

# Join the PTSTF Zoom Meeting

Forward Pinellas is inviting you to a scheduled Zoom meeting.

Topic: Pinellas Trail Security Task Force

Time: Apr 13, 2021 09:00 AM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/85650413444?pwd=Rmt3cjQrUVVFU0RiNFU4SWx3R0pkZz09>

**Meeting ID: 856 5041 3444**

**Passcode: 789402**

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+1-312-626- 6799,,85650413444#,,,,\*789402# US (Chicago)

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

**April 13, 2021 - 9:00 a.m.**

***VIRTUAL ZOOM MEETING***

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

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1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – January 12, 2021**
3. **SAFE STREETS PINELLAS ACTION PLAN**
4. **MICRO-MOBILITY IN PINELLAS COUNTY: E-BIKES AND E-SCOOTERS  
REGULATION AND ENFORCEMENT**
5. **QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER**
6. **LAW ENFORCEMENT AND AGENCY REPORTS**
  - Sheriff's Office
  - Belleair
  - Clearwater
  - Gulfport
  - Largo
  - St. Petersburg
  - Tarpon Springs
  - Animal Services
  - Public Safety Services
  - Pinellas County Risk Management
  - Volunteer Patrol Programs and Updates
7. **REPORT ON TRAIL USER COUNT DATA**
8. **REPORT ON TRAIL CONSTRUCTION ACTIVITY**
9. **REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES**
10. **OTHER BUSINESS**
11. **ADJOURNMENT**

- **NOTICE TO LAW ENFORCEMENT REPRESENTATIVES - IF YOU ARE UNABLE TO ATTEND THE MEETING, PLEASE E-MAIL YOUR INCIDENT/OFFENSE REPORT TO ANGELA RYAN, [aryan@forwardpinellas.org](mailto:aryan@forwardpinellas.org)**

***IF YOU WOULD PREFER, YOU CAN FAX THE REPORT TO THE PINELLAS COUNTY MPO at (727) 464-8212.***

***THANK YOU.***

**NEXT PTSTF MEETING – JULY 13, 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.

**Pinellas Trail Security Task Force – April 13, 2021**

**2. Approval of Minutes – January 12, 2021**



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**SUMMARY**

The summary minutes of the January 12, 2021 Pinellas Trail Security Task Force meeting are attached.

**ATTACHMENTS:** Pinellas Trail Security Task Force Summary Minutes – January 12, 2021

**ACTION:** Approval of the January Meeting Summary

**PINELLAS TRAIL SECURITY TASK FORCE**  
**MEETING Summary**  
**JANUARY 12, 2021**

The following is a summary of the January 12, 2021 Forward Pinellas - Pinellas Trail Security Task Force meeting, which was held virtually, via Zoom platform. The Security Task Force meets at least quarterly during the year.

**IN ATTENDANCE**

Officer Ron Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coord.
Officer Zack Cissell	St. Petersburg Police Department
Officer Jose Medina	Clearwater Police Department
Officer V. Tran	Largo Police Department
Deputy Terrance Fallahee	Pinellas County Sheriff's Office
Chief Ranger Carol Gray	Pinellas County Parks and Conservation Resources
Caroline Lanford	Pinellas County Planning
James Abaka	Pinellas County Risk Management
Dave Mangicaro	Pinellas County Risk Management
Joan Rice	Pinellas County Public Works Traffic Division
Lucas Cruse	City of St. Petersburg Bicycle Pedestrian Coordinator
Bill Romanski	Pinellas Trail Auxiliary Ranger
Phyllis Romanski	Pinellas Trail Auxiliary Ranger
Stuart Schwartzreich	Pinellas Trail Auxiliary Ranger
Ronnie Nuzzolo	Forward Pinellas Staff
Chelsea Favero	Forward Pinellas Staff
Robert Feigel	Forward Pinellas Staff
Angela Ryan	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

**1. CALL TO ORDER AND INTRODUCTIONS**

Chairman Ronald Wolfson, St. Petersburg Police Officer, called the meeting to order at 9:00 a.m. Ms. Angela Ryan reviewed the Zoom meeting guidelines and the attendees were announced by Ms. Maria Kelly, there were 19 attendees.

**2. APPROVAL OF MEETING SUMMARY – October 13, 2020**

The summary from the October 13, 2020 meeting was approved with one correction, item 6F, the corrected spelling of the Chairs last name, Wolfson.

**3. PRESENTATION: TRENDS AND CONDITIONS REPORT**

Robert Feigel, Forward Pinellas staff, shared a Powerpoint presentation with the committee regarding an update to the Countywide Trends and Conditions Report. The Trends and Conditions Report provides an annual snapshot of the county's transportation system, including roads, trails, sidewalks, bike lanes, and transit services. In addition, the report provides data on economic and land use activity, waterborne transportation and emerging technologies. The report provides multifaceted purpose and serves as a tool to evaluate progress toward achieving the objectives of the Long-Range Transportation Plan; identify

improvements to address safety concerns and congestion problems; inform transportation safety studies and transportation project design; and target law enforcement activities related to safety. Questions were taken and appropriately answered.

#### **4. FORWARD PINELLAS EQUITY ASSESSMENT**

Ms. Angela Ryan, Forward Pinellas staff, shared a presentation with the committee on scope of work Forward Pinellas staff is conducting on an equity assessment of the agency's operations and planning activities. The goal is to ensure that Forward Pinellas is *providing leadership to align resources and plans that help to achieve a compelling vision for Pinellas County, our individual communities and our region, which is both inclusionary and equitable*. The equity assessment will research the systems, policies and practices that have resulted in inequity, particularly among ethnic minorities in Pinellas County and develop as series of actions to ensure that our work as a countywide planning agency is inclusive and results in equitable outcomes. This is expected to include the development of both programmatic and structural changes to include near-term, mid-term and long-term actions. Questions were taken and appropriately answered.

#### **5. QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER**

Chief Ranger Carol Gray, Parks and Conservation Resources (PCR), reported there are still incidences with graffiti since the last report. The Trail Rangers are working to stay on top of concerns utilizing reports provided to the graffiti hotline and the St. Petersburg PD. Chief Gray stated there is an increase in transient activity on the Trail, which is being monitored and addressed. In the last quarter, the bike patrols by the Pinellas County Sheriff's Office and the St. Petersburg PD have seemed to increase and Ranger Gray expressed her gratitude for the support and presence on the Trail. Chief Gray explained the several issues Rangers have responded to include the following: On October 27<sup>th</sup>, St. Petersburg police were contacted in reference to alcohol on the trail and a potentially intoxicated subject. They responded and assisted with the incident. Pets off leash warnings were given out recently with continued observation to keep it in check. On November 3<sup>rd</sup>, a female biker complained of dizziness, but refused EMS. The male accompanying her went to the Tyrone Mall to call a family friend for assistance. Illegal dumping was reported at Keystone and Tarpon. On December 17 & 18, a subject was camping under the 38<sup>th</sup> Avenue overpass. There was an apparent language barrier, but the subject finally understood and was given information for assistance. On December 19<sup>th</sup>, an elderly female was feeling ill on the Trail and Dunedin Fire and Rescue responded and Sunstar transported. On December 21<sup>st</sup>, a female feeling ill at Blossom Lake Park in Seminole. Although not clear on the report, an assumption of Seminole Fire and Rescue responding with Sunstar transporting to Bardmoor Emergency Center and more illegal dumping at East Live Oak Street and Tarpon Glenn. On December 29<sup>th</sup>, a bike and vehicle accident on the Coast to Coast section on Keystone Road. A female subject was injured, with East Lake Fire and Rescue, Pinellas County Sheriff and Florida Highway and Patrol all responding. On January 6<sup>th</sup> a motorbike was observed just west of the 34<sup>th</sup> Street

overpass, traveling approximately 45 mph. St. Petersburg Police were contacted. The Trail Rangers will continue to monitor for a repeat offense.

## **6. LAW ENFORCEMENT AND AGENCY REPORTS**

### **A. Sheriff's Office**

Deputy Fallahee reported in the last quarter, the Sheriff's department had 60 incidents, but nothing of significance to the Trail.

### **B. Belleair**

No one attended from the Town of Belleair.

### **C. Clearwater**

Officer Jose Medina from the City of Clearwater Police Department reported no significant incidences related to the Trail.

### **D. Gulfport**

Ms. Ryan stated Forward Pinellas received a report from Gulfport showing no incidences related to the Trail.

### **E. Largo**

Officer V. Tran of the Largo PD reported on November 18, 2020 officers responded to a welfare check on the Trail located by West Bay Drive, where the subject committed a battery on law enforcement resulting in arrest of the subject.

### **F. St. Petersburg**

Officer Zack Cissell from the St. Petersburg Police Department reported 11 calls that originated near or around the Trail. One report of battery, but the rest of the reports were officer initiated.

### **G. Tarpon Springs**

No one attended from Tarpon Springs.

### **H. Animal Services**

No one attended from Animal Service.

### **I. Public Safety Services**

Ms. Lynn Abbott, Pinellas County EMS & Fire Administration, was unable to attend, however stated she would share a report by email.

### **J. Pinellas County Risk Management**

Mr. James Abaka, Pinellas County Risk Management, stated Risk Management is planning to conduct two comprehensive audits of the Trail this year; the first one scheduled for April 2021 and the second for Mid-October. A report will follow the audits.

**K. Volunteer Patrol Programs and Updates**

Chair Wolfson stated that volunteers have not been active since March due to COVID-19 precautions and aspires to bring them back when the pandemic risks subside. Conceptually, once vaccinated, the volunteers may return to full service. Chief Gray reported that Auxiliary Rangers are still in a phased return status. Specifically, individuals who can volunteer independently can return, those who report to a work site cannot return yet. Currently there are four Auxiliary Rangers conducting bike patrols.

**7. AUTOMATIC TRAIL COUNTERS**

Ms. Angela Ryan, Forward Pinellas staff, reviewed the counter reports for September, October, November and December of 2020 which were included in the agenda packet. Over 2 million people were counted on the trail from January through December 2020.

**8. REPORT ON TRAIL CONSTRUCTION ACTIVITY**

Ms. Joan Rice, Pinellas County Public Works (PCPW), shared an update on the Trail construction activity. Construction continues on the North Loop between Enterprise Road and John Chesnut Park. This project will take about two years to complete. The segment of the North Loop that is South of Sunset Pointe is nearing completion of construction, opening in November. The Duke Energy Trail should be completed February 2021, the segment just South of Sunset Point.

**9. REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES**

Scott Daniels, Friends of the Pinellas Trail, was unable to attend.

**10. OTHER BUSINESS**

Tony's Bike Shop on 9<sup>th</sup> Avenue and the Trail has reopened for bikers.

**11. ADJOURNMENT**

Chairman Wolfson adjourned the meeting at 9:50 a.m. The next PTSTF meeting is scheduled for April 13, 2021.



## **Pinellas Trail Security Task Force – April 13, 2021**

### **3. Safe Streets Pinellas Action Plan**



#### **SUMMARY**

[Safe Streets Pinellas](#) is the Forward Pinellas Vision Zero effort. Vision Zero is an international movement that seeks to have zero preventable deaths attributed to the transportation system. At its March meeting, the Forward Pinellas Board adopted the Safe Streets Pinellas Action Plan. The Action Plan includes collision data analysis, the identification of a High Injury Network (HIN), engineering and non-engineering countermeasures and implementable strategies to move towards zero deaths and serious injuries on the Pinellas roadway network. A 16-member task force with a representative from each Forward Pinellas committee assisted in the development of the Action Plan, with a public outreach campaign conducted in Summer 2020, with special accommodations made for engaging the public virtually.

Forward Pinellas staff will present key information from the Safe Streets Pinellas Action Plan and early implementation steps.

The Action Plan can be viewed online at:

[https://issuu.com/fehrandpeers/docs/safe\\_streets\\_pinellas\\_adopted\\_march\\_2021\\_action\\_pl](https://issuu.com/fehrandpeers/docs/safe_streets_pinellas_adopted_march_2021_action_pl) or [https://forwardpinellas.org/safestreets/wp-content/uploads/2021/03/Safe\\_Streets\\_Pinellas\\_Adopted\\_Action\\_Plan\\_web.pdf](https://forwardpinellas.org/safestreets/wp-content/uploads/2021/03/Safe_Streets_Pinellas_Adopted_Action_Plan_web.pdf)

**ATTACHMENT(S):** None

**ACTION:** None required; informational item only

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## **SUMMARY**

Through its Knowledge Exchange Series (KES), Forward Pinellas works with local government partners to address emerging planning topics through applied research and best practices that guide the development of policy and regulatory practices. To date, these topics have included microbrewery development in downtown areas, “missing middle” housing and advancing urban agriculture. Micro-mobility transportation is the subject of the next KES topic.

“Micro-mobility” generally refers to a range of lightweight transportation devices operating at low speeds, typically up to 15 mph. These include electric bicycles as well as electric skateboards and scooters although bicycles will not be addressed as part of this effort.

The rise of micro-mobility activity that has taken hold in many communities across the country demonstrates the emerging popularity of these devices. But while expanding recreational and economic opportunities, they have confronted local governments with significant regulatory challenges. Matters of placement, parking and speeds are some of the common issues local governments are faced with in the effort to regulate them in a manner that ensures the protection of public safety.

For this KES initiative, Forward Pinellas will produce “*A Guide to Micro-Mobility in Pinellas County*” a research based practical application resource for local governments to consider when developing micro-mobility policy or regulatory codes in their communities. This will be developed in collaboration with local government partners. Forward Pinellas will provide a short presentation on this KES and will request assistance from PTSTF members on obtaining data on law enforcement perspectives pertaining to micro-mobility, with an emphasis on current e-bikes regulation.

**ATTACHMENT(S):** None

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

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**SUMMARY**

This item will include the monthly data summary reports for the automatic trail counters along the Pinellas Trail. Note that average hourly data has been included with the reports.

**ATTACHMENT:** Pinellas Trail User Count Data Summary Reports:

- November 2020
- December 2020
- January 2021
- February 2021

**ACTION:** No Action Required, informational item only

# Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:  
November 1 – November 30, 2020 (30 days)

## November 2020

30-Day Count Total: **162,633**

Daily Average Users: **5,246**

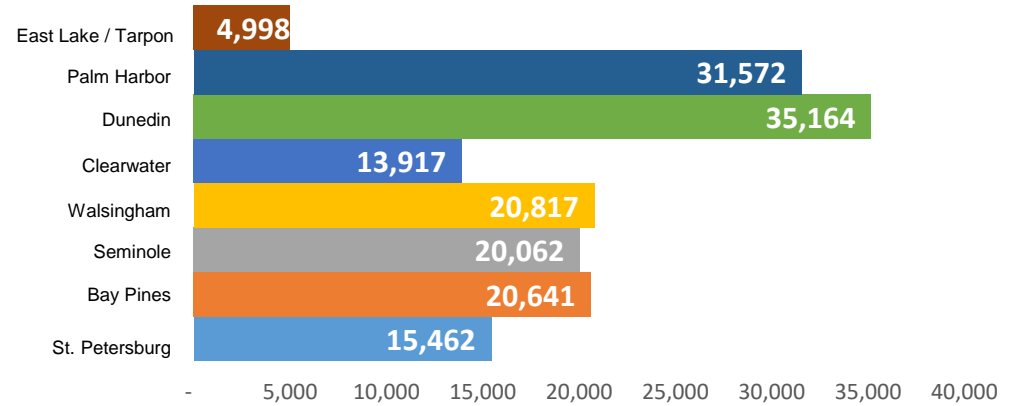
Highest Daily Totals:

#1 – Saturday, November 21<sup>st</sup> (Dunedin - 2,066)

#2 – Saturday, November 21<sup>st</sup> (Palm Harbor - 1,844)

#3 – Saturday, November 28<sup>th</sup> (Bay Pines - 1,207)

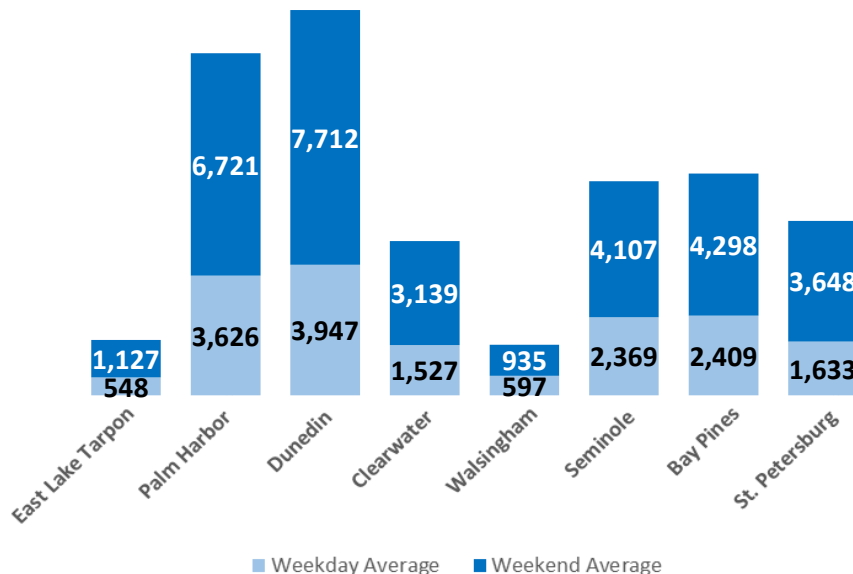
## November Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile

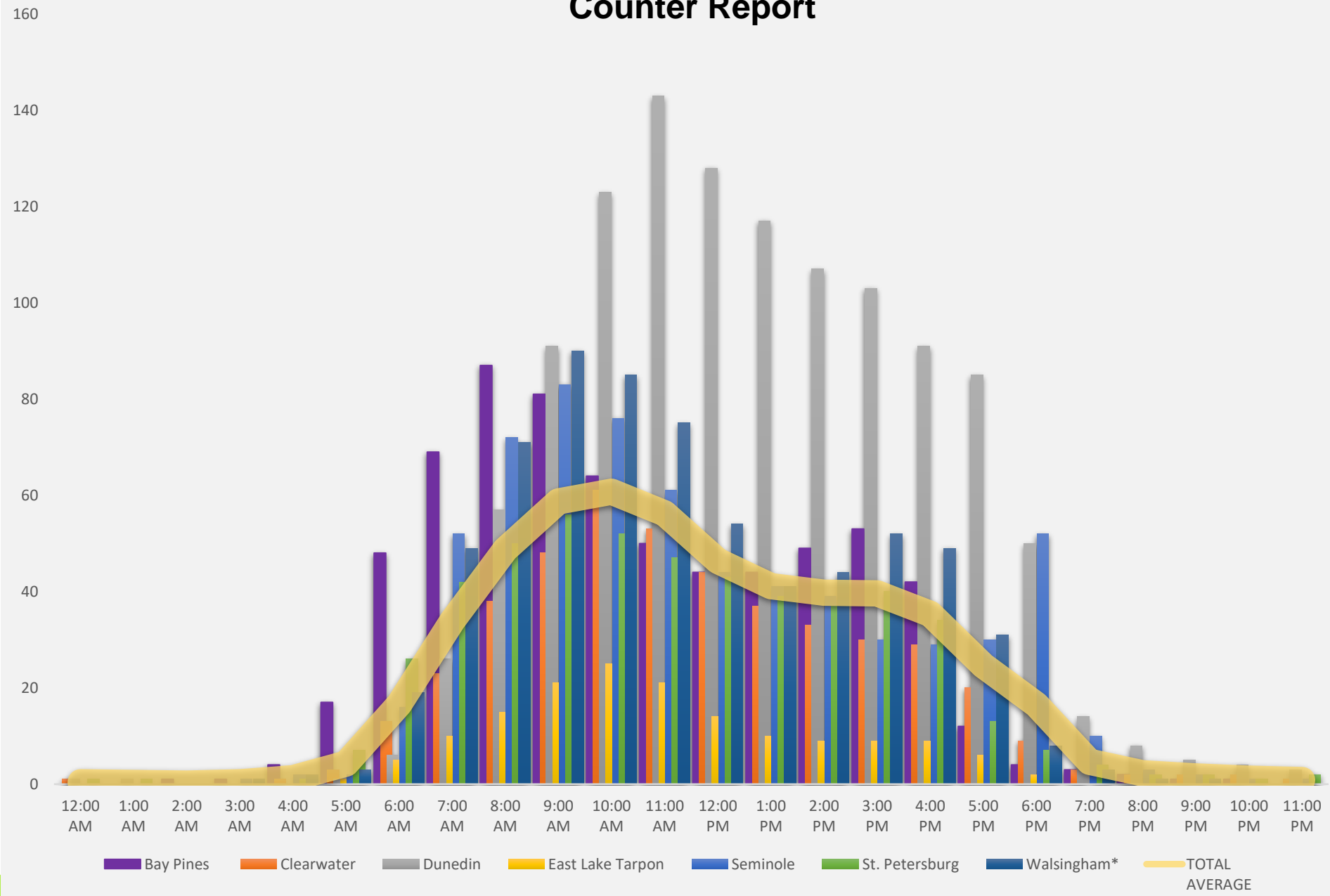


## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake / Tarpon:	3%	97%
Palm Harbor:	17%	83%
Dunedin:	3%	97%
Clearwater:	9%	91%
Walsingham:	21%	79%
Seminole:	15%	85%
Bay Pines:	2%	98%
St. Petersburg:	1%	99%

Source: Forward Pinellas November 2020  
National Weather Service: [November 2020](#)

# November 2020 Average Hourly Counter Report



# Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

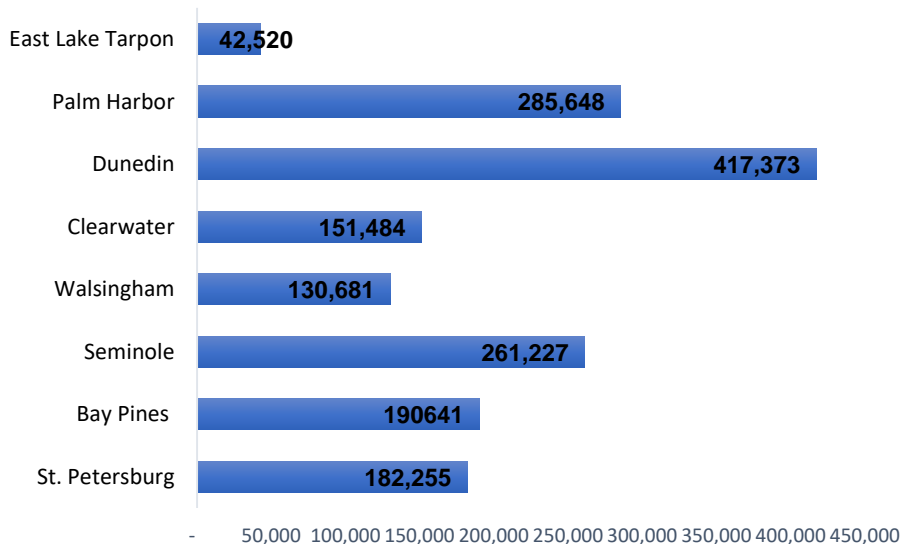
Period: January – November 2020 Data\*



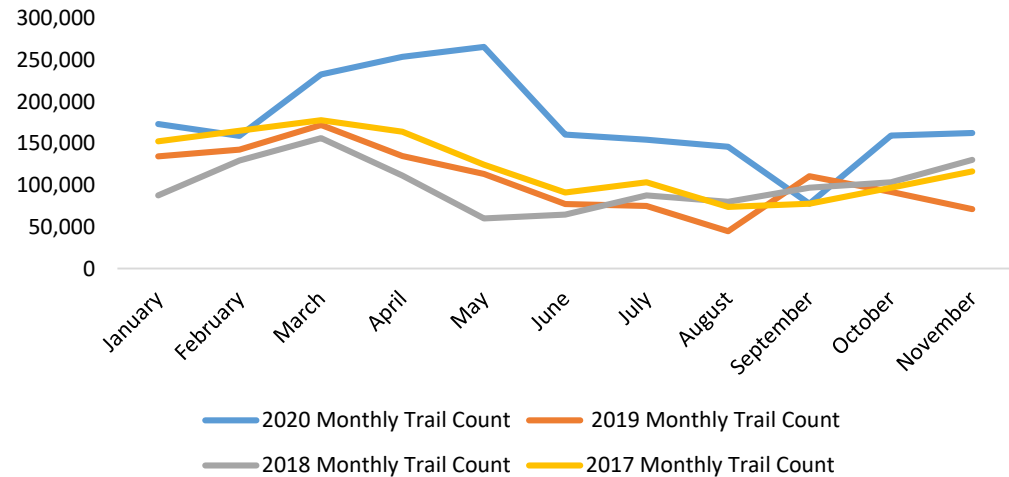
**Jan-Nov 2020 Total Count:  
1,946,833**

*\* Technical issues with the Clearwater and East Lake / Tarpon Counters resulting in several missing days of data during February, March and June.*

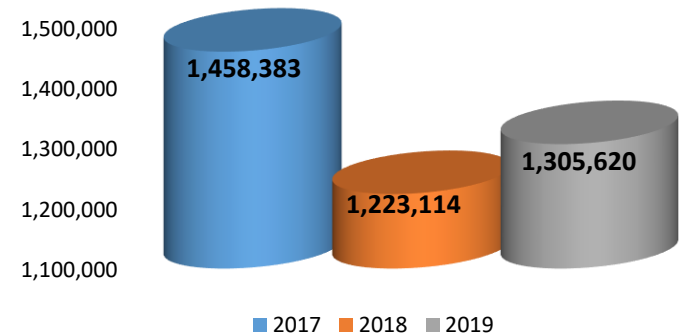
## Counter Data Year to Date by Location



## Monthly Trail Counts 2017 - 2020



## Pinellas Trail Use 2017 - 2019



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

# Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:  
December 1 – December 31, 2020 (31 days)

## December 2020

30-Day Count Total: **146,617**

Daily Average Users: **2,116**

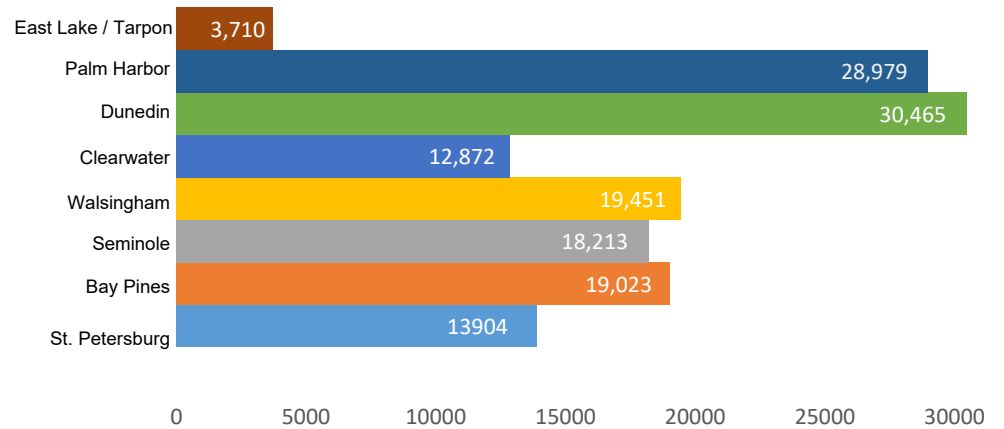
Highest Daily Totals:

#1 – Sunday, December 13<sup>th</sup> (Dunedin - 1,837)

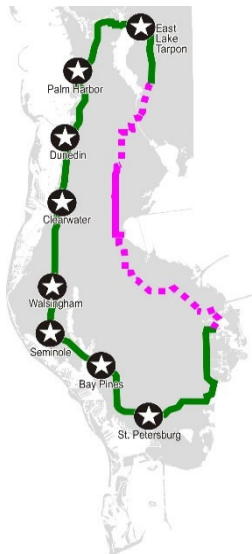
#2 – Saturday, December 5<sup>th</sup> (Palm Harbor - 1,553)

#3 – Sunday, December 13<sup>th</sup> (Bay Pines - 1,081)

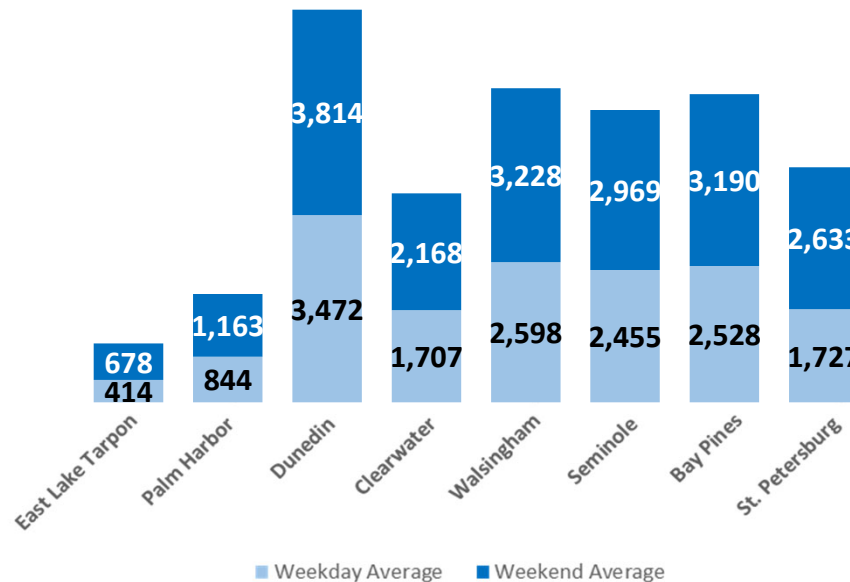
## December Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake / Tarpon:	4%	96%
Palm Harbor:	24%	76%
Dunedin:	8%	92%
Clearwater:	15%	85%
Walsingham:	26%	74%
Seminole:	16%	84%
Bay Pines:	4%	96%
St. Petersburg:	3%	97%

Source: Forward Pinellas December 2020  
National Weather Service: [December 2020](#)





# Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:  
January 1 – January 31, 2021(31 days)

## January 2021

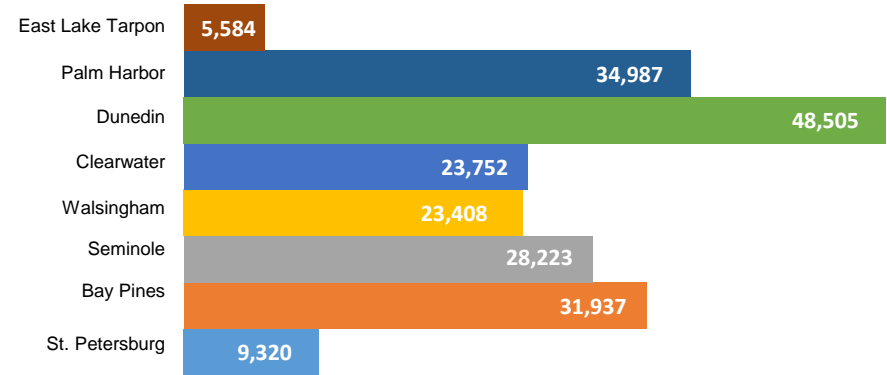
31-Day Count Total: **205,716**

Daily Average Users: 2,449

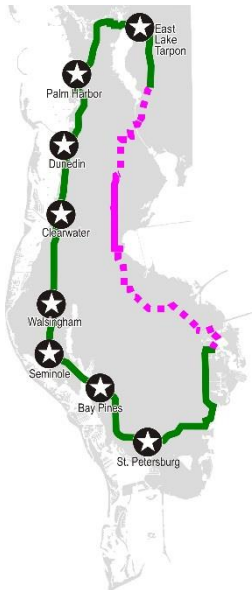
Highest Daily Totals:

- #1 – Saturday, January 30<sup>th</sup> (Dunedin – 3,091)
- #2 – Saturday, January 23<sup>rd</sup> (Bay Pines – 1,764)
- #3 – Sunday, January 31<sup>st</sup> (St. Petersburg – 1,357)

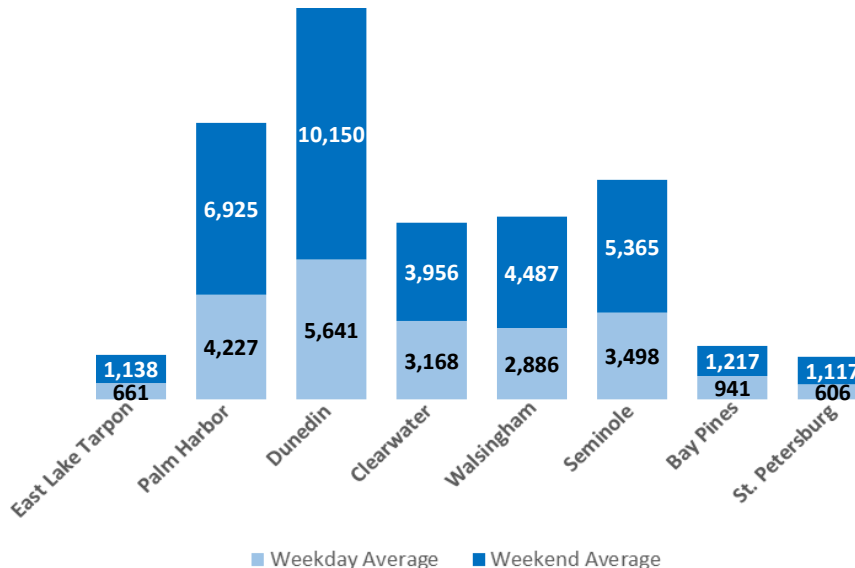
## January Trail Users by Counter Location




## Counter Locations



## Weekday & Weekend Profile



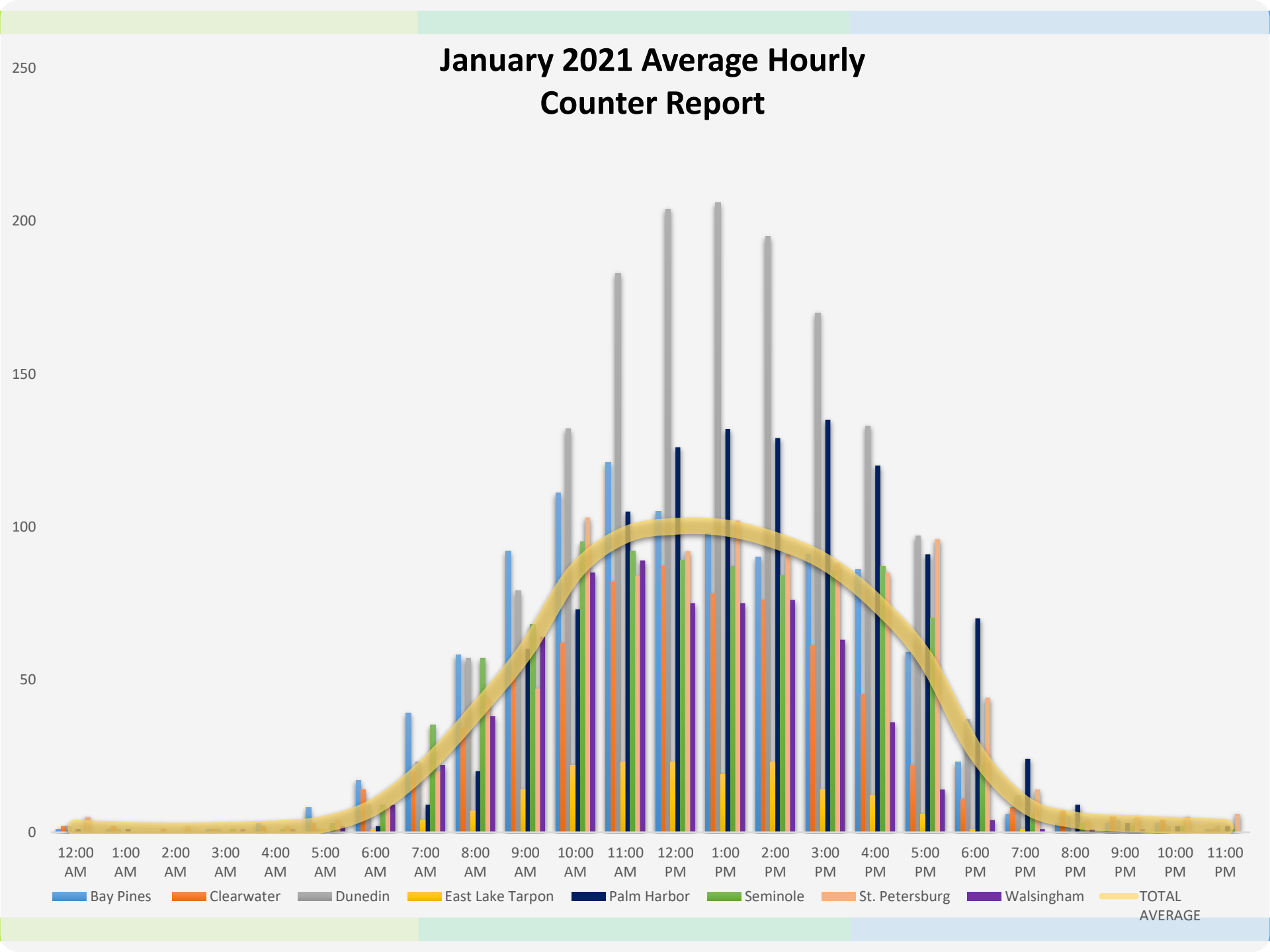
## Trail User Mode Split



Counter Location	Pedestrian (%)	Bicycle (%)
East Lake Tarpon:	23%	77%
Palm Harbor:	22%	78%
Dunedin:	28%	72%
Clearwater:	44%	56%
Walsingham:	26%	74%
Seminole:	34%	66%
Bay Pines:	30%	70%
St. Petersburg:	33%	67%

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

# January 2021 Average Hourly Counter Report



# Pinellas Trail User Count Data Summary



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

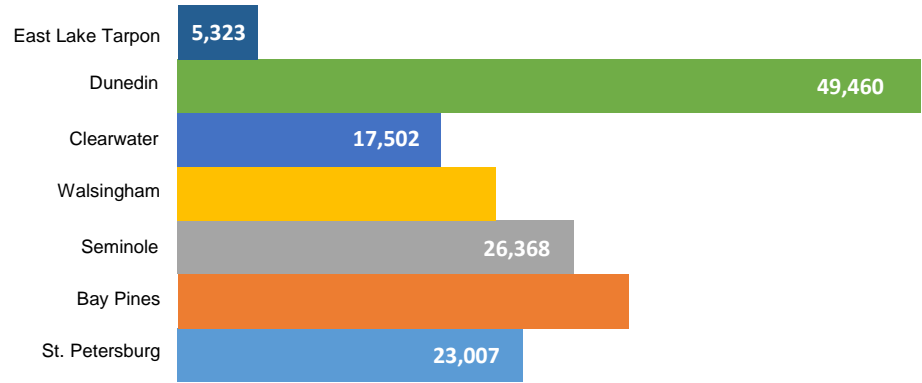
## February 2021

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

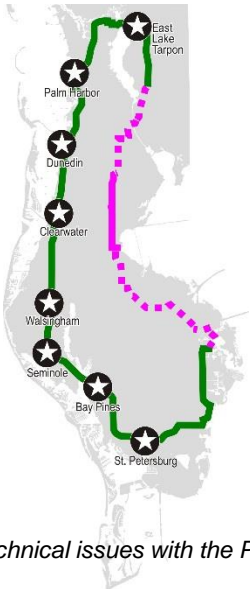
### Highest Daily Totals:

- #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)

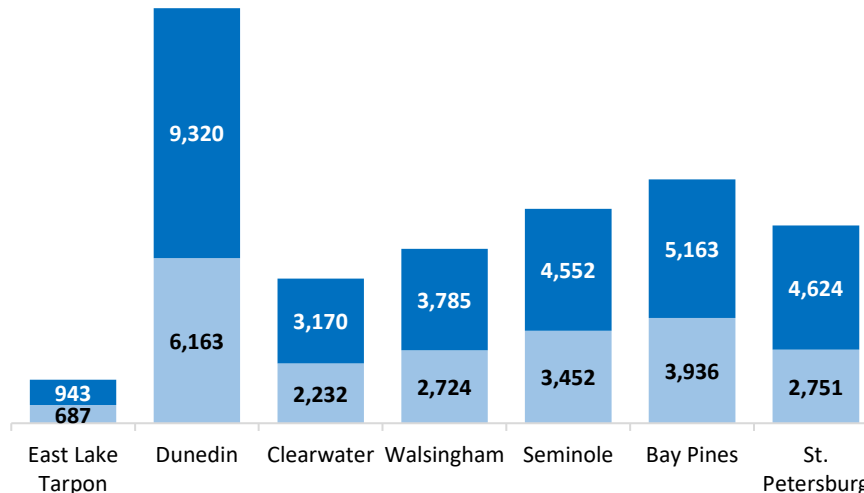
## February Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking	Bicycling
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

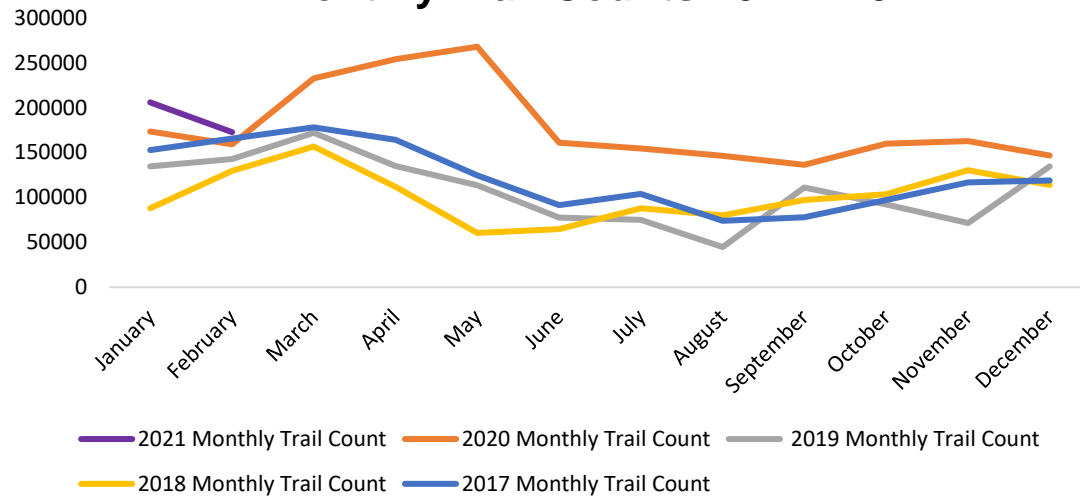
Period: January – February, 2021 Data\*



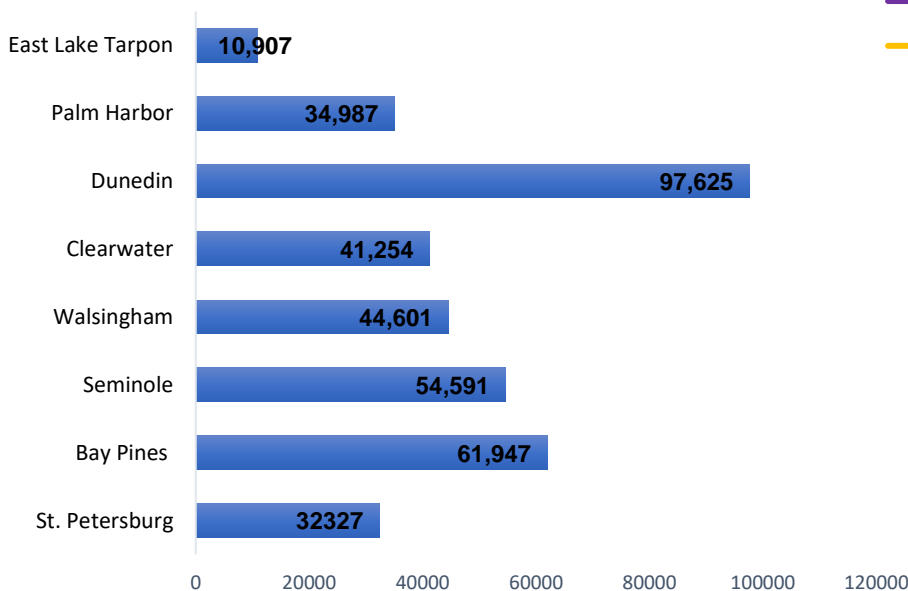
**Jan-Feb 2021 Total Count:  
378,579**

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

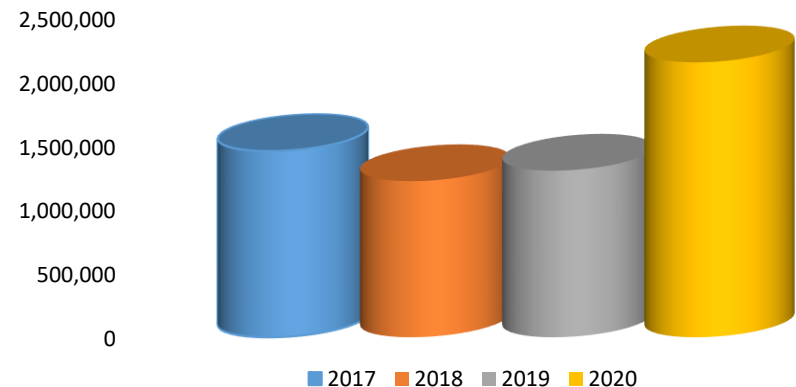
## Monthly Trail Counts 2017 - 2021



## 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.

## Pinellas Trail Security Task Force – April 13, 2020

### 8. Trail Construction Activity Report



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#### TRAIL CONSTRUCTION PROJECTS JANUARY 2020

Pinellas Trail North Loop Gap Countryside	Enterprise Rd to Chesnut Sr. Park; SUN Trail; Proposed Alignment Change Not Completed, Construction has begun, Est. Complete 2022 <a href="#">(link)</a>
Pinellas Trail South Loop Phase 3 & 4	Haines Bayshore to Ulmerton Rd to 126th Ave; Segment of South Loop has will receive SUN Trail and FDOT_Funding; Design in 2022; Construction 2024
Pinellas Trail Loop – Duke Energy Trail	NE Coachman to Sunset Point; Penny for Pinellas funded; Construction Est. Complete February 2021 <a href="#">(link)</a>
71st Street Trail Connector	Pinellas Trail to 38th Avenue N; Design 2022, Construction 2024
San Martin Bridge & Trail connection	PD&E Study for Detailed Analysis of approved alignment Public Hearing postponed due to COVID-19 <a href="#">(link)</a> Sharrows were installed summer 2019
Courtney Campbell Trail Overpass	Trail Overpass at S.R. 60/Bayshore Blvd; SUN Trail; Design Underway; Construction 2024
Howard Frankland Bridge Trail	FDOT include trail with new bridge construction; Design-Build Project; Est. Construction start 2020 and completed 2024 <a href="#">(link)</a>
Gandy Bridge Trail	FDOT to include trail with new bridge construction; PD&E Study Underway
Harn Boulevard Overpass	Pedestrian Overpass; Design Underway; Construction 2021 <a href="#">(link)</a>
Bayway Trail South	SR 679 & Tierra Verde Bridge Replacement Est. Complete 2021 <a href="#">(link)</a>
Oldsmar Trail Phase 6	Douglas Rd (Stevens Avenue to Race Track Rd) Design complete; Est. Construction end of 2020; section from Hayes Rd to Stevens Avenue postponed.

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**10. Other Business**

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

*Study: E-Scooters Are Best for Short Trips to Transit, Shops, March 2021*

*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*

**B. Suggestions for Future Agenda Topics**

This item is provided to allow committee members to suggest topics for future PTSTF agendas.

**C. Other**

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

# E-Scooters Are Best for Short Trips to Transit, Shops: Study

- By [Gersh Kuntzman](#)
- [Mar 4, 2021](#)
- [23 COMMENTS](#)

An e-scooter share program is coming to The Bronx this year.

Maybe the New York City Department of Transportation got it *right*?

A new study of the scooter-share program in Washington, D.C. suggests that customers mostly want to hop on a shared two-wheeler to get to transit stops or to commercial areas — which seems to be the goal of the DOT [when it selected](#) a large “two-fare” zone of The Bronx as the testing ground for scooter-share last month.

A team of researchers at Florida Atlantic University and the University of Florida that analyzed a massive trove of trip data from the nation’s capital found “a strong correlation between scooter use and the presence of all transit stop types,” said the study, which was [published late last month](#) in the journal Transportation Research. “Metro stations, circulator stops, streetcar stops, and bus stops show a positive association with scooter destinations” even when accounting for Washington’s large number of tourists gravitating to key attractions.

“The fact that transit stops are still significant after controlling for these other destination types suggests that the stops themselves are likely attractor for scooter trip destinations,” the study added.

Study co-author Louis Merlin later suggested that his group’s findings show that it’s likely The Bronx pilot program will be extremely useful to residents there.

“There does appear to be a complementary affect with public transit, i.e. people using scooters for first-mile and last-mile trips to public transit,” he to Streetsblog. “Commercial areas were also attractions for scooter trip destinations.”

Phase 1 in which Doris gets her oats.

Such a finding suggests that the DOT did the right thing by creating the first scooter-share zone in the north Bronx, an area with some tourist attractions, certainly, but mostly in need of better and faster connections to transit. The Phase I zone (pictured at right) has many north-south subway options, but crosstown transit users have to rely on buses that are often stuck in traffic caused by car drivers.



The study also offered some tips for the DOT as it fine-tunes the scooter-share rules in advance of the expected launch (next month? When? DOT has not said):

- Lesson 1: Have lots of scooters! “Unsurprisingly, the availability of scooters on a segment over a day is the best predictor of scooter trip origins,” the study said. (The DOT pilot program announcement suggests that there will be 2,000 to 3,000 scooters deployed — though it’s anyone’s guess if that’s “enough.”)
- Don’t worry about serving parks: “Though people may take scooters to parks on occasion, overall, the relationship between park acreage and scooter use is negative,” the study said.
- Plan ahead for scooter parking: “Logical locations for scooter corrals or other designated parking locations for large numbers of scooters might include nearby metro stops, streetcar stops, circulator stops, tourist attractions, and hotels. Notably, providing better parking facilities for e-scooters at transit stops is likely to encourage the greater combined use of e-scooters and public transit.”

On the single largest question about scooters — will they replace cars (pretty please?) — the study was (damn) a bit inconclusive, finding “little relationship between auto ownership rates and scooter trip[s].”

But Merlin said that it simply may take a few years for the impact on car ownership to be known. Washington has only had scooter share since 2018, and the study period was one month in summer, 2019 — certainly not enough time for car owners to get rid of their vehicles.

Brooklyn resident Beatrice Jackson once told Streetsblog that she’d be happy to ride an e-scooter...but only in a protected bike lane. File photo: Gersh Kuntzman

“It takes a few years before someone becomes ready to shed a car,” Merlin said. “Normally we would expect that scooters would be popular in places of low car ownership because people who do not own cars are looking for alternatives. But in the highly urbanized environments [such as] D.C., people probably prefer using a scooter to taking a car for a short trip, to avoid traffic and parking. It’s probably faster to take a scooter for a trip of two miles or less, so I am guessing whether or not people own cars does not effect their scooter use much in this context.”

In other words, give them scooter share and they will give up the car for short trips, though not give up the car entirely.

Of course, there have been lots of studies of scooter use patterns — and they often contradict each other (sometimes in the same study). That’s part of the reason New York has been a) slow to embrace scooter-share and b) is starting slowly with a single zone in a single borough.

“Understanding travel demand patterns of shared e-scooter use and the demographics most likely to use this alternative form of transportation are expected to be a moving target for several years,” the study concluded.

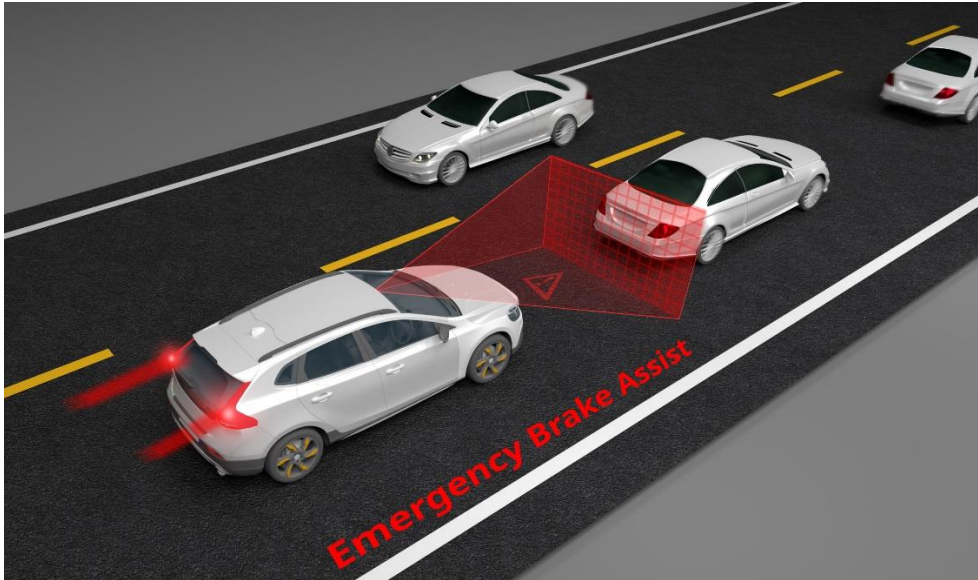
For its part, DOT has said only that the pilot program is an experiment, but one that will “operate in alignment with the City’s Vision Zero and equity goals.”

That’s a key concern. A [prior study](#) by Lime suggested a racial gap in scooter use — one that a Bronx zone would likely reduce. But [another study](#) suggested that DOT will have a lot of work to do if scooters are to be widely used because scooter use increases with protected bike infrastructure ... and the Bronx has very little of that.

As President Trump was fond of saying, we’ll just have to see what happens.

## 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.**

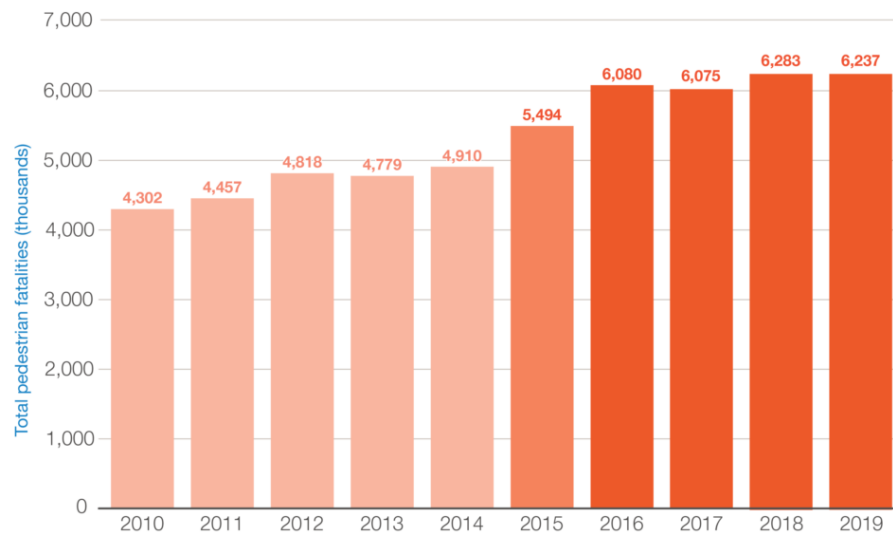
The number of people struck and killed by drivers nationwide while walking increased by an astonishing **45 percent** over the last decade (2010-2019).

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.

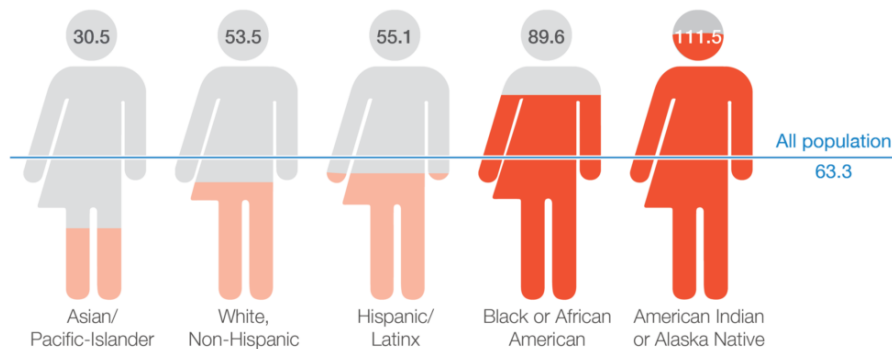
## The risk is not evenly distributed

**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

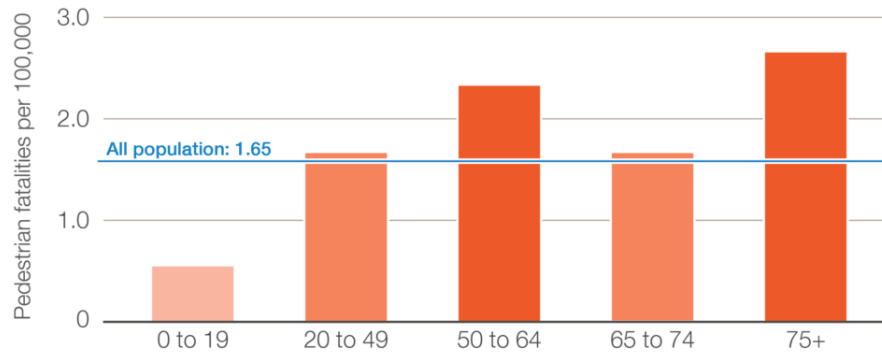
Relative pedestrian danger by race and ethnicity  
(2010-2019)



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

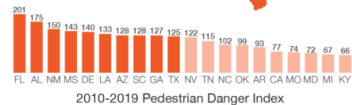
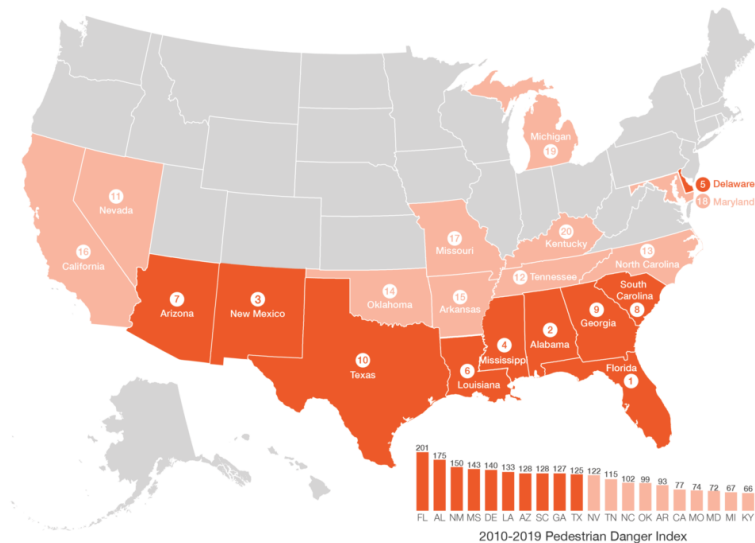
drivers while walking, controlling for the number of people and the share of people who walk to work as a proxy for overall walking in an area. This report includes deaths that occurred between 2010 and 2019 from the Fatality Analysis Reporting System (FARS), a national database of all fatal traffic 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

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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.](#)"