



BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

April 15, 2019 – 8:30 a.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS** (8:30 – 8:35)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – March 18, 2019** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – April 10, 2019** (8:45 – 8:50)
5. **TAMPA BAY NEXT: HOWARD FRANKLAND BRIDGE TRAIL** (8:50 – 9:05)
6. **TRANSPORTATION ALTERNATIVES (TA) PROGRAM** (9:05 – 9:15)
7. **TREASURE ISLAND TRAIL CONNECTION** (9:15 – 9:25)
8. **ADVANTAGE PINELLAS: ACTIVE TRANSPORTATION PLAN** (9:25 – 9:35)
9. **PINELLAS TRAIL SURVEY 2019** (9:35 – 9:40)
10. **SPOTlight EMPHASIS AREAS UPDATE** (9:40 – 9:45)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
11. **BPAC BUSINESS** (9:45 – 10:00)
 - A. Bike/Walk Tampa Bay (BWTB) Summer Summit June 28, 2019
 - B. Tri-County BPAC May 22, 2019
 - C. Florida Bicycle Association (FBA)
 - D. Pinellas Trails, Inc.
12. **AGENCY REPORTS** (10:00 – 10:10)
13. **OTHER BUSINESS** (10:10 – 10:30)
 - A. Membership
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
14. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – MAY 20, 2019

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

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

Bicycle Pedestrian Advisory Committee – April 15, 2019

3. Approval of Minutes



SUMMARY

The meeting summary for the March 18, 2019 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – March 18, 2019

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
MARCH 18, 2019**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on March 18, 2019, in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

BPAC Members Present

Brian Smith, Chairman
Daniel Alejandro
Becky Afonso, Vice Chair
Dr. Lynn Bosco
Stephanie Carrier
Kimberly Cooper
Scott Daniels
Diane Friel
Lyle Fowler
Chip Haynes
Byron Hall
Edward Hawkes
Alan Johnson
Jacob Labutka
Steve Lasky
Mike Milvain
Ron Rasmussen
Joan Rice
Annette Sala
Michael Siebel
Kyle Simpson
Rachelle Webb
Jim Wedlake
Georgia Wildrick
Robert Yunk

At Large Citizen Representative
Largo Citizen Representative
North County Citizen Representative, Oldsmar
At Large Citizen Representative
Pinellas County School System Representative
St. Petersburg Citizen Representative
Pinellas Trails, Inc.
City of Largo
PC Parks & Conservation Resources (PCR)
Clearwater Citizen Representative
Pinellas Park Citizen Representative
At Large Citizen Representative
South Beaches Citizen Representative
PSTA
At Large Citizen Representative
St. Petersburg Citizen Representative
Pinellas Park Citizen Representative
Pinellas County Public Works – Traffic (Alt.)
At Large Citizen Representative
At Large Citizen Representative
St. Petersburg Bicycle Pedestrian Coordinator (Alt.)
Safe Routes to School
Seminole Citizen Representative
Largo Citizen Representative
At Large Citizen Representative

BPAC Members Absent

Julie Bond
Win Dermody
Felicia Donnelly
David Feller
Deputy Eric Gibson
Ric Hartman
Charlie Johnson
Paul Kurtz
Caroline Lanford
Charles Martin
Tiffany Sabiel
Bert Valery

CUTR
Clearwater Citizen Representative
City of Oldsmar
North County Citizen Representative, Oldsmar
Pinellas County Sheriff's Office
City of Clearwater
St. Petersburg Citizen Representative
At Large Citizen Representative
Pinellas County Planning Department
Dunedin Citizen Representative
Safe Routes to School
North Beaches Citizen Representative

Others Present

Alex Henry
Bob Young
Dr. Jan Hirschfield
Chris Saathoff
Stephen Moviavit
Commissioner Jeff Gow
Casey Morse
Whit Blanton
Jared Austin
Al Bartolotta

FDOT
Aux Ranger
Pinellas Trails, Inc.
Citizen
Seminole
City of Dunedin
Pinellas County Public Works – Traffic
Forward Pinellas Executive Director
Forward Pinellas Staff
Forward Pinellas Staff

Rodney Chatman
Susan Miller
Maria Kelly

Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff

1. CALL TO ORDER & INTRODUCTIONS

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

2. PUBLIC COMMENTS

Public comment was given by Seminole Resident Mr. Stephen Moviavit, where he stated that he will continue his support to allow electric bikes on the Pinellas Trail.

3. APPROVAL OF MINUTES

The summary from February 25, 2019 BPAC meeting was approved as provided with no corrections.

4. FORWARD PINELLAS ACTIONS

Mr. Rodney Chatman, Forward Pinellas Planning Division Manager, reviewed the highlights from the Forward Pinellas Board March 13, 2019 meeting. The Board took action on the Complete Streets grant programs, awarding the City of Clearwater \$50K to develop a concept plan for Ft. Harrison Avenue, and awarded the City of St. Petersburg \$50K for an 18th Avenue S. concept plan and the City of St. Petersburg \$1M for a construction project on 22nd Street S. from 5th Avenue S. to 11th Avenue S. For the Planning & Place-Making grant program the City of Largo was awarded \$50K to prepare a Special Area Plan for the U.S. 19 and Roosevelt Boulevard/East Bay Drive area; the City of Oldsmar was awarded \$25K to fund a feasibility study for the Top of the Bay Innovation Center; the remaining \$25K was awarded to the City of Tarpon Springs for funding used to identify the highest and best use for a city-owned distressed property. The Board received an update on the Alternate U.S. 19 Cultural Corridor, a current project in partnership with Creative Pinellas. A progress meeting is scheduled for March 26, 2019 at the Creative Pinellas Gallery, at 6:00 p.m.

5. 102ND AVENUE N / BRYAN DAIRY ROAD / CR 296 BICYCLE LANES

Ms. Joan Rice, Pinellas County Public Works, addressed the committee regarding the resurfacing between Seminole Boulevard / Alt U.S. 19 and 66th Street N. Portions of bicycle lanes were restriped along the corridor and the County is requesting BPAC review and provide comments for some proposed changes presented. Discussion and suggestions followed where questions were taken and appropriately answered.

6. PUBLIC PARTICIPATION PLAN AMENDMENTS

Mr. Al Bartolotta, Forward Pinellas Planning Division Manager, addressed the committee regarding the Forward Pinellas Public Participation Plan (PPP). The PPP is Forward Pinellas's guideline for the all public outreach conducted via the website or social media or going out to public community events with our exhibits. This plan also sets forth our strategies aimed at educating and engaging citizens in the development of its transportation plans and programs. The Plan is occasionally reviewed and amended based on changes in the program from procedural adjustments, periodic evaluations and federal certification recommendations. A strike through underline version of the PPP with proposed amendments responding to the recent update of the Forward Pinellas Title VI Plan and changes associated with adjustment o various outreach strategies in Appendix A was presented to the BPAC for approval. Georgia Wildrick made a motion for approval of the PPP with the amendment changes. It was seconded by Mike Siebel and passed with a unanimous vote. Questions were taken and appropriately answered.

7. ADVANTAGE PINELLAS BICYCLE PEDESTRIAN MASTER PLAN VISIONING

Ms. Susan Miller, Forward Pinellas staff, updated the committee regarding the Advantage Pinellas Active Transportation Plan. Survey information cards were handed out to committee members, requesting their help in increasing public participation for bike/ped travel comments, common destinations, places of interest, infrastructure needs and /or hazards. their commitment to safety and consistency across Pinellas County, the County's Public Works Department is in the process of developing a policy that will require the identification and MOT for all transportation facility closures affecting all modes of transportation. This includes private contractors providing the same that are hired for construction jobs at or near the trails. Public Works has brought the draft of Public Works Maintenance of Traffic for Pinellas Trail Loop and Network to the BPAC for review and comments. This draft will also go before the TCC for the city's Transportation Engineering staff comments and review. Questions were taken and appropriately answered.

8. PINELLAS TRAIL AUTOMATIC COUNTER SUMMARY FOR 2018

Ms. Miller addressed the committee regarding trail counter data collected through 2018. Trail counters provide essential data used to summarize trail usage by bicyclists and pedestrians. This information is used in various ways from planning processes to evidence of economic growth. In 2013, three trail counters were installed along the trail to more accurately count trail user trips and to distinguish between user modes (pedestrians or bicyclists). In 2016, additional funding became available, and Forward Pinellas was able to procure five additional counters and install them at intervals that complemented the previous installations. The 2018 Year End Summary included in the agenda packet shows the total user trips at the different stations, monthly usage, user mode and weekday vs weekend profiles. Questions were taken and appropriately answered.

9. SPOTLIGHT EMPHASIS AREAS UPDATE

Mr. Chatman provided a brief update on SPOTlight areas. With regards to the Vision for US Highway 19 Corridor, there is an Open House for the 34th Street S. lane repurposing project being done by the City of St. Petersburg and FDOT, scheduled on March 4th at 6:00 pm at the St. Pete College All State Center. The corridor being reviewed is 34th Street S. and 22nd Avenue to 54th Avenue S. With regards to Enhancing Beach Access, staff met with Indian Rocks Beach City Commission on February 12th for a work session on the Gulf Boulevard safety enhancements. The City Commission will have another session in April and that information will be brought to the BPAC.

10. BPAC BUSINESS

A. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso, was unable to attend. No update was given.

B. Pinellas Trails Inc.

Mr. Scott Daniels, Pinellas Trails, Inc., shared an update with the committee. The annual Auxiliary Ranger Appreciation picnic and spring meeting will be held at Taylor Park in Largo on March 9, 2019 at 11:00 am. Please Save the Date of Saturday, December 5, 2020, as this is the 30th Anniversary for the Pinellas Trail. Pinellas Trails Inc., will be looking for volunteers and sponsors over the next year for a very large celebration.

11. AGENCY REPORTS

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

Ms. Harvey updated the committee announcing that the Orange Street overpass is complete and being used. The North section of the Pinellas Trail Loop from Sunset Point Road to Northeast Coachman should begin construction in June 2019. Sixty percent plans are in for the section of Enterprise Road to John Chesnut Sr. Park and anticipated to be under construction sometime this year.

• Clearwater Bicycle Pedestrian Program

Mr. Ric Hartman, City of Clearwater, updated the committee on the Druid Trail and thanked Public Works for their meeting with HOA's sharing the positive side of the trail. The utility poles are coming down along the Druid Trail and construction is moving along with hopes to be completed by March. The City of Clearwater is working on updating its bicycle/pedestrian master plan.

• Largo Bicycle Pedestrian Program

Ms. Diane Friel, City of Largo was unable to stay, due to illness. No update given.

• St. Petersburg Bicycle Pedestrian Program

Mr. Lucas Cruse, St. Petersburg Transportation, provided a brief update on the Complete Streets Implementation Plan. The draft document is nearly completed and should be ready for committee review at www.stpete.org/completestreets. Plans for U.S. 19 S. include a lane reallocation in the southern section. The City is looking to add both wide sidewalks and trails on both sides and right turns, with better pedestrian crossings. The Central Avenue BRT is in full design to connect downtown to the beaches. Currently, door to door outreach is being done to get public opinion about station platforms, pedestrian access, lane configurations and bike lanes vs parking on both sides. Bike lanes are coming off 1st Avenue, and west of 34th Street, bike lanes will be added to Central Avenue. Several other lane repurposing projects continuing in coordination with the County.

• FDOT District 7 Updates

Mr. Alex Henry, FDOT Bike/Ped Coordinator, shared an update for FDOT projects. The Starkey Gap Trail as it connects to the Coast to Coast is under construction with a mid-July completion date. The Howard Frankland Bridge Replacement Project should be going out for bid.

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

The next meeting will be held on April 9, 2019.

12. OTHER BUSINESS

A. Membership

There were no comments regarding this item.

B. Correspondence, Publications, Articles of Interest

There were no comments regarding this item.

C. Suggestions for Future Agenda Topics

There were no suggestions offered at this time.

C. Other

Mr. Daniel Alejandro wanted to recognize Barry Westmark, Robert Hatton and Megan Dion with the City of Largo, as well as Joan Rice and Gina Harvey with Pinellas County Public Works Traffic, for their work on the traffic signal at the intersection of Highland and Rosery. Ms. Kimberly Cooper wanted to recognize Julie Bond with CUTR for her work on educating the public for bike/pedestrian safety. Her website is www.bikewalktampabay.org.

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:25 am. The next BPAC meeting is scheduled for Monday, March 18, 2019.

Bicycle Pedestrian Advisory Committee – April 15, 2019

4. Forward Pinellas Executive Summary – April 10, 2019



SUMMARY

The April 10, 2019 Executive Summary will be provided for your information. A staff member will review actions taken by the Forward Pinellas Board at that meeting.

ATTACHMENT(S): Executive Summary for April 10, 2019 – distributed at meeting.

ACTION: None Required, Informational Item Only

5. Tampa Bay Next: Howard Frankland Bridge and Trail

SUMMARY

Tampa Bay Next is a Florida Department of Transportation (FDOT) program to improve regional connectivity and reduce traffic congestion on Tampa Bay's interstates while incorporating a strong public engagement component. Included with these projects are the Gateway Expressway, the I-275 corridor in Pinellas, I-275 north of Downtown Tampa, the Westshore Area Interchange and into Downtown, the Downtown Tampa Interchange, I-75, I-4, and the Howard Frankland Bridge.

The original Howard Frankland Bridge was constructed in 1959 and second bridge structure was constructed in 1991 to provide additional capacity across the Tampa Bay. The Howard Frankland Bridge project will replace the existing northbound (1959) bridge to add capacity and alleviate traffic congestion on the most traveled bridge across the Tampa Bay. The new bridge will provide four general purpose lanes and two tolled express lanes in each direction and a bicycle/pedestrian path that will connect Pinellas and Hillsborough Counties, which was requested by both the Hillsborough MPO and Forward Pinellas. This design-build project requires no right-of-way, and is expected to begin construction in 2020. For more detailed information, here is the link:

<http://www.tampabaynext.com/projects/howard-frankland-bridge/>

A representative from FDOT will provide an update on the Tampa Bay Next program including project updates on the Howard Frankland Bridge, I-275 Pinellas Corridor, and Gateway Expressway.

ATTACHMENT(S): Tampa Bay Next – Howard Franklin Bridge Fact Sheet

ACTION: None Required, Informational Item Only

Howard Frankland Bridge

Section 3 FPID 4229042 Pinellas; 4229044 Hillsborough

Program Description

Tampa Bay Next is a program to modernize Tampa Bay's transportation infrastructure and a process for engaging the public. Within the majority of the program area, the addition of express lanes is being considered to provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. In addition, improvements address safety and traffic operations on the interstates. Interstate modernization projects incorporate additional elements such as opportunities to add bicycle and pedestrian facilities, aesthetic treatments, transit accommodations, and reconnecting streets where possible.

Howard Frankland Bridge

The original Howard Frankland Bridge was constructed in 1959 and second bridge structure was constructed in 1991 to provide additional capacity across the Tampa Bay.

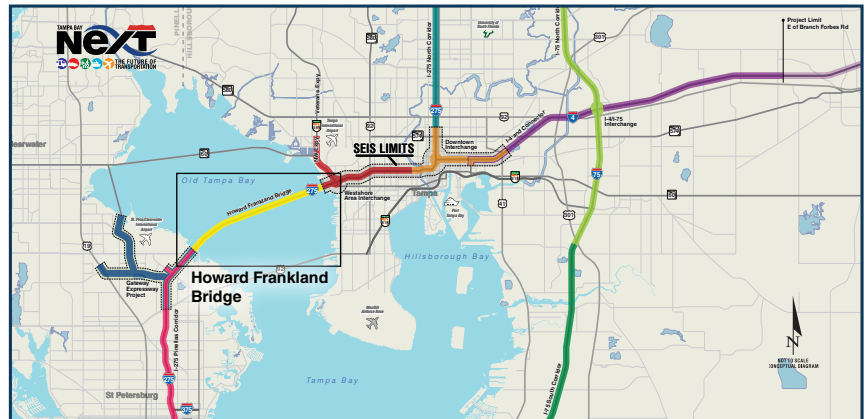
The Howard Frankland Bridge project will replace the existing northbound (1959) bridge to add capacity and alleviate traffic congestion on the most traveled bridge across the Tampa Bay. The new bridge will provide four general purpose lanes and two tolled express lanes in each direction. The tolled express lanes will provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. The project will also include a bike/pedestrian path that will connect Pinellas and Hillsborough Counties, which was requested by both the Hillsborough MPO and Forward Pinellas. This project requires no right of way.

The new design will improve incident management in emergency response situations and provide additional capacity along a critical evacuation route. To accommodate transit in the future, a portion of the new bridge will be designed and constructed to carry heavier loadings, up to a light rail transit system. Should light rail transit be locally supported for implementation, the existing southbound (1991) bridge would then be widened and travel lanes shifted to the widened bridge.

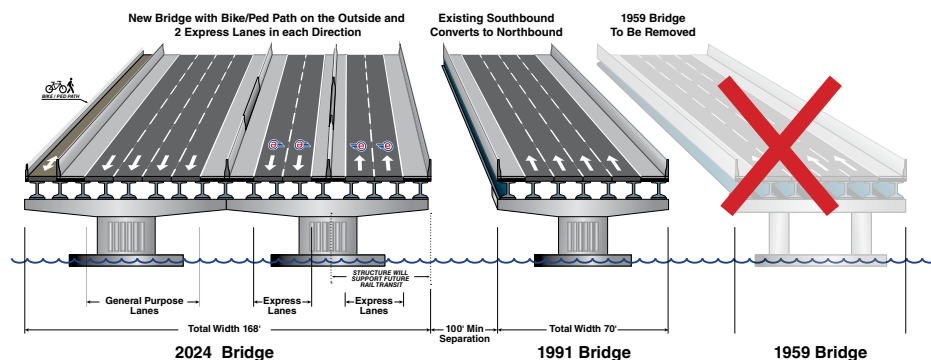
IN PROJECT DESIGN / CONSTRUCTION

CONSTRUCTION ESTIMATE (as of Feb. 2019)*	\$814 Million Funded for construction
CONTRACT AWARD	Late 2019
CONSTRUCTION SCHEDULE	Anticipated to begin early 2020 Anticipated completion late 2024

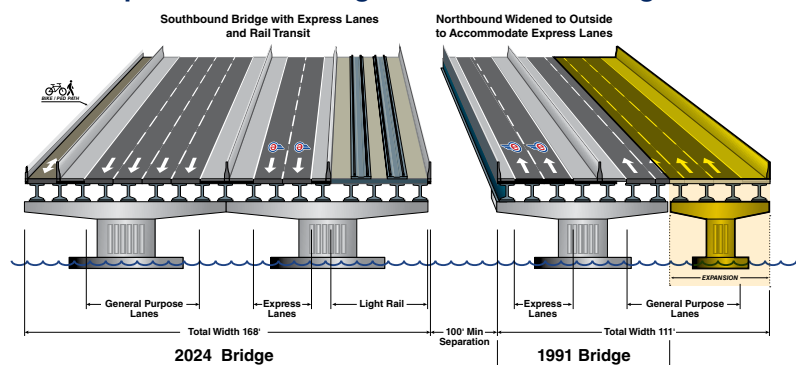
*Present Day Cost



Current Proposed Design



Proposed Future Design to Accommodate Light Rail



For more project specific information and to get involved:

TampaBayNext.com | TampaBayNext@dot.state.fl.us | (813) 975-NEXT (6398) | f/TampaBayNext | @TampaBayNext

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1 (800) 955-8771 (TDD) or 1 (800) 955-8770 (Voice).

Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante en español es: Lilliam Escalera, (813) 975-6445, lilliam.escalera@dot.state.fl.us.



6. Transportation Alternatives (TA) Program

SUMMARY:

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

Given the number of projects on the list, new applications have not been requested since 2010. With the opportunity to issue another call for projects in the coming years, Forward Pinellas staff is proposing to overhaul the program. Staff has worked with a subcommittee of BPAC and Technical Coordinating Committee members to develop a new application process and new scoring criteria. Staff will provide an overview of the proposed revisions to the program and present a timeline to solicit new projects for funding.

ATTACHMENT(S): Transportation Alternatives Program Structure and Scoring Criteria

ACTION: Recommend approval of the revised Transportation Alternatives Program Structure and Scoring Criteria

Proposed Forward Pinellas Transportation Alternatives Program

Minimum Award: \$300,000

Maximum Award: \$2,000,000

Maximum of 4 projects will be selected to be prioritized for funding. There is no guarantee that all projects will receive funding in the next 5-year Work program.

Each jurisdiction may submit a maximum of 2 projects for consideration for each funding cycle.

If selected for the priority list, a project may only remain on the list for a maximum of three years before being removed.

Prerequisites

- Local Commitment. Must include a resolution of support from governing body and documentation of public support.
- 100% of ROW acquired or documentation of an easement
- Agency must be LAP certified, demonstrate a commitment to obtain LAP certification within a timely manner to implement the project or provide an agreement with a LAP certified agency to implement the project on their behalf.

Technical Scoring	
Criteria	Points
Local Match (may include funding for design phase of the project; in-kind support is limited to 20% of match)	1 point per % match (max 20 points)
Project provides direct access to a Multimodal Corridor, as designated on the Countywide Land Use Map	10
Project is located within, or directly connects to, an Activity Center, as identified on the Countywide Land Use Map	10
Project is identified in the Forward Pinellas Bicycle Pedestrian Master Plan or directly connects to a facility identified in the Plan	5
Project connects 2 or more existing facilities (fills a gap)	10
For projects that construct bicycle facilities (sidewalks are not considered bicycle facilities for the purposes of this criteria), the level of traffic stress along the project corridor after improvement:	
1 - All Ages and Abilities	15
2 - Interested But Concerned	10
3 - Enthused and Confident	5
4 - Strong and Fearless	0
Project provides direct access to a priority transit route or one with headways of:	
30 minutes or better	10
45-60 minutes	5
Project is included within, or provides direct access to, and Environmental Justice area, as identified by Forward Pinellas	15
If the project includes sidewalk construction, the final corridor includes:	
Sidewalk on one side of the roadway	5
Sidewalks on both sides of the roadway	10
A separated pedestrian corridor with a minimum of a 2' buffer from the roadway	15

7. Treasure Island Trail Connection

SUMMARY

The Treasure Island Causeway, located at the far western end of Central Avenue in St. Petersburg, is one of the direct connections from mainland Pinellas County to Gulf Boulevard and the barrier islands. Trail facilities currently exist on the causeway bridges, but do not connect through the residential areas along the causeway islands.

The first phase of the Treasure Island Causeway Trail included a concrete path east of the causeway bridges with a two-way protected bicycle lane on 1st Avenue South, wayfinding signs and pavement markings. The second phase was designed to connect the Pinellas Trail to the causeway, and would have provided a separated path along the north side of Central Avenue adjacent to Causeway Isles, and include drainage and roadway improvements.

However, the City of Treasure Island has recently decided to only pursue roadway and drainage improvements, but would not provide for a trail facility. Based on this decision, the St. Petersburg Mayor's BPAC has requested the Forward Pinellas BPAC discuss this project at its April meeting.

ATTACHMENTS: None

ACTION: None Required, Informational Item Only

8. Advantage Pinellas: Active Transportation Plan

SUMMARY

As the MPO for Pinellas County, Forward Pinellas is responsible for developing a 25-year Long Range Transportation Plan (LRTP) every five years to account for changes in transportation needs, land uses, shifting regional travel patterns, new and emerging technology, and demographic changes that have occurred since the last adopted document. For the 2045 LRTP Update, the plan has been branded as Advantage Pinellas, and the Bicycle Pedestrian Master Plan, as one of the LRTP elements, has been repackaged as the Active Transportation Plan.

The consultant for the Active Transportation Plan, HDR, continues to compile data from multi-modal priorities, existing facilities, and develop the vision, goals, and objectives for the plan. Staff will pursue additional coordination with our municipal partners to ensure the Advantage Pinellas Active Transportation Plan identifies priority projects for local governments as well as countywide.

Currently, the plan is in the public outreach phase, with additional citizen outreach for bicycle/pedestrian travel comments, destinations, places of interest, infrastructure needs and/or obstructions to walking and/or bicycling. The number of Public comments and data points added through the online crowd sourcing tool is monitored regularly, and the dataset will be evaluated through the next 6-8 weeks.

Please continue to visit the Bicycle Pedestrian Mater Plan Data Viewer <https://egis.pinellascounty.org/apps/BikePedMasterPlan> to input your favorite destinations, locations you currently walk or bike to, and any other comments you might have.

ATTACHMENTS: Active Transportation Plan Schedule

ACTION: None Required, Informational Item Only

Forward Pinellas - Bicycle and Pedestrian Master Plan Update

DELIVERABLE/TASK SCHEDULE (04/3/19)

Task/Deliverable	Due	Completed	Comments
Task 1 - Existing Conditions Inventory & Analysis			
Tech Memo 1: Existing Conditions	4/10/19		
Policy & Code Best Practices	5/1/19		
Draft Vision, Goals, Objectives, Evaluation Criteria, and Performance Measures	4/10/19		
Task 2 - Stakeholder Outreach			
Kick-off Meeting	12/7/18	X	
Advisory Committee Presentations	--		
#1 BPAC Meeting	2/25/19	X	Intro to Project, Mapping Tool, Data Request
#2 TCC Meeting	2/27/19	X	Intro to Project, Mapping Tool, Data Request
#3 BPAC Meeting	mid-July 2019		Present Concepts & Draft Plan; tentative date (7/15/2019)
#4 TCC Meeting	late July 2019		Present Concepts & Draft Plan; tentative date (7/24/2019)
Workshops	--		
#1 Workshop Prior to TCC Meeting	2/27/19	X	Intro to Project, Mapping Tool, Data Request; Discuss Preliminary Priority Projects
#2 Workshop Prior to TCC Meeting	4/24/19		Vision, Goals, Objectives & Eval Criteria
#3 Workshop Prior to TCC Meeting	5/22/19		Proposed Bicycle & Ped Network Improvement List/Prioritization
Staff Coordination Meeting	5/29/19		Coordination with LRTP; tentative date
Task 3 - Bicycle and Pedestrian Safety Analysis			
Crash Analysis & Countermeasures Summary	4/10/19		
Task 4 - Proposed Bike/Ped Networks			
Bicycle Facility Types & Related Standards Matrix	5/1/19		
Gap & Demand Analysis Summary	early May 2019		Demand heat map & comparison with existing bike & ped facilities
Proposed Bike/Ped Network Improvements List & Map	mid-May 2019		corridors or intersections based on identified gaps in network and comparison to existing proposed projects
Project Prioritization	early June 2019		10 priority projects (general concept & prelim costs); dependent on timing for LRTP
Project Concept Summaries	late June 2019		10 priority projects (more details on concept, graphics)
Task 5 - Final Bicycle & Pedestrian Master Plan			
Draft BPMP	mid July 2019		
Final BPMP	early August 2019		

9. Pinellas Trail Survey 2019

SUMMARY

To better understand how people use the Trail, Forward Pinellas has conducted surveys of Pinellas Trail users over the last 10 years. The first Trail Survey was done in 1999, and yielded 1,518 responses over the two-day period; 2,513 responses were collected in the 2014 survey.

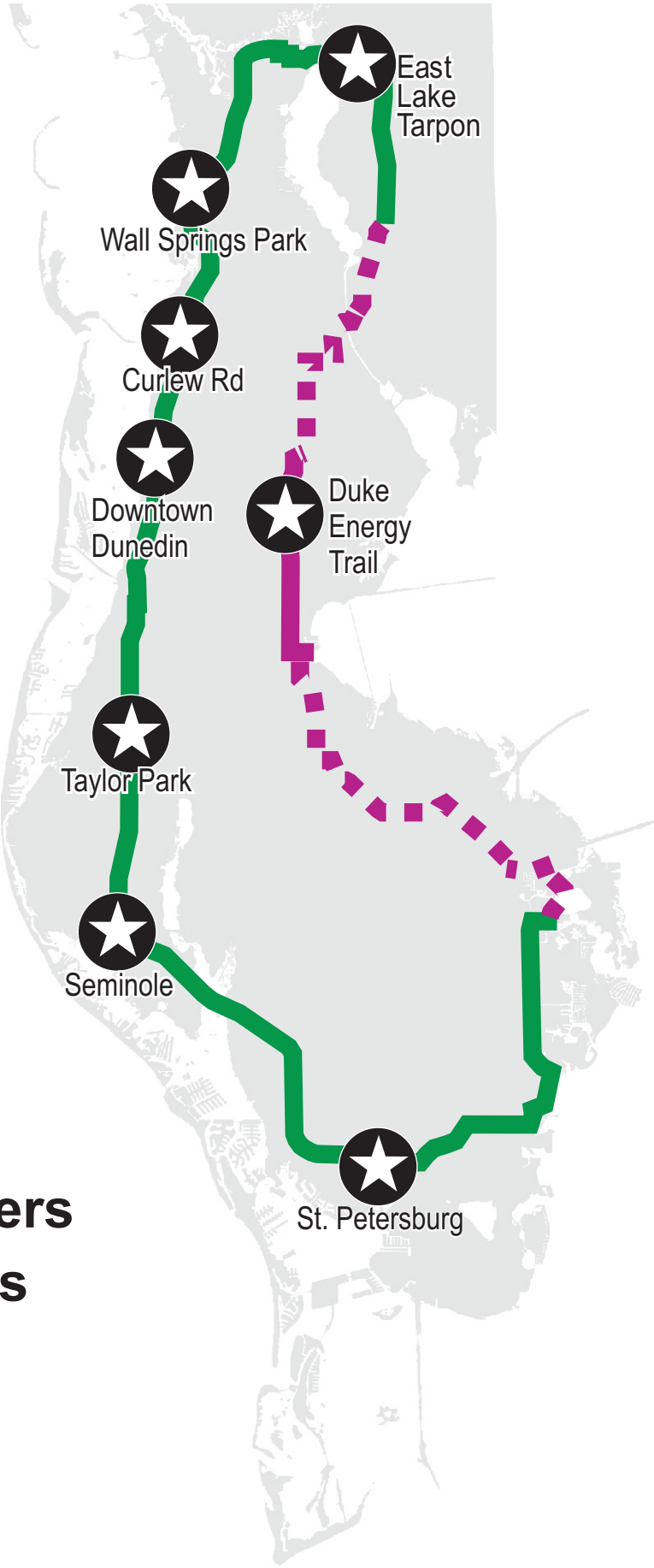
As we announced at the last BPAC meeting, the 2019 survey has been scheduled for Friday, April 26 and Saturday, April 27. We will be using six of the same survey locations as the 2014 survey. In addition, we will have an optional online survey this year in order to capture even more user responses. Each survey location will have at least one staff member or BPAC member, and at least one or more volunteers.

Please volunteer to assist us with this 2019 survey. A sign-up sheet will be circulated at the meeting for your participation.

ATTACHMENTS: Survey Locations for 2019 Trail Users Survey

ACTION: BPAC Members to Volunteer

**Proposed
Pinellas Trail Users
Survey Locations
2019**



10. SPOTLight Emphasis Areas Update

SUMMARY

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

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

ATTACHMENT(S): None

ACTION: None Required; Informational Item Only

11. A.-D. BPAC Business

A. Bike/Walk Tampa Bay (BWTB) Summer Summit June 28, 2019

Bike/Walk Tampa Bay (BWTB) is a regional coalition of citizens, advocates, professionals, and allied organizations created to make walking and bicycling the preferred modes of transportation in the Tampa Bay region. The Coalition was formed by a partnership between the New North Transportation Alliance, the Tampa Downtown Partnership, the Westshore Alliance, the St. Petersburg Downtown Partnership, the Florida Department of Transportation, the Community Traffic Safety Teams of Tampa Bay, and the Hillsborough and Pinellas Metropolitan Planning Organizations. To accomplish this goal, we engage and empower local communities and stakeholders to achieve our region's vision for a better transportation future.

Attach: Bike/Walk Tampa Bay Summit Save the Date

B. Tri-County BPAC May 22, 2019

The Tri-County Bicycle Pedestrian Advisory Committee (BPAC) will be meeting on Wednesday, May 22, 2019. Forward Pinellas BPAC will host this meeting at a location yet to be confirmed. The meeting will begin at 6 pm. Those wishing to fit a bike ride in before the meeting are welcome to do so on their own. Please consider attending the Tri-County BPAC on Wednesday evening, May 22nd at 6 pm until about 7:30 pm. The agenda materials will be distributed as the meeting date approaches.

C. Florida Bicycle Association (FBA)

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

D. Pinellas Trails, Inc.

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

An event
you don't
want to miss!



2019
BWTB SUMMER SUMMIT

Friday, June 28, 2019
9 a.m. to 4 p.m.

On the road to safety:
Meet key stakeholders & discuss strategies for change

REGISTER HERE!

The 2019 Summer Summit is a day-long event showcasing BWTB's progress and highlighting outstanding needs in our communities. Local leaders, dignitaries, citizens and others will come together to share insights and discuss the future of walking and bicycling in Tampa Bay.

Only \$35 per person if you register by May 17th!

(\$45 after 5/17/19.) Net proceeds from the conference will go to support iCan Bike and the Michael R. Schwaid Bike/Ped Initiative. Hot lunch and coffee/tea will be provided. Sponsorship opportunities available!

Presented by



INFO & AGENDA

bikewalktampabay.org/event/bwtb-summer-2019

Bicycle Pedestrian Advisory Committee – April 15, 2019



12. Agency Reports

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

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

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

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

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

ATTACHMENT(S): Pinellas Trail Security Task Force April 9, 2019 agenda packet

ACTION: None Required, Informational Item Only



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

April 9, 2019 – 9:00 a.m.

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

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – January 8, 2019**
3. **ADVANTAGE PINELLAS: ACTIVE TRANSPORTATION PLAN**
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. **PINELLAS TRAIL USERS SURVEY 2019**
8. **REPORT ON TRAIL CONSTRUCTION ACTIVITY**
9. **REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES**
10. **OTHER BUSINESS**
11. **ADJOURNMENT**
 - **NOTICE TO LAW ENFORCEMENT REPRESENTATIVES - IF YOU ARE UNABLE TO ATTEND THE MEETING, PLEASE E-MAIL YOUR INCIDENT/OFFENSE REPORT TO SUSAN MILLER smiller@forwardpinellas.org, IF YOU WOULD PREFER, YOU CAN FAX THE REPORT TO THE PINELLAS COUNTY MPO at (727) 464-8212.**
THANK YOU.

NEXT PTSTF MEETING – JULY 9, 2019

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

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

Pinellas Trail Security Task Force – April 9, 2019

2. Approval of Minutes – January 8, 2019



SUMMARY

The summary minutes of the January 8, 2019 Pinellas Trail Security Task Force meeting are attached.

ATTACHMENTS: Pinellas Trail Security Task Force Summary Minutes – January 8, 2019

ACTION: Approval of January Meeting Summary

PINELLAS TRAIL SECURITY TASK FORCE
MEETING Summary
January 8, 2019

The following is a summary of the January 8, 2019 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 Ronald Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coordinator
Officer Zachary Cissell	St. Petersburg Police Department
Officer Raniel Heredia	Clearwater Police Department
Officer Michael Fritz	Belleair Police Department
Officer V. Tran	Largo Police Department
Deputy Eric Gibson	Pinellas County Sheriff's Office
Richard Cody	Pinellas County Safety & Emergency Services (911)
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Caroline Lanford	Pinellas County Planning
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Keith Bentley	Pinellas County Risk Management
Casey Morse	Pinellas County Public Works – Traffic Division
Carol Gray	PC Parks & Conservation Resources (PCR) Chief Ranger
Tom Rill	PC Parks & Conservation Resources (PCR)
Jeremy Kapfenstein	PC Parks & Conservation Resources (PCR)
Jim Wedlake	Pinellas Trails, Inc. /Auxiliary Ranger, BPAC
Bob Young	Auxiliary Ranger Volunteer
Mark Glendon	Auxiliary Ranger Volunteer
Bill Romanski	Auxiliary Ranger Volunteer
Phyllis Romanski	Auxiliary Ranger Volunteer
Debra Kramer	Auxiliary Ranger Volunteer
Rodney Chatman	Forward Pinellas Planning Division Manager
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 – October 9, 2018

The summary from the October 9, 2018 meeting was approved, with no corrections.

3. ELECTION OF 2019 CHAIRMAN

Ms. Susan Miller opened the nominating floor for Chairman Nominations. There were no new nominations and Chairman Wolfson announced that he would be happy to continue as Chairman for the PTSTF committee. The committee unanimously agreed to accept Officer Wolfson offer to serve another term as Chairman.

4. PRESENTATION: 911 TRAIL MARKERS

Ms. Miller and Mr. Richard Cody, Pinellas County Safety & Emergency Services (911), addressed the committee with a concern from Pinellas County 911 regarding trail markers and seeking suggestions about how the Pinellas Trail can provide seamless coordination with the County 911 System. Each trail marker has a unique alpha-numeric identifier that provides emergency responders with the closest and most appropriate access point for the specific emergency vehicle required. Since the installation of the 911 markers, trail users, park personnel, emergency medical responders, and neighboring residents all have benefited in that the markers provide clear location points for 911 to follow. At this time, some of these markers need to be replaced due to fading, wear-tear and vandalism. Mr. Cody provided a list of countywide trails that had 911 markers and are currently included in the 911-System. He explained these markers are all GPS-located before physically installed, and the importance of unique alpha-numeric sequence for timely emergency response. Chief Ranger Carol Gray, Parks and Conservation Resources (PCR), explained the methodology to mark the Trail surface (a quick-crete layer, stencils and spray paint) which is time consuming, but the easiest to repair. Discussion followed.

5. A. QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER

Chief Ranger Gray reported several incidents related to the Trail over the last quarter. In October, assistance was requested from the Pinellas County Sheriff's Office (PCSO) regarding two transients camping and they were issued trespass warnings. A long term volunteer contacted St. Petersburg Police Department (SPPD) regarding abandoned property which was then returned to the owner. Encroachment issues for a property adjacent to the Trail in St. Petersburg have been resolved after three years of arbitration. In November, assistance was requested from the SPPD for an unconscious person in the area of 5th Avenue South. In December, the SPPD was contacted two days in a row for intoxicated persons on the Trail, and it was the same individual, who was then issued a trespass warning. The same individual was arrested the next day for starting a fire on the Trail, which also violated the trespass warning. Also in December, Clearwater Police Department (CPD) were contacted for assistance, for a make-shift tent in the Jones Street area. No one was in the tent, but rangers cleaned up the area. On January 4, 2019, a complaint was received about a homeless man who apparently allows his dog off its leash in the area of Seminole Boulevard and Target. The complainant stated the dog was aggressive, but did not leave their name. They did however mention they had contacted the PCSO and Seminole Animal Control.

6. LAW ENFORCEMENT AND AGENCY REPORTS

A. Sheriff's Office

Sheriff Deputy Eric Gibson reported four calls for service, where one caller used the Trail as a marker, reporting suspicious persons. Patrols have been set up.

B. Belleair

Officer Michael Fritz had nothing to report for Belleair.

C. Clearwater

Officer Raniel Heredia reported 41 calls for service but nothing specific to the Trail, other than directed patrols. A neighborhood coalition contacted the CPD regarding an area along the Trail at Fairmont & Marshall, where the bushes and underbrush were so heavy that the homeless were creating make-shift camps and using drugs. The neighborhood coalition contacted the

County to get the underbrush cut and now the neighborhood keeps the area clear of brush and debris to keep the transients from making camps. Kudos to the neighborhood coalition.

D. Gulfport

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

E. Largo

Officer V. Tran reported no significant calls, but will email Ms. Miller the number of incidents.

F. St. Petersburg

St. Petersburg Police Officer Zack Cissell reported 46 incidents originating on or near the Trail. Two incidents were reported in Ranger Chief Gray's report which resulted in the arrest. Officer Cissell added that there is a gentleman living in a boat located on the Lighthouse Car Wash property, and Code Enforcement was addressing that concern.

G. Tarpon Springs

Officer John Ulrich was unable to attend and no report was provided.

H. Animal Services

Mr. Gary Brown was unable to attend.

I. Public Safety Services

Mr. Craig Queen, Pinellas County EMS & Fire Administration, was unable to attend. Ms. Miller will request a report and distribute.

J. Pinellas County Risk Management

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

K. Volunteer Patrol Programs and Updates

Chair Wolfson stated that he would be training some new volunteers and he currently has 25 volunteers. Ranger Chief Gray stated there are approximately 60 active member volunteers.

6. AUTOMATIC TRAIL COUNTERS

Ms. Miller briefly discussed the automatic counter reports, which are included in the agenda packet. Still having some issues with the Walsingham unit which may have been resolved by the meeting date. November and December, as well as the year-end report will be with the next agenda packet. Mr. Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, stated that the city installed a new counter at Tropicana Field and were working on adding another counter near the Tyrone Mall.

7. REPORT ON TRAIL CONSTRUCTION ACTIVITY

Ms. Miller reviewed the Trail Construction Activity report with the Security Task Force. Please note on the electronic agenda's active links have been added to show additional construction information. The North Gap and the South Gap for the Duke Energy Trail: The North Loop Gap Countryside is in design/build phase and construction is underway and be completed in 2020. The South Loop Phase 3 & 4, Haines Bayshore to Ulmertown Road to 126th Avenue to connect to the North Bay Trail; Public Works has applied for SUNTrail funding for some areas while they investigate right-of-way in other areas. The Pinellas Trail Loop connection at NE Coachman/Old Coachman Road and the Ream

Wilson Clearwater Trail is scheduled for construction to be completed by end of 2019, with trail widening and bridge improvements over Alligator Creek. Pinellas Trail Loop – Duke Energy Trail, NE Coachman to Sunset Point: Penny for Pinellas funded: construction is scheduled for 2019-20. 71st Street Trail Connector, Pinellas Trail to 38th Avenue; design is funded in 2022 and construction in 2024. The San Martin Trail and bridge connection, includes a bridge currently undergoing a PD&E study. The design of the Courtney Campbell Trail Overpass at Bayshore Boulevard has been funded under the SUNTrail program, with construction scheduled in 2023. FDOT currently shared a few designs with the Forward Pinellas committees and will attempt to move this project up on the priority list. FDOT will include a trail with the Howard Franklin Bridge reconstruction, funded as a design-build project with construction estimated to begin in 2020. The Orange Street overpass spans are being replaced and construction should be completed by February 2019. The design for the Harn Boulevard Overpass is underway with construction scheduled for 2020/2021. Bayway Trail South, S.R. 682 will be included in the Tierra Verde Bridge Replacement, with construction to begin soon, and be completed in 2021. The City of St. Petersburg has been coordinating the Treasure Island Causeway Trail project, to connect the Pinellas Trail with the Treasure Island Causeway. Phase I has been completed, but Phase II was cancelled. The last phase of the Druid Trail, Glen Oaks Park to the Duke Energy Trail is currently under construction. Construction is moving along and looking good. The Druid Trail heads west and connects to the Memorial Causeway Bridge and out to Clearwater Beach. The extension of the Honeymoon Island State Park Trail has been completed, and walkers and cyclists have been enjoying more of park and island. The design for the Oldsmar Trail Phase 6, funded through Penny for Pinellas is underway with construction scheduled for 2019.

Mr. Cruse shared a few construction projects currently happening in St. Petersburg. FDOT is currently scoping out the plans for Gandy Boulevard at 4th Street to West Shore Boulevard in Tampa. St. Petersburg is adding lighting to the Pinellas Trail from 20th Street to 24th Street, spanning the crossing at 5th Avenue S during February and March 2019. FDOT was adding a traffic signal at the 31st Street Trail crossing with a median. A full trail loop is in design through the innovation district that will connect the waterfront to Campbell Park. Construction is scheduled to begin later this year.

8. REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES

There were no reports or comments provided.

9. OTHER BUSINESS

Ms. Miller noted the 2019 Forward Pinellas meeting schedule for all advisory committee meetings was included in the agenda packet.

10. ADJOURNMENT

Chairman Wolfson adjourned the meeting at 10:25 a.m. The next PTSTF meeting is scheduled for April 9, 2019.

3. Presentation: Advantage Pinellas: Active Transportation Plan

SUMMARY

The Advantage Pinellas Active Transportation Plan is being developed in conjunction with the Forward Pinellas Advantage Pinellas Long Range Transportation Plan. HDR, Inc. has begun gathering information from a variety of sources, including socioeconomic data, key destinations, existing and planned facilities and preliminary information on the level of traffic stress experienced by bicyclists in Pinellas County.

We are excited to begin the public involvement phase by unveiling an online mapping tool to gather citizen bike/ped travel comments, common destinations, places of interest, etc. for the Active Transportation Plan. The Bicycle Pedestrian Advisory Committee (BPAC) and the Technical Coordinating Committee (TCC) have received demonstrations of the new online tool, as we begin to engage the public with this opportunity for direct input in the progress. Additional input and project information for the Active Transportation Plan from our municipal partners is vital to an effective strategic plan.

Please be prepared for a learning session for this new online mapping tool to ensure your comments and suggestions are included in the Active Transportation Plan. The mapping tool has been made available to the public, and can be found here:

<http://forwardpinellas.org/building-your-future/guiding-plans/advantage-pinellas-active-transportation/>.

ATTACHMENTS: Forward Pinellas Project Fact Sheet

ACTION: Members Encouraged to Use Crowd Sourcing Tool & Share Link



Advantage

PINELLAS

ACTIVE TRANSPORTATION



Bicycle and Pedestrian Master Plan for Pinellas County

PROJECT FACT SHEET

Purpose of the Project: Forward Pinellas, the Metropolitan Planning Organization, is developing a new long range transportation plan looking ahead from now to 2045: Advantage Pinellas, a strategic plan to improve mobility and economic opportunity countywide. As part of that plan, we are developing a new Bicycle Pedestrian Master Plan for Pinellas County. This planning effort - Advantage Pinellas: Active Transportation - is intended to identify current conditions, gaps, and opportunities for increasing transportation options throughout the county.

What is a Bicycle and Pedestrian Master Plan?

A Bicycle and Pedestrian Master Plan is a planning and policy document that guides the county's investments in bicycle and pedestrian infrastructure and programs. The plan will include recommendations for off-street systems, like trails, and on-street bikeways, like bike boulevards and bike lanes. When complete, these routes will create a comprehensive bicycle and pedestrian network that supports safe and comfortable travel, connecting people to the places they want to go.

Why develop a new Bicycle and Pedestrian Master Plan?

The current Bicycle and Pedestrian Master Plan was adopted in 2013 and several things have changed since then. Many local governments have developed new plans for walking and biking and many new design standards exist that are based on best practices in bikeway and pedestrian planning and design.

How will this new Bicycle and Pedestrian Master Plan be different from the current one?

The new Bicycle and Pedestrian Master Plan will consider Level of Traffic Stress (LTS), equity, safety, accessibility, and other factors that will help identify a set of strategic bicycle and pedestrian investments that can be prioritized and implemented over a 10-year timeframe.

How can you get involved?

There are several ways to be involved throughout the process..



Questions? Please reach out to Forward Pinellas at info@forwardpinellas.org.



Our interactive map, <https://egis.pinellascounty.org/app/BikePedMasterPlan> allows you to mark places, routes, and obstacles.



Visit www.menti.com (use code: 69 31 09) and answer questions to assist us with the visioning process.



Stay up-to-date by following Forward Pinellas on Facebook and Twitter.

Did you know?

There are 172,000 residents and 93,000 jobs are within a ½ mile of the Pinellas Trail Loop.



Advantage PINELLAS



ACTIVE TRANSPORTATION



















Bicycle and Pedestrian Master Plan for Pinellas County

PLAN DEVELOPMENT PROCESS

The plan development process includes the following primary phases:

1. Existing Conditions Inventory and Analysis
2. Targeted Stakeholder Outreach
3. Bicycle and Pedestrian Safety Analysis
4. Development of Preliminary Bicycle and Pedestrian Networks
5. Final Bicycle and Pedestrian Master Plan

PROJECT SCHEDULE

	2019											
	J	F	M	A	M	J	J	A	S	O	N	D
Existing Conditions												
Stakeholder Outreach												
Visioning												
Safety Analysis												
Connectivity												
Concepts & Prioritization												
Final BPMP												

Project Contact:

Susan Miller
 Bicycle & Pedestrian Planner
smiller@forwardpinellas.org

Did you Know?

The League of American Bicyclists designated Pinellas County as a Bicycle Friendly Community in 2018.

Pinellas Trail Security Task Force – April 9, 2019



6. Report on Monthly Trail User Count Data

SUMMARY

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

ATTACHMENT: Pinellas Trail User Count Data Summary Reports:

- November 2018
- December 2018
- 2018 Year End Summary
- January 2019
- February 2019

ACTION: No Action Required, informational item only

Pinellas Trail User Count Data Summary

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

Total Usage

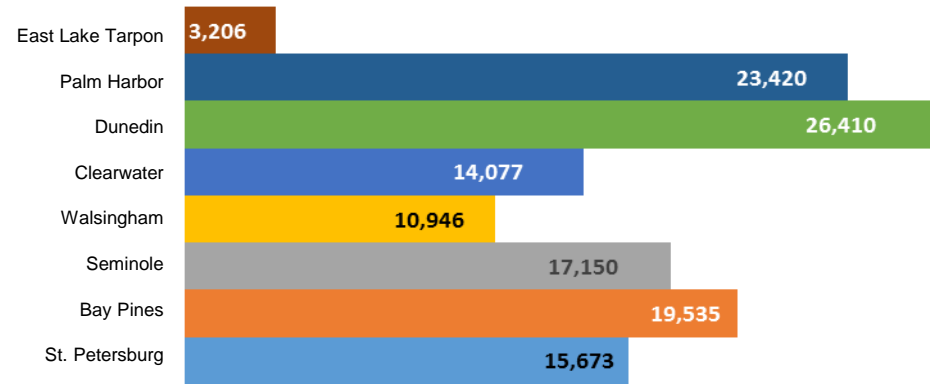
30-Day Count Total: 130,417
Daily Average Users: 4,347

Highest Daily Totals:

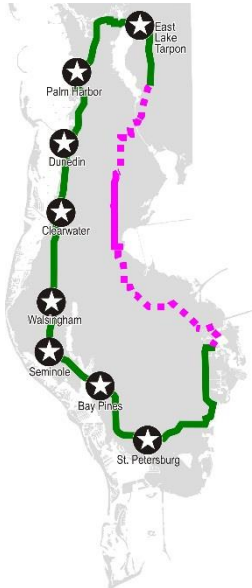
- #1 – Saturday, November 3rd (Dunedin - 1,616)
- #2 – Sunday, November 11th (Palm Harbor - 1,339)
- #3 – Sunday, November 25th (Bay Pines - 1,010)

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

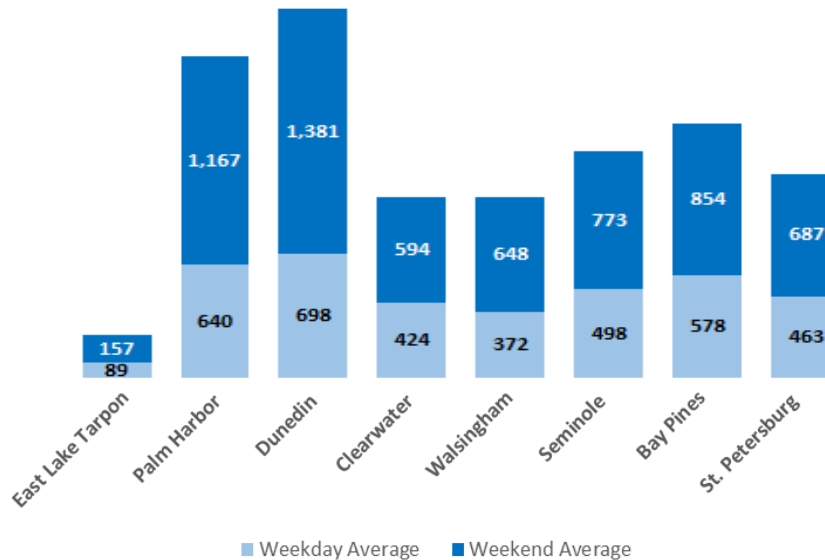
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

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

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

Pinellas Trail User Count Data Summary

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

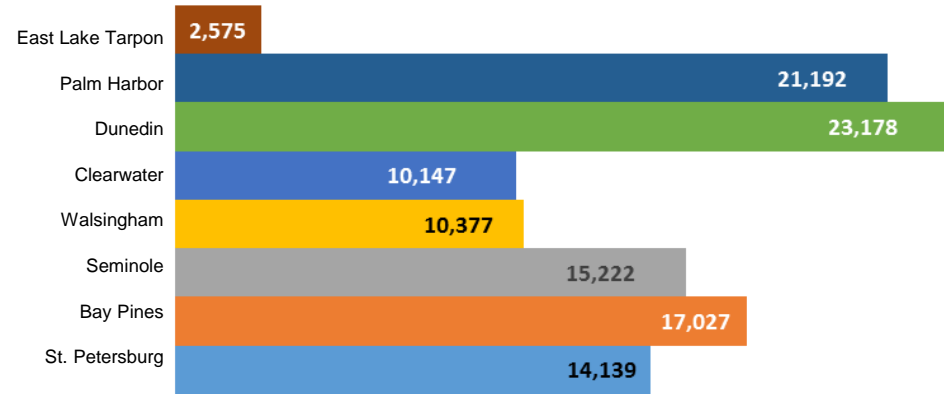
Total Usage

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

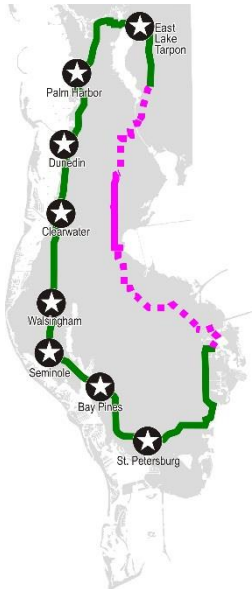
Highest Daily Totals:

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

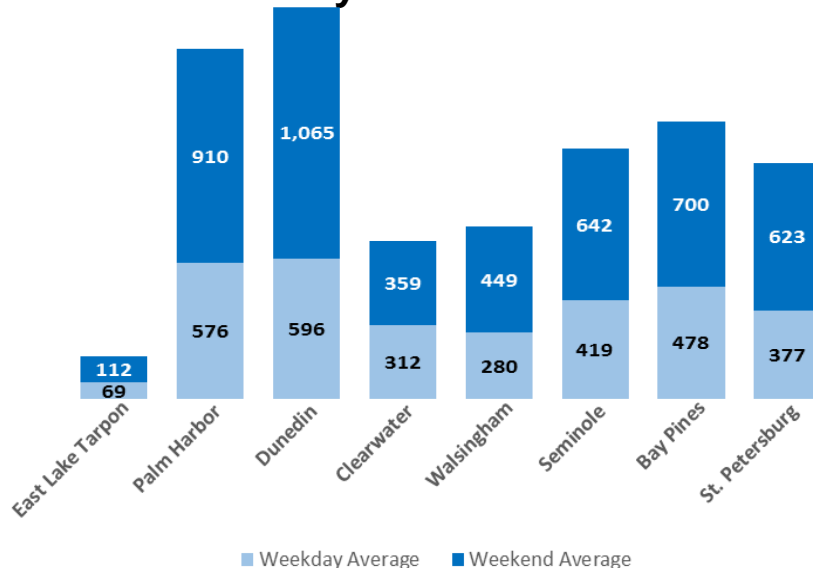
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

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

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

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection
2018 Year Report

Total Usage

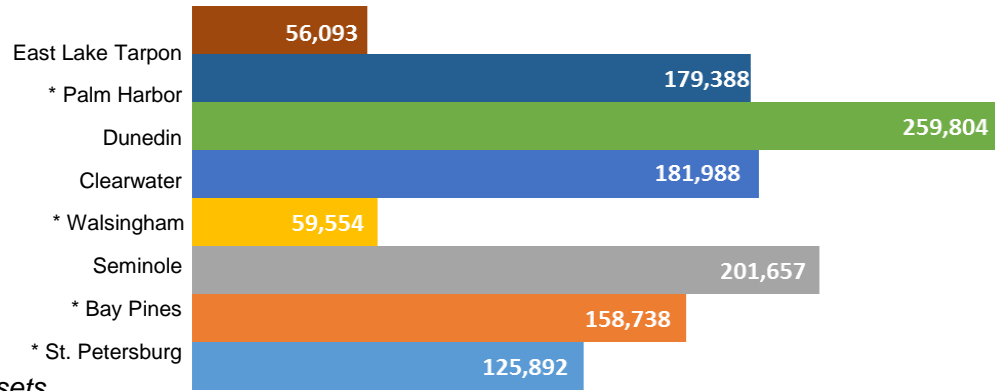
2018 Count Total: 1,223,114 *
Daily Average Users: 3,351 *

Highest Daily Totals:

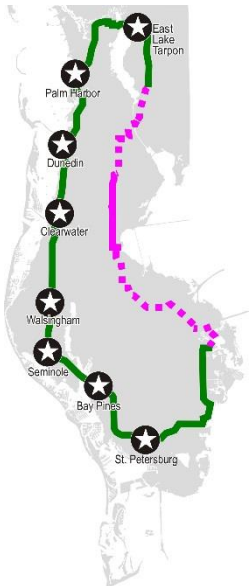
- #1 – Saturday, March 17th (Dunedin - 2,441)
- #2 – Sunday, February 11th (Palm Harbor - 1,727)
- #3 – Saturday, March 24th (Bay Pines - 1,268)

*Note: Palm Harbor, Walsingham, Bay Pines & St. Petersburg datasets are incomplete due to various technical issues. **

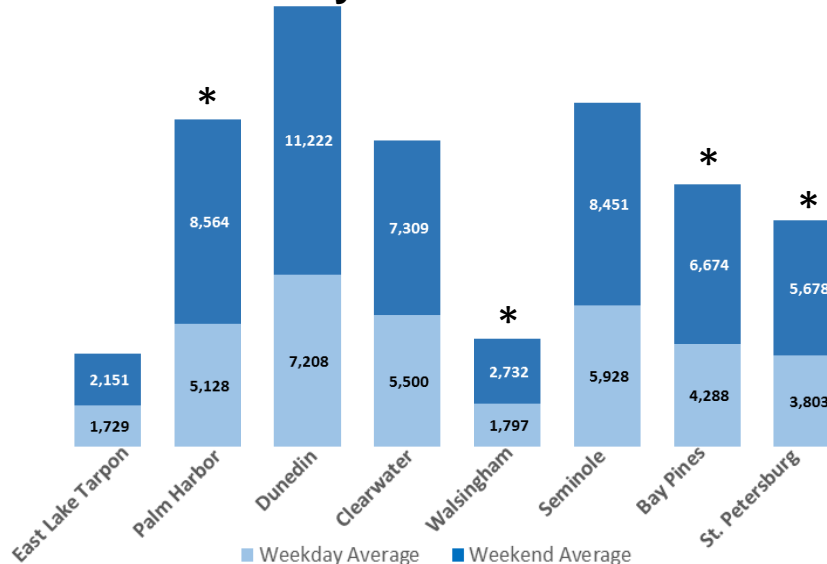
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Average Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	3%	97%
Palm Harbor: *	16%	84%
Dunedin:	19%	81%
Clearwater:	36%	64%
Walsingham: *	19%	81%
Seminole:	36%	64%
Bay Pines: *	27%	73%
St. Petersburg: *	38%	62%

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
January 1 – January 31, 2019 (31 days)

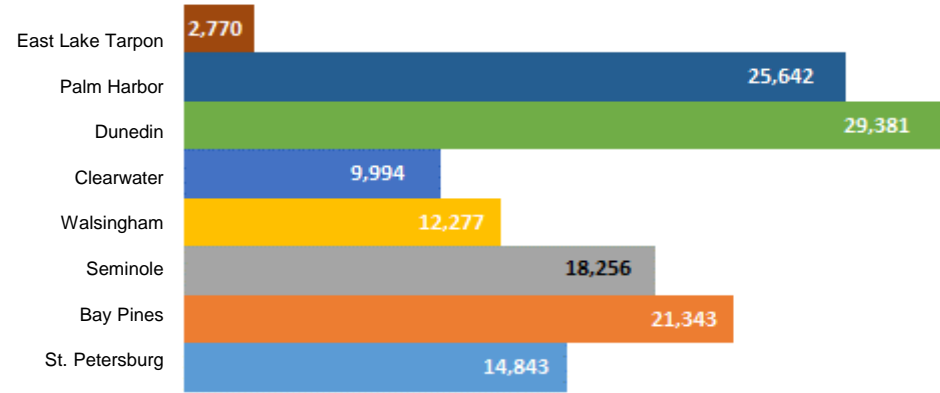
Total Usage

31-Day Count Total: 134,506
Daily Average Users: 4,339

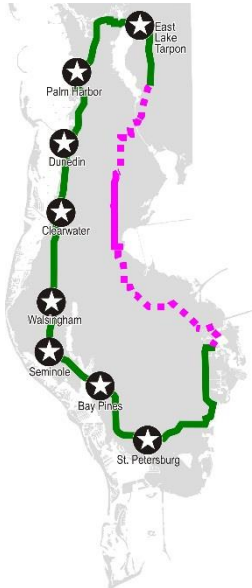
Highest Daily Totals:

- #1 – Saturday, January 19th (Dunedin - 2,513)
- #2 – Saturday, January 12th (Palm Harbor - 1,648)
- #3 – Saturday, January 19th (Bay Pines - 1,219)

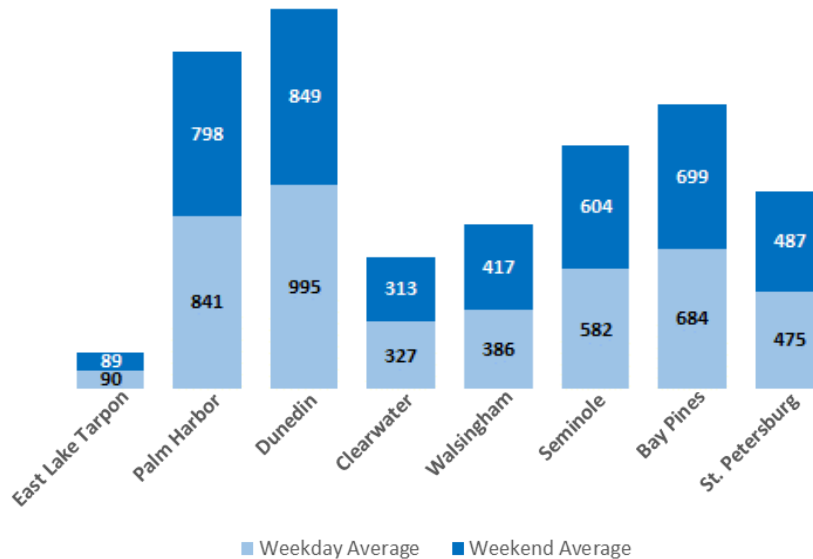
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	4%	96%
Palm Harbor:	14%	86%
Dunedin:	26%	74%
Clearwater:	32%	68%
Walsingham:	17%	83%
Seminole:	37%	63%
Bay Pines:	42%	58%
St. Petersburg:	38%	62%

Source: Forward Pinellas January 2019
National Weather Service: [January 2019](#)

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
February 1 – February 28, 2019 (28 days)

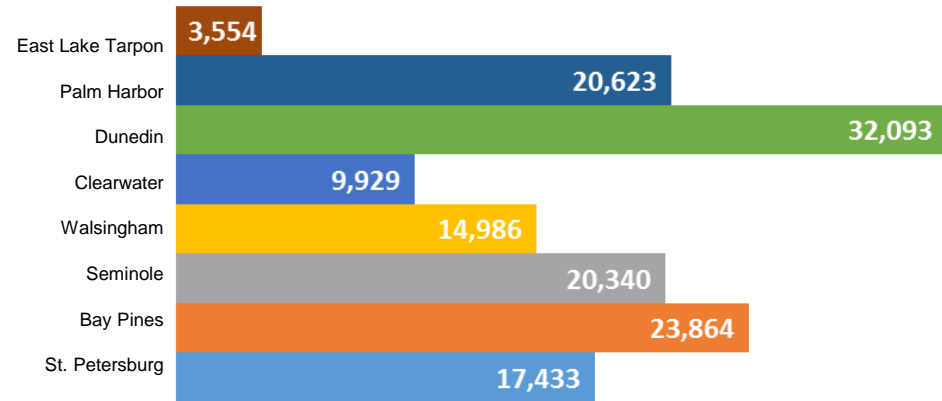
Total Usage

28-Day Count Total: 142,822
Daily Average Users: 5,101

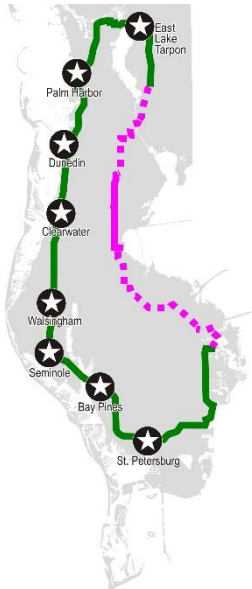
Highest Daily Totals:

- #1 – Saturday, February 9th (Dunedin - 1,932)
- #2 – Sunday, February 17th (Bay Pines - 1,310)
- #3 – Saturday, February 9th (St. Petersburg - 1,098)

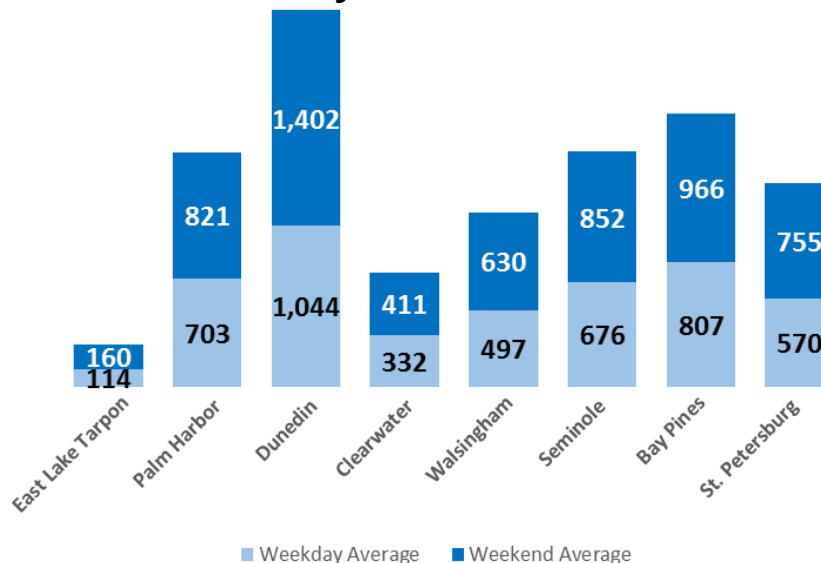
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Icon: Person)	Bicycling (Icon: Bicycle)
East Lake Tarpon:	3%	97%
Palm Harbor:	31%	69%
Dunedin:	13%	87%
Clearwater:	15%	85%
Walsingham:	13%	87%
Seminole:	33%	67%
Bay Pines:	35%	65%
St. Petersburg:	38%	62%

Source: Forward Pinellas February 2019
National Weather Service: [February 2019](#)

Pinellas Trail Security Task Force – January 8, 2019



7. Pinellas Trail Users Survey 2019

SUMMARY

In 1989, the Pinellas County Board of County Commissioners (BCC) began to convert an abandoned rail corridor into a multi-use trail facility that has since expanded to approximately 56 miles around the Pinellas. Before the beginning of automatic trail counter program in 2013, manual counts were taken by county staff and averaged approximately 600,000 persons per year. By 2018, eight automatic counters record trail user activity 24 hours, 7 days per week.

To better understand how people use the Trail, the metropolitan planning organization conducted the first Trail Survey in 1999. Another Pinellas Trail Survey was conducted in 2014 designed to continue the collection, evaluation and documentation of relevant user information. This information is used to support future federal and state transportation funding, as well as to more accurately gauge the public's desire for additional non-motorized infrastructure and related amenities.

Five years have passed since the last survey, and Forward Pinellas has scheduled a Trail User Survey for Friday, April 26 and Saturday, April 27. Please consider volunteering a few hours on either or both days to help us find out how and why people use the Pinellas Trail.

Attachments: Draft Survey Questions

Action: Attendees to Volunteer to Assist with Survey

PINELLAS TRAIL USERS SURVEY

Draft Questions

1. **How did you get to the Trail today?**
(walk) (bike) (car) (other)
2. **How far did you travel to get to the Trail?**
(2 miles or less) (2-10 miles) (10 miles or more)
3. **Why do you usually use the Trail?** (circle one)
(to work) (to school) (shopping) (exercise) (socialize) (recreation) (to restaurant) (to park/beach)
4. **What other uses?** (circle all that apply)
(to work) (to school) (shopping) (exercise) (socialize) (recreation) (to restaurant) (to park/beach)
5. **On the Trail, you usually....**
(walk) (jog/run) (bike) (skate)
6. **How many days per week do you usually use the Trail?**
(1 day or less) (2 days) (3-4 days) (5-7 days)
7. **How far (one-way) do you usually travel?**
(2 miles or less) (2-10 miles) (10 miles or more)
8. **Would you use more trails countywide?** (Yes) (No)
9. **Overall, do you feel safe on the Trail?** (Yes) (No)
10. **What do you like about the Trail?**
11. **What do you dislike about the Trail?**
12. **Are you a year-round resident?** (Yes) (No) (Zip Code)
Are you a tourist/seasonal resident? (Yes) (No) (Zip Code)
13. **Age group:** (18 or younger) (19-34) (35-49) (50-64) (64+)
14. **Gender:** (Female) (Male)

8. Trail Construction Activity Report

**TRAIL CONSTRUCTION PROJECTS
April 2019**

Pinellas Trail North Loop Gap Countryside	Enterprise Rd to Chesnut Sr. Park; SUN Trail; Design-Build Underway, Est. Complete 2020 (link)
Pinellas Trail South Loop Phase 3 & 4	Haines Bayshore to Ulmerton Rd to 126th Ave; Applied for SUN Trail Funding; Construction 2024
Pinellas Trail Loop - Ream Wilson Connection (Old Coachman Bridge)	Trail widening and bridge improvements over Alligator Creek; Construction 2019 (link)
Pinellas Trail Loop – Duke Energy Trail	NE Coachman to Sunset Point; Penny for Pinellas funded; Construction 2019/20 (link)
71st Street Trail Connector	Pinellas Trail to 38th Avenue N; Design 2022, Construction 2024
San Martin Bridge & Trail connection	PD&E was complete in Late 2018 (link)
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 2020 (link)
Orange Street Overpass	Pedestrian Overpass Spans Completed February 2019 (link)
Harn Boulevard Overpass	Pedestrian Overpass; Design Underway; Construction 2021 (link)
Bayway Trail South	SR 679 & Tierra Verde Bridge Replacement with trail; Construction late 2019 – 2021 (link)
Treasure Island Causeway Project	Phase I Completed February 2018; Phase II – Project on Hold March 2019
Druid Trail Ph IV	Glen Oaks Park to Duke Energy Trail; Utility work underway
Oldsmar Trail Phase 6	Douglas Rd (Hayes Rd to Race Track Rd, approx. 1.2 miles) Design underway; Constr 2019

Bicycle Pedestrian Advisory Committee – April 15, 2019



13. A.-D. Other Business

A. Membership

There are currently no vacancies on the BPAC membership list.

ATTACHMENT: BPAC Membership List

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Aggressive Drivers Perspective of Cyclists – March 28, 2019

Distracted Driving Florida Legislature – April 2, 2019

Eliminate 11,000 Urban Parking Spots in Amsterdam – March 29, 2019

Middle School Crosswalk Pedestrian Crashes – March 29, 2019

New Orleans Bike Lane Violations – March 26, 2019

Phoenix Pedestrian Deaths on High Speed Roads – April 1, 2019

Race to Code the Curb – April 2, 2019

St. Petersburg Hit and Run Cyclist – March 28, 2019

Tampa Dockless Scooters – April 4, 2019

University of Texas Geofencing Speeding Scooters on Campus – March 26, 2019

Pinellas Trail Usage Report – February 2019

Pinellas Trail Usage Report – March 2019

Pinellas County Fatalities Report – February 2019

C. Suggestions for Future Agenda Topics

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

D. Other

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

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

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

Clearwater Area

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

Dunedin Area

7. Charles Martin (04/08/09)

Pinellas Park and Mid-County

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

Largo Area

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

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

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

At Large Area

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

Seminole Area

21. Jim Wedlake (05/12/10)

Beach Communities

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

Technical Support

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

Sheriff's Office /Police/Law Enforcement Representatives

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

Non-Voting Technical Support

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

*Dates signify appointment

AGGRESSIVE DRIVERS SEE CYCLISTS AS 'LESS THAN HUMAN'

by Angie Schmitt
March 28, 2019

A shocking number of people view cyclists as less than human — even likening them to insects — and that those “dehumanizing” attitudes are connected with aggressive driving targeted at people on bikes, according to a new study.

The Australian researchers asked participants about their attitudes toward cyclists — and 31 percent rated cyclists as less than human. The dehumanization was even worse among non-cyclists: 49 percent viewed people who ride a bike as non-human, according to the study [published in the journal Transportation Research](#).

“Studies have shown that dehumanization is associated with increased antisocial behavior and aggression toward a variety of groups, and that it does so by removing normal inhibitions against harming others,” the author Alexa Delbosc, and her team wrote in their summary.

Delbosc and her team used standard psychological tests of the notion of dehumanization — that is when one group views another group as simply less human than themselves. Such tests have been used previously to show dehumanizing attitudes by one group towards others, for example.

“Dehumanizing” attitudes were measured by asking people to respond with how much they agreed with statements such as “I feel like cyclists are mechanical and cold, like a robot.”

The study also connected the dehumanization to actual aggressive behavior toward cyclists — which was measured by asking respondents if they had ever driven close to a cyclist on purpose, or behaved aggressively in another way.

The more dehumanization that a person admitted to, the more likely that that person behaved aggressively towards a person on a bike, the study found.

“Respondents who rated cyclists as 89 percent human or less showed 1.87 times more direct aggressive behaviors to cyclists compared to the respondents who rated cyclist as more than 90 percent human,” the research team wrote.

Dehumanization studies have measured negative attitudes toward racial minorities, women and other marginalized group, but this is the first study to apply it to people who ride bikes. Some of the negative, dehumanizing attitudes toward cyclists were similar to the animosity experienced by some racial groups, the study found. The average rating for cyclists was 82 out of 100, with 100 being fully human.

To put it in perspective, “this rating is lower (i.e. more dehumanizing) than Americans rating Europeans, Japanese, Australians, Mexican immigrants and East Asians, but higher than Americans rating Arabs and Muslims, British people rating blacks and Muslims or Hungarians rating Jews, Muslims and Roma,” the research team wrote.

To put it in even more perspective, researchers asked respondents to put cyclists on the chart in Figure 1.

The “ape scale” is a classic “ascent of man” graphic used extensively in prior research. But enough respondents used bug slurs such as “cockroaches” or “mosquitos” to describe cyclists that researchers offered a second scale — the “insect scale” above.

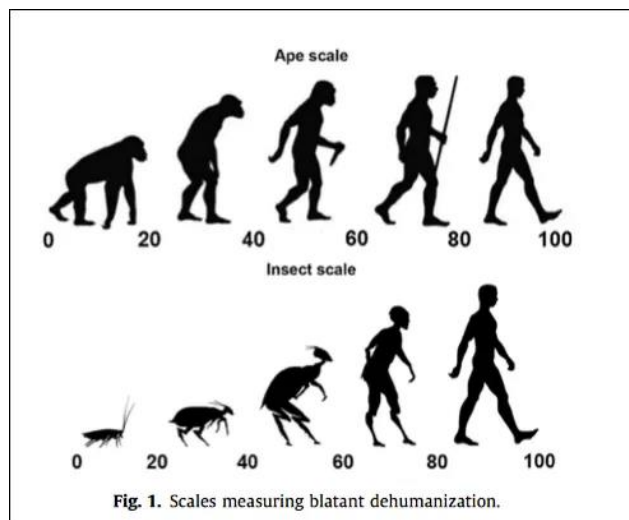
“Some people believe that people can vary in how human-like they seem,” the study said. “According to this view, some people seem highly evolved whereas others seem no different than lower animals.”

Aggressive behavior toward cyclists is fairly widespread, previous research has shown. About 70 percent of cyclists have experienced some sort of harassment from motorists, some research has shown. One study found 15 percent report having had an object thrown at them.

“Public references to violence against cyclists are not uncommon and rarely given the same condemnation as, for example, violence toward women or bullying,” wrote Delbosc.

One word of caution about the findings: the survey was not based on a random sample, so it is hard to generalize the findings to the broader population. The survey, for example, over-sampled high-income males, so it may be overstating or understating dehumanizing attitudes toward cyclists.

The research team did not make specific recommendations about how to improve public attitudes toward cyclists. But they did speculate that Australia’s mandatory helmet law may contribute to the problem by obscuring riders heads and faces. Riding “uniforms,” kits and Spandex, may further contribute to the “othering” of cyclists.



POLITICS

DISTRACTED DRIVING BILL CONTINUES ITS MOVE THROUGH FLORIDA LEGISLATURE

A Florida Senate Committee approved a new version of the distracted driving bill. Some drivers say the measure doesn't go far enough.

by Sarah Rosario

April 2, 2019

TALLAHASSEE, Fla. — Texting and driving is against the law, but it's only a secondary offense in Florida, meaning police have to pull drivers over for something else before writing a ticket.

State lawmakers are pushing to toughen that law. Some people are saying it's not tough enough because the measure lawmakers are considering only includes texting and driving.

People 10News spoke with say there are so many other ways drivers get distracted, including putting on makeup, using GPS and riding with their pets on their laps. These distractions put people's lives in danger every day.

The proposed law would change texting and driving from a secondary offense to a primary one.

The bill passed in separate House and Senate committees last week. It is something legislators are continuing to talk about this week. The Senate bill (www.flsenate.gov/Session/Bill/2019/00076/?Tab=BillHistory) is currently in the Rules Committee with the last action on March 27. The House bill (www.myfloridahouse.gov/Sections/Bills/billsdetail.aspx?BillId=62982&SessionId=87) is currently in the State Affairs Committee with the last action was on March 28.

State Rep. Jackie Toledo, R-Tampa, is one of the bill's main sponsors. (www.wtsp.com/article/news/politics/new-florida-bill-would-make-it-illegal-to-put-on-makeup-pet-your-dog-while-driving/67-e2678387-0f0e-480d-a8b3-f3d79585a28d)

While her bill includes tougher punishments for all driving distractions, lawmakers are moving forward with the watered-down version.

"When you're driving, you should be focused on driving," Toledo said. "This bill is all about saving lives and that's what we want to do and if you're distracted you may kill yourself, you may kill others."

People 10News spoke to like Oie Go, who say they've lost friends and loved ones to distracted drivers, believe the watered-down bill doesn't go far enough.

"Personally, I think texting and driving or not paying attention is ridiculous," Go said. "I have had friends die in car crashes so to me it's really stupid."

Sonya Woods agreed.

"It's dangerous. Whether we're putting on our makeup or we're texting. We're still distracted while we're driving," Woods said. "We all have a shortage of time, but we need to make that in our schedule. Get in the car, drive and be alert."



A MODEST PROPOSAL TO ELIMINATE 11,000 URBAN PARKING SPOTS

by Feargus O'sullivan
March 29, 2019

Amsterdam plans to systematically strip its center of parking spaces in the coming years, making way for bike lanes, sidewalks, and more trees.

This week, Amsterdam is taking its reputation for pro-bike, anti-car policies one step further by announcing that it will systematically strip its inner city of [parking spaces](#).

Amsterdam transit commissioner Sharon Dijksma announced Thursday that starting this summer, the city plans to reduce the number of people permitted to park in the city core by around 1,500 per year. These people already require a permit to access a specific space (and the cost for that permit will also rise), and so by reducing these permits steadily in number, the city will also remove up to [11,200 parking spaces](#) from its streets by the end of 2025.

The cleared spaces won't be left empty, however. As room for cars is removed, it will be replaced by trees, bike parking, and wider sidewalks, allowing Amsterdammers to instantly see and feel the benefits of what will still be a fairly controversial policy among drivers.

How can the city get away with it? Put simply, Amsterdam's government has been given a mandate to. The city is currently being run by a coalition of left and centrist parties in which the Green Left party ([GroenLinks](#)) has the largest share. A promise to reduce parking space formed part of the initial coalition agreement. It also helps that no driver will actually be stripped of the right to park. Rather than revoking permits, the city will simply not replace any that are given up when drivers leave the city, give up their cars, or die. In this way, the city reckons it can naturally do away with about 1,100 permits a year.

To get rid of yet more spaces, the city has other tricks up its sleeve. Many of the waterside streets and harbor quaysides in inner Amsterdam are in need of repair and renovation. Thanks to the delicate nature of Amsterdam's subsoil, some of them actually need it pretty badly after groaning and buckling under the weight of cars for years. It's a common and eminently fixable problem, but also one that provides an opportunity to winnow yet more motor vehicles off the roads of the city's historic center. Meanwhile, some other major streets are due for remodeling, and their spaces are also on the chopping block.

This strip-back might seem hard on drivers, but in a city where bike lanes, trams, buses, and the metro all work well together, private cars still enjoy unmerited prominence. Only [22 percent of Amsterdam's journeys](#) take place via car, while drivers still enjoy the large majority of the road space. Most Amsterdam journeys in fact take place by bike, but despite efforts by the city, cyclists are still faced with an eternal scarcity of convenient [bike parking spots](#).

Removing the parking spaces (some of which will be relocated to underground lots) will give pedestrians, cyclists, and trees a bit more space to breathe in an area where streets are narrow and rights of way somewhat contested. Parking in central Amsterdam will get steadily harder year by year, but overall the city should breathe a little easier because of it.



Clearing away space for cars could create room for more bike parking, which is at a premium in central Amsterdam Kevin Coombs/Reuters

NEWS DRIVING TAMPA BAY FORWARD

SEVERAL PEOPLE HIT IN CROSSWALK NEAR BARRINGTON MIDDLE SCHOOL WITHIN ONE YEAR -- AT LEAST ONE WAS A STUDENT

March 29, 2019
by Nicole Grigg

LITHIA, Fla. — In the past year alone, three people have been hit by vehicles in a crosswalk that's located less than a mile from Barrington Middle School.

On Tuesday, the Hillsborough County Sheriff's Office confirmed a 12-year-old student was one of them. The child is expected to be okay, but was transported to an area hospital.

It's unclear at this time if all the people hit were students, but they were all hit between 8:30 and 8:55 a.m.

Barrington Middle School starts school at 9:25 a.m.

On Wednesday, a sheriff's deputy was near the crosswalk watching students dodge cars while trying to cross. On Thursday, the sheriff's office again sent someone to the crosswalk to keep an eye on the students and make sure drivers were stopping to let them cross.

The crosswalk was installed in August of 2017, after parents raised red flags. They were concerned students were having to play a game of Frogger to cross Boyette Road, which has no sidewalks.

An official from the county was sent to the crosswalk on Tuesday after the 12-year-old student was hit, and they came back again the next day.

A spokesperson for the county emailed us this action plan, aimed at making the crossing safer:

"The Sheriff's office has indicated that they will have a presence at the crosswalk from 7 through 9 a.m. for the next two weeks. Given the location, environmental considerations, and the volume of pedestrians, the County is moving forward with a project to install a pedestrian signal at this locations. The signals will be placed over the road lanes with back-plates with reflective edges surrounding the signals to increase their visibility during sunrise and sunset and during dark time periods. A timeline for installation of the signal is currently being developed. The trees near the crosswalk will be trimmed to lessen any visibility limitations from shadows near and at the crosswalk. The School Administration provides instruction to the students about crossing roads safely. This includes videos as part of their morning TV broadcast. The students are also provide printed materials. The Administration also stands at locations and provides corrective instruction to students if they are not performing save behaviors/actions. The Administration plans to re-show videos about safely crossing streets."

Meanwhile, a parent who lives nearby said he couldn't just sit at home knowing kids had to play, in his words, a game of chicken.

That parents, Travis Smith, put on a neon reflective safety vest and helped students cross in the crosswalk on Wednesday and Thursday.

Still, cars zoomed past.

"We saw three near misses today, so how many have gone unreported," Smith said.

Luckily, this time a deputy with the Hillsborough County Sheriff's Office was there. In about an hour, nearly half a dozen drivers were pulled over.

"We have a policeman out here, with lights on, and people can see that, and they're still not stopping, what does that tell you," said Smith.

Many of the drivers pulled over said the sun was in their eyes, and they didn't even see anyone waiting to cross at the crosswalk.

Hillsborough County's board of county commissioners are expected to receive a first draft early next month on how much it would cost to expand the sheriff's office crossing guard program to all middle schools.

BIKE LANE VIOLATIONS TO GET \$300 FINE IN NEW ORLEANS

by Curt Sprang
March 28, 2019

NEW ORLEANS -- The New Orleans City Council is raising the fine for blocking or parking cars in the city's growing network of bike lanes.

For years, the fine has been \$40. But Councilman Jay Banks is leading the effort to increase the fine to \$300.

"It needs to be that high. This is a public safety issue," Banks told WGNO. "You will never be affected by this fine if you do not park in the bike lane. It could have been a million dollars, and it won't affect you."

The city is ramping up its effort to make the streets safer for bicyclists. Along with the 100+ miles of bike lanes, the city has a \$2.6 million grant to do more infrastructure work. Also, some city officials recently returned from a trip to Spain to see how bicyclists are allowed to ride safely in some of its busiest areas.

The increased effort is a response to a growing need. Over the past few years, the city has scattered rental bikes at stations around the city, and events like Bike to Work Day get more people involved in peddling their way around town.

But for every bicyclist who has been angered by a driver's actions, there could very well be a driver who has had a similar experience with a bicyclist who hasn't obeyed the rules of the road. Banks says that the bike riders share the responsibility of making sure the streets are a safe place for everyone's commute.

"This is not about one side or the other. This is about all sides," Banks said. "We've got to make sure that everybody on the streets understands that they've got a responsibility to operate whatever they're on safely."

The council was set to vote on the fine increase during its meeting today, March 28. All 7 council members are listed as sponsors. Should the vote be postponed and addressed at a future meeting, it appears to be a foregone conclusion that it will have the entire council's support.

ON PHOENIX'S MOST DANGEROUS STREETS, LITTLE HAS BEEN DONE TO ADDRESS THE PEDESTRIAN DEATH TOLL

Pedestrian deaths have soared where roads encourage dangerously high driving speeds. Is the city doing enough?

by Agnel Philip and Bree Burkitt, Arizona Republic
April 1, 2019

Jessica Mendoza has heard many stories of pedestrians getting hit and killed in her north-central Phoenix neighborhood.

As she talks about what makes her feel unsafe, one thing keeps coming up: speed.

"Even when we're coming out of church, cars don't slow down," Mendoza said. "It's scary to even stand outside in front of church."

She lives near the deadliest area for pedestrians in Arizona: a dimly lit section of 27th Avenue, just north of Bethany Home Road. On this half-mile stretch of pavement six people were killed from 2010 to 2017. Four others were seriously injured, according to state Department of Transportation data.

For Mendoza, the road's dangers are more than state statistics or neighborhood lore. They're personal.

Two years ago her father, Jesus Mendoza, was struck and killed by a pickup truck on 27th Avenue.

There's no one reason that cars hit pedestrians. People may make a choice to step into a lane. Drivers may make a choice to look away from the road.

Like most of the pedestrians killed along 27th Avenue, Jesus Mendoza was intoxicated. Of the more than 1,300 pedestrians killed during that eight-year period, half had alcohol or drugs in their system, according to state data.

But interviews with safety experts and an Arizona Republic analysis of 12,000 pedestrian injuries and deaths chronicled in state collision data reveal two common factors. Both are as much about the design of the roads as the decisions of the people.

Most pedestrians who are killed are hit when they cross outside a marked crosswalk, the area commonly referred to as "midblock."

And most pedestrian deaths happen on stretches of road designed to encourage higher speeds.

Dozens of cities across the United States have begun redesigning their streets in response to surging pedestrian death rates in recent years, setting a target of zero roadway deaths. But in Arizona, there's almost no commitment to that goal.

Being struck by a car while walking now ranks among the most common causes of death in the state. Preliminary data show pedestrian deaths rose again in 2018.

Phoenix, which has the state's highest rate of pedestrian deaths among cities with populations above 10,000, has largely ignored its deadliest areas for pedestrians even as the number of pedestrians killed by cars has more than doubled since 2010.

Between 2010 and 2017, a number of serious injuries and fatalities have occurred on 27th Avenue near Bethany Home Road in Phoenix.

In the past five years, Phoenix has installed more than 20 new crosswalks. But almost none of them were built in locations that have had high fatality rates, according to The Republic's analysis.

A handful of the city's high-crash areas will get the signals, called pedestrian hybrid beacons, in coming years. But some, including 27th Avenue, will wait until 2022.

And street-design changes to slow traffic are years away. Until plans for specific corridors are revealed, it's unknown what Phoenix or other cities will really do to address the wave of deaths.

"What attention do we give a serial killer?" asked Stacey Champion, a Phoenix resident and PR professional who has urged the city make its streets safer. "Why is this any different?"

Officials say a lack of funding has slowed upgrades, at some high-crash areas, but the deaths have caught their attention.

"Especially with the recent stark increase in the collisions and serious injuries and fatalities, we're doing a lot more than ever," said Mario Paniagua, deputy city manager.

By the time the signal is installed on 27th Avenue, Mendoza said, "there'll probably be five more deaths."

"How many more people need to die?" Mendoza said. "It makes me angry that it took this long for the city to see this, and all these people had to lose a loved one."

Signals not in high-crash areas

Phoenix has more than 40 special, high-visibility pedestrian crossing signals throughout the city. Officials plan to more than double that number by 2022.

Also known as HAWK signals, they look a lot like a standard traffic light except the three lights turn on only when a pedestrian presses a button. When activated, they flash red, urging cars to stop until the crosswalk is clear.

The signals are typically placed midblock or at the intersection of a major road and a side road.

Safety experts say they show promise in making roadways safer for pedestrians. In Tucson, where the signals were developed, federal researchers saw a 69 percent reduction in pedestrian crashes, according to their 2010 study.

Despite the signals' potential to save lives, The Republic analysis showed the city is installing them in areas where no pedestrians were seriously injured or killed in recent years. Among the 23 signals the city has built or plans to build this year, half aren't within 300 feet of serious injury or fatality crashes during the period The Republic analyzed.

"It's bizarro world in traffic engineering," said Sean Sweat, a Phoenix resident and president of the Urban Phoenix Project, which advocates for urban design and slower, safer streets. "They might be putting HAWKs in nonsensical places because they have nonsensical rules for making decisions."

Many of the signals installed in low-crash areas were funded by schools, which pay half or all the cost, city officials said. Others were requested by residents and businesses.

The city uses potential usage and crash history to prioritize and approve the projects. But the city only recently began targeting roads with histories of deadly crashes.

The discrepancy has gotten the attention of City Council members.

"We should focus on a more data-driven approach to deploying these things," said Sam Stone, chief of staff for District 6 Councilman Sal DiCiccio.

Deadly areas unchanged for decades

The Republic identified [a dozen Phoenix streets where at least 10 serious collisions or five deaths](#) occurred within 300 feet of one another.

The collisions accounted for less than 10 percent of all pedestrian fatalities in the city between 2010 and 2017.

But these key clusters shared familiar characteristics that make them particularly dangerous for pedestrians — wide roads and few crossings. Most:

- Had at least five travel lanes.
- Had 40 mph speed limits.
- Had pedestrian deaths that occurred away from intersections with traffic signals.
- Had not been redesigned in at least two decades.

None of the hot spots is slated for lane or speed-limit reductions, and only one has a HAWK signal, though six others will get at least one by 2022.

McDowell Road between 40th and 43rd streets, where cars killed five pedestrians between 2010 and 2017, is among the streets that won't get a signal until 2022.

The road is also five travel lanes wide with a 40 mph speed limit. And its proximity to bus stops and freeway exits means there's plenty of vehicular and pedestrian traffic.

Champion, the Phoenix resident, questioned why certain areas got priority over McDowell Road. In particular, she said she was concerned the HAWK signal on Central Avenue north of Camelback Road may have been prioritized to expand access to local businesses. City officials confirmed a request from businesses played a role in that signal's construction.

"How many more people have to die before it's pushed up on the list?" she said of the McDowell Road and 40th Street hot spot in particular. "Why is one area more high profile than another one?"

Most crash hot spots haven't been redesigned in decades

Pedestrian deaths affected non-White communities at disproportionate rates, especially Native Americans and Alaskan Natives whose share of fatalities was four times higher than their share of the state's population, according to The Republic's analysis of federal fatality data. The state data doesn't provide race or ethnicity information. Champion said disadvantaged communities might not have the same success in calling for improvements.

"The underserved communities oftentimes are the last on the list for everything when really they should be the first if we're talking about protecting our most vulnerable citizens," she said.

Meanwhile, eight signals will be installed this year to improve Grand Canal's walkway, including one at a hot spot identified by The Republic on Indian School Road. Officials hope the 10-mile canal path will expand transportation options for residents.

The signals on the deadliest sections of roadway, including McDowell Road and 27th Avenue, are paid for by a federal safety grant, and the funding won't become available until 2021. The city is also planning signals using a different grant from the Maricopa Association of Governments.

"Do I wish the federal process was faster to where the funding wasn't so many years out when you applied for it?" said Carl Langford, Phoenix's traffic engineering supervisor. "Absolutely. Especially dealing with safety aspects, you always want to try to fix it."

"We're doing as best as we can," he said.

Langford said crash hot spots can move from year to year, making it difficult to use a completely data-driven approach to placing signals.

On McDowell Road between 40th and 43rd streets, cars killed five pedestrians and seriously injured others between 2010 and 2017.

The city recently created a pedestrian safety task force, including police, the streets department and city manager's office. The group successfully sought a pedestrian signal on 35th Avenue near Indian School Road based, in large part, on a string of high-profile crashes there last year, Langford said.

Paniagua, Phoenix's deputy city manager, said the city is more responsive to crash trends than it has been in the past.

Signals don't prevent every collision. Last week, an 89-year-old man was killed about 300 feet from the signal at Indian School Road and 30th Street, which he didn't use.

Bob Schneider, an associate professor of sustainable transportation at the University of Wisconsin-Milwaukee, said the city's approach isn't necessarily wrong. Some high-risk locations can go years without a death, he said.

But some residents are fed up with what they see as a lack of action.

About [50 people gathered](#) in December to call for more signals and streetlights at an intersection on Southern Avenue near where at least three people were struck over a few weeks. City officials said they're working with residents on the best solution.

Manuel Villaverde, 60, was struck while crossing Southern Avenue on Dec. 22 to cash his paycheck at a convenience store. His brother, Steve Villarverde, told The Republic he used the same route every week even though there was no crosswalk.

"He would be alive if he hadn't had to cross the street," Steve Villaverde said.

Streets built for speed

Major roads in Phoenix typically have a 40 mph speed limit. But engineers have designed them for vehicles to travel up to 10 mph faster.

This "design speed," according to the city's design manual, is "the speed determined for design which takes into account the physical features of a street influencing vehicle operation."

Many Arizona cities do the same. Officials defend the practice, saying it's in line with federal guidelines and necessary for emergency vehicles to quickly respond to calls.

Safety experts said a road's design—wide straight lanes with clear views—sends a louder message to motorists than a speed limit sign: It's OK to drive faster than 40 mph.

"We do have to look at the width of our streets," Phoenix Councilwoman Debra Stark, District 3, said. "I think that just encourages people to speed."

Even the 40 mph limit doesn't guarantee pedestrians are safe.

The driver who struck Jesus Mendoza was travelling at the posted speed limit of 40 mph, according to police. When Mendoza landed after the collision, the impact ruptured the right side of his brain, his daughter said.

A pedestrian struck by a vehicle traveling 40 mph is killed about 45 percent of the time, according to a study by the AAA foundation. Other studies differ on the percentage, but all agree that pedestrian survival rates greatly increase when the vehicle is traveling just 10 mph slower.

Dan Gelinne, a researcher with the Highway Safety Research Center at the University of North Carolina-Chapel Hill, said pedestrian signals can only do so much. At some point engineers have to look at street design.

Some design changes are relatively cheap. For example, when re-striping roads, cities can take away lanes or "narrow" streets by adding bike lanes. They can also improve markings at pedestrian crossings.

Some activists have called for the city to narrow the lanes themselves, noting some streets have 12-foot lanes — the same width as interstate highways.

More costly improvements that tend to slow traffic include building raised medians.

City officials said they plan to narrow streets using transportation funding voters approved in 2015. The effort could get a boost if the City Council sets aside more money for capital improvements.

Officials said they couldn't provide a full list of projects because they are still being developed. But the areas where the city wants to eliminate travel lanes or narrow roadways weren't among the deadliest for pedestrians, according to The Republic's analysis.

Activists like Sweat say calls for action have fallen on deaf ears before. For four years, a panel of nine Phoenix residents including Sweat proposed updated road design guidelines for the city. Sweat and six other members quit last year over resistance to their proposal from streets department staff, they said in a letter announcing their resignation.

The residents had proposed [matching the street design to the city's speed limits](#).

But when the plan was adopted in October, that had been eliminated. The plan instead called for "appropriate" design speeds that provide for "safe multi-modal mobility while achieving the desired operation."

Officials also emphasized public awareness campaigns and increased speed-limit enforcement are key parts of their strategy to change pedestrian and driver behavior. They hope to copy the success of campaigns encouraging seat belt use and discouraging drunken driving.

Jim Burgett, Phoenix's assistant police chief, said his department has been given funding to hire more officers. He said he hopes more traffic enforcement officers can catch speeding motorists and encourage pedestrians who cross midblock to use marked crosswalks.

But he acknowledged enforcement will only do so much. "We're not going to ticket our way out of this," he said.

Stone, Councilman DiCiccio's chief of staff, said because of cuts to the police force in the wake of the Great Recession, drivers speed with "impunity" and pedestrians are taking greater risks.

"People have taken advantage of that in unfortunate ways," he said.

Sweat said he doesn't expect education and enforcement will be enough to reduce the deaths and injuries on Phoenix streets.

"They're relying on those because they are easy, not because they're effective," he said. "The solution is in engineering, and so we will not solve this until they come around on that."

Statewide struggle to lower deaths

Pedestrian deaths hit other cities in Arizona:

In Flagstaff, all but two deaths occurred outside an intersection. The city had the second highest fatality rate among cities with 10,000 or more people.

In Casa Grande, the next highest city, half of pedestrian injuries occurred midblock.

In Glendale, the Valley city with the most pedestrian deaths per capita, 46 people died after being hit outside intersections.

Flagstaff's large number of walkers relative to other Arizona cities explains its high fatality rate, Flagstaff's spokeswoman, Jessica Drum, said in a statement. Five people were seriously injured or killed on Butler Avenue near San Francisco Street in central Flagstaff. The city has since narrowed Butler Avenue.

In Casa Grande, five people died on a midblock stretch of Florence Boulevard west of I-10, where the road is four lanes wide and the speed limit 45 mph. The city installed a HAWK signal in the area in 2017, spokesman Phil Burdick said in a statement.

Glendale's midblock collisions and deaths have remained stubbornly high in recent years.

Glendale installed a HAWK signal in 2015 on one of its highest crash corridors on Bethany Home Road, west of 59th Avenue. Before it was installed, two people had died and two others were seriously injured. Since then, none have died.

Debbie Albert, the city's traffic engineer, said Glendale is expanding awareness campaigns in addition to installing HAWK signals in high-crash areas. But there's no plan to reduce speeds through design changes.

Albert told The Republic she has noticed more people attempting to cross outside intersections.

"I don't know why they are doing it," Albert said. "Everybody makes their own decisions."

Tucson, the second-largest city in Arizona, averaged nearly one less death each year per 100,000 residents during the time period analyzed compared with Phoenix. But the city's death toll has risen for three straight years, driven in part by an increase in fatalities and collisions midblock.

Andy Bemis, Tucson's bicycle and pedestrian program coordinator, said in an email that the city is "finalizing a Pedestrian Safety Action Plan ... to address pedestrian safety issues at our high crash locations.

"Speed management strategies are very likely to be addressed in the plan, but it is not finalized at this time and so I cannot comment on specific treatments or location," he said.

Is it possible to have no pedestrian fatalities?

Tempe has set the most ambitious pedestrian safety goal of any Arizona city: no serious injuries or fatalities on the city's roadways within five years. It's part of a movement nationally known as "Vision Zero" that emphasizes road design changes.

"People have the right to move about their communities safely, just like we say people have a right to safe drinking water and healthy air to breathe," said Leah Shahum, founder of Vision Zero Network, which consults with cities on pedestrian-safety plans.

The Vision Zero Network designates cities that:

- Have a plan in place or in development to eliminate roadway fatalities.
- Set a deadline for achieving the zero-fatality goal and commit to implement the plan.
- Have buy-in from key city departments such as the mayor, streets department and law enforcement.
- Hold regular task-force meetings on the plan.

Tempe already has far fewer pedestrian fatalities than other Valley cities: Its fatality rate is half of Phoenix's.

City officials said that's partly the result of two decades of investment.

Julian Dresang, the city's traffic engineer, said a transit sales tax in 1996 allowed the city to upgrade signals as well as pedestrian and bike trails. The next step is Vision Zero.

The presence of Arizona State University's Tempe campus also helps. Dresang said drivers know to expect pedestrians there and drive slower and more cautiously. Other parts of the city, especially south of the university, aren't as pedestrian friendly, both in street design and driver behavior.

"Even though we might be doing an OK job compared to other cities, we feel like we're not doing a good job until every single person gets home safely to their family," Dresang said.

Phoenix doesn't have a specific goal to reduce pedestrian deaths, officials said. Langford, Phoenix's traffic engineering supervisor, said the city is evaluating Vision Zero and using many of its recommended solutions.

"I think it's more just a branding than anything else," he said Vision Zero.

New threats not captured in data

Among the most glaring gaps in state crash data is information on whether the driver or pedestrian was distracted at the time of the crash. Just 9 percent of the fatalities during the eight-year period analyzed had this information filled in for both the driver and pedestrian.

As a result, The Republic couldn't analyze how increasing cellphone usage played into the rise in pedestrian fatalities.

Burgett, with Phoenix police, said most of the time, police have to rely on the driver or pedestrian admitting they were using their phones.

It's also difficult to determine whether SUVs play a significant role in the pedestrian fatality increases during the past decade in Arizona. Researchers have hypothesized this may be the case because they are heavier and strike pedestrians higher than smaller vehicles, making collisions more deadly.

The state data doesn't currently specify whether the vehicle involved in a crash is an SUV.

Alice Grossman, a policy analyst for the Eno Center for Transportation, said most cities still don't know how many pedestrians cross in different areas or what improvements have been made in recent years.

But cities looking to lower their fatality numbers now should start with reducing speeds, she said.

"If you want to do one policy move that could vastly improve pedestrian safety, it would just be to make everybody go slower," she said.

THE RACE TO CODE THE CURB

by Andrew Small & Laura Bliss

April 2, 2019

Everyone—from ride-hailing cars to delivery trucks to bikes and scooters—wants a piece of the curb. How can smart cities map and manage this precious resource?

The curb is hot. No longer just a home for parked cars and cigarette butts, this is where the action is in the 21st century city. It's where electric scooters and bikes congregate, where delivery drivers drop off Amazon boxes, where Uber and Lyft cars scoop riders. Someday, it may be where driverless cars await their human cargo. Accordingly, this increasingly contested space has become a focus of serious attention from some of the world's leading technology companies.

Today, a startup is announcing an open-access platform that maps points of interest where the sidewalk meets the street. Coord, a spinoff of ["smart city" developer Sidewalk Labs](#), launched ["Open Curbs,"](#) which pins the locations of wheelchair cuts, fire hydrants, bus stops, and other physical assets that define the curb to digital maps, available to anyone who's interested in using them.

The hope is that this tool can help curb-curious local officials, mobility companies, and researchers can reach a common understanding of the physical environment they're all operating in. That way, rules can be equitably enforced and companies can more easily comply with them. Right now, neighborhoods in Santa Monica, Denver, Paris, Milan, L.A., and San Francisco have been mapped; other cities, including San Diego, are on the way.

"One of the reasons cities and fleets want to work with us is that they frankly struggle to get that information," Stephen Smyth, the CEO of Coord, told CityLab. "We want to be the broadcast channel for all the regulations on using this particular land."

Startups flock to the curb

Open Curbs is one of many new data-driven curb-related products that have emerged in recent months, and not only from Coord. To manage mushrooming demand for this valuable public resource, regulators are racing to adapt to the smartphone-powered present and future of transportation. And new startups are pitching them with an array of savvy solutions.

Most cities don't currently have digital maps that would allow them to regulate curb users in anything approaching real time. Traditionally, a local department of transportation might take an annual inventory of curb features for planning purposes, or researchers might study a block for a day or a week. Different departments may have disparate information. None of this is fast enough to keep track of the rapid changes happening at street level. The closest thing Smyth says they could find was Seattle's [annual on-street occupancy report](#). "We realized that curb space was relatively un-digitized," he said.

Coord's latest effort is free and open-access, but much of the curb data built into its maps comes from another tool that Coord markets to local governments, called Surveyor. Local governments can also publish their own survey data on it. It uses augmented reality to identify objects on the curb, such as fire hydrants, parking signs, bus shelters, and curb cuts. The result is a continual inventory of a given curb's available features.

Apart from providing an authoritative catalogue of a city's assets, bringing all this information together could help cities measure the revenue generation potential of their curbs—useful as cities evaluate how to shift revenue away from car parking to newer options like scooters and ride-hailing. "It's like a shopkeeper taking inventory before setting prices," said Smyth.

A dynamic map of curb data can also be key for cities to achieve other goals, like sidewalk compliance or equitable access. Populus, a San Francisco-based transportation data company, has a platform called [Mobility Manager](#), which gives cities access to parking data from e-scooters and e-bikes operated by private companies. Last year, Populus partnered with D.C.'s Department of Transportation to see [where dockless vehicles dispersed into the District](#).*

More recently, Populus has been ingesting data from [LimePod, the new car-sharing service from the dockless scooter company Lime](#), to validate their use of on-street parking in Seattle. The company wants to pair that data with other, more qualitative tools, such as intercept surveys (where they talk to riders to get a sense of how human behavior affects the use of these new modes). "The interaction of many new alternatives impact people's travel choices," said transportation researcher Regina Clewlow, co-founder and CEO of Populus. "There's going to be a need for more data and information so cities can be more nimble in their policy and pricing."

Private mobility services want a piece of this data mine, too. Coord's Open Curbs is designed to work in concert with a paid product that the company sells to mobility companies—the "Curbs API"—which contains the rules and regulations that enforce curb access. For example, a taxi driver for a company that subscribes to the API can be notified via smartphone when he's idling too long in a drop-off zone.

No wonder the venture capitalists that fueled the ride-hailing and dockless scooter booms see something in the data business, too: Companies like Populus and Coord have [raised millions](#) in recent funding rounds based on the value they could capture at the curb.



The humble curb is increasingly contested space. Mike Blake/Reuters

Smoothing out the data

These new transportation modes kick up clouds of digital exhaust. Some of that data is sensitive and traceable to riders; some comes in formats that are unreadable by other parties. In order to exchange data about what happens on the curb, companies and cities need a common language.

Some cities have done this by requiring private companies to use the current open data standards, similar to [GTFS](#), which is the standard data format for transit and bike-sharing systems built by Google Maps. But the Los Angeles Department of Transportation has recently outlined its own Mobility Data Specification to create such a uniform language for a private feed. The city has an API that links up with the private software programs from scooter, bikeshare, and ride-hailing companies to obtain real-time trip data. This allows L.A. to understand where vehicles are distributed across the city, and to adjust and enforce regulations for private mobility companies directly through their apps.

“In this era of new mobility, the streets of the future must change, and the status quo is not good enough.”

On [CityLab's Technopolis](#) podcast, LADOT general manager [Seleta Reynolds](#) said those standards will be the foundation for cities to eventually be able to give new mobility companies permission to access the curb. Say a user of a dockless scooter is ready to end her trip. The company's app could send a request to the city's digital operating system to verify an appropriate place to park. Or, from the government's perspective, the city could intervene if it sees there aren't enough scooters available near transit hubs, or if riders keep leaving dockless devices in a no-park zones.

Reynolds described how this approach to exchanging data between public and private entities differs from what some cities are resorting to today, which is simply asking for data without knowing exactly how they plan to use it. “Instead of poking you on the shoulder and saying, ‘Hey, can I please have your data?’, [the city] going to be in your product workflow,” she said.

To help other cities and companies communicate about what's happening at the curb, L.A. shared the code for its API on Github, an open-source tool for developers.

Making sense of the data streams

But information isn't useful unless it's presented clearly. Remix, a transit data startup, offers what it calls a [New Mobility](#) tool, designed to analyze and visualize data streaming off of new transportation modes. It's an added layer of information on top of the street management and bus network design tools Remix already offers for 300 cities worldwide. The hope is to help cities experiment with street reconfigurations that make smarter use of space, such as turning vehicle parking spots into corrals for scooters.

“The technology has finally caught up to where city planners want to be,” said Tiffany Chu, co-founder and chief operating officer of Remix. “The right data can completely change how cities are designed and how space is allocated on streets. It also tells a visual story to help make the case for any changes. In this era of new mobility, the streets of the future must change, and the status quo is not good enough.”

Third-party platforms like Remix believe they could be the middlemen handling knotty concerns about [users' privacy](#) and companies' trade secrets as cities push for more transparency to achieve mobility goals. But many companies are still uncomfortable with sharing data in any format, to any entity. In February, Uber's dockless bikesharing subsidiary, [Jump, pushed back on Los Angeles](#) for the city's requirement of fine-grained location data, citing security concerns. “The reasons given to date, such as parking enforcement, event management, and infrastructure improvement, can be addressed without resorting to real-time surveillance,” the company wrote in its letter to LADOT.

The company suggested using the open source SharedStreets platform, which uses a referencing system to aggregate trip data on a street onto shared maps that any company can use, rather than using a real-time data collection through L.A.'s API. Regulating the curb in real time not only introduces new risks to individual privacy, but could also do harm to the idea of the public street itself, Uber argued.

Kevin Webb, the co-director and co-founder of SharedStreets, agreed that whenever movement data is being gathered on large populations, the rationale needs to be clear. “It's important to articulate the values around why cities should retain control of the public space and revenue streams rather than handing it off to a private company.”

In other words, some of the new, data-oriented products that aim to pave over conflicts at the curb are also raising new conflicts about privacy and governance of public space. In attempting to combine real-time and long-term efforts to manage the curb, cities could risk overstepping their right to surveil the action.

But given the current boom in curb activity, these are debates worth having. In a Coord press release, Hector Soliman-Valdez, the mobility manager of the Downtown Santa Monica Business Improvement District, praised the company's efforts to help communities meet those growing demands: “Having a complete picture of the current designations of our district's curbs helps us prepare for the future that is already here.”

NEWS PINELLAS COUNTY

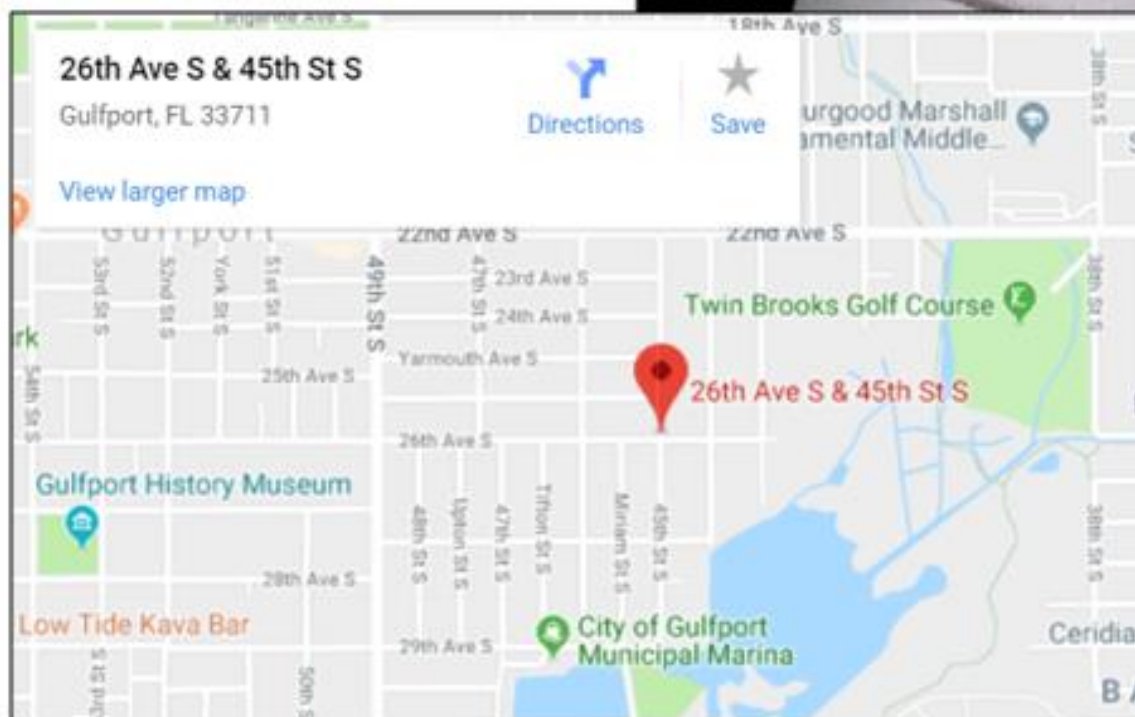
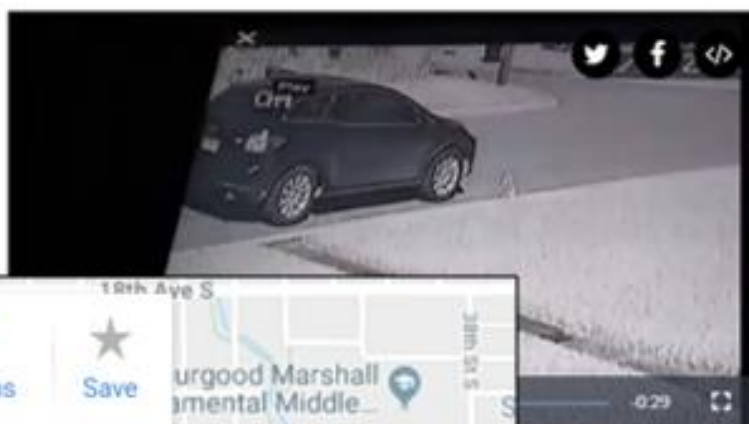
VIDEO SHOWS ST. PETERSBURG HIT-AND-RUN THAT LEFT CYCLIST SERIOUSLY INJURED

March 28, 2019
By Emily McCain

ST. PETERSBURG, Fla. — The St. Petersburg Police Department is searching for the suspect in a hit-and-run that left a cyclist seriously injured.

Police say on March 7 the cyclist was biking across the intersection of 26th Avenue South and 45th Street when he was hit by a vehicle.

The driver can be seen in surveillance video driving away after hitting the cyclist. Police believe the vehicle could be a black Mazda CX-7. They would like anyone who may know the driver to call them at 727-893-7780.



MOTORIZED DOCKLESS SCOOTERS COMING TO TAMPA

by Fallon Silcox
April 4, 2019

TAMPA, Fla. — Motorized dockless scooters are popping up all over the country, offering people a different way to get around town.

- City launching motorized dockless scooter program
- Residents to rent motorized scooters in downtown Tampa



City of Tampa to launch motorized dockless scooters around downtown area. (Spectrum Bay News 9)

Those scooters will now be in the Bay Area. The City of Tampa will launch a one year pilot program sometime in April. City officials are working to approve four vendor contracts right now.

The scooters won't be available through the entire city, just near and around downtown Tampa.

Right now, in Florida, you can only ride the motorized scooters on the sidewalk, but city officials said lawmakers are considering new legislation that would allow them in the roadways. In the meantime, city officials say they're doing everything they can to make sure the scooters are as safe as possible.

"We know it's a real popular program in other cities but other cities have also had issues where these companies have come in without any framework to work within and just set up shop, so we decided to get on the front end of that and create a program, put an ordinance in place, to kind of have some controls over things," Jean Duncan with the City of Tampa said.

One of those controls — the city will not allow the motorized scooters on Bayshore Blvd., 7th Avenue in Ybor City, or on the Riverwalk.

THE UNIVERSITY OF TEXAS'S SCOOTER SPEED LIMIT IS A GLIMPSE OF THE FUTURE

The new rule uses geofencing technology to force vehicles on the college campus to slow down.

by Dan Solomon
March 26, 2019

On Monday, the University of Texas at Austin announced a new speed limit for the dockless scooters that have become ubiquitous not just on its campus but throughout central Austin, Dallas, and San Antonio, as well as at other colleges like Texas Tech and Abilene Christian. Unlike conventional speed limits, it won't take a cop with a radar gun to ensure riders don't break the rule. Instead, the 8-mph limit will be enforced using geofencing technology, which will throttle down a scooter's top speed (typically 15 to 17 mph) whenever it's on the UT campus.

The limit, [which goes into effect March 26](#), appears to be the first implementation of geofencing to regulate scooter speed anywhere in the country. (San Diego [approved similar limits earlier this month](#), but those don't go into effect until June.) Cities and other institutions—mostly universities—are still trying to figure out the right way to manage these vehicles when they get dropped off within their territories, often without much in the way of a discussion of the rules.

When the Austin City Council approved scooter regulations last May, [it included a requirement](#) that the devices be equipped with geofencing technology to alert users when they parked in an off-limits area. [In Denver](#), that same technology was implemented last year. But using geofencing to cap speed is a new frontier that we're likely to see much more of—for scooters, driverless cars, and other modes of personal transportation. Earlier this month, Volvo announced all its new vehicles would be limited to 112 mph—along with a [plan to test geofencing](#) that could automatically slow cars as they drive near schools and hospitals.

Technology like this still requires more testing. Problems must be solved regarding how hard cars would brake, for example, when they enter geofenced zones and whether that could present safety risks to cars traveling behind them. Los Angeles stopped considering [a form of geofencing that would disable scooters](#) when they enter scooter-free zones after the city realized that it couldn't answer questions about what might happen if the motors shut off in the midst of traffic or while traveling down hills.

Still, those challenges likely can, and probably will, be solved. Meanwhile, UT's implementation of a geofencing-enforced speed limit is a sign that traffic law enforcement is rapidly evolving from "no cop, no stop" to systems in which the vehicle is the cop.

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
February 1 – February 28, 2019 (28 days)

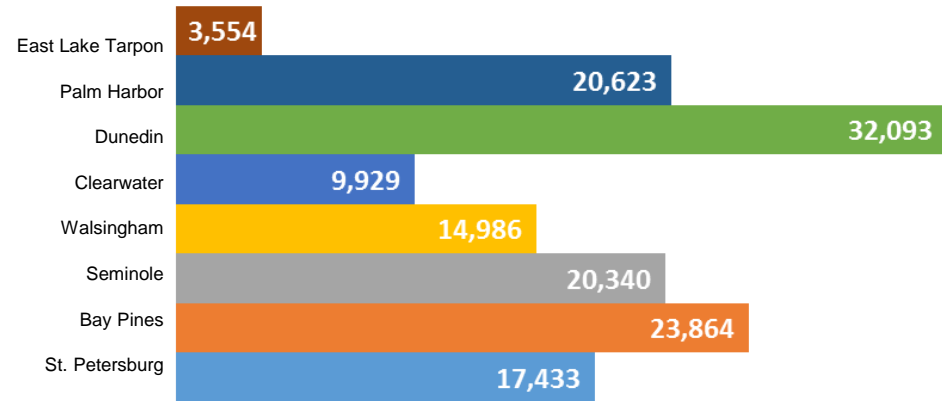
Total Usage

28-Day Count Total: 142,822
Daily Average Users: 5,101

Highest Daily Totals:

- #1 – Saturday, February 9th (Dunedin - 1,932)
- #2 – Sunday, February 17th (Bay Pines - 1,310)
- #3 – Saturday, February 9th (St. Petersburg - 1,098)

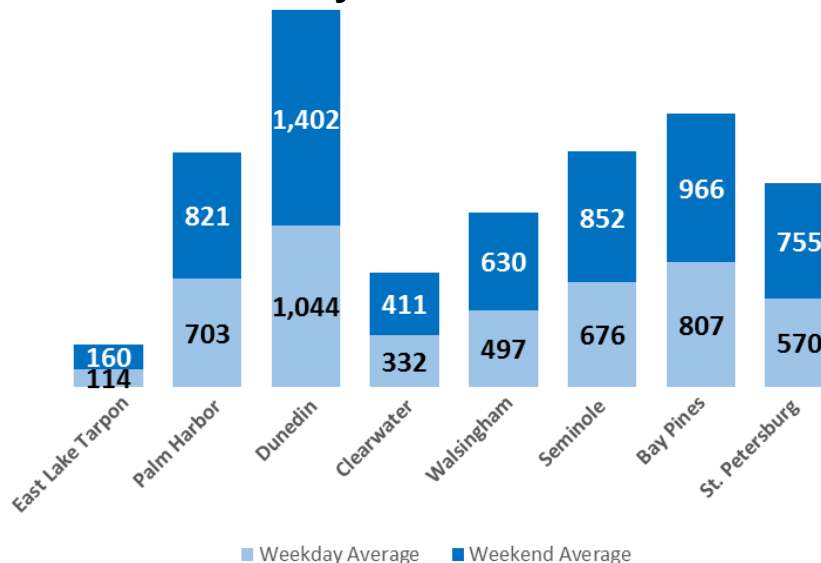
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Icon: Person)	Bicycling (Icon: Bicycle)
East Lake Tarpon:	3%	97%
Palm Harbor:	31%	69%
Dunedin:	13%	87%
Clearwater:	15%	85%
Walsingham:	13%	87%
Seminole:	33%	67%
Bay Pines:	35%	65%
St. Petersburg:	38%	62%

Source: Forward Pinellas February 2019
National Weather Service: [February 2019](#)

Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:
March 1 – March 31, 2019 (31 days)

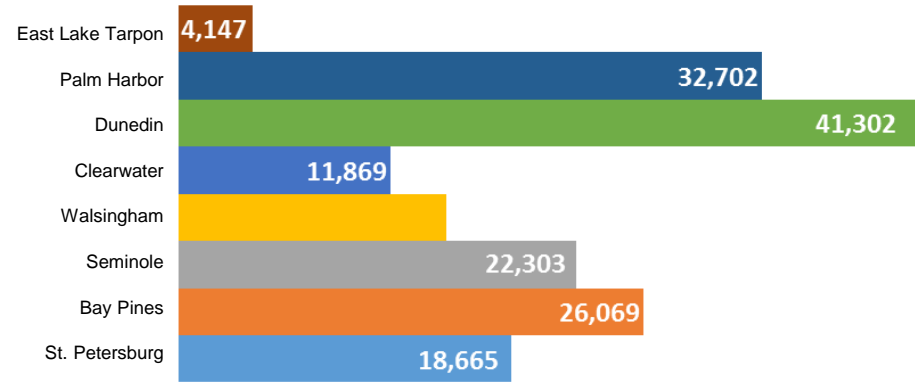
Total Usage

31-Day Count Total: 172,043
Daily Average Users: 5,550

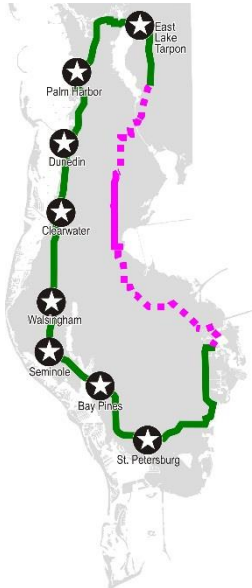
Highest Daily Totals:

- #1 – Saturday, March 9th (Dunedin - 2,414)
- #2 – Saturday, March 9th (Palm Harbor - 1,564)
- #3 – Saturday, March 23rd (Bay Pines - 1,224)

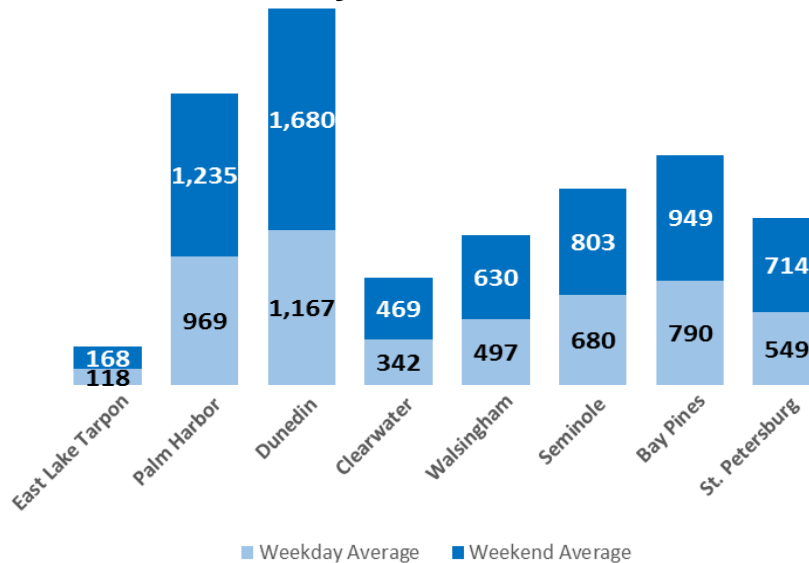
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile

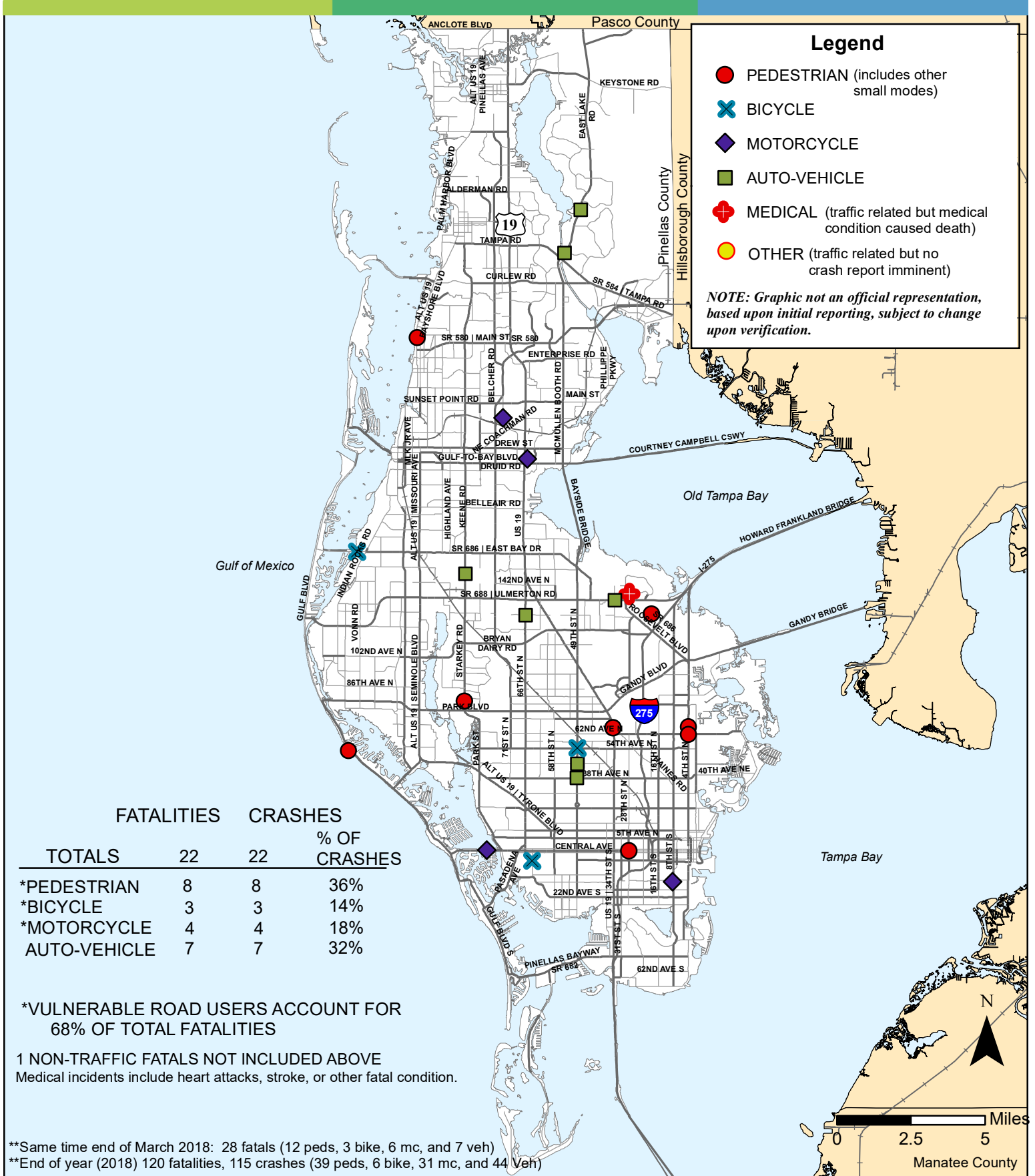


Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	3%	97%
Palm Harbor:	10%	90%
Dunedin:	20%	80%
Clearwater:	21%	79%
Walsingham:	13%	87%
Seminole:	30%	70%
Bay Pines:	35%	65%
St. Petersburg:	37%	63%

Source: Forward Pinellas March 2019
National Weather Service: [March 2019](#)

Locations of Reported Traffic Fatalities



Data Source: U.S. Department of Transportation, 2016. Map Produced: April 2, 2019.

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