



BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

January 28, 2019 – 8:30 a.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS** (8:30 – 8:35)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes.* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – November 19, 2018** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – January 9, 2019** (8:45 – 8:50)
5. **ADVANTAGE PINELLAS UPDATE** (8:50 – 9:05)
6. **TRANSPORTATION ALTERNATIVES PROGRAM** (9:05 – 9:15)
7. **ALTERNATE U.S. HIGHWAY 19 CORRIDOR STUDY UPDATE** (9:15 – 9:30)
8. **MEDIA FRAMING OF FATAL BICYCLIST CRASHES** (9:30 – 9:50)
9. **SPOTlight EMPHASIS AREAS UPDATE** (9:50 – 9:55)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
10. **BPAC BUSINESS** (9:55 – 10:05)
 - A. Tri-County BPAC
 - B. Forward Pinellas Work Session January 18, 2019
 - C. Florida Bicycle Association (FBA)
 - D. Pinellas Trails, Inc.
11. **AGENCY REPORTS** (10:05 – 10:20)
12. **OTHER BUSINESS** (10:20 – 10:30)
 - A. Membership
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
13. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – FEBRUARY 25, 2019

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

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

Bicycle Pedestrian Advisory Committee – January 28, 2019

3. Approval of Minutes



SUMMARY

The meeting summary for the November 19, 2018 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – November 19, 2018

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
November 19, 2018**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on November 19, 2018, in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

BPAC Members Present

Brian Smith, Chairman	At Large Citizen Representative
Daniel Alejandro	Largo Citizen Representative
Julie Bond	CUTR
Dr. Lynn Bosco	At Large Citizen Representative
Kimberly Cooper	St. Petersburg Citizen Representative
Scott Daniels	Pinellas Trails, Inc.
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Katrina Lunan-Gordon	City of Largo
Chip Haynes	Clearwater Citizen Representative
David Feller	North County Citizen Representative, Oldsmar
Byron Hall	Pinellas Park Citizen Representative
Edward Hawkes	At Large Citizen Representative
Alan Johnson	South Beaches Citizen Representative
Charlie Johnson	St. Petersburg Citizen Representative
Mike Milvain	St. Petersburg Citizen Representative
Ron Rasmussen	Pinellas Park Citizen Representative
Joan Rice	Pinellas County Public Works – Traffic
Annette Sala	At Large Citizen Representative
Michael Siebel	At Large Citizen Representative
Bert Valery	North Beaches Citizen Representative
Rachelle Webb	Safe Routes to School
Jim Wedlake	Seminole Citizen Representative
Robert Yunk	At Large Citizen Representative
Georgia Wildrick	Largo Citizen Representative
Anna Parson (<i>for Jacob Labutka</i>)	PSTA

BPAC Members Absent

Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Win Dermody	Clearwater Citizen Representative
Felicia Donnelly	City of Oldsmar
Ric Hartman	City of Clearwater
Charles Martin	Dunedin Citizen Representative
Deputy Eric Gibson	Pinellas County Sheriff's Office
Paul Kurtz	At Large Citizen Representative
Steve Lasky	At Large Citizen Representative
Tom McGinty	Pinellas County School System Representative

Others Present

Stephen Benson	FDOT
Jared Schneider	Kimley-Horn
Andrea Papandreu	Kimley-Horn
Caroline Lanford	Pinellas County Planning Department
Helene Miles	Citizen
Whit Blanton	Forward Pinellas Executive Director
Rodney Chatman	Forward Pinellas Staff
Susan Miller	Forward Pinellas Staff

1. CALL TO ORDER & INTRODUCTIONS

Chairman Brian Smith, At Large Citizen Representative, called the meeting to order at 8:30 a.m. and the attendees introduced themselves.

2. PUBLIC COMMENTS

There were no public comments at this time.

3. APPROVAL OF MINUTES

The summary from October 15, 2018 BPAC meeting was approved as provided with no corrections.

4. FORWARD PINELLAS ACTIONS

Mr. Rodney Chatman, Planning Division Manager, reviewed the highlights from the Forward Pinellas Board November 14, 2018 meeting. The Board presented a Partners in Action award to the City of St. Petersburg for its Complete Streets project on Martin Luther King Jr. Street. The Board approved the scope of services for the Bicycle Pedestrian Master Plan, held a public hearing for the fall update of the FY 2018/19 - FY 2022/23 Transportation Improvement Program (TIP) amendments, approved the Countywide Trends and Conditions Report, and also approved the request to develop a maintenance-of-traffic policy for bicycle facilities and trails. The Board also held a robust discussion regarding the Pinellas Trail crossing of Skinner Boulevard in Dunedin. Members of the Board offered several suggestions to increase the safety of that 4-lane crossing. FDOT will work with Pinellas County and the City of Dunedin on short-term measures that could be implemented fairly quickly, including automatic activation of the RRFB at that crossing. The BPAC members discussed options for this Trail crossing.

5. 54th AVENUE COMPLETE STREETS PROJECT

Ms. Caroline Lanford, Pinellas County Planning Department, introduced Mr. Jared Schneider and Ms. Andrea Papandreu from Kimley Horn consulting firm that has been working with the Planning Department on the Linking Lealman Action Plan. The purpose of the 54th Avenue North Study is to develop a complete street concept that addresses all modes of transportation in incremental stages with future redevelopment, in a main-street-type environment from 49th Street to 34th Street N. Through the CRA Advisory Committee, stakeholder meetings, community workshops and public surveys, a few scenarios were evaluated. Mr. Schneider and Ms. Papandreu explained the various challenges and opportunities for the corridor, including pedestrian and bicycle infrastructure, pedestrian crossings, driveway access, intersection improvements, width of travel lanes, and landscaping. Overall, the recommendations include lighting, sidewalks, improved crossings and intersections, transit improvements, and place-making elements. Questions were taken and appropriately answered.

6. PINELLAS BICYCLE PEDESTRIAN PROJECTS IN FDOT WORK PROGRAM

Mr. Stephen Benson, FDOT District 7 Metropolitan Planning Administrator, presented the projects in the FDOT Tentative Five-Year Work Program in Pinellas County. He explained that projects are added to the Tentative Work Program based on MPO, TMA, TBARTA and FDOT priorities, then the program is sent to the Legislature and Governor for approval. An open house is scheduled for December 20, with public comments due by December 31st, and final adoption on July 1, 2019. After listing the roadway projects that will be added to the Work Program, Mr. Benson explained the bicycle, pedestrian, and trail projects that were included. The pedestrian overpass at Harn Boulevard is scheduled for construction in FY 2022; sidewalk construction on Alternate U.S. 19 from Oscar Hill Road to Dixie Highway is scheduled for FY 2020; 71st Street Trail Connector from the Pinellas Trail to 38th Avenue N is scheduled for construction in FY 2024; sidewalks on 42nd Avenue N from 46th Street N to 35th Street N are scheduled for construction in FY 2023; sidewalks for North Shore Elementary School has been approved through Safe Routes to School funding in FY 2024; and the Pinellas Trail Loop Phases 3 (Haines Bayshore to Ulmerton) & 4 (Ulmerton to 126th Avenue) are scheduled for construction in FY 2024. Questions were taken and appropriately answered.

7. BICYCLE PEDESTRIAN MASTER PLAN STRATEGY

Mr. Chatman provided an overview of the Advantage Pinellas Bicycle Pedestrian Master Plan goals and objectives. The master plan will focus on the non-motorized network and connectivity, safety, and incorporate a Trail User Survey in 2019. Low-stress routes will be identified for on-road bicycle facilities and safe, connected pedestrian corridors, including those in underserved communities. The master plan will incorporate projects from all of our local jurisdictions and partner agencies. In addition to the jurisdictions, other stakeholders include the Community Traffic Safety Team (CTST), the Pinellas Trail Security Task Force, and the School Transportation Safety Committee (STSC). The master plan will identify several high-crash intersections and/or corridors to recommend specific countermeasures designed to improve safety and reduce crashes, injuries and fatalities of vulnerable users, and reinforce Vision Zero principles. Mr. Chatman explained that Forward Pinellas would begin developing a Vision Zero Action Plan in early 2019, and that the BPAC would be involved in that process. In addition, staff will develop the 2019 Trail User Survey instrument in the coming months, and BPAC members will be asked to volunteer in early April to assist with this effort. Discussion followed regarding future opportunities to use the CSX railroad corridor for trail development. Questions were taken and appropriately answered.

8. FLORIDA SUN TRAIL TRANSPORTATION USE STUDY

Ms. Susan Miller, Forward Pinellas staff, introduced the Florida SUN Trail Transportation Use Study that FDOT has recently kicked off. The Florida Shared Use Nonmotorized (SUN) Trail program was established in 2015 to provide funding for the development of a statewide system of paved multi-use trails that are physically separated from motorized vehicular traffic. This study will analyze industry best practices to develop, standardize and implement a method to collect, evaluate, examine, analyze, report and store information for multi-use trail transportation trips, trail traffic, trail characteristics, and visitation to find how paved trails support destination-to-destination travel and how travelers use the SUN Trail Network. The Pinellas Trail is included in this study, as is the Cady Way Trail, the West Orange Trail, the Orlando Urban Trail and the Good Neighbor Trail. Mr. Chatman explained that the resulting data will provide valuable information to support investments in trail construction and document user characteristics.

9. SPOTLIGHT EMPHASIS AREAS UPDATE

Mr. Chatman provided a brief update on SPOTlight areas. The Gateway Area Master Plan will create a vision and coordinated development strategy among stakeholders that capitalizes on investments to improve economic vitality, job creation, and provide transportation options that are safe and convenient. Three public workshops were scheduled in November with the cities of Pinellas Park, St. Petersburg and Largo, and work continues on the Gateway Intermodal Center Station Facility Study. For additional information, including presentation and workshop details, check out the Gateway/Mid-County Area Master Plan webpage (<http://forwardpinellas.org/spotlights/master-plan-gatewaymid-county-area/>).

Mr. Chatman noted that FDOT and the City of St. Pete Beach have begun discussing improvements to the bicycle infrastructure along Gulf Boulevard. The City has suggested that FDOT reduce the travel lanes and install a cycle track on the west side of Gulf Boulevard. Mr. Alan Johnson, South Beaches Citizen Representative, is also the mayor of St. Pete Beach, added that the cycle track would be about 4 miles long, and physically separate bicyclists from motorized traffic.

10. BPAC BUSINESS

A. December 17, 2019 BPAC Meeting

Chairman Smith introduced the next item to discuss whether or not the December 17th BPAC meeting should be cancelled. With the end-of year rush of the holidays and the cancellation of the Forward Pinellas Board meeting, those in attendance agreed to cancel the December BPAC meeting. Therefore, the next BPAC meeting will be held on Monday, January 28, 2019. Ms. Miller reminded the group that the Tri-County BPAC meeting was scheduled for Wednesday, January 23, 2019, with Hillsborough MPO as host, and she would send email notices when a location for the meeting was determined.

B. Election for 2019 Officers

Chairman Smith opened up the nominations for chairman and vice chair, adding that both he and Ms. Becky Afonso, current vice chairman, would be willing to serve in their positions for another year. Both were promptly reelected.

C. Florida Recreational Trail Program

Ms. Miller provided a brief overview of the Florida Department of Environmental Protection (DEP) Recreational Trail Program. This is a federally funded competitive grant for public agencies and organizations to develop recreational trails, trailheads, and trailside facilities. There are three categories of this reimbursement grant: a non-motorized trail maximum grant is \$400,000; for a mixed use trail, the max is \$500,000; and motorized trail grants have a maximum of \$1,000,000. The funding matches required are 50:50, 60:40, or 80:20. Chairman Smith added that local jurisdictions can benefit from this funding opportunity. The deadline to submit an application is February 1, 2019.

D. Florida Bicycle Association (FBA)

Vice-Chair Afonso was unable to attend the meeting. No further information was discussed.

E. Pinellas Trails Inc.

Mr. Scott Daniels, President of Pinellas Trails, Inc., announced the next meeting was scheduled on Monday, December 3rd at the Largo Library beginning at 6 pm. One of the most important items on the agenda will be to begin planning the 30th Anniversary of the Fred Marquis Pinellas Trail. The anniversary celebration will be on December 5, 2020. In years past, an event was held at Taylor Park in Largo and has been well attended. He encouraged everyone interested to help with this noteworthy event.

11. AGENCY REPORTS

• Pinellas Trail Loop/Duke Energy Trail (North & South Gaps)

Ms. Joan Rice, Pinellas County Traffic Engineering, began by thanking everyone who attended the public workshop for the Pinellas Trail Loop North Gap on Tuesday, November 13th at the Holy Trinity Episcopal Church on N. McMullen Booth Road. More than 150 people viewed the presentation video and display boards and many questions were answered during the meeting. Ms. Rice explained the maintenance of traffic for trail users was being developed in response to the request by the BPAC and Forward Pinellas Board. As for Gulf Boulevard, Ms. Rice expects the City of Indian Rocks Beach will want to discuss improvements with Public Works sometime in the near future. Sidewalk construction on Mehlenbacher

Road will connect to the Pinellas Trail, with an RRFB crossing device. She took the opportunity to remind the committee the Pinellas Trail would be restriped directionally for users to stay right and pass to the left. The drainage improvement project at the Pinellas Trail and 54th Avenue will be coordinated with the Linking Lealman project, and should be completed in May 2019. Ms. Rice announced the Orange Street overpass construction was rescheduled to February 2019, with some overnight closures of Alternate U.S. 19 in the immediate area. The press release was included in the agenda packet. The electrical work by Duke Energy has been completed near the Elfers Spur, and the trail spur is now open.

- **Clearwater Bicycle Pedestrian Program**

Mr. Ric Hartman, City of Clearwater, was unable to attend the meeting. No further information was discussed.

- **Largo Bicycle Pedestrian Program**

Ms. Katrina Lunan-Gordon, City of Largo, explained the City held a successful open house for the Rosery Road Complete Streets project, from the Pinellas Trail to Missouri Avenue. She added the construction of the West Bay Drive trailhead project would begin in the spring 2019.

- **St. Petersburg Bicycle Pedestrian Program**

Mr. Kyle Simpson, St. Petersburg Transportation, represented the City and provided a brief update on the Complete Streets Program, and a draft plan will be made available to the public with adoption planned for early 2019. A citywide workshop will be held during the second week of December. Dr. Martin Luther King, Jr. Street has been resurfaced and striped, with the construction of pedestrian crosswalks, including raised refuge medians and enhanced flashing beacons, anticipated to be completed in late 2018. City staff will continue to monitor and review the performance of the corridor over the coming year, making adjustments as necessary.

- **FDOT District 7 Updates**

An update for FDOT projects was provided under Item #6, the Tentative Five-Year Work Program. Nothing further was discussed.

- **Pinellas Trail Security Task Force (PTSTF)**

Ms. Miller announced the next meeting of the Pinellas Trail Security Task Force was scheduled for Tuesday, January 8, 2019 at 9 a.m. The meeting location is the Pinellas County Emergency Services Center, 12490 Ulmerton Road in Largo. Everyone is welcome to attend.

12. OTHER BUSINESS

A. Membership

There were no comments regarding this item.

B. Correspondence, Publications, Articles of Interest

Mr. Charlie Johnson, St. Petersburg Citizen Representative, discussed the article in the newspaper regarding the trail on the Howard Frankland Bridge, and thanked Mr. Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, for his explanation and support for the project. Several other BPAC members provided positive comments. There were no additional comments regarding the information included in the agenda packet.

C. Suggestions for Future Agenda Topics

Mr. Bert Valery, North Beaches Citizen Representative, discussed implementing a specific time period for completion of the entire Pinellas Trail Loop. At this time, preliminary research and right-of-way determinations are still needed south of Ulmerton Road, and challenges remain for the 126th Avenue corridor. The BPAC will consider this topic at a future meeting.

D. Other

Mr. Ed Hawkes, At Large Citizen Representative, announced the bike/ped path inside Honeymoon Island State Park was paved and nearly complete, and he has seen many people using it already. Additional work includes laying sod on either side of the pavement.

Ms. Lunan-Gordon said that new businesses have attracted pedestrians in the area of Ridge and Walsingham Roads, and asked if sidewalks and street lighting could be considered to improve pedestrian safety as activity increases.

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:30 am. The next BPAC meeting is scheduled for Monday, January 28th, 2019. He wished everyone a Happy Thanksgiving.

Bicycle Pedestrian Advisory Committee – January 28, 2019

4. Forward Pinellas Executive Summary – January 9, 2019



SUMMARY

The January 9, 2019 Executive Summary will be provided for your information. A staff member will review actions taken by the Forward Pinellas Board at that meeting.

ATTACHMENT(S): Executive Summary for January 9, 2019 – will be distributed at the meeting

ACTION: None Required, Informational Item Only

5. Advantage Pinellas Update

SUMMARY

Advantage Pinellas is the Long Range Transportation Plan (LRTP) for Pinellas County and is being developed in partnership with the Pinellas Suncoast Transit Authority's (PSTA) Community Bus Plan. As the metropolitan planning organization (MPO) for Pinellas County, Forward Pinellas is responsible for developing a long range transportation plan every five years to account for changes in transportation needs, land uses, shifting regional travel patterns and any demographic changes that may have occurred since the LRTP was adopted last adopted in 2014. PSTA's Community Bus Plan provides a planning framework for transit service development over the next five to 10 years. By developing these plans together, Advantage Pinellas will provide a coordinated vision and strategy for aligning transit investments to serve Pinellas County's economic, redevelopment and community goals.

Forward Pinellas has been working on a variety of components to develop the Plan, including projecting population and employment growth, conducting public outreach and identifying future revenues for transportation projects. The Plan must be adopted by the Forward Pinellas Board in November of this year, but work has been underway since the beginning of 2018. Staff will provide an overview of the Advantage Pinellas Plan and review the activities underway to date.

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

6. Transportation Alternatives Program



SUMMARY:

The Transportation Alternatives (TA) Program is a competitive grant funding program administered by Forward Pinellas in its role as the metropolitan planning organization for Pinellas County. The program has existed for many years, and the scoring and process utilized by Forward Pinellas to evaluate applications has gone through a number of iterations. While the existing TA priority list includes a few projects that are still in need of funding, there are also some projects on the list that are either no longer desired by the sponsoring local government or are no longer eligible for the funding.

Given the number of projects on the list, new applications have not been requested since 2010. With the opportunity to issue another call for projects in the coming years, Forward Pinellas staff is considering restructuring the program to better meet the intent of the program and goals of the agency. Staff has developed a tentative timeline (see attached), conducted a review of the current application process and plans to identify improvements with the assistance of a subcommittee comprised of TCC, CAC and BPAC members. Staff will provide an overview of the application review process and needed revisions at the meeting. In addition, volunteers will be selected to serve on the subcommittee.

ATTACHMENT(S): Tentative Timeline for Making Adjustments to the Forward Pinellas Transportation Alternatives Program
Adopted Transportation Alternatives Priority List

ACTION: None required; informational item only

TENTATIVE SCHEDULE

Forward Pinellas Transportation Alternatives Program

- August 2018 – Committee Briefings
- September 2018 – Board Briefing
- February 2019 – develop staff proposal and convene subcommittee of TCC, BPAC and CAC to review and develop consensus around the proposed approach.
- March – April 2019 – continue to convene the subcommittee to develop consensus
- April 2019 – present agreed upon revised TA program to the committees to receive comment and revise as necessary
- May 2019 – take final program to the committees for final recommendations
- June 2019 – take committee recommendations to the Board for approval
- August 2019 – open call for projects.
- Late October 2019 – close call for projects
- Nov/Dec TCC 2019 – subcommittee of non-applicant agencies and CAC and BPAC reps is sought to review scoring and ranking
- November – December 2019 – Staff and Subcommittee Review
- January 2020 – subcommittee and staff recommendation brought to committees for approval
- February 2020 – revised TA list and scoring for Board approval
- March 31, 2020 – deadline for projects to be submitted for FDOT feasibility review to be eligible for the 2021/22 – 25/26 Work Program consideration

2018 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Adopted September 12, 2018

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION									
P	4344971	City of St. Petersburg	Sexton Elementary School – sidewalk along 19 th St N	38th Ave N	52nd Ave N	Sidewalk	Construction	2018/19	Construction scheduled in TIP for FY 2018/19
P	4245329	City of Largo	Citywide Sidewalk and Trails Initiative - Adrian Ave and Gladys St Sidewalk Improvements	Indian Rocks to Trotter Rd	and from Drye to Hillsdale	Sidewalk	Construction	FY 2015/16	Substantially completed
P	4245328	City of St. Petersburg	Bicycle Facilities - 30th Ave N	Dr Martin Luther King Jr St N	58th St N	Bike Path/Trail	Construction	FY 2015/16	under construction
P	4245647/2686A	Pinellas County	Hercules Ave/Greenbriar Blvd Sidewalk - Phase II	Sherwood St	Sunset Point Rd	Sidewalk	Construction	FY 2017/18	Scheduled in TIP for construction in FY 2019/20
P	4245644/1512A	Pinellas County	Park Blvd/CR 694 ADA Ramp and Sidewalk Improvements	Starkey Rd	66th St N	Sidewalk	Construction	FY 2018/19	Scheduled in TIP for construction in FY 2018/19
P	4245651	City of St. Petersburg	Fred Marquis Pinellas Trail Extension Landscaping	Fred Marquis Pinellas Trail at Central Avenue W	Bayshore Dr	Bike Path/Trail Landscaping	Construction	FY 2015/16	Substantially completed
P	4245321	City of St. Petersburg	Bicycle Facilities - Phase II Bayshore Dr SE	Fred Marquis Pinellas Trail	Dali Blvd/5th Ave S to 1st Ave S	Bike Path/Trail	Construction	FY 2014/15	Completed
P	4245326	City of St. Petersburg	Pedestrian Crosswalk Enhancement - Rectangular LED Rapid Flashing Beacons	multiple locations	multiple locations	Pedestrian Crosswalk Enhancement - Rectangular LED Rapid Flashing Beacons	Construction	FY 2013/14	Completed
P	4245646/2012A	Pinellas County	Haines Bayshore Rd Sidewalk	US 19	Sunrise Blvd	Sidewalk	Construction	FY 2017/18	Scheduled in TIP for construction in FY 2017/18
P	4325801	City of Clearwater	Druid Trail	S Betty Lane (Glen Oaks Park)	Duke Energy Trail	Bike Path/Trail	Construction	FY 2016/17	Construction underway
P	4344961	City of Largo	West Bay Dr Pinellas Trail Gateway	Washington Ave	4th Ave SW	Shared Use Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for FY 2018/19
P	4157387	City of Oldsmar	Oldsmar Trail Phase 6 Extension	along Douglas Rd between Racetrack Rd and Tampa Rd	N/A	Shared Use Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for FY 2018/19
P	4325871	City of St. Petersburg	Bayway South Trail Connection (Phase I) on the Pinellas Bayway South (SR 679) from N end of Boca Ciega Bridge to SR 682/54th Ave S	North end of Boca Ciega Bridge	SR 682/ 54th Ave S	Shared Use Bike Path/Trail	Design-Build	FY 2017/18	Construction scheduled to begin in late 2018
P	4107552	City of St. Petersburg	Bayway South Trail Connection (Phase II) on the Pinellas Bayway South (SR 679)	South end of Boca Ciega Bridge	City limits south of Madonna Blvd	Shared Use Bike Path/Trail	Design-Build	FY 2017/18	Construction scheduled to begin in late 2018

2018 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Adopted September 12, 2018

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
P	4377362	Pinellas County	Starkey Rd Corridor Sidewalk Project	Bryan Dairy Rd	East Bay Dr	Sidewalk	Construction	FY 2021/22	Scheduled in TIP for construction in FY 2021/22
P	4380221/ 3306A	Pinellas County	62nd Ave N Sidewalk Project	62nd St N	55th St N	Sidewalk	Construction	FY 2019/20	Scheduled in TIP for construction in FY 2019/20
P	4400931	Pinellas County	Duke Energy Trail (north gap on the Duke Energy right-of-way)	the pedestrian overpass at US Hwy 19 ant Enterprise Rd	Chesnut Sr Park	Shared Use Bike Path/Trail	Construction (Design-Build)	FY 2016/17	Construction scheduled in early 2019
	186A		Phase 1 (North Gap) on the Duke Energy right-of-way	Sunset Point Rd	the pedestrian overpass at US Hwy 19 and Enterprise Rd		Construction	FY 2016/17	Construction completed for this portion of the North Gap
	186B		Phase 2 (North Gap) on the Duke Energy right-of-way	NE Coachman Rd/SR 590	Sunset Point Rd		Construction	FY 2016/17	Construction scheduled for late 2018
P	4157432	City of St. Petersburg	Treasure Island Causeway/Fred Marquis Pinellas Trail Connection (linking the west end of Treasure Lane to the existing Fred Marquis Pinellas Trail) (Phase II)	west end of Causeway Blvd N	east end of Causeway Blvd N	Bike Path/Trail	Construction	2018/19	Construction scheduled in TIP for 2018/19
P	4374981	City of Clearwater/FDOT /SUNTrail	Courtney Campbell Causeway Recreational Trail Overpass	SR 60/Gulf-to-Bay Blvd at Bayshore Blvd	N/A	Pedestrian/Trail Overpass	Construction	FY 2022/23	Construction scheduled in TIP for 2022/23

2018 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Adopted September 12, 2018

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
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UNFUNDED TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

1	4412151	City of St. Petersburg	71st St N Trail - Pinellas Trail Connector	Fred Marquis Pinellas Trail	38th Ave N	Shared Use Bike Path/Trail	Design	2022/23	Design scheduled in TIP for 2022/23
2		City of St. Petersburg	North Bay Trail Extension (Phase I)	83rd Ave N	Duke Energy Trail	Shared Use Bike Path/Trail	N/A	N/A	Unfunded.
3		City of St. Petersburg	North Bay Trail Extension (Phase II)	North of the Duke Energy Trail	Gandy Blvd	Shared Use Bike Path/Trail	N/A	N/A	Unfunded.
4		City of St. Petersburg	Central Ave Corridor Complete Streets (Phase I)	31st St	34th St	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
5		City of St. Petersburg	Central Ave Corridor Complete Streets - Streetscape Improvements (Phase II)	34th St	58th St	Streetscape Improvements	N/A	N/A	Unfunded
6		City of Oldsmar	Tampa Rd/SR 584 Trail Overpass	intersection of SR 584/Tampa Rd and St Petersburg Dr	N/A	Pedestrian/Trail Overpass	N/A	N/A	Unfunded
7		City of St. Petersburg	Bike Lane Improvements	1st Ave N from Dr Martin Luther King Jr St N to 66th St N and 1st Ave S from Dr Martin Luther King Jr St S to Pasadena Ave S	N/A	Bike lane improvements	N/A	N/A	Unfunded
8		Pinellas County	42nd Ave N Sidewalk Project	46th St N	35th St N	Sidewalk	N/A	N/A	Unfunded
9		City of St. Petersburg	School Crossing Enhancements User-activated LED stop paddles at 30 various locations	User-activated LED stop paddles at 30 various locations	N/A	User-activated LED stop paddles at 30 various locations	N/A	N/A	Unfunded
10		City of St. Petersburg	9th Avenue North Complete Streets (9th Ave N)	66th St	Dr. Martin Luther King Jr St	Complete Street improvements	N/A	N/A	Unfunded
11		City of St. Petersburg	Gandy Boulevard Sidewalk Connections	various locations near Gandy Blvd from 16th St N to Brighton Bay	N/A	Sidewalks	N/A	N/A	Unfunded
12		City of St. Petersburg	18th Avenue South Complete Street	4th St S	34th St S	Complete Street improvements	N/A	N/A	Unfunded
13		City of St. Petersburg	St Pete City Trails Priority Sidewalks	between 31st St S and Dr Martin Luther King, Jr St	N/A	Trails/Sidewalks	N/A	N/A	Unfunded
14		Pinellas County	Pinellas Bayway Trail Segment	East Shore Blvd	Tierra Verde Bridge	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
14		City of Gulfport	Multi-Use Trails - Phase 1 (existing Fred Marquis Pinellas Trail Spur Connection/55th St S/Beach Blvd S)	Jersey Ave S	28th Ave S	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
			Multi-Use Trails - Phase 2	existing Skyway Trail Connection	47th St S/Del Rio Way S	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
			Multi-Use Trails - Phase 3 (31st Ave S)	Tifton Dr S	54th St S/Shore Blvd S	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
			Multi-Use Trails - Phase 4 (Shore Blvd S)	54th St S	58th St S	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
			Multi-Use Trails - Phase 5 (58th St S)	Shore Blvd S	28th Ave S	Shared Use Bike Path/Trail	N/A	N/A	Unfunded

2018 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Adopted September 12, 2018

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
15		City of Largo	Citywide Sidewalk and Trails Initiative	Lake Ave	Alt Keene Rd	Sidewalks and trails	N/A	N/A	Project added to the end of the priority list in 2010 for the purpose of qualifying for other funding sources
15		Pinellas County	Pinellas Trail Loop (South Gap) Phase 3 (partially on Duke Energy ROW)	Haines Bayshore Rd.	Ulmerton	Shared Use Bike Path/Trail	N/A	unfunded	Potential for SUNTrail Funding
			Pinellas Trail Loop (South Gap) Phase 4 (partially on Duke Energy ROW)	Ulmerton Rd	126th Ave N				Project added to the end of the priority list in 2010 for the purpose of qualifying for other funding sources
			Pinellas Trail Loop (South Gap) Phase 5	126th Ave N	Gandy Blvd				

- 1) Projects numbered 15 were added to the list for the purpose of qualifying for other potential funding sources.
- 2) The term "Bicycle Facilities" may include bicycle paths, trails and/or lanes.
- 3) FY = fiscal year; P = programmed
- 4) At its June 11, 2014 meeting, the Forward Pinellas Board allowed local jurisdictions to add new TA projects to the bottom of the priority list and also allowed project substitutions and modifications
- 5) Projects on this priority list need not be limited to funding from the TA Program/set-aside funds under the STBG Program.

SUMMARY

Since 2017, the FDOT has been conducting a corridor study on a 29 mile section of Alternate US 19 from Park Street to the Pinellas/Pasco County Line. The study is addressing short term multimodal transportation needs and the development of a long term vision for the corridor aimed at creating safe pedestrian and bicycle friendly environments. Last year, the consultant teams assigned to the project presented recommended improvements intended to address mobility and safety on the corridor as well as traffic congestion. These were presented most recently at a public workshop in September, 2017. Materials from the workshop are available on the project website at the link below. FDOT staff and the consultant team assigned to the project will be in attendance to discuss these recommended improvements and the overall project.

<http://www.fdotd7studies.com/altus19studies/public-involvement/#alternatives-workshop>

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

SUMMARY

We have all seen and heard media reports about bicycle and pedestrian crashes. But do the words used, either intentionally or inadvertently, foster or encourage a particular conclusion about the victim or the others involved in the incident?

The Center for Urban Transportation Research (CUTR) has been researching how the words used in media reports shape our perceptions. How does the media frame bicyclist crashes, specifically fatal crashes? How does that determine what the public believes about non-motorized transportation users, and who is truly at-fault in the crash?

This research seeks a more complete understanding of the complex roles of the media in shaping perceptions of cyclists, and identify effective language changes in local media reporting. Please welcome Ms. Julie Bond, Senior Research Associate, with CUTR.

ATTACHMENT(S): Media Coverage of Bicyclist Crashes and Fatalities, Streetsblog September 28, 2018

ACTION: None Required, Informational Item Only

CONCLUSIVE EVIDENCE: HOW THE MEDIA FAILS BICYCLISTS

by Angie Schmitt
September 28, 2018

Media coverage of cycling deaths consistently suggests that the deaths are acceptable and the victims were at fault, a new study shows.

University of South Florida researchers Julie Bond and Erin Sheffels used a scientific technique called “critical discourse analysis” in their review of 189 news reports of 94 bicycling deaths in Hillsborough County, Florida, between 2009 and 2018 — and discovered substantial bias.

The articles, Sheffels said, “reflect an assumption that responsibility for safety lies on the bicyclist.”

Here are some patterns they identified:

Lack of agency for the motorist

Reporters had a habit of distancing the driver from the death. In 111 cases, the accounts referred to the “truck,” “car” or “vehicle” as the actor in the collision.

For example, one account read:

[The cyclist] was standing on the corner of Waters Avenue and Florida Mining Boulevard at 2:14 p.m., when a Mack truck made a sharp right turn and hit [the cyclist], deputies said.

In many cases, driver’s name did not appear in the story at all.

“In almost all the articles motorist agency was eliminated from the story,” Sheffels said Thursday in a webinar explaining the findings.

Sentence constructions were also subtly biased. The reporters often used passive construction to avoid singling out blame: “A bicyclist was hit by a car,” rather than “John Doe stuck the bicyclist with his car.” Other studies have shown that passive language has a major impact on the way people assign blame in other situations, such as how jury members review sexual assault cases.

Framing the deaths as unconnected

Media accounts tended to treat each death as isolated, rather than part of a larger pattern with an identifiable set of causes. Hillsborough County is one of the most dangerous areas in the country for cyclists. But many reports offered no wider framework to understand the deaths, Bond and Sheffels found.

Of the 189 account analyzed, 133 treated the cycling deaths as an isolated event, unconnected from any wider public concerns. “Episodic” coverage — they called it — creates the impression that cycling deaths are “normal,” and to be accepted, rather than part of a wider epidemic.

In addition, these accounts typically reflected “an assumption that responsibility for safety lies on the bicyclist.” This “narrative functioned to remove blame from the motorist,” said Sheffels.

Roughly 30 percent of the stories did connect the death to wider concerns like infrastructure or motorist or cyclist education. News coverage was much more likely to be “thematic,” the study found, in hit-and-run deaths, because then the crash was seen as a crime.

Socioeconomic status and marginalization

Cyclists were implicitly blamed for their own deaths in a majority of the media coverage. But Bond and Sheffels found that the socioeconomic status of the cyclist affected how likely they were implicitly blamed.

When the victim was poor — most Hillsborough County cycling deaths were in low-income neighborhoods — he or she was more likely to be characterized as being at fault.

Status wasn’t always apparent, but news reports often carried clues by referring to where a victim lived or his or her profession. Other “identity markers” included attire, gender, age, socioeconomic status.

“All of those traits can stigmatize bicyclists,” Sheffels said.

In cases where the victim had more social capital, coverage tended to be more sensitive, for example, offering accounts from family members.

Media accounts that blame cyclists for their own deaths are a national problem. When 22-year-old Sylvia Bingham was killed by a truck driver in Cleveland in 2009, the [Cleveland Plain Dealer](#) noted that “she was not wearing a helmet at the time of the accident,” even though a doctor said it would not have made a difference.

Often, the media bias stems from insensitive initial information given to the press by police. In New York City, for example, Citi Bike rider Dan Hanegby was blamed by a police spokesperson for “[swerving](#)” into traffic before he was hit by a tour bus in 2017. Video footage of the crash released much later [showed](#) that Hanegby never veered from his path.

Police even blame cyclists in [non-fatal incidents](#), suggesting that drivers have hegemony over the roads. [Many reports](#) show how the media and local officials conspire to create a “fear of cyclists” that is not supported by any statistical evidence.

A [similar study](#) earlier this year by MacEwan University Professor Heather Magusin, studying media coverage of pedestrian deaths in Canada, identified similar patterns of blame.

9. SPOTLight Emphasis Areas Update

SUMMARY

Forward Pinellas staff will provide a brief update on the status of activities related to the three SPOTlight emphasis areas.

- Vision for U.S. Highway 19 Corridor
- Gateway Area Master Plan
- Enhancing Beach Access

ATTACHMENT(S): None

ACTION: None Required; Informational Item Only

10A.-D. BPAC Business

A. Tri-County BPAC

Forward Pinellas Staff will provide an overview of the January 23, 2019 Tri-County BPAC meeting.

B. Forward Pinellas Work Session January 18, 2019

The annual work session for Forward Pinellas was held on Friday, January 18, 2019 at St. Petersburg College, Seminole campus. This item allows for any comments or questions regarding the work session.

ATTACHMENTS: Forward Pinellas Work Session Agenda

ACTION: None Required, Information Item Only

C. Florida Bicycle Association (FBA)

The Florida Bicycle Association (FBA) was created in 1997 as an advocacy organization focused on protecting and improving the bicycling environment and policies in Florida. The FBA actively supports legislative efforts in Tallahassee that improve policies for cyclists, and partners with FDOT and many other agencies with safety education for all roadway users. For more information, see the website, floridabicycle.org. Vice Chair Becky Afonso, who is also the FBA Executive Director, will provide an update regarding FBA for the BPAC.

D. Pinellas Trails, Inc.

A representative from Pinellas Trails, Inc. may take this opportunity to provide updated information for the BPAC.

11. Agency Reports

The BPAC is tasked with reviewing and advising Forward Pinellas on bicycle and pedestrian-related system development, and related issues and priorities. The Committee also may assist communities with development of bikeway and pedestrian facilities, recommend safer bicycling and walking provisions, and promote a safer roadway environment.

Updated information on the following programs or projects of interest to the BPAC will be provided at the meeting.

- Pinellas Trail Loop/Duke Energy Trail (North & South Gaps)
- Clearwater Bicycle Pedestrian Program
- Largo Bicycle Pedestrian Program
- St. Petersburg Bicycle Pedestrian Program
- FDOT District 7
- Pinellas Trail Security Task Force (PTSTF)

The PTSTF is a collaborative of law enforcement agencies responsible for patrolling sections of the Pinellas Trail. The PTSTF meets quarterly to coordinate effective strategies to improve the safety and security of Trail users.

The January 8, 2019 agenda is attached for your information. The next meeting of the PTSTF is scheduled for Tuesday, April 9, 2019.

ATTACHMENT(S): January 8, 2019 PTSTF Agenda

ACTION: None Required, Informational Item Only



**PINELLAS TRAIL SECURITY TASK FORCE
(PTSTF) MEETING AGENDA**

January 8, 2019 – 9:00 a.m.

Pinellas County Emergency Services Center, Room 130
12490 Ulmerton Road, Largo, FL 33774
(Telephone: 727-582-2000)

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – October 9, 2018**
3. **ELECTION OF 2019 CHAIRMAN**
4. **PRESENTATION: EMERGENCY 911 MARKERS**
5. **QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER**
6. **LAW ENFORCEMENT AND AGENCY REPORTS**
 - Sheriff's Office
 - Belleair
 - Clearwater
 - Gulfport
 - Largo
 - St. Petersburg
 - Tarpon Springs
 - Animal Services
 - Public Safety Services
 - Pinellas County Risk Management
 - Volunteer Patrol Programs and Updates
7. **REPORT ON MONTHLY TRAIL USER COUNT DATA**
8. **REPORT ON TRAIL CONSTRUCTION ACTIVITY**
9. **REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES**
10. **OTHER BUSINESS**
11. **ADJOURNMENT**
 - **NOTICE TO LAW ENFORCEMENT REPRESENTATIVES - IF YOU ARE UNABLE TO ATTEND THE MEETING, PLEASE E-MAIL YOUR INCIDENT/OFFENSE REPORT TO SUSAN MILLER smiller@forwardpinellas.org, IF YOU WOULD PREFER, YOU CAN FAX THE REPORT TO THE PINELLAS COUNTY MPO at (727) 464-8212.**
THANK YOU.

NEXT PTSTF MEETING – APRIL 9, 2019

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

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

Pinellas Trail Security Task Force – January 8, 2019

2. Approval of Minutes – October 9, 2018



SUMMARY

The summary minutes of the October 9, 2018 Pinellas Trail Security Task Force meeting are attached.

ATTACHMENTS: Pinellas Trail Security Task Force Summary Minutes – October 9, 2018

ACTION: Approval of October Meeting Summary

PINELLAS TRAIL SECURITY TASK FORCE
MEETING Summary
October 9, 2018

The following is a summary of the October 9, 2018 Forward Pinellas - Pinellas Trail Security Task Force meeting, which was held in the Pinellas County Public Safety Services Department, Room 130, 12490 Ulmerton Road, Largo, Florida 33774. The Security Task Force meets at least quarterly during the year.

IN ATTENDANCE

Officer Ron Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coordinator
Officer Gabrielle Berger	St. Petersburg Police Department
Officer John Ulrich	Tarpon Springs Police Department
Officer Raniel Heredia	Clearwater Police Department
Officer Michael Fritz	Belleair Police Department
Officer Duane Piper	Belleair Police Department
Officer V. Tran	Largo Police Department
Deputy Eric Gibson	Pinellas County Sheriff's Office
Lyle Fowler	Pinellas County Parks & Conservation Resources (PCR)
James Abaka	Pinellas County Risk Management
Joan Rice	Pinellas County Public Works – Traffic Division
Craig Queen	Pinellas County EMS & Fire Administration
Gary Brown	Pinellas County Animal Services
Byron Bozarth	Trail Ranger, Pinellas County PCR
Teresa Brydon	City of Largo Economic Development Manager
Katrina Gordon	City of Largo Planning
Susan J. Miller	Forward Pinellas staff
Maria Kelly	Forward Pinellas staff

1. CALL TO ORDER AND INTRODUCTIONS

Chairman Ronald Wolfson, St. Petersburg Police Officer, called the meeting to order at 9:00 a.m. Self-introductions were provided.

2. APPROVAL OF MEETING SUMMARY – July 10, 2018

The summary from the July 10, 2018 meeting was approved, with no corrections.

3. PRESENTATION: LARGO TRAILHEAD PROJECT

Ms. Teresa Brydon, City of Largo Economic Development Manager, shared a presentation with the Security Task Force on the Largo West Bay Drive Trailhead Project. The West Bay Drive Trailhead project is designed to improve residential access to the Trail, add wayfinding and amenities. The project's primary objective is to establish new connectivity and access at three locations on the Pinellas Trail between Washington Avenue and 4th Avenue NW, while enhancing the overall aesthetics of the Pinellas Trail and surrounding amenities. The project includes new overpasses connections, a mid-block crossing, repair and rehabilitation of the existing infrastructure, landscaping, and new parking options. Large glass pillars will be placed on either side of the trail overpass at West Bay Drive. Ms. Katrina Gordon, City of Largo Planning, shared an update on the downtown Triangle Parcel at the intersection of Seminole Boulevard and West Bay Drive on the opposite side of Largo Central Park. The development of this triangular piece of property is intended to be a landmark feature to further establish the identity of downtown. The design includes a large internally lit Largo sign on the outside of a monument made of green wire screen with glass discs, lit

by LED's., meandering paths, bench seating and low-level walls that will not require railings. Questions were taken and appropriately answered.

4. A. QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER

Ranger Byron Bozarth, Parks and Conservation Resources (PCR), filling in for Chief Ranger Carol Gray, reported that on August 10th, PC Parks contacted the PCSO in reference to transient camps under the overpass at Alt. U.S. 19 and also underneath the U.S. 19 overpass. The St. Petersburg Police were contacted due to an intoxicated person at 5th Avenue. Several transient camps were reported in September.

5. LAW ENFORCEMENT AND AGENCY REPORTS

A. Sheriff's Office

Pinellas County Sheriff Deputy Eric Gibson reported July 1st – September 31st, there were a couple of incidents on the trail that were specific to suspicious people. One directed patrol.

B. Belleair

Officer Michael Fritz had nothing to report for Belleair.

C. Clearwater

Officer Raniel Heredia reported 51 incidents but nothing specific to the Trail, other than directed patrols.

D. Gulfport

A crime analyst for Gulfport provided an email report with no trail incidents, only one found property report.

E. Largo

Officer V. Tran reported 11 calls for service from July through September. Two calls were for a suicidal subject, one traffic crash on the trail with a Park Ranger, and one gator call. The Security Task Force congratulated Officer Tran for receiving the Officer of Year Award from the Tampa Bay Area Chiefs of Police Foundation.

F. St. Petersburg

St. Petersburg Police Officer Gabrielle Berger reported 41 incidents, although none were directly related to the trail.

G. Tarpon Springs

Officer John Ulrich reported that on the 28th of August, an accident with a bicyclist at Curlew Place and the Pinellas Trail, and the bicyclist went to the hospital with minor injuries.

H. Animal Services

Mr. Gary Brown, Animal Services, reported a dog bite from a stray at 8th and West Bay Drive, Largo.

I. Public Safety Services

Mr. Craig Queen, Pinellas County EMS & Fire Administration, provided an updated report. 62 incidents reported. The trail points are being used correctly by the operators. No reports of incidents on the trail, just the trail markers were referenced.

J. Pinellas County Risk Management

Mr. James Abaka, Pinellas County Risk Management had nothing to report.

K. Volunteer Patrol Programs and Updates

Chair Wolfson stated that it is that time of the year to send the volunteers back out onto the trail in the golf carts, otherwise nothing to report. Lyle Fowler reported that a trail volunteer was involved in an altercation with a citizen currently being investigated by Risk Management. The volunteer was discharged.

6. AUTOMATIC TRAIL COUNTERS

Ms. Miller briefly discussed the automatic counter reports included in the agenda packet for June, July and August 2018. Technical difficulties were reported for a couple of the counters and a technician has been sent to inspect the counters. The Trail Rangers have been very astute in watching out for these counters and reporting any incidents. Forward Pinellas will be conducting another trail survey for the spring 2019. The surveys are labor intensive, so volunteers will be needed.

7. REPORT ON TRAIL CONSTRUCTION ACTIVITY

Ms. Miller reviewed the Trail Construction Activity report with the PTSTF. She noted the active links on the electronic agenda that have been added to provide additional project information. The North Gap and the South Gap for the Duke Energy Trail: The North Gap is in design/build phase and construction is underway and will be completed in 2020. There will be an open house/public forum in November. The South Gap, from Belleair Road as it crosses US 19 to Haynes Bayshore, then Haynes Bayshore to Ulmerton Road, will connect to the North Bay Trail. The 10-foot sidewalk on Haynes Bayshore that is a part of the trail has been completed. Ms. Joan Rice, Public Works, said they have applied for SUN Trail funding for some areas while they investigate right-of-way ownership in other areas and continue meeting with Duke Energy. The Pinellas Trail Loop connection at NE Coachman/Old Coachman Road and the Ream Wilson Clearwater Trail is scheduled for construction in 2018, to be completed by end of 2019, and the bridge will be replaced. The San Martin Trail, which connects the North Bay Trail with the Loop, includes a bridge which is currently part of the PD&E study. The design of the Courtney Campbell Trail Overpass at Bayshore Boulevard has been funded under the SUN Trail program, with construction scheduled in 2023. FDOT recently shared the preferred design with the Forward Pinellas committees and will attempt to move this project up in the Work Program. The Orange Street Overpass must go through more FDOT inspections before the bridge spans can be replaced. Design for the Harn Boulevard Overpass is underway with construction scheduled for 2020/21. The Bayway Trail South will be constructed with the Tierra Verde Bridge Replacement. The City of St. Petersburg has been coordinating the Treasure Island Causeway Trail projects to connect the Pinellas Trail to Gulf Boulevard and the beaches. Trail facilities do exist on the bridges, and St. Petersburg is looking for a safer way through the residential areas between the bridges. The last phase of the Druid Trail, Glen Oaks Park to the Duke Energy Trail is currently under construction, and looking good. The Druid Trail heads west, across the Memorial Causeway Bridge, and out to Clearwater Beach and BeachWalk. The Honeymoon Island State Park Trail Extension, which will meander through the state park, is currently under construction. The Florida Department of Environmental Protection (FDEP) helped fund this separate bike path, and this project is expected to enhance the already popular local asset. The design of the Oldsmar Trail, Phase 6 is underway with construction scheduled for 2019, funded through Penny for Pinellas.

8. REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES

Pinellas Trails, Inc. has a meeting scheduled for Monday, December 3rd, at 6:00 p.m. at the Largo Library. Everyone is invited to attend.

9. OTHER BUSINESS

Ms. Rice announced that the Elfers Spur will be closed from October 15th to October 19th. There was no other business discussed.

10. ADJOURNMENT

Chairman Wolfson adjourned the meeting at 9:55 a.m. The next PTSTF meeting is scheduled for January 8, 2019.

Pinellas Trail Security Task Force – January 8, 2019



3. Election of 2019 Chairman

SUMMARY

St. Petersburg Police Officer Ron Wolfson has served as the Chairman of the Pinellas Trail Security Task Force for the past few years. He is very willing to continue to chair these meetings for the 2019 calendar year.

Anyone interested in chairing the meetings for 2019 are encouraged to submit their names for nomination.

After nominations are complete, elections will follow. The elected person will proceed to chair the meeting.

ATTACHMENTS: None

ACTION: Nominate and Elect PTSTF Chairman for 2019

4. Presentation: 911 Trail Markers

SUMMARY

Emergency Response Markers were first installed on the Pinellas Trail in 2010 with a unique alphanumeric system of location points, spaced approximately 250-feet apart, with GPS coordinates that have been included in Pinellas County's 911 System. The system benefits trail users, park personnel, emergency medical responders, and neighboring residents. Trail users can easily communicate their exact location for emergencies, first aid or security concerns, and park personnel can easily and more accurately note locations for maintenance issues, and keep more accurate incident records and related information. In addition, the markers provide emergency responders with the closest and most appropriate access point for the specific emergency vehicle required.

Since the initial installation of the 911 markers on the Pinellas Trail, additional segments of the Pinellas Trail have been built, as well as sections of the Duke Energy Trail, and the Pinellas section of the Coast-to-Coast Connector Trail.

It would be appropriate at this time to discuss the current and future alphanumeric scheme with the Security Task Force in order to provide seamless coordination with the County 911 System.

ATTACHMENTS: Pinellas Trail Alphanumeric Prefix Worksheet
Pinellas Trail Marker System Stationing Procedure

ACTION: STF to Provide Input on the Alphanumeric Prefix System Update

**TRAIL ALPHANUMERIC
EMERGENCY RESPONSE MARKERS
PREFIX WORKSHEET**

EXISTING TRAILS	SUGGESTED Prefix
Fred Marquis Pinellas Trail	PT
Duke Energy Trail	DT
Roosevelt Blvd Trail	RT
North Bay Trail	NB
Downtown Connection Trail	DC
Bayshore Trail	BT
Bayway Trail North	BN
Bayway Trail South	BS
Belleair Causeway Trail	BC
Clearwater BeachWalk/Memorial Cswy Path	CB
Courtney Campbell Trail	CC
Druid Trail	DR
Elfers Spur	ES
Coast to Coast Connector Trail	C2C
Ft DeSoto Park Trail	FD
Friendship Trail	FT
Gulfport Spur	GS
Gulfport Tangerine Greenway	GT
Historical Booker Creek Trail	HB
Honeymoon Island Trail	HI
Island Loop Trail	IL
Joe's Creek Greenway Trail	JC
Lansbrook Trail	LT
Oldsmar Trails	OD
Ream Wilson Clearwater Trail	RW
Skyway Trail	SK
South Beaches Trail	SB
SPC Trail Spur - St. Petersburg	SPC
SPC Trail Spur - Seminole	SS
Treasure Island Causeway Trail	TI
Walsingham Spur	WS
Walter Fuller Park Connection	WF

Pinellas Trail – Trail Marker System Stationing Procedure

1. Station numbers should be sequential and increase by an order of 1 in order to reduce the magnitude of station numbers.
2. Station markers should use the County's alphabetical prefix, if determined. Otherwise, the station markers should use a two-letter, alphabetical prefix that has not been used on a Pinellas County trail previously.
3. Station markers may increase sequentially at the trail's beginning which should be at the discretion of the maintaining jurisdiction.
4. Station markers shall not be placed within an intersection; care should be exercised when placing a station marker near the approaches to an intersection to be sure that critical information remains clear and uncongested.
5. Station markers may be located on a trail overpass or trail underpass.
6. Station marker decals should be located near the center of the trail surface, with the text oriented in the direction of increased stationing.
7. On occasions where the trail is divided in two paths, the station numbers for the parallel paths should remain the same. The geocoded location associated with the station number should be that of the larger trail path.
8. Station markers shall be geocoded in a manner that is consistent with the Pinellas County 911 system.

Pinellas Trail Security Task Force – January 8, 2019



7. Report on Monthly Trail User Count Data

SUMMARY

This item will include the monthly data summary report for the automatic trail counters along the Pinellas Trail.

ATTACHMENT: Pinellas Trail User Count Data Summary Reports:

- September 2018
- October 2018

ACTION: No Action Required, informational item only

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
September 1 – September 30, 2018 (30 days)

Total Usage

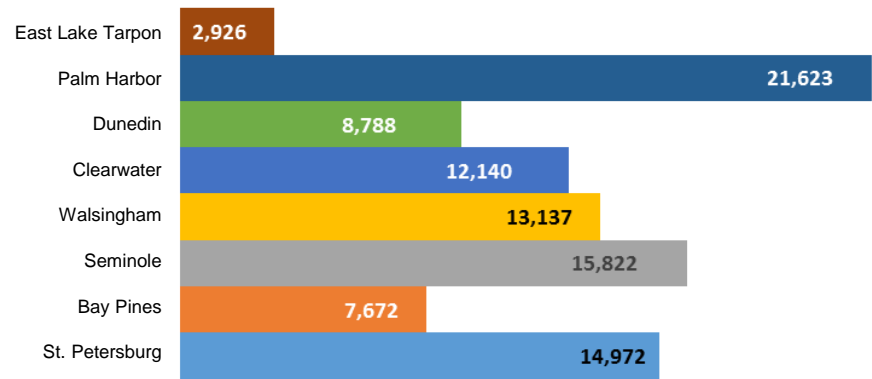
30-Day Count Total: 97,080
Daily Average Users: 3,236

Highest Daily Totals:

- #1 – Sunday, September 2nd (Palm Harbor - 1,094)
- #2 – Saturday, September 8th (Dunedin - 910)
- #3 – Saturday, September 29th (St. Petersburg - 843)

Note: Bay Pines area closed during September. Dunedin count atypically low, may be due to technical issues. All RoadSys counters.

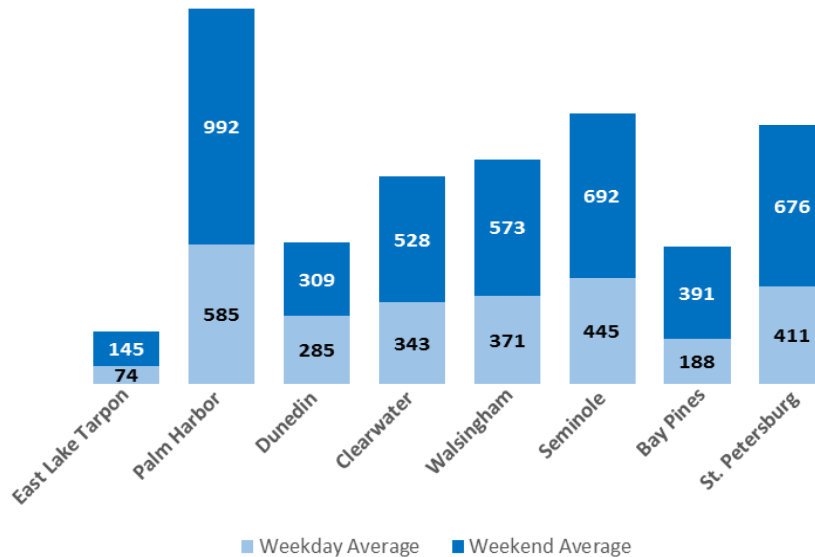
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	3%	97%
Palm Harbor:	10%	90%
Dunedin:	12%	88%
Clearwater:	52%	48%
Walsingham:	18%	82%
Seminole:	39%	61%
Bay Pines:	9%	91%
St. Petersburg:	46%	54%

Source: Forward Pinellas September 2018
National Weather Service: [September 2018](#)

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
October 1 – October 31, 2018 (31 days)

Total Usage

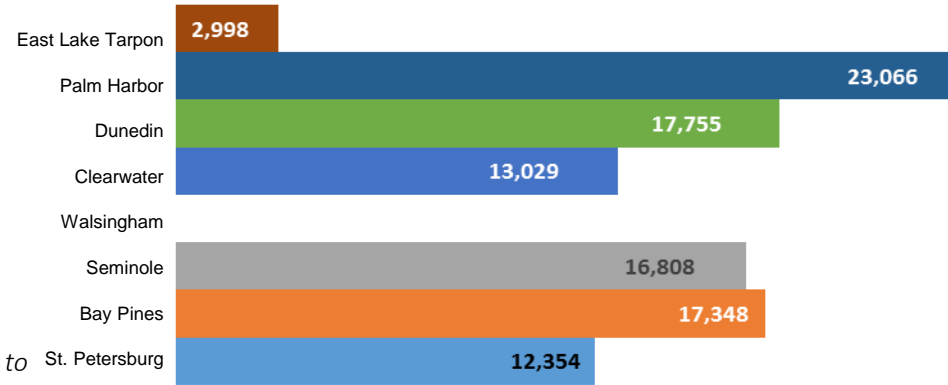
31-Day Count Total: 103,358
Daily Average Users: 3,334

Highest Daily Totals:

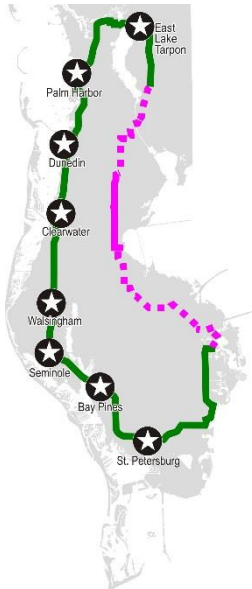
- #1 – Sunday, October 28th (Dunedin - 1,615)
- #2 – Sunday, October 28th (Palm Harbor - 1,338)
- #3 – Sunday, October 28th (St. Petersburg - 1,068)

Note: Walsingham counts unavailable, St. Petersburg counts begin 10/11 due to technical issues.

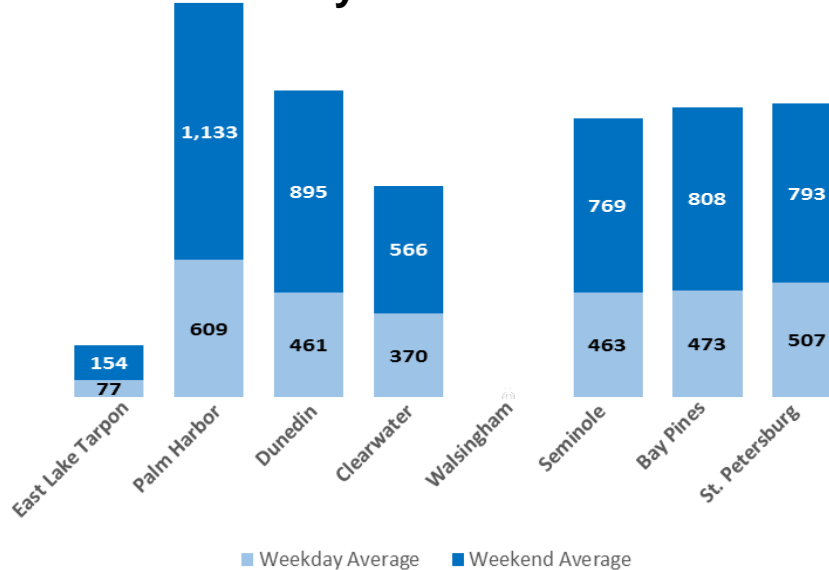
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
East Lake Tarpon:	5%	95%
Palm Harbor:	12%	88%
Dunedin:	25%	75%
Clearwater:	50%	50%
Walsingham:	NA	NA
Seminole:	36%	64%
Bay Pines:	36%	64%
St. Petersburg:	47%	53%

Source: Forward Pinellas October 2018
National Weather Service: [October 2018](#)

8. Trail Construction Activity Report

**TRAIL CONSTRUCTION PROJECTS
January 2019**

Pinellas Trail North Loop Gap Countryside	Enterprise Rd to Chesnut Sr. Park; SUN Trail; Design-Build Underway, Est. Complete 2020 (link)
Pinellas Trail South Loop Phase 3 & 4	Haines Bayshore to Ulmerton Rd to 126th Ave; Applied for SUN Trail Funding; Construction 2024
Pinellas Trail Loop - Ream Wilson Connection (Old Coachman Bridge)	Trail widening and bridge improvements over Alligator Creek; Construction 2019 (link)
Pinellas Trail Loop – Duke Energy Trail	NE Coachman to Sunset Point; Penny for Pinellas funded; Construction 2019/20 (link)
71st Street Trail Connector	Pinellas Trail to 38th Avenue N; Design 2022, Construction 2024
San Martin Bridge & Trail connection	PD&E in Late 2018 (link)
Courtney Campbell Trail Overpass	Trail Overpass at S.R. 60/Bayshore Blvd; SUN Trail; Design Underway; Construction 2023
Howard Frankland Bridge Trail	FDOT included trail with new bridge construction; Design-Build Project; Est. Construction 2020 (link)
Orange Street Overpass	Pedestrian Overpass Spans being replaced; Construction scheduled for February 2019 (link)
Harn Boulevard Overpass	Pedestrian Overpass; Design Underway; Construction 2022 (link)
Bayway Trail South	SR 679 & Tierra Verde Bridge Replacement Construction late 2018 – 2021 (link)
Treasure Island Causeway Project	Phase I Completed February 2018; Phase II Design 2018
Druid Trail Ph IV	Glen Oaks Park to Duke Energy Trail; Currently Under Construction
Honeymoon Island State Park Trail Extension	Separated Bike Trail has been Completed
Oldsmar Trail Phase 6	Douglas Rd (Bayview Blvd N to Race Track Rd, approx. 1.2 miles) Design underway; Constr 2019

10. Other Business

A. Correspondence, Publications, Articles of Interest

Forward Pinellas Committee Meeting Schedule

B. Suggestions for Future Agenda Topics

This item is provided to allow Committee members to suggest topics for future BPAC agendas.

C. Other

If any member has other business to discuss, they may address it under this item.

COMMITTEES MEETING SCHEDULE 2019

PAC (Planners Advisory Committee) 1:30 pm	CAC (Citizens Advisory Committee) 7:00 pm	TCC (Technical Coordinating Committee) 2:00 pm	BPAC (Bicycle Pedestrian Advisory Committee) 8:30 am	LCB (Local Coordinating Board) 9:15 am	STSC (School Transportation Safety Committee) 9:00 am	PTSTF (Pinellas Trail Security Task Force) at the Pinellas County Public Safety Services Office - 12490 Ulmerton Road, Largo, Rm 130) 9:00 am
01/02/2019	01/24/2019	01/23/2019	(4 th Mon) 01/28/2019	-----	-----	01/08/2019 Meeting Room 130
02/04/2019	02/28/2019	02/27/2019	(4 th Mon) 02/25/2019	02/19/2019	-----	-----
03/04/2019	03/28/2019	03/27/2019	03/18/2019	-----	03/06/2019	-----
04/01/2019	04/25/2019	04/24/2019	04/15/2019	-----	-----	04/09/2019 meeting room 130
04/29/2019	05/23/2019	05/22/2019	05/20/2019	05/21/2019	-----	-----
06/03/2019	*06/27/2019	06/26/2019	06/17/2019	-----	06/05/2019	-----
*07/01/2019	*07/25/2019	*07/24/2019	*07/15/2019	-----	-----	07/09/2019 meeting room 130
08/05/2019	08/22/2019	08/28/2019	08/19/2019	-----	-----	-----
09/03/2019	09/26/2019	09/25/2019	09/16/2019	09/17/2019	-----	-----
09/30/2019	10/24/2019	10/23/2019	10/21/2019	-----	10/02/2019	10/08/2019
11/04/2019	Nov/Dec Combined	Nov/Dec Combined	11/18/2019	11/19/2019	-----	-----
12/02/2019	12/05/2019	12/04/2019	12/16/2019	-----	-----	-----

(These dates are subject to change)

*Meeting Subject to Cancellation

12. A.-D. Other Business

A. Membership

There are currently no vacancies on the BPAC membership list.

ATTACHMENT: BPAC Membership List

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Aging Headlights Risky – December 12, 2018

Bicycle Friendly PC News – January 9, 2019

Bicycle Friendly Community Report Card - Pinellas County 2018

Pedestrian Special Detour Bulletin – January 7, 2019

St. Pete's Road Vision – December 13, 2018

Pinellas Trail Usage Report – October 2018

Pinellas Trail Usage Report – November 2018

Pinellas Trail Usage Report – December 2018

Pinellas County Fatalities Report – 2018

C. Suggestions for Future Agenda Topics

This item is provided to allow Committee members to suggest topics for future BPAC agendas.

D. Other

If any member has other business to discuss, they may address it under this item.

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

1. Mike Milvain (06/13/18)
2. Kimberly Cooper (10/13/99) (reappointed 5/9/18)
3. Charles Johnson (06/14/17)

Clearwater Area

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

Dunedin Area

7. Charles Martin (04/08/09)

Pinellas Park and Mid-County

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

Largo Area

10. Daniel Alejandro (10/12/16)
11. Georgia Wildrick (08/16/06)

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

12. David Feller (07/11/18)
13. Becky Afonso (Vice Chair) (10/08/14)

At Large Area

14. Paul Kurtz (12/11/13)
15. Mike Siebel (03/14/12)
16. Brian Smith (Chairman) (12/12/12)
17. Lynn Bosco (11/14/12)
18. Steve Lasky (11/14/12)
19. Ed Hawkes (11/18/98)
20. Annette Sala (03/12/14)

Seminole Area

21. Jim Wedlake (05/12/10)

Beach Communities

22. Bert Valery (10/1983-10/1998) (reappointed 07/10/02)
23. Alan Johnson (05/09/18)

Technical Support

1. County Traffic Department (Joan Rice – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (Caroline Lanford – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Kristina Tranel – alternates)
4. City of Clearwater (Ric Hartman - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Katrina Lunan-Gordon – representative; Richard Perez - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. City of Pinellas Park (Vacant – representative)
9. Pinellas County School System (Tom McGinty - representative)
10. Pinellas County Health Department (Vacant – representative; Eliana Aguilar - alternate)
11. Pinellas Trails, Inc. (Scott Daniels – representative)
12. CUTR (Julie Bond - representative)
13. Safe Routes to School (Tiffany Sabiel – representative)

Sheriff's Office /Police/Law Enforcement Representatives

1. Pinellas Park Police Dept.
2. St Petersburg Police Dept.
3. Largo Police Dept.
4. Sheriff's Office – Deputy Eric Gibson
5. Clearwater Police Dept.

Non-Voting Technical Support

14. FDOT (Alex Henry - representative)
15. County Parks and Conservation Resources (Lyle Fowler – representative; Spencer Curtis – alternate)

*Dates signify appointment

Aging headlights a risk for motorists and deadly for pedestrians, AAA study shows

Older, sun damaged headlights contribute to the 75 percent of fatal pedestrian crashes that occur at night, new research suggests.

by Daniel Figueroa IV
December 12, 2018

The cloudy, yellowed headlights of older vehicles often barely illuminate the road, leading to an increased risk of crashes, new research from AAA suggests. And they can be especially deadly for pedestrians.

According to data from the National Highway Traffic Safety Administration, nearly 50 percent of highway crashes occurred in dark conditions in 2016. For pedestrians, that number was even worse, with nearly 75 percent of fatal pedestrian crashes occurring in the dark, the National Transportation Safety Board [reported in September](#).

“With 50 percent of crashes occurring at night, AAA urges drivers to check their headlights for signs of deterioration and invest in new headlights or, at a minimum, a low-cost service to boost the safety of driving after dark,” AAA spokeswoman Ellen Edmonds said.

According to [AAA’s research](#), aged headlights can only produce around 20 percent of the light new headlights do. Much of that deterioration comes from the headlight’s plastic housing being exposed to the sun, Edmonds said. And, unlike tires and oil, headlights are not something drivers generally inspect often.

For the study, researchers conducted lab tests using a 2007 Nissan Altima and 2007 Chevrolet Malibu, two popular cars right around the 11.6-year-old average age of most vehicles on the road today. AAA tested the light output of degraded headlights and compared them to new headlights, finding that degraded headlights produced about 22 percent of the amount of light a new headlight produced.



Car headlights are reflected in the wet pavement of Kennedy Blvd. in downtown Tampa. AAA suggests aging headlights can lead to increased risks while driving at night. JIM REED/STAFF

According to the research, aftermarket parts could restore light output to as much as 90 percent, but failed to meet certain light-intensity requirements and could produce glare. Restoring headlights is cheaper versus replacing headlights, AAA said, but produce more glare than the Department of Transportation deems acceptable.

AAA found that original equipment replacement for the vehicles tests could cost between \$331 and \$427, the most expensive option, but will fully restore light output. Aftermarket replacement with certified parts could restore 90 percent of light and costs between \$131 and \$259. Non-certified replacement cost between \$104 and \$190, but only restored 83 percent of light. Restoration restored 70 percent of light and cost \$77 to be done professionally and \$21 to be done at home.

Compounding the issue, Edmonds said, is the fact that headlights in the U.S. aren’t up to par even when they come off the factory floor. [Previous AAA research](#), as well as a recent [Insurance Institute for Highway Safety report](#), found that many standard-issue headlights on new vehicles have too many shortcomings. However, better lighting options become available as a buyer purchases upgrades.

“Driving at night with headlights that produce only 20 percent of the light they did when new, which is already subpar, is a risk drivers shouldn’t take,” said Greg Brannon, AAA’s director of automotive engineering and industry relations. “Especially when there are convenient and inexpensive solutions that can dramatically improve lighting performance.”

PINELLAS COUNTY'S BICYCLISTS RECEIVE GOOD NEWS FOR A CHANGE

by Suzette Porter, Tampa Bay Newspapers
January 9, 2019

In 2018, Pinellas County received some very negative press about the safety of its bicyclists.

The Wall Street Journal published a story Sept. 26 with a headline that said the County was the most dangerous place to bicycle in America. According to that story, Pinellas has the highest cyclist death rate in Tampa Bay.

Forward Pinellas Executive Director Whit Blanton quickly followed up that news with an email to Forward Pinellas Board members. Forward Pinellas is the countywide land use and transportation-planning agency.

"The headlines are not a good look for Pinellas County, but this is not news to me or our staff. It's an issue we've been highlighting since 2015," Blanton said, adding that the "story is a very good analysis of our roadway situation in Pinellas County."

But, he pointed to what he described as "positive developments" with agencies that plan for transportation countywide, which he said didn't show up in the Wall Street Journal's analysis of the numbers.

Blanton talked about the collaborative work being done in "planning, engineering and urban design to understand the causes and possible solutions to traffic safety and accessibility for all users."

"The studies and projects we've undertaken are generally in response to observed problems like crashes or a fatality," he said.

Beyond the studies, Forward Pinellas is being proactive, he said by "developing a new strategic bicycle and pedestrian master plan focused on safety and access for economic growth."

He spotlighted the investment the county had made with the Pinellas Trail and the commitment to complete the 75-mile loop. He talked about the new design manual released by the Florida Department of Transportation that would make conditions safer for motorists, pedestrians and bicyclists, including buffered/separated bike lanes.

"Our investment over time has been more focused on recreation and health projects versus access to destinations and safety for all users of our streets," he said. "As you can see from the numbers and crash locations in the article, that's not equitable for all incomes and backgrounds. People need real everyday transportation choices that are safe, efficient and affordable. That's what will lift our economy and sense of community the most."

Good news

Despite the negative press, it seems the County is moving in the right direction to make things safer for everyone using the roadways, including bicyclists.

On Dec. 6, Hilary Lehman, Forward Pinellas Communications & Outreach Program manager, announced in a blog post that the County had received a Bronze Level Bicycle Friendly Community award from the League of American Bicyclists.

"This award would not have been possible without collaborative work of multiple agencies, governments, and citizens," Blanton said in Lehman's blog post.

He also said the award was an "inspiration to continue striving for an even more bicycle friendly community."

Lehman acknowledged that some of the County's roadways were "high risk places to ride a bicycle;" however, she pointed out that the bronze award "signifies both the potential for a safer community and the efforts that are already being made toward that goal."

Some of those efforts include "improving conditions for bicycling through investment in bicycling promotion, education programs, infrastructure and pro-bicycling policies."

The League of American Bicyclists has five levels of its award – diamond, platinum, gold, silver and bronze, plus an honorable mention and a no designation category. The city of St. Petersburg was designated as a Silver Level Bicycle Friendly Community in 2017.

Lehman says the League of American Bicyclists provides feedback and guidance to every applicant community, regardless of award designation, with the goal of helping every community to improve. Awarded communities have to renew their status every four years to ensure that they maintain existing efforts, and keep up with changing technology, national safety standards, and community-driven best practices.

To learn more about the Bike Friendly Community program, visit bikeleague.org/community.



PINELLAS COUNTY, FL

TOTAL POPULATION
971,000

POPULATION DENSITY
3543

TOTAL AREA (sq. miles)
274

OF LOCAL BICYCLE FRIENDLY BUSINESSES **32**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Pinellas County
High Speed Roads with Bike Facilities	35%	33%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	8%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	5%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST ONCE A MONTH
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 324K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.0 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.1 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.4 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.2 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.8 /10

KEY OUTCOMES

	Average Silver	Pinellas County
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	1.2%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	1577
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	13.4



KEY STEPS TO SILVER



- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths. In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide.
- » Increase the amount of high quality bicycle parking throughout the County. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop county-wide Bicycle Parking Standards that adhere to current APBP guidelines, and develop a subsidy program to help local businesses and organizations provide new bike racks.

- » Expand bicycle safety education to be a routine part of education for students of all ages, at all K-12 schools across the county.
- » Expand bicycle education opportunities for adults to happen on a more frequent basis.
- » Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists.
- » Appoint a staff member Bicycle & Pedestrian Coordinator for the county, or create a new position.
- » Continue efforts to improve data-driven road safety operations and Vision Zero activities. Work with neighboring jurisdictions to develop a coordinated and comprehensive Vision Zero program.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ERIK R. FENNIMAN
INTERIM SECRETARY

ROADWAY DESIGN MEMORANDUM 19-01
PROGRAM MANAGEMENT MEMORANDUM 19-01

DATE: January 7, 2019

TO: District Directors of Transportation Operations, District Directors of Transportation Development, District Design Engineers, District Construction Engineers, District Geotechnical Engineers, District Structures Design Engineers, District Maintenance Engineers, District Consultant Project Management Engineers, District Roadway Design Engineers, District Traffic Operations Engineers, District Program Management Engineers, District Materials Engineers

FROM: Michael Shepard, P.E., State Roadway Design Engineer
Stefanie D. Maxwell, P.E., Manager, Program Management Office

COPIES: Brian Blanchard, Courtney Drummond, Tim Lattner, Rudy Powell, David Sadler, Amy Tootle, Paul Hiers, Gregory Schiess, Trey Tillander, Dan Hurtado, Robert Robertson, Lora Hollingsworth, Kevin Burgess (FHWA), Nick Finch (FHWA), Chad Thompson (FHWA), Bren George (FHWA)

SUBJECT: **Pedestrian Special Detours**

This memorandum highlights a new pay item for temporary pedestrian ways during work zone operations. Payment for temporary pedestrian ways was previously included in the pay item for Maintenance of Traffic - lump sum. However, to track cost and usage, temporary pedestrian ways will now be paid for as Pedestrian Special Detour (pay item 102- 4). Specification 102 will be updated for the *July 2019 Standard Specifications eBook*. See Attachment 'A' for a draft of the proposed revisions. Additional guidance on the usage of the pay item is provided in the *Basis of Estimates*.

The change will be effective with the *July 2019 Standard Specifications eBook* for all projects beginning with July 2019 lettings.

CONTACT

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Basis of Estimates Coordinator
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ST. PETE'S ROAD VISION: 60 MILES OF BIKE LANES AND OTHER UPGRADES IN 5 YEARS

St. Petersburg has committed to investing in a "complete streets" initiative over the next two decades, with plans to add bike and pedestrian options in the next five years.

by Caitlin Johnston
December 13, 2018

ST. PETERSBURG — The newly converted bike lanes on Dr. Martin Luther King Jr. Street N are either fantastic or one of the worst decisions the city's made, depending on who you ask.

They're also a sign of what's to come.

St. Petersburg has committed to a 20-year initiative that over the next five years would add 60 miles of bike lanes and markings and about 92 crosswalks and pedestrian crossings to city streets.

City officials presented the vision for this bike- and pedestrian-friendly network during a community workshop Wednesday night at the Empath Health Community Room on First Avenue S. About 50 people got a glimpse of projects, which will be accomplished as part of the city's Complete Streets program. Complete streets also is the name of an urban design approach that promotes safety and convenience for all users and modes of transportation.

"The goal is to make these streets safer and more accessible for everyone," transportation manager Cheryl Stacks said. "We'll be designing our roads so people will want to driver slower."

Most of those projects do not involve converting existing roadway to make room for bike lanes or transit options, as happened with King Street. In that case, the city replaced one traffic lane between Fourth and 30th avenues N with extra-wide bike lanes that run on both sides of the road. The project has received mix reviews.

Bryan Shuler called the project "yet another City Hall debacle," saying it negatively affected one of the city's major arteries and has led to daily traffic jams between 22nd and 30th avenues N.

But many at the meeting, like Kimberly Cooper, 62, praised the changes, saying they have made the street safer for both cyclists and drivers.

"The new lanes are fantastic," said Cooper, an avid cyclist who used to bike to work. "They're wide enough that I can safely pull over and feel comfortable stopping."



Janet Michelle, right, of the North Kenwood neighborhood, reviews plans for additional bike lanes and crosswalks in St. Petersburg during a workshop Wednesday on the city's Complete Streets program. [CAITLIN JOHNSTON | Times]

Conversions like King Street account for about 30 percent of the bike and transit projects the city has mapped out over the next couple decades.

Apart from King Street, the biggest example of this in the near future is taking about 12 miles of road along 34th Street S and First avenues N and S to make room for bus rapid transit lanes. Cars that are turning will also be able to use these lanes, but otherwise they will be for buses only.

The majority of the projects showcased Wednesday are focused on making streets more accommodating for bicyclists and pedestrians by slowing speeds, adding shared lane markings (known as "sharrows") and creating neighborhood greenways.

These greenways are the biggest initiative in the plan the city mapped out Wednesday night, outlining 40 miles in the next five years. They do not include separate, dedicated bike lanes but instead are aimed at streets that already have low speeds and low traffic counts, Stacks said.

"They're largely through the neighborhoods," she said. "Our goal is to connect these greenways and help people move between them safely."

Additional separated bike lanes — either with a physical buffer or painted stripes — are planned for 16th Street, 28th Street, Ninth Avenue N and 18th Avenue S.

Chiquita Clark, 33, attended Wednesday's workshop out of a safety concern, citing recent fatalities in the city.

"The only concern is the amount of time it will take and the influence on local businesses," Clark said. "We want to make sure we all have representation throughout the city."

Both Clark and Janet Michelle said they were disappointed not to see more projects in south St. Petersburg.

"Overall, I think it's a good initiative, but I'd like to see more in the southern part of the city," Michelle said.

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
October 1 – October 31, 2018 (31 days)

Total Usage

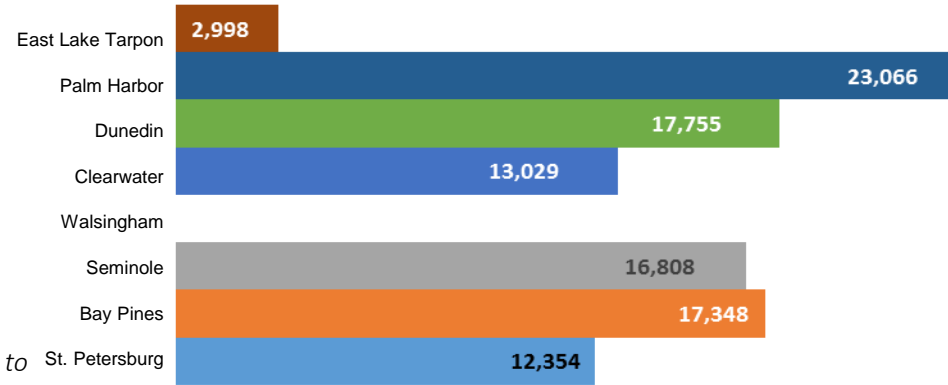
31-Day Count Total: 103,358
Daily Average Users: 3,334

Highest Daily Totals:

- #1 – Sunday, October 28th (Dunedin - 1,615)
- #2 – Sunday, October 28th (Palm Harbor - 1,338)
- #3 – Sunday, October 28th (St. Petersburg - 1,068)

Note: Walsingham counts unavailable, St. Petersburg counts begin 10/11 due to technical issues.

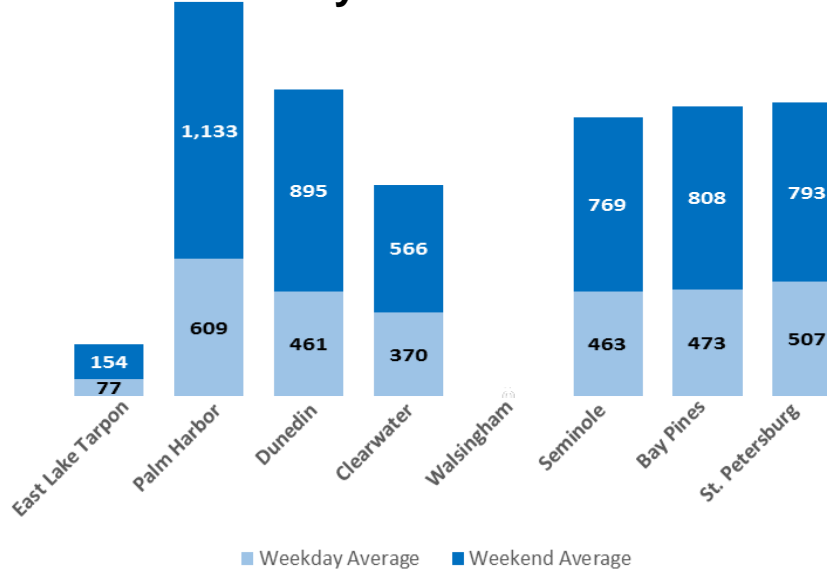
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
East Lake Tarpon:	5%	95%
Palm Harbor:	12%	88%
Dunedin:	25%	75%
Clearwater:	50%	50%
Walsingham:	NA	NA
Seminole:	36%	64%
Bay Pines:	36%	64%
St. Petersburg:	47%	53%

Source: Forward Pinellas October 2018
National Weather Service: [October 2018](#)

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
November 1 – November 30, 2018 (30 days)

Total Usage

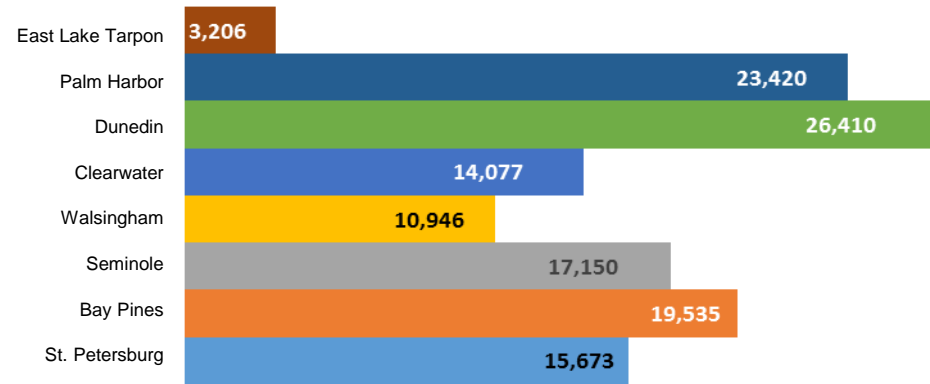
30-Day Count Total: 130,417
Daily Average Users: 4,347

Highest Daily Totals:

- #1 – Saturday, November 3rd (Dunedin - 1,616)
- #2 – Sunday, November 11th (Palm Harbor - 1,339)
- #3 – Sunday, November 25th (Bay Pines - 1,010)

Note: Walsingham counts begin 11/6 due to technical issues.

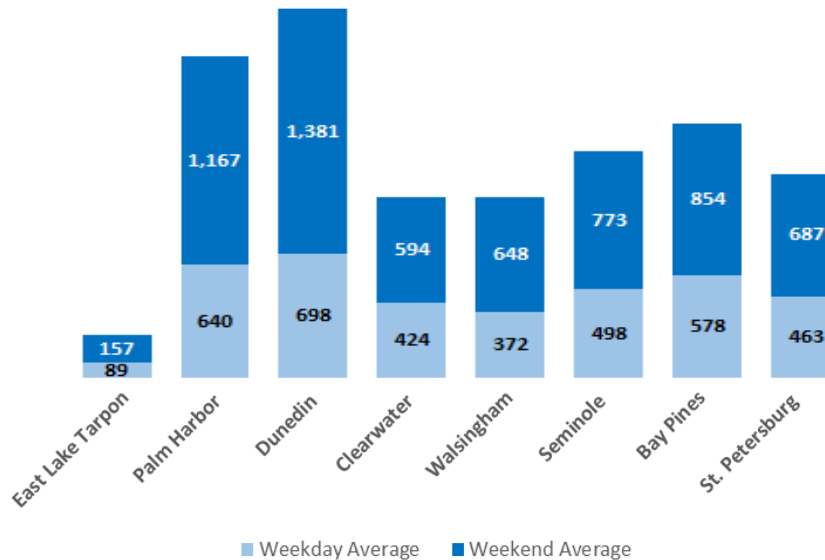
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	3%	97%
Palm Harbor:	10%	90%
Dunedin:	20%	80%
Clearwater:	51%	49%
Walsingham:	13%	87%
Seminole:	33%	67%
Bay Pines:	36%	64%
St. Petersburg:	41%	59%

Source: Forward Pinellas November 2018
National Weather Service: [November 2018](#)

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
December 1 – December 31, 2018 (31 days)

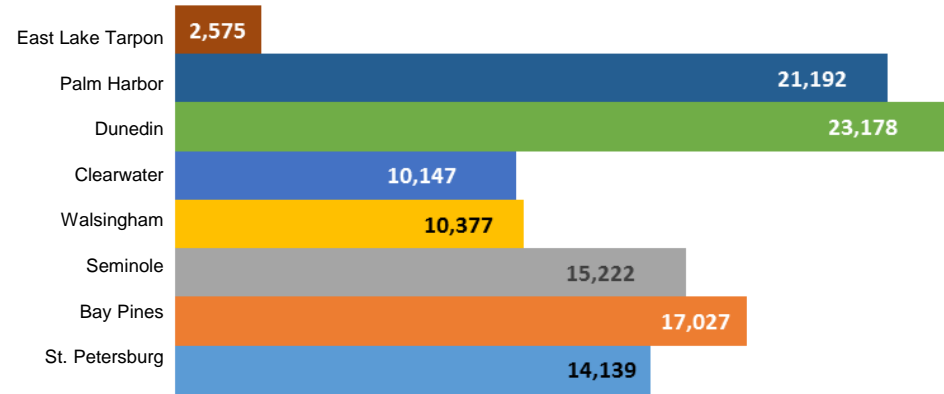
Total Usage

31-Day Count Total: 113,857
Daily Average Users: 3,673

Highest Daily Totals:

- #1 – Saturday, December 29th (Dunedin - 1,538)
- #2 – Sunday, December 30th (Palm Harbor - 1,387)
- #3 – Sunday, December 30th (Bay Pines - 1,069)

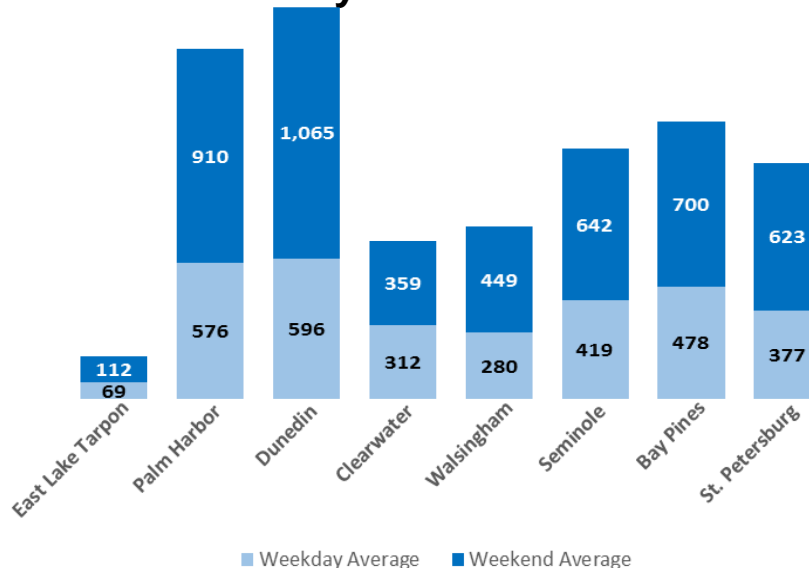
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



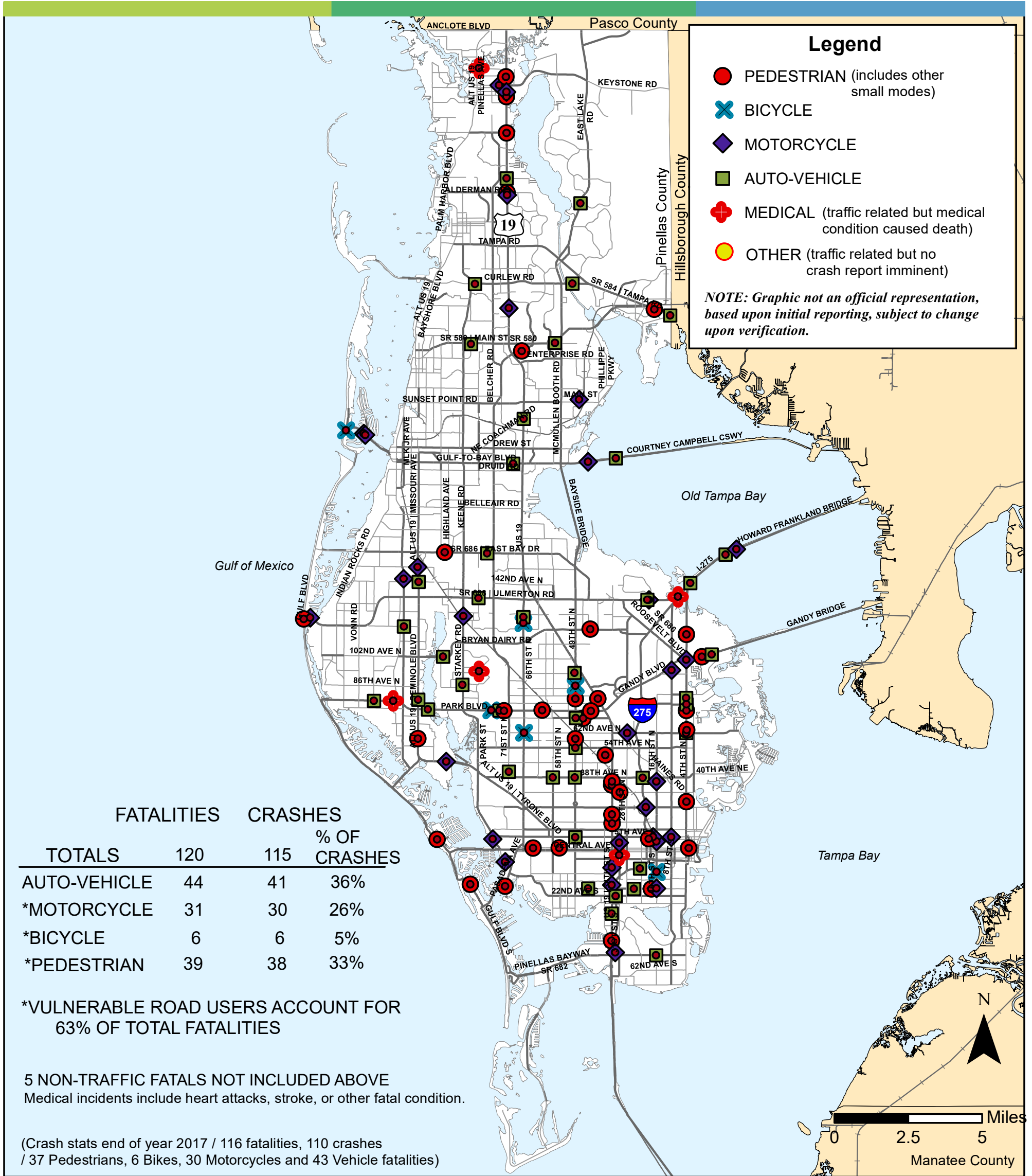
Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
East Lake Tarpon:	4%	96%
Palm Harbor:	13%	87%
Dunedin:	20%	80%
Clearwater:	41%	59%
Walsingham:	17%	83%
Seminole:	37%	63%
Bay Pines:	39%	61%
St. Petersburg:	42%	58%

Source: Forward Pinellas December 2018
National Weather Service: [December 2018](#)

YEAR 2018
(thru December 31st)

Locations of Reported Traffic Fatalities



Legend

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

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

	FATALITIES	CRASHES	% OF CRASHES
TOTALS	120	115	
AUTO-VEHICLE	44	41	36%
*MOTORCYCLE	31	30	26%
*BICYCLE	6	6	5%
*PEDESTRIAN	39	38	33%

*VULNERABLE ROAD USERS ACCOUNT FOR 63% OF TOTAL FATALITIES

5 NON-TRAFFIC FATALS NOT INCLUDED ABOVE
Medical incidents include heart attacks, stroke, or other fatal condition.

(Crash stats end of year 2017 / 116 fatalities, 110 crashes / 37 Pedestrians, 6 Bikes, 30 Motorcycles and 43 Vehicle fatalities)

Data Source: U.S. Department of Transportation, 2016. Map Produced: January 16, 2019.

\\pinellascounty-fl.gov\pcg\Plan_Dept\USERS\Autocadd\AppsSandra_MPO & PLN_afatalmapunofficial\fatalsmaphile.mxd

MODE	FATAL	DHSMV	DATE	APPROX TIME	ON STREET	CROSS STREET	LEO	SEX/AGE
MC	1	87420754	1/2/2018	10:22 AM	8TH AVE S	34TH ST S	SP/SP	M/54
PED	1	87672464	1/8/2018	10:05 PM	49TH ST N	8000 BLOCK	PP/PP	M/70
VEH	1	84472701	1/11/2018	4:05 AM	71ST ST N	40TH AVE N	FHP/UNIN	M/40
BIC	1	87029924	1/20/2018	9:46 AM	49TH ST N	8700 BLOCK	PP/PP	M/77
PED	1	87672546	1/22/2018	8:30 PM	US 19 HWY	8000 BLOCK	PP/PP	M/79
PED	1	87672563	1/23/2018	7:45 PM	70TH AVE N	4600 BLOCK	PP/PP	M/26
PED	1	87421305	1/25/2018	6:00 PM	4TH ST N	NEAR 74TH AVE N	SP/SP	F/79
PED	1	87145484	1/27/2018	6:51 AM	US 19 HWY	ALDERMAN RD	PP/PP	M/85
MC	1	87421523	2/2/2018	4:30 AM	DR ML KING JR ST N	NEAR EXECUTIVE CENTER DR	SP/SP	M/59
PED IN WC	1	87421537	2/2/2018	3:02 PM	1ST AVE N	55TH ST N	SP/SP	M/61
MC	1	87421598	2/4/2018	11:06 PM	34TH ST S	QUEENSBOROUGH AVE S	SP/SP	M/51
PED	1	87421678	2/7/2018	9:50 PM	34TH ST N	NEAR 35TH AVE N	SP/SP	M/47
MC	1	87161738	2/14/2018	11:30 AM	STARKEY RD	ENTERPRISE BLVD	FHP/LA	M/33
PED	1	86984319	2/17/2018	7:03 PM	BLIND PASS RD	AND CAPTIVA CIRCLE	SP/SP	M/40
PED	1	86753798	2/21/2018	5:54 AM	EAST BAY DR	WERTZ DRIVE	LA/LA	M/75
MC	1	87422126	2/26/2018	6:34 AM	16TH ST N	BETWEEN 3RD AND 4TH AVE N	SP/SP	M/53
VEH	1	87748900	3/6/2018	1:16 PM	SEMINOLE BLVD	16 AVENUE SE	LA/LA	F/24
VEH	1	87672953	3/7/2018	7:58 PM	49TH ST N	70TH AVE N	PP/PP	M/17
PED	1	87030852	3/9/2018	11:20 PM	PARK BLVD	6100 BLOCK	FHP/PP	M/56
VEH	1	87173574	3/9/2018	2:49 AM	ULMERTON RD	WILD ACRES RD	PP/PP	M/66
PED	1		3/10/2018	10:40 PM	118TH AVE N	4300 BLOCK	PP/PP	F/
VEH/PASS	1	87166746	3/11/2018	4:02 PM	US 19 HWY	LAKE TARPON DR	FHP/UNIN	F/75
PED	1	87422486	3/12/2018	6:05 AM	4TH ST N	114TH AVE N	SP/SP	M/ 86
BIC	1	87672790	3/13/2018	8:45 PM	66TH ST N	12100 BLOCK	PP/PP	M/56
MC	1	85600599	3/16/2018	6:30 PM	SR688 WALSHINGHAM RD	6TH AVE	FHP/ UNIN	M/65
MED/VEH	0	87191861	3/20/2018	3:38 PM	8250 ANNWOOD RD	PRIVATE PROPERTY	FHP/UNIN	F/?
VEH	1	84559327	3/24/2018	2:58 AM	I-275	38TH AVE N	FHP/SP	F/29
VEH	1	87180957	3/25/2018	11:28 PM	66TH ST N	S OF 126TH AVE N	FHP/LA	F/26
BIC/DELAYED	1	87422962	3/28/2018	9:50 PM	16TH ST S	900 BLOCK	SP/SP	M/62
MED/BIKE	0	86984634	3/30/2018	4:17 PM	PARK BLVD	11600 BLOCK	PC/SEM	M/76
MC	1	87567165	4/1/2018	2:40 AM	MEMORIAL CAUSEWAY	AT ISLAND WAY	CLW/CLW	M/30
MC	1	87749199	4/1/2018	10:30 AM	RIDGE RD 113TH ST SW	14TH AVE SW	LA/LA	M/55
PED/DELAYED	1	87567127	4/2/2018	5:48 PM	COUNTRYSIDE BLVD	VILLAGE DR	CLW/CLW	M/ 78
VEH/PASS	1	87202185	4/4/2018	11:13 AM	I-275 HOWARD FRANKLAND	PINELLAS COUNTY SIDE OF THE BRIDGE	FHP/SP	F/65
MC	1	87178272	4/8/2018	8:07 PM	US 19 HWY	NB APPROACHING ALDERMAN RD	SP/SP	M/79
PED	1	87204513	4/8/2018	10:00 PM	US 19 HWY 34TH ST N	50TH AVE N	FHP/UNIN	F/57
VEH/PASS	1	87155331	4/12/2018	11:04 AM	US 19 HWY	54TH AVE N	FHP/UNIN	F/48
VEH	1	87828591	4/21/2018	5:50 AM	SR580	AT CURVE NEAR CHARLES AVE	CLW/CLW	F/49
VEH	1	87423675	4/24/2018	1:50 PM	54TH AVE S	16TH ST S	SP/SP	M/17
PED	1	86985188	5/4/2018	3:14 PM	PASADENA AVE	SHORE DR	SO/SOPAS	M/82
VEH	1	87336388	5/5/2018	10:18 PM	EAST BAY DR	3600 BLOCK	LA/LA	M/36
PED	1	87424000	5/7/2018	8:21 AM	1ST AVE N	63RD ST N	SP/SP	M/30
MC	1	87679155	5/10/2018	5:00 PM	TARPON AVENUE	HUEY AVE	TS/TS	M/18
VEH/DELAYPASS	1	86985064	5/20/2018	1:50 PM	SR 580	RACETRACK RD	SO/OLD	F/83
VEH/DELAYED	1	87672521	5/23/2018	7:08 PM	49TH ST N	94TH AVE N	PP/PP	M/63
MED/DRIVER	0	87679195	5/31/2018	7:55 AM	DODECANESE BLVD LIVE OAK	900 BLOCK	TS/TS	F/59
PED/2 PEDS	2	86985169	6/2/2018	6:45 PM	GULF BLVD	117TH AVENUE	SO/TI	M74/F81
MC	1	87197084	6/6/2018	9:14 PM	US 19 HWY	NEAR ROYAL BLVD	FHP/CLW	M/25
MC	1	87424833	6/9/2018	11:36 PM	PARK ST S	400 BLOCK	SP/SP	M/63
MC	1	87424893	6/11/2018	5:05 PM	36TH AVE N	16TH ST N	SP/SP	M/51
VEH	1	85150845	6/13/2018	7:04 AM	EAST LAKE RD	JUST S OF SANDY POINT DR	FHP/UNIN	F/32
MED/DRIVER	0	87424941	6/14/2018	8:05 AM	ULMERTON RD	I-275	SP/SP	M/74
BIC/DELAYED	1	87829438	6/16/2018	12:05 PM	CORONADOR DR	S GULFVIEW BLVD	CLW/CLW	M/77
PED	1	87679225	6/20/2018	1:39 AM	US 19 HWY	E KLOSTERMAN RD	TS/TS	M/42
MC	1	87425203	6/24/2018	11:45 PM	GANDY BLVD	4TH ST N	SP/SP	M/48
BIC	1	87232289	6/25/2018	11:36 AM	PARK BLVD	78TH ST N	FHP/UNIN	M/18
VEH/PASS	1	86985380	6/28/2018	3:05 PM	SEMINOLE BLVD	LAKE VISTA DR	SO/SEM	F/86
PED	1	87425346	6/29/2018	2:29 AM	US 19 HWY 34TH ST N	BETWEEN 35TH AVE N AND 38TH AVE N	SP/SP	M/58
MC	1	86985624	7/7/2018	2:50 AM	THIRD ST N	1000 BLOCK (Safety Harbor)	CLW/CLW	M/54
VEH	1	84877546	7/13/2018	3:30 PM	I-275	22ND AVE S (mile marker 19)	FHP/SP	M/69
MC	1	87164048	7/15/2018	7:52 PM	I-275	22ND AVE N	FHP/SP	M/38
PED	1	87247935	7/26/2018	6:26 AM	GANDY BLVD	POPLAR ST NE	FHP/UNIN	M/?
MC	1	87425997	7/26/2018	7:49 AM	5TH AVE N	1700 BLOCK	SP/SP	M/56
VEH/DR&PASS	2	86985620	7/28/2018	6:55 PM	PARK BLVD	104TH LANE	SO/SEM	M/59M/86
VEH/PASS	1	86985687	8/2/2018	4:06 AM	49TH ST N	5TH AVE N	SO/SP	?
VEH/DELAYED	1	87271440	8/8/2018	4:49 PM	US92 GANDY BLVD	EAST OF BRIGHTONBAY BLVD	FHP/UNIN	M/68
MC	1	87829942	8/12/2018	8:49 AM	MEMORIAL CAUSEWAY	AT ISLAND WAY	CLW/CLW	M/29
VEH/DELAYED	1	86985747	8/16/2018	1:48 PM	CURLEW RD	GULL AIRE BLVD	SO/OLD	M/81
VEH	1	87830037	8/19/2018	4:12 AM	COURTNEY CAMPBELL CSWY	NEAR ACCESS ROAD	CLW/CLW	M/26
VEH	1	88755911	8/19/2018	3:02 AM	US 19 HWY	NE COACHMAN RD	CLW/CLW	M/40
VEH	1	83299327	8/20/2018	6:42 PM	PARK BLVD	125TH ST N	FHP/UNIN	F/80
MC	1	87426627	8/24/2018	9:06 AM	ULMERTON RD	FOUNTAIN PKWY N	SP/SP	M/38
VEH/DELAYED	1	86985814	8/25/2018	12:23 PM	MAIN ST	VIRGINIA ST	SO/DUN	F/90
VEH	1	86985867	8/28/2018	6:55 PM	CURLEW RD	1700 BLOCK	SO/OLD	M/31
PED	1	86985881	8/28/2018	10:23 PM	TAMPA RD	3900 BLOCK	SO/OLD	M/64
BIC	1	87673368	9/3/2018	12:13 AM	66TH ST N	62ND AVE N	PP/PP	M/49
MC	1	85604040	9/11/2018	4:45 PM	62ND AVE N	28TH ST N	FHP/SP	M/21
MC	1	87830449	9/14/2018	3:16 AM	COURTNEY CAMPBELL CAUSEWAY	E OF DAMASCUS RD	CW/CW	M/29
MC	1	88598803	9/15/2018	8:35 PM	US 19 HWY 34TH ST N	1200 BLOCK		M/30
PED IN WC.DELAYED	1	88598809	9/15/2018	5:25 PM	PARK ST N	400 BLOCK		M/64
PED IN WC	1	87679368	9/18/2018	11:35 PM	US 19 HWY	S OF ML KING JR BLVD	TS/?	M/58
PED	1	88006778	9/20/2018	9:04 PM	I-275 N(STATE ROAD 93)	5TH AVENUE NORTH	FHP/ SP	M/22
VEH	1	87271466	9/21/2018	7:15 PM	SR 688 (ULMERTON RD)	FEATHER SOUND DR	FHP/UNIN	M/47
PED	1	87679385	9/22/2018	6:08 AM	US HIGHWAY 19 N	E PINE ST	TS/TS	F/27
MC	1	88599038	9/23/2018	2:22 AM	8TH ST N	5TH AVE N	SP/SP	F/58
VEH/DELAYED	1	88599041	9/26/2018	3:20 PM	4TH ST N	62ND AVE N	SP/SP	F/83
PED	1	88599124	9/29/2018	8:41 PM	34TH ST S US HWY 19	46TH AVE S	SP/SP	F/62
VEH	1	87279010	10/5/2018	3:10 PM	I 275 NB MM 21	28TH STREET SOUTH	FHP/SP	M/?
PED	1	87674191	10/15/2018	9:13 PM	PARK BLVD	4300 BLOCK	PP/PP	M/?
VEH	1	88755767?66767	10/16/2018	10:57 AM	GULF TO BAY BLVD	W OF OLD COACHMAN RD	CLW/CLW	F/31
VEH	1		10/18/2018	NIGHT	34TH ST S US HWY 19	30TH AVE S	SP/SP	M/84
VEH/2 DRIVERS	2	88022504	10/19/2018	5:54 AM	NB I 275	NEAR 4TH ST N (32 mile post)	FHP/SP	M46/M44
MC/DR&PASS	2		10/24/2018	11:25 PM	SEMINOLE BLVD	8TH AVE SE	LA/LA	M54 /F?
PED	1	88599836	10/29/2018	1:41 AM	18TH AVE S	18TH ST S	SP/SP	F/47
MC/DELAYED	1	88802854	11/1/2018	9:03 PM	BAY PINES BLVD	95TH ST N	SO/SEM	M/62
VEH/DELAYED	1	88600005	11/3/2018	8:34 AM	77TH AVE N	4TH ST N	SP/SP	M/75
PED PUSHING WC	1	88600058	11/5/2018	6:12 PM	34TH ST N US HWY 19	1700 BLOCK	SP/SP	M/64
PED	1	88600073	11/6/2018	9:15 AM	30TH AVE N	31ST ST N	SP/SP	M/86
MED/DRIVER	0	88600146	11/8/2018	4:07 PM	31ST ST S	300 BLOCK	SP/SP	M/68
PED	1	88029565	11/12/2018	9:06 PM	49TH ST N	JUST N OF 58TH AVE N	FHP/LEA	M/59
MC/DELAYED	1	88600275	11/12/2018	12:30 AM	16TH ST S	18TH AVE S	SP/SP	M/38
PED	1		11/12/2018	1:54 PM	GULF BLVD	S OF 4TH AVE	SO/IRB	M/55
MC	1		11/12/2018	10:00 AM	US 19 HWY	MARTIN L KING JR BLVD	TS/TS	M/66
PED	1	88600341	11/14/2018	7:00 PM	4TH ST N	MADISON CIRCLE N	SP/SP	M/?
VEH	1	83490007	11/15/2018	10:30 AM	PARK BLVD	7500 BLOCK	SP/SP	M/47
MC	1	88600318	11/15/2018	2:16 PM	3RD AVE N	31ST ST N	PP/PP	M/44
VEH/DELAYED	1	88600383	11/17/2018	1:55 PM	18TH AVE S	44TH ST S	SP/SP	M/63
MC/BODYFND	1	fdot date 112818	11/18/2018	2:30 AM	I-275	JUST NORTH OF 54TH AVE S	FHP/SP	M/27
MC	1		11/18/2018	2:54 AM	I-275 HOWARD FRANKLAND	NEAR 34 MILEPOST	FHP/SP	M/31
VEH/DR&PASS	2	88600407	11/19/2018	3:23 AM	38TH AVE N	49TH ST N	SP/SP	M18 &16
VEH/PASS	1		11/19/2018	6:30 PM	102ND AVE N	AT 97TH ST N	FHP/UNIN	F/20
PED	1	88600556	11/22/2018	2:53 AM	3RD ST N	100 BLOCK	SP/SP	M/26
VEH	1	88600506	11/23/2018	11:40 PM	38TH AVE N	58TH ST N	SP/SP	M/61
VEH/DELAYPASS	1	88600588	11/24/2018	2:38 PM	18TH AVE S	25TH ST S	SP/SP	F/46
PED	1		12/6/2018	7:01 PM	SEMINOLE BLVD	61ST AVE N	SO/SEM	F/57
VEH	1		12/7/2018	12:39 PM	WALSINGHAM RD	113TH ST N	FHP/UNIN	F/71
PED	1	83490224	12/19/2018	10:05 AM	PARK BLVD	7500 BLOCK	PP/PP	M/?
PED	1	88601215	12/24/2018	9:05 PM	23rd Ave N	4th Street N	SP/SP	M/47
VEH	1		12/30/2018	2:59 AM	STARKEY RD	MAGNOLIA DRIVE	FHP/SEM	M/56
PED	1						SO/GP	

120 total fatalities 115 crashes

NOTES:

2018 120 fatalities 115 crashes (5 doubles)/ (39 Peds, 6 Bikes, 31 MC, 44 VEH)
2017 116 fatalities 110 crashes (4 doubles and 1 triple)