

**October 9, 2018 – 9:00 a.m.**

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

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

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1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – July 10, 2018**
3. **PRESENTATION: LARGO WEST BAY DRIVE TRAIL HEAD PROJECT**
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
  - Volunteer Patrol Programs and Updates
6. **REPORT ON TRAIL USER COUNT DATA**
7. **REPORT ON TRAIL CONSTRUCTION ACTIVITY**
8. **REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES**
9. **OTHER BUSINESS**
10. **ADJOURNMENT**
  - **NOTICE TO LAW ENFORCEMENT REPRESENTATIVES** - IF YOU ARE UNABLE TO ATTEND THE MEETING, PLEASE E-MAIL YOUR INCIDENT/OFFENSE REPORT TO SUSAN MILLER [smiller@forwardpinellas.org](mailto:smiller@forwardpinellas.org), IF YOU WOULD PREFER, YOU CAN FAX THE REPORT TO THE PINELLAS COUNTY MPO at (727) 464-8212.  
THANK YOU.

**NEXT PTSTF MEETING – JANUARY 8, 2019**

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

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

**Pinellas Trail Security Task Force – October 9, 2018**



**2. Approval of Minutes – July 10, 2018**

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**SUMMARY**

The summary minutes of the July 10, 2018 Pinellas Trail Security Task Force meeting are attached.

**ATTACHMENTS:** Pinellas Trail Security Task Force Summary Minutes – July 10, 2018

**ACTION:** Approval of April Meeting Summary

**PINELLAS TRAIL SECURITY TASK FORCE**  
**MEETING Summary**  
**July 10, 2018**

The following is a summary of the July 10, 2018 Forward Pinellas - Pinellas Trail Security Task Force meeting, which was held in the Pinellas County Public Safety Services Department, Room 130, 12490 Ulmerton Road, Largo, Florida 33774. The Security Task Force meets at least quarterly during the year.

**IN ATTENDANCE**

Officer Ron Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coordinator
Officer John Ulrich	Tarpon Springs Police Department
Officer Selena Hyppolite	Clearwater Police Department
Officer Raniel Heredia	Clearwater Police Department
Officer V. Tran	Largo Police Department
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Greg D'Amario	Pinellas County Risk Management
Cheryl Stacks	City of St. Petersburg
Casey Morse	Pinellas County Public Works – Traffic Division
Joan Rice	Pinellas County Public Works – Traffic Division
Craig Queen	Pinellas County EMS & Fire Administration
Gary Brown	Pinellas County Animal Services
Caroline Lanford	Pinellas County Planning
Scott Daniels	Pinellas Trails, Inc.
Carol Gray	Pinellas County Parks and Conservation Resources Chief Ranger
Jim Wedlake	Pinellas Trails, Inc. /Auxiliary Ranger, BPAC
Rodney Chatman	Forward Pinellas staff
Susan J. Miller	Forward Pinellas staff
Maria Kelly	Forward Pinellas staff

**1. CALL TO ORDER AND INTRODUCTIONS**

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

**2. APPROVAL OF MEETING SUMMARY – April 10, 2018**

The summary from the April 10, 2018 meeting was approved, with one correction on the time noted under *Call to Order*, o'clock was removed.

**3. PRESENTATION: PINELLAS TRAIL USERS SECURITY UPDATE**

Ms. Cheryl Stacks, St. Petersburg Transportation Manager, provided an update on the City of St. Petersburg camera program. In 2014, a Crime Prevention through Environmental Design (CPTED) review was conducted to identify areas along the Trail that could pose a security risk. Environmental adjustments were made, and support was received from businesses, neighborhood associations and the Citizens Road Patrol. The city also engaged in a *security camera pilot program* targeting a few blocks of the Trail through an industrial area. Because 43<sup>rd</sup> to 49<sup>th</sup> Street has limited access points to the Trail and is considered to be a high crime area, this area was selected for the security camera pilot program. There are 16 cameras set to record only, on a continual basis and the recordings are reviewed when needed. The cost of the pilot program to the city was \$60K, with a maintenance cost of less than \$5,000 per year, including the signage "video recording in progress", which seems to have curtailed the number of incidences. The City considers the pilot a success and will continue the

program. The next corridor the City of St. Petersburg is considering is 31<sup>st</sup> Street to 34<sup>th</sup> Street, in the Skyway Marina district.

Mr. Scott Daniels, President, Pinellas Trails, Inc., shared a brief presentation with the Security Task Force. Mr. Daniels shared that Pinellas Trails, Inc. was formed 30 years ago with leadership assistance from the Tarpon Springs Police Chief at that time, law enforcement and citizen volunteers and has since become a great success. Quarterly meetings are held to share updates from citizen volunteer rangers who patrol the Trail as well as updates from municipal meetings related to the Pinellas Trail. At the most recent meeting, the 30<sup>th</sup> Anniversary Celebration Committee was established, and these members will be conversing with Pinellas County Parks and Conservation Resources (PCR), law enforcement officials and other municipal committees to plan for local festivities. Mr. Daniels mentioned the Adopt-A-Mile program sponsored by Pinellas Trails, Inc. where citizens can adopt a mile of the Trail and help to be responsible for clean-up along that section, along with the Trail Rangers. Pinellas Trails, Inc. is reaching out to the neighborhoods and neighbors along the Trail asking how Pinellas Trails, Inc., as a citizens group, can connect with opportunities for the future of the Pinellas Trail. He shared that so far, there has been great response from citizens groups. The Florida Coast-to-Coast Connector Trail has its western terminus in Pinellas County and the elected officials from our delegation to the Governor's office have finally recognized the value and importance of having a Coast-to-Coast Trail.

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

Chief Ranger Carol Gray, PCR, shared some safety issues with the Security Task Force. The Rangers are monitoring the ongoing construction being done on Keystone Road. Gravel is continuously getting thrown onto the Coast-to-Coast Trail and the construction group has been notified and will work with the Rangers to minimize this safety concern. The construction at the entrance to the KOA at Bay Pines and 95<sup>th</sup> Street is looking to finish up, however Rangers will continue to monitor that area. There is new construction beginning at 96<sup>th</sup> Place that deals with a re-routing of the sewer line, which resulted in a report of damage to a bicycle due to this construction. Ranger Gray stated she inspected the site and it is well signed, the pipe is covered and there is a means to cross the pipe, however she will keep the Security Task Force informed of the outcome of this report.

Ranger Gray had four incidents to report since the last quarter. Transients camping underneath the overpass on U.S. Highway 19. Tarpon Springs Police Department (TSPD) responded and these people were trespassing from the Trail. An Auxiliary Ranger volunteer reported garbage at the U.S. Highway 19 overpass as well. It was an old bedroll with a collection of kitchen knives rolled up into it (14 knives and two meat cleavers). This was reported to TSPD and the items were collected and discarded. In Largo, there was a report of a subject who appeared to be intoxicated, stumbling and falling on the Trail. Largo Police were notified and they responded to handle the situation. A long term Auxiliary Ranger volunteer called to report a yellow bag marked with "infectious linens" was left on an area of the Trail at Jeffords Street and Clearwater Police were notified and contacted hazardous waste officials.

Ranger Gray opened the discussion on the issuing of the trespass warnings and the challenges this presents to the different police departments within Pinellas County. According to TSPD, the Trail has no physical address, so this is a challenge to the Park Rangers. Another challenge is the different police departments cannot issue one warning for the entire Trail due to jurisdictional authority. Park

Rangers only have the authority to issue trespass warnings, which they use judiciously when there is blatant disregard for the rules. Ranger Gray is concerned for the safety of her staff and volunteers, so she opened the discussion to get input from the officers themselves, for more definition on trespassing individuals from the Trail. Several attending law enforcement officers participated in the discussion, all agreeing that the boundaries and duration of trespass citations vary from jurisdiction to jurisdiction, and offered helpful advice on the issue.

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

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

Pinellas County Sheriff Deputy Eric Gibson was unable to attend and no report was received.

### **B. Belleair**

No one attended from the Belleair Police Department and no report was received.

### **C. Clearwater**

Officer Selena Hyppolite reported the Clearwater Police Department had 40 incidents, none were directly related to the Trail. Officer Hyppolite has been reassigned and Officer Raniel Heredia will be taking her place.

### **D. Gulfport**

No one attended from the Gulfport Police Department, and no report was received.

### **E. Largo**

Officer V. Tran reported 10 calls for service, 4 applied to traffic stops where the Trail was used as a landmark. One call report of an intoxicated subject on the Trail. A Ranger called in the report. One welfare check, property calls and traffic complaints.

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

St. Petersburg Police Officer Mike Christian was unable to attend and no report was received. Chair Wolfson said he would follow up.

### **G. Tarpon Springs**

Officer John Ulrich had nothing to report for Tarpon Springs, other than what was already covered by Chief Ranger Gray.

### **H. Animal Services**

Mr. Gary Brown with Animal Services had nothing to report.

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

Mr. Craig Queen, Pinellas County EMS & Fire Administration, provided an updated report with 31 incidents listed. Mr. Queen noted the Trail points are being used correctly by the operators. No reports of incidents on the Trail, just the Trail marker referenced.

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

Mr. Greg D'Amario, Pinellas County Risk Management had nothing to report.

**K. Volunteer Patrol Programs and Updates**

Chair Wolfson stated three volunteers recently passed away due to an older crowd of volunteers, so he is down to 23 volunteers. Three or four more have been trained, but the Trail has been quiet. Chief Ranger Gray said there will be an orientation on the 2<sup>nd</sup> of August for 5 or 6 new Auxiliary Ranger volunteers, otherwise there are 60 active members.

**7. AUTOMATIC TRAIL COUNTERS**

Ms. Susan Miller, Forward Pinellas staff, briefly discussed the automatic counter reports included in the agenda packet for March, April and May 2018. Please note the May counts at the Bay Pines, Clearwater and Seminole stations were significantly less than the April counts, attributing the lower counts to the weather and some minor Trail repairs. The Keystone counter had some crazy bike counts, which staff is looking into. Keep in mind that the contractor is changing out the counters from the old Eco-counters to more updated counters. The St. Petersburg counter was recently vandalized and the Wall Springs counter was moved 2 miles further south and will be renamed as the Palm Harbor counter. There were no other comments about the counter reports.

**8. REPORT ON TRAIL CONSTRUCTION ACTIVITY**

Ms. Miller reviewed the Trail Construction Activity report with the Security Task Force. She noted that active links were added on the electronic agenda to show additional project information. The North Gap and the South Gap for the Duke Energy Trail: The North Gap is in design/build phase and construction should begin in December to be completed in FY 2020. The South Gap begins at Haines Bayshore, then heads southward to Ulmerton Road, eastward along 126th Avenue to the Roosevelt Trail section, eventually connecting to the North Bay Trail in northeast St. Petersburg. Public Works has applied for SUN Trail (Shared Use Nonmotorized) funding for some areas while they investigate right-of-way in other areas of the South Gap, and continues to meet with Duke Energy to complete alignment studies and determine ownership. The Pinellas Trail Loop connection at NE Coachman/Old Coachman Road and the Ream Wilson Clearwater Trail is scheduled for construction in 2018, to be completed by end of 2019. CSX will not allow another trail crossing, so the Pinellas Trail Loop is being collocated with the Ream Wilson Clearwater Trail for that crossing. The San Martin Bridge replacement project is currently in the PD&E study phase, and will include how best to link a trail on the bridge with the Duke Energy Trail and North Bay Trail. The design of the Courtney Campbell Trail Overpass at Bayshore Boulevard has been funded under the SUN Trail program, with construction scheduled in FY 2023. FDOT currently shared a few designs with the Forward Pinellas committees and will attempt to move this project up on the priority list. The Howard Frankland Bridge rebuild will include a multi-use trail on the north side and will need a connection to the Pinellas Trail, estimated to be complete in FY 2024. The City of St. Petersburg and FDOT are currently considering connections to 4th Street. With regards to the Orange Street Overpass, the bridge spans are being fabricated and the overpass is scheduled to be completed by the end of 2018. There are safe mid-block crossings with RRFB's, as well as construction signs. The Harn Boulevard Overpass design is underway with construction scheduled for FY 2020/2021. The Bayway Trail South project on S.R. 679 includes the Tierra Verde Bridge Replacement with a trail and is currently under maintenance agreement talks. The City of St. Petersburg continues to refine the Treasure Island Causeway Trail project to provide a safer facility that will connect the Pinellas Trail to Gulf Boulevard across the Treasure Island Causeway through the congested residential area. The last phase of the Druid Trail, Glen Oaks Park to the Duke Energy Trail is currently under construction which is moving along and looking good. As it heads westward, the Druid Trail connects to the Memorial Causeway Bridge to link to Clearwater Beach. A bike trail will be constructed inside Honeymoon Island State Park as a

separate facility from the roadway, funded through the Florida Department of Environmental Protection (FDEP). Initial funding fell short, but the project will be scheduled when adequate funding becomes available. The design for the Oldsmar Trail Phase 6, funded with Penny for Pinellas, is underway with construction scheduled for FY 2019. Ms. Miller explained the Trail maps were included in the agenda packet for general information, as well as a detailed graphic of the Oldsmar Trail and water access points.

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

There were no comments regarding Trail Community Involvement Activities.

**10. OTHER BUSINESS**

There was no other business discussed at this time.

**11. ADJOURNMENT**

Chairman Wolfson adjourned the meeting with a pounding of the gavel at 10:30 a.m. The next PTSTF meeting is scheduled for October 9, 2018.

### **3. Largo West Bay Drive Trail Head Project**

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#### **SUMMARY**

Largo, the third largest city in Pinellas County and 4th largest in the Tampa Bay Area with an estimated population of more than 83,500 residents, was first incorporated in 1905. Initially a rural farming community with citrus groves, cattle ranches, hog farms and forests, population growth and the decline of agriculture by the 1960's has transformed the city into a residential community with retail services and some light industrial.

After the CSX Railroad abandoned 34-miles of tracks in Pinellas County, the corridor was converted in 1990 to a rail-trail and provided a safe area for non-motorists to walk, jog, bicycle and inline skate safely separated from vehicular traffic. Largo is fortunate to have over 3 miles of the Pinellas Trail within its boundaries, but access to the Trail from several of the surrounding communities in its urban downtown was blocked by cul-de-sacs, drainage ditches, or other obstacles. The West Bay Drive Trail Head project was designed to improve residential access to the Trail, add wayfinding and amenities.

The West Bay Drive Trail Head project's primary objective is to establish new connectivity and access at three locations on the Trail between Washington Avenue and 4th Avenue NW, while enhancing the overall aesthetics of the Trail and surrounding amenities. The project includes new bridge connections, a mid-block crossing, repair and rehabilitation of the existing infrastructure, landscaping, and new parking options.

The City of Largo is excited to present the 100% design of the West Bay Drive Trail Head Project.

**ATTACHMENTS:** None

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



## **6. Report on Monthly Trail User Count Data**

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### **SUMMARY**

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

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

- June 2018
- July 2018
- August 2018

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

# Pinellas Trail User Count Data Summary

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

## Total Usage

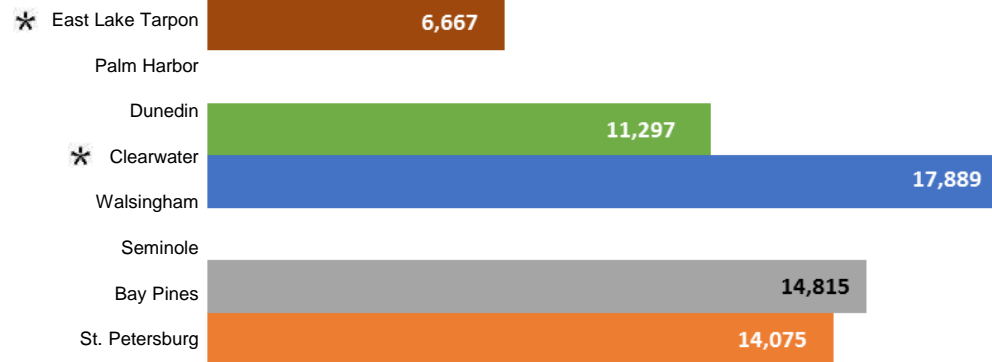
30-Day Count Total: 64,743  
Daily Average Users: 2,088

### Highest Daily Totals:

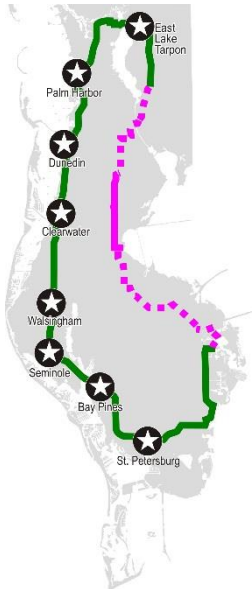
- #1 – Saturday, June 2nd (Dunedin - 1,199)
- #2 – Saturday, June 16th (Clearwater - 1,099)
- #3 – Friday, June 8th (Bay Pines - 762)

*Note: Walsingham, Palm Harbor & St. Petersburg counts are temporarily unavailable due to repairs & technical issues. All RoadSys counters.*

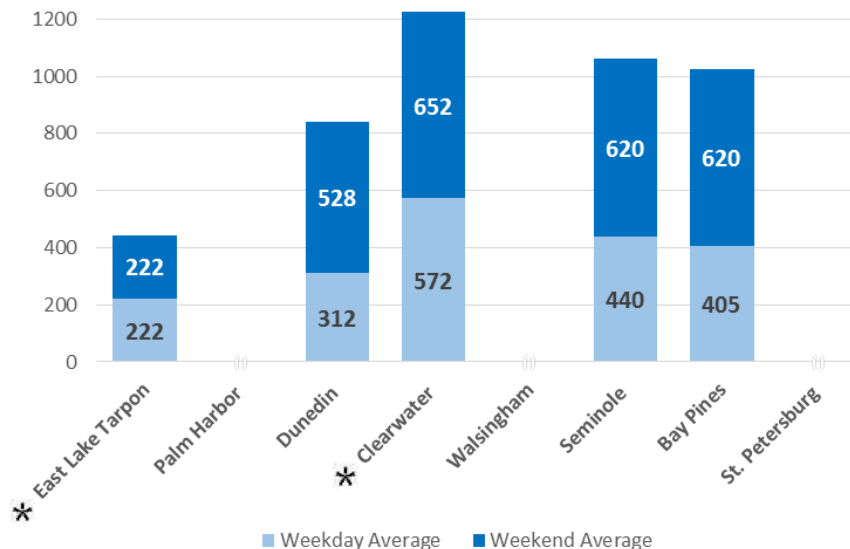
## Monthly Trail Users by Counter Location





## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

		
East Lake Tarpon:	1%	99%
Palm Harbor:	NA	NA
Dunedin:	2%	98%
Clearwater:	5%	95%
Walsingham:	NA	NA
Seminole:	31%	69%
Bay Pines:	21%	79%
St. Petersburg:	NA	NA

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

\* Indicates Data Adjustment

# Pinellas Trail User Count Data Summary

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

## Total Usage

31-Day Count Total: 87,790  
Daily Average Users: 2,832

Highest Daily Totals:

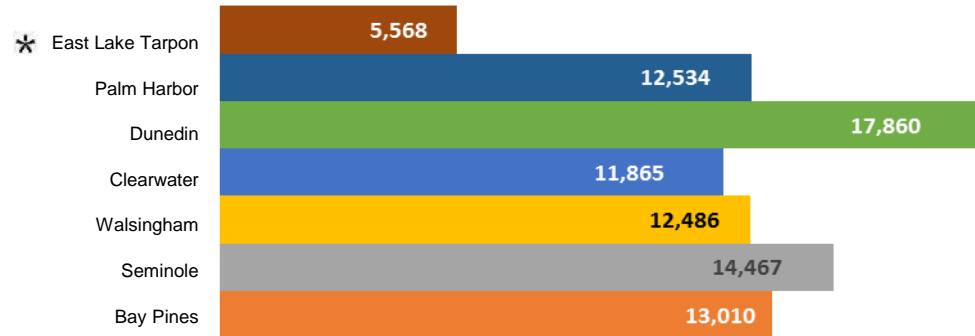
#1 – Saturday, July 14th (Palm Harbor - 1,016)

#2 – Sunday, July 8th (Dunedin - 900)

#3 – Wednesday, July 4th (Bay Pines - 701)

*Note: Walsingham, Palm Harbor partial monthly datasets; St. Petersburg count temporarily unavailable due to repairs & technical issues. All RoadSys counters.*

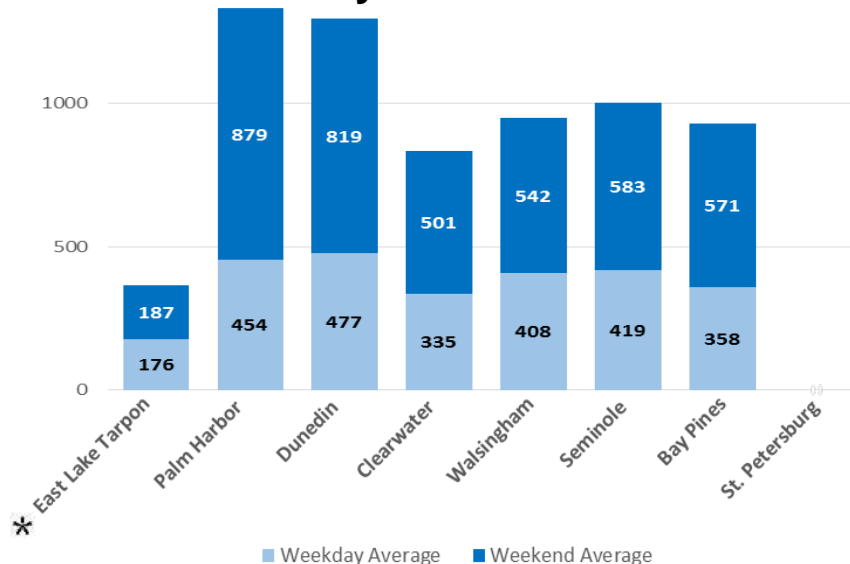
## Monthly Trail Users by Counter Location





## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

		
East Lake Tarpon:	1%	99%
Palm Harbor:	12%	88%
Dunedin:	5%	95%
Clearwater:	25%	75%
Walsingham:	27%	73%
Seminole:	28%	72%
Bay Pines:	13%	87%
St. Petersburg:	NA	NA

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

\* Indicates Data Adjustment

# Pinellas Trail User Count Data Summary

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

## Total Usage

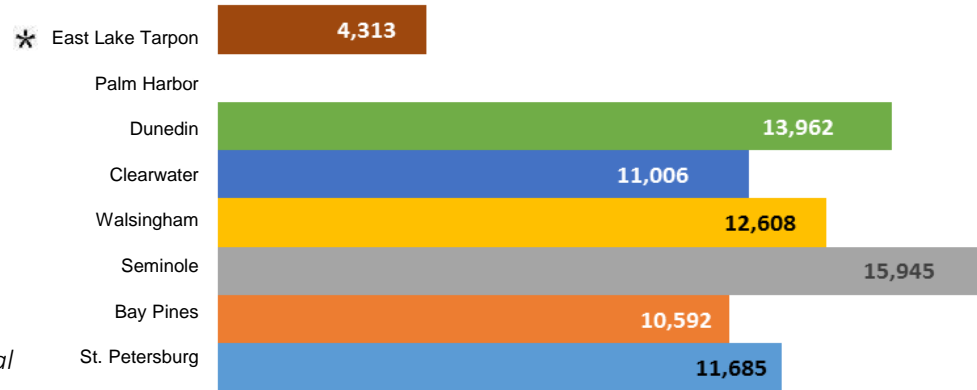
31-Day Count Total: 80,111  
Daily Average Users: 2,584

### Highest Daily Totals:

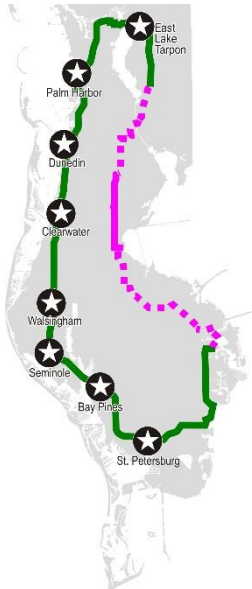
- #1 – Saturday, August 4th (Dunedin - 1,905)
- #2 – Sunday, August 26th (St. Petersburg - 796)
- #3 – Saturday, August 4th (Seminole - 736)

*Note: Palm Harbor count temporarily unavailable due to repairs & technical issues. East Lake counts data adjusted. All RoadSys counters.*

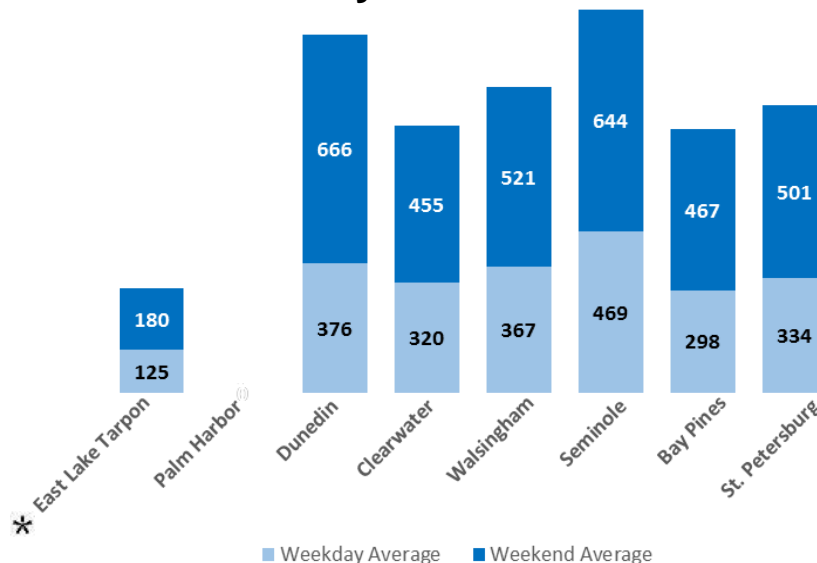
## Monthly Trail Users by Counter Location





## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

		
East Lake Tarpon:	3%	97%
Palm Harbor:	NA	NA
Dunedin:	16%	84%
Clearwater:	51%	49%
Walsingham:	22%	78%
Seminole:	40%	60%
Bay Pines:	6%	94%
St. Petersburg:	40%	60%

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

\* Indicates Data Adjustment

## **7. Trail Construction Activity Report**

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### **TRAIL CONSTRUCTION PROJECTS October 2018**

Pinellas Trail North Loop Gap Countryside	Enterprise Rd to Chesnut Sr. Park; SUN Trail; Design-Build Underway, Est. Complete 2020 ( <a href="#">link</a> )
Pinellas Trail South Loop Gap	Haines Bayshore to Ulmerton Rd to N Bay Trail; Applied for SUN Trail Funding; Design in 2020
Pinellas Trail Loop - Ream Wilson Connection (Old Coachman Bridge)	NE Coachman RRX to Duke Energy Corridor; Construction 2018; Est. Complete 2019 ( <a href="#">link</a> )
San Martin Bridge & Trail connection	PD&E in Late 2018 ( <a href="#">link</a> )
Courtney Campbell Trail Overpass	Trail Overpass at S.R. 60/Bayshore Blvd; SUN Trail; Design Underway; Construction 2023
Howard Frankland Bridge Trail	FDOT include trail with new bridge construction; Design-Build Project; Est. Construction 2020 ( <a href="#">link</a> )
Orange Street Overpass	Pedestrian Overpass Spans being fabricated; Est. Complete late 2018 ( <a href="#">link</a> )
Harn Boulevard Overpass	Pedestrian Overpass; Design Underway; Construction 2021 ( <a href="#">link</a> )
Bayway Trail South	SR 679 & Tierra Verde Bridge Replacement Construction late 2018 – 2021 ( <a href="#">link</a> )
Treasure Island Causeway Project	Phase I Completed February 2018; Phase II Design 2018
Druid Trail Ph IV	Glen Oaks Park to Duke Energy Trail; Currently Under Construction
Honeymoon Island State Park Trail Extension	Separated Bike Trail, FDEP Project; Design-Build; Currently Under Construction
Oldsmar Trail Phase 6	Design underway; Construction 2019

**9. Other Business**

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

*American Trails FAQ Trail LOS – September 17, 2018*

**B. Suggestions for Future Agenda Topics**

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

**C. Other**

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



## FAQ: Determining Trail Capacity or Level of Service

*How many users can a paved trail support before it becomes too crowded or over used?*

by American Trails Staff  
September 17, 2018

Trails almost never reach a level of maximum use. A trail of a given length can accommodate more people than will generally ever use it. The most accessible or attractive mile (like around a popular lake) can receive more use than the other 99 miles in the system.

The other issue is the perception of trail users. Running into just a couple of parties on a wilderness hike can seem crowded, but a popular waterfront trail like San Diego's Pacific Beach boardwalk swarms with bikes, skates, runners, and strollers all dodging each other. It's a poor "level of service" for commuting, but as an experience it's hugely popular.

People do build wider trails and multiple treades to accommodate the different speeds and types of users, and that's what most municipalities in the Denver metro area seem to be doing. The related issue is managing trails properly for the use they get-- speed limits, encouraging fast cyclists to use the road, center stripes, signing narrow sections and poor sightlines, and enforcing some basic courtesy.

It's a matter of opportunity: where are the best trail opportunities, and where are the gaps in places people would clearly like to walk or bike. Urban trail use and demand seems to be increasing nationwide, along with the opportunities as more trails and connections are made.

The [City of San Jose system annual trail count](#) shows that trail use continues to rise. San Jose has done a lot to develop a better system for commuting, but they would probably agree that the actual capacity is well below any peak usage.

