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

**April 12, 2022 - 9:00 a.m.**

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

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

## FACE MASKS WILL BE ENCOURAGED BUT NOT REQUIRED

1. **CALL TO ORDER AND INTRODUCTIONS**

2. **APPROVAL OF MINUTES – January 11, 2022**

3. **PINELLAS TRAIL SURVEY DATA AND NEW TRENDS**

4. **QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER**

5. **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
   - Friends of the Pinellas Trail
   - Volunteer Patrol Programs and Updates

6. **REPORT ON TRAIL USER COUNT DATA**

7. **REPORT ON TRAIL CONSTRUCTION ACTIVITY**

8. **OTHER BUSINESS**

9. **ADJOURNMENT**

- **Notice to Law Enforcement Representatives – If you are unable to attend the meeting, please e-mail your Incident/Offense Report to Angela Ryan at 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 12, 2022**

**SUMMARY**

The summary minutes of the January 11, 2022, Pinellas Trail Security Task Force meeting are attached.

**ATTACHMENTS:** Pinellas Trail Security Task Force Summary Minutes – January 11, 2022

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

The following is a summary of the January 11, 2022 Forward Pinellas - Pinellas Trail Security Task Force meeting at the Pinellas County Emergency Services Center, 12490 Ulmerton Road, Room 130, Largo, FL. The Security Task Force meets at least quarterly during the year.

## IN ATTENDANCE

| | |
|---|---|
| Officer Ron Wolfson, Chairman | St. Petersburg Police Department & Volunteer Coord. |
| Officer Allison Daniels | Belleair Police Department |
| Officer Michael Hughbanks | St. Petersburg Police Department |
| Officer Osvaldo Sicairos | St. Petersburg Police Department |
| Officer Nicolas Paloma | Clearwater Police Department |
| Sargent Marcel Wilson | Clearwater Police Department |
| Officer V. Tran | Largo Police Department |
| Deputy Eric Gibson | Pinellas County Sheriff's Office |
| Deputy Terrance Fallahee | Pinellas County Sheriff's Office |
| Lynn Abbott | Pinellas County Public Safety Services |
| Lyle Fowler | Pinellas County Parks and Conservation Resources |
| Scott Rintz | Pinellas County Risk Management |
| James Abaka | Pinellas County Risk Management |
| Ranger Kent Cleveland | Pinellas County Parks and Conservation Resources |
| Joan Rice | Pinellas County Public Works Traffic Division |
| Jim Wedlake | Pinellas Trail Auxiliary Ranger |
| Scott Daniels | Friends of the Pinellas Trail |
| Stuart Schwartzreich | Pinellas Trail Auxiliary Ranger |
| 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. and asked members to introduce themselves.

2. **APPROVAL OF MEETING SUMMARY – October 12, 2021**
   The summary from the October 12, 2021, meeting was approved with no corrections.

3. **PRESENTATION: PTSTF STRATEGIC PLANNING DISCUSISION**
   Ms. Angela Ryan, Forward Pinellas staff, shared a presentation on the Pinellas Trail Speed Study. The agency has received comments regarding the concern that bikes, e-bikes, and e-scooters are surpassing the 20 mile per hour (mph) trail speed limit and may be causing unsafe trail conditions. The agency conducted a speed study, which included data collected from seven fixed trail counters located on the Pinellas Trail during February, March and April of 2021. These months were selected for analysis due to the high volume of trail users to provide the highest concentration of data. The data showed that cyclists represented an average of 70% of use at the seven trail counters which provided a significant depth of data. The analysis spans across six speed bands ranging from 0-30 mph, and includes total trail usage per speed band by location, total users

going 20 mph+ by location, and peak weekday and weekend usage hours. In general, the percentage of people travelling 20 mph+ was less than 1%, with a deviation at the East Lake trail counter where 3.6% of trail users were travelling over 20 mph. Based on the data, the concern regarding excessive speeding is likely an issue of speed differential and perception. Questions were taken and appropriately answered.

4. **QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER**
Ranger Kent Cleveland, Parks and Conservation Resources (PCR) provided the following quarterly reports, indicating that the Pinellas Trail Rangers responded to four specific incidents: 1. An apparent dog vs dog incident near Mehlenbacher Road where Largo PD responded. 2. Rangers responded to transient camping activity west of 17th Street in St. Petersburg where St. Petersburg PD responded. 3. A bike crash east of 31st Street, where the subject refused EMS and an internal report was submitted. 4. A County truck during a turn made impact with a metal bollard at East Avenue in Clearwater. Property damage only, no injuries and no other vehicles involved. An internal report was submitted.

5. **LAW ENFORCEMENT AND AGENCY REPORTS**

   A. **Sheriff's Office**
   Deputy Terrance Fallahee reported that for the past quarter there were three intersection crashes, 83 directed patrols and field interviews based on activity on the Pinellas Trail.

   B. **Belleair**
   Belleair PD submitted a report that was shared with the members for the past quarter. Specifically, there was a report of a dog vs dog attack; vehicle vs pedestrian on bike with no lighting; and six trespass after dark reports.

   C. **Clearwater**
   New members from Clearwater PD attended. Officer Nicolas Paloma and Sgt. Marcel Wilson, with the crime analysis division.

   D. **Gulfport**
   No representatives attended from Gulfport.

   E. **Largo**
   Officer V. Tran of the Largo PD submitted a quarterly report which included 11 calls. The notable incidents include three patrol checks, a traffic complaint, a dog incident where they assisted Belleair PD, and a welfare check assisted by the Sheriff's department.

   F. **St. Petersburg**
   Officer Hughbanks and Officer Sicairos attended. There was no incident report prepared prior to the meeting.

   G. **Tarpon Springs**
   Officer Anthony Boone was not in attendance.

   H. **Animal Services**

Sergeant Vanessa Boback was not in attendance for Animal Services.

### I. Public Safety Services
Ms. Lynn Abbott, Pinellas County EMS & Fire Administration, provided a quarterly incident report for the members. There were 29 incidents on or near the Pinellas Trail. Seven motor vehicle collisions and three bike incidents. Of the 29 incidents, 13 were cancelled.

### J. Pinellas County Risk Management
James Abaka and Scott Rintz were in attendance for Risk Management and reported that Risk will be completing their 2nd Pinellas Trail safety inspection on November 2nd & 3rd in 2022 Mr. Rintz also stated he has been assisting with the Trail Safety inspection and noted that the Parks and Recreation and the Trail Rangers do a great job, but also stated that the Dunedin section of the Pinellas Trail is congested, and that people tend to not slow down resulting in weaving and bobbing of cyclists.

### K. Volunteer Patrol Programs and Updates
Chair Wolfson stated that of the 17 volunteers signed up, 12 - 13 of the volunteers are back and active.

Ranger Cleveland shared that long-term volunteers have returned to full participation. The overall numbers are down from pre-COVID, but that it is good to have them back.

## 6. AUTOMATIC TRAIL COUNTERS
Ms. Angela Ryan, Forward Pinellas staff, reviewed the counter reports for September, October and November. Questions were taken and appropriately answered.

## 8. REPORT ON TRAIL CONSTRUCTION ACTIVITY
Ms. Rice provided a brief update to the construction activity on the Pinellas Trail. Construction has begun on the East Lake Trail connection. There will be another public meeting for the south loop Duke Energy Trail corridor connection, as residents are concerned about people who are homeless visiting the area. She also shared there are new signs coming to the trail with the change of "no unauthorized vehicles" versus "no motorized vehicles".

## 9. REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES
Mr. Scott Daniels, Friends of the Pinellas Trail, provided a brief update and asked if Forward Pinellas could reach out to Gulfport and Tarpon Springs PD for representatives.

## 10. OTHER BUSINESS
St. Petersburg has new trail guides available showing all the trails in St. Petersburg and surrounding municipalities.

## 11. ADJOURNMENT
Chairman Wolfson adjourned the meeting at 9:57 a.m. The next PTSTF meeting is scheduled for April 12, 2022.

**Summary**

Fred Marquis Pinellas Trail has a 30-year history of providing recreational, utilitarian and exercise opportunities for residents and tourists in Pinellas County.  Forward Pinellas conducts ongoing research on the active transportation network and specifically on the Pinellas Trail through various program initiatives.  This research is instrumental in helping inform taxpayers, elected officials, and other stakeholders of the widespread use of the Trail.

The agency Trail Counter Program was initiated in 2016 though funding from the Centers of Disease Control, resulting in fixed electromagnetic and infrared sensor installation at eight different locations along the Pinellas Trail.  The data consistently counts users, differentiates between pedestrians and bicyclists, as well as logs the day, time and direction of travel. Counter data is collected on a monthly basis at all eight Pinellas Trail Count Stations. Monthly Summary Reports include total user counts, the daily averages, highest daily totals, totals per count station, average weekday and weekend use, and total distribution by mode (pedestrians/bicyclists). The Trail count data informs Forward Pinellas' efforts to make bicycling and walking safe and healthy transportation options in Pinellas County, while also helping to obtain transportation grants and community support for regional trails.

In addition to the count program, Forward Pinellas also conducts trail surveys to gain more insight for matters such as trip purposes, length of trips, and demographics of users.  The last large trail survey was conducted in 2019 and the data demonstrates that people predominantly use the Pinellas Trail for recreational and exercise purposes.  Among several other findings, the data demonstrated that over 70% of users are cyclists and the average cyclist is a male between the ages of 50-64.  As the agency plans for the next large trail survey, the topic of new users in the form of e-bikes and e-scooters is becoming increasingly important.  The agency works to stay apprised on new trends and changes to the active transportation environment.  As such, the new data on e-bike use from national studies is important to consider in context with trail planning.

A Forward Pinellas staff member will provide information on recent research and data in context with trail users in Pinellas County.

**ATTACHMENT(S):**  None

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

**Summary**

Pinellas County Park System is responsible for the care and maintenance of the county-owned parks and preserves, trails, campgrounds, boat ramps, rights of way and roads.  This department also provides maintenance, operations, and oversight for the Pinellas Trail.  Their role is vital to keeping people using the Pinellas Trail safe and informed.  Each Pinellas Trail Security Task Force meeting, the Park Ranger provides an overview of any security topics which arouse during the previous quarter.  The information helps everyone attending understand any concerning behavior on the Pinellas Trail which can be addressed by the appropriate parties in attendance.

**ATTACHMENT(S):**  None

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

- **Sheriff's Office**

- **Belleair**

- **Clearwater**

- **Gulfport**

- **Largo**

- **St. Petersburg**

- **Tarpon Springs**

- **Animal Services**

- **Public Safety Services**

- **Pinellas County Risk Management**

- **Friends of the Pinellas Trail**

- **Volunteer Patrol Programs and Updates**

**ATTACHMENT(S):**  None

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

**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:

- January 2022
- February 2022

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

# Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
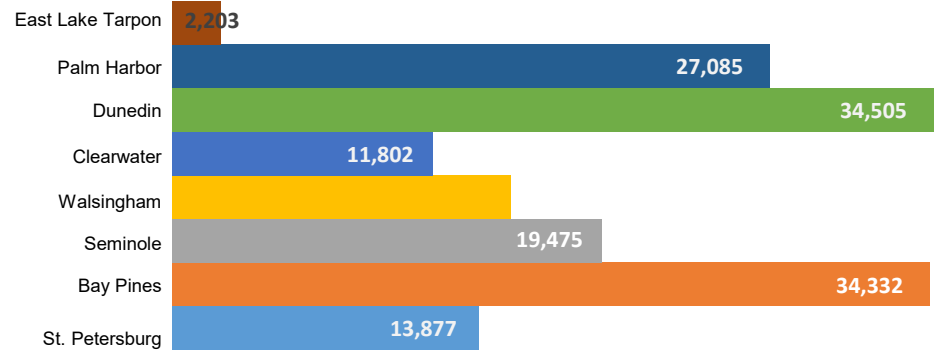January 1 – January 31, 2022 (31 days)

FORWARD PINELLAS
Integrating Land Use & Transportation

## January 2022

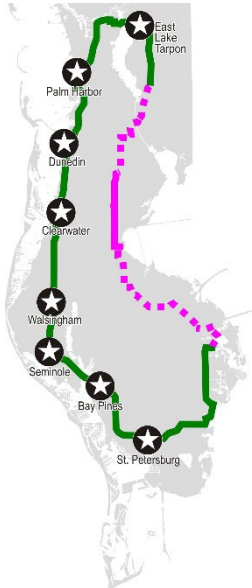31-Day Count Total: **158,637***
Daily Average Users: 5,1117

Highest Daily Totals:

#1 – Saturday, January 15th (Dunedin – 2,910)

#2 – Sunday, January 16th (Bay Pines – 2,037)
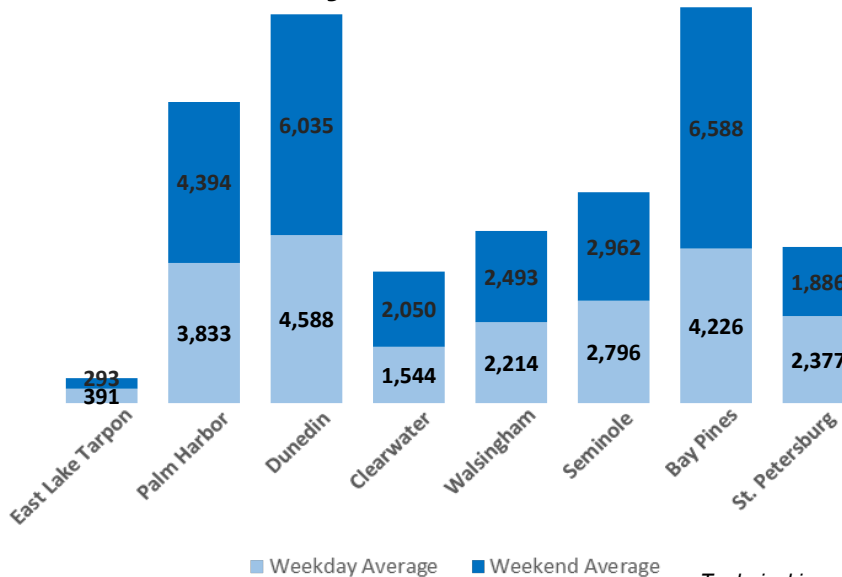
#3 – Saturday, January 22nd (Palm Harbor – 1,871)

## January Trail Users by Counter Location

| Location | Users |
| --- | --- |
| East Lake Tarpon | 2,203 |
| Palm Harbor | 27,085 |
| Dunedin | 34,505 |
| Clearwater | 11,802 |
| Walsingham | |
| Seminole | 19,475 |
| Bay Pines | 34,332 |
| St. Petersburg | 13,877 |

## Counter Locations

East Lake Tarpon
Palm Harbor
Dunedin
Clearwater
Walsingham
Seminole
Bay Pines
St. Petersburg

## Weekday & Weekend Profile

| Location | Weekday Average | Weekend Average |
| --- | --- | --- |
| East Lake Tarpon | 391 | 293 |
| Palm Harbor | 3,833 | 4,394 |
| Dunedin | 4,588 | 6,035 |
| Clearwater | 1,544 | 2,050 |
| Walsingham | 2,214 | 2,493 |
| Seminole | 2,796 | 2,962 |
| Bay Pines | 4,226 | 6,588 |
| St. Petersburg | 2,377 | 1,886 |

■ Weekday Average  ■ Weekend Average

## Trail User Mode Split

| | 🚶 | 🚲 |
| --- | --- | --- |
| Palm Harbor: | 20% | 80% |
| Dunedin: | 18% | 82% |
| Clearwater: | 4% | 96% |
| Walsingham: | 10% | 90% |
| Seminole: | 23% | 77% |
| Bay Pines: | 47% | 53% |
| East Lake/Tarpon: | Incomplete Data | |
| St. Petersburg: | Incomplete Data | |

*Source: Forward Pinellas January 2021*
*National Weather Service:* January 2022

*Technical issues with St. Petersburg and East Lake / Tarpon counter in Feb. 2022*

January 2022 Average Hourly
Counter Report

Legend: Bay Pines, Clearwater, Dunedin, East Lake Tarpon, Palm Harbor, Seminole, St. Petersburg, Walsingham, TOTAL AVERAGE

# Pinellas Trail User Count Data Summary

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

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## February 2022

28-Day Count Total:     **208,918***
Daily Average Users:    **6,739**

Highest Daily Totals:

#1 – Saturday, February 26th (Dunedin – 3,193)

#2 – Sunday, February 13th  (Bay Pines – 2,320)

#3 – Sunday, February 20th  (Palm Harbor – 2,227)
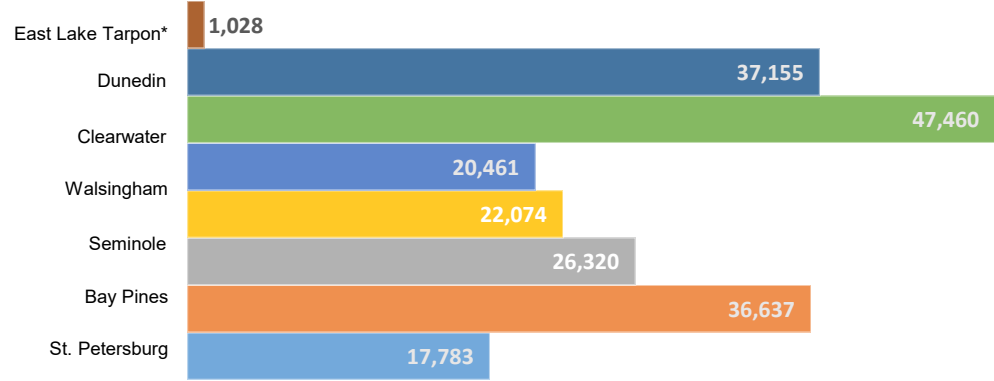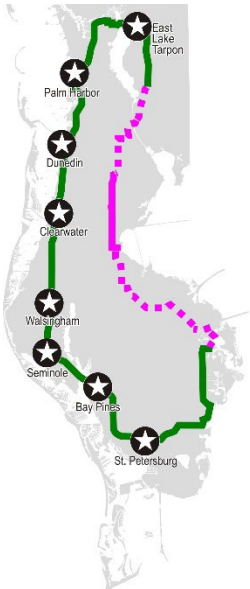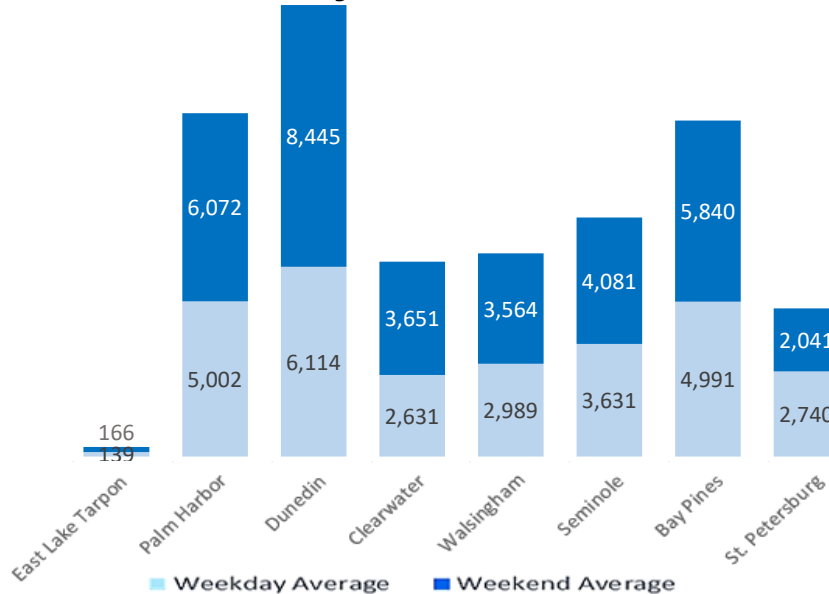
## February Trail Users by Counter Location

| Location | Count |
|----------|-------|
| East Lake Tarpon* | 1,028 |
| Dunedin | 37,155 |
| Clearwater | 47,460 |
| Walsingham | 20,461 |
| Seminole | 22,074 |
| Bay Pines | 26,320 |
| Bay Pines | 36,637 |
| St. Petersburg | 17,783 |

## Counter Locations



## Weekday & Weekend Profile

| Location | Weekday Average | Weekend Average |
|----------|-----------------|-----------------|
| East Lake Tarpon | 139 | 166 |
| Palm Harbor | 5,002 | 6,072 |
| Dunedin | 6,114 | 8,445 |
| Clearwater | 2,631 | 3,651 |
| Walsingham | 2,989 | 3,564 |
| Seminole | 3,631 | 4,081 |
| Bay Pines | 4,991 | 5,840 |
| St. Petersburg | 2,740 | 2,041 |

■ Weekday Average   ■ Weekend Average

## Trail User Mode Split

| | 🚶 | 🚴 |
|---|-----|-----|
| Palm Harbor: | 17% | 83% |
| Dunedin: | 15% | 85% |
| Clearwater: | 22% | 78% |
| Walsingham: | 18% | 82% |
| Seminole: | 27% | 73% |
| Bay Pines: | 38% | 62% |
| St. Petersburg: | 32% | 68% |

*Source: Forward Pinellas February 2021*
*National Weather Service:*  February 2022

*Technical issues with East Lake / Tarpon counter in Feb. 2022.*

# February 2022 Average Hourly Counter Report



| Bay Pines | Clearwater | Dunedin | East Lake Tarpon | Palm Harbor | Seminole | St. Petersburg | Walsingham | TOTAL AVERAGE |

# Pinellas Trail User Count Data Summary
## Automated Trail Counter Data Collection
## Period: January – February, 2022 Data*

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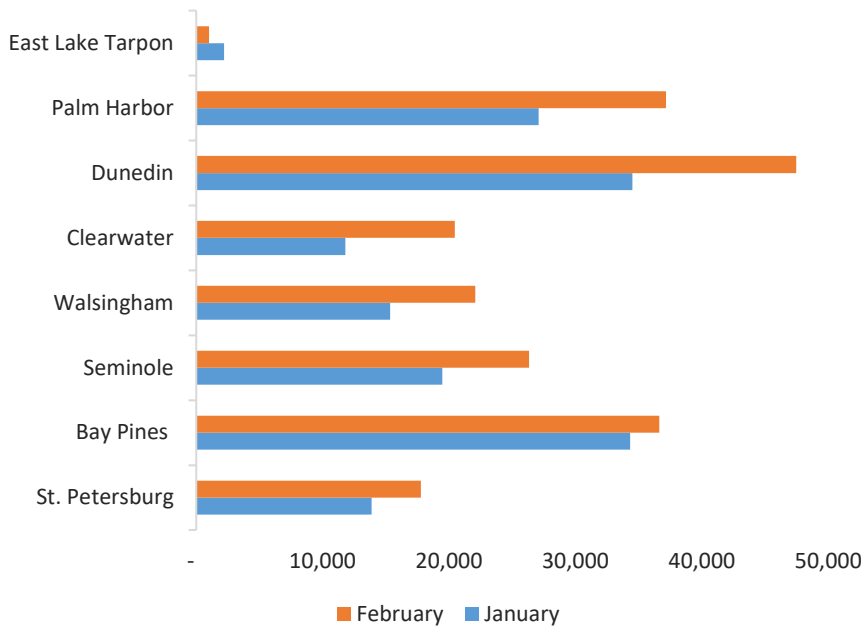
## Jan-Feb 2022 Total Count:
## 367,555
*Technical issues with East Lake / Tarpon counter in Feb. 2022*

### Monthly Trail Counts 2017 - 2022



- 2022 Monthly Trail Count
- 2021 Monthly Trail Count
- 2020 Monthly Trail Count
- 2019 Monthly Trail Count
- 2018 Monthly Trail Count
- 2017 Monthly Trail Count
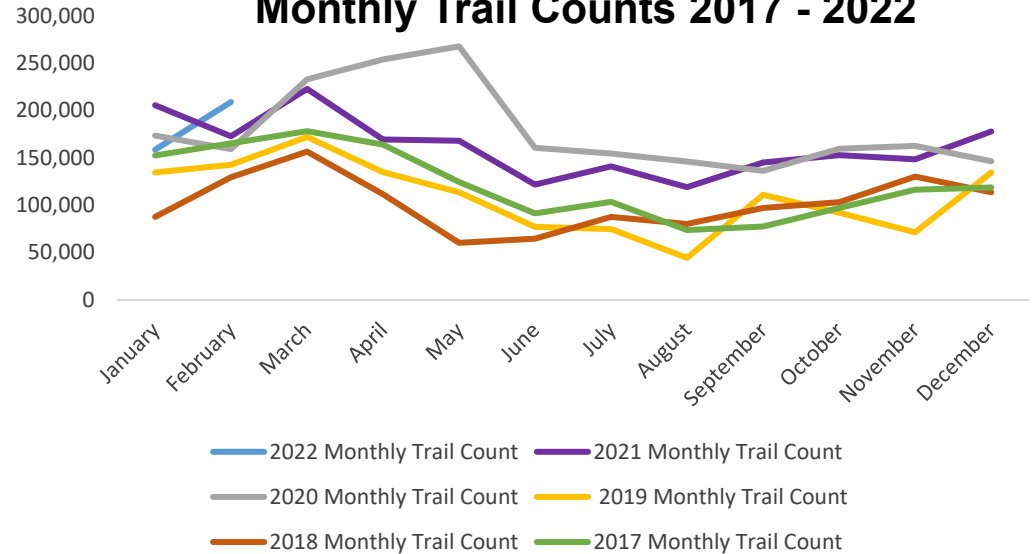
### Year to Date Data Per Location



Locations: East Lake Tarpon, Palm Harbor, Dunedin, Clearwater, Walsingham, Seminole, Bay Pines, St. Petersburg

■ February  ■ January

### Pinellas Trail Use 2017 – 2020



■ 2017  ■ 2018  ■ 2019  ■ 2020  ■ 2021
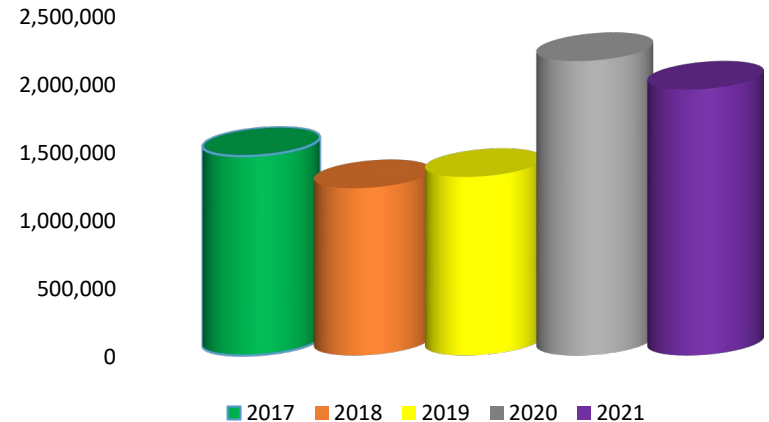
*Technical issues with several counters in 2019 resulting in several missing days of data during 2019.*

## TRAIL CONSTRUCTION
## PROJECTS JANUARY 2022

| | |
|---|---|
| Pinellas Trail North Loop Gap Countryside | Enterprise Rd to Chesnut Sr. Park; SUN Trail; Construction underway, Est. Complete Fall 2022 (link) |
| 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 |
| 71st Street Trail Connector | Pinellas Trail to 38th Avenue N; Design 2022, Construction 2024 |
| San Martin Bridge & Trail connection | Bridge Replacement; Design 2022; Construction 2024 |
| 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; Construction underway; Est. late completion 2025 (link) |
| Gandy Bridge Trail | FDOT to include trail with new bridge construction; PD&E Study Underway |
| Harn Boulevard Overpass | Pedestrian Overpass; Construction Underway; Est. Completion 2023 (link) |
| Bayway Trail South | SR 679/Pinellas Bayway from north of Bunces Bridge to north of Madeira Circle. New two-way bicycle lane. Design underway; Est. construction start 2022 |
| 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. |

A. **Correspondence, Publications, Articles of Interest**
   *Real Time Roadway Safety Data – July 2021*

B. **Suggestions for Future Agenda Topics**
   - Trail Planning
   - Trail Operations
   - Trail Enhancements
   - Electric Bikes and Electric Scooters

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

# Real-Time Incident Data Could Change Road Safety Forever

Research by Michigan State University and Ford Mobility examined connected vehicle data to gain insights into driving styles and incidents, potentially allowing for safety problems to be addressed before a crash occurs.

July 20, 2021 •
Skip Descant



Research by Michigan State University and Ford Mobility examined connected vehicle data to gain insights into numerous driving styles and incidents.
U.S. Department of Transportation

Data collected from connected vehicles can offer near real-time insights into highway safety problem areas, identifying near-misses, troublesome intersections and other roadway dangers.

New research from Michigan State University and Ford Mobility, which tracked driving incidents on Ford vehicles outfitted with connected vehicle technology, points to a future of greatly expanded understanding of roadway events, far beyond simply reading crash data.

"Connected vehicle data allows us to know what's happening now. And that's a huge thing. And I think that's where a lot of the potential is, to allow us to actively monitor the roadways," said Meredith Nelson, connected and automated vehicles analyst with the Michigan Department of Transportation.

"Connected vehicle data is a great supplement to help us build that full picture," Meredith added during a recent webinar organized by StreetLight Data, a transportation analysis company, to discuss the research findings.

The research looked at data collected from Ford vehicles in the Detroit metro region equipped with connected vehicle technology from January 2020 to June 2020, drawing on data collected by Ford's Safety Insights platform in partnership with StreetLight Data. The data offers insights into near-miss events like hard braking, hard acceleration and hard corners. In 2020 alone, Ford has measured more than a half-billion events from tens of millions of trips.

Traditionally, researchers relied on police-reported crash data, which had its drawbacks, in part, because of the delay in reporting, said Peter Savolainen, an engineering

professor in the Department of Civil and Environmental Engineering at Michigan State University, with a research focus looking at road user behavior.

"As we look at some of the connected vehicle data, that can become available almost on a day-to-day, real-time basis," Savolainen explained, in some of his comments on the webinar panel. "So we can be a bit more proactive in terms of how we try to address some of these issues."

It's not just the speed of receiving the data, but the level of detail that's never been available, such as knowing where a motorist slammed their brakes, which, when paired with other data sets like the locations of work zones or even crosswalks, can offer larger insights into how to make these areas safer, even though an actual crash never occurred.

Similarly, StreetLight Data has been involved in research into bike and pedestrian safety.

"And the biggest problem we had is that there aren't enough crashes and fatalities reported to get any statistics done in most locations," observed Laura Schewel, CEO of StreetLight Data.

"So you have to use 10 years of data to get enough. Which might be OK. But things can change a lot in 10 years," she added.

"The availability of data that indicates something dangerous… having that available everywhere, and having it available in snow time and not snow time, having enough to really start to analyze, is really just as exciting as the timeliness of the connected vehicle data," said Schewel.

During the COVID-19 pandemic, driving patterns and traffic volumes experienced huge shifts in nearly every corner of the country. In Michigan, travel in 2020 was down 20 percent to 30 percent statewide, and as much as 70 percent in the early stages of the pandemic, said Savolainen. However, the data pointed to the number of increased crashes occurring on lower speed roads, and in particular involving pedestrians and cyclists.

Going forward, "we don't really know what the new normal is going to be following the pandemic," he added, seeming to underscore the value in having access to more detailed data to allow transportation officials to be more proactive in the steps they take to improve highway safety.

"Traditional crash analysis is inherently reactive. You're looking at the historical crash data, you're trying to find patterns in it," said Cal Coplai, urban planner and data scientist with Ford Mobility. Whereas, connected vehicle data allows researchers and transportation planners to "find emerging issues."

Events from connected vehicles can be used as "a leading indicator to say, 'hey there might be a problem here,'" said Savolainen.

"For the whole safety community, there's a lot of promise in looking at this as either a supplement to, or surrogate for, fully supported crash data," he added.