The following ideas resulted from brainstorming sessions throughout each of the stakeholder workshops. Workshop 1 was held in DeBary, FL on January 19th, 2016; Workshop 2 was held in Winter Garden, FL on January 20th; and Workshop 3 was held in Brooksville City, FL on January 21st.

WORKSHOP BRAINSTORMING IDEAS

WORKSHOP 1

- "Every possible trail connection you will have on the C2C is found in Brevard County"
- No water, restrooms, or parking in some areas.
- Signage and mile markers need consistency



Meeting Notice

Stakeholder Workshops Scheduled for January 2016 in Three Locations

The Tampa Bay Regional Planning Council, in partnership with East Central Florida Regional Planning Council, received a Florida Department of Economic Opportunity Technical Assistance Grant to develop an Urban-Rural Design Overlay and conduct an opportunities inventory for the Florida Coast to Coast Connector (C2C or "Connector").

The Connector is a cross-state trail in the statewide network of Greenways and Trails. C2C stretches from the Gulf of Mexico to the Atlantic Ocean and traverses nine counties. This multi-jurisdictional, multi-agency effort is aimed at dosing seven trail gaps across the state to create the "Connector." C2C will be Florida's first cross-state paved trail. The Connector will span approximately 250 miles when completed. The C2C is nearly 75 percent complete. This trail will provide Floridians and visitors with a unique trail experience, both through natural Florida as well as through downtowns and other destinations. Join the planning team at the upcoming workshops and provide your input.

Upcoming Coast 2 Coast Connector Stakeholder Workshops Dates and Times

Tuesday, January 19, 2016	Wednesday, January 20, 2016	Thursday, January 21, 2016
1:30 – 4:00 P.M.	1:30 – 4:00 P.M.	9:30 – Noon
DeBary City Hall 14 Columbia Road DeBary, FL 32713	Winter Garden City Hall 700 W. Plant St Winter Garden, FL 34787	Brooksville City Hall 201 Howell Avenue Brooksville, FL 34601

For more information visit the project portal at <http://C2Cconnector.org>

Or contact

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East Central Florida Regional Planning Council
(407) 262-7772 ext. 327
tamccut@ecfRPC.org





Coast to Coast Connector - January Workshop
February 24th 10:00am - 11:00am

What are the most important elements of trail design to be discussed? What are the most important elements to be discussed? What are the most important elements to be discussed?

What is the most important element to be discussed? What are the most important elements to be discussed? What are the most important elements to be discussed?

What are the most important elements to be discussed? What are the most important elements to be discussed? What are the most important elements to be discussed?



Coast to Coast Connector - January Workshop

Item	Value	Unit	Category
Trail Length	100	Miles	Trail Length
Trail Width	10	Feet	Trail Width
Trail Surface	ASPH	Material	Trail Surface
Trail Type	Multi-Use	Trail Type	Trail Type
Trail Location	Urban	Location	Trail Location
Trail Status	Proposed	Status	Trail Status

What are the most important elements to be discussed? What are the most important elements to be discussed? What are the most important elements to be discussed?

- Display telephone numbers, street addresses, or Internet addresses.
- Make use of or simulate colors or combinations of colors usually reserved for official traffic control devices described in the FHWA Manual on Uniform Traffic Control Devices.
- Protrude or span over travel lanes or roadway.

DESTINATION/DIRECTIONAL SIGNS

The ability to navigate through a city is informed by landmarks, natural features, and other visual cues. Wayfinding signs should indicate:

- Direction of travel
- Location of destinations
- Location of access points

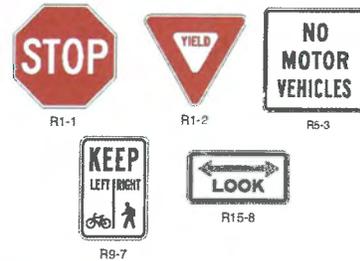
These signs increase users' comfort and accessibility to the trail network. Wayfinding signage can serve many purposes including:

- Helping to familiarize users with the trail system
- Helping users and emergency responders identify locations, in case of emergency on the trails.
- Helping users identify the best routes to destinations
- Helping overcome a "barrier to entry" for people who do not use the trail system
- Helps users find access points to the trail system

Wayfinding signs also visually cue motorists that they are driving near a trail corridor and should use caution. Signs are typically placed at key locations leading to and along routes, including the intersection of multiple routes.



Destination/Directional Signs



Regulatory Signs

REGULATORY SIGNS

Regulatory signs give a direction that must be obeyed, and apply to intersection control, speed, vehicle movement and parking. The examples below are types of regulatory signage.

Guidance

- Smaller scale signs or plaques may be used for trail applications.
- See the MUTCD 9B for a detailed list of regulatory sign application and guidance.

ETIQUETTE SIGNAGE

Informing trail users of acceptable etiquette is a common issue when multiple user types are anticipated. Yielding the right-of-way is a courtesy and yet a necessary part of a safe trail experience. The message must be clear and easy to understand. The most common trail etiquette systems involve yielding of bicyclists to pedestrians.

Guidance

- Trail etiquette information should be posted at access points and periodically along the trail.



Etiquette Signs

LANDSCAPING

Proposed landscaping standards include standard tree, shrub, and grass species, as well as guidance on establishing trail edges while preserving visibility.

TRAIL EDGE DEFINITION

Vegetation, topography, ditches, fencing, railings, or walls may be used to clearly mark trail edges. Such features serve multiple purposes, including:

- Providing visual separation/privacy screens
- Delineating public space from private property adjacent to the trail
- Discouraging the development of unauthorized foot trails
- Separating users from hazardous drop-offs or adjacent non-compatible land use

Wildlife passage and safety for trail users are important factors in determining appropriate trail edge treatments. Although the public often perceives fencing as a means of providing safety by prevention of unwanted access, fencing that blocks visual access completely can have the opposite effect by impairing informal trail surveillance (see CPTED guidelines for more information).

Guidance

- If separation is desired purely for privacy reasons, native vegetation buffers or the use of topography are recommended where possible.

- For physical separation aimed at preventing trespassing or guarding against hazardous slopes, consider the use of topography, ditches, semi-transparent fencing or railings, and hostile vegetation.
- Fencing should strike a balance between adjacent residents' privacy and informal surveillance of the trail. Permeable fencing of four feet tall or less can provide a barrier sufficient to denote property boundaries or to deter most access. Opaque fencing or walls can degrade the experience of trail users, obscure views, and create a "tunnel" effect that creates the effect of users feeling "trapped."
- Railings on bridges, boardwalks, and at the edges of steep slopes should be provided. For more information, see the **Fencing and Railings** guideline.

VEGETATIVE SCREENING

The presence or absence of vegetation and the type of vegetation present in a greenway corridor affects habitat quality, the greenway's effectiveness as a wildlife corridor, ecological sustainability, and the aesthetic experience for the trail user. Trails are more effective at providing wildlife habitat and corridors when they have native trees and shrubs present. Trees and shrubs can also shade users from sun and shelter users from rain. When possible, protecting, preserving, and maintaining existing native vegetation when constructing trails through riparian corridors is the first choice for creating separation between the trail and

C2C TREE SPECIES

- Sea Grape
- Sable Palm
- Cabbage Palm
- Mahogany
- Bald Cypress
- Southern Red Maple
- Live Oak
- Gumbo Limbo
- Buttonwood

C2C SHRUB SPECIES

- Beauty Berry
- Sweetshrub
- Tarflower
- Viburnum
- Galberry
- Firebush
- Marlberry

C2C GRASS SPECIES

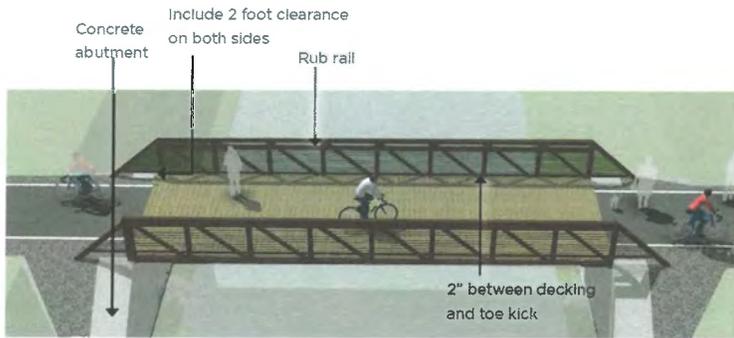
- Muhly Grass
- Fakahatchee (Cord Grass)
- Panicum amarum
- Indian Grass
- Giant Star Grass
- Red Fountain Grass
- Narrow-Leaf Blue Eyed Grass

ROADWAY INTERSECTIONS

OVERPASSES/BRIDGES

Trail bridges are most often used to provide user access over natural features such as streams and rivers, where a culvert is not an option or the span length exceeds 20 feet. The type and size of bridges can vary widely depending on the trail and specific site requirements. Bridges used for trails may include suspension bridges and prefabricated clear span bridges. When determining a bridge design for trails, it is important to consider emergency and maintenance vehicle access.

Trails that are poorly designed through water features can impact wetlands and streams, and become conduits for delivering sediments, nutrients, and pathogens to the watershed. Trails that cross streams can exhibit bank and streambed erosion if not properly constructed.



Guidance

- The clear span width of the bridge should include 2 feet of clearance on both ends of the bridge approach for the shoulder
- Bridge deck grade should be flush with adjacent trail tread elevation to provide a smooth transition. Any gap between bridge deck and trail tread should be covered with steel plate.
- Railing heights on bridges should include a 42 inch minimum guard rail, and 48 inches where hazardous conditions exist.
- A minimum overhead clearance of 10 feet is desirable for emergency vehicle access. Maximum opening between railing posts is 4 inches.
- A trail bridge should support 10 tons for 10 foot wide trails, and 20 tons for wider than 10 feet for emergency vehicle access.

- Bridges along trails that allow equestrian use should be designed for mounted unit loadings.
- When crossing small headwater streams, align the crossing as far upstream as possible in the narrowest section of stream channel to minimize impact.
- Trail drainage features should be constructed to manage stormwater before the trail crosses the watercourse (see **Drainage and Erosion** guideline).
- All abutment and foundation design should be completed and sealed by a professional structural engineer licensed in the State of North Carolina.
- All trail bridges will require local building permits, stormwater and land disturbance permits, floodplain development permits, and FEMA approval. Length and height of the bridge cords are governed by the width of the roadway and impacts to the base flood elevation of streams.

- Place bicycle parking close to restroom structures so that bicyclists do not impede trail access. Inadequate bicycle parking encourages informal propping of bicycles at or against restroom buildings.
- Provide restroom facilities that are durable and resistant to vandalism.
- Always provide restroom facilities outside of flood-prone areas.
- Where other restroom facilities are available within the park and trail system, use wayfinding signage along trails to direct users appropriately.
- Composting toilets should be considered in remote areas or where utility connections are unavailable.

DRINKING FOUNTAINS

Drinking fountains provide opportunities for users to replenish fluids and potentially extend their trip. Access to City water service must be available. Review Regulatory Flood Protection Elevation prior to locating.

Guidance

- Locate drinking fountains at least 5 feet from trail edge.
- Locate drinking fountains near restrooms, at trailheads, parks and other public gathering places along the trail.
- Standard and accessible fountains should be installed to accommodate all trail users.
- Consider grouping amenities together (seating, bicycle parking, drinking fountains, and bicycle repair stations) at a rest stop or

comfort station. Drinking fountains should be placed on a well-drained surface (2 percent sloped concrete slab).

- Consider the use of durable and vandalism-resistant materials such as steel, or stone.
- Drinking fountains must be ADAAG compliant.

BICYCLE REPAIR STATIONS

Bicycle repair stations are small kiosks designed to offer a complete set of tools necessary for routine bicycle maintenance. Popular locations for placement include major or minor trailheads and rest stops along trails.

Guidance

- Bicycle repair station tools are secured by high security cables, but will still be an attractive target for theft. Proper placement of kiosks in areas of high activity is one key strategy to reduce potential vandalism.
- Consider grouping repair stations together with other amenities (seating, bicycle parking, and drinking fountains) at a rest stop.

BICYCLE PARKING

Bicycle parking should be as convenient as the majority of automobile parking and should be easily accessible from the associated trail. Entrances and exits should be designed to minimize conflict with trail user traffic patterns.

Bicycle parking should be located on a hardscape surface and not be located directly in front of other trail amenities. Ideal rack location

should be parallel along the trail approach. Parking should be located no more than 25 feet from ingress/egress and at least 5 feet from the edge of trail to avoid traffic conflict. Location should be highly visible.

Consideration should be given to avoid emergency ingress/egress, service access, and vehicular conflict areas.

Guidance

- Locate bicycle racks at restrooms, select trailheads, points of interest, and rest stops.
- The bicycle rack should support the bicycle in at least two places, preventing it from falling over.
- The bicycle rack should allow locking of the frame and one or both wheels with a U-lock.
- When installing racks on concrete surfaces, use 3/8 inch anchors to plate mount. Shim as necessary to ensure vertical placement.
- When installing racks on pavers or other non-stable surfaces, embed into base. Core holes no less than 3 inches in diameter and 10 inches deep.
- Ensure the rack is securely anchored to ground.
- Consider bicycle racks that resist cutting, rusting, and bending or deformation.

SEATING

Seating along trails provides a place for users to rest, congregate, contemplate, or enjoy art, nature, and interpretive elements. Benches can be designed to create identity along the trail or be strictly utilitarian. Picnic tables provide

Next Steps

- Today's presentations and draft Atlas are available for download.
 - C2Cconnector.org
- Please provide any comments by next Friday, May 20th
- Final products will be complete around May 31st.
- Design Overlay Report Online
- 3-D Physical Model of Trail with Design Elements to be completed in May
- June 3, 2016 – Coast to Coast Trail Leadership Meeting
- Please complete the exit survey.
 - We will compile feedback into a report and post on the project portal.



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More Info

Visit www.C2Cconnector.org

Send comments to: Email@C2Cconnector.org

Or contact

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tara@ecfrcpc.org



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VISIT PASCO

OFFICE OF TOURISM DEVELOPMENT



TRAIL-BASED TOURISM FACTS

- Trail-based tourism is a major economic driver in many small communities, supporting local small businesses through annual revenues of millions of dollars per trail in direct consumer spending in many cases.
 - More jobs per dollar: Design, engineering and construction of walking and bicycling facilities such as trails create more jobs per dollar than any other type of transportation infrastructure construction.
- 

BUSINESS BENEFITS

- Businesses on or near the trail greatly benefit.

Restaurants near Pinellas Trail
745 Main St., Dunedin, FL

Dunedin Bagels and Deli
#50 of 124 restaurants in Dunedin
28 reviews
716 Main St
0.1 miles from Pinellas Trail
"Great bagels!" 11/12/2015
"Great bagels, strong coffee!" 10/20/2015

Clear Sky Draught Haus
#20 of 124 restaurants in Dunedin
188 reviews
680 Main St
0.1 miles from Pinellas Trail
"Saved By The Service" 11/23/2015
"great outdoor brunch, and live..." 11/22/2015
Cuisines: Pizza, American, Bar, Grill, Pasta, Gastropub

Serendipity Cafe
#21 of 124 restaurants in Dunedin
74 reviews
664 Main St
0.2 miles from Pinellas Trail
"great, healthy food!" 11/17/2015
"Healthy Food!" 10/27/2015
Cuisines: American

Julians Little Italy
#37 of 124 restaurants in Dunedin
73 reviews
916A Patricia Avenue
0.3 miles from Pinellas Trail
"Wow what happened?" 12/07/2015
"A Real Deal!" 10/22/2015

Map of Pinellas Trail
Things to Do (48) | Hotels (7) | Restaurants (154)

Hotels travelers are raving about...
Holiday Inn Express Clearwater North/Dunedin

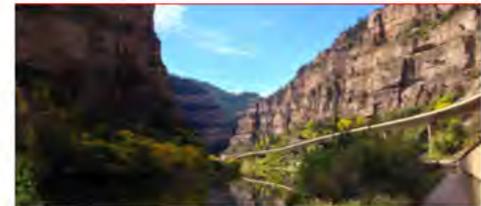


ATTRACTION TOURS

- Guided trail tours are great for visitors to discover all that the area has to offer.

The screenshot shows the homepage for Bobby's Bike Hike Chicago. At the top left is a wooden sign logo that says "BOBBY'S BIKE HIKE CHICAGO". To its right, it says "#1 TOUR COMPANY on tripadvisor". Further right are links for "About Us | FAQ/Contact Us | Locations" and social media icons for Facebook, Twitter, and YouTube. A navigation bar below the header contains links for "HOME", "BIKE TOURS", "WALKING TOURS", "RENTALS", "BIKE SALE", "EVENTS", and "RESERVE NOW!". A large banner image shows a group of cyclists riding along a path with the Chicago skyline in the background. Overlaid on this banner is the text "Guided Tours" and "We'll lead the way." with a "RESERVE NOW" button. To the right of the banner are three smaller images with buttons: "GUIDED TOURS", "BIKE RENTALS", and "EVENTS". A yellow banner at the top right of the page says "RESERVE ONLINE TODAY AND SAVE 10%".

Colorado Rocky Mountain High Road Bike Tour



Colorado Rocky Mountain High: Cycle Through Colorado's Best Treasures and the Heart of the Rocky Mountains

It's hard to get much better than biking in Colorado. The views are as varied as they are breathtakingly beautiful. You'll pedal across high alpine with wide-open vistas and down into desert canyons, past mountains and stunning peaks. You'll even pedal across the continental divide (with one heck of a downhill!)

Tour Rating: Intermediate

Tour Length: 6 days, 5 nights

Just imagine relaxing in Glenwood Springs' world-famous hot springs and relaxing in a historic mining town at a sweet little hotel. Designed to make the most of your time by riding every day and minimizing the climbing. Years from now, you'll be talking about your bike trip to Colorado.

Highlights:

- Cross the continental divide and sail down the other side
- Soak in the world's largest hot springs in Glenwood Springs
- Unique hotels nestled in the gorgeous Rocky Mountains
- The Maroon Bells

Want to know more? [Read our Colorado Biking blog](#) for trip elevation gains, training tips for coming from sea-level, lodging descriptions, and guest reviews.

FUTURE TOURISM PROJECTS

**Nature Center:
Tourism on the
Trails**

\$1,250,000.00

**Cycling Friendly
Visitor Center**

\$250,000.00

**Marketing
Campaigns**

Prices Vary

TRAIL ATTRACTIONS

How do we attract tourists to Pasco County using existing greenways and trails?

- Art
- Entertainment
- Sports
- Wayfinding
- Unique experiences
- Scenery- landscaping & Nature



ARTISTIC WAYFINDING



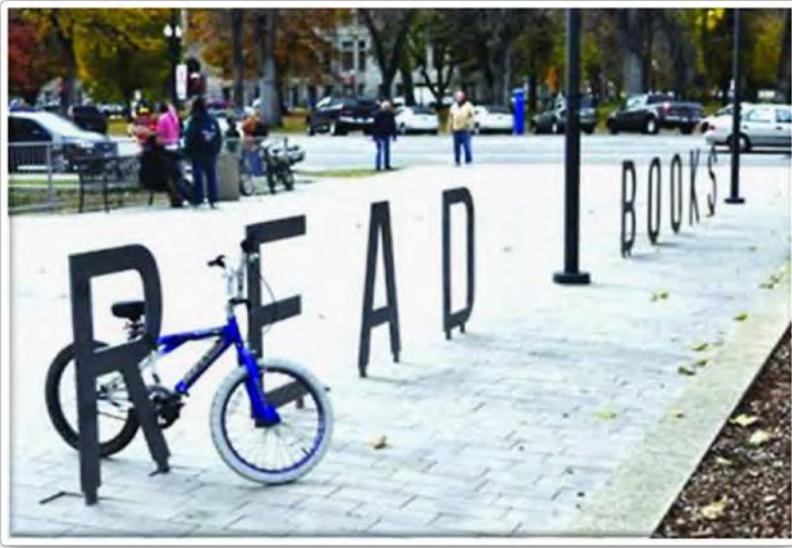
Schuylkill River Trail
temporary art
installation/night exhibit

ARTISTIC WAYFINDING



Overton Park, Memphis Tennessee

ARTISTIC BIKE RACKS



WASH & REPAIR STATIONS



PARTNERSHIPS



- Greenways and community trails come in many shapes and sizes. They can be urban or rural, busy or quiet, paved or grassy. They connect neighborhoods, businesses, schools, libraries, parks, and other local attractions. Many greenways and community trails use transportation corridors, such as abandoned rail lines and historic canals. Others follow natural features, such as rivers and lakeshores.
- Community trails are often local projects, created by neighborhood and civic associations, chambers of commerce, and local trail user groups. The most successful ones are supported by a broad partnership of community interests.

REST AREAS & INFORMATION CENTERS



- Greenways and trails can be a catalyst for community revitalization. They can transform an eyesore, such as an abandoned rail corridor or neglected waterfront, into the *centerpiece* of a community. Community trails often become a focus of *community pride* and a means of preserving and celebrating what is special about a community.

REST AREAS & INFORMATION CENTERS



- Numerous studies show that trails boost tourism by attracting visitors, extending their length of stay, and adding to the constellation of attractions in an area. This directly benefits area restaurants, motels, and service stations and spurs the growth of businesses selling recreational gear and other goods.
- Trail users need food, lodging, and fuel. They need special clothes, shoes, and equipment. They buy souvenirs, crafts, film, and other items. They also combine visiting a trail with other money-spending activities.

REST AREAS & INFORMATION CENTERS



Rest areas with beautifying designs

- Nationally, the Rails-to-Trails Conservancy estimates Americans use rail-trails close to 100 million times a year for recreation, transportation, and health.

Ideas for Pasco County:

- Solar powered charging stations
- Solar lighting
- Local artists
- Observation towers

MARKETING TRAILS & CYCLING



- First ever Pasco County Visitor's Guide
- Trail feature page with trail map spread.

MARKETING TRAILS & CYCLING



PASCO
County Florida
it's only natural

New Port Richey
89°F
Wednesday Mostly Cloudy

Connect with Visit Pasco
(800) 842-1873
Sign up for our Email Newsletter
Enter your email address

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SEARCH

Le Tour de Pasco

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The Tour de Pasco

Exploring exceptional biking trails in Pasco County

By Kevin Mims

As I looked down the long, slender road ahead of us, effortlessly pedaling past spindly pines as the sinking sun casts shades of yellow and gold on the woods, things felt right.

This was just the beginning of our bike-centric vacation to Pasco County, a destination my wife and I chose because of its reputation for having some of the most diverse biking trails in Florida. In fact, in the next three years or so, a coast to coast trail system will run through Pasco County and incorporate the Pinellas, Starkey, Suncoast and Withlacoochee trails. For now, the area's lengthy, paved, car-free paths; low-key dirt trails full of wildlife; and single-track mountain bike spots made it clear that if we wanted to spend our vacation exploring the state on two wheels, Pasco County was the place to be.

For the first day of what we dubbed "Le Tour de Pasco," we started in Ocala, west of Wesley Chapel, and set out on the ever-popular Suncoast Trail. This greenway covers 42 miles, most of which is in Pasco County. We started at the State Road 54 trailhead and headed north on it for a smooth ride of about 10 miles round trip, greeting other cyclists and taking in the greenery around us as we pedaled. It was the perfect way to kick off our tour; light, easy and really fun. This is where we found out about a connecting trail, which we decided to explore the next day.

Going deeper



Jay B. Starkey Wilderness Park gave us the opportunity to really get away from the hustle and bustle of urban life and experience unspoiled, old-Florida wilderness on our second day of exploring. A part of the Starkey Wilderness Preserve, this scenic, 8,000-acre property connects directly to the Suncoast Trail via a 6.5-mile paved bicycle path, where we encountered an abundance of wildlife including deer and turkeys. Even though we were just outside New Port Richey, it felt like we were getting away from it all and connecting with nature as we rode past long-leaf pine trees and bushy palmettos, slowing twice to let deer cross our path.

Serenity at Serenova



Riding under canopies of sprawling live oaks and a big, blue sky, we made our way through some of the 18 miles of multi-use trails within the Serenova Tract at Starkey Wilderness Preserve. Places such as this are why we chose to bring our hybrid bikes, which allowed us to ride as much as we wanted, regardless of whether a trail is paved or not.

On our third day of vacation, we explored more of the Serenova Tract, which is owned by the Southwest Florida Water Management District and covers more than 6,500 acres. We rode at an easy pace, letting the few equestrians and hikers we saw along the dirt path set the tone for us, spotting the preserve's inhabitants—including gopher tortoises, wild hogs, deer and birds—from a distance. We brought a picnic lunch and, if it weren't for grumpy stomachs, we probably would have preferred exploring more to stopping.

Off road and on track



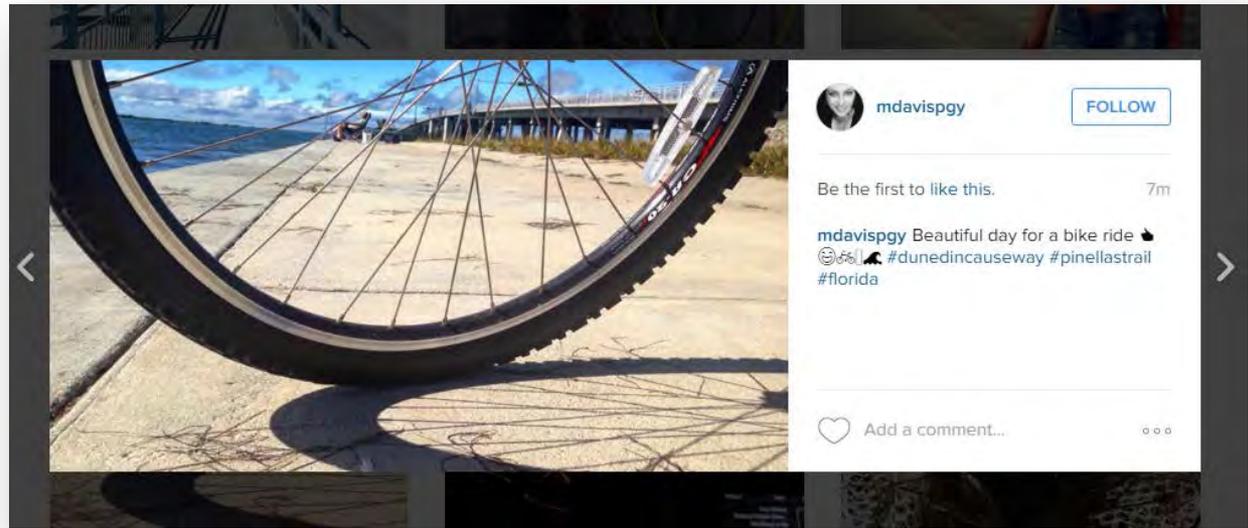
More off-pavement adventures awaited us at Conner Preserve, which has 12.6 miles of unpaved bike trails in addition to separate hiking and equestrian trails. More rugged and

SOCIAL MEDIA INFLUENCE

- Pictures, posts and experiences



#PinellasTrail

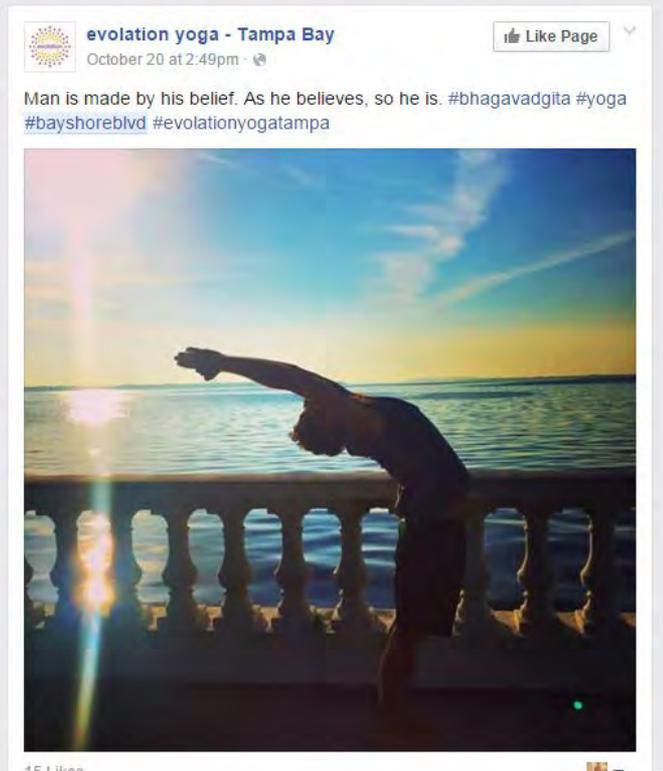


#DunedinCauseway

SOCIAL MEDIA INFLUENCE



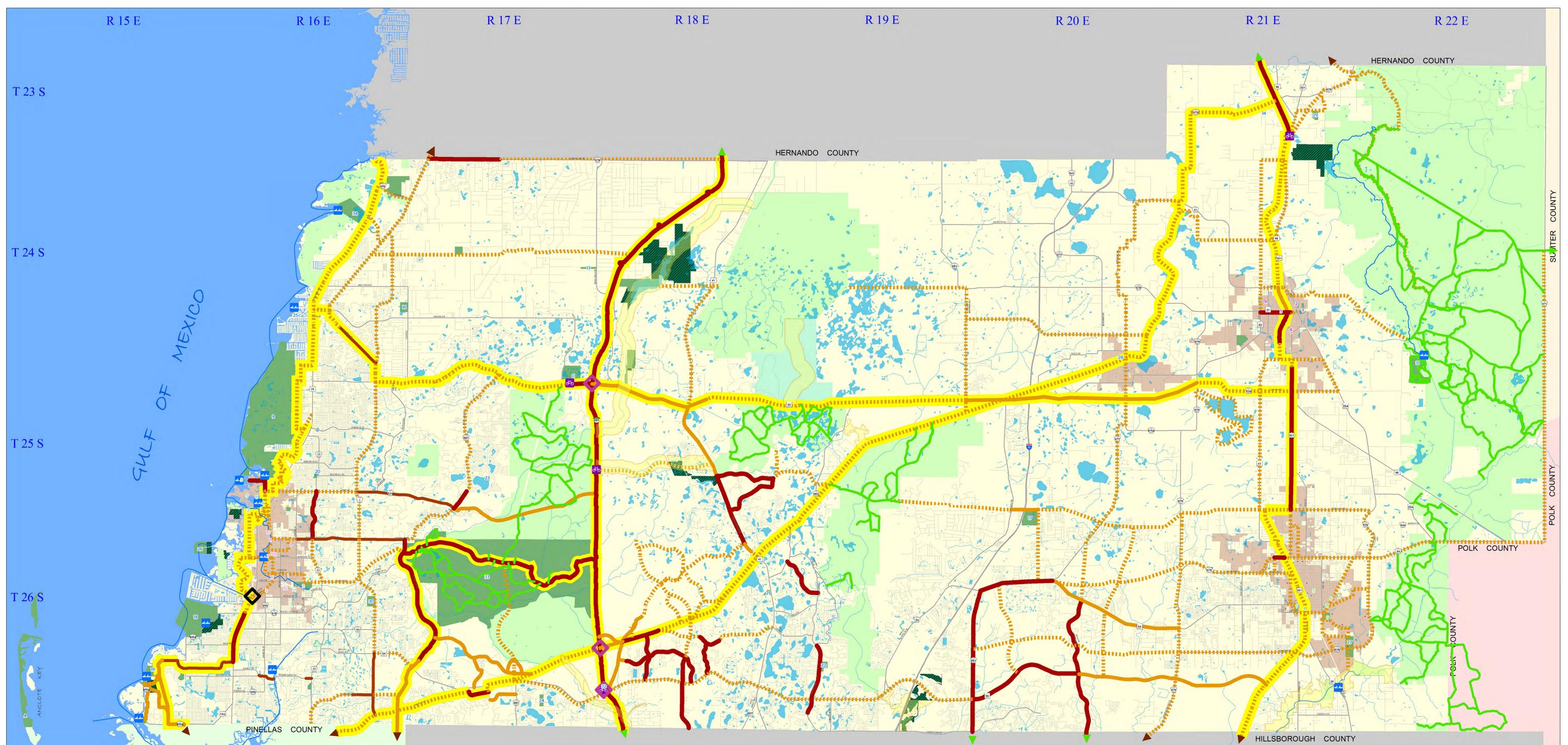
#CourtneyCampbellTrail



#BayshoreBlvd

**THANK YOU FOR ALL OF THE WAYS YOU SUPPORT
PASCO COUNTY TRAILS & TOURISM!**





GREENWAYS, TRAILS AND BLUEWAYS MAP

- TRAILS**
- Existing Multiuse Path - 8' Wide
 - Existing Trails - 10' Minimum Width
 - Existing Trails (unpaved)
 - Funded Trails FY15/16 - FY19/20*
 - Conceptual Trails / Planned*
 - Regional Trail
 - Trail Head
- ROADS**
- Major Roads
 - Residential
 - City Limits
 - Study Area
- BLUEWAYS**
- Canoe Launch
 - Paddling Trails
- GREENWAYS**
- Critical Linkage
 - ELAMP Purchased
 - Parks
 - Public Lands
- OVERPASS/UNDERPASS**
- Funded
 - Planned/Conceptual

COUNTY PARKS

NO.	NAME	NO.	NAME
1	ANCLOTE GULF PARK	21	LAND O' LAKES COMMUNITY PARK
2	ANCLOTE RIVER PARK	22	LAND O' LAKES RECREATION COMPLEX
3	ALOHA GARDENS PARK	23	MOON LAKE PARK
4	BEACON SQUARE PARK	24	ODESSA COMMUNITY PARK
5	CREWS LAKE WILDERNESS PARK	25	ROBERT J STRICKLAND MEMORIAL PARK
6	JOHN S BURKS MEMORIAL PARK	26	ROBERT K REES MEMORIAL PARK
7	ARTHUR F ENGLE MEMORIAL PARK	27	SAMUEL W. PASCO RECREATION COMPLEX
8	J BEN HARRILL RECREATION COMPLEX	28	SAN ANTONIO ATHLETIC COMPLEX
9	MIDDLE LAKE PARK	29	STANLEY PARK
10	OAKRIDGE PARK	30	W.H. JACK MITCHELL, JR. PARK
11	PINEHILL PARK	31	WITHLACOOCHEE RIVER PARK
12	JAMES IRVIN CIVIC CENTER	32	SUNCOAST TRAIL
13	ELSIE LOGAN MEMORIAL PARK	33	JAY B STARKEY WILDERNESS PARK
14	TRILBY PARK	34	SUNWEST PARK
15	TURTLE LAKE PARK	21	LAND O' LAKES COMMUNITY PARK
16	VETERANS MEMORIAL PARK	22	LAND O' LAKES RECREATION COMPLEX
17	WESLEY CHAPEL DISTRICT PARK	23	MOON LAKE PARK
18	EAGLE POINT PARK	24	ODESSA COMMUNITY PARK
19	KEY VISTA NATURE PARK	25	ROBERT J STRICKLAND MEMORIAL PARK
20	LAKE LISA PARK	26	ROBERT K REES MEMORIAL PARK

CITY PARKS

NO.	NAME
NEW PORT RICHEY	
1	FRANCES AVENUE PARK
2	JAMES E GREY PRESERVE
3	KULHAWIK PARK
4	RECREATIONAL COMPLEX & AQUATICS FACILITY
5	RUSS PARK
6	GRAND BOULEVARD PARK
7	NEW PORT RICHEY BOAT RAMP
8	COTEE RIVER PARK
9	ORANGE LAKE PARK
10	JASMINE PARK
11	SIMS PARK
12	MEADOWS DOG PARK
PORT RICHEY	
1	NICKS PARK
2	OELSNER MOUND
3	BRASHER PARK
4	WATERFRONT PARK

STATE & OTHER PARKS

NO.	NAME
SAN ANTONIO	
1	CITY PARK SAN ANTONIO
2	CITY PARK SAN ANTONIO
3	CITY PARK SAN ANTONIO
DADE CITY	
1	HIBISCUS PARK
2	PYRACANTHA / NAOMI JONES
3	MICKENS FIELD
4	POLLY TOUCHTON
5	PRICE PARK
6	WATSON PARK
ZEPHYRHILLS	
1	CLOCK PLAZA
2	LINCOLN HEIGHTS PARK
3	MULTI-PURPOSE CENTER/YMCA
4	SHEPPARD PARK
5	TRANSPLANT PARK

* All trails labeled as Conceptual or Funded are subject to public input, alignment/route studies and approval by the Pasco County Board of County Commissioners.

Note: Additional bicycle/pedestrian overpass/underpass locations to be determined in the determined the future

