

## **Excerpts from the Pinellas County Comprehensive Plan: Goals, Objectives, and Policies with an Emphasis on Energy Conservation and Climate Change**

### ***Encourage/Require Private “Green” Development Programs***

#### ***Natural Resource Conservation and Management Element***

- 6.1.9. Policy: A request to amend the Future Land Use Map on a property within the 100 year floodplain to a designation with an increased maximum impervious surface ratio will be required to provide adequate information to demonstrate that their development proposal will meet County floodplain, flood protection and stormwater regulations, in which case a development agreement may be required to formalize floodplain management and public safety requirements. Applicants are encouraged to incorporate the disaster mitigation components of the Florida Green Building Coalition as a part of the project design.
- 6.1.14. Policy: By December 2008, Pinellas County will evaluate how best to promote development and redevelopment proposals that demonstrate a sustainability commitment through such means as: reducing the amount of impervious surface on an already developed site, maximizing or restoring natural floodplain functions and habitat, demonstrating innovation in stormwater management techniques, and/or recognizing the potential for changing long term floodplain conditions due to the anticipated impacts of climate change.
- 7.1.11. Policy: In association with the update to the Land Development Code, Pinellas County will re-tool, where necessary, County practices and regulations, and will transform its development regulations into a Smart Growth and Quality Development Code, promoting flexibility, incorporating economic and environmentally sustainable incentives, and relying upon the creativity and dedication of County staff to model and implement.
- 7.1.12. Policy: By December 2008, consider using development agreements where appropriate to partner with the

development community on quality environmental site and building designs.

- 7.1.14. Policy: By December 2008, determine a threshold, incentives and criteria for requiring and/or encouraging LEED standards/certification, or equivalent standard, in private design, that can be implemented through the update to Land Development Code.

### *Housing Element*

- 1.4.8. Policy: To promote housing that is affordable for the long term, by December 2008, Pinellas County will have identified appropriate sustainability initiatives, such as energy efficiency, that can be encouraged or required during the development review process.

- 1.11.1. Policy: Through the year 2025, target rehabilitation funds to prevent neighborhood decline, promote the improvement of rental properties, and promote sustainable development and redevelopment to maximize Pinellas County's investments in the housing community.

- 1.13. Objective: Encourage, and provide incentives, when appropriate for design and construction techniques and building materials capable of significantly reducing the cost of construction, maintenance and energy consumption of housing while providing for a more healthy and durable home environment.

- 1.13.1. Policy: Promote sustainable communities by encouraging green housing that conserves natural resources and reduces monthly operating costs.

- 1.13.2. Policy: Pinellas County will encourage housing construction that uses the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) principles or the Florida Green Building Coalition's Green land development and building standards.

- 1.13.3. Policy: By 2010, determine a threshold and criteria for requiring LEED standards/certification in development and redevelopment projects, and implement through update to the land development code. In addition, consider pilot incentive programs to encourage green building and development.

- 1.13.4. Policy: Continue to implement the requirements of the latest Florida Energy Efficiency Code for Building Construction that assures a conscious effort toward energy efficiency so that proper equipment, building orientation on site, adequate insulation, and appliance selection will be considered by developers.
- 1.13.5. Policy: Pinellas County will encourage and support the provision of smaller, energy efficient dwelling units that make homes more affordable by being less expensive to heat and cool.
- 1.13.6. Policy: In association with the update to the Land Development Code, Pinellas County will consider encouraging and/or requiring all new construction to meet Green Building Standards.

*Surface Water Management Element*

- 1.6.12. Policy: In association with the update to the Land Development Code, Pinellas County will develop incentives and requirements for the utilization of Low Impact Development (LID) and other sustainable site development practices, for new development and redevelopment, with emphasis on watersheds that have been designated impaired through the Total Maximum Daily Load (TMDL) Program.
- 1.6.13. Policy: By 2010, Pinellas County will develop guidelines or criteria for the use, placement and maintenance of cisterns and rain barrels, in order to retain stormwater on-site for reuse in such capacities as landscape irrigation and other appropriate uses.
- 1.8.4. Policy: By 2010, Pinellas County will promote golf course certification in the Audubon Cooperative Sanctuary Program for Golf Courses, and will encourage new golf courses to receive certification from the Audubon Signature Program and participate in the associated monitoring.
- 1.9.1. Policy: Pinellas County shall continue to require, in both County projects and in private projects, natural upland buffers adjacent to wetlands, permanent and seasonal streams, natural drainage channels, the

shorelines of lakes, estuaries and other surface waters.

- 1.9.2. Policy: The County shall continue to enforce erosion control regulations to reduce sedimentation and turbidity in freshwater and coastal waterbodies and habitats (including seagrass beds) resulting from upland development activities.

### ***Encourage/Require Public “Green” Development Programs***

#### Natural Resource Conservation and Management

- 7.1. Objective: Pinellas County intends to lead by example and will both exemplify and promote environmentally sustainable practices.

- 7.1.1. Policy: By December 2008, for new County construction and in the redevelopment of County properties, Pinellas County will utilize low impact development principles, to the extent practicable, to address stormwater management needs and to model innovative techniques.

- 7.1.2. Policy: Pinellas County will provide education to the public and the development community on the value and benefits of sustainable building and landscape design.

- 7.1.3. Policy: By December 2008, Pinellas County will implement an environmentally-preferred and sustainable purchasing policy applicable to County-owned and leased space.

- 7.1.4. Policy: Pinellas County will continue to meet its silver certification as a *Green Local Government* from the *Florida Green Building Coalition* and will strive to achieve the Platinum designation by 2009.

- 7.1.5. Policy: By December 2008, at new and remodeled County offices, identify, schedule and begin to implement green building practices that are appropriate to our climate and to the particular building type, and consider, if feasible, seeking certification of existing buildings under one of the green building standard

programs (e.g. US Green Building Council, Florida Green Building Coalition, etc.)

- 7.1.6.           Policy:       By December 2008, develop a plan and schedule for ensuring that, to the extent practicable, County leased office space is energy and water efficient, practices office paper recycling and utilizes building maintenance practices that are not detrimental to public health.
- 7.1.7.           Policy:       By 2012, Pinellas County will require energy efficiency in all of its operations, buildings and leased spaces, and will incorporate, to the extent practicable, non-traditional, sustainable energy options where feasible, so as to be a model for sustainability and to reduce carbon emissions.
- 7.1.8.           Policy:       By January 2009, consider the development of a marketing initiative directed at using locally produced products locally.
- 7.1.9.           Policy:       Pinellas County shall continue to utilize environmentally beneficial landscape principles, incorporating low maintenance design, integrated pesticide management and will incorporate Florida Yard and Neighborhoods landscape materials and designs, at all new or re-landscaped County properties.
- 7.1.10.          Policy:       Pinellas County will continue to work in partnership with its citizens, neighboring governments, developers, businesses, educators and agencies to achieve a sustainable future, and will collaborate locally, regionally and nationally to identify innovative opportunities and ideas for consideration.
- 7.1.11.          Policy:       In association with the update to the Land Development Code, Pinellas County will re-tool, where necessary, County practices and regulations, and will transform its development regulations into a Smart Growth and Quality Development Code, promoting flexibility, incorporating economic and environmentally sustainable incentives, and relying upon the creativity

and dedication of County staff to model and implement.

- 7.1.12. Policy: By December 2008, consider using development agreements where appropriate to partner with the development community on quality environmental site and building designs.
- 7.1.13. Policy: Pinellas County will require that all new County buildings be constructed to meet a nationally recognized, high-performance green building rating system approved by the State of Florida Department of Management Services.
- 7.1.14. Policy: By December 2008, determine a threshold, incentives and criteria for requiring and/or encouraging LEED standards/certification, or equivalent standard, in private design, that can be implemented through the update to Land Development Code.
- 7.1.15. Policy: By December 2008, at least one County staff person will become a LEED-certified (or an equivalent green certification) professional to provide technical assistance to County and private projects.
- 7.1.16. Policy: By December 2008, Pinellas County will incorporate its sustainability commitment into new employee orientation, and will offer, and require all management staff to train in sustainable and efficient operations for incorporation into daily office operations.
- 7.1.17. Policy: By December 2010, develop a 'green' map for visitors, identifying conservation-minded and energy efficient operations and programs, such as clean marinas, hotels participating in programs to reduce waste and conserve energy, and travel destinations with natural or cultural interests.
- 7.1.18. Policy: Utilize the Bushnell Center for Urban Sustainability at Pinellas County Extension Center as a catalyst for educating the public on energy efficiency, green building and design, natural resource conservation and disaster mitigation.
- 7.2. Objective: Pinellas County will plan responsibly for climate change and will educate citizens and stakeholders so that they are partners in determining this County's future.

- 7.2.1. Policy: Pinellas County will demonstrate its leadership on Climate Change by developing a climate action plan, to be initiated with the adoption of a Cool Counties resolution in 2008.
- 7.2.2. Policy: Continue to monitor, and participate in, current science regarding the timeline and impacts of climate change on Florida and Pinellas County, and collaborate with other governments and organizations to identify best practices for promoting a climate-friendly economy, carbon-neutral practices, and contributing to meeting climate stabilization targets.
- 7.2.3. Policy: In association with the update to the Land Development Code, determine whether there is a need to further amend the Comprehensive Plan and land development regulations to protect public and private coastal infrastructure and investment from the inland advancement of coastal waters, and to coordinate land use planning decisions with the expectations of sea level rise.
- 7.2.4. Policy: Consistent with the State's initiative to improve the sustainability of Florida's energy production and consumption patterns, and to minimize the County's own carbon footprint, identify opportunities and funding for local implementation of renewable energy options that apply to the built environment, infrastructure, utilities and transportation sectors, using the FGBC Green Local Government Standard as a guide.
- 7.2.5. Policy: By January 2009, provide information to the public regarding how the County is planning to adapt to climate change, and encouraging residents to partner with the County in making conscientious choices to minimize their impact on the local, regional and global climate.
- 7.2.6. Policy: Through its Urban Sustainability Program, Pinellas County will provide education countywide regarding climate-friendly policies and programs, including emphasis on air quality, land use planning, transportation, zoning, forest preservation, water conservation, and wastewater and solid waste management

- 7.2.7. Policy: Redevelopment activities within the unincorporated County will contribute to the overall environmental improvement of the local and regional watershed.
- 7.3. Objective: Pinellas County will initiate a program to maximize retention and enhancement of the County's mature native shade tree canopy for the environmental value and for the contribution to this County's quality of life.
- 7.3.1. Policy: In association with the update to the Land Development Code, evaluate the need to update regulations aimed at preserving and enhancing the native tree canopy in the unincorporated area
- 7.3.2. Policy: By December 2008, establish a multi-jurisdictional task team to coordinate on native tree protection strategies and goals that could be modeled countywide.
- 7.3.3. Policy: Recognize that protection and enhancement of the native tree canopy is integral to the County's sustainability ethic and contributes incrementally to improving the local and global climate.
- 10.1.5. Policy: Pinellas County will support developing Sustainability and Green County programs to include education and outreach on issues such as indoor air quality, transportation alternatives, and clean fuel vehicles.

#### *Recreation/Open Space Element*

- 6.1.2. Policy: Pinellas County will continue to implement programs that support bicycle lanes, trails and other alternatives to automobile travel, contribute to environmental quality and provide visual relief from urban surroundings.
- 6.1.5. Policy: In recognition of the County's near built-out condition and the fragile balance between the urban interface and its regional parks system and environmental lands, Pinellas County will institutionalize sustainability ethics as a way to help the County's natural reservations remain intact for habitat value and the enjoyment and benefit of future generations.



6.1.6. Policy: Pinellas County will integrate Green Design, as feasible and appropriate, into park and environmental land facilities and structures.

1.8.2. Policy: Pinellas County will implement all of the elements of the Comprehensive Plan in coordination so as to achieve a sustainable natural community and to support and promote the provision of nature-based and heritage-based tourism opportunities that contribute to environmental and cultural awareness and responsible stewardship among both citizens and visitors.

*Potable Water, Wastewater, and Reuse Element*

3.2.6. Policy: Where financially feasible, Pinellas County Utilities will implement programs, such as a the Water Audit Program, the Rain Shut-off Gauge Program, and the Soil Moisture Sensor Program, to encourage home owners and business owners to conserve water.

3.2.7. Policy: Pinellas County will, as long as financially feasible, implement programs for industrial and commercial businesses designed to conserve potable water (e.g., the Industrial/Commercial spray valve replacement program and the Conservation Hotel and Motel Program, or C.H.A.M.P.)

**Livable Communities**

*Future Land Use Element*

GOAL TWO: IMPROVE THE QUALITY OF LIFE IN PINELLAS COUNTY BY CREATING DIVERSE AND WELL-DESIGNED WALKABLE DESTINATIONS THAT PROVIDE CHOICES IN HOUSING, SERVICES, WORKPLACES, AND TRAVEL MODES.

2.1. Objective: Create livable streets that are designed and oriented towards a multimodal transportation system.

2.1.1 Policy: Where appropriate, the County Land Development Code will promote development and re-development in commercial and employment corridors, and/or in mixed-use development as determined by Policies

1.3.1 and 1.3.2 of this element that includes the following pedestrian-friendly design features:

- a. Continuous sidewalks with a minimum width of five feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, bus shelters, and lighting.
- b. Minimal front setbacks, building heights within a comparable range, and street trees to provide a sense of vertical enclosure on streets. Building heights should occur within a comparable range of surrounding structures.
- c. Buildings should be served by primary walkways that directly link the building's main entryway to the street and parking lot. These primary walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.
- d. Permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.
- e. Provide direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and centers as described in the FLUM Category Descriptions and Rules of this element. Potential conflicts between pedestrians and motor vehicles should be minimized.
- f. Clear passage zones equal to the required minimum sidewalk width in areas with movable obstructions, such as outdoor seating. Benches should be placed on a separate pad behind the back of sidewalk or between the sidewalk and the street to avoid clear passage zone obstruction.
- g. Drive-through windows along building façades facing the public right-of-way should be discouraged.
- h. Access across property lines that allow vehicular and pedestrian movement between properties without returning to the street.
- i. Build-to lines are used as an alternative to setbacks in order to form a continuous street edge and provide a sense of enclosure.
- j. Parking located to the side or rear of the structure.
- k. Land development regulations that ensure signage requirements do not create visual clutter.

- 2.1.2      Policy:      When appropriate, implement the following livable roadway strategies within the public right-of-way on commercial corridors, employment corridors, residential corridors, scenic/non-commercial corridors, transit corridors, the coastal corridor, and in mixed-use centers and districts:
- a. Construct sidewalks on both sides of the street with a landscape strip;
  - b. Provide bike lanes, wider sidewalks, landscape strip, raised median, or other roadway treatment;
  - c. For roads that contain more than 4 travel lanes, consider pedestrian crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, countdown signals, mid-block signals, and “hot response” signals;
  - d. For roads that have blocks more than 800 linear feet in length, consider the use of mid-block crossings; and
  - e. Require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects.
- 2.1.3      Policy:      Where there is not enough existing right-of-way to accommodate the design features in Policy 2.1, consider requiring or providing an incentive for the dedication of additional right-of-way.
- 2.1.4      Policy:      In areas where arterial roadway volumes and speeds are not appropriate for the design standards in Policy 2.1.2, consider the use of these roadway designs on parallel service roads or perpendicular collector roads.
- 2.1.5      Policy:      The following criteria should be used in prioritizing sidewalk improvements needed to fill gaps: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of

pedestrian activity; (4) location alongside arterial and collector streets; (5) proximity to transit routes; and (6) proximity to identified redevelopment areas.

2.1.6 Policy: Pinellas County will support improvements to Alternate U.S. Highway 19 in Palm Harbor that enhance this roadway's function as a coastal corridor linking downtown Clearwater, Dunedin, Palm Harbor, and Tarpon Springs, and will coordinate with the Florida Department of Transportation on the design of these improvements within Palm Harbor.

2.2 Objective: Design and provide safe, attractive, convenient, and comfortable transit stops.

2.2.1 Policy: Where feasible, provide transit stops with amenities including weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, news stands and food kiosks. Where transit stops can be retrofitted to meet these standards, the re-design of these stops may be prioritized in areas where higher residential densities or higher intensity commercial, employment, mixed use centers exist.

2.2.2 Policy: Land development regulations should ensure that parking, landscaping, or other design requirements do not contain barriers to transit.

2.2.3 Policy: The provision of landscaping, consistent with Policies 1.21.1 and 1.21.2 of the Future Land Use and Quality Communities Element, near the transit stop in the form of shade trees is encouraged to maximize passenger comfort.

2.3 Objective: The County Land Development Code will encourage design of parking lots and driveways to support pedestrian safety, connections and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.

2.3.1 Policy: Allow a parking requirement reduction for properties that share both cross access and a common entrance drive.

2.3.2 Policy: New commercial, office, and retail buildings and centers should be planned to reduce the number of curb cuts and driveways. Where possible, projects should share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.

2.3.3 Policy: The location and width of driveways should be reviewed through local site plan review processes to identify opportunities for shared driveways with neighboring properties and to reduce access points on the surrounding road network to the extent possible.

- 2.3.4 Policy: Parking lots and driveways should provide pedestrian connections to building entrances. Dedicated walkways through parking lots and sidewalks should be included in the design of access roadways.
- 2.3.5 Policy: Parking lots should include trees to provide shade and reduce temperature for pedestrians.
- 2.3.6 Policy: Service windows and stacking lanes for drive-through businesses should not face public streets.
- 2.3.7 Policy: Mid-block and rear alleys should be utilized where feasible for access to parking, utilities, service and unloading areas in order to minimize the number of required curb cuts along primary access routes.
- 2.4 Objective: The County Land Development Code will promote high quality design standards that support a community's image and contribute to its identity and unique sense of place.
- 2.4.1 Policy: Encourage building design to provide an ordered variety of entries, porches, windows, bays and balconies along public rights-of-way where it is consistent with neighborhood character.
- 2.4.2 Policy: Buildings with facades greater than 50 feet in length should be broken down in scale by means of the articulation of well-proportioned and separate areas. Strategic elements include the variation of architectural treatment and elements such as colors, materials, and heights.
- 2.4.3 Policy: For ground-level facades that face a right-of-way, a minimum standard should be established for the percentage of the exterior wall containing transparent structures such as windows and doors. This standard should apply to both facades of a building on a corner lot.
- 2.4.4 Policy: Buildings should include street level elements oriented to the pedestrian, such as awnings, arcades, and signage.
- 2.4.5 Policy: In areas of the County having a historic or consistent design character, new development

should be designed to maintain and support the existing character.

- 2.4.6      Policy:      Preserve the character of existing residential neighborhoods by requiring infill or remodeled structures to be compatible with the neighborhood and adjacent structures.
- 2.4.7      Policy:      Promote housing diversity and avoid creation of homogeneous developments, and promote the inclusion of a variety of housing types in all residential communities through local land development regulations.
- 2.4.8      Policy:      Local setback requirements should allow porch easements in subdivision design and promote living areas of the structure that are closer to the street than garage areas.
- 2.4.9      Policy:      Encourage single family attached and multi-family developments to be designed to include orientation of the front door to a neighborhood sidewalk and street.

## **Energy Conservation in Transportation**

### *Transportation Element*

- 1.2.1.      Policy:      Pinellas County shall continue to work with PSTA to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Concurrency Management System, Site Plan Review Process and the implementation of MPO corridor strategy plans.
- 1.6.      Objective:      Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.
- 1.6.1.      Policy:      Pinellas County will, when appropriate and feasible, incorporate bicycle-friendly design standards into all new and reconstructed collector and arterial roads by providing an area where bicyclists may travel adjacent to the outside vehicle lane. On existing collector and arterial roads, bicycle-friendly standards may be

implemented at the next resurfacing by adjusting the width of the vehicle lane to a minimum of 11 feet to reserve an area along the outer edge of pavement.

- 1.6.2. Policy: Where sufficient pavement width exists, Pinellas County will provide a designated bicycle lane with a minimum width of four feet on roads adjacent to curb and gutter and a minimum width of five feet on roads having no curb and gutter. Vehicle lanes shall meet or exceed the minimum width standards.
- 1.6.3. Policy: When roads are improved to the standards identified in Policy 1.6.2., the bicycle lane shall be designated by marking and signage.
- 1.6.4. Policy: When it is not feasible for the area intended for bicycle travel to meet the minimum width standards, a bicycle lane will not be designated. However, the width of vehicle lanes may be set at the minimum standard with the outside lane made as wide as possible.
- 1.6.5. Policy: Maintenance of bicycle-friendly roads should take into account the needs of bicyclists.
- 1.6.6. Policy: Pinellas County shall include sidewalks alongside roadways scheduled for improvement in its Capital Improvement Program.
- 1.6.7. Policy: Pinellas County shall develop pedestrian ways and bikeways in and around the vicinity of schools where opportunities exist to utilize utility rights-of-way and, drainage easements.
- 1.6.8. Policy: The planned Pinellas Trail Loop is critically important in the County's efforts toward allowing bicycling to become a more viable alternative for commuter travel throughout Pinellas County. Therefore, Pinellas County shall prioritize efforts to develop the Pinellas Trail Loop, with east-west connecting facilities, as adopted in the MPO Long Range Transportation Plan through the application of the CIP and Concurrency Management System.
- 1.6.9. Policy: Pinellas County shall require sidewalk construction in the rights-of-way of roadways adjacent to properties

proposed for development through the application of the site plan review process.

- 1.6.10. Policy: Pinellas County shall continue to utilize highway beautification and other appropriate funding sources to landscape along sidewalks using tree canopy to provide shaded areas for pedestrians.
- 1.6.11. Policy: Pinellas County, through amendment of its Land Development Code in 2009, shall require that new development and redevelopment projects make adequate provisions for storage/parking areas for bicycles as appropriate.
- 1.6.12. Policy: Pinellas County shall continue to implement sidewalk construction projects where necessary to close existing gaps along arterial, collector and local roads through the CIP and Concurrency Management System.
- 1.6.13. Policy: In 2009, Pinellas County shall amend the Land Development Code to implement livable community improvements that will require and/or encourage separated/buffered walkways (e.g., sidewalks, crosswalks) connecting pedestrian facilities existing within adjacent road rights-of-way to buildings proposed for construction. As an alternative to extending pedestrian facilities through parking areas, the amendment shall allow for proposed buildings to be oriented toward pedestrian facilities in adjacent road rights-of-way.
- 1.6.14. Policy: Pinellas County shall utilize livable community strategies and development codes, consistent with the Future Land Use and Quality Communities Element, to encourage bicycling and walking.
- 1.6.15. Policy: Pinellas County shall develop a priority list for the installation of bicycle lanes on County roads.
- 1.6.16. Policy: Pinellas County shall work with the MPO's Bicycle and Pedestrian Transportation Advisory Committees, FDOT's Community Traffic Safety Team, the MPO's School Transportation Safety Committee, the US Highway 19 Task Force, the Barrier Island Government Council (BIG-C) and other agencies and



organizations as appropriate to identify locations where crosswalk improvements are needed to allow bicyclists and pedestrians to safely cross major roads to reach their destinations.

- 1.6.17. Policy: Pinellas County shall work with the MPO and other local governments to develop level of service and performance indicators for the County's bicycle and pedestrian transportation network by December 31, 2009.
- 1.7. Objective: Pinellas County shall increase the efficiency and effectiveness of mass transit service as well as opportunities for multi-passenger vehicle travel that accommodates the transportation needs of the service area population and the transportation disadvantaged while reducing single-occupant vehicle demand.
- 1.7.1. Policy: Pinellas County shall participate in the MPO-sponsored Pinellas Mobility in the effort to identify and develop long-term mobility solutions in Pinellas County.
- 1.7.2. Policy: Pinellas County shall consider PMI recommendations regarding implementation of mass transit initiatives for amendments to the Transportation Element as necessary.
- 1.7.3. Policy: Pinellas County shall participate in MPO-sponsored corridor strategy plans, compiling and analyzing information on existing land uses, future land use plans, existing traffic patterns and bus stop and sidewalk locations to determine where opportunities exist to implement strategies to encourage mass transit ridership as well as other alternative modes of travel.
- 1.7.4. Policy: Pinellas County shall facilitate the provision of bus stop improvements and pullout bays along major roadways through the application of the Concurrency Management System.
- 1.7.5. Policy: Pinellas County shall support ride-sharing, vanpooling, and the efforts of the County's Transportation Management Initiatives (TMIs) through

the application of the Concurrency Management System which allows employers to participate in such efforts as transportation management plan strategies.

- 1. 7. 6.        Policy:        Pinellas County shall continue to coordinate with Bay Area Commuter Services to facilitate ride-sharing activities among Pinellas County employees.
- 1.7.7.        Policy:        Pinellas County shall continue to identify and monitor “unmet” transportation disadvantaged needs within unincorporated Pinellas County. Residents in need of transportation assistance shall be informed of services available through the Pinellas County Transportation Disadvantaged Program.
- 1.7.8.        Policy:        Pinellas County shall pursue Jobs Access Reverse Commute (JARC) and New Freedom grant monies under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to fund transportation services to disadvantaged citizens.
- 1. 7. 9.        Policy:        Pinellas County shall continue to maintain an inventory of transportation disadvantaged persons that would be affected by an evacuation order in the event of a natural disaster. Those needing to evacuate to a public shelter who have no personal means available to transport them, shall be provided the opportunity to register with Pinellas County for Special Needs assistance in order to receive transportation assistance.
- 1. 7.10.       Policy:        In 2009, Pinellas County shall amend the Land Development Code to implement livable community improvements that will require and/or encourage developments to provide separated/buffered pedestrian ways (e.g., sidewalks, crosswalks) connecting bus stops to proximate buildings.
- 1. 7.11.       Policy:        Pinellas County shall coordinate with the Pinellas Suncoast Transit Authority to identify locations where the need for pedestrian accommodations between bus stops and the sidewalk network is most pronounced from a safety standpoint.

- 1.7.12. Policy: Pinellas County shall work with PSTA to pursue Transportation Regional Incentive Program (TRIP) funding as appropriate to assist in funding transit improvements necessary to address growth management issues in the region.
- 1.7.13. Policy: Pinellas County shall continue to work with the MPO and PSTA in support of transit initiatives designed to increase ridership.
- 1.7.14. Policy: Pinellas County shall work with the MPO and PSTA to develop plans for premium transit service including BRT and fixed guideway as deemed feasible.
- 1.9.8. Policy: Pinellas County shall address air quality issues in transportation planning through the MPO's Technical Coordinating Committee and ensure that the Transportation Element and Concurrency Management System support the Florida State Implementation Plan (SIP), which sets forth actions necessary to maintain National Ambient Air Quality standards.