



## BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

August 19, 2019 – 8:30 a.m.  
310 Court Street, 1<sup>st</sup> 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 – June 17, 2019** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – July 10, 2019** (8:45 – 8:50)
5. **FRIENDSHIP TRAIL PROJECT** (8:50 – 9:05)
6. **ROSEY ROAD PHASE I IMPROVEMENTS** (9:05 – 9:15)
7. **PINELLAS TRAIL REHABILITATION & RESURFACING** (9:15 – 9:25)
8. **I-275 TAMPA BAY NEXT PD&E STUDY** (9:25 – 9:35)
9. **ADVANTAGE PINELLAS: ACTIVE TRANSPORTATION PLAN** (9:35 – 9:45)
10. **SPOTlight EMPHASIS AREAS UPDATE** (9:45 – 9:50)
  - A Vision for U.S. Highway 19 Corridor
  - Gateway Area Master Plan
  - Enhancing Beach Community Access
11. **BPAC BUSINESS** (9:50 – 10:00)
  - A. Pinellas Trail Guidebook Update
  - B. Florida Greenways & Trails Council Meeting Recap
  - 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 – SEPTEMBER 16, 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 – August 19, 2019**

**3. Approval of Minutes**



---

**SUMMARY**

The meeting summary for the June 17, 2019 meeting is attached for review and approval.

**ATTACHMENT(S):** BPAC Meeting Summary – June 17, 2019

**ACTION:** Approval of Meeting Summary

**FORWARD PINELLAS  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY  
June 17, 2019**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on June 17, 2019, in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

**BPAC Members Present**

Brian Smith, Chairman  
Becky Afonso, Vice Chair  
Daniel Alejandro  
Dr. Lynn Bosco  
Kimberly Cooper  
Lucas Cruse  
Scott Daniels  
David Feller  
Lyle Fowler  
Diane Friel  
Byron Hall  
Ric Hartman  
Alan Johnson  
Jacob Labutka  
Charles Martin  
Mike Milvain  
Ron Rasmussen  
Derek Reeves  
Joan Rice  
Annette Sala  
Michael Siebel  
Jim Wedlake  
Georgia Wildrick  
Robert Yunk

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

**BPAC Members Absent**

Julie Bond  
Stephanie Carrier  
Win Dermody  
Felicia Donnelly  
Deputy Eric Gibson  
Edward Hawkes  
Chip Haynes  
Charlie Johnson  
Paul Kurtz  
Caroline Lanford  
Stephen Lasky  
Tiffany Sabiel  
Bert Valery  
Rachelle Webb

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

**Others Present**

Jensen Hackett  
Neil Wicks  
Daphne Green  
Dan D 'Antonio  
Jeff Gow  
Dr. Jan Hirschfield  
Rodney Chatman  
Susan Miller

FDOT  
Citizen Cyclist  
City of Pinellas Park  
HNTB  
Commissioner, City of Dunedin  
Pinellas Trails, Inc.  
Forward Pinellas Staff  
Forward Pinellas Staff

Maria Kelly

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. The Chair welcomed new member Mr. Derek Reeves, Pinellas Park representative.

## **2. PUBLIC COMMENTS**

Ms. Georgia Wildrick, Largo Citizen Representative, addressed the committee regarding a dangerous problem with the intersection of Rosery Road and Missouri Avenue, in front of the garden section of Walmart. She requested a discussion session at the next BPAC meeting. Ms. Kimberly Cooper suggested the City of St. Petersburg look at the intersection of 30<sup>th</sup> Avenue North and the Pinellas Trail and add more signage so that people on the Trail can find their way to the 30<sup>th</sup> Avenue North bicycle lanes and sharrows.

## **3. APPROVAL OF MINUTES**

The summary from May 20, 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 June 12, 2019 meeting. The Board took action to adopt the FY2019/20 – 2023/24 Transportation Improvement Program (TIP) as well as the Annual Transportation Priorities. Mr. Chatman shared a few of the bike/ped projects appearing on the list to include the Gandy Boulevard and Bridge replacement PD & E, Pinellas Trail Loop Phase 5: 126<sup>th</sup> to Roosevelt Boulevard, Gulf Boulevard in Indian Shores/Indian Rocks Beach area: 195<sup>th</sup> to Walsingham and two trail projects to provide connections to the Howard Frankland Bridge: a 4<sup>th</sup> Street trail connection and an Ulmerton Road trail connection.

## **5. PINELLAS TRAIL CROSSING AT SKINNER BOULEVARD**

Mr. Dan D 'Antonio, HNTB, on behalf of FDOT, provided an update on the Passive Pedestrian Detection Pilot project at the Pinellas Trail and Skinner Boulevard. FDOT has been working with Pinellas County Public Works Traffic Engineering on additional safety countermeasures at this crossing. FDOT agreed that an automatic detection system could be implemented relatively quickly and easily that would activate the rectangular rapid flashing beacons (RRFBs) when a Trail user approaches. This pilot project consists of solar powered RRFB devices that detect when a bicyclist or pedestrian approaches the intersection intending to cross. These RRFB devices do not require anyone to push the button to activate the beacons and will track the Trail user across the intersection and stop in a timely manner. This device uses infrared at night and video during the day, as well as works during inclement weather. This pilot project is also includes a before and after study to determine the effectiveness of this technology. Discussion ensued where questions were taken and appropriately answered.

## **6. WEST BAY DRIVE COMPLETE STREETS PLAN**

Ms. Joan Rice with Pinellas County Public Works Traffic provided an update on the West Bay Drive Complete Street Concept plan developed by Pinellas County Public Works Traffic Engineering, to assess the feasibility of various cross-section design and treatments. Recommendations are being considered by the County in conjunction with a planned resurfacing project that will include striping and pavement markings. The study area is the West Bay Drive corridor between the Belleair Causeway Bridge and Clearwater-Largo Road. The purpose of the plan is to reduce crashes, maintain vehicle travel time, improve pedestrian and bicycle mobility and create placemaking opportunities. The project has been split into four segments: 1) Belleair Causeway Bridge to Indian Rocks Road; 2) Indian Rocks Road to 20<sup>th</sup> Street NW; 3) 20<sup>th</sup> Street NW to Pinellas Trail and 4) Pinellas Trail to Clearwater-Largo Road. Concepts for each segment were presented based upon available right-of-way and the different characterizations of each segment. The next step is to follow-up with the different agencies, discuss designs and obtain interlocal agreements. Discussion ensued where questions were taken and appropriately answered.

## **7. APA NATIONAL CONFERENCE RECAP**

Mr. Chatman shared highlights of the American Planning Association (APA) National Conference held in San Francisco, California, with committee members. One of the interesting sessions he attended was based on the idea of combining data sources for an overview of where people are driving, walking and biking. StreetLight is a company that has come up with proprietary software using different data platforms molded together to produce multi-mode metrics that allow for better transportation planning. San Francisco has a very robust network of about 70-75 automated bicycle counters on a mix of trails and on-street facilities. Key findings from the counters include over 8 million bikes counted along the network, 63% of their average weekday ridership occurred at just 17 of the 51 cataloged counters. In 2017, more than 400,000 Bike Share rides were recorded, and after expanding 2018, that number jumped to 2 million. There is a strong, non-traditional bicycling and transit

commuting modeshare, with a separated bike facility sharing similar space with the express bus traveling in the same corridor. Questions were taken and appropriately answered.

#### **8. ADVANTAGE PINELLAS: ACTIVE TRANSPORTATION PLAN**

Ms. Susan Miller, Forward Pinellas staff, provided a brief update on the Advantage Pinellas: Active Transportation Plan. Based upon the information received from the advisory committees, public input from the crowd sourcing tool and planned projects from the municipalities, the Draft Priority Corridors Map was created and distributed to the committee. The map identified key corridors that would connect activity and employment centers with residential areas, areas with low vehicle ownership, minority populations and popular destinations. From here, the existing gaps within those corridors will be prioritized for implementation strategically over the next ten or so years. Ms. Miller asked the committee to review the Draft Priority Corridors to see if there are any discrepancies or missing corridors. She reminded the members that at this time, the type of facility – whether a trail, bike lane or sharrows – has not been specified. Please send feedback, comments and suggestions in by the end of June. 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, the Board approved moving forward with the 34<sup>th</sup> Street South Lane Repurposing Project from 22<sup>nd</sup> Avenue South to 54<sup>th</sup> Avenue South through the Skyway Marina District. With regards to Enhancing Beach Access, the Board received the presentation from the City of Indian Shores and FDOT regarding the project on Gulf Boulevard to replace the flush-designed walkways with regular curb, gutter and concrete sidewalks in their town. The proposal was presented to BPAC in May, which voted to select the design with two 11-ft travel lanes, and an 8-ft shared use path on either side of the road. This project on Gulf Boulevard will move into the design phase to improve pedestrian and bicycle safety and will also include drainage upgrades.

#### **10. BPAC BUSINESS**

##### **A. Florida Greenways & Trails Foundation and Council**

BPAC Chair Brian Smith provided an update for the Florida Greenways and Trails Foundation and Council. Currently, a meeting is scheduled in Dunedin from July 31<sup>st</sup> through August 1<sup>st</sup>, 2019, at the Holiday Inn Express for the Florida Greenways and Trails Council. This is the group that handles the statewide planning for the SUNTrail Projects. The Florida Greenways & Trails Foundation met in June, in Clermont, Florida which was awarded the newest Trail Town designation.

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

Vice-Chair Becky Afonso gave an update on the Florida Bicycle Association. Whit Blanton, Executive Director of Forward Pinellas is featured in the center spread of the Messenger Newsletter, receiving the 2018 Supporting Agency award. Ms. Afonso also announced the next Ride Leader/Ride Marshal public workshop session would be on Saturday June 22<sup>nd</sup>, 2019 in Tampa. The annual membership meeting would be held at the St. Petersburg Main Library on Saturday, July 27<sup>th</sup>, 2019, 1:00 – 4:00 pm. Finally, she said next Friday, June 28<sup>th</sup>, is Bike-Walk Tampa Bay Summer Summit in Tampa, and registration is still open.

##### **C. Pinellas Trails Inc.**

Mr. Scott Daniels, Pinellas Trails, Inc., shared an update with the committee. BPAC committee member David Feller and his wife Linda recently donated a water fountain to be located on the trail at the NW corner of Keystone Road and East Lake Road and dedicated in July. Mr. Daniels reminded everyone that contributions for amenities and trees are collected to fund enhancements for the Trail.

#### **11. AGENCY REPORTS**

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

Ms. Rice updated the committee on the North section of the Pinellas Trail Loop. On Thursday, June 20<sup>th</sup>, the Board of County Commissioners (BCC) will be holding a work session regarding concerns raised by residents along the current alignment of the Trail at the Public Works Complex, 22111 U.S. Highway 19 N in Clearwater. Duke Energy will be replacing poles along the Trail between Druid Road and Sunset Point Road, so that segment will be closed while the work is being done. The bridge widening over Alligator Creek will move up on the construction schedule. With regards to the South Gap, Public Works will be meeting with property owners regarding additional easements, as well as a PD & E project for 126<sup>th</sup> Avenue, including the Trail, over to 28<sup>th</sup> Street.

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

Mr. Ric Hartman, City of Clearwater, had already left the meeting, and no updated information was provided.

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

Ms. Diane Friel, City of Largo, updated the committee on the City of Largo. Regarding the Rosery Road/Poinsettia Road improvement project from the Pinellas Trail to Eagle Lake Park, Phase I is the Pinellas Trail to Missouri Avenue, with final design nearly complete. This should go before the City Commission for approval in August and construction should begin October 2019. A segment of Clearwater/Largo Road will be shut down during the construction phase for a few months due to planned improvements to the drainage and replacement of utility poles. Ms. Friel explained that the City did not approve a policy to reduce speed limits on residential streets from 30 mph to 25 mph, due to so many streets being impacted. Largo has developed a Special Traffic Calming policy and committee in which citizens can present a traffic calming issue to the committee for consideration of speed limit reduction on a case by case basis. More information coming.

- **St. Petersburg Bicycle Pedestrian Program**

Mr. Lucas Cruse, St. Petersburg Transportation, provided a brief update on the City of St. Petersburg. Implementing Phase One of the Complete Streets Implementation Plan. The St. Petersburg BPAC will be discussing the projects and how they will be batched. With Neighborhood Greenways, strategies on media and marketing campaigns on how to educate people on what Neighborhood Greenways are and the what the tool box and how it works. St. Petersburg received a grant from the Bloomberg Foundation for American Cities for Climate Change, and they will be tracking the implantation of the Neighborhood Greenways and St. Petersburg will be working with National Association of City Transportation Officials (NACTO) for training for updating design standards to make them appropriate for cities and not just highways. On a BRT note, one reason St. Petersburg will pursue the 60 foot articulated buses in that these buses will accommodate bikes without having to put them on the front of the bus. People will be able to just roll them on and off the buses and not be limited to just one or two bikes per bus.

- **FDOT District 7 Updates**

There were not updates from FDOT at this time.

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

The next meeting will be held on July 9, 2019. The location of the meeting will be emailed out to the committee members for those who may like to attend.

## **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**

Chair Smith would like to see an agenda topic on the section of the Pinellas Trail in Tarpon Springs that has never been surfaced and asked the committee to support a request to resurface this area.

### **D. Other**

There were no other comments or topics brought up during this item.

## **13. ADJOURNMENT**

Chairman Smith adjourned the meeting at 10:16 am. The next BPAC meeting is scheduled for Monday, August 19, 2019.

**Bicycle Pedestrian Advisory Committee – August 19, 2019**

**4. Forward Pinellas Executive Summary – July 10, 2019**

---



**SUMMARY**

The July 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 July 10, 2019

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

July 10, 2019

*Please note that this summary has not been approved as the official minutes of the board.*

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

---

#### Garlen Capita of consultant firm WRT presented initial draft recommendations of the Gateway Area Master Plan

- The Gateway/Mid-County Area Master Plan has been an 18-month collaborative effort led by Forward Pinellas, along with funding partners Pinellas County, the City of St. Petersburg, the City of Largo, the City of Pinellas Park, and the Florida Department of Transportation
  - The study area is bounded by Belleair Road to the north, Starkey Road to the west, Gandy Boulevard/62nd Avenue North to the South, and Tampa Bay to the east
  - In stakeholder interviews, have heard that the Gateway needs safety and connectivity, but also a sense of place
- The master plan lays out an action-oriented strategy creating a series of distinctive places within the Gateway
  - Within that vision is a four-part framework:
    - Incorporating multimodal transportation, including first/last mile solutions and premium transit
    - Land use + innovation
    - Triple bottom line resilience (environmental, human well-being, economic)
    - Sustainable infrastructure
- Capita specifically outlined a land use vision for various sub-areas and sites within the Gateway
  - Eco-Industrial Park
    - Example: South of Ulmerton Road and west of 49th Street, also bounded by the Cross Bayou canal to the east
    - This area has degraded land uses and is not as developed as it could be, thus having transformative potential
    - The vision gives flexibility to parcel sizes, allowing both large and smaller manufacturing to co-locate
    - This area could have a central transit node with circulator and other transit, connected to trails and possible bike share
    - Would consolidate stormwater management to become a feature of the site - County is currently acquiring right of way along the canal to use it as a stormwater collector
  - Mixed-Use Center
    - Example: Carillon Zone 4, remaining 58-area undeveloped area in Carillon nearby to Echelon City Center
    - Redeveloped surface parking lots could be redeveloped into shared parking structures and add density to areas that are not currently dense
    - An intermodal center could happen here or somewhere on Roosevelt, and peripheral park and ride with a circulator would also be a possibility
    - Opportunity to implement renewable energy generation and storage
  - Airport Business Park
    - Leverages the area around St. Petersburg/Clearwater International Airport and its proximity to the coming Gateway Expressway
    - Taking surface parking lots to more intense development
    - This is infilling an area with a high school and office buildings, so development would need to support the existing area to make it more safe, walkable and connected
  - Mixed-Use Employment



- Example: US 19/Bay Vista area, includes technology (Tech Data Corporation, Vology), health (Suncoast Hospice, e-Tele Quote Insurance), and regional/community (Bay Vista Learning Center, Largo Datsko Park) uses
  - Lots of existing surface parking and tight, existing residential neighborhoods
  - Could develop into a mixed-use, walkable, urban environment with public spaces, opportunities for residential development with mixed commercial and other uses
    - These mixed-use developments would benefit both the adjacent residential developments and the office workers
- The study team is currently developing guiding principles for adoption of an interlocal agreement between key partners to guide implementation of the master plan over time
- Board members were highly complimentary of the concepts and offered suggestions for additional stakeholders to contact and ways to consolidate land

**Following extended positive discussion, the board unanimously recommended approval of proposed changes to the Countywide Plan standards following a public hearing**

- Forward Pinellas staff [had previously presented](#) about the draft amendments at the June board meeting
- The Countywide Plan is periodically updated in response to changing conditions and needs
  - The proposed changes aim to better accommodate the growth that is projected over the next 25 years, estimated at 93,000 new people and 59,000 new jobs, and include:
    - A new land use strategy map with priority transit development corridors
    - Revised framework for adopting and amending activity center and multimodal corridor designation
    - A new Planned Redevelopment District category, a middle ground between suburban and transit-oriented development
    - Bonus provisions that encourage transit-supportive mixed use development
    - A proposed strategy for priority corridor funding, linking land use and transportation
  - The proposed changes would incentivize mixed use development by allowing the full density and intensity to be used for mixed-use areas instead of splitting the allowed densities among uses
  - After the initial presentation in June, local governments had recommended density increases for multimodal corridors above what was previously proposed, although the new densities are still below activity center levels
  - The changes will also simplify the amendment process to allow some minor amendments to occur at the local government level
- Board members expressed the need for transit to better serve residential, business and industrial areas going forward as the population grows, as well as the need for affordable housing in these areas
  - The executive director noted that these amendments exemplified the Forward Pinellas mission of linking land use and transportation decision-making, as well as economic development, with Commissioner Ken Welch saying he could see the “promised land” of transportation and land use plans uniting
- Planners Advisory Committee member and St. Petersburg Urban Planning Manager Derek Killborn spoke in support, saying that the planned changes show how communities can achieve high density and still fit into the community character
- The proposed changes will now come before the Board of County Commissioners in its role as the Countywide Planning Authority for approval in October

**Forward Pinellas Staff an update on the Advantage Pinellas Plan and the parallel development of the Active Transportation Plan**

- A brief update was presented on the overall Advantage Pinellas Plan, including a [Metroquest survey running through the end of July](#) asking for resident input on transportation priorities

- Currently, Forward Pinellas staff is coming up with cost estimates for projects and defining a revenue split among all modes of transportation
- In order to prioritize projects for funding, Forward Pinellas will look to set targets that include traffic flow/congestion relief, safety, mode share, Greenhouse Gas emissions, equity and enhanced transit service
- The Advantage Pinellas: Active Transportation Plan is the portion of the Advantage Pinellas Plan that focuses specifically on walking and bicycling
  - While Pinellas County has numerous high-profile accomplishments - being a bronze level Bicycle Friendly Community, the Pinellas Trail Loop, Complete Streets - bicycle/pedestrian traffic fatalities are still higher than the statewide and national averages
  - Since the last bicycle/pedestrian master plan was adopted in 2013, there has been new guidance on designing for all ages and abilities, as well as other infrastructure and design standards
- In visioning exercises, stakeholders said they wanted a safe, connected, accessible network
  - Pinellas residents responded to an interactive mapping tool and indicated the routes they currently walk or bike, would like to walk or bike, and what barriers they experienced to walking and biking
  - Data indicates that nearly 60% of people are interested in riding a bicycle, but are concerned because they don't feel safe
- The Active Transportation Plan will lay out a vision for 10-12 strategic projects that can be built over the next 15 years
  - The Active Transportation Plan will identify corridors where demand is high and it is feasible to build infrastructure
  - In identifying those corridors, planners considered several components:
    - Population/employment density
    - Proximity to destinations
    - Equity
    - Transit stops on core routes
    - Typical walk & bike trip lengths.
  - Next steps include project prioritization, proposed network improvements, and summaries of project concepts
- Dunedin Mayor Julie Bujalski asked for the countywide consistency of trail crossing signage and rules to be considered in the plan

**The Forward Pinellas executive director gave a brief update on the status of the US 19 interchanges from Tampa Road north to the merge with Alternate US 19**

- The Florida Department of Transportation was looking into alternatives to elevated interchanges and flyovers north of Tampa Road
- While Tampa was not deemed feasible for innovative treatments, others were feasible for treatments such as displaced left turn lanes or restricted crossing u-turns (sometimes called a continuous flow intersection)
  - While elevated interchanges would cost \$80-100M, innovative intersection options \$40M-50M with the same lifespan and level of service
  - There are still right of way impacts that need to be evaluated
- FDOT staff will be coming before the Forward Pinellas board in coming months to present these options
- The first continuous flow intersection recently opened in Lee County:
 

<https://www.fox4now.com/news/local-news/a-continuous-flow-intersection-is-opening-in-lee-county>

## The board recommended approval of three amendments to the Countywide Plan

- A subthreshold amendment in the City of Clearwater at the southwest corner of US 19 North and Nursery Road, amending from Retail and Services to Activity Center in order to incorporate a vacant property into the Clearwater Activity Center for redevelopment
- A subthreshold amendment in the City of St. Petersburg at Pasadena Presbyterian Church, 111 Pinellas Way N., allowing the property to exchange its existing Public/Semi-Public and Residential Low Medium uses to allow it to build homes on the part of the property previously categorized as Public/Semi-Public
- A regular amendment in the City of Tarpon Springs north of River Watch Boulevard on US 19 N from Retail and Services to Industrial to allow for the development of an auto repair facility

## Other Items

- The board adopted the Forward Pinellas budget for the 2020 fiscal year totaling \$3.66M and maintaining the current 0.0150 millage rate, which moves to the Board of County Commissioners for final approval in September
- The board made appointments to its legislative affairs committee: County Commissioner Dave Eggers, Indian Rocks Beach Mayor Cookie Kennedy, and St. Petersburg Councilmember Brandi Gabbard will all remain on the committee, and Clearwater Councilmember David Allbritton will join as a new member
- The PSTA board approved an agreement to accept \$4M from the City of St. Petersburg for the Central Avenue BRT project, and PSTA will hold open houses along the corridor as the project gets closer to completion of the design phase
- The board discussed the upcoming July 18 workshop of the Board of County Commission to address transportation funding options, which has been a joint project of PSTA, Forward Pinellas and Pinellas County
- The Palm Harbor roundabout item was deferred at FDOT's request until the board's next meeting, which will be in September as the August meeting is canceled
- The board approved a TIP modification to transfer funds from the previous Forward Pinellas unified planning work program to the current FY2020 UPWP.
- The TBARTA MPO Chairs Coordinating Committee is revising its bylaws, which includes formalizing the Tampa Bay TMA Leadership Group as a subcommittee

## Action Sheet

**July 10, 2019**

At its July meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 11-0)  
Approved to include the following:
  - A. Approval of Minutes of the June 12, 2019 Meeting
  - B. Approval of Committee Appointments (TCC)
  - C. Approval of Proposed Amendments to the School Transportation Safety Committee (STSC) Bylaws
  - D. Approval of Interlocal Agreements for Complete Streets Grants
    1. City of Clearwater
    2. City of St. Petersburg
  - E. Approval of Award for Collection of Traffic Counts

- F. Approval of Scope of Services for Downtown St. Petersburg Mobility Study
- G. Approval of Procurement #19-04 for Vision Zero Effort

- **Modification to the FY 2018/19 – FY 2022/23 Transportation Improvement Program**  
Following a presentation by Forward Pinellas staff and public hearing, the board, in its role as the metropolitan planning organization, approved the modification to the FY 2018/19 – FY 2022/23 TIP. (vote: 11-0)
  
- **Subthreshold Countywide Plan Map Amendment(s)**  
Two cases were recommended for approval:
  - 1. CW 19-11 – City of Clearwater (vote: 10-0, Mayor Bradbury abstained)
  - 2. CW 19-12 – City of St. Petersburg (vote: 11-0)
  
- **Regular Countywide Plan Map Amendment(s)**  
One case was recommended for approval:
  - 1. CW 19-13 – City of Tarpon Springs (vote: 10-0, Mayor Bradbury abstained)
  
- **Proposed Amendments to the Countywide Plan Strategies and Countywide Rules**  
Following a staff presentation and public hearing, the board, in its role as the Pinellas Planning Council, adopted a resolution authorizing the transmittal of the proposed amendments to the Countywide Plan Strategies and Rules to the Countywide Planning Authority for adoption. (vote: 11-0)
  
- **Annual Budget and Millage Rate for FY 20**  
Following a presentation by Forward Pinellas staff, the board, in its role as the Pinellas Planning Council, adopted Resolution 19-2 authorizing the transmittal of the budget and millage rate for FY 2020 to the Board of County Commissioners for approval. (vote: 11-0)
  
- **Forward Pinellas Legislative Committee Appointments**  
The board reappointed Commissioner Dave Eggers, Councilmember Brandi Gabbard and Mayor Cookie Kennedy and added Councilmember David Allbritton to its Legislative Committee. (vote: 11-0)

---

**SUMMARY**

When the Gandy Bridge from Pinellas to Hillsborough County became functionally obsolete in the 1990's, concerned citizens were motivated and rallied to repurpose the bridge for recreational opportunities. Elected officials on both sides of Tampa Bay were engaged and along with the community, the 2.6-mile Friendship Trail Bridge was open for use in 2000, and became extremely popular for cyclists, hikers, walkers, inline skaters, fishermen, persons with disabilities, and our military. Based on manual counts, annual "attendance" grew from nearly 400,000 to more than 600,000 by the time the Friendship Trail Bridge was closed in late 2008 due to structural safety issues. The Friendship Trail Bridge was the water-span section of a larger non-motorized corridor called the Friendship Trail to connect St. Petersburg to Tampa. The Friendship Trail was envisioned to not only link the two counties, but eventually would be extended on both sides of the Bay to provide a non-motorized connection from downtown to downtown.

FDOT replacement of the Howard Frankland Bridge/I-275 will include a trail along its length to accommodate bicycles and pedestrians, and demonstrates a very real commitment to non-motorist infrastructure. With that commitment, it would be appropriate to begin preparing plans to add bike/ped facilities to the future northbound Gandy Bridge. With those facilities, the Friendship Trail from the Tampa Riverwalk to the St. Petersburg Pier can become reality.

The Friendship Trail - a "Trail of Two Cities" has spurred excitement once again as a grassroots initiative to encourage the entities involved (City of Tampa, City of St. Petersburg, Pinellas County and FDOT) to make their best efforts to improve and complete the trail segments in their jurisdictions and to cooperate to ensure that they are coordinated in linking them.

There is plenty of time until the Friendship Trail would be a reality - time for the entities to plan, budget and accomplish their segments.

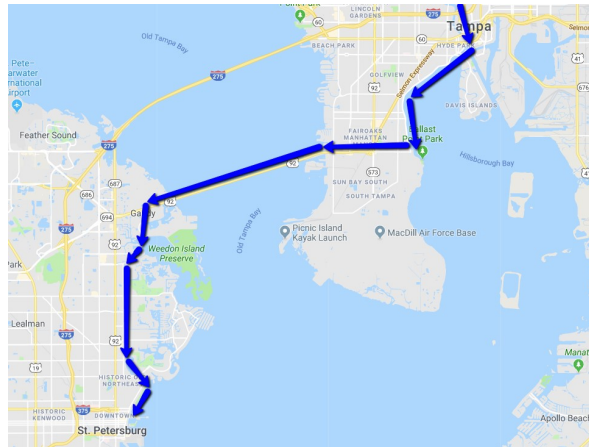
**ATTACHMENTS:** Advocacy Page with Map  
Friendship Trail Bridge Attendance 2000-2008

**ACTION:** Informational Item



# Advocacy for the Friendship Trail

[www.friendshiptrail.org](http://www.friendshiptrail.org)



## A Trail of Two Cities - Tampa Riverwalk to St. Petersburg Pier

### PURPOSE

To develop support for the vision of the Friendship Trail, a recreation trail from the Tampa Riverwalk to the St. Petersburg Pier; to encourage the further development of existing trail segments by the entities involved: City of Tampa, City of St. Petersburg, Pinellas County and State of Florida (FL Dept. of Transportation).

### BACKGROUND

1. The 2.6 mile “old” Gandy Bridge was built in 1956. When a southbound replacement was built, ownership of the “old” bridge was transferred from the state to Pinellas and Hillsborough Counties. The bridge was rehabilitated to a recreation trail and re-opened in 1999 as the “Friendship Trail Bridge”, annually used by approximately 600,000 bikers, hikers & walkers, rollerbladers, fishermen, persons with disabilities and our military until it was closed in 2008 for safety reasons and eventually demolished.
2. While the Friendship Trail Bridge provided the trail’s connection over Tampa Bay, government entities on both sides of the bay planned and began connecting trails for what could become the “Friendship Trail”. Further development and connecting those plans for a Friendship Trail are stalled until another opportunity to cross Tampa Bay becomes available.

### ADVOCACY

1. The current northbound Gandy Bridge crossing Tampa Bay was constructed in 1975. While it is in good shape (see <http://www.ledgerdata.com/bridges/hillsborough/gandy-bridge-eb/100300>), it will eventually become no longer useful and be replaced. The planned new construction of the nearby Howard Frankland Bridge with a pedestrian walkway offers precedent for a recreation trail on a new Gandy Bridge. Further, the popularity of recreation trails including the Friendship Trail Bridge should add credence to that scenario.
2. Completion of a “South Tampa Trail” may be considered by the City of Tampa as an exciting way to link the Bayshore Greenway to the bridge. Other options exist.
3. Completion of plans of Pinellas County’s “Causeway Enhancement” would provide the link from the Pinellas County side of the bridge to St. Petersburg’s network of trails and parks southward to the Pier.

### SUMMARY

A completed Friendship Trail would involve a variety of experiences including urban, suburban neighborhoods, parks, 2.6 miles over-the-water (Tampa Bay) and a possible return of fishing opportunities which had been lost.

## FRIENDSHIP TRAILBRIDGE ATTENDANCE

	2000	2001	2002	2003	2004	2005	2006	2007	2008
<b>January</b>	25,840	16,710	14,400	13,170	30,766	31,335	30,015	34,526	47,176
<b>February</b>	23,610	16,750	14,410	14,800	24,405	29,012	23,748	24,733	43,596
<b>March</b>	49,654	22,154	19,833	28,963	46,211	35,559	32,574	41,374	62,959
<b>April</b>	30,792	24,120	24,240	32,052	42,160	55,329	48,476	38,790	73,369
<b>May</b>	36,166	31,174	31,733	35,503	44,002	60,887	53,042	55,237	79,924
<b>June</b>	36,442	25,984	66,906	64,344	41,460	56,137	45,032	54,626	55,475
<b>July</b>	49,210	27,328	21,882	42,504	55,810	68,389	60,769	56,491	62,792
<b>August</b>	43,395	26,222	24,892	49,984	51,955	55,456	56,847	48,286	30,722
<b>September</b>	32,188	29,484	23,686	73,231	46,697	54,206	59,583	59,627	52,434
<b>October</b>	28,236	20,664	44,004	32,651	61,753	36,677	52,821	70,399	49,798
<b>November</b>	19,280	13,400	28,750	35,620	30,905	32,017	38,099	55,120	37,497 *
<b>December</b>	16,210	11,650	25,610	28,723	35,880	21,450	29,664	54,342	15,643 **
<b>TOTAL</b>	391,023	265,640	340,346	451,545	512,004	536,454	530,670	593,551	611,385

\* Friendship TrailBridge closed 11-06-08 @ 5 pm

\*\* Friendship TrailBridge plus catwalks closed 12-27-08

**6. Rosery Road Phase I Improvements**

---

**SUMMARY**

Forward Pinellas created the Complete Streets program in 2016 to provide funding for the development of concept plans and for constructing transportation projects that make roadways safer and more accessible for all users, and to integrate land use and transportation planning countywide. In December 2017, the City of Largo submitted a Complete Streets application to Forward Pinellas for the eastern portion of the corridor, which connects two neighborhood activity centers to the Pinellas Trail. The project was approved for construction of Phase 2, from Missouri Avenue to Eagle Lake Park. Phase 1, from the Pinellas Trail to Missouri Avenue is funded for construction this year, and Phase 2 is funded for design in FY 22/23.

Please welcome Mr. Barry Westmark, Senior Engineer with the City of Largo, as he presents information about the Rosery Road Complete Streets Plan to the Committee.

**ATTACHMENT(S):** Article: *Largo Moves Forward with \$7M Road Project – June 26, 2019*

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



# LARGO MOVES FORWARD WITH \$7M ROAD PROJECT

by JJ Burton  
June 26, 2019

**LARGO, Fla.** -- Largo city leaders are moving forward with the \$7 million Rosery Road construction project.

They say the project will make the road safer for drivers, pedestrians and bikers.

"I can't wait," said Angela Barns.

Barns lives at Shangri-la, which is right on Rosery Road. She and her neighbors have been waiting for years for safety improvements in that area.

According to them, traffic is so bad, it takes five to 10 minutes just to get out of their neighborhood.

"I call it the 'Rosery Speedway,'" Barns said.

The road project will stretch from Missouri Avenue to the Pinellas Trail, according to officials. Its main purpose is to make the road safer for everyone.

"It'll be great," said neighbor David Smith.

City leaders say there will be a median put near the Missouri and Rosery intersection to separate the lanes. They're also going to put grass and trees there.

They're going to add more sidewalks near the Pinellas Trail and a buffer between the bike lane and the road.

The project also calls for more flashing lights at pedestrian crossings, a sidewalk near the railroad crossing and sewer improvements.

"That's great! It'll look great out there," said neighbor Fredrick Ward.

The project is estimated to last 15 to 18 months. Neighbors aren't happy about that part, but they understand that it's a necessary headache.



"The road needs assistance," Ward said. "It's high time that it's done."

Officials say the crews will start in October.

---

**SUMMARY**

Over the last few meetings, BPAC members have discussed the poor pavement conditions in a few areas of the Pinellas Trail. Interestingly, many comments regarding the same issue were received during the 2019 Trail Users Survey. Pavement condition evaluation identifies surface 'distress' such as cracking, root damage, surface bumps, edge degradation, rutting, lifting and crumbling to determine the type, extent and severity of the damage. The resulting pavement condition index number between 0 (zero) and 100 is a statistical measure, with 100 representing the best possible condition, and 0 being the worst.

The pavement condition evaluation identifies any areas in need of immediate maintenance, areas to be rehabilitated, develop preventative maintenance strategies and maintenance budgets. With proper maintenance, minor surface issues can be mitigated to increase the life of the pavement, before more expensive replacement is necessary.

In the case of the Pinellas Trail, the condition of the surface is an important safety concern and requires a high-quality smooth surface for all its users. Bumps and cracks are a particularly hazardous surface condition for users with small wheels such as inline skaters, those with strollers, bicycles with narrow tires, those with mobility challenges, small children and seniors.

At its June 17, 2019 meeting, the BPAC requested this item be added to the August agenda for discussion.


**ATTACHMENT(S):** MPO to County Administrator RE: Live Oak Street Area Rehabilitation Fred Marquis Pinellas Trail, July 23, 2014  
MPO Newsletter Action Sheet July 9, 2014

**ACTION:** Based on Discussion



**TO:** Mark Woodard, Interim County Administrator

**COPY TO:** Paul Cozzie, Director  
Pinellas County Parks and Conservation Resources

**FROM:** Jim Kennedy, Vice Chairman   
Pinellas County Metropolitan Planning Organization

**SUBJECT:** Live Oak Street Area Rehabilitation Fred Marquis Pinellas Trail

**DATE:** July 23, 2014

At its July 9, 2014 meeting, the Pinellas County Metropolitan Planning Organization (MPO) received information regarding a section of the Fred Marquis Pinellas Trail where the surface is in extreme need of repair. Citizen members of the MPO's Bicycle Pedestrian Advisory Committee (BPAC) provided details at their June meeting of the area where the surface is in poor condition and could create issues for trail users with small or narrow wheels, inexperienced, or unskilled bicyclists.

As the Pinellas Trail is used by many different kinds of users, including walkers, cyclists, and skaters, an aggressive maintenance program is necessary.

The MPO recommends that the surface of the Pineilas Trail be rehabilitated and/or refurbished in the area south of Live Oak Street, north of Pine Street, and that the repair project be prioritized by Pinellas County. Such repair would complement the recent improvements to various public facilities in this area, including a new public park recently opened by the City of Tarpon Springs.

The MPO appreciates your partnership and assistance in prioritizing this maintenance project to provide a safe Trail surface for all the users.

H:\users\scendocs\MPO\MPO Follow-Up Letters.ck



**MPO**  
**Newsletter/Action Sheet**  
**July 9, 2014**

**I. CALL TO ORDER**

Vice Chairman Jim Kennedy called the meeting to order.

**II. INVOCATION AND PLEDGE**

Mayor Archie conducted the invocation and led the Pledge for the MPO.

**III. CITIZENS TO BE HEARD**

There were no citizens to be heard.

**IV. CONSENT AGENDA**

The MPO approved the consent agenda, which included the June 11, 2014 MPO meeting minutes; invoices from Tindale-Oliver and Associates and TBARTA (CCC services); printing invoice for Transportation Disadvantaged applications; amendments to agreements for Quality of Life Community Services, Inc., Hillsborough County Department of Health and Social Services, City of St. Petersburg, and TBARTA for One-Call/One-Click Research and Transportation Information Center; and printing pedestrian safety awareness education material.

**V. PUBLIC HEARING ITEMS**

**A. Proposed Amendments to the Facilities Element of the Bicycle Pedestrian Master Plan**

1. Circle Lake Tarpon
2. Lansbrook Area

Following a public hearing, the MPO approved the proposed amendments to the Facilities Element of the Bicycle Pedestrian Master Plan.

**VI. PRESENTATION/ACTION ITEMS**

**A. Approval of Proposed MPO FY15 Budget**

The MPO approved the FY15 budget. MPO staff agreed to provide follow-up information on several items including the anticipated cost savings resulting from the unification.

**B. Pinellas County Mobility Plan Policies and Code Provisions**

The MPO approved the Mobility Plan Policies and Code Provisions.

**C. Federal Transportation Legislation**

The MPO received a staff report regarding the Transportation for America's advocacy for discretionary programs that should be included in the reauthorization of the federal bill. MPO staff is monitoring reauthorization activities.

**D. Pinellas Trail Security Task Force Meeting**

The MPO received a report from staff and board members who attended the security camera field trip to Bradenton on July 7, 2014. Vice Chairman Kennedy provided a copy of the letter sent to the County Administrator following the last meeting wherein the MPO encouraged the County to participate in St. Petersburg's pilot project. A copy of the response from the Interim County Administrator was included in the agenda packet. A brief report was provided on the July 8, 2014 Pinellas Trail Security

Task Force meeting. During the discussion, Councilmember Hock-DiPolito provided a report on the meeting she and BPAC Chairman Brian Smith had with U.S. DOT officials regarding the MPO/County TIGER VI grant application. She encouraged other agencies to send letters of support for the application. MPO members requested additional information about County Park Rangers, including the number of paid rangers.

**E. 2040 Long Range Transportation Plan Preliminary Cost Feasible Roadway Plan**

The MPO's consultant provided an overview of the planned roadway projects and the associated cost and revenue information for the Long Range Transportation Plan (LRTP) update. MPO members had questions and comments on several projects including the following:

- 22<sup>nd</sup> Avenue/Gulfport Boulevard needs to occur sooner than 2031 – request for information on prioritization and cost
- Costs and timeframe for the County's bridge projects
- 62<sup>nd</sup> Avenue North – need to consider different needs on different segments
- State criteria should be used for prioritizing County projects

County staff to provide a presentation at the September MPO meeting regarding County projects and the prioritization process. The LRTP will be presented to the board for preliminary approval and opening of the comment period at the September meeting, with final adoption in December 2014.

**F. Endorsement of Regional Priority List (Follow-Up to Tampa Bay TMA Leadership Group Meeting)**

The MPO endorsed the Regional Priority List.

**G. Committee Recommendations**

**1. BPAC Recommendations**

The MPO approved the BPAC recommendation to support the rehabilitation/refurbishment of the Pinellas Trail in the area south of Live Oak Street in Tarpon Springs.

Regarding the BPAC recommendation to install appropriate street signs to identify all roadway-trail crossings, the MPO requested a list of those roadways. The MPO approved the BPAC recommendation.

The MPO approved the BPAC recommendation to support the inclusion of vulnerable road user crashes not involving a motor vehicle on crash data reports.

Regarding the BPAC recommendation to request FDOT removal of Qwick-Kurbs along Gulf Boulevard, MPO staff indicated FDOT agreed to review the other 8 locations. The MPO approved the BPAC recommendation.

**2. TCC Recommendations**

Regarding the TCC recommendation to make the use of electronic devices while driving a primary offense, the MPO deferred this item to the September meeting to clarify the recommendation.

The MPO approved the amended TCC bylaws.

**H. Committee Appointments**

The MPO approved the appointments of Leslie Viens as a Dunedin representative and Karen Mullins as an At Large representative on the Citizens Advisory Committee; Evan Mory as the St. Petersburg Department of Transportation and Parking

representative and Dave Goodwin as the St. Petersburg Planning Development Services alternate on the Technical Coordinating Committee; and Jorge Quintas as the Dunedin Traffic Engineering alternate on the Technical Coordinating Committee.

**VII. REPORTS/UPDATE**

**A. PSTA Activities Report**

The MPO deferred the PSTA report to the September MPO meeting.

**B. Follow-Up Regarding Belcher Road and Gulf-to-Bay Boulevard**

The MPO received a report on the road safety audit that was recently conducted for Belcher Road and Gulf-to-Bay Boulevard.

**C. Director's Report**

It was reported that FDOT agreed to modify the language for the MPO Interlocal Agreement. The modified agreement will be circulated to each local government, with the intent to have it executed and the new MPO members seated at the September board meeting.

**VIII. INFORMATIONAL ITEMS**

**A. Reminder – August MPO Meeting Cancelled**

The August MPO meeting is cancelled.

**B. 2040 LRTP Stakeholder and Public Outreach Report**

A chart for the 2040 LRTP stakeholder and public outreach was included in the agenda packet.

**C. June 13, 2014 CCC Meeting and Joint Meeting With the Central Florida MPO Alliance**

A summary of the CCC meeting and joint meeting of the CCC with the Central Florida MPO Alliance of June 13, 2014 was included in the agenda packet.

**D. Other**

---

**SUMMARY**

As a part of Tampa Bay Next, the Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Reevaluation Study to evaluate the addition of two express lanes in each direction on I-275 from north of I-375 to south of Gandy Boulevard. In addition, FDOT is evaluating the construction of a second express lane from south of Gandy to the Howard Frankland Bridge (one express lane in each direction is already under construction along this segment). These proposed improvements will tie-in with the planned replacement of the Howard Frankland Bridge. This Reevaluation also analyzes replacing the I-275 ramp bridges on 4th Street North over Big Island Gap, providing trail connections from the Howard Frankland Bridge to 4th Street North and Ulmerton Road, and modifying the Gateway Expressway interchange area to provide ramp connections in all directions to/from the Gateway Expressway to the proposed express lanes on I-275. To meet drainage and stormwater requirements, pond sites will be needed to accommodate new impervious surface due to widening to accommodate express lanes. Several of these new pond site locations will be outside of the existing right of way.

A Public Hearing is scheduled for September 24, 2019 beginning at 5:30 at the First Baptist Church of St. Petersburg, Heritage Hall at 1900 Gandy Boulevard N., St. Petersburg, FL 33702. A representative from FDOT will provide an overview of the project and answer questions from committee members.

**ATTACHMENT(S):** None

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

---

**SUMMARY**

Every five years, Forward Pinellas is responsible to develop a 25-year transportation plan, called the Long Range Transportation Plan (LRTP). Branded as Advantage Pinellas, the plan examines countywide transportation needs, land uses, shifting regional travel patterns, technology and demographic changes since the previously adopted LRTP. One of the foundations of future of transportation planning in Pinellas County is non-motorized (bicycle and pedestrian) travel through the master plan, titled the Active Transportation Plan.

Over the past few months, the BPAC has provided valuable input and direction for development of the Active Transportation Plan. The consultant, HDR, along with staff, has met with the advisory committees to present their progress throughout the development of the plan components and analysis. Project priorities from each jurisdiction were requested by the beginning of June.

The BPAC will continue to discuss and comment on the Active Transportation Plan projects, priorities and policies.

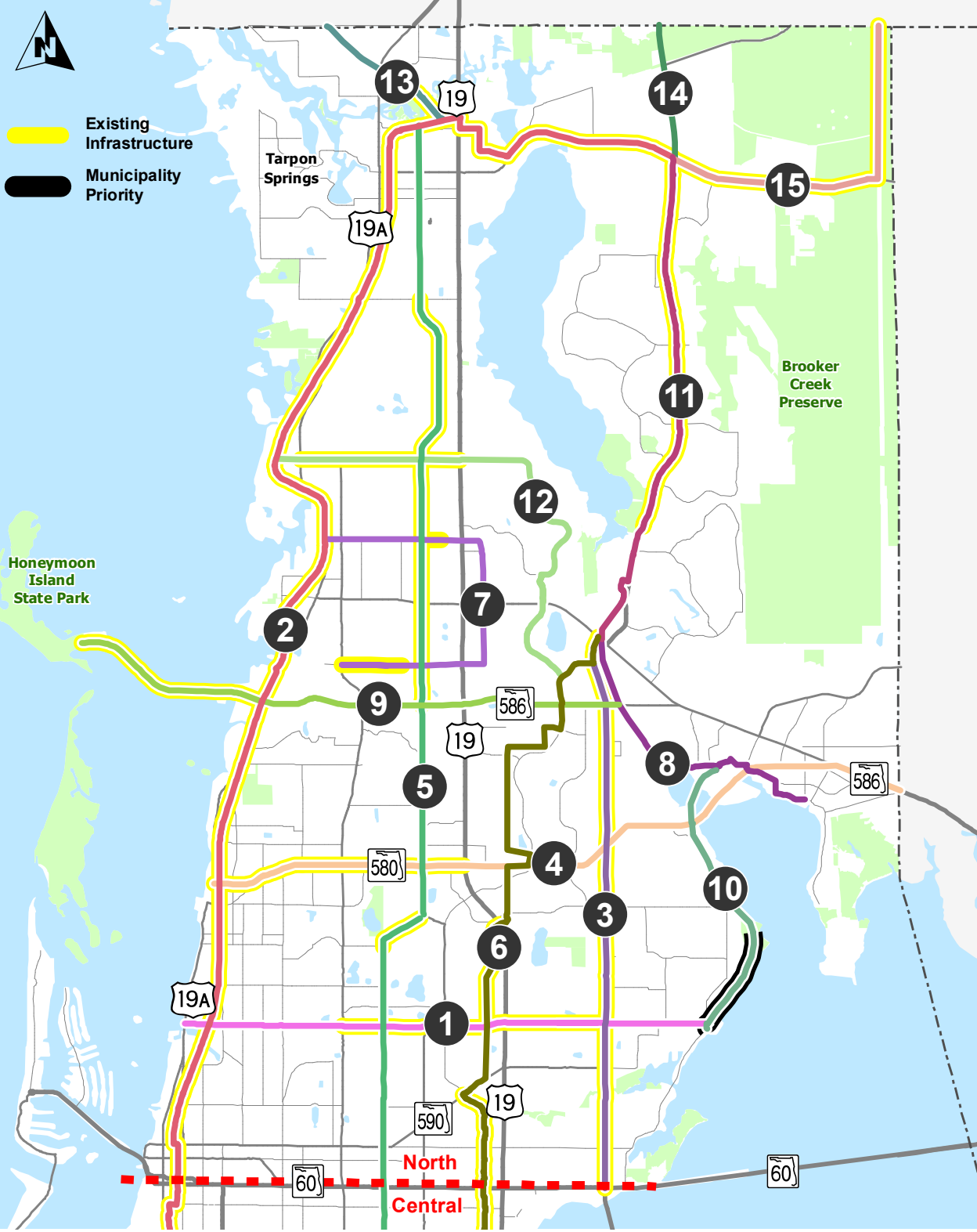
**ATTACHMENTS:** Draft Pedestrian Priority Corridors  
Draft Bicycle Priority Corridors  
Priority Corridors Scoring Chart

**ACTION:** BPAC to provide comments based on discussion

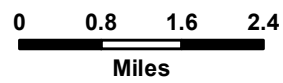




Existing Infrastructure  
Municipality Priority

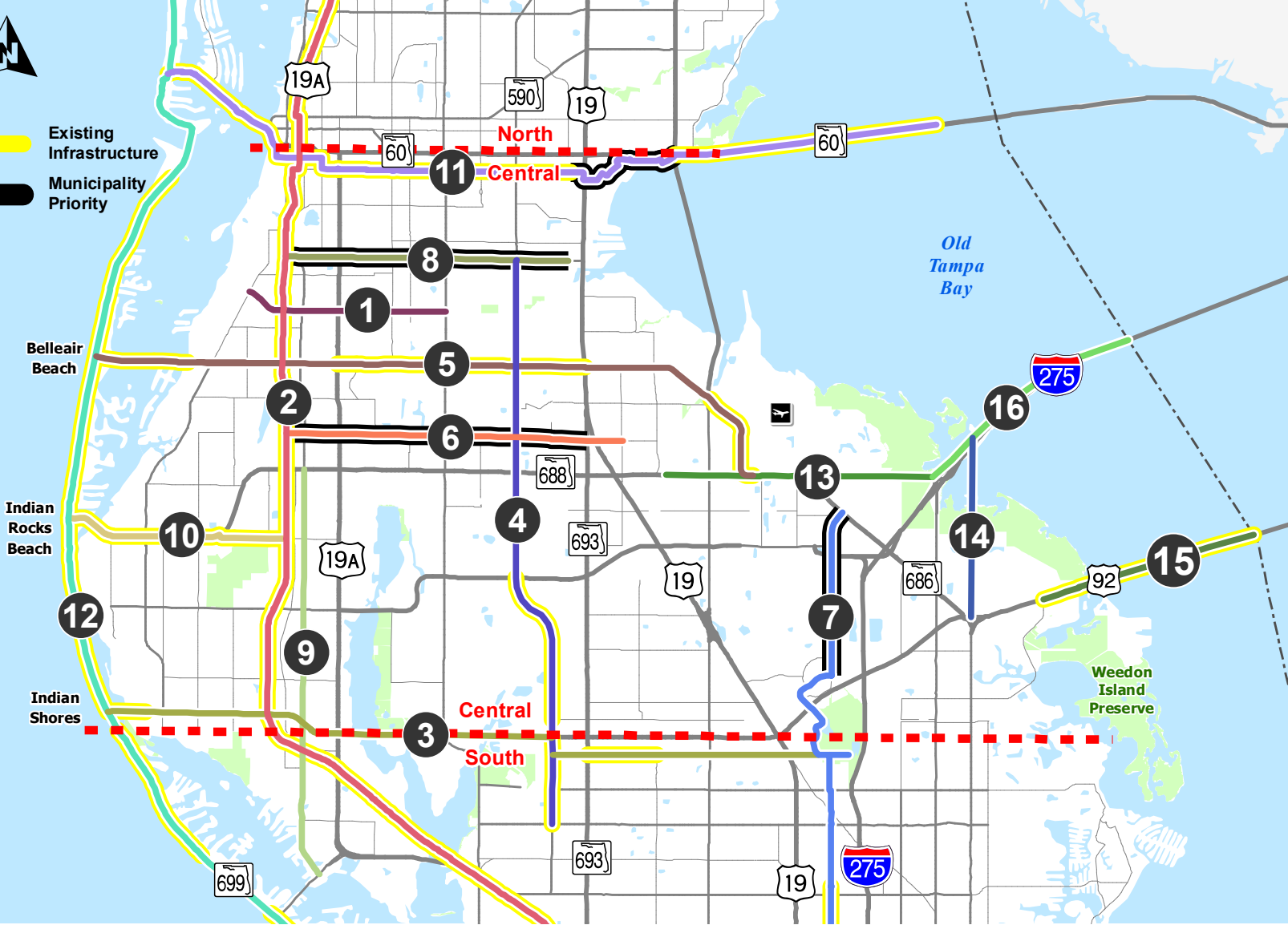


# North Priority Corridors - Ped

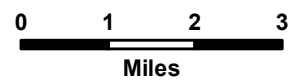




- Existing Infrastructure
- Municipality Priority



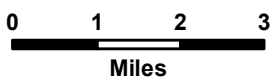
# Central Priority Corridors - Ped





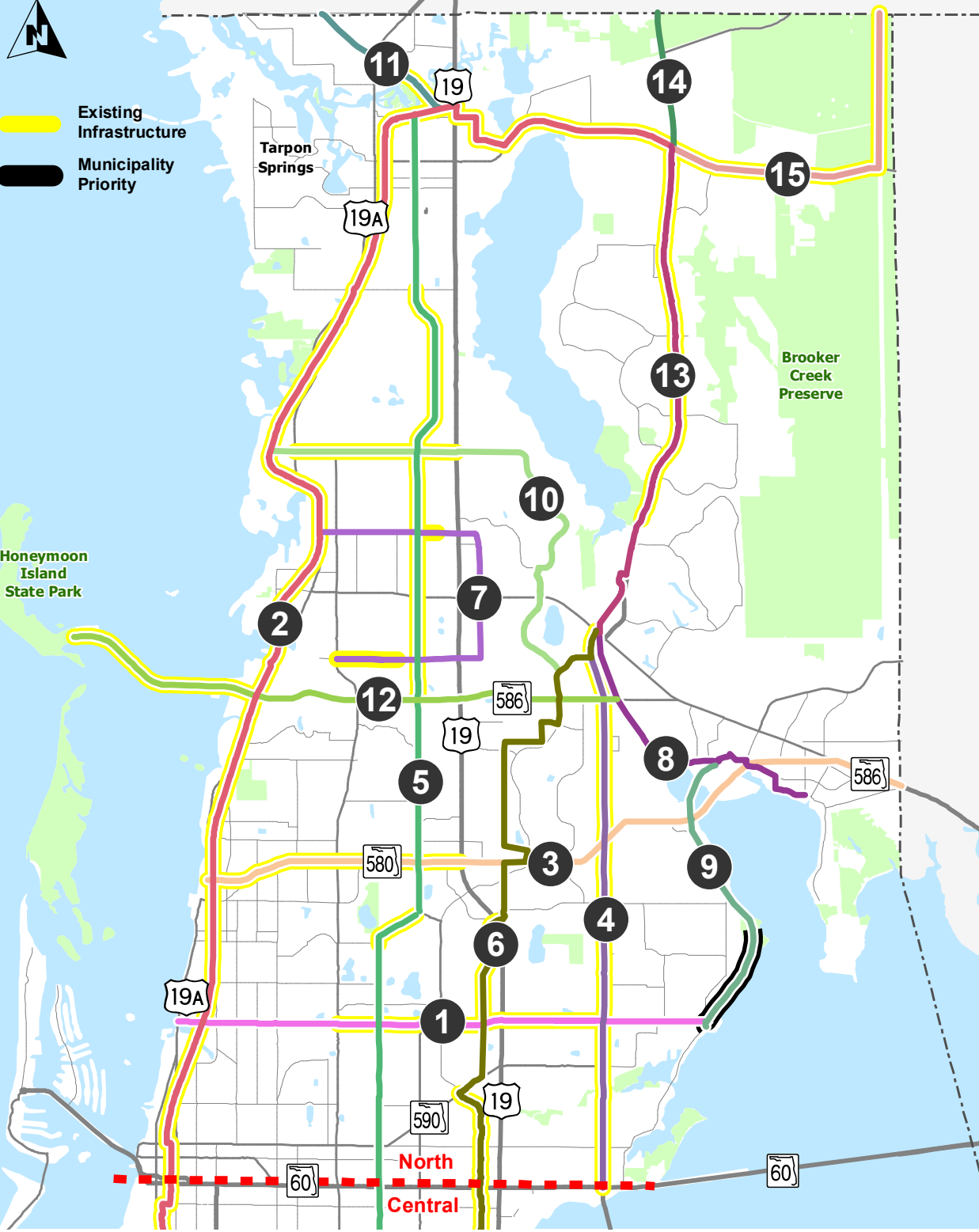
- Existing Infrastructure
- Municipality Priority

# South Priority Corridors - Ped

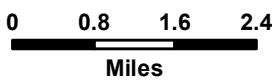




Existing Infrastructure  
Municipality Priority

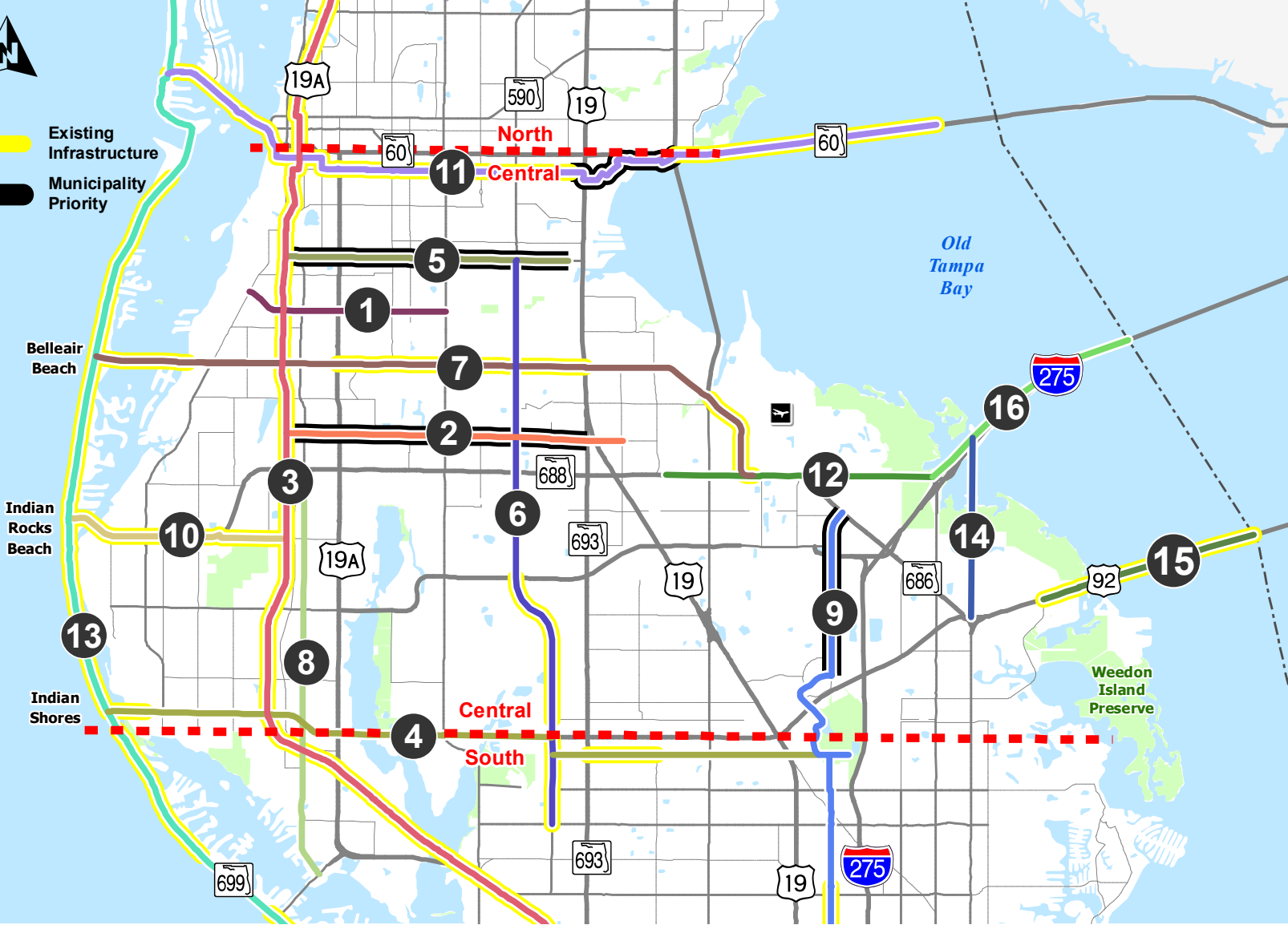


# North Priority Corridors - Bike

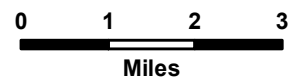




-  Existing Infrastructure
-  Municipality Priority

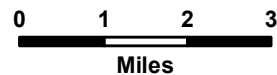


# Central Priority Corridors - Bike





# South Priority Corridors - Bike



**ACTIVE TRANSPORTATION PLAN**  
**Draft Priority Corridors**

CORRIDOR	FROM	TO	RANK BIKE	RANK PED	ZONE	PRIORITY SCORE BIKE	PRIORITY SCORE PED	NORTH RANK BIKE	NORTH RANK PED	Central RANK BIKE	Central RANK PED	SOUTH RANK BIKE	SOUTH RANK PED	Municipality Priority
113th Avenue	Tom Stuart Causeway	Ulmerton Road	23	25	Central	51	36			8	9			No
13th Avenue N/63rd Street N/17th Avenue N	Pinellas Trail	28th St S	9	8	South	59	46					8	8	No
142nd Avenue N	Pinellas Trail	Duke Energy Trail	14	21	Central	54	38			2	6			Yes
18th Avenue S/Tangerine Greenway	55th Street S	4th Street S	1	1	South	68	56					1	1	No
19th Street S	26th Ave S	Central Avenue	2	2	South	65	56					2	2	No
26th Ave S/Gulfport Multi-use Trail	Skyway Marina Trail	4th Street S	7	9	South	59	45					7	9	No
28th Street N/S/Sawgrass Lake Trail	Pinellas Trail	Roosevelt Blvd	25	23	Central/South	50	37			9	7	13	13	Yes
4th Street N	Gandy Blvd/Duke Energy Trail	Howard Frankland Bridge Trail	41	41	Central	28	16			14	14			No
55th Street S/Gulfport Spur	Joe's Creek Trail	Shore Blvd S	6	7	South	60	48					6	7	Yes
70th Avenue N/Park Boulevard N	Sawgrass Lake Park	Gulf Blvd	16	15	Central	53	42			4	3			No
71st Street N/Belcher Road	54th Avenue N	Belleair Rd	21	18	Central	52	39			6	4			No
Bay Pines Trail/150th Avenue	Gulf Boulevard	Pinellas Trail	31	31	South	44	33					15	16	No
Bayshore Drive	Oldsmar Trail	Veterans Memorial Lane	34	36	North	40	27	9	10					Yes
Bayway Trail North	Gulf Boulevard	Skyway Trail	40	37	South	34	24					18	18	No
Belleair Causeway/East Bay Drive/Roosevelt Blvd	Gulf Boulevard	Ulmerton Road	22	19	Central	51	39			7	5			No
Belleair Road	Pinellas Trail	Duke Energy Trail	19	24	Central	52	36			5	8			Yes
Central Avenue/107th Avenue	Gulf Boulevard	Bayshore Drive NE/Pinellas Trail Loop	5	4	South	60	51					5	4	Yes
Clearwater Beach Trail/Druid Rd Trail/CCC Trail	Gulf Boulevard	Hillsborough County Line	29	27	Central	45	35			11	11			Yes
Curlew Road/Honeymoon Island Trail	Honeymoon Island Beach	Oldsmar Trail (east side of canal)	38	35	North	38	29	12	9					No
Elfers Spur and Trail	Pinellas Trail	Pasco County Line	36	40	North	38	21	11	13					No
Florida Coast to Coast Trail	Pinellas Trail	Pasco County Line	45	45	North	11	6	15	15					No
Friendship Trail/Gandy Boulevard	Pinellas Trail	Gandy Bridge (to Tampa)	44	44	Central	11	7			15	15			No
Gulf Boulevard	Clearwater Beach	Pass-a-Grille Beach	33	28	Central/South	41	34			13	12	16	14	No
Hercules Ave/Greenbrier Drive/Belcher Rd	Belleair Road	Pinellas Trail	20	20	North	52	38	5	5					No
I-275 Trail Connections	Ulmerton Rd & 4th Street S	Howard Frankland Bridge Trail	46	46	Central	4	1			16	16			No
Joe's Creek Greenway Trail	54th Ave N	Sawgrass Lake Park	12	12	South	57	43					10	10	Yes
Lake St George Drive/Highlands Blvd/Alderman Rd	Pinellas Trail	Duke Energy Trail	35	39	North	40	23	10	12					No
McMullen Booth Road/East Lake Road	SR 60	Pasco County Line	18	16	North	52	40	4	3					No
Oldsmar Trail	S Bayview Blvd	Duke Energy Trail	30	34	North	44	30	8	8					No
Oleander Way	Pasadena Avenue S	Pinellas Trail	4	5	South	64	50					4	5	No
Pasadena Ave S/Gulfport Blvd S/22nd Ave S	Gulf Boulevard	Skyway Trail	13	13	South	55	43					11	11	No
Pinellas Trail Loop (Duke Energy Trail)	Gandy Blvd	Tampa Road	24	22	North	50	38	6	6					No
Pinellas Trail Loop (East Lake Road)	Tampa Road	Keystone Road	39	38	North	35	24	13	11					No
Pinellas Trail Loop (North Bay Trail)	1st Ave SE	Gandy Blvd	37	33	South	38	30					17	17	No
Pinellas Trail Loop (Pinellas Trail)	Bayshore Drive SE	East Lake Rd	15	14	All	54	42	2	2	3	2	12	12	No
Rosery Road/Poinsetta Rd	Indian Rocks Rd	Eagle Lake Park	8	10	Central	59	45			1	1			No
Skyway Trail	54th Ave S	Pinellas Trail	3	3	South	64	52					3	3	No
SR 580/Main Street/Tampa Road	Alt US 19	Hillsborough County Line	17	17	North	53	40	3	4					No
St. Petersburg N/S Downtown Corridor	Pinellas Point S	Pinellas Trail Loop (North Bay Trail)	11	6	South	58	48					9	6	No
Sunset Point Road/Main Street	Alt US 19	Bayshore Drive	10	11	North	58	45	1	1					No
Trinity Trail	Pinellas Trail	Pasco County Line	42	42	North	26	15	14	14					No
Ulmerton Road	Duke Energy Trail	Howard Frankland Bridge Trail	32	32	Central	43	30			12	13			No
Walsingham Road	Pinellas Trail	Pinellas Trail	28	26	Central	47	35			10	10			No
Bayway Trail South	Mullet Key	Pinellas Bayway South	43	43	South	15	10					19	19	No
Pinellas Point Dr S / Roy Hanna Dr S	31st St S	St. Petersburg N/S Downtown Corridor	27	29	South	47	34					14	15	No
Nebraska Ave / Hermosa Dr	Pinellas Trail Loop (Pinellas Trail)	Omaha St	26	30	North	48	33	7	7					No

**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. Pinellas Trail Guidebook Update**

In the past, the Pinellas County Planning Department provided green map booklets, resembling a “AAA Triptik” free of charge to the public. Due to the cost of printing/binding/assembly, these booklets were discontinued, and the current version of the Discover Pinellas Trails and Bicycle Lanes Guide was created. The new guide provides more information than the previous version, with safety education, Trail history highlights, advocacy organizations, information about the Florida Trail Coast-to-Coast Connector Trail, popular destinations, plus additional resources. The green guidebooks included detailed maps with street names, convenient stores, restaurants, public restrooms, hotels/motels, parks, bike shops, water fountains, public bus stops, places of interest, and much more.

During the summer break, staff was approached with a proposed project to provide detailed maps of the Pinellas Trail. The BPAC will have an opportunity to discuss this proposed project.

**B. Florida Greenways & Trails Council & Foundation**

The Florida Greenways & Trails Council held its summer meeting on Wednesday, July 31 and Thursday, August 1 in Delightful Dunedin. The Council was established “to advise the Florida Department of Environmental Protection on greenway and trail related issues, promote intergovernmental cooperation and private partnerships for developing the greenways and trails system, recommend priorities for critical links in the system, and provide funding recommendations for developing and managing the system.” Our BPAC Vice Chair is the current Chair for the Council, and our Chairman is the current Vice-Chair. An update will be provided at this time.

Attachment: Florida Greenways and Trails Council Meeting Agenda

**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](http://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.

# Florida Greenways and Trails Council Agenda

*Date* 7/31/19 | *Location* Holiday Inn Express & Suites Clearwater North/Dunedin



Agenda Item	Presenter
Welcome and Introductions – 9:00am	Becky Afonso - FGTC Chair
Approve Agenda Approve Draft Meeting Summary September 14, 2018 - Introduce New Council Members	Becky Afonso
Office of Greenways and Trails & Division of Recreation and Parks Update	Doug Alderson– OGT Assistant Bureau Chief & Parks Small – Assistant Director
Pinellas County Update	Joan Rice – Multi-Modal Safety, Pinellas County Traffic Engineering & Brian Smith – Vice-Chair, FGTC
Welcome from City of Dunedin	City of Dunedin
City of Dunedin Update	Bob Ironsmith – Economic Development, Housing & CRA Director
Outdoor Recreation and Health	Michael Nacheff – Government Relations Director, Lee Health
Hillsborough County Update	Monica Martin – Trails Planner
Plan Hillsborough Regional Update	Wade Reynolds – Senior Planner
Lunch Break	
Conservation Florida	Traci Deen – Executive Director
Bike Florida Update	Joy Hancock – Executive Director
DOT Region 7 Update	Alex Henry/Robin Birdsong – Region 7 Bicycle & Pedestrian Coordinator/SUN Trail Program Manager
Public Comment	
Adjourn – 2:30	Becky Afonso

# Florida Greenways and Trails Council Agenda



---

*Date* 8/1/19 | *Location* Holiday Inn Express & Suites Clearwater North/Dunedin

Agenda Item	Presenter
Welcome – 8:30am	Becky Afonso
C2C Databook Update	Katie Bernier & Donald Morgan – OGT Regional Coordinators
Trail Town Discussion	Sam Browne- OGT Bureau Chief
Council Member Updates	Council
Public Comment	
Next Meeting Location	Council
Adjourn – 11:15	Becky Afonso

## **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 next meeting of the PTSTF is scheduled for Tuesday, October 8, 2019.

**ATTACHMENT(S):** Pinellas Trail Security Task Force (PTSTF) July 9, 2019 Agenda

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



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

**July 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 – April 9, 2019**
3. **ADVANTAGE PINELLAS: TRESPASS WARNINGS ON THE PINELLAS TRAIL**
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](mailto:smiller@forwardpinellas.org), IF YOU WOULD PREFER, YOU CAN FAX THE REPORT TO THE PINELLAS COUNTY MPO at (727) 464-8212.**  
**THANK YOU.**

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

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

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

## **Pinellas Trail Security Task Force – July 9, 2019**

### **2. Approval of Minutes – April 9, 2019**

---



#### **SUMMARY**

The summary minutes of the April 9, 2019 Pinellas Trail Security Task Force meeting are attached.

**ATTACHMENTS:** Pinellas Trail Security Task Force Summary Minutes – April 9, 2019

**ACTION:** Approval of April Meeting Summary

**PINELLAS TRAIL SECURITY TASK FORCE**  
**MEETING Summary**  
**April 9, 2019**

The following is a summary of the April 9, 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 Ron Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coordinator
Officer Zachary Cissell	St. Petersburg Police Department
Chief Rick Doyle	Belleair Police Department
Officer Allison Daniels	Belleair Police Department
Officer John Ulrich	Tarpon Springs Police Department
Gary Brown	Pinellas County Animal Services
Larry Thomas	Pinellas County Animal Services
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Craig Queen	Pinellas County EMS & Fire Administration
Greg D’Amario	Pinellas County Risk Management
Joan Rice	Pinellas County Public Works – Traffic Division
Tom Rill	Pinellas County Parks and Conservation Resources
William Shaw	Pinellas County Parks and Conservation Resources
Bert Valery	Pinellas Trails, Inc/BPAC
Stu Schwartzreich	Auxiliary Ranger Volunteer
Bob Young	Auxiliary Ranger Volunteer
Bill Romanski	Auxiliary Ranger Volunteer
Phyllis Romanski	Auxiliary Ranger Volunteer
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 – January 8, 2019**

The summary from the January 8, 2019 meeting was approved, with no corrections.

**3. PRESENTATION: ADVANTAGE PINELLAS: ACTIVE TRANSPORTATION PLAN**

Ms. Susan Miller, Forward Pinellas Staff, shared a presentation with the committee regarding the Active Transportation Plan for Pinellas County currently being developed in conjunction with the Long Range Transportation Plan (LRTP). The focus is to develop a prioritized set of projects that can feasibly be constructed over an eight to ten year period. The project consultant has begun collecting information and data regarding key destinations, existing/planned facilities, socioeconomic data, Trail counts, municipal bicycle/pedestrian plans and preliminary information on the Level of Traffic Stress (LTS) experienced by bicyclists in Pinellas County. One of the tools developed for public participation was an online “survey” designed to accept information from the public on travel to common bicycle and/or pedestrian destinations, places of interest and to collect general comments. Ms. Miller demonstrated how to access and use the interactive mapping tool. The link to the Active

Transportation Plan Survey was distributed to everyone in attendance for their assistance in increasing public participation for bike/ped travel comments, popular destinations, places of interest, infrastructure needs and/or hazards. Discussion ensued where questions were taken and appropriately answered.

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

Ranger Tom Rill, Parks and Conservation Resources (PCR), reported several incidents related to the Trail over the last quarter. In January, Tarpon Springs Police Department assisted with prohibited camping at the US 19 underpass; Pinellas County Sheriff's Office (PCSO) assisted with a transient camp north of the Park Boulevard overpass; Largo Police Department assisted with prohibited camping at the West Bay overpass. In February, a warning was issued against dumped vegetation south of 38<sup>th</sup> Avenue at emergency 911 marker PT192, and notified the PCSO of violation of a trespass warning at the same location; Largo Police Department assisted with another prohibited camping at the West Bay overpass; a volunteer Ranger encountered a bike accident at the Leach Property Trail parking lot in Seminole. The subject refused EMS response; PCSO assisted with a disorderly subject at Sage Avenue in Crystal Beach. The subject was trespassed from the Trail for 6 months. An email inquiry was sent to Largo Code Enforcement regarding a leaning wall between Walsingham Road and 102<sup>nd</sup> Avenue; Largo Police Department assisted with an abandon scooter near Taylor Park at emergency 911 marker PT360. In March, Belleair Police Department assisted with an abandoned backpack and firearm at emergency 911 marker PT397; two written warnings were issued for dumped vegetation in Seminole near Orange Blossom Drive; St. Petersburg Police Department assisted with prohibited camping between 20<sup>th</sup> Street S and 22<sup>nd</sup> Street S; Largo Police Department assisted with an abandoned golf cart at 8<sup>th</sup> Avenue S. There was a report of a subject with a firearm who was arrested by Clearwater Police Department in the area of Nursery Road.

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

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

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

##### **B. Belleair**

Officer Allison Daniels reported 64 stops from January 1<sup>st</sup>, 2019 to date; of the 64 stops, 12 subjects had burglary history, 11 subjects with theft history; four subjects with auto theft history and nine subjects with resisting an officer.

##### **C. Clearwater**

Ms. Miller received a report from the Clearwater Police Department citing 56 incidents that occurred near or on the Trail of which 17 were directed patrols, two drunk pedestrians and one road rage incident, suspicious persons/vehicles, two auto burglaries, three accidents with injuries and four without injuries.

##### **D. Gulfport**

A report was received from the Gulfport Police Department noting no incidents during the quarter.

##### **E. Largo**

Officer V. Tran let us know that he would be unable to attend but sent in a report indicating 23 calls received on or around the Trail. Two reports were taken and one suicidal subject.



**F. St. Petersburg**

St. Petersburg Police Officer Zack Cissell reported 90 calls for service with a majority of those using the Trail as the geographical marker for traffic stops. 15 officer initiated calls from direct patrols to citizen contacts. Trail trespassers were arrested and on April 7<sup>th</sup>, there was a crash reported on the Trail between a dirt bike motorcyclist and two bicyclists resulting in significant injuries. Motorcyclist received several citations.

**G. Tarpon Springs**

Officer John Ulrich was in attendance and said that the Ranger had covered his report.

**H. Animal Services**

Mr. Gary Brown reported two loose dogs were sited on the Trail and one abandoned dog.

**I. Public Safety Services**

Mr. Craig Queen, Pinellas County EMS & Fire Administration, shared a report that unfortunately omitted the January information. 29 actual calls using the Pinellas Trail marker as reference location points.

**J. Pinellas County Risk Management**

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

**K. Volunteer Patrol Programs and Updates**

Chair Wolfson stated that the City of St. Petersburg has a new group of volunteers to assist with the homeless population, in which they reference the Pinellas Trail markers in their reports.

**6. AUTOMATIC TRAIL COUNTERS**

Ms. Miller briefly discussed the automatic counter reports, which are included in the agenda packet, along with the 2018 Year End Summary report.

**7. PINELLAS TRAIL USERS SURVEY 2019**

Ms. Miller discussed the upcoming Pinellas Trail Users survey and asked for volunteers to assist in gathering information to help us find out how and why people use the Pinellas Trail. A sign-up sheet was passed around.

**8. REPORT ON TRAIL CONSTRUCTION ACTIVITY**

Ms. Miller reviewed the Trail Construction Activity report with the Security Task Force. She noted the electronic agenda included active links for 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 should begin soon and be completed in 2020. The South Loop Phase 3 & 4, Haines Bayshore to Ulmerton Road to 126<sup>th</sup> Avenue will connect to the North Bay Trail; Public Works has applied for SUNTrail funding for some locations while they investigate right-of-way in others. The Pinellas Trail Loop connection at NE Coachman/Old Coachman Road and the Ream Wilson Clearwater Trail is scheduled for construction in 2018, to be completed by end of 2019, along with bridge widening and improvements over Alligator Creek. Pinellas Trail Loop – Duke Energy Trail, NE Coachman to Sunset Point: Penny for Pinellas funded: construction 2019-20. 71<sup>st</sup> Street Trail Connector, Pinellas Trail to 38<sup>th</sup> Avenue; Design 2022, Construction 2024. The San Martin Trail and bridge connection, includes a PD&E study including sea level rise components. Construction has not

yet been funded. The design of the Courtney Campbell Trail Overpass at Bayshore Boulevard has been funded under the SUNTrail program, with construction scheduled in 2024. FDOT currently shared the proposed design with the Forward Pinellas advisory committees and will attempt to move this project up on the priority list. FDOT will include a trail with the new Howard Frankland Bridge construction in the Build-Design project; estimated construction in 2020. A suggestion was made to add sharrows at the Gandy Bridge connection west of the bridge. The Orange Street Pedestrian Overpass has been completed. The Harn Boulevard Overpass design is underway with construction scheduled for 2020/2021. Bayway Trail South, SR679 and Tierra Verde Bridge Replacement, the trail is to be included in the bridge construction, construction late 2018-2021. Treasure Island Causeway project, the City of St. Petersburg has been coordinating with the City of Treasure Island to connect the Pinellas Trail along the Treasure Island Causeway. Phase I has been completed, Phase II has been cancelled. The last phase of the Druid Trail, Glen Oaks Park to the Duke Energy Trail is nearly complete, and should be open to the public soon. The Druid Trail heads west and connects to the Memorial Causeway Bridge and out to Clearwater Beach. Honeymoon Island State Park Trail Extension, going into Honeymoon Island has been completed. The Oldsmar Trail, Phase 6 design is underway with construction scheduled for 2019, funding through Penny for Pinellas.

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

Mr. Bert Valery announced there would be a meeting with the Board of County Commissioners (BCC) to discuss the alignment of the Pinellas Trail Loop North Gap after a few citizens have been spoken out against the current proposals, and have requested the alignment be modified to bypass their neighborhood.

#### **10. OTHER BUSINESS**

The 2019 meeting schedule for all of the Forward Pinellas advisory committee meetings was included in the agenda packet.

#### **11. ADJOURNMENT**

Chairman Wolfson adjourned the meeting at 10:43 a.m. The next PTSTF meeting is scheduled for July 9, 2019.

**3. Presentation: Trespass Warnings on the Pinellas Trail**

---

**SUMMARY**

The Pinellas Trail is owned by Pinellas County, with the right-of-way varying from about 60-feet to 100-feet. The Trail is open to the public during daylight hours. Pets must be kept on a leash no greater than six feet at all times. Alcoholic beverages are prohibited (without a waiver from the County). With limited exceptions, motorized vehicles are prohibited on the trail. Trail users are expected to behave in a safe and courteous manner at all times. Definitions, policies and additional specific information regarding permitted and prohibited activities are provided in the County Code of Ordinances, Chapter 90.

[https://library.municode.com/fl/pinellas\\_county/codes/code\\_of\\_ordinances?nodeId=PTIIPICOCO\\_CH90PACORE](https://library.municode.com/fl/pinellas_county/codes/code_of_ordinances?nodeId=PTIIPICOCO_CH90PACORE)

Pinellas County Parks and Conservation Resources (PCR) currently manages the Florida Coast to Coast Trail (five-miles), the Honeymoon Island Trail along the Dunedin Causeway (two-miles), the Elfers Spur (one-mile), and more than 48-miles of the Pinellas Trail Loop. When the North Gap of the Loop and the Sunset Point to Spectrum Field segments are constructed, PCR will be responsible for more than 63-miles of trails.

The subject of trespassing has been a recurring topic over the past several Security Task Force meetings. County policy allows park rangers to issue trespass warnings, which they use judiciously only when there is blatant disregard for the rules of the Trail. By their very nature, trespass warnings can be challenging. The issues are further complicated by the number of agencies and jurisdictions involved in patrol, safety and security along all of the managed trails. Some of the challenges include the lack of physical address for the Trail, the jurisdictional boundaries over which each law enforcement agency has authority, and the necessary coordination between responsible agencies and their various policies.

This item will include discussion of trespass policies, jurisdiction, and other issues to further ensure the personal safety for trail users as well as staff.

**ATTACHMENT(S):** None

**ACTION:** Based on Discussion

## **Pinellas Trail Security Task Force – July 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:

- March 2019
- April 2019
- May 2019

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

# Pinellas Trail User Count Data Summary

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

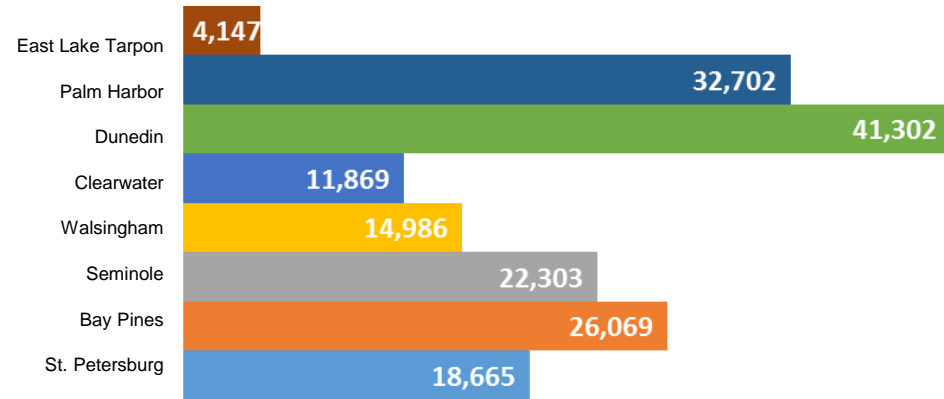
## Total Usage

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

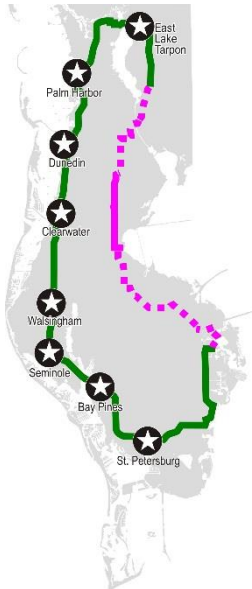
Highest Daily Totals:

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

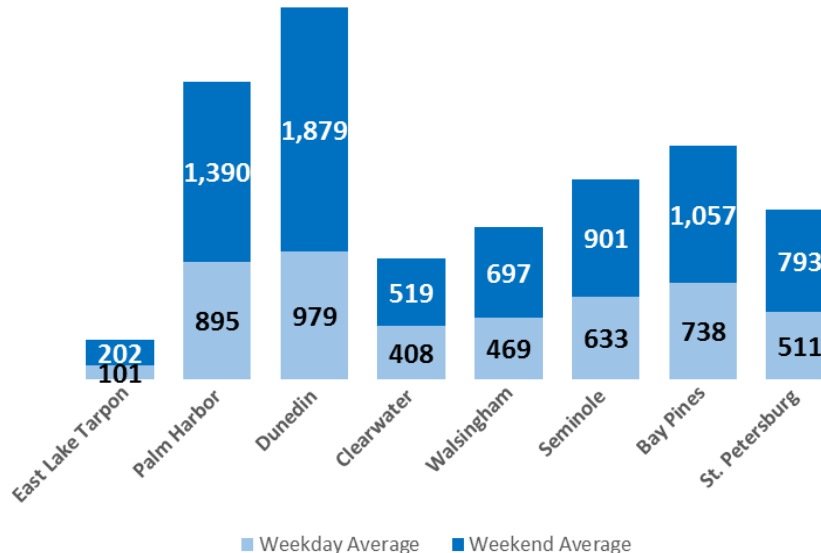
## Monthly Trail Users by Counter Location



## 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](#)

# Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:  
April 1 – April 30, 2019 (30 days)

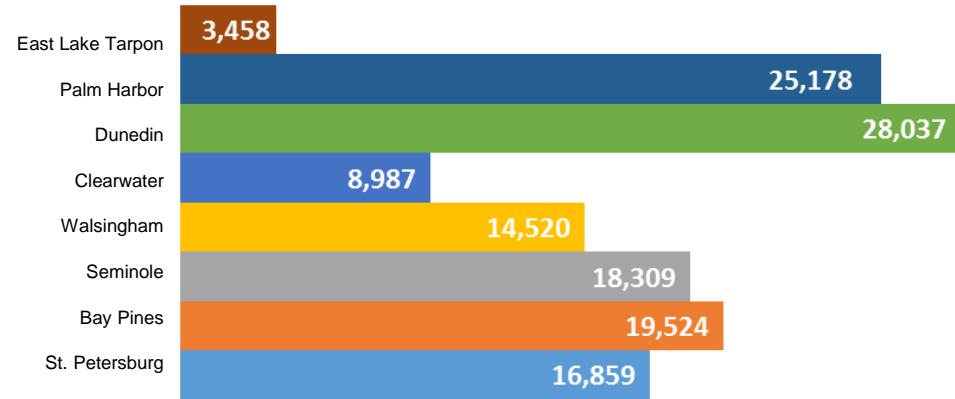
## Total Usage

30-Day Count Total: 134,872  
Daily Average Users: 4,496

Highest Daily Totals:

- #1 – Saturday, April 27th (Dunedin - 1,478)
- #2 – Sunday, April 7th (Palm Harbor - 1,313)
- #3 – Sunday, April 7th (Bay Pines - 1,068)

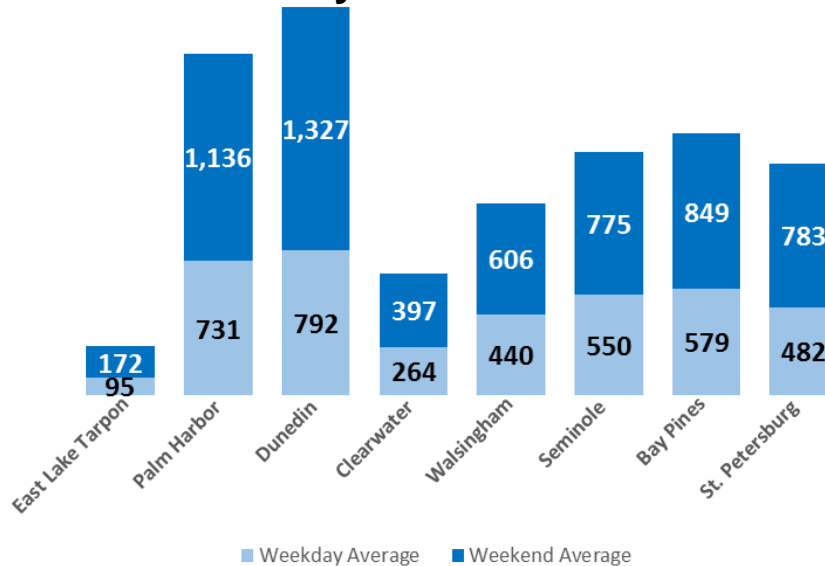
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	3%	97%
Palm Harbor:	9%	91%
Dunedin:	14%	86%
Clearwater:	21%	79%
Walsingham:	12%	88%
Seminole:	29%	71%
Bay Pines:	29%	71%
St. Petersburg:	39%	61%

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

# Pinellas Trail User Count Data Summary

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

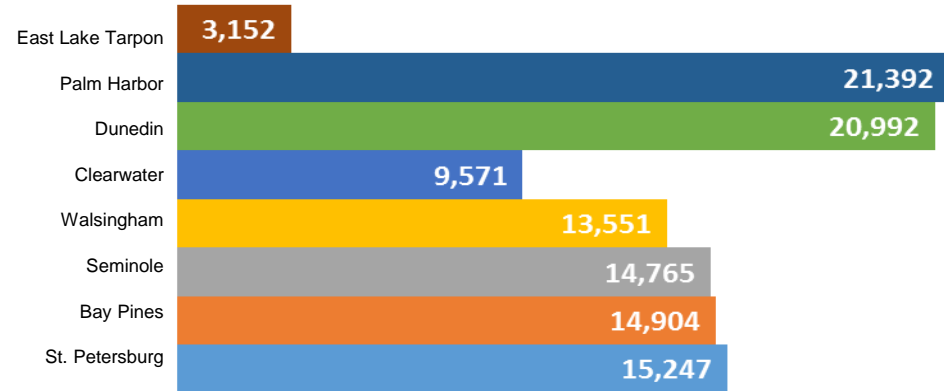
## Total Usage

31-Day Count Total: 113,574  
Daily Average Users: 3,664

Highest Daily Totals:

- #1 – Saturday, May 18th (Dunedin - 1,283)
- #2 – Wednesday, May 29th (Palm Harbor - 1,238)
- #3 – Monday, May 27th (Bay Pines - 1,068)

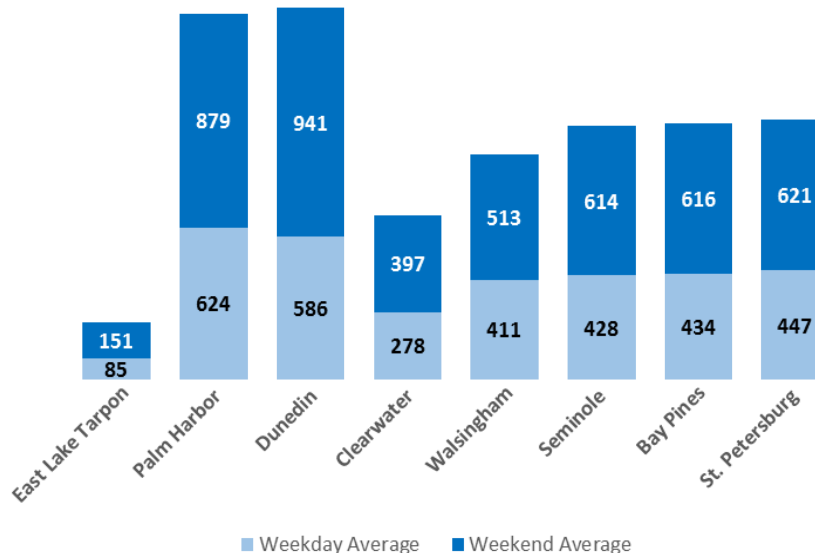
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
East Lake Tarpon:	1%	99%
Palm Harbor:	12%	88%
Dunedin:	5%	95%
Clearwater:	34%	66%
Walsingham:	11%	89%
Seminole:	23%	77%
Bay Pines:	22%	78%
St. Petersburg:	39%	61%

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

## **7. Pinellas Trail Users Survey 2019**

---

### **SUMMARY**

The 2019 Pinellas Trail Users Survey was conducted on Friday, April 26 and Saturday, April 27 at six different locations along the Trail. Many volunteers assisted with the survey, along with several Forward Pinellas staff members and County employees. An online survey was developed to supplement the in-field surveys to increase participation.

Even though thunderstorms discouraged many people from using the Trail on Friday, the first day of the field survey, nearly 1,000 surveys were collected over the entire weekend. The online survey was available for two weeks and another 500 participated online.

From the 1,513 total responses, approximately two-thirds bicycled on the Trail, one-fourth walked, and about one-tenth jogged or ran. About 60% of respondents reside within 2-miles of the Trail, an increase of 4% from the 2014 survey, and 12% from the 1999 survey. Some other preliminary 2019 results:

- One-third of respondents used the Trail about 3-4 times each week, just over one-fourth used it 5-7 days each week, and one-fifth used it one day or less; 18% used the Trail about twice a week;
- One-half (49%) of respondents traveled 2-10 miles each visit; 18% travel 2 miles or less; 34% travel 10 miles or more each visit;
- 84% would use other trails countywide;
- 39% use the Trail about 1-2 hours at a time, 30% use it 2-4 hours, 19% use it 30 minutes to one hour;
- 95% feel safe on the Trail;
- 80% were year-round residents, 19% seasonal or visitors.
- The majority of respondents (41%) were between 50 and 64 years of age, 31% were 65 or older;
- 53% were male, 47% female.

The results continue to be analyzed, and additional information will be provided when the report is complete.

**ATTACHMENT(S):** 2019 Pinellas Trail Survey Google Forms

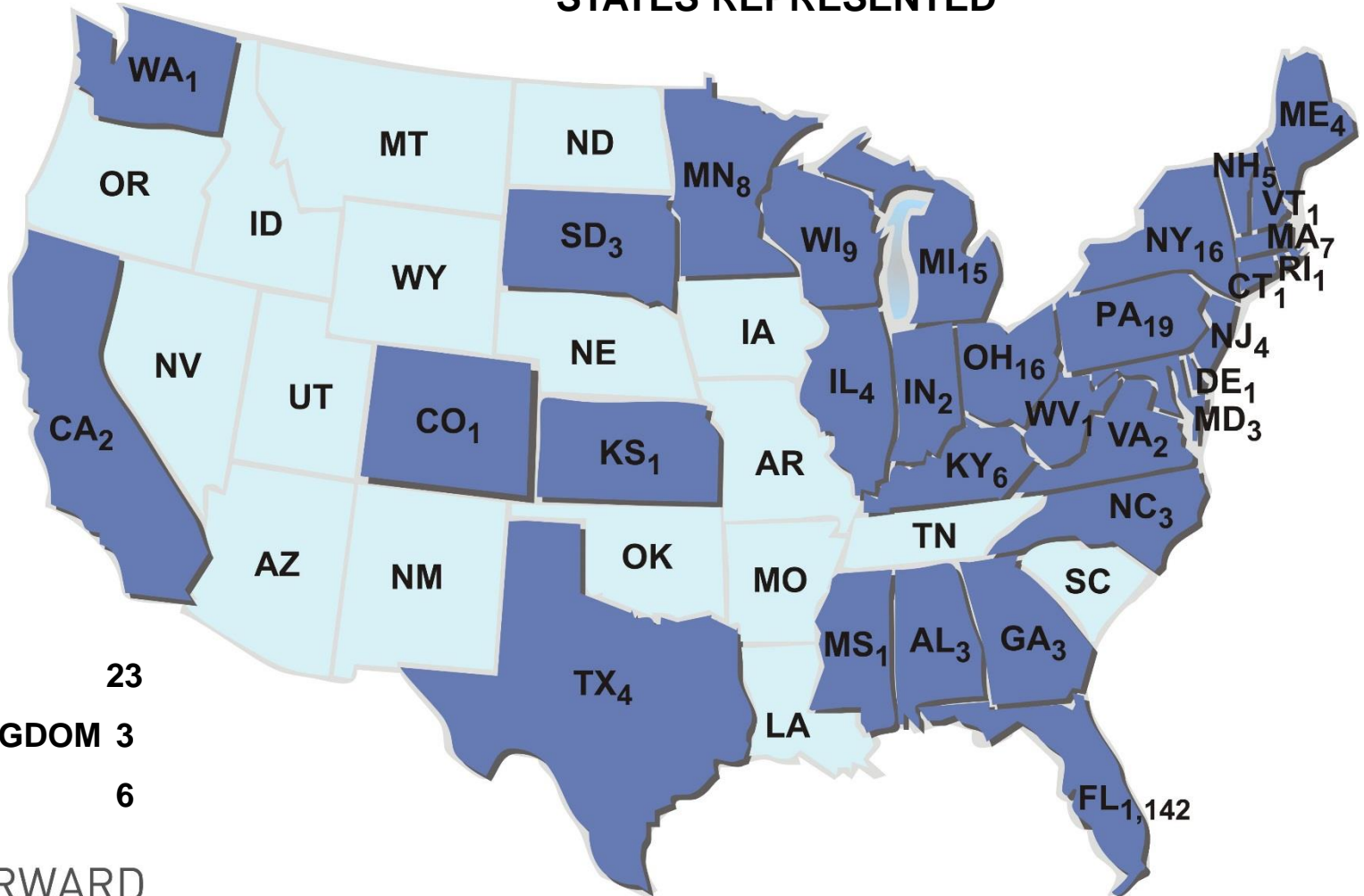
**ACTION:** None, Informational Only



# Pinellas Trail Users Survey 2019

## Zip Codes

## STATES REPRESENTED



## OTHER

CANADA	23
UNITED KINGDOM	3
Unknown	6

**8. Trail Construction Activity Report**

---

**TRAIL CONSTRUCTION PROJECTS  
July 2019**

Pinellas Trail North Loop Gap Countryside	Enterprise Rd to Chesnut Sr. Park; SUN Trail; Design-Build Underway, Est. Complete 2020 ( <a href="#">link</a> )
Pinellas Trail South Loop 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 ( <a href="#">link</a> )
Pinellas Trail Loop – Duke Energy Trail	NE Coachman to Sunset Point; Penny for Pinellas funded; Construction 2019/20 ( <a href="#">link</a> )
71st Street Trail Connector	Pinellas Trail to 38th Avenue N; Design 2022, Construction 2024
San Martin Bridge & Trail connection	PD&E in Late 2018 ( <a href="#">link</a> )
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 ( <a href="#">link</a> )
Orange Street Overpass	Pedestrian Overpass has been <b>Completed</b>
Harn Boulevard Overpass	Pedestrian Overpass; Design Underway; Construction 2021 ( <a href="#">link</a> )
Bayway Trail South	SR 679 & Tierra Verde Bridge Replacement Construction late 2019 – 2021 ( <a href="#">link</a> )
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 has been <b>Completed</b>
Honeymoon Island State Park Trail Extension	Separated Bike Trail has been <b>Completed</b>
Oldsmar Trail Phase 6	Douglas Rd (Hayes Rd to Race Track Rd, approx. 1.2 miles) Design underway; Constr 2019



Home > Session > 2019 > House Bill 453

< Previous House Bill

Next House Bill >

CS/CS/HB 453: Micromobility Devices

GENERAL BILL by State Affairs Committee ; Local, Federal and Veterans Affairs Subcommittee ; Toledo

Track This Bill

View Bill Summary

Glossary of Legislative Terms

Micromobility Devices; Authorizes county or municipality to regulate operation of micromobility devices; authorizes county or municipality to require licensure; requires proof of certain insurance coverage; provides that regulation of micromobility devices is controlled by state & federal law; provides that operator has all rights & duties applicable to rider of bicycle; exempts micromobility device from certain requirements; provides that person is not required to have valid driver license to operate micromobility device; authorizes parking on sidewalk; requires securing of shared micromobility devices under certain circumstances; exempts micromobility devices from certain emblem requirements.

Effective Date: 6/18/2019

Last Action: 6/18/2019 - Chapter No. 2019-109

Bill Text: PDF

View By Bill Version

View By Category

Bill History

Related Bills (1)

Bill Text (5)

Amendments (3)

Analyses (3)

Vote History (2)

Citations (6)

Bill History

DATE	CHAMBER	ACTION
1/22/2019	House	• Filed
1/30/2019	House	• Referred to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; State Affairs Committee -HJ 57
3/4/2019	House	• On Committee agenda-- Transportation and Infrastructure Subcommittee, 03/06/19, 3:00 pm, Reed Hall
3/5/2019	House	• Introduced -HJ 57
3/6/2019	House	• Favorable by Transportation and Infrastructure Subcommittee; YEAS 14 NAYS 0 -HJ 351 • Now in Local, Federal and Veterans Affairs Subcommittee -HJ 351
3/22/2019	House	• On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 03/26/19, 8:00 am, 12 HOB
3/26/2019	House	• CS by Local, Federal and Veterans Affairs Subcommittee; YEAS 11 NAYS 1 -HJ 522
3/27/2019	House	• Pending review of CS under Rule 7.18(c) • CS by Local, Federal and Veterans Affairs Subcommittee read 1st time -HJ 514
3/28/2019	House	• Now in State Affairs Committee -HJ 544
4/8/2019	House	• On Committee agenda-- State Affairs Committee, 04/10/19, 8:00 am, Morris Hall
4/10/2019	House	• CS/CS by- State Affairs Committee; YEAS 21 NAYS 1 -HJ 673
4/11/2019	House	• Pending review of CS -under Rule 7.18(c) • CS/CS by State Affairs Committee read 1st time -HJ 669
4/12/2019	House	• Placed on Calendar -HJ 681
4/22/2019	House	• Placed on Special Order Calendar, 04/25/19
4/25/2019	House	• Read 2nd time -HJ 887, 890 • Amendment(s) adopted (321941) -HJ 891 • Read 3rd time -HJ 891 • CS passed as amended; YEAS 115 NAYS 0 -HJ 891
4/25/2019	Senate	• In Messages • Referred to Infrastructure and Security; Appropriations -SJ 502 • Received -SJ 501
4/30/2019	Senate	• Withdrawn from Infrastructure and Security; Appropriations -SJ 624 • Placed on Calendar, on 2nd reading • Substituted for CS/SB 542 -SJ 624 • Read 2nd time -SJ 624 • Placed on 3rd reading
5/1/2019	Senate	• Read 3rd time -SJ 676 • CS passed; YEAS 32 NAYS 1 -SJ 676
5/1/2019	House	• Ordered enrolled -HJ 1129
6/13/2019		• Signed by Officers and presented to Governor
6/18/2019		• Approved by Governor • Chapter No. 2019-109



Disclaimer: The information on this system is unverified. The journals or printed bills of the respective chambers should be consulted for official purposes.

Privacy Statement | Accessibility  
Copyright © 2000- 2019 State of Florida.

ENROLLED

CS/CS/HB 453, Engrossed 1

2019 Legislature

1  
2 An act relating to mobility devices and motorized  
3 scooters; amending s. 316.003, F.S.; defining the term  
4 "micromobility device"; revising the definition of the  
5 term "motorized scooter"; conforming a cross-  
6 reference; amending s. 316.1995, F.S.; conforming a  
7 provision to changes made by the act; amending s.  
8 316.2128, F.S.; providing that the operator of a  
9 motorized scooter or micromobility device has all of  
10 the rights and duties applicable to the rider of a  
11 bicycle, except the duties imposed by specified  
12 provisions that by their nature do not apply;  
13 providing for construction; exempting a motorized  
14 scooter or micromobility device from certain  
15 registration, insurance, and licensing requirements;  
16 providing that a person is not required to have a  
17 driver license to operate a motorized scooter or  
18 micromobility device; requiring a person who offers  
19 motorized scooters or micromobility devices for hire  
20 to be responsible for securing all such devices  
21 located in any area of the state where a certain  
22 warning has been issued by the National Weather  
23 Service; deleting specified requirements for the sale  
24 of motorized scooters; amending s. 316.2225, F.S.;  
25 exempting electric personal assistive mobility devices

ENROLLED

CS/CS/HB 453, Engrossed 1

2019 Legislature

26 and motorized scooters from certain emblem  
 27 requirements; amending s. 320.01, F.S.; revising the  
 28 definition of the term "motor vehicle"; amending s.  
 29 655.960, F.S.; conforming a cross-reference; providing  
 30 an effective date.

31  
 32 Be It Enacted by the Legislature of the State of Florida:

33  
 34 Section 1. Present subsections (38) through (101) of  
 35 section 316.003, Florida Statutes, are redesignated as  
 36 subsections (39) through (102), respectively, a new subsection  
 37 (38) is added to that section, and present subsections (44) and  
 38 (59) of that section are amended, to read:

39 316.003 Definitions.—The following words and phrases, when  
 40 used in this chapter, shall have the meanings respectively  
 41 ascribed to them in this section, except where the context  
 42 otherwise requires:

43 (38) MICROMOBILITY DEVICE.—Any motorized transportation  
 44 device made available for private use by reservation through an  
 45 online application, website, or software for point-to-point  
 46 trips and which is not capable of traveling at a speed greater  
 47 than 20 miles per hour on level ground. This term includes  
 48 motorized scooters and bicycles as defined in this chapter.

49 (45)-(44) MOTORIZED SCOOTER.—Any vehicle or micromobility  
 50 device that is powered by a motor with or without not having a

ENROLLED

CS/CS/HB 453, Engrossed 1

2019 Legislature

51 seat or saddle for the use of the rider, which is designed to  
 52 travel on not more than three wheels, and which is not capable  
 53 of propelling the vehicle at a speed greater than 20 ~~30~~ miles  
 54 per hour on level ground.

55 ~~(60)-(59)~~ PRIVATE ROAD OR DRIVEWAY.—Except as otherwise  
 56 provided in paragraph (82) (b) ~~(81) (b)~~, any privately owned way  
 57 or place used for vehicular travel by the owner and those having  
 58 express or implied permission from the owner, but not by other  
 59 persons.

60 Section 2. Section 316.1995, Florida Statutes, is amended  
 61 to read:

62 316.1995 Driving upon sidewalk or bicycle path.—

63 (1) Except as provided in s. 316.008, ~~or~~ s. 316.212(8), or  
 64 s. 316.2128, a person may not drive any vehicle other than by  
 65 human power upon a bicycle path, sidewalk, or sidewalk area,  
 66 except upon a permanent or duly authorized temporary driveway.

67 (2) A violation of this section is a noncriminal traffic  
 68 infraction, punishable as a moving violation as provided in  
 69 chapter 318.

70 (3) This section does not apply to motorized wheelchairs.

71 Section 3. Section 316.2128, Florida Statutes, is amended  
 72 to read:

73 316.2128 Micromobility devices, ~~Operation of~~ motorized  
 74 scooters, and miniature motorcycles; requirements ~~for sales~~.—

75 (1) The operator of a motorized scooter or micromobility

ENROLLED

CS/CS/HB 453, Engrossed 1

2019 Legislature

76 device has all of the rights and duties applicable to the rider  
 77 of a bicycle under s. 316.2065, except the duties imposed by s.  
 78 316.2065(2), (3)(b), and (3)(c), which by their nature do not  
 79 apply. However, this section may not be construed to prevent a  
 80 local government, through the exercise of its powers under s.  
 81 316.008, from adopting an ordinance governing the operation of  
 82 micromobility devices and motorized scooters on streets,  
 83 highways, sidewalks, and sidewalk areas under the local  
 84 government's jurisdiction.

85 (2) A motorized scooter or micromobility device is not  
 86 required to satisfy the registration and insurance requirements  
 87 of s. 320.02 or the licensing requirements of s. 316.605.

88 (3) A person is not required to have a driver license to  
 89 operate a motorized scooter or micromobility device.

90 (4) A person who offers motorized scooters or  
 91 micromobility devices for hire is responsible for securing all  
 92 such devices located in any area of the state where an active  
 93 tropical storm or hurricane warning has been issued by the  
 94 National Weather Service.

95 (5)~~(1)~~ A person who engages in the business of, serves in  
 96 the capacity of, or acts as a commercial seller of ~~motorized~~  
 97 ~~scooters or~~ miniature motorcycles in this state must prominently  
 98 display at his or her place of business a notice that such  
 99 vehicles are not legal to operate on public roads, may not be  
 100 registered as motor vehicles, and may not be operated on

ENROLLED

CS/CS/HB 453, Engrossed 1

2019 Legislature

101 sidewalks unless authorized by an ordinance enacted pursuant to  
 102 s. 316.008(7) (a) or s. 316.212(8). The required notice must also  
 103 appear in all forms of advertising offering ~~motorized scooters~~  
 104 ~~or~~ miniature motorcycles for sale. The notice and a copy of this  
 105 section must also be provided to a consumer prior to the  
 106 consumer's purchasing or becoming obligated to purchase a  
 107 ~~motorized scooter or~~ a miniature motorcycle.

108 (6)~~(2)~~ Any person selling or offering a ~~motorized scooter~~  
 109 ~~or~~ a miniature motorcycle for sale in violation of this section  
 110 commits an unfair and deceptive trade practice as defined in  
 111 part II of chapter 501.

112 Section 4. Subsection (7) of section 316.2225, Florida  
 113 Statutes, is amended to read:

114 316.2225 Additional equipment required on certain  
 115 vehicles.—In addition to other equipment required in this  
 116 chapter, the following vehicles shall be equipped as herein  
 117 stated under the conditions stated in s. 316.217.

118 (7) On every slow-moving vehicle or equipment, animal-  
 119 drawn vehicle, or other machinery designed for use and speeds  
 120 less than 25 miles per hour, excluding electric personal  
 121 assistive mobility devices and motorized scooters, but including  
 122 all road construction and maintenance machinery except when  
 123 engaged in actual construction or maintenance work either  
 124 guarded by a flagger or a clearly visible warning sign, which  
 125 normally travels or is normally used at a speed of less than 25



ENROLLED

CS/CS/HB 453, Engrossed 1

2019 Legislature

126 | miles per hour and which is operated on a public highway, there  
 127 | must be:

128 | ~~(a)~~ a triangular slow-moving vehicle emblem SMV as  
 129 | described in, and displayed as provided in, this subsection  
 130 | ~~paragraph (b)~~.

131 | (a) The requirement of the emblem shall be in addition to  
 132 | any other equipment required by law. The emblem shall not be  
 133 | displayed on objects which are customarily stationary in use  
 134 | except while being transported on the roadway of any public  
 135 | highway of this state.

136 | (b) The Department of Highway Safety and Motor Vehicles  
 137 | shall adopt such rules and regulations as are required to carry  
 138 | out the purpose of this section. The requirements of such rules  
 139 | and regulations shall incorporate the current specifications for  
 140 | SMV emblems of the American Society of Agricultural Engineers.

141 | Section 5. Paragraph (a) of subsection (1) of section  
 142 | 320.01, Florida Statutes, is amended to read:

143 | 320.01 Definitions, general.—As used in the Florida  
 144 | Statutes, except as otherwise provided, the term:

145 | (1) "Motor vehicle" means:

146 | (a) An automobile, motorcycle, truck, trailer,  
 147 | semitrailer, truck tractor and semitrailer combination, or any  
 148 | other vehicle operated on the roads of this state, used to  
 149 | transport persons or property, and propelled by power other than  
 150 | muscular power, but the term does not include traction engines,

ENROLLED

CS/CS/HB 453, Engrossed 1

2019 Legislature

151 road rollers, motorized scooters, micromobility devices,  
 152 personal delivery devices and mobile carriers as defined in s.  
 153 316.003, special mobile equipment as defined in s. 316.003,  
 154 vehicles that run only upon a track, bicycles, swamp buggies, or  
 155 mopeds.

156 Section 6. Subsection (1) of section 655.960, Florida  
 157 Statutes, is amended to read:

158 655.960 Definitions; ss. 655.960-655.965.—As used in this  
 159 section and ss. 655.961-655.965, unless the context otherwise  
 160 requires:

161 (1) "Access area" means any paved walkway or sidewalk  
 162 which is within 50 feet of any automated teller machine. The  
 163 term does not include any street or highway open to the use of  
 164 the public, as defined in s. 316.003(82) (a) or (b) ~~s.~~  
 165 ~~316.003(81) (a) or (b)~~, including any adjacent sidewalk, as  
 166 defined in s. 316.003.

167 Section 7. This act shall take effect upon becoming a law.

**13. A.-D. Other Business**

---

**A. Membership**

There is currently one vacancy on the BPAC membership list. There is a vacancy for a Pinellas County Health Department representative. There are no citizen vacancies.

**ATTACHMENT:** BPAC Membership List

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

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

*Dangerous by Design – 2019*

*Dutch City Became Cyclist Paradise – July 05, 2019*

*Howard Frankland Bridge Wrong-Way Driving – June 19, 2019*

*StreetsBlog: Building a Safer Mid-Block Crossing – June 14, 2019*

*StreetsBlog: States Not Trying to Reduce Traffic Deaths – June 13, 2019*

*StreetsBlog Vancouver Builds a Better Bike Lane – June 10, 2019*

*Kids Gifted Adaptive Bikes, Virginia – August 5, 2019*

*Pinellas Trail Usage Report – May 2019*

*Pinellas Trail Usage Report – June 2019*

*Pinellas County Fatalities Report – July 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 (Derek Reeves – 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

# DANGEROUS BY DESIGN

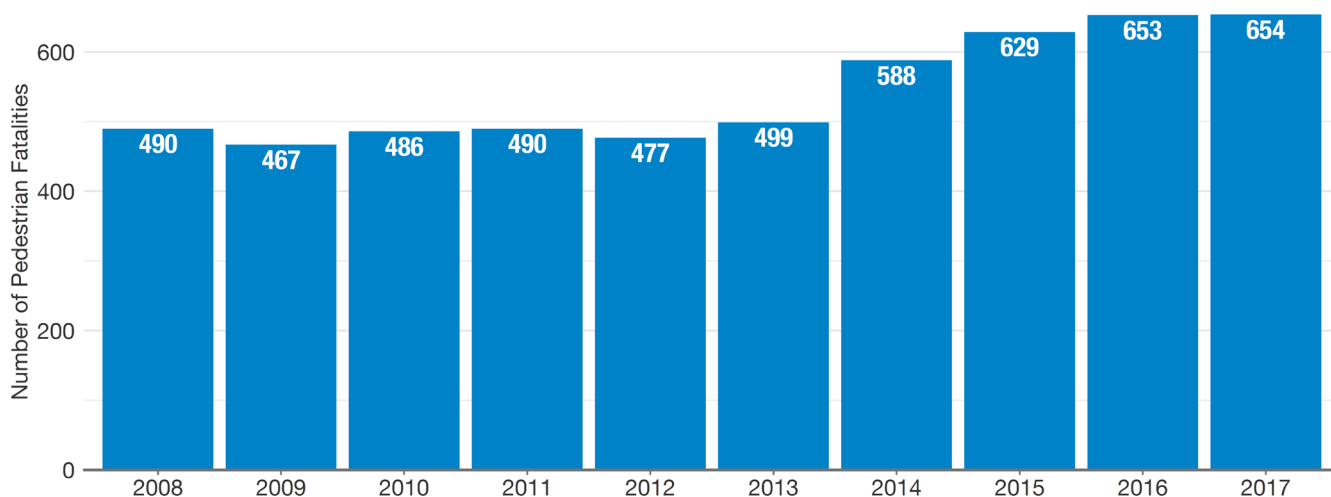
## Florida State Report

When we design streets to move cars as quickly as possible instead of prioritizing the safety of all people, the consequences can be deadly, especially for people walking. **Between 2008 and 2017, drivers struck and killed 5,433 people walking in Florida.** Over the past decade, the number of people struck and killed by drivers while walking increased by 35.4 percent nationwide, and in Florida, pedestrian deaths increased by 33.5 percent during this time period. Figure 1 shows pedestrian fatalities over the past decade in the state.

**1<sup>st</sup>**  
**Most Dangerous State by the Pedestrian Danger Index (PDI)**

The PDI calculates how deadly it is for people to walk in a state based on the number of people struck and killed by drivers while walking, controlled for the number of people that walk to work.

Figure 1. Pedestrian Fatalities in Florida, 2008-2017



In *Dangerous by Design 2019*, Smart Growth America’s biannual report on pedestrian safety, Florida ranked as the most dangerous state for people walking, using our “Pedestrian Danger Index” (PDI), which measures the number of people struck and killed while walking, controlling for population size and walking rates. Between 2008-2017, Florida received a PDI score of 182.0, compared to a national PDI of 55.3. This supplemental state report ranks the most dangerous metro areas for people walking in Florida.

Figure 2. Pedestrians as a Share of Motor Vehicle-Related Fatalities

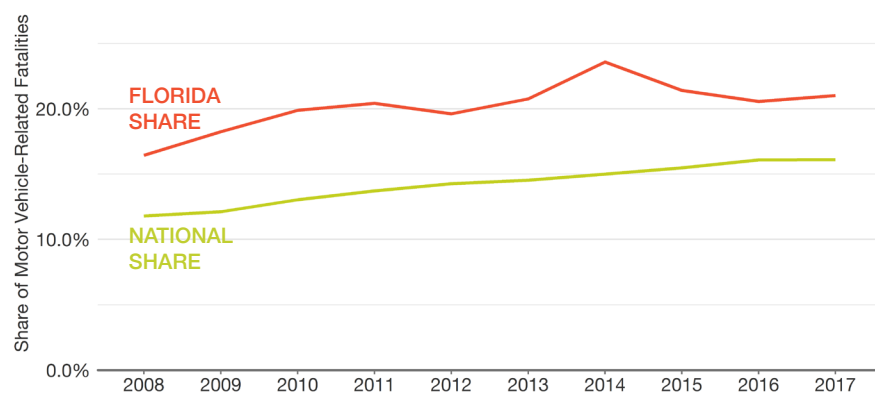


Figure 3. State vs. National Share

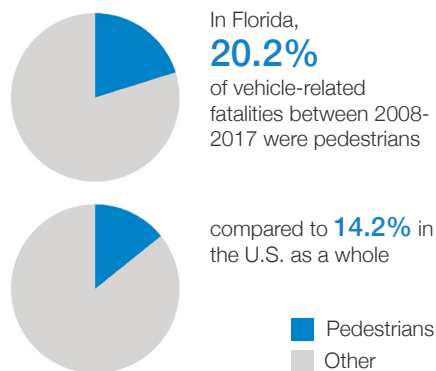
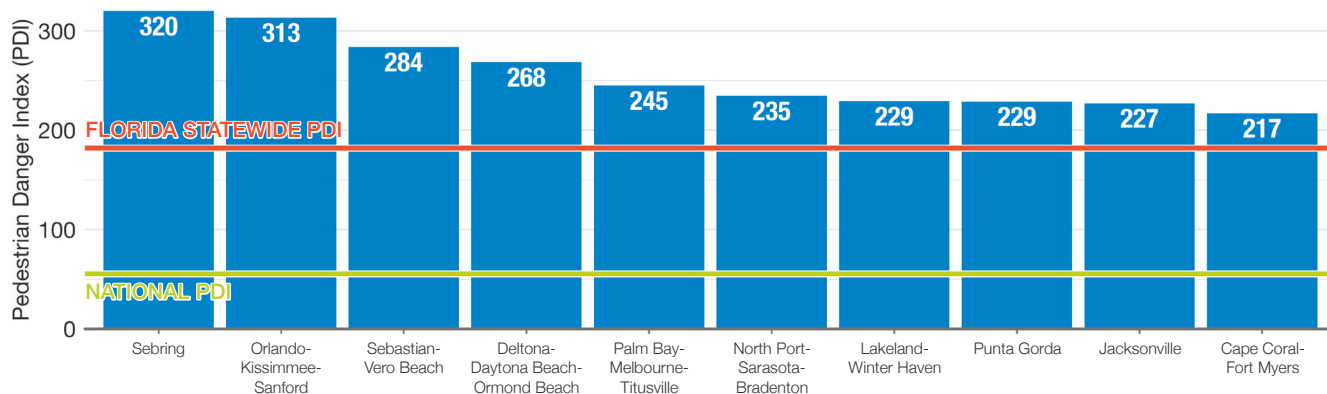


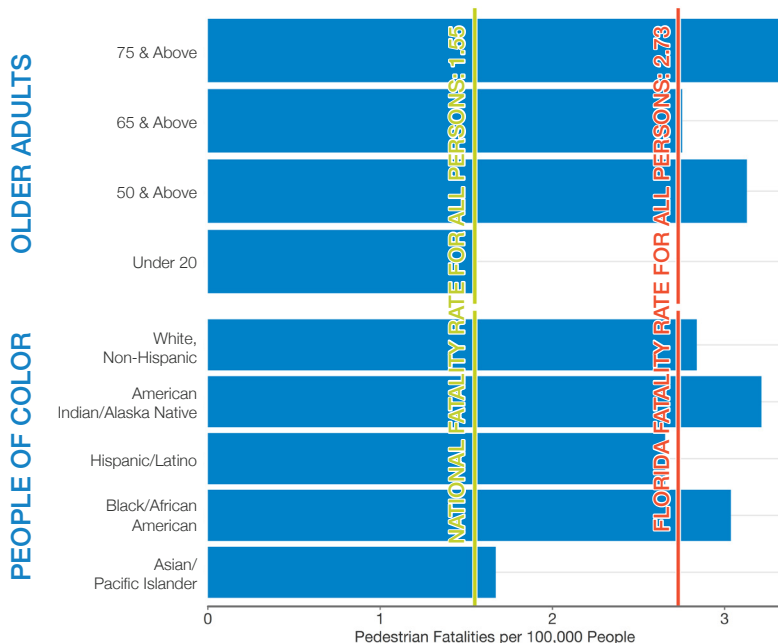
Figure 4. Most Dangerous Metropolitan Statistical Areas (MSAs) in Florida for Pedestrians



## VULNERABLE POPULATIONS

Although people of all ages, races, ethnicities, and income levels suffer the consequences of dangerous street design, some neighborhoods and groups of people bear a larger share of the burden than others. Nationwide, drivers disproportionately strike and kill older adults, people of color, and people walking in low-income communities.

Figure 5. Pedestrian Fatalities per 100,000 People



Florida is the 29<sup>th</sup> most dangerous state for older adults. Between 2008-2017, adults over 50 were 32.3% more likely to be struck and killed while walking compared to people under 50.

### Moving toward zero

The Florida Department of Transportation (FDOT) believes that one fatality is one too many. They are working to make their streets safer through the following initiatives:

- FDOT adopted a **Complete Streets policy** in 2014 to balance the needs and safety of all people who use the street. 75 local and regional agencies in the state have also passed Complete Streets policies.
- FDOT launched a **Pedestrian and Bicycle Safety Coalition** to bring together federal, state, local, and private partners, safety advocates, and others committed to reducing traffic deaths and serious injuries.
- FDOT updated its **Pedestrian and Bicycle Strategic Safety Plan** in 2017.
- FDOT is also working in 21 priority counties to introduce **targeted safety improvements** for people walking and biking.

For more information, visit <http://www.fdot.gov/safety>.

For more information go to: <https://smartgrowthamerica.org/dangerous-by-design/>

Data from the National Highway Transportation Safety Administration's Fatality Analysis Reporting System (FARS) and the U.S. Census Bureau's American Community Survey 2012-2016 5-year estimates

## HOW UTRECHT BECAME A PARADISE FOR CYCLISTS

*A new short film reveals how the Dutch city reengineered itself around the bicycle, with life- and money-saving results.*

by Laura Bliss  
July 5, 2019

When you think of the world's most bike-friendly cities, Amsterdam and Copenhagen probably come to mind first. But another contender has edged into the top tier: Utrecht, the fourth-largest and fastest-growing city in the Netherlands, where average daily bike trips number 125,000.

A new short film from the transit-oriented documentary-makers at [Streetfilms](#) reveals how this city of 330,000 turned into a cyclist's paradise. As in [Nijmegen](#)—star of [yet another recent Streetfilms project](#)—it's all about the infrastructure. Specialized roads and parking facilities gives bike riders the upper hand over cars, which make up less than 15 percent of trips into city center. Some 60 percent happen in the saddle.



For example, a new, state-of-the-art bike parking garage beneath the Utrecht Centraal train station is about to double its available spaces to 12,000, after the first 6,000 were absorbed in less than two years. Cyclists can cruise from the street down a ramp and into their spots (just like in a downtown garage for conventional vehicles), and from there, walk onto a rail platform.

Elsewhere downtown, streets once meant for cars have been redesigned to prioritize bikes. A canal that was buried by a highway in the 1970s is now returning to its original form, with greenery, pedestrian pathways, and cycle tracks declaring Utrecht's modern priorities. "You really have the idea that people are the boss of the city, not the machines," Lott van Hooijdonk, the city's vice mayor, says in the film.

The [Dafne Schippersbrug](#), an extraordinary multi-use bridge-path that uses the roof of an elementary school as its foundation, is further evidence of how utterly normalized cycling has become. "These things are pipe dreams in most other parts of the world," says one unnamed neighbor.

It wasn't always this way. In the 1950s and '60s, the cities of the Netherlands were nearly as auto-friendly as much any other wealthy European country. But in the 1970s, the rising number of children killed in traffic sparked a wave of activism and protests, which brought attention to the folly of streets designed for cars. Rising gas prices and the environmental movement helped bolster national policies to reorient urban centers towards walking, cycling, and transit.

Today, 98 percent of Utrecht households own at least one bike, according to the film; half own three or more. Nationally, bikes now outnumber people. "All politicians now take cycling seriously," Mark Wagenbuur, a Dutch bike activist and blogger, told the [New York Times](#) in 2017.

## NEWS

DRIVING TAMPA BAY FORWARD

# HOWARD FRANKLAND BRIDGE MESSAGE BOARDS TO WARN OF WRONG-WAY DRIVERS WITH HELP OF NEW SOFTWARE, CAMERAS

by Sarah Phinney  
June 19, 2019

**TAMPA, FL** — New software and cameras installed on the Howard Frankland Bridge can now warn motorists if a vehicle is going the wrong direction. The Florida Department of Transportation hopes lives will be saved.

ABC Action News first reported on the plan to install the technology in November ([www.abcactionnews.com/news/region-pinellas/fdot-will-add-wrong-way-sensors-on-howard-frankland-bridge](http://www.abcactionnews.com/news/region-pinellas/fdot-will-add-wrong-way-sensors-on-howard-frankland-bridge)) after two wrong-way crashes just weeks apart.



Florida Department of Transportation spokesperson Kris Carson says if the software and cameras detect a driver going the wrong way, an alarm goes off at the Traffic Management Center. A Florida Highway Patrol trooper can be dispatched before a 911 call comes in. Message boards above the interstate will warn drivers to look out for someone going the wrong direction.

"The whole goal is safety," said Carson. "We want to try and stop wrong-way drivers, or at least have quicker notice for the motoring public."

Carson is also reminding drivers to not get behind the wheel if they have been drinking.

"FDOT can always spend a lot of money on software and signage, and FHP is always out in the vicinity of this bridge, but we have to ask for the public's responsibility to stop drinking and driving," said Carson. "That's what 99% of these crashes are."

The project cost FDOT \$95,000.



## BUILDING A SAFER MID-BLOCK CROSSING

by Angie Schmitt  
June 14, 2019

Pedestrians deserve a safe places to cross the street. But a mid-block crossing with just some paint isn't going to cut it.

Various studies have found compliance rates between [16](#) and 32 percent for drivers yielding to pedestrians — as required by law — at crosswalks that don't have a traffic light or stop sign. In a word: terrible.

We're in the midst of a [pedestrian safety crisis](#), with deaths soaring to more than 6,000 a year. It's time to rethink and improve the mid-block crossing. After all, almost three in four pedestrians who are killed were crossing at mid-block.

Fortunately, there are some good, low-cost innovations cities can use to make that safer. Below, we've highlighted some cheap, effective upgrades for mid-block crossings, listed in order from lowest-cost to most substantial.

### Signs within a crosswalk

Those little yellow "State Law Stop for Pedestrian" signs that sit right in the middle of the street are technically called R1-6 signs. They're cheap and easy. But they shouldn't be underestimated. They work.

A research team at the University of Minnesota tested these last year at a handful of unsignalized intersections in St. Paul — and yielding increased significantly. Such signs work even better if multiples are installed, both in the center of the lane and on the outside, researcher Nichole Morris [found](#). This is called a "gateway treatment."

These start at around \$65 on the internet. But they are prone to damage and require a small budget to replace them every now and then. But that's a small price to pay to protect people from getting killed.

Cities should be installing these everywhere. Some of the most progressive cities are already doing so. Brookline, Massachusetts, for example, has installed [50](#).

### Rapid Flashing Beacon



Photo: FHWA



Photo: National Association of City Transportation Officials (NACTO)

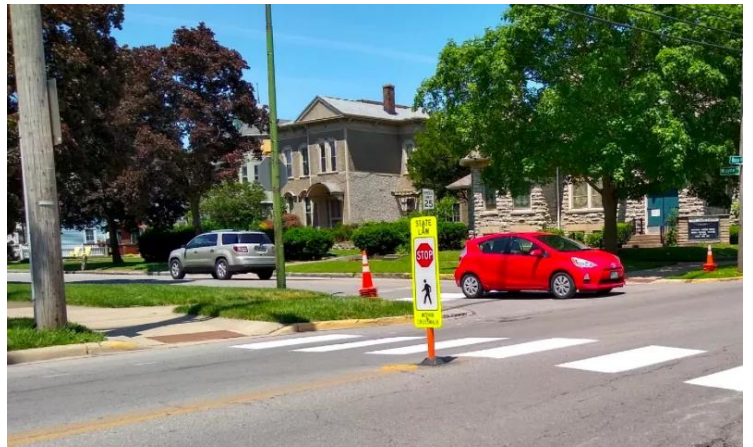


Photo: Greg Voltz

That is a fancy word for flashing lights that warn drivers a pedestrian is trying to cross the street. They require pedestrians to press a button when they are waiting to cross.

My anecdotal experience with this has been surprisingly good.

Scientific data that supports their wider use as well. The Federal Highway Administration reports this treatment been shown to reduce pedestrian-car crashes [47 percent](#). A St. Petersburg, Florida, study cited by the local [ABC affiliate](#) found they improved driver yielding by an astounding 85 percent.

Unfortunately, the federal government has only issued "interim approval" to these devices for frustrating [reasons](#). The group in charge of signals and signs is slow to change, even in the face of mounting safety problems.

But cities can still install these helpful treatments, it just requires a little extra paperwork.

They can be especially helpful where bike trails cross roads or by schools. The median cost to install, according to FHWA was about \$14,000.

### Raised Crosswalks

One of the best ways to make a mid-block crosswalk safer is simply lift it off the ground. Raised crosswalks are perfect for making pedestrians safer because they literally force drivers to slow down.

According to the Institute for Transportation Engineers [PDF], speed humps slow vehicles to about 20 mph, just the right speed for mixing with pedestrians.

A 2008 study by the Federal Highway Administration found these reduced vehicle-pedestrian crashes by 46 percent.

Raised crosswalk are elevated three to 3.5 inches off the ground and they plateau at the top for about 10 feet.

Some cities — \*cough cough,\* Cleveland — complain they don't work well with snow plows. But this is a bad excuse for just leaving pedestrians to get killed or injured in the street. New York City has tens of thousands of intersection. It has started a minuscule program that has resulted in about a dozen raised crossings.



Photo: Safe Routes to School

### Refuge islands



Photo: NACTO

A great way to upgrade a mid-block crossing is to pour some concrete right in the middle and make pedestrians a refuge from traffic.

Pedestrian refuge islands make crossing “easier and safer” for pedestrians, according to the [National Association for City Transportation Officials](#), “because they reduce the exposure time experienced by a pedestrian in the intersection.”

They can also be landscaped to look beautiful and they encourage drivers to slow down because they create an obstacle in the middle of the road.

### Hawk Signals

Some places, particularly Arizona, have begun installing HAWK — or Pedestrian Hybrid Beacons — signals. These operate like traffic lights, but they are used mid-block specifically for pedestrian protection.

HAWK signs are activated by a button.

There's good support for their safety benefits. The Federal Highway Administration says these have been shown to reduce pedestrian crashes 69 percent and overall crashes 19 percent.

The federal government has some perverse rules about this, requiring a pretty enormous amount of pedestrian traffic before one is “warranted” by engineering manuals. And they can also be expensive.

But on wider, higher-speed roads where a mid-block crossing is important, they can be really effective.



Photo: Mike Cynecki, via FHWA

## STATES AREN'T EVEN TRYING TO REDUCE TRAFFIC DEATHS

by Angie Schmitt  
June 13, 2019

Fifty more people dead in Michigan. Sixty one in Virginia. One hundred and six in Arizona.

Those are the [goals](#) those state's departments of transportation have set for themselves for road deaths under a new federal program challenging them to improve.

Even some of the most progressive states are calling for more people dead under new "targets" for certain performance measures they must [report](#) to the federal government. The goal-setting exercise is supposed to help make these huge bureaucracies that receive billions in federal funds every year slightly more accountable.

But the first round of goal-setting makes it clear states aren't willing to make the substantive, structural changes to really improve safety. All of the states seem to be treating it more like a modeling exercise than any sort of call to action.

### California

Take California, which has some of the most progressive transportation policies (as they relate to the environment anyway).

California's goals call for 3,445 traffic deaths a year as the five-year average from 2014 through 2019. That's 412 additional fatalities every year than the state averaged between 2011 and 2015.

True, California is adding people every year. Even so, this is an aspirational exercise in agenda setting with no penalties whatsoever for falling short.

California even — inexplicably — sets a goal for a higher fatality rate per miles driven.

The U.S. Department of Transportation notes in its description of the program that it "does not prescribe a methodology for states to set their annual safety performance targets. States have the flexibility to use the methodology they deem most appropriate."

But it does say the targets should be "data-driven, realistic, and attainable."

### Ohio

Ohio has added a few hundred thousand people over the last two decades, but does actually call for a reduction in fatalities. But it's miniscule.

The state's target calls for 20 fewer deaths per year — about a 2-percent decrease from the rolling annual average between 2013 and 2017 versus the rolling period of 2015-2019.

### Colorado

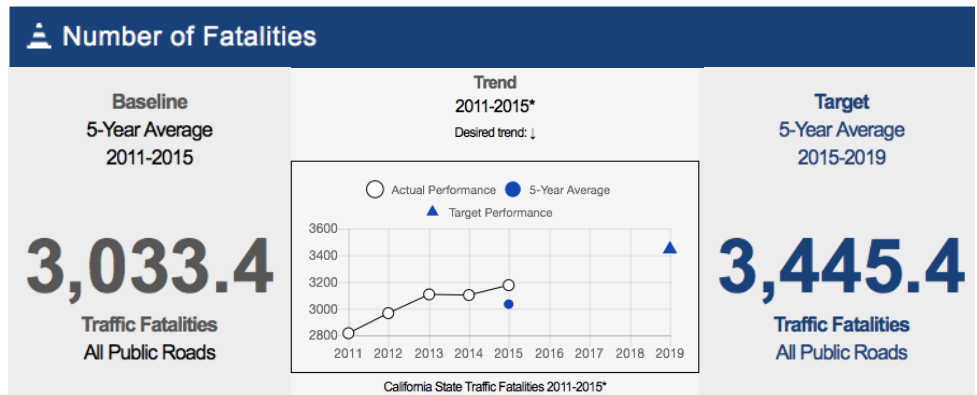
In Colorado, the "goal," meanwhile, is a 16-percent increase in traffic fatalities, rising from 554 to 644 for the five year period ending in 2019.

Like California, Colorado isn't even aiming to reduce fatalities when controlling for population growth and increase in driving miles. The state "targets" a 10-percent increase in its fatalities per 100 million miles driven.

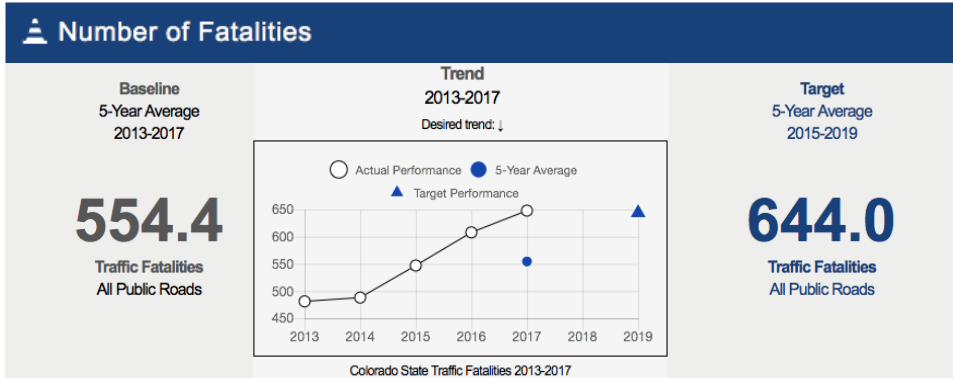
At the same time the state acknowledges it has an "aspirational goal of moving Colorado towards zero deaths" in the "long term." But it doesn't seem to be at all willing to make the major changes needed to bring that about.



Photo: Anthony Quintano/Flickr



California's goal is for more people to get killed in traffic. Graph: Federal Highway Administration



In its statement about [the numbers](#), Colorado DOT blames it all on the models.

“Contributing factors were considered, including the following: population growth, increases in [vehicle miles traveled], economic growth, potential funding changes, and legislative changes,” the agency writes. “All of the models indicated future increases in fatality rates, resulting in short-term targets with an increase in the fatal rate.”

Graph: FHWA

I reached out to Colorado DOT for more information.

“While we are doing the very best we can with the resources we have to improve safety, all of the factors that influence numbers of crashes are indicating increasing trends,” the agency responded. Specifically, CDOT wrote, population is increasing, driving miles are increasing, drunk driving is increasing [editor’s note: the Mile High State has legal pot], distracted driving is increasing and the agency isn’t anticipating any infusion of money for safety programs nor major legislative safety advances.

But Colorado DOT controls a \$1.4 billion annual budget. Some of the funding is restricted. But the agency could direct additional funding to safety programs if it wanted.

Policy leaders at Transportation for America say states are showing a disappointing lack of ambition in keeping their own residents alive and healthy — even more so since there is no penalty for states that fall short of their goals. They would simply have to report that.

Transportation for America noted in a recent [report](#) that 10 of the 20 states with the worst pedestrian safety records were predicting more pedestrian deaths in the future.

“The only ‘acceptable’ number of deaths on our roadways is zero, but every single state — whether seeking to marginally reduce pedestrian deaths and injuries or allow this to continue to rise unabated — established a target for ‘success’ that allows these preventable deaths to continue or even increase,” the organization wrote.

“We can and must raise the bar,” the organization said.

## VANCOUVER BUILDS A BETTER BIKE LANE

*The Western Canadian metropolis' bike network is thriving because it considers "all ages and abilities" in its street designs.*

by Aaron Short  
June 10, 2019

Vancouver is on its way to becoming one of the best biking cities in North America because it considers the cycling needs of both children and seniors.

The Canadian seaport city aims on making its bike lanes "[AAA-rated](#)" — or safe and comfortable for riders of "all ages and abilities," so they work whether the cyclist is 8 or 80.

That mantra, which Vancouver uses internally to guide its future transportation planning, has led to a [279-mile](#) bike system in which cycle commuting [doubled from 6.6 percent to 11.9 percent](#) in five years and a comprehensive transit network where [50 percent of all trips](#) are by bike, rail, bus, or foot.

Yet British Columbia officials realize there's more to do to make their city truly an Amsterdam on the Pacific.

Vancouver placed [37th out of the world's top 90 cities](#) in Coya's 2019 Global Bicycle Cities Index, ahead of San Francisco (39), Portland (41), and Seattle (50), but well behind Montreal (16). The eastern Canadian city [fared better](#) than its western rival because it had 32 percent fewer crashes (986 per 100,000) than Vancouver (1,456 per 100,000).

The city concurrently has an [ambitious climate change goal](#) of having Canucks make two-thirds of their trips by public transit, bike, or foot, ensure that 90 percent of residents live within walking or cycling distance of their daily needs, and by making half of all cars on the road be low emissions vehicles by 2030.

But having more cyclists on the road isn't enough to make streets safe. Transportation planners need to install protected bike lanes and extend bike infrastructure through intersections to slow down speedy motorists, according to a [May 2019 study](#).

In order to both reduce crashes and increase ridership, Vancouver's planners acknowledge they need to make bike lanes wide enough for cyclists lugging their kids and groceries in cargo bikes and safe enough for children and the elderly to consider riding in a path with barriers separating them from zooming drivers.

The challenge for Vancouver is to adapt different lane designs for making cycling comfortable in different roadways. That could mean a shared pathway or "sharrow" or a painted lane on a low-speed, minimally trafficked road — say 500 per cars a day with a speed limit under 20 miles per hour — but a fully protected lane on busier streets, according to [former Vancouver city planner Brent Toderian](#).

European cities like Utrecht, Munster, Antwerp, Copenhagen, and Amsterdam — the global top five — have a head start over Vancouver in making their bike infrastructure safe. Only [25 percent](#) of Vancouver's existing bike lanes meet its planners' AAA guidelines for safety and accessibility in 2017, up from 15 percent seven years ago.

Engineers expect [30 percent of its lanes](#) will meet their standards by 2022 but cycling advocates say Vancouver must concentrate on filling the gaps between bike routes to make riding safer and more seamless.

"There are segments of the network that just don't exist so people get dropped into situations that don't feel safe," HUB Cycling Executive Director Erin O'Mellin told News 1130. "It's not just how many of kilometers of bike lane we have but are they connected in a meaningful way to get people from point A to point B?"

## 21 MORE KIDS GIFTED ADAPTIVE BIKES: 'RIDE WITH YOUR BROTHERS AND SISTERS'

WTVR-TV, Richmond  
August 5, 2019

**RICHMOND, Va.** – Twenty-one children received a new adaptive bike Sunday thanks to the kindness and generosity of an area nonprofit group.

U.S. Army veteran James Howard started Richmond Empowering Abilities for Children with Cycles or REACHcycles after he received a similar bike several months after a swimming accident left him paralyzed.



© WTVR-TV/TNS

The three-wheeled cycles called AmTrykes are custom-made for each child based on their ability.

"They're getting out and getting another form of exercise," Howard explained. "It's just that emotional value to be able to ride with your brothers and sisters... We try to help with that."

Each child was pre-selected by REACHcycles based on desire and need.

Lisa Stone said her son's physical therapist recommended the bike and the program.

"He's able to be a little boy that can ride a bike and be like other boys and girls," Stone said about her 11-year-old son, Christopher. "The opportunity to ride his bike in the park... This is fantastic."

Organizers said they are always raising money since each bike can cost between \$500-\$1000.

"We've given close to 400 bikes in five years," Howard explained.

In fact, the group awarded 20 bikes to area children in March (<https://wtvr.com/2019/03/24/reachcycles-march-24-event/>).

The group plans to give away more bikes at their next event, which is slated for December around Christmas.

To donate, go to [www.reachcycles.org/home.html](http://www.reachcycles.org/home.html).

©2019 WTVR-TV, Richmond

# Pinellas Trail User Count Data Summary

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

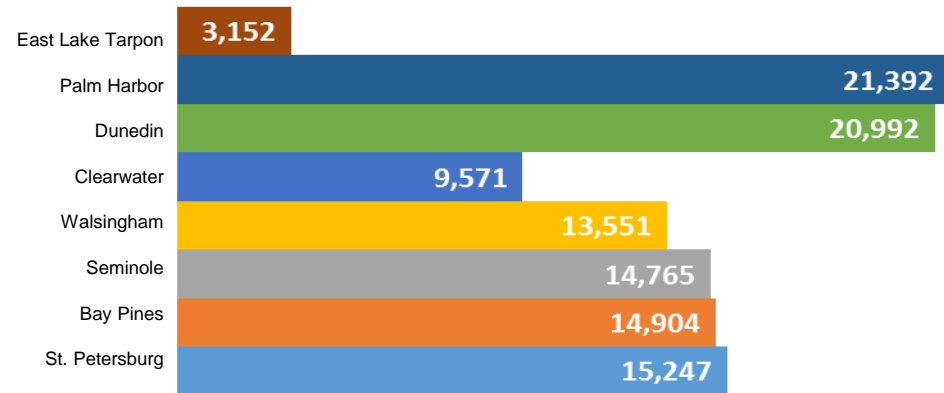
## Total Usage

31-Day Count Total: 113,574  
Daily Average Users: 3,664

Highest Daily Totals:

- #1 – Saturday, May 18th (Dunedin - 1,283)
- #2 – Wednesday, May 29th (Palm Harbor - 1,238)
- #3 – Monday, May 27th (Bay Pines - 1,068)

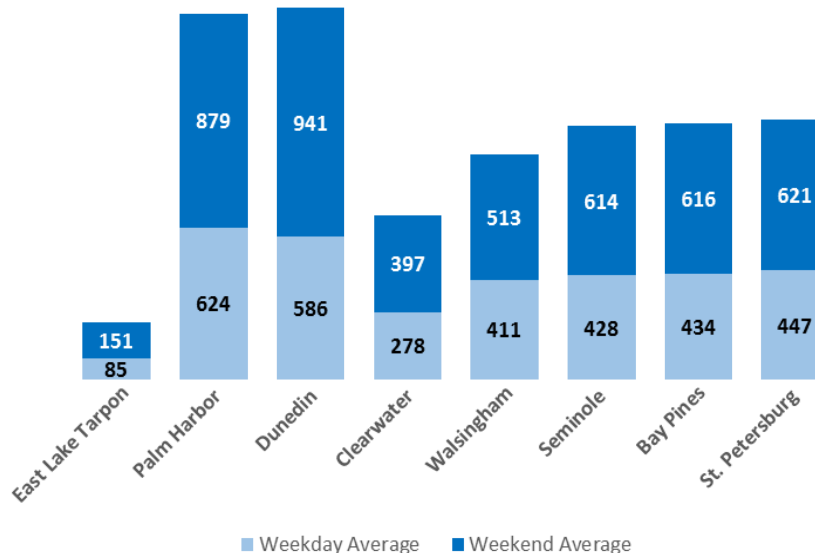
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	1%	99%
Palm Harbor:	12%	88%
Dunedin:	5%	95%
Clearwater:	34%	66%
Walsingham:	11%	89%
Seminole:	23%	77%
Bay Pines:	22%	78%
St. Petersburg:	39%	61%

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





# Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:  
June 1 – June 30, 2019 (30 days)

## Total Usage

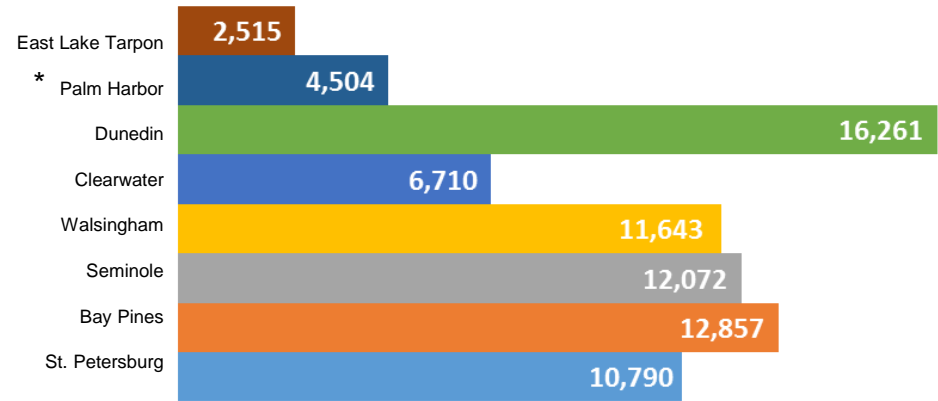
30-Day Count Total: 77,352  
Daily Average Users: 2,578

Highest Daily Totals:

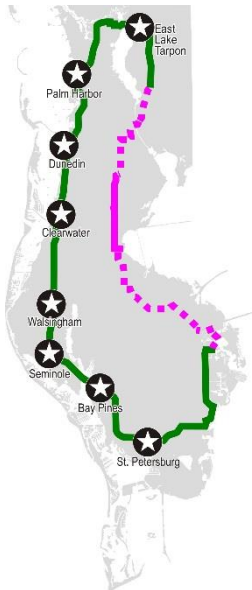
- #1 – Saturday, June 29th (Dunedin - 891)
- #2 – Saturday, June 29th (Palm Harbor - 891)
- #3 – Sunday, June 2nd (Bay Pines - 678)

\* Denotes Palm Harbor Incomplete Dataset for June 2019.

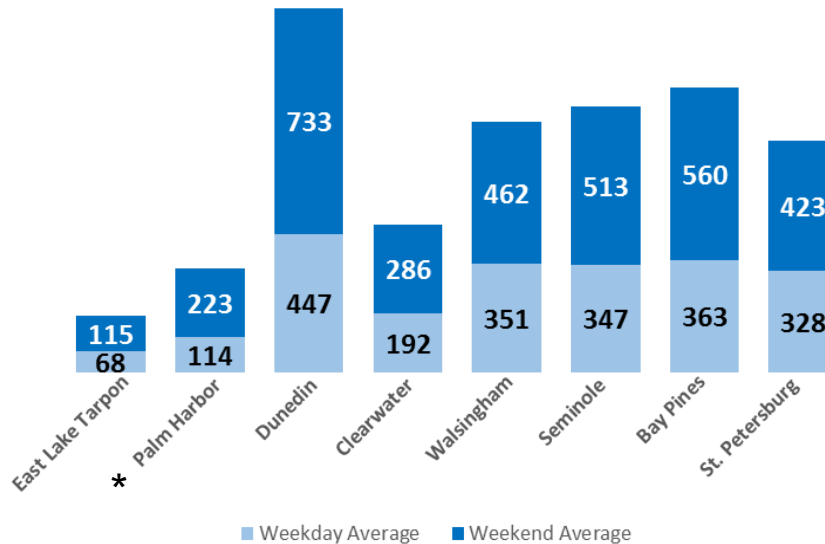
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



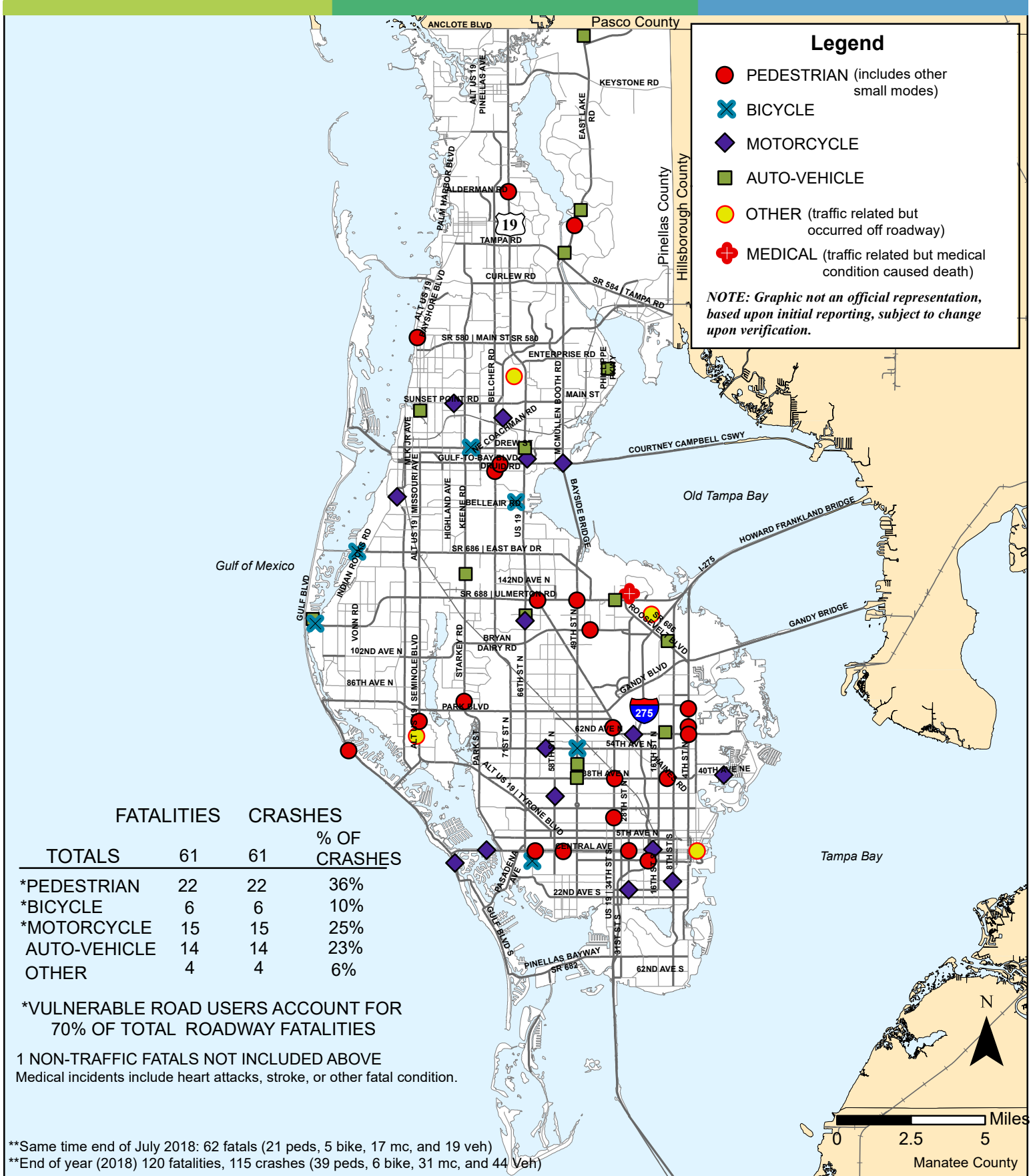
## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	1%	99%
* Palm Harbor:	0%	100%
Dunedin:	2%	98%
Clearwater:	22%	78%
Walsingham:	9%	91%
Seminole:	16%	84%
Bay Pines:	16%	84%
St. Petersburg:	26%	74%

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



# Locations of Reported Traffic Fatalities



	FATALITIES	CRASHES	% OF CRASHES
<b>TOTALS</b>	61	61	

*PEDESTRIAN	22	22	36%
*BICYCLE	6	6	10%
*MOTORCYCLE	15	15	25%
AUTO-VEHICLE	14	14	23%
OTHER	4	4	6%

\*VULNERABLE ROAD USERS ACCOUNT FOR 70% OF TOTAL ROADWAY FATALITIES

1 NON-TRAFFIC FATALS NOT INCLUDED ABOVE  
Medical incidents include heart attacks, stroke, or other fatal condition.

\*\*Same time end of July 2018: 62 fatals (21 peds, 5 bike, 17 mc, and 19 veh)

\*\*End of year (2018) 120 fatalities, 115 crashes (39 peds, 6 bike, 31 mc, and 44 Veh)

ORDER	# CRASHES	DATAID	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIME	DHSMV	LEO	SEX/AGE
1	1	004F19	34TH ST N	14TH AVE N	PED/DELAY	1/18/2019	1	11:20PM	88601721	SP/SP	M/49
1	1	005F19	GULF BLVD	AT 17120	PED	1/25/2019	1	11:18PM	?	PCSO/NRB	M/61
1	1	011F19	4TH ST N	NE LINCOLN CIR N	PED	2/8/2019	1	8:18PM	88602248	SP/SP	F/58
1	1	017F19	4TH ST N	62ND AVE N	PED/DELAY	2/18/2019	1	11:53PM	88602393	SP/SP	M/27
1	1	019F19	CR 296 / 118TH AVE N	457FT WEST OF 44TH ST N	PED	2/23/2019	1	7:48PM	87788720	PP/PP	M/61
1	1	021F19	76TH AVE	4TH ST	PED/DELAY	3/6/2019	1	6:42PM	88602788	SP/SP	F/78
1	1	022F19	BAYSHORE BLVD	CEDAR ST	PED	3/6/2019	1	7:22PM	88803900	PCSO/DUN	M/75
1	1	024F19	US HWY 19	800 FT S OF 70TH AVE	PED	3/11/2019	1	6:30AM	87788832	PP/PP	M/71
1	1	026F19	CENTRAL AVE	28TH ST N	PED/DELAY	3/16/2019	1	8:27PM	88603095	SP/SP	M/74
1	1	027F19	STARKEY RD	583FT S OF 78TH AVE N	PED	3/17/2019	1	1:23AM	88804035	PCSO/UNINC	M/41
1	1	029F19	SR688/ULMERTON RD	US HWY 19	PED/DELAY	3/21/2019	1	8:50PM	88087558	FHP/UNINC	M/54
1	1	031F19	SOUTH BELCHER RD	DRUID RD	PED	4/7/2019	1	9:22PM	?	CLW/CLW	M/61
1	1	033F19	49TH ST N	ULMERTON RD	PED/DELAY	4/18/2019	1	5:28PM	?	FHP/UNINC	M/36
1	1	037F19	GULF TO BAY BLVD	AT 2275 BLOCK	PED	5/10/2019	1	9:50PM	?	CLW/CLW	M/57
1	1	040F19	CENTRAL AVE	6400 BLOCK	PED/DELAY	5/25/2019	1	9:18PM	88604856	SP/SP	F/43
1	1	044F19	38TH AVE N	34TH ST N	PED	6/14/2019	1	FRI NIGHT	?	SP/SP	F/?
1	1	045F19	US HIGHWAY 19	ALDERMAN RD	PED	6/15/2019	1	3:05PM	?	FHP/UNINC	F/76
1	1	047F19	CENTRAL AVE	NEAR 58TH ST	PED	6/26/2019	1	3:56PM	88605699	SP/SP	F/70
1	1	053F19	EAST LAKE RD	WOODLANDS BLVD	PED	7/4/2019	1	3:09AM	?	FHP/UNINC	M/34
1	1	054F19	SEMINOLE BLVD	NORTH OF 66TH AVE N	PED	7/9/2019	1	9:23PM	?	PCSO/UNINC	F/50
1	1	056F19	DR MLK JR ST N	3400 BLOCK	PED	7/15/2019	1	12:18AM	88606112	SP/SP	F/26
1	1	058F19	5TH AVE N	20TH ST N	PED	7/18/2019	1	9:30PM	?	PCSO/UNINC	F/30
2	1	003F19	64TH ST S	500 BLOCK	BIC	1/10/2019	1	07:22AM	88601552	SP/SP	M/64
2	1	012F19	SB 49TH ST N	54TH AVE N	BIC	2/9/2019	1	12:41AM	?	FHP/UNINC	F/28
2	1	016F19	WEST BAY DR	HARBOR VIEW LN	BIC	2/17/2019	1	8:42PM	88803733	PCSO/BB	M/56
2	1	036F19	NURSERY ROAD	AT DUKE ENERGY TRAIL/PINELLA	BIC	5/8/2019	1	8:26PM	?	CLW/CLW	F/49
2	1	047AF19	DREW ST	AREA BY 1873	BIC/DELAY	6/23/2019	1	2:13PM	?	CLW/CLW	M/81
2	1	049F19	INDIAN ROCKS CSWY BRIDGE	WEST BOUND SIDE	BIC	6/28/2019	1	FRI NIGHT	?	PCSO/UNINC	F/17
3	1	002F19	MELROSE AVE S	DR MLK JR ST S	MC/INTOW	1/7/2019	1	10:01PM	88601549	SP/SP	M/30
3	1	015F19	CENTRAL AVE	TREASURE ISL. CSWY.	MC	2/16/2019	1	4:50PM	86602423	SP/SP	M/20
3	1	018F19	OLD COACHMAN RD	WETHERINGTON RD	MC	2/23/2019	1	9:36AM	88060699	FHP/CLW	M/66
3	1	030F19	SERVICE RD / US HWY 19	JUST N OF GULF TO BAY BLVD	MC	3/30/2019	1	5:45AM	88757796	CLW/CLW	M/31
3	1	032F19	62ND AVE	25TH ST	MC	4/11/2019	1	7:34PM	?	FHP/UNINC	M/58
3	1	034F19	GULF TO BAY BLVD	MCMULLEN BOOTH RD	MC/DELAY	4/18/2019	1	9:04PM	?	CLW/CLW	M/76
3	1	035F19	I 275	AT MILE MARKER 23	MC	5/3/2019	1	10:02PM	?	FHP/UNINC	M/27
3	1	038F19	US HIGHWAY 19	JUST SOUTH OF 126TH AVE	MC	5/12/2019	1	MORNING	?	PP/PP	M/22
3	1	039F19	SUNSET POINT ROAD	SHARONDALE DR/WEST OF KEEN	MC	5/17/2019	1	5:50PM	?	CLW/CLW	M/20
3	1	041F19	S FT HARRISON AVE	BELLEVIEW BLVD	MC	6/1/2019	1	5:02PM	?	CLW/CLW	M/56
3	1	046F19	40TH AVE NE	1100 BLOCK	MC	6/22/2019	1	8:30PM	88605654	SP/SP	M/26
3	1	050F19	GULF BLVD	IN FRONT OF 10601	MC	6/29/2019	1	8:11PM	?	PCSO/UNINC	M/62
3	1	052F19	54TH AVE	WEST OF 58 ST N	MC	7/1/2019	1	1:30PM	?	KC/KC	F/?
3	1	055F19	29TH AVE N	58TH ST N	MC	7/13/2019	1	9:51PM	88606092	SP/SP	M/31
3	1	059F19	18TH AVE S	28TH ST S	MC/DELAY	7/19/2019	1	11:03PM	88606237	SP/SP	M/49
4	1	001F19	49TH ST N	46TH AVE N	VEH	1/5/2019	1	2:33PM	88020751	FHP/UNINC	M/69
4	1	007F19	EAST LAKE RD	PASADO RD	VEH/PASS	1/27/2019	1	4:47AM	?	FHP/UNINC	M/37
4	1	006F19	49TH ST N	3800 BLOCK	VEH/PASS	1/27/2019	1	11:55AM	88601903	SP/SP	F/40
4	1	008F19	STARKEY RD	1100 BLOCK	VEH/PASS	1/27/2019	1	7:00PM	?	LA/LA	F/?
4	1	013F19	5TH AVE (IRB)	271FT EAST OF E GULF AVE	VEH	2/9/2019	1	8:22PM	88803691	PCSO/UNINC	M/75
4	1	014F19	CR 611/MCMULLEN BOOTH RD	TAMPA RD	VEH	2/15/2019	1	8:50PM	MED? 85278840	FHP/UNINC	M/79
4	1	020F19	DOUGLAS AVE	28FT N OF OVERBROOK AVE	VEH	3/3/2019	1	4:15PM	88757608	CLW/CLW	M/57
4	1	023F19	ULMERTON RD	34TH ST N	VEH	3/10/2019	1	3:54PM	87276289	FHP/UNINC	M/60
4	1	025F19	66TH ST N	126TH AVE N	VEH	3/14/2019	1	3:09AM	88804056	PCSO/UNINC	F/28
4	1	042F19	US HIGHWAY 19	DREW ST	VEH	6/2/2019	1	5:04PM	?	CLW/CLW	F/57
4	1	043F19	EAST LAKE RD	GREY OAKS BLVD	VEH	6/7/2019	1	6:09AM	?	FHP/UNINC	M/53
4	1	048F19	PHILIPPE PARKWAY	N OF AVON DR	VEH	6/26/2019	1	6:39PM	?	PCSO/UNINC	M/62
4	1	057F19	DR MLK JR ST N	110TH AVE N	VEH/PASS/DELAY	7/18/2019	1	5:30PM	88606203	SP/SP	F/58
4	1	060F19	DR MLK JR ST N	6300 BLOCK	VEH	7/24/2019	1	11:41PM	88606338	SP/SP	M/37
5	1	009F19	2410 FRANCISCAN DRIVE	PARKING LOT	OTHER/PED/DELAY	1/27/2019	1	7:14PM	?	FHP/UNINC	M/94
5	1	028F19	196 VALENCIA CIRCLE	PRIVATE	OTHER/PED	3/20/2019	1	4:37AM	88603124	SP/SP	F/47
5	1	032AF19	5885 SEMINOLE BLVD	PARKING LOT	OTHER/PED/DELAY	4/18/2019	1	12:15PM	88804264	PCSO/UNINC	M/87
5	1	051F19	1 BEACH DRIVE SE	PRIVATE PARKING GARAGE	OTHER/VEH/PASS/DE	7/1/2019	1	1:23PM	88605793	SP/SP	M/95
6	1	010F19	FEATHER SOUND DR	VIZCAYA DR	MED/PED	2/4/2019	0	5:02PM	MEDICAL	FHP/UNINC	M/67
	62						61				

# CRASHES

# FATALS