

## BPAC Members

In order to conduct our meetings correctly, there must be a physical quorum present at the in-person meetings, in order to vote in allowance for those members to participate via Zoom.

The in-person meeting will be held once again at 8:30 at **EpiCenter at St. Petersburg College, 13805 58<sup>th</sup> Street N, Rm 2-304 (second floor) Clearwater**. Please note that I will not be there until 8:00 am to let members in. Maria Kelly ([mkelly@forwardpinellas.org](mailto:mkelly@forwardpinellas.org)) will need confirmation from those of you who will be attending in person, so that a quorum can be confirmed. If you confirm and cannot make it, please reach out to her so that a back-up can be found. Without a quorum, we cannot vote in the Zoom attendees.

If you will be attending by Zoom, here is the Zoom meeting information:

Join the BPAC Zoom Meeting

Time: April 19, 2021 08:30 AM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/81178774440?pwd=bjJaeTZISVo1UnZHYU93R1c1SHBqQT09>

**Meeting ID: 811 7877 4440**

**Passcode: 074888**

One tap mobile

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**April 19, 2021 – 8:30 a.m.**

**EpiCenter at St. Petersburg College  
13805 58<sup>th</sup> Street N, Clearwater, FL 33756**

**THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY**

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## **FACE MASKS WILL BE REQUIRED**

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 – March 15, 2021** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – April 14, 2021** (8:45 – 8:50)
5. **ANNUAL ADOPTION OF PRIORITIES** (8:50 – 9:05)
6. **18<sup>TH</sup> AVENUE SOUTH COMPLETE STREETS STUDY** (9:05 – 9:20)
7. **GANDY PD&E STUDY** (9:20 – 9:35)
8. **EQUITY ASSESSMENT AND DEMOGRAPHIC SURVEY** (9:35 – 9:45)
9. **COMMITTEE COMPOSITION AND BY LAW CHANGES** (9:45 – 10:00)
10. **SPOTlight EMPHASIS AREAS UPDATE** (10:00 – 10:05)
  - A Vision for U.S. Highway 19 Corridor
  - Gateway Area Master Plan
  - Enhancing Beach Community Access
11. **BPAC BUSINESS** (10:05 – 10:15)
  - A. Florida Bicycle Association (FBA)
  - B. Friends of the Pinellas Trail
12. **AGENCY REPORTS** (10:15 – 10:20)
13. **OTHER BUSINESS** (10:20 – 10:30)
  - A. Membership
  - B. Correspondence, Publications, Articles of Interest
  - C. Suggestions for Future Agenda Topics
  - D. Other
14. **ADJOURNMENT** (10:30)

**NEXT BPAC MEETING – MAY 17, 2021**

*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 – April 19, 2021**

**3. Approval of the Minutes**



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**SUMMARY**

The meeting summary for the March 15, 2021 meeting is attached for review and approval.

**ATTACHMENT(S):** BPAC Meeting Summary – March 15, 2021

**ACTION:** Approval of the Meeting Summary

**FORWARD PINELLAS  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY  
MARCH 15, 2021**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on March 15, 2021 at EpiCenter, St. Petersburg College, 13085 58<sup>th</sup> Street N., Clearwater, FL.

**BPAC Members Present**

Brian Smith, Chairman	At Large Citizen Representative
Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Daniel Alejandro	Largo Citizen Representative
Julie Bond - Zoom	CUTR
Dr. Lynn Bosco	At Large Citizen Representative
Joseph Camera	Pinellas County Schools
Lisa Charest	St. Petersburg Citizen Representative
Kimberly Cooper	St. Petersburg Citizen Representative
Lucas Cruse – Zoom	St. Petersburg Bicycle Pedestrian Coordinator
David Feller – Zoom	North County Citizen Representative, Oldsmar
Lyle Fowler - Zoom	PC Parks & Conservation Resources (PCR)
Byron Hall – Zoom	Pinellas Park Citizen Representative
Alan Johnson – Zoom	South Beaches Citizen Representative
Charlie Johnson	St. Petersburg Citizen Representative
Jacob Labutka – Zoom	PSTA
Caroline Lanford	Pinellas County Planning Department
Lauren Matzke - Zoom	City of Clearwater
Rick Perez	City of Largo
Ron Rasmussen - Zoom	Pinellas Park Citizen Representative
Derek Reeves	City of Pinellas Park
Joan Rice	Pinellas County Public Works Traffic
Annette Sala – Zoom	At Large Citizen Representative
Michael Siebel	At Large Citizen Representative
Jim Wedlake	Seminole Citizen Representative
Georgia Wildrick - Zoom	Largo Citizen Representative

**BPAC Members Absent**

Tabitha Childress	City of Oldsmar
Scott Daniels	Friends of the Pinellas Trail
Win Dermody	Clearwater Citizen Representative
Deputy Eric Gibson	Pinellas County Sheriff's Office
Edward Hawkes	At Large Citizen Representative
Chip Haynes	Clearwater Citizen Representative
Paul Kurtz	At Large Citizen Representative
Bert Valery	North Beaches Citizen Representative

**Others Present**

Alex Henry – Zoom	FDOT
Alayna Delgado – Zoom	City of Oldsmar
Bob Robertson – Zoom	Project Administrator, Pasco County
Gina Harvey – Zoom	Pinellas County Public Works Traffic
Reid Powers – Zoom	PSTA

Austin Britt – Zoom  
Whit Blanton – Zoom  
Chelsea Favero  
Angela Ryan  
Maria Kelly

Forward Pinellas Staff  
Forward Pinellas Staff  
Forward Pinellas Staff  
Forward Pinellas Staff  
Forward Pinellas Staff

## **1. CALL TO ORDER**

Chairman Brian Smith called the meeting to order at 8:30 a.m. and the attendees in the room introduced themselves. At this time, Angela Ryan, Forward Pinellas staff, advised the committee that Florida law requires a quorum of the BPAC to be physically present to conduct business, however, the law provides an exception for some members to participate by non-physical means if a quorum is physically present and if the physical quorum present decides that there are extraordinary circumstances. At this time, Chair Smith read a statement regarding allowing committee members present to make a motion to allow those members participating by Zoom (all names identified above) to participate and vote due to those extenuating circumstances existing that make it impossible for some committee members to attend in person. A motion was made by Jim Wedlake that due to Covid-19, extenuating circumstances exist preventing members to join in person; therefore, they will be allowed to participate and vote by phone since a quorum is represented in person. This was seconded by Lynn Bosco and passed with a unanimous vote.

## **2. PUBLIC COMMENTS**

There were no public comments provided.

## **3. APPROVAL OF MINUTES**

The summary from the February 22, 2021 meeting was approved with no corrections.

## **4. FORWARD PINELLAS ACTIONS**

Ms. Angela Ryan, Forward Pinellas Active Transportation Planner, reviewed the highlights of the Forward Pinellas Board meeting for March 10, 2021. A controversial land use case took up most of the meeting, but the Board did approve a proclamation affirming March as Florida Bicycle Month and the Board also approved the Safe Streets Pinellas Action Plan.

## **5. FT. HARRISON COMPLETE STREETS**

Ms. Lauren Matzke shared a presentation with the committee on the status of the Complete Streets Concept Plan for the 3.2 mile corridor on Fort Harrison Avenue from Belleair Road to Myrtle Avenue/Alt. 19. The project was funded in part by a grant provided by Forward Pinellas. The project connects three major destinations: Morton Plant Hospital Campus; the future Imagine Clearwater waterfront redevelopment; and the North Marina area. The city's primary goal was to develop a Complete Streets Concept Plan that would enhance safety, mobility and accessibility while also considering the land use contexts and character surrounding the corridor. As part of the outreach to the community, pre-Covid, a walk-shop was completed, consisting of business owners, residents, local agencies and city staff, observing existing conditions and discussing potential design strategies and preliminary concepts. This project provided a variety of design strategies bringing their own unique benefits to enhancing the street. Questions were taken and appropriately answered.

## **6. ELFERS TRAIL EXTENSION**

Mr. Bob Robertson, Project Administration Department Director for the City of Tarpon Springs, provided a presentation on the Elfers Trail Extension. Pinellas County, Pasco County, the City of Tarpon Springs and Forward Pinellas have been planning a multiuse trail connection from the northern portion of the Pinellas Trail in Tarpon Springs to the southern portion of the Coastal Anclote Trail in Pasco County. The City of Tarpon Springs has planned and designed a multiuse trail corridor known as the “Elfers Trail Extension”, which would traverse from the Elfers Spur Trail in the Anclote Nature Park to the northwest and connect to Pasco County’s Anclote Coastal Trail. The City of Tarpon Springs has been working through a design of about 1,200 feet of connection. The design is complete, and a grant application has been submitted to DEP for ‘Recreational Trail Program’ funding, however it is not known when awards will be made. It was noted that Tarpon Springs is prepared to complete the trail with local funding in the event the grant is not provided. The design is for a 12-foot-wide, paved trail with a 1-foot concrete ribbon curb on either side. The trail will cross Dixie Highway and Alternate 19 with a refuge island in the middle and RRFB’s. A bald eagle’s nest was discovered in the area of the planned trail in the vicinity of Alt. 19, which delayed design of the trail for several months. After research and collaboration with the Fish and Wildlife Commission, it was determined that a trail would not be disruptive to the eagle’s nest and construction would need to take place during outside of nesting season and additional foliage would be planted in the area of the nest as a mitigative measure for buffering and noise reduction. Questions were taken and appropriately answered.

## **7. RECTANGULAR RAPID FLASHING BEACONS (RRFB’s)**

Ms. Ryan addressed the committee regarding the current status of RRFB’s in the Florida Legislature. There are two bills currently in Florida Legislation, Senate Bill 1412 and House Bill 1113, invalidating the existing design for RRFB’s and may result in removal of many existing RRFB’s due to the inability of government entities to finance required retrofits. The removal of the RRFB’s would result in pedestrian crosswalks without the enhancement of flashing lights and additional signage which provides vital signals to motorists of the presence of a pedestrian and their intent to cross the road. Florida law requires motorists to yield to pedestrians when they are using the crosswalk; however, data demonstrates there is low vehicle yielding compliance with the absence of enhancements such as RRFB’s. Forward Pinellas is collaborating with other MPO’s in the state, local governments, and other organizations on joint opposition regarding these bills. Questions were taken and appropriately answered.

## **8. COVID-19 IMPACTS TO THE TRANSPORTATION SYSTEM**

Ms. Ryan shared a presentation with the members sharing the impacts on transportation in Pinellas County since the start of Covid-19. Total crash data reflects a decrease in crashes when comparing 2019 to 2020, with the largest decrease in April 2020 as many people stayed off the roads at the beginning of the pandemic. As people began to venture out more, by October 2020, the crash numbers began to increase. With crashes involving pedestrians, there was an overall 60% reduction from 2019 to 2020, as well as an overall reduction of 20% involving bicyclists. There was an overall increase of Pinellas Trail use at 60%. Overall, during the pandemic, people increased their travel by bicycles and walking, and they traveled less. Globally, active transportation has increased to non-motorized forms of travel as well. Questions were taken and appropriately answered.

## **9. SPOTLIGHT EMPHASIS AREAS UPDATE.**

Regarding the Gateway Master Plan, the partners are working on developing a dashboard template to provide visual information for performance measures to show progress. With regards to US19, FDOT provided updates on mitigated measures on US19, south of Curlew, for a right

turn that goes into 279th Avenue, in an effort to reduce traffic congestion for those making a U-turn or merging. Barriers were set up to protect the bike lane. FDOT will also be providing a presentation on the Frontage Roads Project to the Forward Pinellas Board in May to share updates for this project.

## **10. BPAC BUSINESS**

### **A. Florida Bicycle Association (FBA)**

Vice-Chair Becky Afonso gave an update on the Florida Bicycle Association. The association is celebrating Florida Bicycle Month in March. The first of two virtual series webinars were shown on March 12<sup>th</sup>, on bicycle infrastructure program. The second webinar will be shown on March 26<sup>th</sup>, Riding with Kids. There is more information on these webinars on the FBA website. Bike/Walk Tampa Bay is hosting a Love to Ride Challenge through the month of March. For more information on this event please visit the Bike/Walk Tampa Bay website. Regarding the Florida Legislative, FBA is following House Bill 605 and Senate Bill 950, the Bicycle and Pedestrian Safety Bill. May is National Bicycle Month and FBA will be offering our virtual Ride Leader-Ride Marshall certification for the month of May. This information is available on the FBA website to register. Julie Bond provided a link for the Love to Ride Challenge.

### **B. Friends of the Pinellas Trail**

Dave Feller, Friends of the Pinellas Trail representative, provided a brief update. A meeting with the county parks department took place to see how the Friends of the Pinellas Trail can best support the county. Bert Valery had to resign as president due to his travel out of state. Scott Daniels stepped in as President.

## **9. AGENCY REPORTS**

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

Ms. Joan Rice with Pinellas County Public Works (PCPW) Traffic provided updates to the current trail projects. The north gap is proceeding with about 18 more months left to finish. As sections become completed and safe, they will be opened. As for the Sunset Point section of the Duke Energy Trail, the County needs about 10 more days before it can be opened. Pinellas County will be providing RRFB's for safer crossing of Sunset Point Road. As for the Pinellas Trail south Loop, south of Haines Bayshore, a public virtual meeting is tentatively scheduled for the end of March, to discuss which direction this project will traverse. Joes Creek Trail will be done in conjunction with a drainage project, with design of the drainage work underway, along with design of the trail which will allow the work to be completed together. The Tarpon Springs portion of the Pinellas Trail still has a drainage problem and as such there is a detour at Live Oak.

### **• Clearwater Bicycle Pedestrian Program**

Lauren Matzke with the City of Clearwater did not have any additional information.

### **• Largo Bicycle Pedestrian Program**

Mr. Rick Perez with the City of Largo shared that construction was going to begin on March 29<sup>th</sup> on Rosery Road from Missouri to the Walmart truck access. There will be resurfacing and reconstruction of the median and the curb; construction is expected to take about 4 to 6 months. Also, March 26<sup>th</sup> will be Rick's last day with the City of Largo and Largo will notify us of his replacement representative.



- **St. Petersburg Bicycle Pedestrian Program**

Mr. Lucas Cruse, St. Petersburg Transportation shared that the Sunrunner/BRT construction project is underway, and the bike lane portions will be removed as a part of the reconfigurations of construction starting on 1<sup>st</sup> Avenue S. at Pasadena. The city is in the process of putting markings and transitioning to the better bike route onto Central Avenue with some interim improvements adding markings and signage. Pinellas Point Drive S. along the southern tip of the peninsula, is being resurfaced within the next couple of weeks. St. Petersburg has added electric bikes to the Coast BikeShare and the all bikes, electric and pedal, will be switched out to use one app. The Downtown Mobility Study was recently presented to the City Council and the 18<sup>th</sup> Avenue South study is wrapping up. The question came up about equity-based bikes for handicapped individuals. Lucas stated that BikeShare follows the PSTA TD guidelines and individuals signed up with the PSTA TD program also receives discounts to the BikeShare program.

- **Pinellas County Schools**

Mr. Joseph Camera, Pinellas County Schools, shared nothing to report since school as on spring break.

- **FDOT District 7 Updates**

Mr. Henry, FDOT, was not in attendance.

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

The next meeting of the PTSTF is April 13, 2021.

## 10. OTHER BUSINESS

### A. **Membership**

It was recognized there was one opening for membership noted for the Health Department.

### B. **Correspondence, Publications, Articles of Interest**

There were no comments regarding this item.

### C. **Suggestions for Future Agenda Topics**

There were no comments regarding this item.

### D. **Other**

Ms. Ryan gave Bike Your City updates, over 600 people have registered. Daniel Alejandra expressed concern for the intersection of Rosery Road and Clearwater-Largo Road and the urgency that this is a very dangerous intersection for bikes and pedestrians. Joan Rice shared that this intersection is being addressed with his concern.

## 11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:15 am. The next BPAC meeting is scheduled for Monday, April 19, 2021.

**Bicycle Pedestrian Advisory Committee – April 19, 2021**  
**4. Forward Pinellas Executive Summary – April 14, 2021**



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**SUMMARY**

The April 14, 2021 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 April 14, 2021 (this item will be emailed separately)

**ACTION:** None Required, Informational Item Only

## **5. Annual Adoption of Priorities**

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### **SUMMARY**

Forward Pinellas adopts project priority lists for its Transportation Improvement Program (TIP) on an annual basis. These lists are used for the allocation of federal funding. These lists include Multimodal Transportation Priority, Transportation Alternatives (TA) Program Projects, and Regional Transportation Priority Projects. The approved priority lists are used by the Florida Department of Transportation (FDOT) in the development of its Five-Year Work Program. A description of these lists and proposed changes to each are provided in the discussions that follow.

#### **A. Multimodal Priority List**

Since the last update of this list in 2020, four projects were allocated funding for implementation and are being moved from the 'Unfunded' section of the list. Staff is also proposing to add several projects, including one complete streets construction project, two projects from the Active Transportation Plan and three projects that applied for funding through the Multimodal Priority List Call for Projects, and update the project descriptions of several existing priorities. Projects shaded in gray on the table indicate a change to the status or details of the project have been made. Projects struck through are proposed to be removed. Projects being proposed for addition to the list are in support of the implementation of Advantage Pinellas. Forward Pinellas staff will provide an overview of proposed changes to the list.

**ATTACHMENTS:** Draft 2021 Multimodal Transportation Project Priorities

**ACTION:** Recommend approval of the 2021 Multimodal Transportation Project Priorities

#### **B. Transportation Alternatives (TA) Program Priority List**

Since the last update to this list in 2020, one project was allocated full funding and one other has received design funding. Staff is proposing to add four new projects for which applications were received during the Call for Projects issued in 2020. These project applications that were evaluated and scored using a set of criteria approved by the Forward Pinellas Board. These projects are proposed to be added to the TA priority list according to the number of points they each received. These projects are being added to the bottom of the list, not to supersede the projects already on the list. Forward Pinellas will provide an overview of the proposed changes to the list.

**ATTACHMENTS:** Draft 2021 Transportation Alternatives Program Priority List

**ACTION:** Recommend approval of the 2021 Transportation Alternatives Program Priority List

#### **C. Regional Transportation Priorities**

On November 20, 2020, the Tampa Bay Transportation Management Area (TMA) Leadership Group held a workshop to discuss their top priorities for transportation projects in the Tampa Bay area. Comprised

of representatives from the Pinellas, Hillsborough and Pasco County MPO boards, the Tampa Bay TMA Leadership Group meets regularly to develop consensus on regional transportation priorities. Given that there are still a number of unfunded regional priorities, it was decided to simply advance the 2020 priorities approved by the TMA for the 2021 list.

The West Central Florida MPO Chairs Coordinating Committee (CCC) discussed their Regional Transportation Priority Projects list at their November 20 meeting. The CCC is made up of elected officials from each of the MPOs within its eight-county region, including Hernando, Citrus, Hillsborough, Pasco, Polk, Sarasota, Manatee and Pinellas. The CCC membership also includes representatives of the area's regional planning councils, FDOT Districts 1 and 7 and the Florida Turnpike Enterprise. Like the TMA Leadership Group, the CCC supported advancing the top priorities from the prior year to the 2021 list with the exception of those projects that are now scheduled and funded in the Work Program.

In accordance with the processes established through the CCC, the two priority lists will be forwarded to the Forward Pinellas Board for approval at their next meeting.

Forward Pinellas staff will provide an overview of the projects included in the attached priority lists.

**ATTACHMENT(S):**

- Transportation Management Area 2021 Top Priorities
- CCC 2021 Regional Transportation Priority Projects

**ACTION:** Recommend approval of the 2021 Regional Transportation Priority Project Lists

**DRAFT 2021 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES**

Approved by the Forward Pinellas Board on DATE

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot
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**PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION**

P	433880-1	FDOT	SR 686/Roosevelt Boulevard (CR 296 Connector) CR 296 (Future SR 690)/East-West 118th Avenue Expressway/Gateway Express	49th Street North US 19 SR55	I-275/SR 93 East of 40th Street	Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275	CST	2017/18	Underway	X
P	256774-2 256774-3	FDOT	US 19/SR 55 (including Republic Dr Overpass and Curlew Road Interchanges) Phase I – Boy Scout Overpass Phase II – Curlew Road Interchange	North of SR 580 Northside Drive	Northside Drive North of CR 95	Construction of grade separated roadway improvements	CST CST	2021/22 2021/22		X
P	422904-2	FDOT	I-275/SR 93/Howard Frankland Bridge Replacement	North of SR 687 (4th St. N.)	North of Howard Frankland Bridge	Bridge Replacement, addition of express lanes, and a multiuse trail.	Design-Build	2019/20	Underway	
P	424501-2	FDOT	I-275 Express Lanes	South of SR 694/Gandy Boulevard	North of 4th Street North	Construction of one managed lane in each direction providing interregional connectivity from Gateway Expy and south of Gandy Blvd to Howard Frankland Bridge	Design-Build	2017/18	Underway	
P	436677-1	PSTA/ HART	PSTA Regional Farebox	N/A	N/A	Implementation of a regional farebox system		2018/19	Funded in Hillsborough and Pinellas	
P	4377362	Pinellas County	Phase II - Park/Starkey Sidewalks	Ulmerton Road	East Bay Drive	Construction of continuous sidewalks along both sides of corridor	PE CST	2019/20 2021/22	Underway	
P	4400931	Pinellas County	Pinellas Trail Loop, Phase 2 North Gap (partially on Duke Energy ROW)	Enterprise Road	John Chesnut Sr. Park	Construction of Phase 2 of the Pinellas Trail Loop	Design-Build	2016/17	Underway	
P	437498-1	FDOT	Courtney Campbell Causeway Trail Overpass	SR 60/Gulf-to-Bay Boulevard at Bayshore Boulevard	N/A	Construction of a bicycle/pedestrian overpass over SR 60 near Bayshore.	CST	2023/24	Design underway	X
P	440246-1	FDOT	U.S. 19	54th Avenue South	22nd Avenue North	\$1 million Complete Streets upgrade to FDOT resurfacing project to construct a wide sidewalk on west side of roadway	CST	2021/2022	Design underway	X
P	443928-1	Oldsmar	St. Petersburg Drive	Dartmouth Avenue	Bayview Boulevard	\$1 million to supplement a City of Oldsmar Complete Streets project.	CST	2023/24		
P	443929-1	Largo	Rosery Road	Missouri Avenue	Eagle Lake Park	\$1 million to supplement a City of Largo Complete Streets project.	CST	2023/24		
P	437710-1	FDOT	Alt. US 19	South of Curlew Place	North of Country Club	Add SB left turn lane	CST	2023/24		
P	444332-1	FDOT	St. Petersburg Greater Downtown Area Network Alternatives Analysis	Downtown St. Petersburg Area		Funding to study traffic circulation in the downtown St. Petersburg area.	Study	2019/20	Underway	X
P	256881-5	FDOT	Harn Boulevard Overpass	Harn Boulevard	North of 1st Street	Construction of a pedestrian overpass across US 19	CST	2020/21	Underway	
P	440093-2	Pinellas County	Pinellas Trail Loop	Ulmerton Road	Belleair Road	South Gap - Phase 2, 3, 4	CST	2023/24		

**DRAFT 2021 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES**

Approved by the Forward Pinellas Board on DATE

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot
P	440093-3	Pinellas County	Pinellas Trail Loop	126th Ave N	Ulmerton Road	South Gap - Phase 1	CST	2023/24		
P	437807-2	FDOT	4th Street North and South	5th Avenue S	5th Avenue N	Urban corridor improvements including sidewalks, pedestrian signal modification and high emphasis crosswalks	CST	2022/2023		X
P	445649-1	St. Petersburg	22nd Street South	9th Avenue S	5th Avenue South	\$1 million for St. Petersburg Complete Streets Project	CST	2024/25		
P	446142-1	PSTA	Bus Replacement Capital Funding	N/A	N/A	Up to \$1.5 million of capital funding for PSTA Bus Replacements	Capital	2024/25		
P	437636-1	FDOT	Alt. US 19	at Florida Avenue	N/A	Roundabout to improve intersection safety	PE	Underway		
							ROW	2020/21		
							CST	2021/22		
P	447535-1	Dunedin	Skinner Boulevard Complete Streets	Alt US 19	SR 580	\$1 million for complete streets project	CST	2025/26		
P	437245-2	PSTA	Central Ave Bus Rapid Transit	N/A	N/A	Limited stop transit service from downtown St. Petersburg to the beaches	CST	Underway		
P	448486-1	FDOT	Alt US 19 and Bayshore Boulevard @ SR 536/Curlew/Causeway			Intersection improvements	DSB	2023		
P	445681-1	FDOT	Drew Street	Osceola Avenue	E. of US 19	Operational and safety improvements along the corridor.	PE	2022	Corridor study underway	X
							CST	2024		

**DRAFT 2021 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES**

Approved by the Forward Pinellas Board on DATE

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot
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**UNFUNDED MULTIMODAL TRANSPORTATION PRIORITY PROJECTS**

1	439338-3	Forward Pinellas	Systems and Operations Planning Funds	N/A	N/A	\$600,000 annually for planning activities	N/A	N/A	N/A	
2	438747-2	FDOT	Pinellas County Model Studies	N/A	N/A	\$148,000 annually to conduct surveys to update planning models	N/A	N/A	N/A	
3	446142-1	PSTA	Bus Replacement Capital Funding, including Associated Charging Infrastructure	N/A	N/A	Up to \$1.5 million of capital funding for PSTA Bus Replacements and associated charging infrastructure	N/A	N/A	Seeking recurring funding	
4	N/A	St. Petersburg	18th Ave S	37th St S	4th St S	Construction of separated bike lanes, trail, bike boulevard and pedestrian crossings	N/A	N/A	N/A	X
			Salt Creek Trail Ext	18th Ave S	26th Ave S					
5	N/A	Pinellas County	Duke Energy Trail Overpass	SR 60	N/A	Construction of a bicycle/pedestrian overpass at SR 60	N/A	N/A	N/A	
6	N/A	St. Petersburg	St. Pete Complete Streets project on 22nd St S	18th Ave S	11th Ave S	\$1 million for complete streets project	N/A	N/A	N/A	
7	N/A	TBARTA	TBARTA Vanpools	N/A	N/A	\$250,000 for additional vanpool services (not to fund existing services)	N/A	N/A	N/A	
8	N/A	Pinellas County	28th Street North	30th Ave N	Roosevelt Boulevard	Construction of a separated multiuse trail, in conjunction with a section of bike boulevard	N/A	N/A	New project from the Active Transportation Plan	
9	N/A	Pinellas County	Duke Energy Trail Overpass	Roosevelt Blvd./Carillon	N/A	Construction of a bicycle/pedestrian overpass at Roosevelt Blvd near Carillon	N/A	N/A	New project from the Active Transportation Plan	
10	424501-5	FDOT	I-275	South of 54th Avenue South	South of Roosevelt Boulevard	Lane continuity improvements throughout the corridor. And a hardened shoulder for transit operations from I375 to Gandy Boulevard.	ROW	2020/21	Re-prioritized as the project has moved out of the Work Program	
							DSB	Unfunded		
11	448513-1	Pinellas County	Dunedin Causeway Operational Improvements	Honeymoon Island State Park	Alt US 19	Operational improvements to mitigate congestion on the Dunedin Causeway	N/A	N/A	Funding for improvements at park entrance needed	
12	448807-1	PSTA	Downtown Clearwater Intermodal Center	N/A	N/A	PSTA Intermodal Center for the downtown Clearwater area.	N/A	N/A	Swapped Priority with the Gateway Intermodal Center	
13	256931-4	FDOT	SR 694/ Gandy Boulevard	East of 4th Street	West of Gandy Bridge	Construction of grade separated overpass at Brighton Bay Blvd. and a trail facility crossing Tampa Bay in the corridor.	PE	2024/25	ROW and CST unfunded	X
	441250-2									

**DRAFT 2021 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES**

**Approved by the Forward Pinellas Board on DATE**

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot
14	433799-1	FDOT	US 19/SR 55 (including Tampa and Nebraska Interchanges)	South of CR 95	South of Pine Ridge Way West	Construction of grade separated roadway interchanges with frontage roads and pedestrian crossings every 1/4 mile.	Design	Underway	CST unfunded	X
							ROW	2026		
15	440743-1	PSTA	Clearwater Beach to TIA Regional Transit Service	Clearwater Beach	Tampa International Airport	Regional Express transit service from downtown Clearwater to Clearwater Beach.	Capital	2021/22		X
16	N/A	FDOT	Clearwater Busway	Clearwater Beach	Downtown Clearwater	PD&E Study of connections from downtown Clearwater to Clearwater Beach	N/A	N/A		X
17	256998-1	FDOT	SR 686/Roosevelt Boulevard	I-275/SR 93	West of 9 <sup>th</sup> Street North/Dr Martin Luther King Jr Street North	Construction of a connection between the Gateway Express and Roosevelt Blvd.	Design	Underway	CST unfunded	X
18	257086-1	FDOT	SR 694/Gandy Boulevard	40th Street	East of I-275 (SR 93)	Construction of frontage roads and a ramp from NB I-275 to WB Gandy Blvd.	ENV	2021/22	CST unfunded	X
19	445376-1	Pinellas County	Pinellas Trail Loop (South Gap) Phase 5	126th Avenue North	Roosevelt Boulevard	Shared Use Bike Path/Trail	N/A	N/A		
20	445376-1	Pinellas County	126th Avenue North	US 19/SR 55	34th Street	Construction of 2 lane divided continuous roadway	N/A	N/A	PDE Underway	
21	433797-1	FDOT	US 19/SR 55 (including Alderman Interchange)	North of Nebraska Avenue	South of Timberlane Road	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile.	Design	Underway	CST unfunded	X
							ROW	2026		
22	433796-1	FDOT	US 19/SR 55 (including Klosterman Interchange)	South of Timberlane Road	South of Lake Street	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile.	Design	Underway	ROW and CST unfunded	X
23	435914-2	FDOT	U.S. 19	66th Avenue North	118th Avenue North	Operational improvements along the corridor	ROW	2023/24	Corridor study underway; partial ROW funding in work program	X
22	435909-4	FDOT	Alt. US 19	Belleair Road	Pasco County Line	Operational improvements along the corridor	PE	2020/21	Was a placeholder; definitive projects to be added soon	
23	435909-3	FDOT	Alt. US 19	Park Street North	Belleair Road	Operational improvements along the corridor	PE	2020/21	Was a placeholder; definitive projects to be added soon	
24	445650-1	FDOT	SR 60 Multiuse Accommodations	Courtney Campbell Causeway Trail	Druid Road Trail	Multiuse accommodations connecting the Courtney Campbell Causeway Trail to the Druid Road Trail per the SR 60 Multimodal Implementation Plan	N/A	N/A		X
25	N/A	FDOT	Gulf Boulevard Sidewalk Improvements	195th Street	Walsingham Road	Construction of sidewalk with drainage improvements	N/A	N/A		



**DRAFT 2021 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES**

Approved by the Forward Pinellas Board on DATE

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot
26	N/A	Forward Pinellas	Aerial Transit Feasibility and Operations Plan	N/A	N/A	Clearwater and downtown St. Petersburg	N/A	N/A		
26	N/A	FDOT	Gateway Intermodal Center	Gateway Area of Pinellas County	N/A	ROW acquisition	N/A	N/A	Swapped Priority with the Downtown Clearwater Intermodal Center	
27	444244-1	FDOT	4th Street Trail Connection	Gandy Boulevard	Big Island Gap Bridge	Trail connection to the Howard Frankland Bridge	N/A	N/A		X
28	444243-1	FDOT	Ulmerton Trail Connection	Fountain Parkway North	I-275	Trail connection to the Howard Frankland Bridge	N/A	N/A		X
29	444064-1	FDOT	SR 580 Corridor Study	Alt US 19	SR 584	Operational and safety improvements along the corridor.	Planning	2019/20	Corridor study underway	X
30	440245-1	FDOT	SR 693/Pasadena Ave/66th St N	Park St	N Tyrone Blvd	Operational improvements along the corridor	N/A	N/A	Corridor study completed	
31	N/A	St. Petersburg	Cross Bay Ferry	N/A	N/A	Capital funding for Cross Bay Ferry services	N/A	N/A	N/A	
32	N/A	St. Petersburg	Martin Luther King Jr St S	30th Ave S	7th Ave S	Multimodal corridor improvements to moderate traffic speeds and provide a separated bike lane	N/A	N/A	N/A	X

1) Project #1 is intended for recurring annual funding of \$600,000. This includes \$100,000 for Complete Streets planning projects. This annual allotment will be set aside as higher priority projects are considered in the development of the a. of this funding is intended to support annual survey efforts to support the regional travel demand model and other transportation planning initiatives.

2) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); PD&E-Project Development and Environment; DGN-Design; ROW-Right of Way; CST-Construction; ENI-Transportation Improvement Program; LRTP-Long Range Transportation Plan; CMAQ-Congestion Mitigation and Air Quality Improvement Program

3) Projects on this priority list need not be limited to STP funds and may be funded by other available funding sources.

**DRAFT 2021 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS**  
**Approved by the Forward Pinellas Board on DATE**

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
<b>PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION</b>									
P	4344971	City of St. Petersburg	<del>Sexton Elementary School – sidewalk along 19<sup>th</sup> St N</del>	<del>38th Ave N</del>	<del>52nd Ave N</del>	<del>Sidewalk</del>	<del>Construction</del>	<del>2018/19</del>	Construction completed
P	4245647/2686A	Pinellas County	Hercules Ave/Greenbriar Blvd Sidewalk - Phase II	Sherwood St	Sunset Point Rd	Sidewalk	Construction	FY 2017/18	Construction in fall 2021
P	<del>4245644/1512A</del>	<del>Pinellas County</del>	<del>Park Blvd/CR 694 ADA Ramp and Sidewalk Improvements</del>	<del>Starkey Rd</del>	<del>66th St N</del>	<del>Sidewalk</del>	<del>Construction</del>	<del>FY 2018/19</del>	Construction completed
P	<del>4245646/2012A</del>	<del>Pinellas County</del>	<del>Haines Bayshore Rd Sidewalk</del>	<del>US 19</del>	<del>Sunrise Blvd</del>	<del>Sidewalk</del>	<del>Construction</del>	<del>FY 2017/18</del>	Construction completed
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 underway
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 underway
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 underway
P	4377362	Pinellas County	Starkey Rd Corridor Sidewalk Project	Bryan Dairy Rd	East Bay Dr	Sidewalk	Construction	FY 2021/22	Design underway. Scheduled in TIP for construction in FY 2021/22
P	<del>4380221/3306A</del>	<del>Pinellas County</del>	<del>62nd Ave N Sidewalk Project</del>	<del>62nd St N</del>	<del>55th St N</del>	<del>Sidewalk</del>	<del>Construction</del>	<del>FY 2019/20</del>	Construction completed
P	4400931/186A/186B	Pinellas County	Duke Energy Trail (North gap on the Duke Energy right-of-way)	the pedestrian overpass at US Hwy 19 and Enterprise Rd	Chesnut Sr Park	Shared Use Bike Path/Trail	Construction (Design-Build)	FY 2016/17	Construction underway
	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 underway but nearing completion
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 2023/24	Construction scheduled in TIP for 2023/24
P	4400932	Pinellas County	Pinellas Trail Loop (South Gap)	Ulmerton Rd	Haines Bayshore	Shared Use Bike Path/Trail	Construction	FY 2023/24	Construction funded in TIP 2023/24 with SU funds
P	4400933	Pinellas County	Pinellas Trail Loop (South Gap)	126th Ave N	Ulmerton Rd	Shared Use Bike Path/Trail	Construction	FY 2023/24	Construction funded in TIP in 2023/24

**DRAFT 2021 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS**  
**Approved by the Forward Pinellas Board on DATE**

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
P	4429551	Pinellas County	42nd Ave N Sidewalk Project	46th St N	35th St N	Sidewalk	N/A	FY 2022/23	Construction funded in TIP in 2022/23
P	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	FY 2022/23	Construction scheduled in TIP for 2022/23
P	4473741	City of St. Petersburg	28th St. Complete Streets	Pinellas Trail	1st Ave N	Complete Streets Treatments	Construction	FY 2025/26	Construction scheduled in TIP for 2025/26

**UNFUNDED TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS**

1	4473751	City of St. Petersburg	Central Ave Complete Streets	34th St	31st St	Complete Streets Treatments	Design	FY 2023/24	CST Unfunded
2	N/A	City of St. Petersburg	22nd St S. Complete Streets	5th Ave S	1st Ave N	Complete Streets Treatments	N/A	N/A	N/A
3	N/A	Pinellas Park	North side of 118th Ave N	Belcher Rd	62nd St N	1.6 mile long 8 foot wide trail	N/A	N/A	N/A
4	N/A	City of St. Petersburg	28th St.	1st Ave N	13th Ave N	0.9 mile long separated bike lanes	N/A	N/A	N/A
5	N/A	Pinellas County	46th St N	54th Ave N	38th Ave N	1 mile long sidewalks	N/A	N/A	N/A
6	N/A	City of St. Petersburg	62nd Av S	22nd St S	Dr. MLK Jr St	1 mile long bike lanes	N/A	N/A	N/A

FY = fiscal year; P = programmed



Hillsborough MPO  
Metropolitan Planning  
for Transportation



FORWARD  
PINELLAS  
Integrating Land Use & Transportation

## Tampa Bay Transportation Management Area (TMA) Leadership Group

### 2021 Top Priorities

Approved on November 8, 2019

### Funded Priorities

- ❖ **Howard Frankland Bridge Replacement**
- ❖ **Gateway Expressway**
- ❖ **I-75 Interchange at Overpass**
- ❖ **I-75 Interchange at Big Bend Road**
- ❖ **I-275/SR 60/Westshore Interchange**
- ❖ **I-275 Operational Improvements north of downtown Tampa**
- ❖ **Central Avenue Bus Rapid Transit**

### Top Priorities for the Tampa Bay Region

- ❖ **I-275 Express Lanes from I-375 to Gandy Blvd.**
- ❖ **I-75 Interchange at Gibsonton**
- ❖ **Regional Rapid Transit in the I-275 Corridor**
- ❖ **Support HART's exploration and negotiation for use of the CSX right-of-way for passenger transportation**



## *Metropolitan Planning Organizations*

### *Chairs Coordinating Committee*

## **2021 Regional Transportation Priorities**

Hernando/Citrus MPO \* Hillsborough MPO \* Forward Pinellas

Pasco County MPO \* Polk TPO \* Sarasota/Manatee MPO

### **Funded Regional Priority Projects – *Thank you for your support!***

- ❖ Howard Frankland Bridge Replacement
- ❖ Gateway Expressway
- ❖ I-75 Interchange at Overpass Rd
- ❖ I-75 Interchange at Big Bend Road
- ❖ Suncoast Parkway 2 Expansion
- ❖ I-275/SR 60 Tampa Westshore District Interchange
- ❖ Central Avenue Bus Rapid Transit

### **Top Priorities for the Greater Tampa Bay Region**

- ❖ I-275 Express Lanes from I-375 to Gandy Blvd.
- ❖ I-75 Interchange at Gibsonton Dr
- ❖ I-275 improvements north of Downtown Tampa (I-4 to Bearss Ave)
- ❖ Central Polk Parkway Segment 1
- ❖ US 41 from SR 44 to SR 200
- ❖ Desoto Bridge Replacement
- ❖ Bradenton-Palmetto Connector
- ❖ CR 557 from US 17/92 to I-4
- ❖ Regional Rapid Transit in the I-275 Corridor
- ❖ Support HART's exploration and negotiation for use of the CSX right-of-way for passenger transportation

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**SUMMARY**

Partially funded by a grant provided by Forward Pinellas, the City of St. Petersburg developed a Complete Streets Concept Plan for the 18<sup>th</sup> Ave South corridor from 34<sup>th</sup> St. to 16<sup>th</sup> St. The study built upon the work of the 18<sup>th</sup> Avenue South Health Impact Assessment and identified conceptual plans to reallocate the street spaces so that it is shared equitable among all users and transportation modes.

City staff will provide a presentation on the development of the Concept Plan and the final recommendations for the corridor.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item

**7. Gandy PD&E Study**

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**SUMMARY**

The Gandy Boulevard (US-92/SR-600) Project Development and Environment (PD&E) Study (WPI Seg. No 441250-1) project limits are from 4<sup>th</sup> St North in Pinellas County to S Westshore Blvd in Hillsborough County. The PD&E study will evaluate roadway capacity improvements and the addition of bicycle and pedestrian facilities within the study limits. Bridge widening or replacement is also anticipated, and a grade separated overpass at Brighton Bay Boulevard is also being evaluated.

A representative from FDOT will provide an overview of the PDE study, identify next steps for the project and respond to questions from committee members.

**ATTACHMENT(S):** None

**ACTION:** None, Information only

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## **SUMMARY**

Forward Pinellas is conducting an equity assessment of its agency operations and planning activities. The goal is to ensure the Forward Pinellas mission to “provide leadership to align resources and plans that help to achieve a compelling vision for Pinellas County, our individual communities and our region” is both inclusionary and equitable.

As part of this assessment, Forward Pinellas will conduct research, stakeholder engagement, and analysis for the development of a forward-looking strategic plan to enhance equity within Forward Pinellas staff, governance, and committee structure, as well as Forward Pinellas work products. Additionally, the equity assessment will research the systems, policies, and practices that have resulted in inequity, particularly among ethnic minorities, in Pinellas County, and develop a series of actions to ensure that our work as the countywide planning agency is inclusive and results in equitable outcomes for the entire community.

In conjunction with this research, Forward Pinellas will be documenting the agency structure, committee, and board composition. This data will assist in the goal to provide diverse and equitable opportunities as well as a develop a wide range of public partnerships.

Please assist us in this effort by taking a few minutes to complete the demographic survey located at: <https://forms.gle/erPK4vDuGhGNF4Tq6>.

**ATTACHMENT(S):** None

**ACTION:** BPAC members to complete the demographic survey for each representative and alternate as currently appointed to serve on the committee.



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**SUMMARY**

The Bicycle Pedestrian Advisory Committee (BPAC) bylaws govern the purpose, structure, and rules for the committee practices. The original bylaws were adopted March 12, 2014, and subsequently amended in April 2014 and June 2015. Continual review and evolution of the BPAC bylaws is important to ensure compliance with legal requirements; update governing practices to ensure they remain technically sound; as well as to continue to guide and educate the committee and the public.

As a result of this periodic review, Forward Pinellas staff has identified several proposed changes to the bylaws for the committee's consideration. These changes are due to both the work being done to conduct the Forward Pinellas Equity Assessment, as well as efforts to ensure consistency across citizen committees at the agency. The proposed changes would adjust BPAC membership, composition and terms. Forward Pinellas staff will provide an overview of the proposed changes and engage the committee in a dialogue about how the changes may impact the committee as a whole, as well as individual members.

**ATTACHMENT(S):** Proposed Revisions to the Forward Pinellas Bicycle Pedestrian Advisory Committee Bylaws

**ACTION:** As deemed appropriate, based on discussion

**BYLAWS OF THE  
~~PINELLAS COUNTY METROPOLITAN PLANNING  
ORGANIZATION~~ FORWARD PINELLAS BICYCLE AND  
PEDESTRIAN ADVISORY COMMITTEE**

**Adopted:**  
March 12, 2014

**Amended:**  
April 9, 2014

**Amended:**  
June 10, 2015

**Amended:**  
Date

**BYLAWS OF THE  
~~PINELLAS COUNTY METROPOLITAN PLANNING  
ORGANIZATION~~ FORWARD PINELLAS BICYCLE AND  
PEDESTRIAN ADVISORY COMMITTEE**

**SECTION 1: NAME**

The name of this committee shall be the ~~Pinellas County Metropolitan Planning Organization~~ Forward Pinellas Bicycle and Pedestrian Advisory Committee, effective March 12, 2014.

**SECTION 2: PURPOSE**

The Bicycle and Pedestrian Advisory Committee (BPAC) shall serve ~~the Pinellas County Metropolitan Planning Organization (MPO)~~ Forward Pinellas on an advisory basis. In order to assist the BPAC to perform its functions and responsibilities, ~~the MPO~~ Forward Pinellas shall provide appropriate staff support. All official actions of the BPAC must be confirmed by ~~the MPO~~ Forward Pinellas.

The functions and responsibilities of the BPAC shall include, but not be limited to, the following major areas: Bikeways and Pedestrian Planning

- Assist ~~the MPO~~ Forward Pinellas in the development and updating of the ~~Bicycle and Pedestrian Master Plan~~ Active Transportation Plan for Pinellas County.
- Propose policies for the development of bikeway and pedestrian systems.

Plan Review

- Annually review the ~~bicycle and pedestrian plan~~ Active Transportation Plan and proposed amendments.
- Review the countywide Transportation Improvement Program (TIP) for appropriate consideration of bikeway and pedestrian facilities.

Plan Implementation

- Recommend bikeway and pedestrian priorities to ~~the MPO~~ Forward Pinellas in support of the plan for inclusion in State, County, or local capital improvements programs and projects.
- Through ~~the MPO~~ Forward Pinellas, urge County and local jurisdictions to implement design and construction standards for bicycle and pedestrian facilities.

Education

- Identify bicycle and pedestrian concerns and present them to ~~the MPO~~ Forward Pinellas.

- Assist in the promotion of bicycling and walking, enforcement of bicycle and pedestrian rules and regulations, and safety programs.
- Assist in the dissemination of general bicycle and pedestrian information to organizations and citizens throughout the County.

Coordination

- Assist communities in the County with the development of bikeway and pedestrian facilities.
- Provide a forum for the discussion of bikeway and pedestrian concerns and interests.

Bicycle and Pedestrian Safety

- Evaluate existing roadway conditions and designs with the idea of recommending safer bicyclist and pedestrian provisions.
- Promote a safer roadway environment for bicycles and pedestrians.

**SECTION 3: MEMBERSHIP, COMPOSITION, APPOINTMENT, QUALIFICATIONS, AND TERMS**

- A. The BPAC shall be composed of as many as ~~twenty-three (23)~~ twenty-five (25) appointed persons, ~~ten (10) technical members and potentially twelve (12) law enforcement members confirmed by the MPO at regular session~~ twelve (12) technical members and potentially (12) law enforcement members confirmed by Forward Pinellas Board at regular session.

The voting ~~membership will be as follows:~~

1. ~~As many as twenty-three (23) members confirmed by the MPO for their areas:~~ Members will be as follows:

St. Petersburg/Gulfport/South Pasadena/Tierra Verde	<del>3</del> <u>4</u>
Clearwater Area	3
Dunedin Area	<del>4</del> <u>2</u>
Pinellas Park and Mid County	2
Largo Area	2
North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor)	2
At Large	7
Seminole Area	1
Beach Communities	2
<u>Total</u>	<u>25</u>

-

2. ~~As many as eleven (11) technical members recommended by the MPO Board to include a representatives from the Pinellas County Public Works Department; the Pinellas Suncoast Transit Authority (PSTA); the cities of Clearwater, St. Petersburg, and Largo; the Pinellas County School System; the Tampa Bay Area Regional Transportation Authority (TBARTA); Department of Health (DOH) – Pinellas County; Center for Urban Transportation Research (CUTR); and Sunstar Paramedics. "Technical Member" is defined as a person who possesses either academic, practical, or both types of special knowledge related to the profession of traffic engineering, public works, parks operations, or other recognized technical disciplines applicable to the work of the BPAC.~~

2. As many as twelve (12) technical members as recommended by the Forward Pinellas Board. "Technical member is defined as a person who possesses either academic, practical, or both types of special knowledge related to the profession of traffic engineering, public works, parks operations, or other recognized technical disciplines applicable to the work of the BPAC. Technical members may include a diverse section fo the following technical positions:

<u>Pinellas County Public Works Department</u>	
<u>Pinellas Suncoast Transit Authroity (PSTA)</u>	
<u>City of Clearwater</u>	
<u>City of St. Petersburg</u>	
<u>City of Largo</u>	
<u>Pinellas County School System</u>	
<u>Center for Urban Transportation Research (CUTR)</u>	
<u>Suncoast Paramedics</u>	
<u>Other Municipalities and Technical Professoinals</u>	
<u>Total</u>	<u>12</u>

3. One (1) Pinellas County Sheriff's Department representative and one (1) representative from each of the various municipal police departments totaling as many as twelve (12) are invited to serve as voting members of the BPAC.

~~The non-voting technical support membership will be as follows:~~ The FDOT and Pinellas County Parks & Conservation Resources representatives will be considered as non-voting technical support.

4. The Florida Department of Transportation and Pinellas County Parks & Conservation Resources representatives will be considered as non-voting technical support.

B. Anyone interested in serving on the BPAC must complete a Forward Pinellas Advisory Committee Member application and attend at least one BPAC meeting in order to be considered for appointment. Tis includes individuals recommended by Forward Pinellas Board members. Elected officials are not eligible to serve on the Committee. Conserations in the appointment of BPAC members are listed below in order of priority. The overarching goal of the BPAC committee composition is to reflect the demographic and geographic make-up of Pinellas County. Committee members will be evaluated based on the following factors:

- i. Minority representation as reflected in population data for Pinellas County and the Forward Pinellas Board Title VI Plan. An emphasis will be afforded to representation from identified Environmental Justice communities.
- ii. Effect on balance of age and gender of the committee.
- iii. Whether the candidate previously served ont he Committee. Individuals without prior experience on the Committee shall be given preference over those who previously served.
- iv. For at-large positions, considerations shall be given to how the individual would affect the balance of geographic representation on the Committee. The geographical representation of at-large Committee memers should be equitable to the fullest extent possible.

- B. ~~Each voting member shall have an equal vote.~~
- C. If a representative moves out of the area they represent, that representative may serve until the end of the current year, at which time their replacement will be appointed. If the former representative wishes to continue serving on the BPAC, they may serve as an "At Large" representative after appointment by the MPO if one or more of the "At Large" memberships is vacant.
- D. ~~Terms of appointment shall be until member resignation or until membership is withdrawn by the MPO. A member having three or more consecutive absences or five or more absences during a twelve-month period shall require reconfirmation by the MPO or membership shall be terminated. BPAC member attendance will be reviewed on a continuing basis.~~
- D. A member having three or more consecutive absences or four or more absences during twelve-month period shall require reconfirmation by the Forward Pinellas Board or membership shall be terminated. The reconfirmation process may make allowance for absences due to a major health-related condition.

Forward Pinellas shall appoint members of the Committee by favorable action of the Forward Pinellas Board with the recommendation made by either the Board Chairman, a member of the Board, or the Forward Pinellas Director.

The term of appointment for each member shall be four years in duration unless the member resigns or until the membership is withdrawn by the Forward Pinellas Board. Members shall be limited to no more than two consecutive terms. An individual having served two terms may be appointed to another term or terms but must wait at least one year between appointments.

To initiate the term of office procedure, Forward Pinellas will establish a staggered set of terms of 1, 2, 3, and 4 years using membership seniority, with the term of appointment starting January 1, 2022. The maximum 4-year terms will be effective as of January 1, 2022. Existing memberships will be staggered with the most senior members afforded 1 additional year of membership starting January 1, 2022.

Concerning reappointment, that action would take into consideration the member's Committee participation, attendance, and the interest of other individuals in that membership.

#### **SECTION 4: OFFICERS AND DUTIES**

The BPAC shall have two officers, the Chairperson and Vice Chairperson, who shall be voting members.

- A. Officer elections shall take place at the last regularly scheduled meeting of each calendar year. Any member may nominate a voting member to be an officer. Such nominations shall not be made without agreement of the nominee(s) to serve, if elected.
- B. All elections shall be by the majority vote of BPAC members present, except write-in votes may be accepted by ~~MPO~~ Forward Pinellas staff prior to the meeting at which the election will be held. The Chairperson and Vice Chairperson shall hold office until their successors are elected.

- C. The Chairperson shall:
1. Preside at and conduct all meetings.
  2. Approve BPAC correspondence and information releases.
  3. Approve the agenda, with any modifications, prior to any scheduled meeting.
  4. Serve as a liaison between the BPAC and the MPO whenever the need arises.
  5. Cancel or postpone a regular or special meeting if circumstances warrant it and, if necessary, set a new date, time, and place for the meeting.
- D. Chairperson may create subcommittees and task teams and appoint their chairpersons and members.
- E. The Vice Chairperson shall, during the absence or inability of the Chairperson to serve, have and exercise all the duties and powers of the Chairperson. The Vice Chairperson shall also perform such other duties as may be assigned by the Chairperson.
- F. If both the Chairperson and Vice Chairperson are absent from a meeting, a temporary Chairperson shall be provided by majority vote of the members present.
- G. Any vacancy in office created by resignation or replacement of an officer shall be filled by a majority vote of members present at the next regular meeting. The officer so elected shall fill the remainder of the unexpired term of the vacant office.

#### **SECTION 5: MEETINGS**

- A. The business year for the BPAC will run from January through December of each calendar year. The BPAC shall conduct regular monthly meetings at a date, time, and place acceptable to a majority of the membership. Due to certain holidays, summer vacation schedules, and possible schedule conflicts, several meetings during the calendar year will be cancelled. A seven (7) day notice shall be given for any such changes to the regular meeting schedule.
- B. The Chairperson may call emergency or special meetings when deemed necessary. Emergency or special meetings may be called with a minimum of one (1) day notice, indicating the reason for the meeting. The notice for emergency or special meetings may be conducted by means of electronic communication.
- C. ~~MPO~~ [Forward Pinellas](#) staff shall prepare agendas prior to all meetings. Hard copies of the agendas, including the minutes of the previous meeting, should be sent to the members approximately five (5) days prior to any regular meeting. The members will also receive, via e-mail, a link that will allow them to view the agenda, reports, studies, or other Committee notices on the ~~MPO~~ [Forward Pinellas](#) website. Members may place items on the agenda with approval of the Chairperson.
- D. An item requiring action may be brought before the BPAC by any member with the Chairperson's approval, even though it is not on the agenda. The Chairperson shall decide if action is to be taken at that meeting or at a subsequent meeting.
- E. A quorum shall consist of one-third of the appointed voting membership and shall be required for conduct of all official business. A majority of those present shall be necessary to decide an issue before the Committee.
- F. All meetings will be open to the public. Public participation shall be allowed at the discretion of the Chairperson.

## **SECTION 6: MPO CONFLICT OF INTEREST POLICY**

### **A. Conflicts of Interest**

#### **1. Voting Conflicts**

If a member of the BPAC declares a voting conflict pursuant to Section 112.3143, Florida Statutes on a matter before ~~the MPO~~ Forward Pinellas or its advisory committees, that member may no longer participate in that matter before ~~the Pinellas County Metropolitan Planning Organization~~ Forward Pinellas and local government board that has a member of the Pinellas County Metropolitan Planning Organization on it, or any other committee of the Pinellas County Metropolitan Planning Organization. For the purposes of this subsection, the term “participate” means any attempt to influence the decision by oral or written communication, whether made by the member of the ~~MPO~~ Forward Pinellas or its advisory committee or at the member’s direction.

In the event a member has a conflict of interest, they are required to complete Form 8B –Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers and turn it into ~~MPO~~ Forward Pinellas staff for insertion in the minutes of the meeting where said conflict existed, in compliance with Section 112.3143, Florida Statutes.

#### **2. Lobbying Policy**

Lobbying of evaluation committee members, ~~MPO~~ Forward Pinellas staff, or elected officials regarding Requests for Proposals, Requests for Qualifications, bids, or contracts during the pendency of bid protest by the bidder/proposer/ protestor, or any member of the bidder’s/proposer’s/protestor’s staff, an agent of the bidder/proposer/protestor, or any person employed by the legal entity affiliated with or representing an organization that is responding to the Requests for Proposal, Requests for Qualification, bid or contract, or has a pending bid protest is strictly prohibited either upon advertisement or on a date established by ~~the Pinellas County Metropolitan Planning Organization~~ (MPO) Forward Pinellas and shall be prohibited until either an award is final or the protest is finally resolved by the ~~MPO~~ Forward Pinellas Board or Executive Director, provided, however, nothing herein shall prohibit a prospective bidder/proposer from contacting ~~the MPO~~ Forward Pinellas staff to address situations such as clarification and/or questions related to the procurement process. For purposes of this provision, lobbying activities shall include but not be limited to influencing or attempting to influence action or non-action in connection with any Requests for Proposals, Requests for Qualifications, bid or contract through direct or indirect oral or written communication or an attempt to obtain goodwill of persons and/or entities specified in this provision. Such action may cause any Requests for

## **SECTION 7: AMENDMENTS**

These Bylaws may be amended by ~~the MPO~~ Forward Pinellas based on a recommendation and affirmative vote of a majority of the voting members of the BPAC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) days before it is to be voted on. All proposed amendments shall be voted on at regular meetings; however, ~~MPO~~ Forward Pinellas staff may accept write-in votes prior to the meeting.



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**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

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**A. Florida Bicycle Association (FBA)**

Vice Chair Becky Afonso, who is also the FBA Executive Director, will provide an update on FBA activities. Information on the FBA is available at [floridabicycle.org](http://floridabicycle.org).

- Legislative Session
- Bike/Ped Proposals

**B. Friends of the Pinellas Trails (formerly Pinellas Trails, Inc.)**

A representative from Friends of the Pinellas Trail may take this opportunity to provide an update.

**12. Agency Reports**

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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
- Pinellas County Schools
- FDOT District 7
- Pinellas Trail Security Task Force (PTSTF)

The next meeting is scheduled for April 13, 2021

**ATTACHMENT(S):** None

**ACTION:** None required, informational only

**13. Other Business**

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**A. Membership**

There is currently one vacancy on the BPAC membership list for a Pinellas County Health Department representative.

**ATTACHMENT:** BPAC Membership List

**B. Correspondence, Publications, Articles of Interest**

*Advanced Technology is Helping Make the Roads Safer for Drivers – March 2021*

*Dangerous by Design – March 2021*

*New Bill Would Help Americans Buy E-Bikes – StreetsBlog – February 2021*

*Velodyne Lindar Tech Can Improve Pedestrian Safety – March 2021*

*Pinellas Trail Usage Report – February 2021*

*Pinellas County Fatalities Report – March 31, 2021*

**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. Lisa Charest (10/14/20)
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. Vacant
6. Win Dermody (03/12/14)

**Dunedin Area**

7. Vacant

**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. Vacant
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-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 Reid Powers – alternates)
4. City of Clearwater (Lauren Matzke - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)

6. City of Largo (Diane Friel – representative; Taylor Hague - alternate)
7. City of Oldsmar (Tatiana Childress – representative)
8. City of Pinellas Park (Derek Reeves – representative)
9. Pinellas County School System (Joseph Camera- representative, Autumn Westermann-alternate)
10. Pinellas County Health Department (Vacant – representative)
11. Friends of the Pinellas Trails (Scott Daniels – representative)
12. CUTR (Julie Bond - 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.

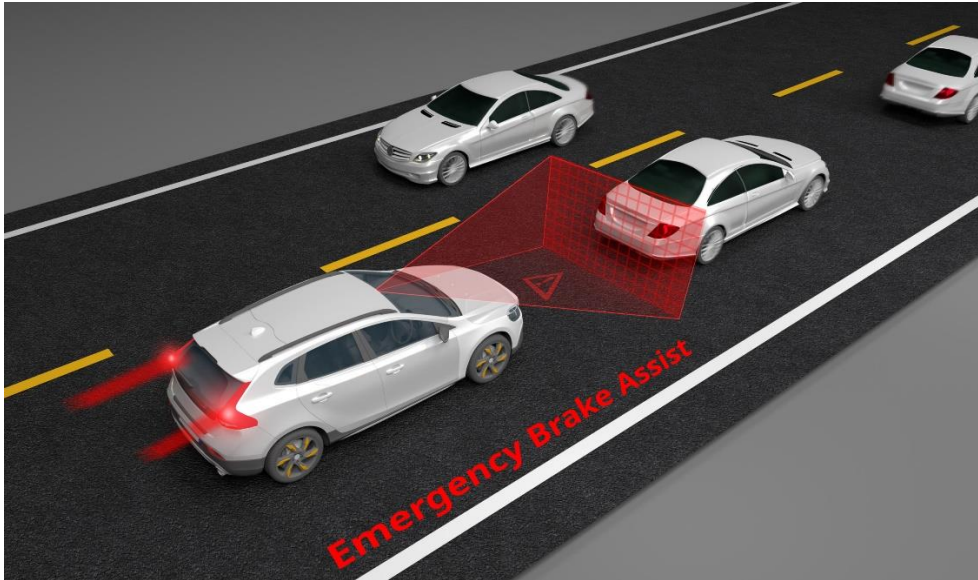
**Non-Voting Technical Support**

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

\*Dates signify appointment

## Advanced technology is helping make the roads safer for drivers

Being safe while driving on the road is everyone's goal. Thanks to technological advancements, you can eliminate your risk of being involved in car accidents, unlike before, when you need full attention and focus when driving because you only have yourself and your car to keep yourself safe.



Nowadays, many car features can help you be safe while on the road. Some technological innovations even help you to improve your driving skills. All of these are essential to staying safe while driving.

Technology is constantly changing every industry, and here are some ways it's helping drivers to be safe:

### 1. Identifies and Helps Avoid Distractions

One of the reasons behind car accidents is that the driver was distracted. It's a reality that puts people's lives at risk and damages properties. You're lucky if you have insurance to help you pay your medical bills or salvage your car. On the other hand, if you're involved in an accident and don't have enough insurance, you may need to file an SR-22 form. You can acquire this type of insurance through [www.sr22savings.com](http://www.sr22savings.com).

Technology can keep you away from these distractions. You can use your smartphones to download an application that identifies if you're driving. This mobile app will block all social networking updates, texts, and emails. It'll also block you from posting on social media or sending messages when it identifies that you're driving.

This will help you focus on driving and not be distracted using your mobile phone. Moreover, the app will even notify the person emailing or texting you that you're driving at the moment. This way, you only get to reach that person after you're off the road.

Another common distraction for drivers is becoming sleepy while driving. With monitoring software, it'll identify if you're driving rashly or you're sleepy. This technology will use gesture control, eye movement, and facial recognition to identify your drowsiness and distraction levels.

With these kinds of software, you'll be notified and reminded that you're being distracted. Now, isn't that helpful?

## 2. Prevents Accidents While in Reverse

Cameras are not only for capturing memories, but they're now a requirement in the US such that all new models of automobiles should have backup cameras. These cameras provide assurance and safety of pedestrians and drivers as it detects if an object is too close behind you. These are the following benefits of backup cameras for drivers:

- **Sightline When Reversing:** Although backover can injure or cause accidents to other people, the driver will not be safe against criminal laws. To avoid being criminally charged because of backover, you can use backup cameras to view what is behind your car when you're on the reverse. Not only are you safe from incurring criminal liabilities, but it also prevents you from endangering other people or animals.
- **Eliminate the Blind Zone:** Also, by using a backup camera, you can nearly reduce the blind zone. You can see in a wider-angle and taller view of what's behind you compared with using rearview mirrors.
- **Help In Parallel Parking:** Even professional drivers can sometimes get bruises or bumps when parallel parking. With backup cameras, you can make all the right moves when parking in a tricky area. This includes parking in crowded places like shopping malls or where there are small parking spots. Using the backup camera will help you protect yourself and other people around you.

## 3. Prevents Collision With Automatic Emergency Braking

You know that braking earlier can make a big difference, but sometimes you realize it late. When you miss hitting your brake, you may end up colliding with other vehicles or pedestrians. Nowadays, almost [all vehicles have an automatic emergency braking \(AEB\) system](#).

This allows you to avoid collisions. When your car is nearing collision, an active safety system known as the AEB will hit your brake. Without you touching the pedal, AEB will automatically step in. This also works when you're hitting your brake, but it lacks force.

What is even great about AEB is that it can sense cyclists, pedestrians, and vehicles, reducing the chances of crashes.

There are many ways AEB work, such as the following:

- Some automobiles use radar sensors placed within the air vents, bumper, or front grille.
- Some use installed cameras inside the windshield behind the rearview mirror.



- Other cars use both.
- Use sensor data to calculate potential collisions for whatever detection method your car has.

#### **4. Measures Driver Performance**

Measuring a driver's performance is essential to keep you safe as well. You can do this through the use of modern telematics systems as it identifies your driving behavior.

When installed, it'll gather data about your driving behavior. You can see this on a dashboard report of the system. Thus, you can easily monitor if you need to improve your driving skills to keep you safe when driving.

This technology can detect your seat belt usage, backing up, harsh braking, speeding, and more. Nowadays, updates have been done, such as real-time intervention. Before, you may only have to view your data after it was collected or when you stopped driving. Now, you can assign someone else to monitor in real-time and tell you if you're not driving safely.

By doing this, you can be notified of your risky driving behavior before causing an accident. Some even have real-time coaching which will send you voice notifications on what you should do. As a result, you can actively correct your driving behavior to improve your safety while on the road.

#### **Conclusion**

With all of these technologies, you can become a better driver. Instead of causing accidents while driving, you may prevent them when you properly use these technologies.

Whether you aim to improve your driving behavior or prevent collisions in real-time, technology is there to assist you. Knowing all of these will help you [choose cars with the latest features](#). It may come with a price, but it'll all be worth it as it can save your life and that of other people.

# Dangerous By Design 2021

**Our current approach to addressing the rising number of people struck and killed while walking has been a total failure. It needs to be reconsidered or dropped altogether.**

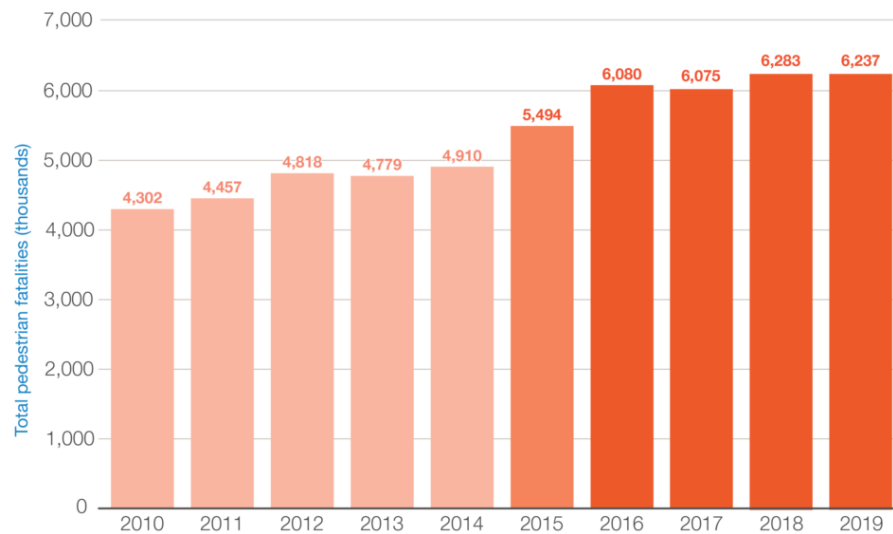
The number of people struck and killed by drivers nationwide while walking increased by an astonishing **45 percent** over the last decade (2010-2019).

The four most recent years on record (2016-2019) are the most deadly years for pedestrian deaths since 1990. During this ten-year period, **53,435 people were hit and killed by drivers.**

In 2019, the **6,237** people killed is the equivalent of more than **17 people dying per day.**

## **45% increase in people struck and killed while walking**

The last four years were the most deadly in three decades



If these statements feel familiar, it's because they are, painfully so. It has been more than a decade since the first edition of *Dangerous by Design*, and this problem has only gotten worse. *Dangerous by Design 2021* takes a closer look at this alarming epidemic.

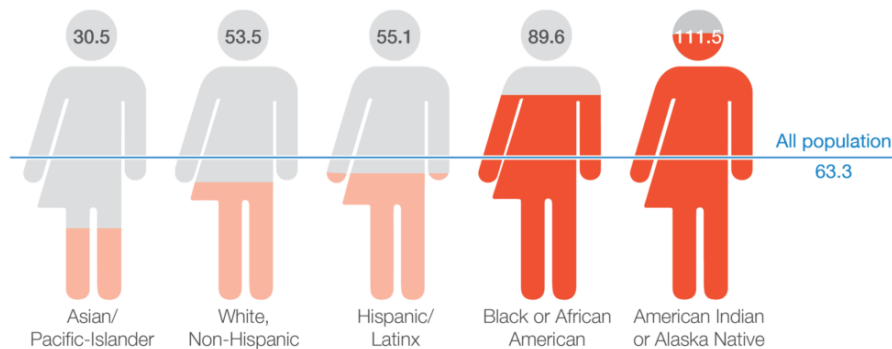
## The risk is not evenly distributed

**Older adults, people of color, and people walking in low-income communities are disproportionately represented in fatal crashes involving people walking—even after controlling for differences in population size and walking rates.**

Although people of all ages, races, ethnicities, and income levels suffer the consequences of dangerous street design, some neighborhoods and groups of people bear a larger share of the burden than others, which may contribute to the indifference of many policymakers to this astonishing increase. From 2010-2019, Black people were struck and killed by drivers at a 82 percent higher rate than White, non-Hispanic Americans. For American Indian and Alaska Native people, that disparity climbs to 221 percent.

### The burden is not shared equally

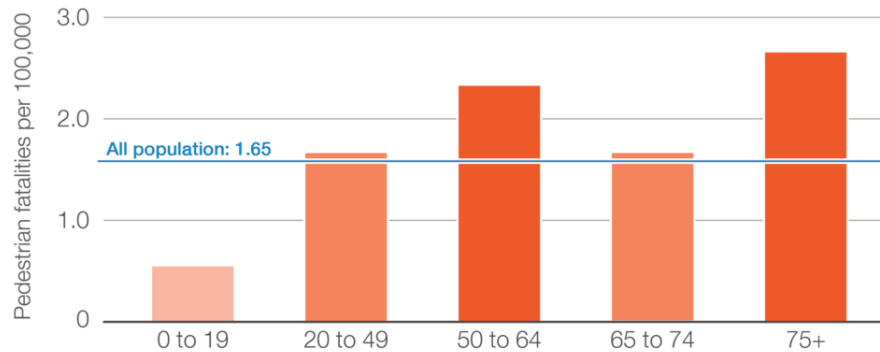
Relative pedestrian danger by race and ethnicity  
(2010-2019)



People age 50 and up, and especially people age 75 and older, are overrepresented in these deaths. These age groups are more likely to experience challenges seeing, hearing, or moving, and if these trends are any indication, we are not devoting nearly enough attention to the unique needs of older adults when we design our streets.

## Older adults are disproportionately killed

Pedestrian fatalities per 100,000 people by age



**People walking in lower-income neighborhoods are also killed far more often. The lower a metro area's median household income, the more dangerous its streets are likely to be for people walking.**

The fatality rate in the lowest income neighborhoods was nearly twice that of middle income census tracts (in median household income) and almost three times that of higher-income neighborhoods. This is unsurprising, given that low-income communities are significantly less likely than higher-income communities to have sidewalks, marked crosswalks, and street design to support safer, slower speeds.

Protecting the safety of all people who use the street, especially those most vulnerable to being struck and killed, needs to be a higher priority for policymakers, and this priority must be reflected in the decisions we make about how to fund, design, operate, maintain, and measure the success of our roads.

**People walking in lower-income areas are struck and killed at much higher rates.** People walking in wealthier neighborhoods are killed at far lower rates



To reverse these trends and save lives, we need to protect all users of the transportation system through our policies, programs, and funding, **while prioritizing the safety of those who are most at risk.**

## Why is this happening?

In a word, because state and local transportation agencies place a higher value on **speed** (and avoiding delay) than they do on **safety**. It's simply not possible to prioritize both. When faced with decisions that would elevate and prioritize safety for people walking but increase delay for vehicles, the decision-makers' true priorities are laid bare.

Many states and localities have spent the last ten years focusing on enforcement, running ineffectual education campaigns, or blaming the victims of these crashes, **while ignoring or actively distracting people from the role of roadway design in these deaths.** States and localities must stop deploying the same playbook and expecting this trend to change—they need a fundamentally different approach to the problem. They need to acknowledge that their approach to building and operating streets and roads contributes to these deaths.

## Where are the most dangerous places?

Dangerous by Design ranks states and metropolitan areas around the country using our “Pedestrian Danger Index”, or PDI, which measures how deadly it is for people to walk based on the number of people struck and killed by

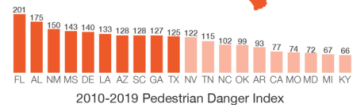
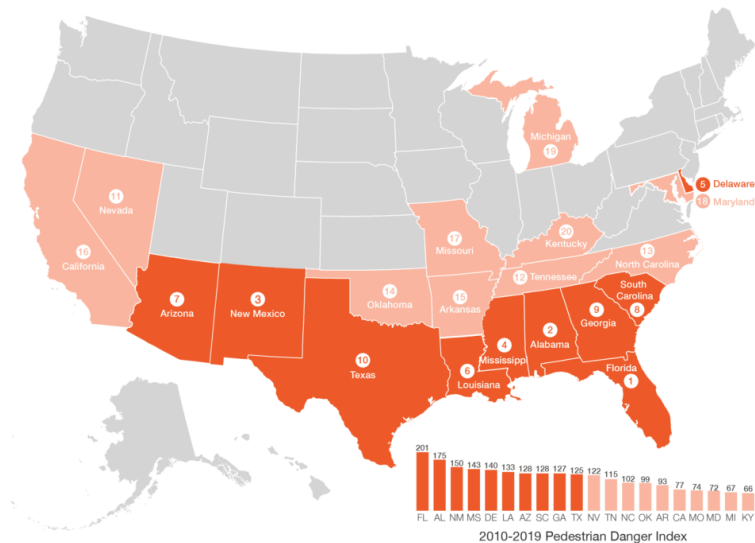
drivers while walking, controlling for the number of people and the share of people who walk to work as a proxy for overall walking in an area. This report includes deaths that occurred between 2010 and 2019 from the Fatality Analysis Reporting System (FARS), a national database of all fatal traffic crashes. *See the state/metro rankings tabs for the full dataset of all metros and states.*

**THE TOP 20**  
Most dangerous metropolitan areas for pedestrians (2010-2019)

● Top 1-10 ● Top 11-20



**THE TOP 20**  
Most dangerous states for pedestrians (2010-2019)



## What can and should be done

Our federal government needs to take the lead on prioritizing safer streets. Federal dollars and policies helped create these unsafe streets in the first place. And federal funds, policies, and guidance have a significant role to play in fixing these streets and in designing the streets we'll build tomorrow. *Click the TAKE ACTION tab above for more specific actions, including a way to send a message to your representatives about the [Complete Streets Act](#).*

We call on Congress to adopt the **Complete Streets Act of 2021** that requires state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to consistently plan for all people who use the street, including the most vulnerable users.

We call on **state DOTs and MPOs to put people first and give their organizations the tools and training they need** to create transportation networks that serve all users.

We call on the over 1,500 communities that have adopted a Complete Streets policy to **turn their vision into practice and implementation.**

And we call on you to **demand safer streets** from the elected officials in your communities.

*Dangerous by Design 2021 was made possible by the support of NelsonNygaard Consulting Associates and the Centers for Disease Control and Prevention under cooperative agreement OT18-1802 supporting the Active People, Healthy Nation<sup>SM</sup> Initiative.*

## New Bill Would Help Americans Buy E-Bikes

- By [Kea Wilson](#)
- [Feb 11, 2021](#)

E-bike batteries are often a lot more subtle than this – and if a new bill passes, electric cycles of all kinds could be ubiquitous on U.S. roads soon.

As President Biden gears up to give electric car buyers a federally subsidized discount, advocates are urging Congress not to forget the *other* electric vehicle that can do far more to save the planet: the humble electric bicycle.

Congressional Bike Caucus Chairman Earl Blumenauer (D-Ore.) and Rep. Jimmy Panetta (D-Calif.) are [pushing](#) the Electric Bicycle Incentive Kickstart for the Environment (E-BIKE) Act, which would offer Americans of all income levels a refundable 30-percent tax credit for purchasing a pedal-assist bicycle. Notably, the credit would be renewable every three years, and married people who wanted to each buy their own e-bike would both be able to take advantage of the program.

The bill was applauded by advocates who think electrification is essential to increasing the popularity of biking, especially among people of varying fitness levels, physical abilities and ages. Surveys of e-bike converts suggest that people who choose pedal-assist ride [more often](#) and for [longer distances](#) than they did when they rode acoustic bikes; 28 percent of them give up car ownership altogether, and those that don't trade four wheels for two still replace an average of [46 percent of their car commutes and 30 percent of their driving errands](#) with e-bike rides.

“Electric bicycles open up the activity of bicycling to so many more people,” said Noa Banayan of People for Bikes, which helped write the bill. “You’re out in the weather for less time, it makes hills easier, and if you have a cargo e-bike, it makes going to the grocery store or getting your kids to school by bike a whole lot easier. That boost can do so much to break down the barriers to get people where they need to go.”

Aside from expanding the mobility of individual Americans, advocates say there are good environmental reasons why the Biden administration should make e-bikes a priority in the next infrastructure bill when the FAST Act expires in September. The president promised to provide rebates to electric car buyers [on the campaign trail](#), but made no mention of a similar program for e-cyclists.

Some found that omission troubling, because e-bikes are undoubtedly a greener choice than e-cars — and especially for the [46 percent](#) of vehicle trips under three miles that Americans currently take by automobile, they *should* be a no-brainer. (Or at least they *would* be in a kinder world where e-cyclists didn't have to fear traffic violence, state and vigilante violence against BIPOC riders, and other barriers to riding.) Even at a relatively hefty average weight of [35 to 70 pounds](#) (plus more for cargo bikes,) the e-bike is still a marvel of efficiency that requires less combined kinetic and electric energy to travel one kilometer than it takes a human being to



walk the same distance on his or her own power — and they need only a tiny fraction of what it takes to propel even the cleanest 2,000-pound car that far.

[One study](#) found that if every American replaced even just 15 percent of her vehicle miles travelled with an e-bike trip, it could reduce U.S. emissions by as much as 12 percent.

Of course, proponents of the E-BIKE Act recognize that this bill alone won't be enough to actually hit that milestone, because major challenges remain in the realm of road infrastructure, bike storage, charging, policy, and beyond. But making [surprisingly expensive](#) e-bikes a little cheaper is the kind of low-hanging fruit that lawmakers can help with right now, while the public appetite is high for subsidizing green vehicle purchases.

“We were working within the confines of US tax code on this bill,” Banayan explained. “That certainly doesn't mean this will be the only tax benefit we'll put forward — or the only tool we'll use to get more e-bikes on the road.”

And those tools extend beyond lawmaking, too.

“I just got off the phone with someone from the bike industry to talk about different financing instruments for e-bikes that folks in that space could support to make this technology more accessible, even outside of the bill itself,” Banayan adds.

The federal government and the vast majority of U.S. states offer some form of incentive for buying, parking, or charging an EV — but only California offers a state-funded *e-bike* rebate. View an interactive version of this map at [EV Compare](#)

That wide-ranging approach might help address one of the most common critiques of vehicle rebate programs, which is that they primarily benefit the rich. Conservative groups like the American Enterprise Institute have pointed out that households with annual incomes over \$100,000 have constituted the [vast majority](#) of the beneficiaries of electric and hybrid vehicle subsidies, though some researchers say that's a pretty good argument to just [restructure those programs so they're actually accessible to more people](#).

Even an expensive e-bike, of course, can usually be bought for a whole lot less than the down payment alone on a typical electric car; low-end models run as little as \$400, or \$280 after the proposed credit. Still, the authors of the bill have taken proactive steps to make sure that it benefits a maximum number of low and no-income Americans.

“Equity was in mind from the start of this bill,” said Banayan. “That's why we made sure that this is a refundable tax credit, so even if you don't have income to report on our taxes, you can still participate. And we also made sure to include a mandatory IRS report in the bill, so that after after two years, we'll have a breakdown of who took advantage of the tax credit by tax bracket.”

But the first step is to get the bill passed — and get more butts on bike seats.

“It's money back in your pocket for riding a bike. It's as simple as that,” Banayan emphasized. “Electric bicycles aren't a silver bullet to fight the worst effects of climate change. But if we're going to talk about incentives for electric vehicles, we have to talk about bikes, too.”

## Velodyne Lidar demonstrates how advanced lidar technology can improve pedestrian safety

While overall driving was down 13 percent in miles driven last year due to the COVID-19 pandemic, motor vehicle deaths were up 8 percent in the United States, reported the National Safety Council. Velodyne Lidar, Inc. today showed how with lidar technology, Pedestrian Automated Emergency Braking (PAEB) systems can be significantly improved, with the potential to save thousands of lives annually

March 18, 2021

[Facebook](#)[Twitter](#)[LinkedIn](#)[Share via Email](#)[Print](#)

While overall driving was down 13 percent in miles driven last year due to the COVID-19 pandemic, motor vehicle deaths were up 8 percent in the United States, reported the [National Safety Council](#). [Velodyne Lidar, Inc.](#) today showed how with lidar technology, Pedestrian Automated Emergency Braking (PAEB) systems can be significantly improved, with the potential to save thousands of lives annually.

Velodyne released a new video that showcases how its affordable lidar-based PAEB solution delivers superior performance in all conditions, a decisive advantage over radar+camera-based systems. This is especially critical at night with the [National Highway Traffic Safety Administration](#) (NHTSA) reporting 80 percent of pedestrian fatalities occur during dark lighting conditions.

The Velodyne video presents striking test results where a highly-rated PAEB system using radar+camera-based technology failed in all six nighttime scenarios while the Velodyne PAEB solution avoided a crash in every situation. These results support independent testing by NHTSA and the American Automobile Association (AAA) to confirm whether PAEB systems which use radar+camera-based technology adequately protect pedestrians in dark conditions.

The Velodyne PAEB solution combines proprietary software, called Vella, with Velodyne's lidar sensors. The sensors can be easily embedded in a variety of places around a vehicle, including behind the windshield. Vella software interprets lidar data to avoid and mitigate crashes with moving and static objects. Through predictive collision monitoring, Vella compares a vehicle's trajectory with other road users and objects to identify and avoid imminent crash scenarios.

Velodyne is sharing the company's PAEB test methodology and findings with NHTSA and other auto safety leaders. NHTSA has a pending proposal to update its New Car Assessment Program (NCAP), adding advanced driver assistance

system (ADAS) capabilities, including PAEB, to the NCAP. Velodyne is very supportive of NHTSA's NCAP plan to keep pace with evolving safety technologies and providing much-needed information to consumers, and looks forward to NHTSA leadership completing the review of this measure and moving ahead with its request for comment.

“Our PAEB testing initiative clearly demonstrates the imperative for regulatory agencies and testing organizations to include nighttime conditions in their PAEB assessment protocols,” said Anand Gopalan, CEO, Velodyne Lidar.

“Everyone, particularly automakers and drivers will expect that ADAS, such as PAEB, perform effectively in a wide variety of lighting situations, particularly at night when the most pedestrian fatalities occur. We believe Velodyne's lidar data and Vella processing software have shown to be effective and ready for implementation, with the potential to save the lives of thousands of pedestrians annually.”

## **Velodyne PAEB Testing Methodology**

The Velodyne PAEB tests were conducted at nighttime, without streetlights, at less than 1 lux ambient lighting in an independent testing facility. The two vehicles in the test were driving at 30 mph on a straight track. The test vehicles each had their low beam headlights on during the trials. Stationary child and adult pedestrian dummy targets were used, compatible with testing protocols prescribed by Insurance Institute for Highway Safety (IIHS) and Euro NCAP.

Six scenarios were evaluated with both vehicles tested in each scenario five times or until the vehicle collided with the target three times, to minimize damage to the targets and vehicles. The scenarios in which vehicles were evaluated were crossing adult at 50 percent overlap (at the center of the test vehicle's width); crossing adult at 25 percent overlap; crossing child at 50 percent overlap; crossing child at 25 percent, adult at 75 percent, 10 feet behind child; crossing adult at driver-side corner and fallen adult at 50 percent overlap.

The vehicle with Velodyne's lidar-based PAEB system, equipped with one Velarray lidar sensor, successfully stopped in time to avoid a crash five out of five times for every scenario tested. The vehicle equipped with a PAEB systems using radar+camera-based technology failed in every scenario tested.

Additional details on the Velodyne PAEB testing can be found in a white paper, called “[Improving Pedestrian Automatic Emergency Braking \(PAEB\) in Dark, Nighttime Conditions.](#)”

# Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:  
February 1<sup>st</sup> – 28<sup>th</sup> (28 days)

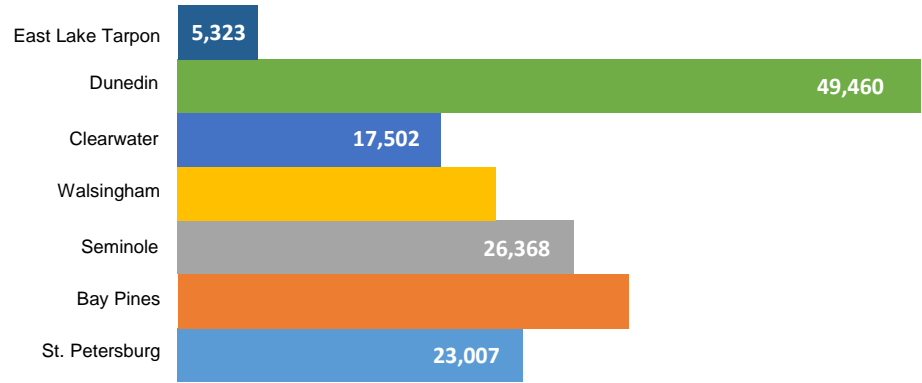
## February 2021

28-Day Count Total: **172,863\***  
Daily Average Users: **6,174**

### Highest Daily Totals:

- #1 – Sunday, March 21<sup>st</sup> (Dunedin – 3,113)
- #2 – Saturday, March 27<sup>th</sup> (Bay Pines – 1,670)
- #3 – Saturday, March 20<sup>th</sup> (St. Petersburg – 1,526)

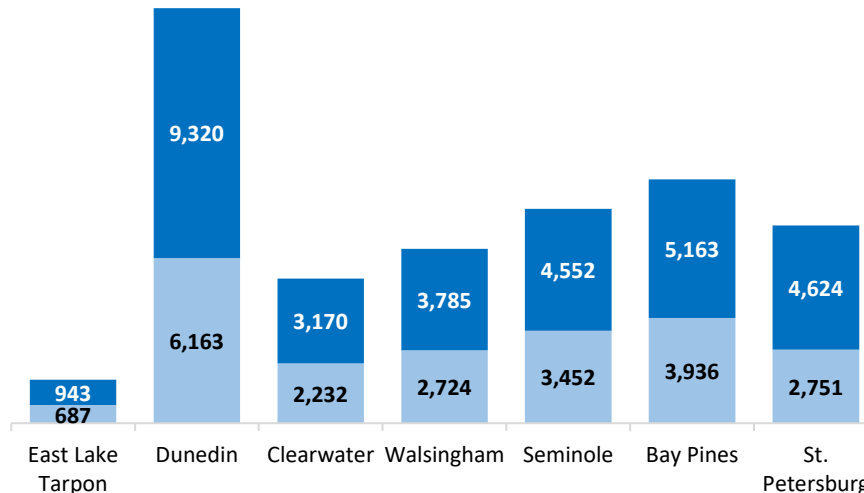
## February Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Pedestrian	Bicyclist
East Lake Tarpon:	26%	74%
Palm Harbor*:	-	-
Dunedin:	30%	70%
Clearwater:	25%	75%
Walsingham:	25%	75%
Seminole:	34%	66%
Bay Pines:	28%	72%
St. Petersburg:	31%	69%

Source: Forward Pinellas February 2021  
National Weather Service: [February 2021](#)

\*Technical issues with the Palm Harbor counter in February 2021.



# Pinellas Trail User Count Data Summary

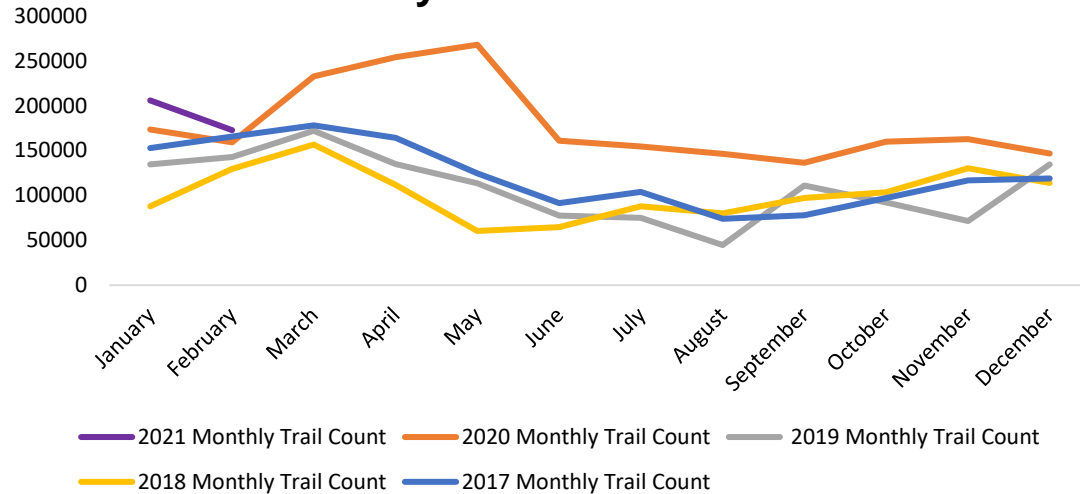
Automated Trail Counter Data Collection  
 Period: January – February, 2021 Data\*



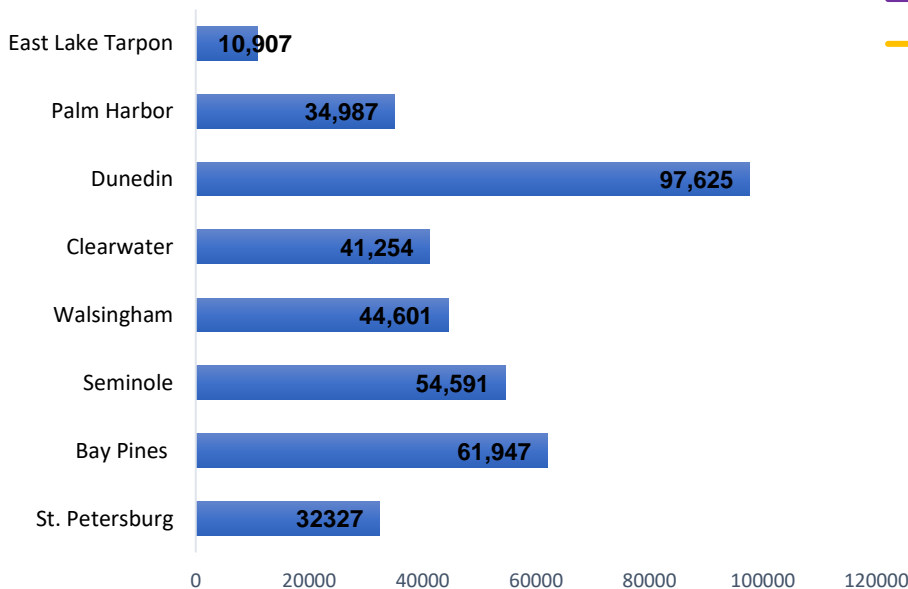
**Jan-Feb 2021 Total Count:  
 378,579**

\*Technical issues with the Palm Harbor counter in February 2021

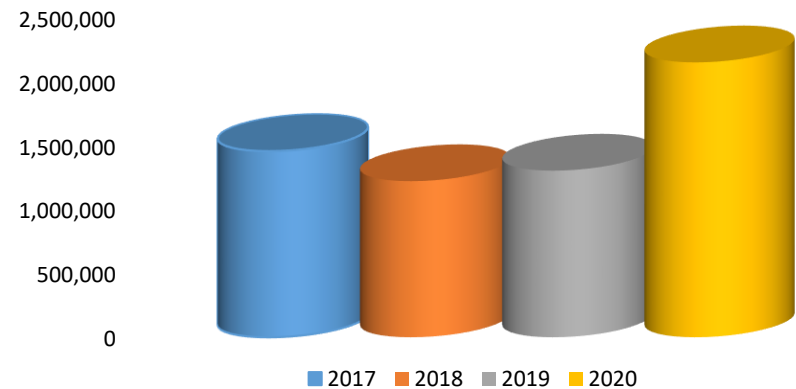
## Monthly Trail Counts 2017 - 2021



## Year to Date Data Per Location

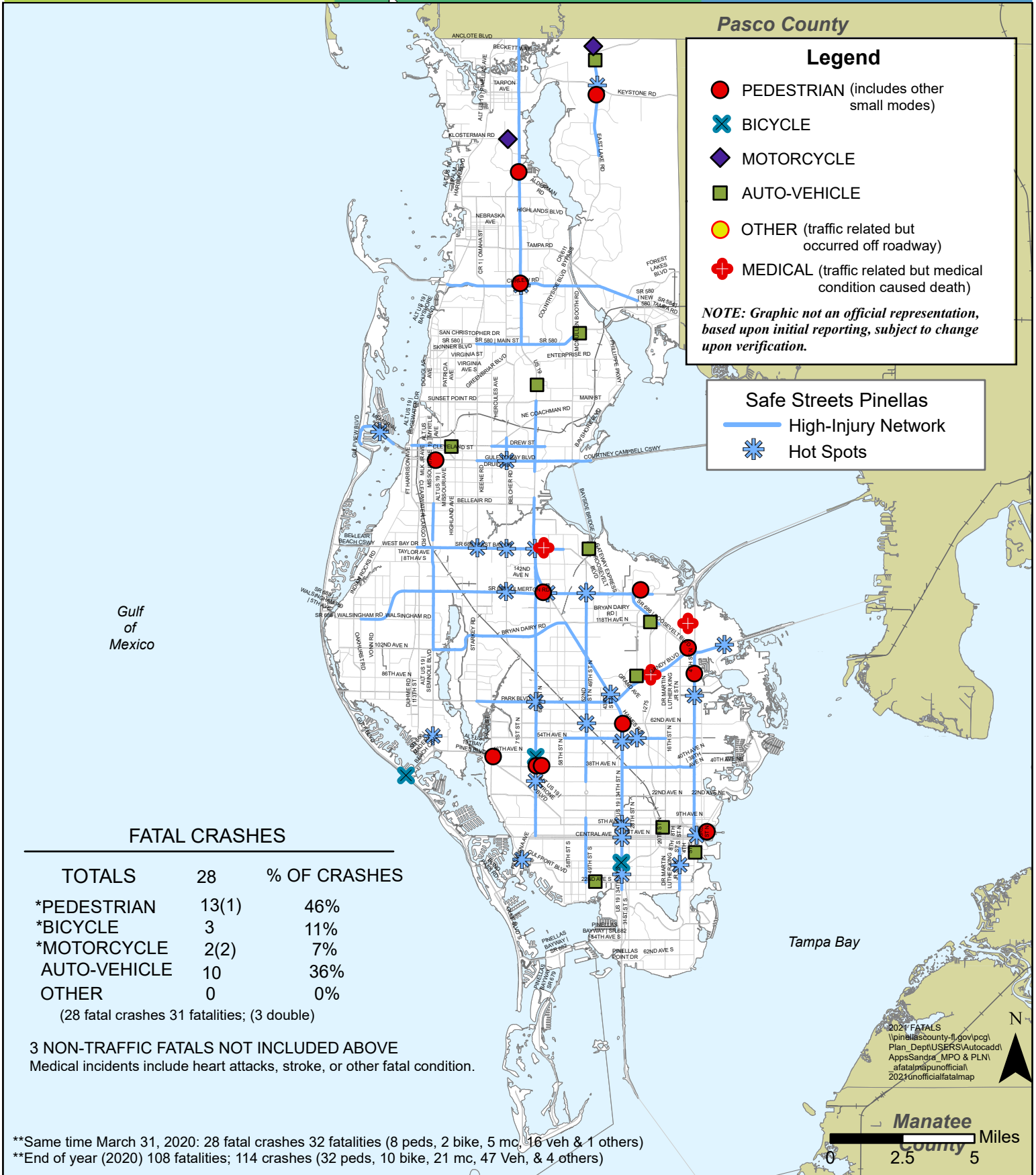


## Pinellas Trail Use 2017 – 2020



\*2010 – 2016 Survey Data & 2017-2021 Counter Data. Technical issues with several counters in 2019 resulting in several missing days of data during 2019.





\*\*Same time March 31, 2020: 28 fatal crashes 32 fatalities (8 peds, 2 bike, 5 mc, 16 veh & 1 others)  
\*\*End of year (2020) 108 fatalities; 114 crashes (32 peds, 10 bike, 21 mc, 47 Veh, & 4 others)

