



## BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

August 20, 2018 – 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

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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 18, 2018** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – July 11, 2018** (8:45 – 8:50)
5. **CLEARWATER COMPLETE STREETS PROGRAM** (8:50 – 9:10)
6. **GULF BOULEVARD BICYCLE PEDESTRIAN SAFETY STUDY** (9:10 – 9:30)
7. **SEE-CLICK-FIX COUNTY ONLINE APPLICATION** (9:30 – 9:45)
8. **SPOTlight EMPHASIS AREAS UPDATE** (9:45 – 9:50)
  - A Vision for U.S. Highway 19 Corridor
  - Gateway Area Master Plan
  - Enhancing Beach Community Access
9. **BPAC BUSINESS** (9:50 – 10:00)
  - A. Tri-County BPAC Role
  - B. Florida Bicycle Association (FBA)
  - C. Pinellas Trails, Inc.
10. **AGENCY REPORTS** (10:00 – 10:20)
11. **OTHER BUSINESS** (10:20 – 10:30)
  - A. Membership
  - B. Correspondence, Publications, Articles of Interest
  - C. Suggestions for Future Agenda Topics
  - D. Other
12. **ADJOURNMENT** (10:30)

### **NEXT BPAC MEETING – SEPTEMBER 17, 2018**

*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 20, 2018**

**3. Approval of Minutes**



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**SUMMARY**

The meeting summary for the June 18, 2018 meeting is attached for review and approval.

**ATTACHMENT(S):** BPAC Meeting Summary – June 18, 2018

**ACTION:** Approval of Meeting Summary

**FORWARD PINELLAS  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY  
June 18, 2018**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on June 18, 2018 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

**BPAC Members Present**

Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Daniel Alejandro	Largo Citizen Representative
Dr. Lynn Bosco	At Large Citizen Representative
Kimberly Cooper	St. Petersburg Citizen Representative
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Kathryn Gademer	City of Pinellas Park
Katrina Gordon	City of Largo
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Chip Haynes	Clearwater Citizen Representative
Edward Hawkes	At Large Citizen Representative
Alan Johnson	South Beaches Citizen Representative
Jacob Labutka	PSTA
Steve Lasky	At Large Citizen Representative
Quinn Lundquist	Department of Health – Pinellas County
Mike Milvain	St. Petersburg Citizen Representative
Charles Martin	Dunedin Citizen Representative
Casey Morse	Pinellas County Public Works - Traffic
Ron Rasmussen	Pinellas Park Citizen Representative
Annette Sala	At Large Citizen Representative
Michael Siebel	At Large Citizen Representative
Robert Yunk	At Large Citizen Representative
Georgia Wildrick	Largo Citizen Representative

**BPAC Members Absent**

Brian Smith, Chairman	At Large Citizen Representative
Julie Bond	CUTR
Scott Daniels	Pinellas Trails, Inc.
Win Dermody	Clearwater Citizen Representative
Felicia Donnelly	City of Oldsmar
Deputy Eric Gibson	Pinellas County Sheriff's Office
Byron Hall	Pinellas Park Citizen Representative
Charlie Johnson	St. Petersburg Citizen Representative
Paul Kurtz	At Large Citizen Representative
Tom McGinty	Pinellas County School System Representative
Bert Valery	North Beaches Citizen Representative
Rachelle Webb	Safe Routes to School
Jim Wedlake	Seminole Citizen Representative

**Others Present**

John McShaffrey	FDOT D7, Community Outreach Manager
Alex Henry	FDOT D7, Bicycle and Pedestrian Safety Specialist
Kelsey Current	City of Largo
David Feller	Citizen
Joan Rice	Pinellas County Public Works Traffic
Gina Harvey	Pinellas County Public Works Traffic
Dr. Jan Hirschfield	Pinellas Trails, Inc.
Whit Blanton	Forward Pinellas Executive Director
Rodney Chatman	Forward Pinellas Division Manager
Sarah Caper	Forward Pinellas Staff
Susan Miller	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

## **1. CALL TO ORDER & INTRODUCTIONS**

Vice-Chair Becky Afonso, North County Citizen Representative, Oldsmar, called the meeting to order at 8:30 a.m. and the attendees introduced themselves.

## **2. PUBLIC COMMENTS**

Ms. Georgia Wildrick, Largo Citizen Representative, shared with the committee that on her recent visit to Germany, she came across many electric bicycles (e-bikes) on the road. She shared some e-bike facts and a flyer featuring e-bikes. E-bikes cost runs about €3 or 4 thousand Euro and it takes about 3 to 4 hours to charge them; however, they are a foldable bike, which makes it convenient to take them with you on various forms of mass transit.

## **3. APPROVAL OF MINUTES**

The summary from May 21, 2018 BPAC meeting was approved with no corrections.

## **4. FORWARD PINELLAS ACTIONS**

Mr. Rodney Chatman, Forward Pinellas Division Manager, reviewed the actions from the Forward Pinellas Board's June 13, 2018 meeting. Due to the passing of Commissioner John Morrioni, the Board made a few changes to the executive leadership. Vice-Mayor Caudell (Clearwater) was named as Chairman, Commissioner Eggers was named as Vice-Chair and Councilmember Rice (St. Petersburg) was named as Secretary for the remainder of the year. Mayor Kennedy (Indian Rocks Beach) will continue as Treasurer. The Board adopted the 2018/19 – 2022/23 Transportation Improvement Program (TIP) which included the following bicycle pedestrian projects: funding to purchase right-of-way for the overpass at U.S. Highway 19 at Harn Boulevard was added in FY 22/23; and construction of the overpass for the Courtney Campbell Trail at Bayshore Boulevard/S.R. 60 was added in FY 23. The Board recognized the newest Forward Pinellas employee, Jared Austin, who will be working on transportation and land use assignments. The Board also recognized Mr. Richard Moss, new Director of Development with FDOT District 7. Mr. Chatman added there would be no board meeting in August.

## **5. TAMPA BAY NEXT – GATEWAY EXPRESSWAY**

Mr. John McShaffrey, FDOT, shared a presentation with the committee on the current status of the Tampa Bay Next, a major interstate improvement program. Mr. McShaffrey shared a brief animated video showing the proposed design of the Gateway Expressway. The Gateway Expressway will be designed to provide express connections from U.S. Highway 19 to I-275 and the widening of I-275 to create express toll lanes from south of Gandy Boulevard to 4<sup>th</sup> Street North. Additionally, plans include new airport access roads for St. Pete-Clearwater International (PIE) Airport and a new signalized intersection at Terminal Boulevard. With regard to bicycle and pedestrian traffic, Mr. McShaffrey said that alternative routes would be maintained throughout the construction on Roosevelt Boulevard/S.R. 686. The final design includes six-foot sidewalks on both sides from the PIE entrance to Ulmerton Road, a 10-foot sidewalk for westbound bicycle traffic from 49<sup>th</sup> Street to the airport entrance, where cyclists will be directed onto a shared use path, 5-foot bicycle lanes will be added from 46<sup>th</sup> Street to Ulmerton, and bicycle lanes will also be added to 118<sup>th</sup> Avenue. The frontage access roads on U.S. Highway 19 will be improved to include the standard 4-foot bicycle lanes. Questions were taken and appropriately answered.

## **6. U.S. HIGHWAY 19 EXPRESS BUS CONCEPTS**

Ms. Sarah Caper, Forward Pinellas staff, shared a power point presentation with the committee regarding the U.S. 19 Express Bus Concept Plan. The evaluation of travel demand and transit supportive land uses along the corridor has been completed, and Forward Pinellas staff and PSTA conducted a more detailed review of the route options, during which comments provided by the Technical Coordinating Committee (TCC) were considered. Ms. Caper explained the three preferred concepts that best met the vision and goals of limited-stop bus service. The service for North Pinellas and West Pasco County to the Gateway area utilized the U.S. Highway 19 corridor. A second preferred concept would provide express bus service from South Pinellas to the Gateway area, and a third would connect to downtown St. Petersburg. Questions were taken and appropriately answered.

## **7. SPOTLIGHT EMPHASIS AREAS UPDATE**

Mr. Chatman updated the committee on SPOTlight areas. As for Visions for U.S. Highway 19, Forward Pinellas has completed the market economic assessments for Tarpon Springs and Largo, and the Express Bus Concepts for U.S. Highway 19. Community open house and stakeholders' workshops have been held for the Gateway Area Master Plan. For Enhancing Beach Community Access, there is a desire to expand ferry and water taxi service to some of our beach communities. Tampa Bay/St. Petersburg Ferry is in discussion with St. Pete Beach regarding service to their community. The Clearwater Ferry is planning to extend service to Dunedin and Indian Rocks Beach, depending on available capital funding. Staff continues to work with FDOT on a strategy to offset some of the capital costs related to the expansion of waterborne transportation in Pinellas County. Questions were taken and appropriately answered.



## **8. BPAC BUSINESS**

### **A. Tri-County BPAC May 23, 2018 Meeting**

Ms. Susan Miller, Forward Pinellas staff, updated the committee on the Tri-County BPAC meeting held on May 23, 2018 in Tarpon Springs, and noted the draft summary was included in the agenda packet. Two motions were made during the meeting that must be brought before the committee. The first motion related to a trail connection between the Upper Tampa Bay Trail (UTBT) and the Florida Coast-to-Coast Connector (C2C) Trail with that segment to be identified as a priority for the region. After discussion, the committee agreed to table this item until the next Tri-County meeting.

The second motion related to community opposition to the St. Petersburg Complete Street project for Dr. Martin Luther King Jr. Street. The motion was for the Tri-County BPAC to support the original design proposed by staff to eliminate one travel lane in each direction, add 6-foot bicycle lanes with a 2-foot buffer, and to install pedestrian crosswalks with safe-haven refuge islands. After discussion, a recommendation was made to table this item until the next Tri-County meeting and the committee agreed.

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

Vice-Chair Afonso gave a brief update on the FBA. In relation to e-bikes, FBA does have language from People for Bikes (peopleforbikes.org) that they have been trying to get in statutes around the country. There is additional information FBA has received and after review, the FBA Board will make a determination on their position at their July 28<sup>th</sup> meeting. Ms. Afonso reminded the committee the First Ride Leader/Ride Marshal Training and Certification Program (floridabicycle.org/fba-ride-leader-ride-marshal-program/) will be held June 23<sup>rd</sup>, in Auburndale. Ms. Afonso will continue her legislative work during the off session and update the BPAC.

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

Dr. Jan Hirshfield gave a brief update on Pinellas Trails, Inc. Dr. Hirshfield shared that Pinellas Trails, Inc. installs benches, trees and other memorials to honor those involved with the Pinellas Trail. Ms. Lynn Wargo, Dunedin Chamber of Commerce former president, recently passed away, and Pinellas Trails Inc. will pursue a memorial bench in her memory. The next Pinellas Trail Board meeting will be on July 9<sup>th</sup> at the Largo Library.

## **9. AGENCY REPORTS**

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

Ms. Joan Rice, Pinellas County Traffic Engineering, provided an update for the committee. Pinellas County has been approved for the RRFB's at pedestrian crossings. A request has been submitted to FDOT for permission to use the green bike lanes on Gulf Boulevard. Pinellas Trail Loop North Loop between Curlew and Tampa Road, zone B, is progressing with 15% plans submitted. Regarding the Orange Street Overpass, construction signs have been posted and the project to replace the spans is still on schedule for completion of the project by the end of the year. Sidewalk construction on both sides of Sunset Point Road has begun from the Pinellas Trail to Douglas Avenue. The draft pedestrian crossing study on Gulf Boulevard from Walsingham Road to Sand Key was just received, and Ms. Rice will report back to the BPAC at its August meeting.

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

No one from the City was available to provide an update to BPAC. Mr. Chatman shared that Clearwater has hired a Bicycle Pedestrian planner and who should be attending the August meeting.

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

Ms. Katrina Gordon, City of Largo, provided an update for the committee. She said the evaluation of the Highland Avenue/Rosery Road intersection has not yet been completed, but work continues between the City and Pinellas County Public Works. The City Commission will receive a presentation on the West Bay Drive overpass and trailhead design and at-grade enhancements at its July meeting. The engineering division has submitted an application to Safe Routes to School for Ponce de Leon Elementary School area. Ms. Gordon added that Largo would be interested in a Walk-ability audit.

### **• St. Petersburg Bicycle Pedestrian Program**

Mr. Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, updated the committee on several projects. The Coast Bike Share has expanded to virtual hubs, therefore St. Petersburg is designating certain bike racks with Coast Bike Share signage. With the app, Coast bikes can be returned to designated hubs.

- **FDOT District 7 Updates**

Mr. Alex Henry, FDOT Bicycle Pedestrian Safety Specialist, updated the committee. From the safety office side, FDOT is wrapping up construction on a few site specific pedestrian safety projects to include 4 new mid-block crosswalks on Gulf Boulevard and a new mid-block crosswalk in Palm Harbor at Alternate U.S. 19 and Florida Avenue, as well as lighting enhancements at Alt. 19 and Delaware. Applications for the High Visibility Enforcement program are now open. This program is for overtime funding for bicycle and pedestrian safety enforcement for law enforcement agencies in high crash areas. With regards to Safe Routes to School Funding, one application from St. Petersburg was received for North Shore Elementary. Mr. Henry will provide an update to Starkey Gap at the next meeting. The Courtney Campbell Trail Overpass is on schedule.

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

The next meeting for the PTSTF is July 10<sup>th</sup>, 2018.

## **10. OTHER BUSINESS**

### **A. Membership**

There were no comments regarding this item.

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

There were no comments regarding the information included in the agenda packet.

### **C. Suggestions for Future Agenda Topics**

There were no comments regarding future agenda topics.

### **D. Other**

Mr. Ed Hawks, At Large Citizen Representative, updated the committee on the separated bike trail in Honeymoon Island State Park. The contract has been signed and the contractors are meeting to begin work in July.

Mr. Chatman updated the committee on the Elfers Spur Trail. Staff met with Tarpon Springs regarding a bald eagles nest that was discovered along the planned trail corridor. No construction is permitted in that section of the alignment, which put a halt to the city's efforts. Forward Pinellas staff stressed the importance of this trail both locally and regionally. One suggestions was to build the trail in phases, and either leave a gap around the restricted area, or provide a temporary detour in order to show progress. Tarpon Springs will take all suggestions to the City Council and report back to staff.

Mr. Quinn Lundquist, Department of Health – Pinellas County, announced that the Department of Health would be hosting a joint event with the Foundation for a Healthy St. Petersburg on July 11th. He said they will share the findings of the recent Community Health Impact Assessment (HIA) and sharing information on the Health in all Policies project. Mr. Lundquist will send a link to Ms. Miller for distribution to the committee. Anyone interested in invited to attend.

## **11. ADJOURNMENT**

Vice-Chair Afonso adjourned the meeting at 10:37 a.m. The next BPAC meeting is scheduled for Monday, August 20, 2018.

**Bicycle Pedestrian Advisory Committee – August 20, 2018**

**4. Forward Pinellas Executive Summary – July 11, 2018**



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**SUMMARY**

The July 11, 2018 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 11, 2018

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



## ***Executive Summary, 7.11.18 Board Meeting***

*The full agenda for the meeting, the meeting video, and a short list of actions that the board took this month are all on [our website](#).*

**The board heard a staff update on the development of the Long Range Transportation Plan, which along with PSTA's Community Bus Plan, [is being branded as "Advantage Pinellas"](#)**

- The LRTP planning process is moving from Phase I, Data Development, into Phase II, Scenario Evaluation
- Staff presented alternatives for housing and employment in 2045, examining the difference in countywide distribution under three conditions: business as usual, highway and toll road expansion, and transit-focused
  - The transit-focused option would concentrate housing near activity centers, distribute jobs more evenly countywide and enable more growth, primarily in activity centers served by regional transit
- Staff mentioned the launch of two surveys: one statistically valid survey specific to Pinellas County and Advantage Pinellas, and the other part of the regional planning effort and asking people to rate different growth concepts across Tampa Bay
  - Board members discussed the need for the public to be well-informed of the surveys and their distinct purposes
  - The [survey for Advantage Pinellas](#) will be available until July 31; the regional transportation survey will launch near the end of July

**The board also heard an overview of the draft Multimodal Project Priorities List for 2018**

- Two projects from the 2017 list were completed and were removed from the list
  - The Gandy Boulevard overpasses at 4th St. and 9th St. in St. Petersburg, and the Ulmerton Road widening between 49th St. N and 38th St. N
- Two projects on the 2017 list have been funded:
  - The bicycle-pedestrian overpass at the Courtney Campbell Causeway
  - The Gateway Area Master Plan study
- Three new projects are recommended for addition:
  - A study on traffic circulation in downtown St. Petersburg
  - Multi-use accommodations resulting from the SR 60 Multimodal Implementation Plan
  - A PD&E study for trail connections in Oldsmar and Safety Harbor
- A final proposed priority list will come before the board in September for approval

### **The board recognized outgoing board member John Tornga, vice mayor of Dunedin**

- The Forward Pinellas executive director presented Tornga, an avid sailor, with a compass in recognition of his service
- Due to Tornga's departure, appointments were made to fill the seats he currently holds on committees
  - St. Petersburg Councilmember Darden Rice replaced Tornga as the alternate to the Florida MPO Advisory Council, and also replaced him as a full member on the Tampa Bay TMA Leadership Group
  - County Commissioner Janet Long replaced Rice as the TMA alternate

### **The board re-formed its legislative policy subcommittee, which had recessed after the legislative session ended**

- Five members were appointed to that subcommittee: Oldsmar Mayor Doug Bevis, Clearwater Vice Mayor Doreen Caudell, St. Petersburg Councilmember Brandi Gabbard, County Commissioner Charlie Justice and Indian Rocks Beach Mayor Joann "Cookie" Kennedy

### **Forward Pinellas staff presented an update on the Multimodal Impact Fee**

- Among other things, the amendments provide tools for local governments to encourage affordable housing in various forms
- At this time, there is no proposed increase in the Multimodal Impact Fee charged for new development
- The proposed rate structure for single family housing would be based on square footage to address the need for affordable housing
  - These lower transportation fees for affordable housing are partially based on the fact that lower income housing generates fewer automobile trips and ideally, more transit trips
  - The board discussed the need for the projects to be located in areas with access to transit
- The recommended changes will go to Pinellas County for approval

### **The board approved three amendments to the Countywide Plan Map**

- Two amendments consolidated land uses as part of the Clearwater Downtown Redevelopment Plan
- One amendment changed the land use of a property in the City of Dunedin so that an existing assisted living facility could continue operating

### **Other Activities**

- Commissioner Janet Long gave the PSTA and TBARTA activities updates, which included an interlocal agreement between PSTA and TBARTA for PSTA to manage funding and grants, and TBARTA staff member Michael Case serving as TBARTA's interim director after Ray Chiamonte's resignation to run for Hillsborough County Commission

- Forward Pinellas staff presented the FY19 budget for approval and noted that no millage rate increase would be sought at this time
- Staff presented an update on FDOT's corridor studies of Alternate U.S. 19, which is moving toward a final public workshop in September to receive input on the recommendations for improving mobility and safety from St. Petersburg to Tarpon Springs
- The executive director broached the idea of taking a few board members on a fact-finding trip along with PSTA to Indianapolis and Cleveland to learn how those cities had successfully developed transit, with more information to follow
- The August board meeting, per tradition, has been canceled, and the next meeting will be held September 12

#### **Upcoming Dates**

- [July 20, 2018 – Tampa Bay Transit Forum](#)
- [July 31, 2018 Alternate US 19 Cultural Corridor Plan Community Workshop: Largo](#)
- [August 27, 2018 Regional Transportation Leadership Workshop on MPO Coordination and Best Practices](#)

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**SUMMARY**

The Skycrest neighborhood association and other community groups requested that the City of Clearwater apply for a Complete Street concept planning grant from Forward Pinellas for a portion of Drew Street. City Council directed staff to prepare a grant application and letters of support were received from: Clearwater Neighborhoods Coalition, Intercultural Advocacy, Skycrest Elementary PTA, and Skycrest Neighborhood Association. A 4-minute video in the presentation provides a sample of public feeling regarding this street that they live or work near and travel every day.

The Complete Drew Street Project focused on a 4 mile portion of Drew Street from North Osceola Avenue to US Highway 19 North (US 19). The project area contained City, County and State roadways connecting Downtown to US 19, traversing city urbanized center to residential neighborhoods to commercial areas. A primary goal for Drew Street is to improve safety. The project area has had 1,600 crashes, 2 fatalities, 50 serious injuries, 25 pedestrian crashes and 44 bicycle crashes reported between 2012 and 2017.

The City worked with Kimley-Horn and Associates to gather community input and their preferences for various design concepts intended to reconfigure Drew Street to balance accessibility for all modes of transportation, enhance safety, comfort and function for all users and encourage economic revitalization and reinvestment. The City Council listened to the community's preferences at a workshop, voiced support for their own preferred designs, and will render a final vote in September on which concepts to move forward for implementation.

The City is also moving forward developing a Citywide Complete Streets Implementation Plan, with Guiding Principles and a Complete Streets Policy due in early 2019. Kimley Horn and Associates are also supporting that effort.

**ATTACHMENT(S):** City Complete Streets Overview

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

**Forward Pinellas**  
**Bicycle Pedestrian Advisory Committee**  
August 20, 2018

**City of Clearwater**  
**Complete Streets Program**



# People's Experiences with Drew Street - Video



Drew St project latest.wmv

# Purpose of the Plan

*Forward Pinellas awarded City a Complete Street Planning Grant*

Develop concepts that help:

- Improve safety and reduce crashes
- Increase accessibility and connectivity with land uses
- Support existing businesses and future growth
- Promote active living by improving access to trails

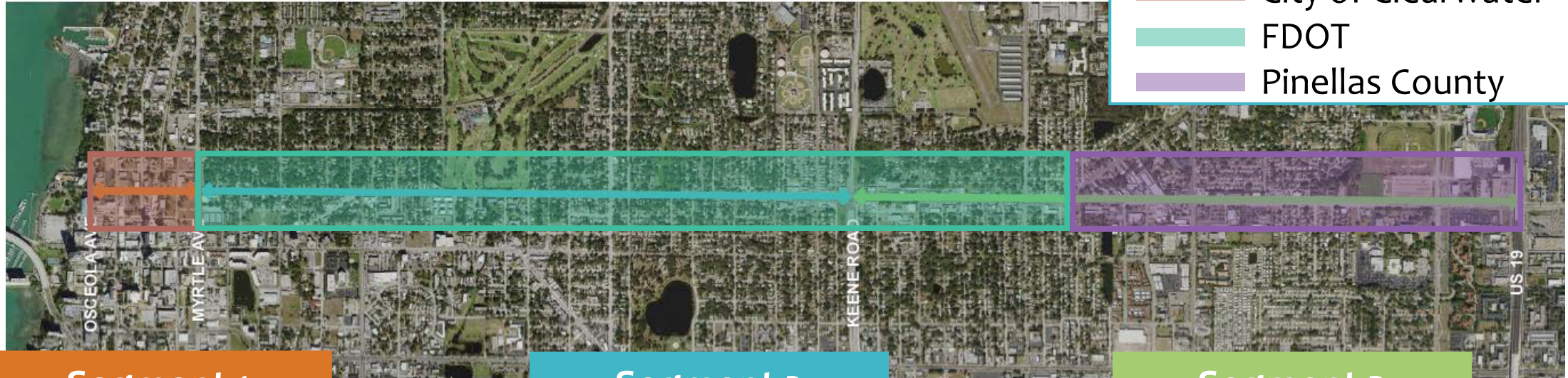




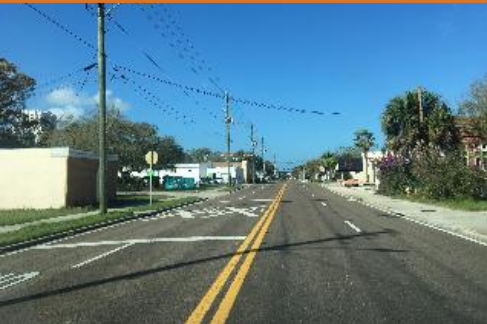
# Drew Street Corridor Segments

**Jurisdiction**

- City of Clearwater
- FDOT
- Pinellas County



**Segment 1**  
Osceola Ave to  
Myrtle Avenue



**Segment 2**  
Myrtle Avenue to  
Keene Road



**Segment 3**  
Keene Road  
to US 19





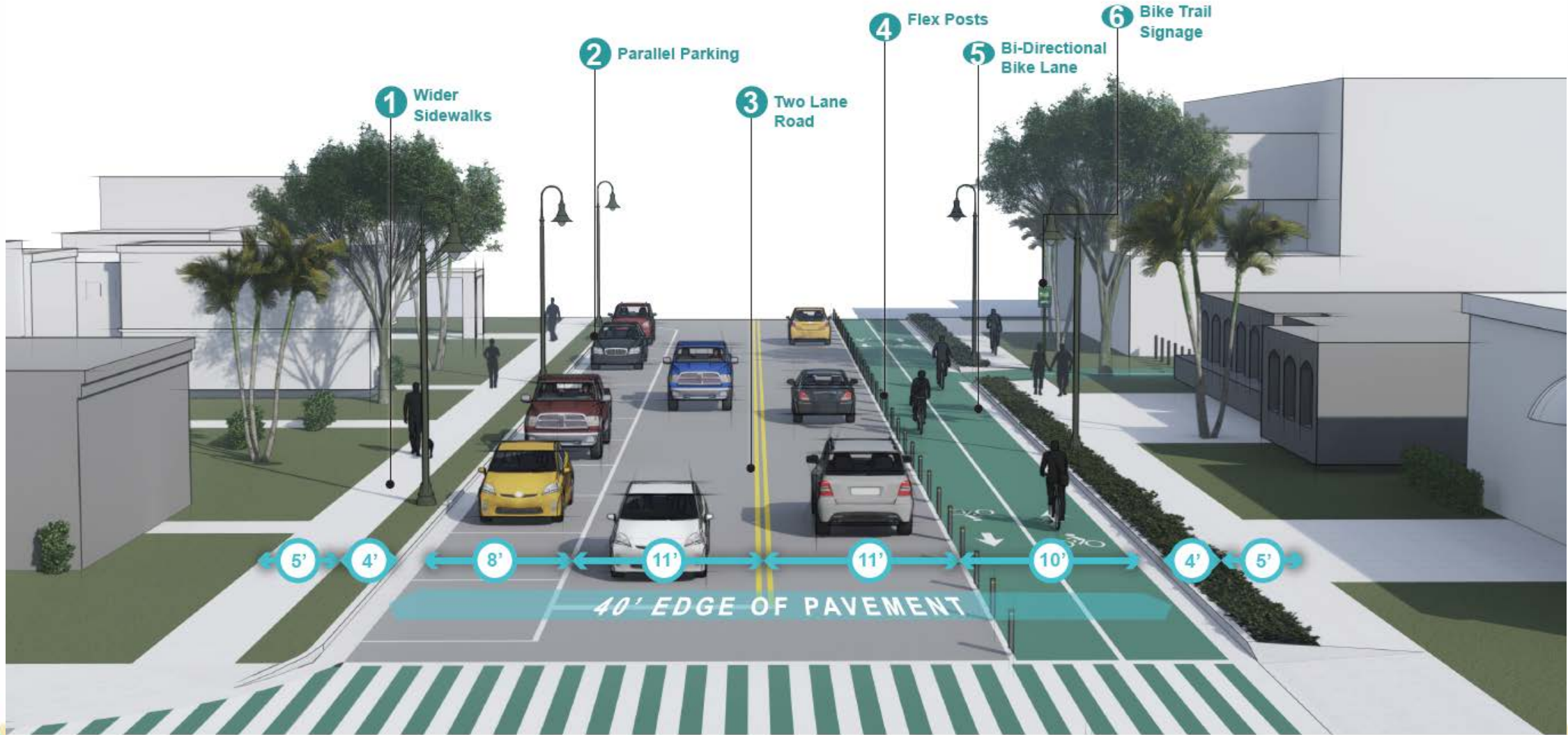
# Drew Street: Osceola Avenue to Myrtle Avenue

## Scenario A: Existing



# Drew Street: Osceola Avenue to Myrtle Avenue

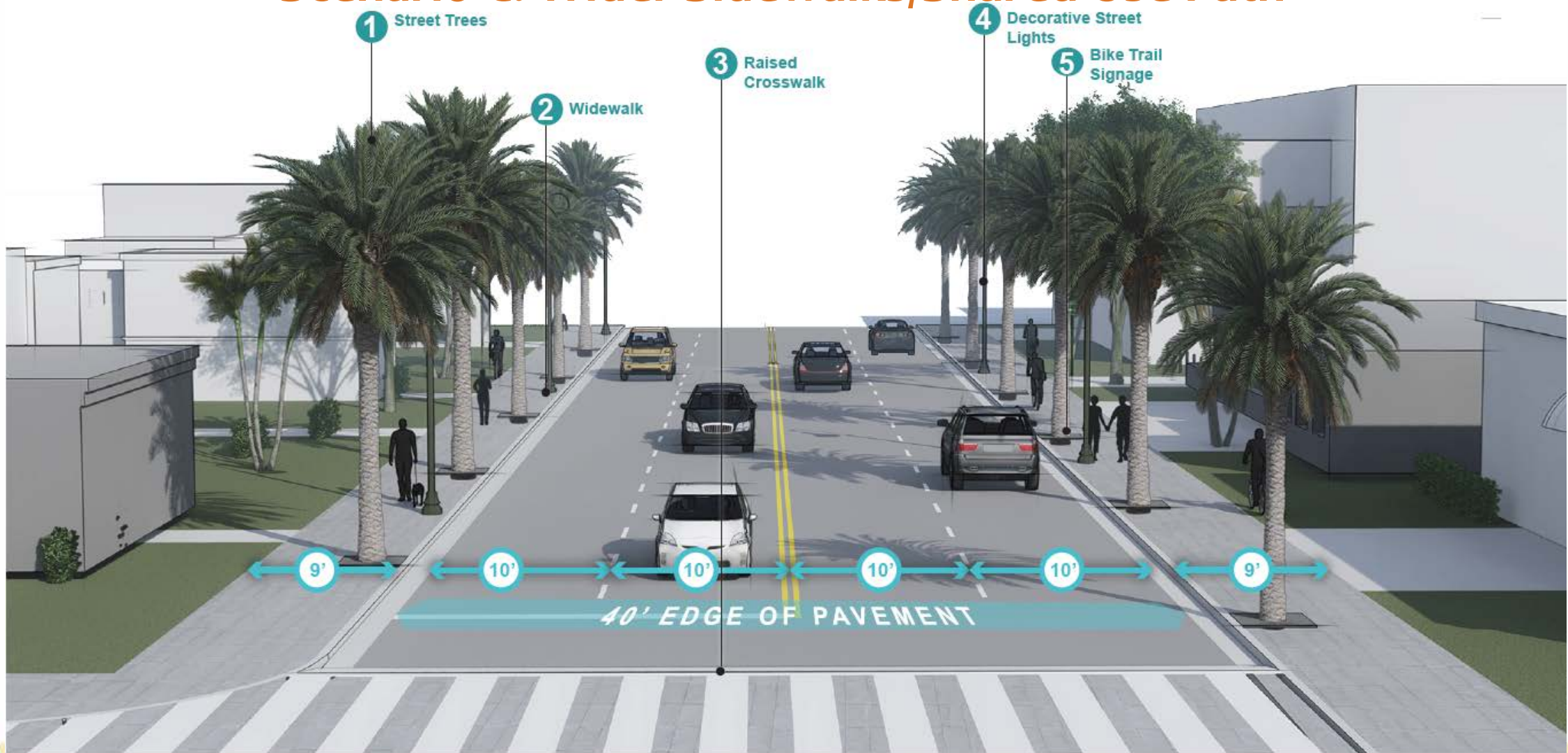
## Scenario B: Lane Reduction; Bi-Directional Bike Lanes; On-street Parking



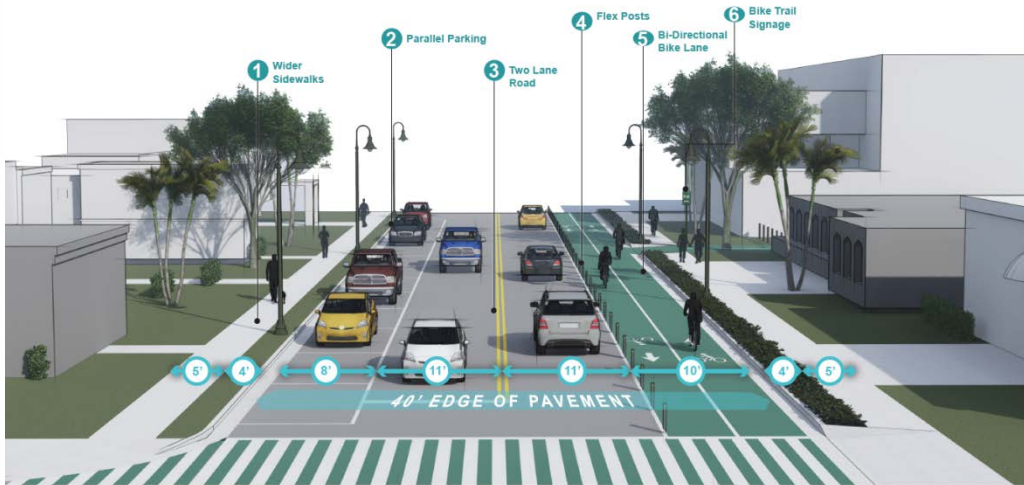


# Drew Street: Osceola Avenue to Myrtle Avenue

## Scenario C: Wider Sidewalks/Shared Use Path







- **Recommendation:  
Concept B**





# Drew Street: Myrtle Avenue to Keene Road

## Scenario A: Existing





# Drew Street: Myrtle Avenue to Keene Road

## Scenario B: Reapportion Lanes; Add Center Turn Lane & Landscaped Medians





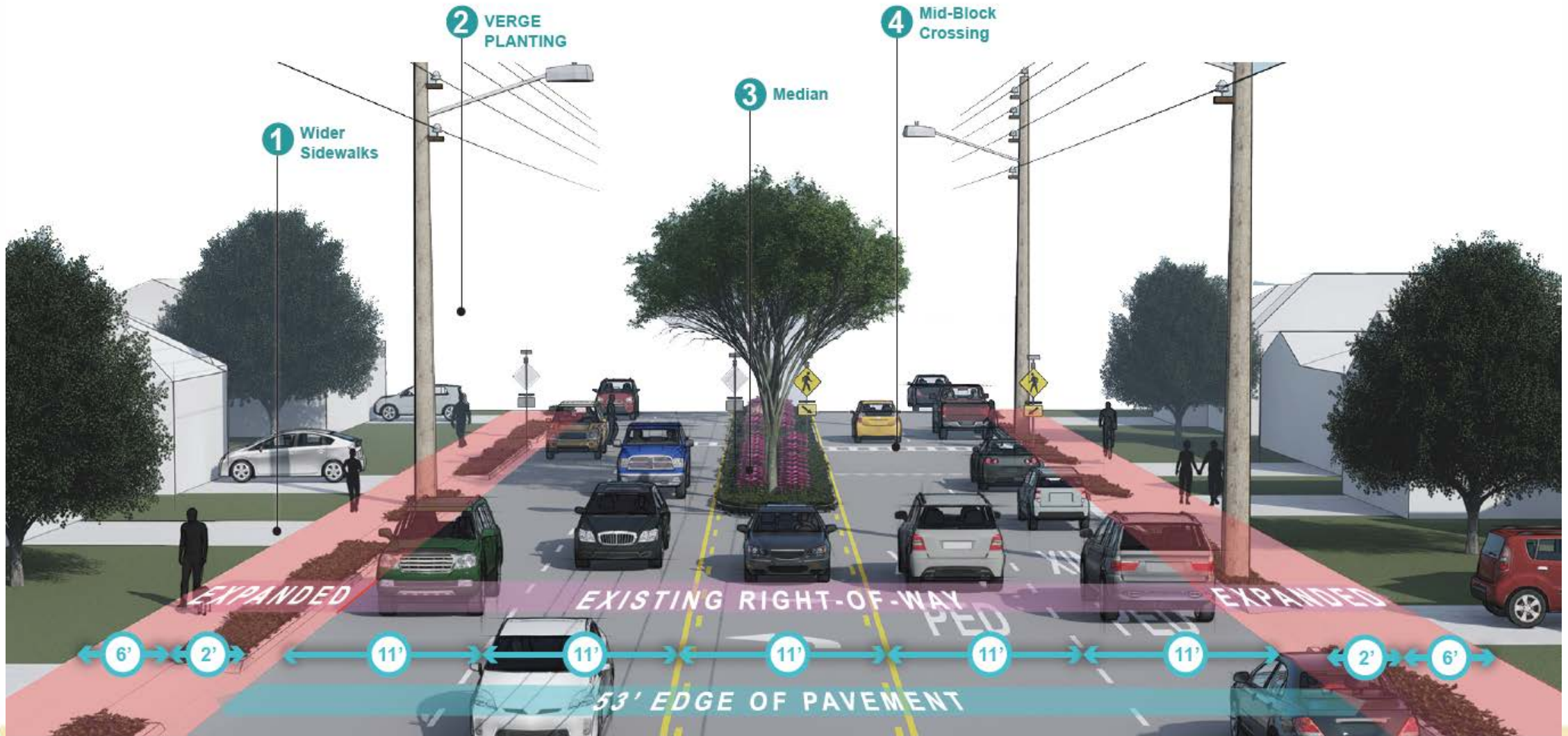
# Landscaping Examples: Gulf to Bay/SR 60



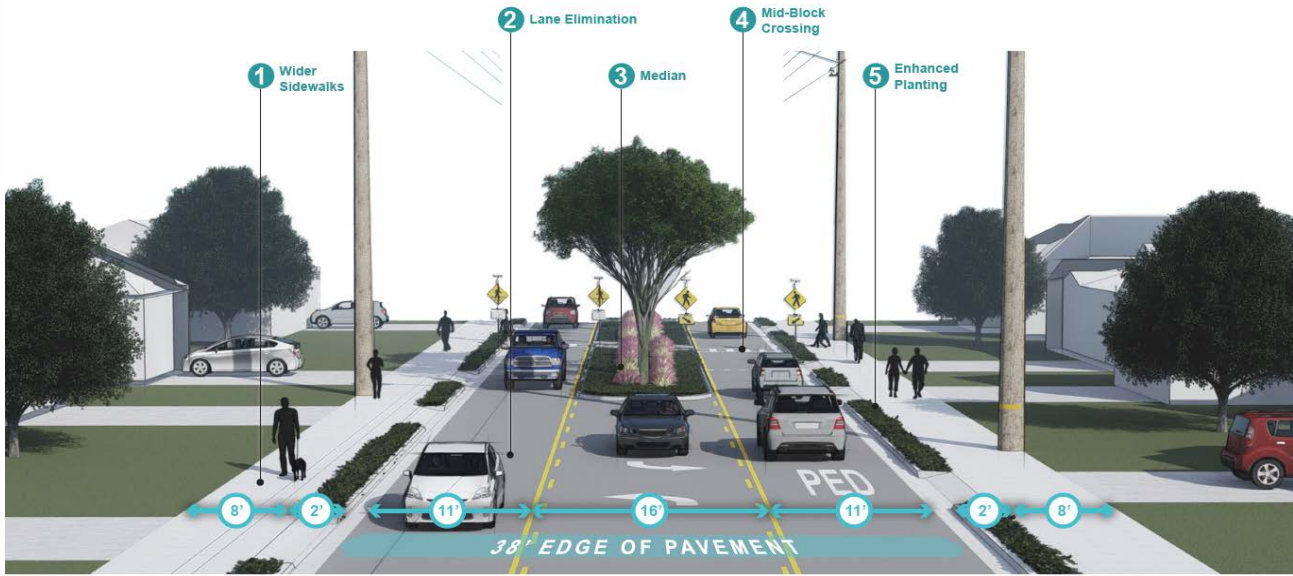


# Drew Street: Myrtle Avenue to Keene Road

## Scenario C: Roadway Widening





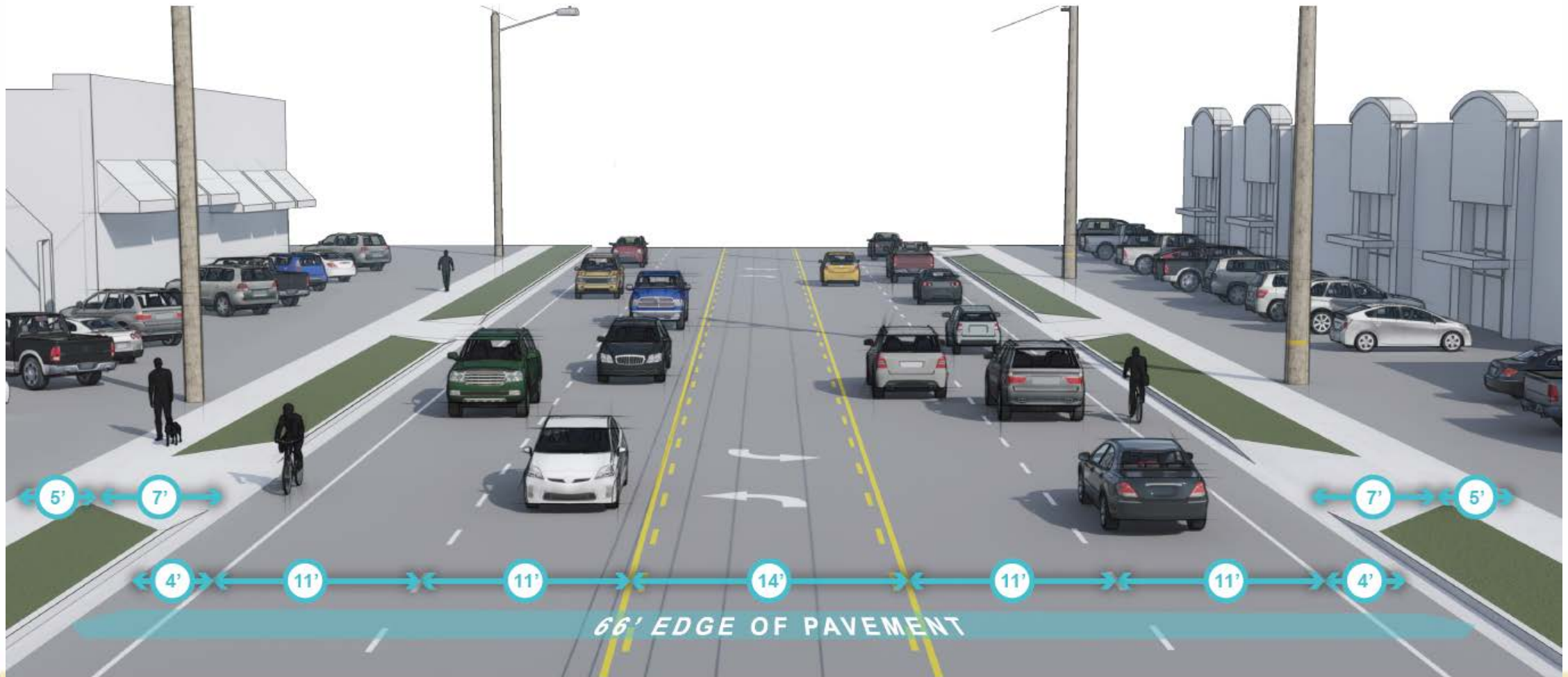


- **Recommendation:  
Concept B**



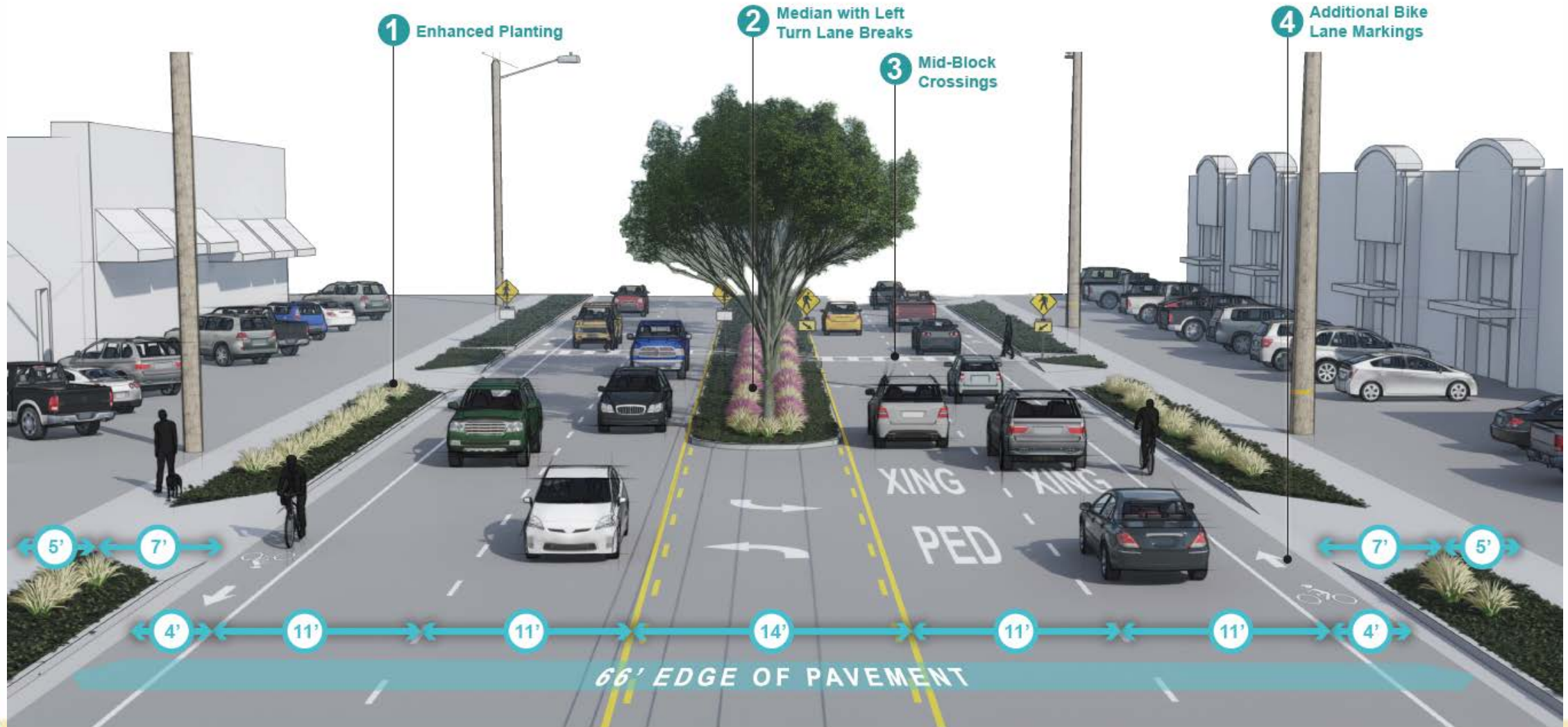
# Drew Street: Keene Road to US 19

## Scenario A: Existing



# Drew Street: Keene Road to US 19

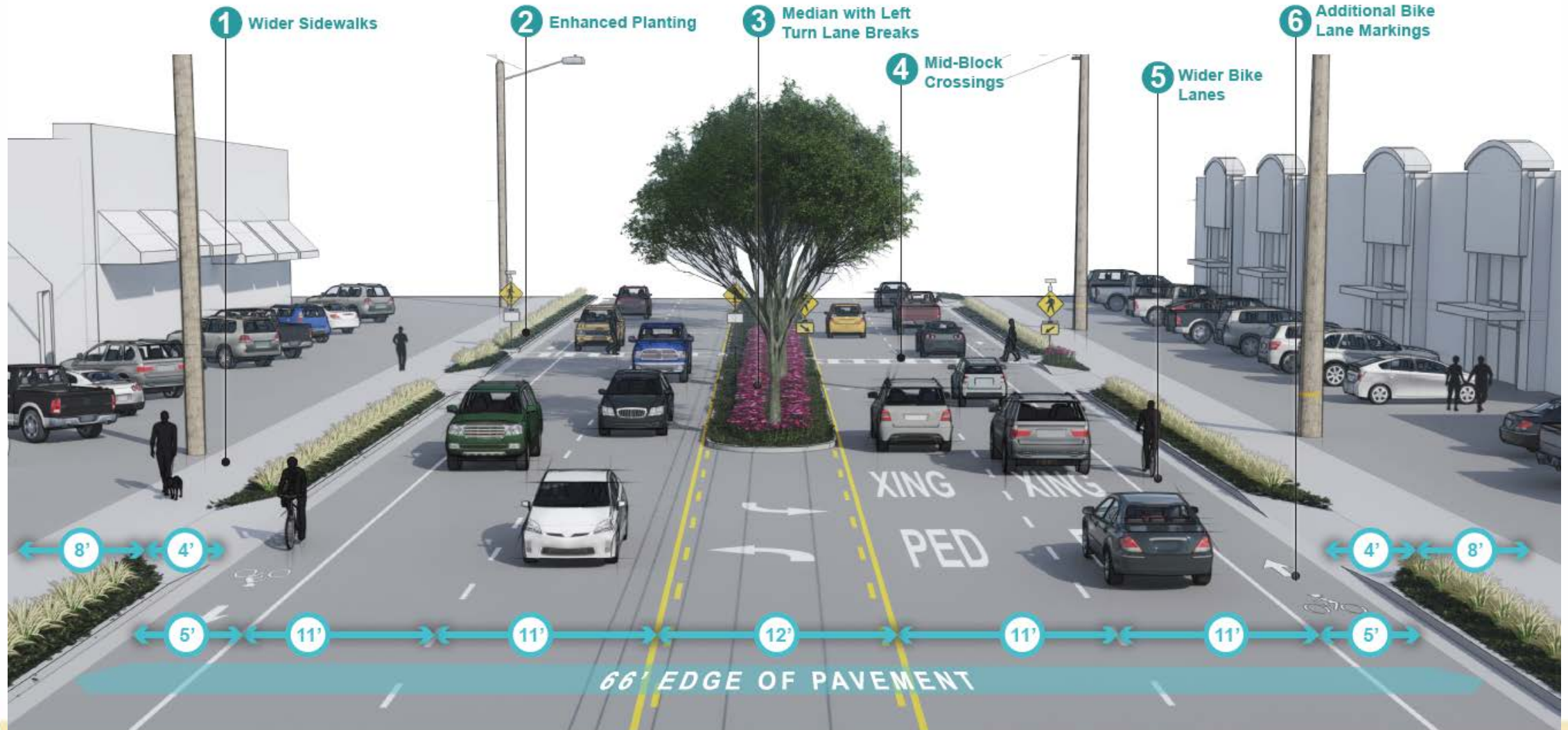
## Scenario B: Landscaped Medians & Midblock Crossings

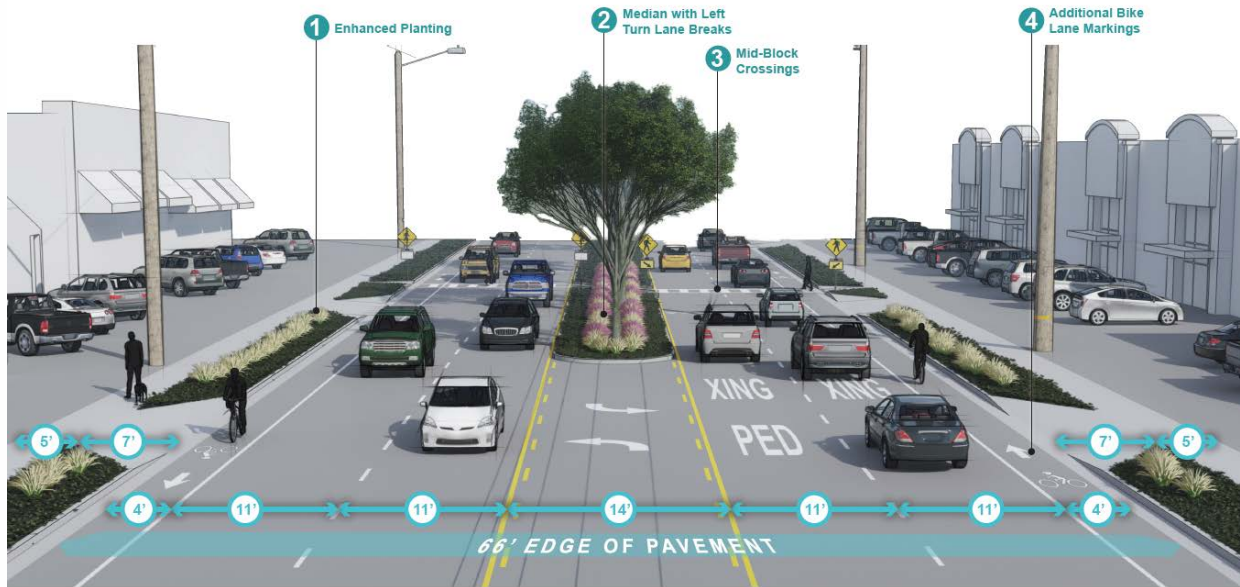




# Drew Street: Keene Road to US 19

## Scenario C: Wider Bike Lanes & Sidewalks

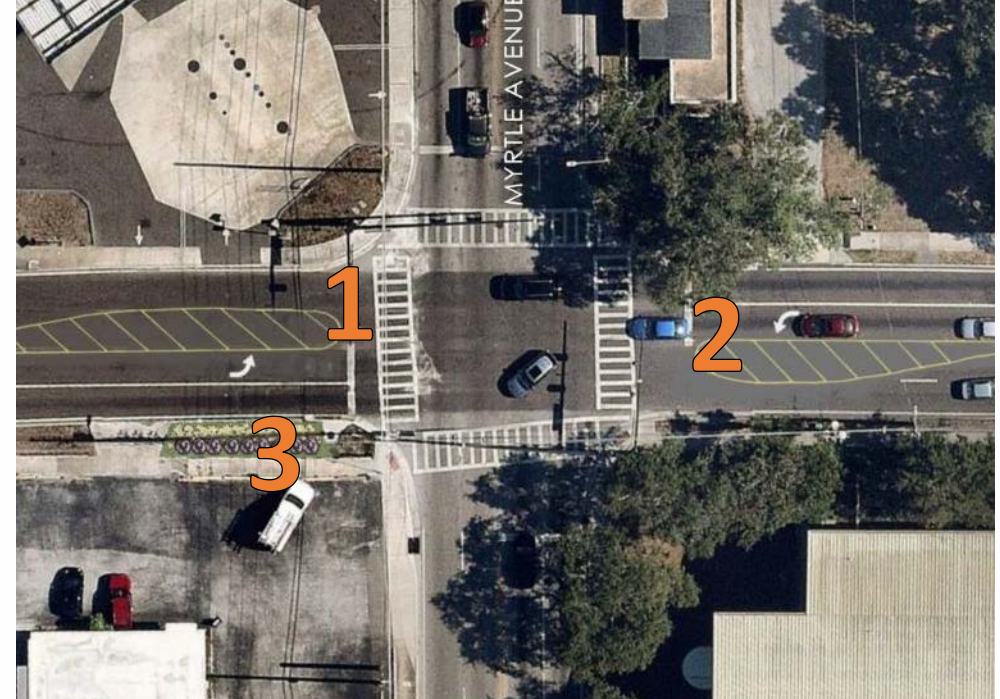
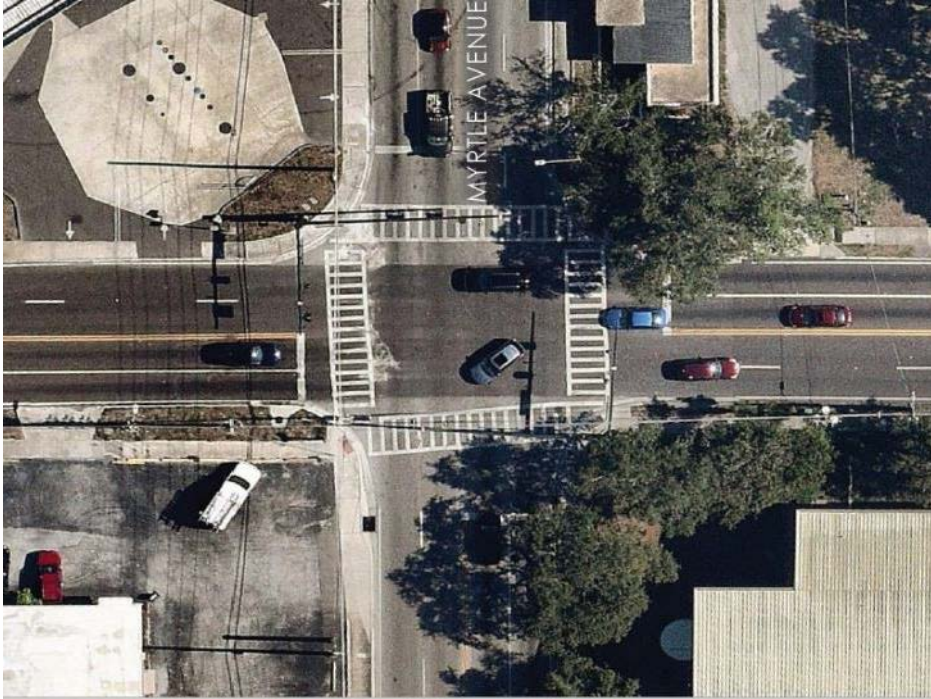




- **Recommendation:  
Concept B**



## Drew Street & Myrtle Avenue



1. Signal head modification
2. Left turn lane
3. Enhanced planting



## Drew Street & Betty Lane



1. Left turn lane
2. Modified sidewalk
3. New curb
4. Landscaped medians



# Drew Street & Corona Avenue



1. Landscaped medians
2. Crosswalk barrier medians



## Drew Street & Old Coachman Road



1. No right turn on red
2. Trail signage improvements
3. Widened stamped high emphasis crosswalk
4. Decrease turn radii & ADA ramp improvements



## Next Steps – Citywide Complete Streets Program

- Formed Advisory Committee
- Committee Identified Guiding Principles
- Review Processes with Departments
- 1<sup>st</sup> Public Outreach Workshops
- Develop Implementation Plan & Policy
- 2<sup>nd</sup> Public Outreach Workshops
- Deliver Final Report





CLEARWATER  
BRIGHT AND BEAUTIFUL - BAY TO BEACH

# Questions?

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**SUMMARY**

Gulf Boulevard is the primary roadway along the barrier islands, serving ten municipalities that border the Gulf of Mexico. From the Clearwater city limits to Walsingham Road, the roadway maintenance is the responsibility of Pinellas County; from Walsingham Road to the Pinellas Bayway/S.R. 682, it is State Road 699, under the responsibility of FDOT.

In 2014, pedestrian refuge mid-block crosswalks were installed north of Walsingham Road to improve safety by providing some protection for those crossing Gulf Boulevard. Pinellas County Public Works Traffic Engineering committed to conducting a re-evaluation of the pedestrian and bicycle facilities on the 5.5-mile county section with the goal of ensuring crossing features that are consistent along the entire corridor.

The draft report was received in August, with several recommendations that will further improve safety along the corridor.

Recommendations included three existing crosswalks to be relocated closer to an intersection, and the addition of five more crosswalks in Indian Rocks Beach, all would include pedestrian refuge islands. In addition, specific locations were recommended to have green pavement markings for bicycle lane conflict areas, which require Federal Highway Administration (FHWA) approval, which Pinellas County has already received.

The executive summary is attached for your information. The consultant will present the results of the safety study to the Committee.

**ATTACHMENT(S):** Executive Summary for Gulf Boulevard Pedestrian Bicycle Safety Study 2018

**ACTION:** None, Informational Item



## Executive Summary

Pinellas County has retained ICON Consultant Group, Inc. (ICON) to conduct a Pedestrian/Bicycle Safety Study for the segment of Gulf Boulevard from Walsingham Road to the southern end of Sand Key Bridge, approximately 5.5 miles. The study includes pedestrian/bike volume counts, crash analysis, and field observations to evaluate the existing pedestrian and bike facilities. Recommendations were then developed to install new and/or remove existing crosswalks, to modify existing lane widths for standard bike lanes, and to install of green bike lanes along the corridor. This study is also a follow-up study to the 2013 pedestrian/bike safety study.

The study has been conducted in accordance with FDOT’s *Traffic Engineering Manual (TEM)* (revised in 2017), *Florida Design Manual (FDM)*, and the *Manual on Uniform Traffic Control Devices (MUTCD)*. The study also emphasized recommendations that consistent with the State Section of Gulf Blvd (SR 699) as related to pedestrian and bicycle facilities.

Recommendations are summarized in the following bullets:

- New crosswalks are recommended to be constructed and existing crosswalks removed at the following locations:

New Crosswalk Locations	Removed Crosswalk Locations
8th Avenue	8th Avenue and 9th Avenue
10th Avenue	11th Avenue and 12th Avenue
12th Avenue	25th Avenue and 26th Avenue
15th Avenue	
16th Avenue	
23rd Avenue	
24th Avenue	
26th Avenue	

- Installation of high emphasis crosswalk pavement markings along Gulf Blvd, across side streets.
- Re-striping lanes to accommodate a standard 5-foot bike lane along Gulf Blvd within Indian Rocks Beach, Belleair Beach, and the segment within Clearwater from Harrison Avenue to 1301 Gulf Blvd. Based on coordination with Pinellas County, this recommendation will be considered as part of the next scheduled resurfacing.
- Installation of Green Bike Lanes for “keyholes” along the corridor.
- For the segment of Gulf Blvd in Clearwater from 1301 Gulf Blvd to Sand Key Bridge, installing additional sharrows so the spacing is approximately 50 to 100-feet, which is consistent with the State Section.
- Installation of wayfinding signs and/or pavement messages one block from Gulf Blvd to direct pedestrians to nearby crosswalks prior to reaching Gulf Blvd. Placement should be considered adjacent to pedestrian generators such as parking lots, beach accesses, etc.
- Recommendations for crosswalk locations are illustrated in **Figures 4.9-4.11** and Green Bike Lane concept plans are presented in **Appendix D**.



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**SUMMARY**

Pinellas County government strives to be responsive to residents' concerns and issues. As new technologies emerge and existing ones improve, additional tools have been developed to report problems on the road, in your community, or neighborhood.

One of these tools is the See-Click-Fix application which is available through the County website or personal mobile electronic device. The See-Click-Fix application allows residents to instantly submit photos or texts with a description of the problem located electronically on a county map. This tool allows users to specify the location of a pot hole, needed sidewalk repair, roadway sweeping, or other issue. The app can be used online ([www.pinellascounty.org/reportanissue/](http://www.pinellascounty.org/reportanissue/)) or you can download it to your smartphone or other mobile device for convenience.

Additional information on the See-Click-Fix application and program will be presented by a staff representative from the Pinellas County Office of Management & Budget.

**ATTACHMENT(S):** Pinellas County Report-an-Issue Webpage

**ACTION:** None, Informational Item



## Report An Issue

Doing Things for You!



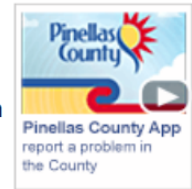
**Get the FREE mobile app!**

- Download for iPhone
- Download for Android devices

### See a problem in your community?

Report it to Pinellas County government from this web page or via our mobile app. Residents can report problems with pot holes, sidewalks, illegal dumping, mistimed traffic signals, graffiti, etc. with their smart phones or other mobile communications devices.

- Give it a try. It's an easy way to report issues.
- Snap a photo of the problem (or just tell us about it with text) and we'll address the issue.
- Some problems may fall outside the boundaries of Pinellas County's direct jurisdiction (for example, they may be within the jurisdiction of a municipality or state agency). In that case, we will forward your concern to the correct government organization.
- You'll get an update via email on what is being done to resolve your reported issue.



REPORT | REQUESTS

**Street Address\***

**City/County\***

**State/Province\***

Step 1 of 2 Next >>

Search for issues nearby

Map | Satellite

**8. SPOTLight Emphasis Areas Update**

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**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

**A. Tri-County BPAC Role**

Beginning in January 2016, the Pinellas, Pasco and Hillsborough Bicycle Pedestrian Advisory Committees (BPACs) began meeting triannually to more easily share information regarding local projects and bicycle pedestrian initiatives including regional and state multi-use trail programs. Representatives serving on those advisory committees as well as the general public are invited to attend and participate in these Tri-County BPAC meetings.

At the May 23, 2018 Tri-County BPAC, two motions were proposed and subsequently brought to the Forward Pinellas BPAC as an June 2018 agenda item. During the discussion, several members questioned the function, procedures and responsibility of the Tri-County BPAC. Although many safety initiatives, whether engineering, education, or enforcement, apply consistently across jurisdictional boundaries in the Tampa Bay region, especially those concerning specific local facilities, transportation decisions are ultimately the responsibility of the local MPO.

The BPAC requested this item be discussed further at its next meeting.

**ATTACHMENT(S):** None

**ACTION:** Based on BPAC discussion

**B. 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.

**C. Pinellas Trails, Inc.**

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

## **Bicycle Pedestrian Advisory Committee – August 20, 2018**

### **10. 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 County
  - Pinellas Trail Loop / Duke Energy Trail (North & South Gaps)
  - Gulf Boulevard Pedestrian Crossing Study
  - Orange Street Overpass
  - Sunset Point Road Sidewalks
- Clearwater Bicycle Pedestrian Program
  - Druid Trail
- Largo Bicycle Pedestrian Program
  - Highland Ave/Rosery Road Intersection
  - West Bay Drive Trail Enhancements / Trail Head Facilities
- St. Petersburg Bicycle Pedestrian Program
  - Complete Streets Program
  - Bayway Trail South
  - Treasure Island Causeway Trail
  - Coast Bike Share
- FDOT District 7 Updates
  - Starkey Gap (Pasco County)
  - Courtney Campbell Trail Overpass
  - Howard Frankland Bridge Trail
  - Gandy Bridge Trail
  - SRTS Funding Update
- Pinellas Trail Security Task Force (PTSTF)

The PTSTF met on Tuesday, July 10, 2018. The agenda packet is attached for your information. The next meeting of the PTSTF is scheduled for Tuesday, October 9, 2018.

**ATTACHMENT(S):** PTSTF July 10, 2018 agenda packet

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



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

**July 10, 2018 – 9:00 a.m.**

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

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

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1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – April 10, 2018**
3. **PRESENTATION: PINELLAS TRAIL USER SECURITY UPDATE**
4. **QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER**
5. **LAW ENFORCEMENT AND AGENCY REPORTS**
  - Sheriff's Office
  - Belleair
  - Clearwater
  - Gulfport
  - Largo
  - St. Petersburg
  - Tarpon Springs
  - Animal Services
  - Public Safety Services
  - Pinellas County Risk Management
  - Volunteer Patrol Programs and Updates
6. **REPORT ON TRAIL USER COUNT DATA**
7. **REPORT ON TRAIL CONSTRUCTION ACTIVITY**
8. **REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES**
9. **OTHER BUSINESS**
10. **ADJOURNMENT**
  - **NOTICE TO LAW ENFORCEMENT REPRESENTATIVES - IF YOU ARE UNABLE TO ATTEND THE MEETING, PLEASE E-MAIL YOUR INCIDENT/OFFENSE REPORT TO SUSAN MILLER [smiller@forwardpinellas.org](mailto:smiller@forwardpinellas.org), IF YOU WOULD PREFER, YOU CAN FAX THE REPORT TO THE PINELLAS COUNTY MPO at (727) 464-8212. THANK YOU.**

**NEXT PTSTF MEETING – OCTOBER 9, 2018**

*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 10, 2018**

### **2. Approval of Minutes – April 10, 2018**

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#### **SUMMARY**

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

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

**ACTION:** Approval of April Meeting Summary

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

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

**IN ATTENDANCE**

Officer Ron Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coordinator
Officer Mike Christian	St. Petersburg Police Department
Officer John Ulrich	Tarpon Springs Police Department
Officer Selena Hyppolite	Clearwater Police Department
Officer V. Tran	Largo Police Department
James Abaka	Pinellas County Risk Management
Casey Morse	Pinellas County Public Works – Traffic Division
Joan Rice	Pinellas County Public Works – Traffic Division
Craig Queen	Pinellas County EMS & Fire Administration
Dianna McDonald	Pinellas County EMS & Fire Administration
Gary Brown	Pinellas County Animal Services
Caroline Lanford	Pinellas County Planning
Carol Gray	Pinellas County Parks and Conservation Resources Chief Ranger
Jim Wedlake	Pinellas Trails, Inc. /Auxiliary Ranger, BPAC
Bill Romanski	Auxiliary Ranger Volunteer
Phyllis Romanski	Auxiliary Ranger Volunteer
Commissioner John Tornga	Forward Pinellas Board (Dunedin)
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 9:03 o'clock a.m. Self-introductions were provided.

**2. APPROVAL OF MEETING SUMMARY – January 9, 2018**

The summary from the January 9, 2018 meeting was approved.

**3. PRESENTATION: PINELLAS TRAILS, INC.**

Mr. Scott Daniels, President, Pinellas Trails, Inc. was unable to attend today's meeting and will reschedule his presentation.

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

Chief Ranger Carol Gray, Parks and Conservation Resources (PCR), reported a couple of incidents on the Trail. A citizen became irate after being told that remote-controlled objects cannot be used on the Trail, and the incident was turned over the Deputy Eric Gibson of the Pinellas County Sheriff's Office. Deputy Gibson contacted the citizen and reinforced the restriction. The other incident involved a young couple smoking marijuana on the Trail, and that incident was turned over to the St. Petersburg Police Department.



Chief Ranger Gray also expressed her appreciation to Deputy Gibson for organizing *Ride-A-Longs* on the Trail with PCSO's Bike Patrol south of Ulmerton Road. The experience was very informative and productive, and she was very grateful for their presence on the Trail. Chief Ranger Gray has also been in touch with the Deputy who is responsible for the Trail north of Ulmerton Road to coordinate a *Ride-A-Long* for that section. She added that she, Mr. Lyle Fowler, and St. Petersburg staff have been working on a formal Trail crossing at 72nd Street to improve pedestrian/bicycle access to 74th Street Elementary School.

## 5. LAW ENFORCEMENT AND AGENCY REPORTS

### A. Sheriff's Office

Pinellas County Sheriff Deputy Eric Gibson was unable to attend, however he did send an email reporting no incidences.

### B. Belleair

Officer Michael Fritz had nothing to report for the Belleair Police Department.

### C. Clearwater

Officer Selena Hyppolite reported the Clearwater Police Department had a few indirect patrols and a couple of medical assists.

### D. Gulfport

No one attended from the Gulfport Police Department, and no report was received. Ms. Susan Miller, Forward Pinellas staff, will reach out to the Gulfport Police Chief and ask for a representative to attend.

### E. Largo

Officer V. Tran had nothing to report for the Largo Police Department.

### F. St. Petersburg

St. Petersburg Police Officer Mike Christian provided an update stating there were only a few items that were noteworthy, however they did not take place on the trail, but at the trail head park at 3800 Fairfield Avenue South. Officer Christian also stated that with the new measures Tallahassee is taking with school safety and security, more officers are being pulled into the schools as School Resource Officers beginning July 1st. Therefore his unit will lose about 14 officers responding to St. Petersburg trail incidents.

### G. Tarpon Springs

Officer John Ulrich had nothing to report for Tarpon Springs.

### H. Animal Services

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

### I. Public Safety Services

Mr. Craig Queen, Pinellas County EMS & Fire Administration, provided an updated report. The amount of calls being received are on a downward trend. However the trail points being used

are true trail points. There were 47 calls in which some were duplicates which brings it to 32 responses and 9 trail points referenced. Nothing out of the ordinary.

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

Mr. James Abaka, Pinellas County Risk Management announced that the annual safety inspection of the Pinellas Trail took place and the trail is in relatively good condition. There were just a few safety discrepancies, the usual cracks here and there, overgrown vegetation and one transient incident. The contracted service that works with the Sheriff's Office was contacted to assist with the transient incident. There is drainage work being done by the KOA which is properly identified by signage.

#### **K. Volunteer Patrol Programs and Updates**

Chief Ranger Gray said there are 12 new Auxiliary Rangers volunteers being trained on bikes and carts, which brings the total to approximately 70 active members. Commissioner John Tornga inquired as to whether more volunteers are needed, as he would like to get the word out. Commissioner Tornga also commended Chief Ranger Gray on the wonderful job the Auxiliary Ranger volunteers do on the trail.

Chief Ranger Gray expressed her gratitude to Public Works, now assisting on the trail, focusing on asphalt and paving, storm water drainage, signage and right-of-way utilization issues. New emergency decal markers are being installed on the trail. Regarding motorized vehicles on the trail, the electric bicycle is an acceptable vehicle on the trail.

Also noted to volunteers, the annual bollard building project happened this winter. Bollards are built in advance so that there are plenty available. This year ten volunteers built 291 bollards.

Chairman Wolfson provided a brief update that volunteers continue to train with the new carts and the bike patrol program with the police department is moving in a positive direction.

### **7. AUTOMATIC TRAIL COUNTERS**

Ms. Miller briefly discussed the automatic counter reports included in the agenda packet for December 2017, January and February 2018. Two automatic counters are currently off-line, reflected on the three reports. Work is currently being done to get those back on-line.

Chief Ranger Gray stated they have discontinued use of the old Eco-Counters. They will attempt to extract any data from the counters and pass on that information. Two new pedestrian counters have been ordered to replace them.

### **8. REPORT ON TRAIL CONSTRUCTION ACTIVITY**

Ms. Miller reviewed the Trail Construction Activity report with the Security Task Force. The North Gap and the South Gap for the Duke Energy Trail: The North Gap is in design/build and construction should begin in December and be completed in 2020. The South Gap has a yet to be determined construction date. Public Works is meeting with Duke Energy to complete alignment studies and determine ownership. The Pinellas Trail Loop connection at NE Coachman/Old Coachman Road and the Ream Wilson Clearwater Trail is scheduled for construction in 2018 and be completed by end of 2019. CSX will not allow another trail crossing, so the Pinellas Trail Loop is being collocated with the Ream Wilson Clearwater Trail for that crossing. The design of the Courtney Campbell Trail

Overpass at Bayshore Boulevard has been funded under the SUNTrail program, with construction scheduled in 2023. FDOT currently shared a few designs with the Forward Pinellas committees and will attempt to move this project up on the priority list. With regards to the Orange Street Overpass, the bridge segments are being fabricated and are scheduled to be completed by the end of 2018. There are safe mid-block crossings with RRFB's. The Harn Boulevard Overpass, design is underway with construction scheduled for 2020/2021. Bayway Trail South, SR682 and Tierra Verde Bridge Replacement, the trail is to be included in the bridge construction and is currently under maintenance agreement talks. Treasure Island Causeway project, the City of St. Petersburg has been coordinating and helping to connect the Pinellas Trail with the Treasure Island Causeway. Phase I has been completed. Phase II consists of adding signage and additional markings, but we have no additional information on this project. The last phase of the Druid Trail, Glen Oaks Park to the Duke Energy Trail is currently under construction. Construction is moving along and looking good. The Druid Trail heads west and connects to the Memorial Causeway Bridge, out to Clearwater Beach. Honeymoon Island State Park Trail Extension, going into Honeymoon Island. FDEP was contacted for a separate trail, and although it was agreed, the funding fell short. This project will happen, as soon as funds are available. The Oldsmar Trail Phase 6, design is underway with construction scheduled for 2019.

Ms. Joan Rice, Pinellas County Public Works – Traffic Division, requested the Howard Frankland Bridge be added to the construction report. She also shared Howard Frankland Bridge rebuild will include a bike trail on the north side and there will need to be a connection to the Pinellas Trail. The City of St. Petersburg is currently looking into connection possibilities with the FDOT down 4<sup>th</sup> Street, to be completed in 2024.

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

Commissioner Tornnga shared that the celebration in Dunedin, congratulating Dunedin for being named as Florida's First Trail Town, will take place April 19<sup>th</sup> at 4:30pm at the new Trailside Pavilion. All are invited to attend. Ms. Miller agreed to email additional information to Security Task Force members.

Ms. Casey Morse, Pinellas County Public Works – Traffic Division, announced several of the Public Works members just became certified as helmet fitters and received 200 helmets, which they will be going to the public schools for fittings. Additional training for bike rodeo's and helmet fittings are available.

## **10. OTHER BUSINESS**

A 250-mile relay on the Florida Coast to Coast Trail is being planned for May 11-12, 2018, from Titusville to Tarpon Springs. Ms. Miller agreed to email additional information to Security Task Force members.

Bike-Your-City will take place on May 18<sup>th</sup>, National Bike to Work Day, in St. Pete Beach. The bike ride begins at 8:00 am. *Biking with a Badge* will take place in Kenneth City on May 17<sup>th</sup>.

## **11. ADJOURNMENT**

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



### **3. Pinellas Trail User Security Update**

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#### **SUMMARY**

In 2014, the City of St. Petersburg Police Department conducted several enforcement activities in response to reported incidents along the Pinellas Trail. A CPTED (Crime Prevention through Environmental Design) review was conducted in which an officer trained in those principals traveled along the Trail to identify areas that could present security risks. When completed, solutions and recommendations were provided to minimize such risks, preferably using natural solutions such as removing overgrowth and modifying fence locations, etc. Additional strategies included increased officer patrols, scheduled events, support from the businesses and neighborhood associations, the Citizens Road Patrol, SPPD supervised citizen-volunteers and routine safety inspections.

During this period of time, the city pursued a security camera pilot program targeting a few blocks of the Trail that traveled through an industrial area. The Bradenton Police Department had recently installed a security camera system for their Riverwalk and skate park. The surveillance system equipment is capable of zooming in/out, panning, and provides high resolution images that can be used for evidentiary purposes. Those interested traveled to Bradenton on July 7, 2014 to review their camera system, along with a couple elected officials and MPO staff members who joined the field trip.

Ms. Cheryl Stacks, St. Petersburg Transportation Manager, has agreed to provide an update on the city's camera program.

**ATTACHMENTS:** None

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

## **Pinellas Trail Security Task Force – July 10, 2018**



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

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#### **SUMMARY**

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

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

- March 2018
- April 2018
- May 2018

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

# Pinellas Trail User Count Data Summary



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

## Total Usage

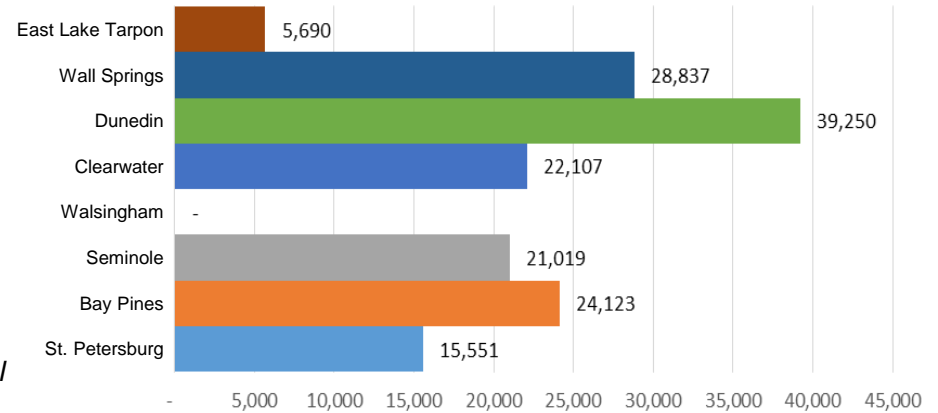
31-Day Count Total: NA  
Daily Average Users: NA

### Highest Daily Totals:

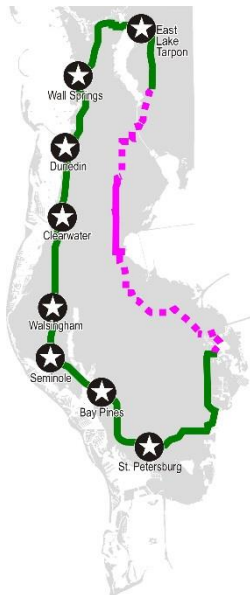
- #1 – Saturday, March 17th (Dunedin - 2,441)
- #2 – Sunday, March 18th (Wall Springs - 1,430)
- #3 – Saturday, March 24th (Bay Pines – 1,268)

*Note: Walsingham counts are temporarily unavailable due to technical difficulties.*

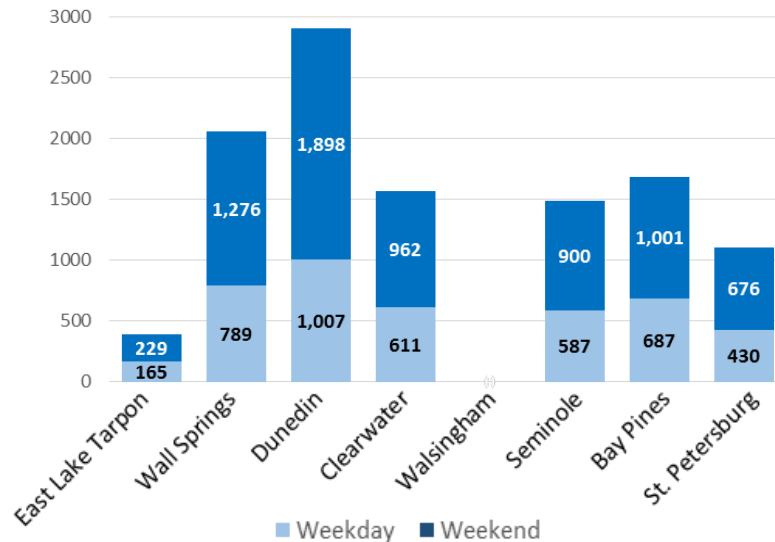
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	3%	97%
Wall Springs:	23%	77%
Dunedin:	28%	72%
Clearwater:	31%	69%
Walsingham:	NA	NA
Seminole:	35%	65%
Bay Pines:	56%	44%
St. Petersburg:	31%	69%

Source: Forward Pinellas March 2018



# Pinellas Trail User Count Data Summary

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

## Total Usage

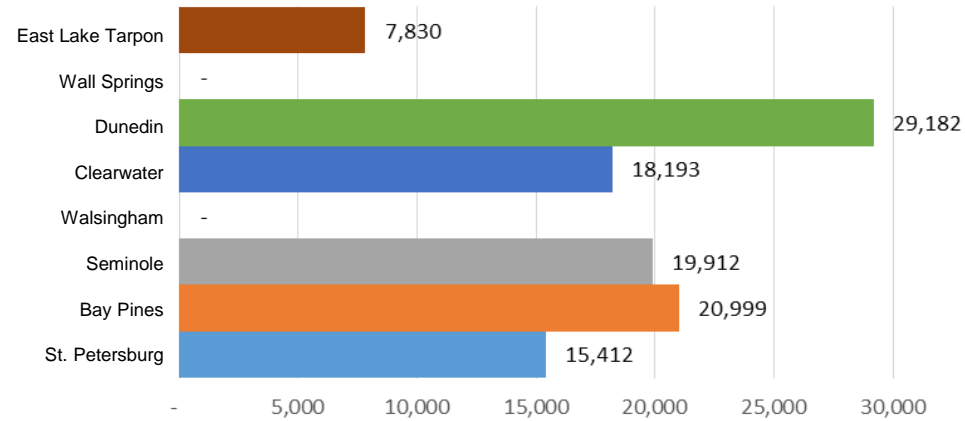
30-Day Count Total: NA  
Daily Average Users: NA

Highest Daily Totals:

- #1 – Sunday, April 1st (Dunedin - 1,616)
- #2 – Friday, April 6th (Clearwater - 997)
- #3 – Sunday, April 1st (Bay Pines - 979)

*Note: Walsingham & Wall Springs counts are temporarily unavailable due to technical difficulties.*

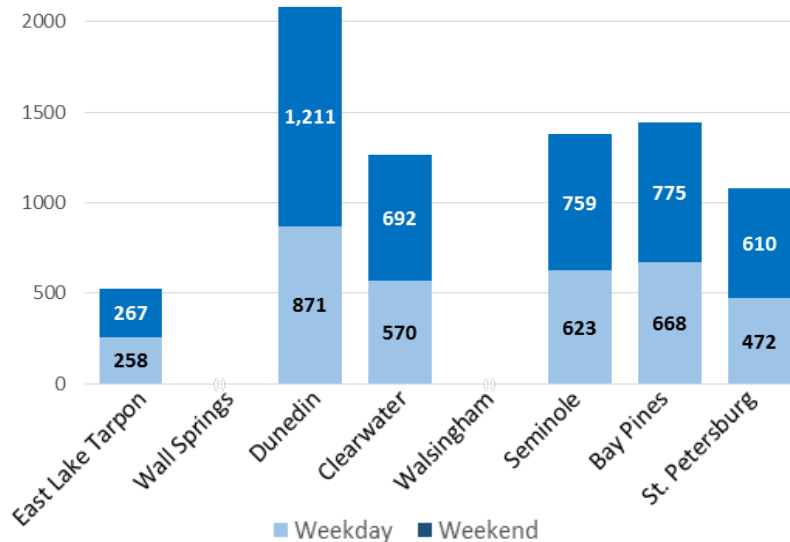
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	1%	99%
Wall Springs:	NA	NA
Dunedin:	21%	79%
Clearwater:	30%	70%
Walsingham:	NA	NA
Seminole:	33%	67%
Bay Pines:	32%	68%
St. Petersburg:	33%	67%

Source: Forward Pinellas April 2018

# Pinellas Trail User Count Data Summary

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

## Total Usage

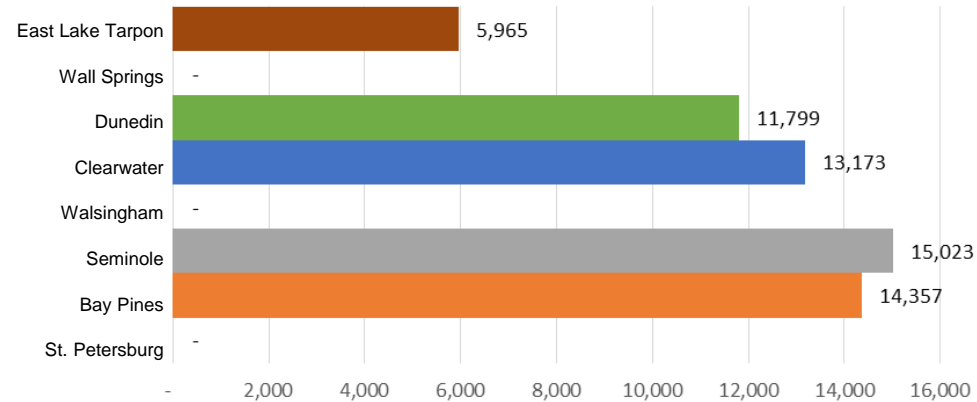
31-Day Count Total: NA  
Daily Average Users: NA

Highest Daily Totals:

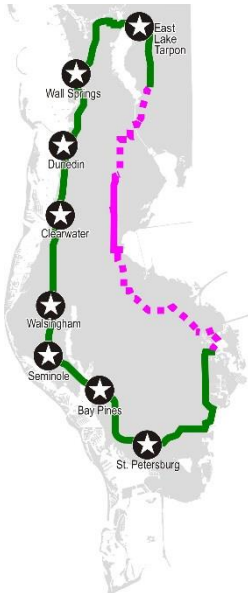
- #1 – Saturday, May 5th (Dunedin - 1,169)
- #2 – Saturday, May 5th (Seminole - 763)
- #3 – Wednesday, May 23rd (Bay Pines - 716)

*Note: Walsingham, Wall Springs & St. Petersburg counts are temporarily unavailable due to technical difficulties. Converting to RoadSys counters.*

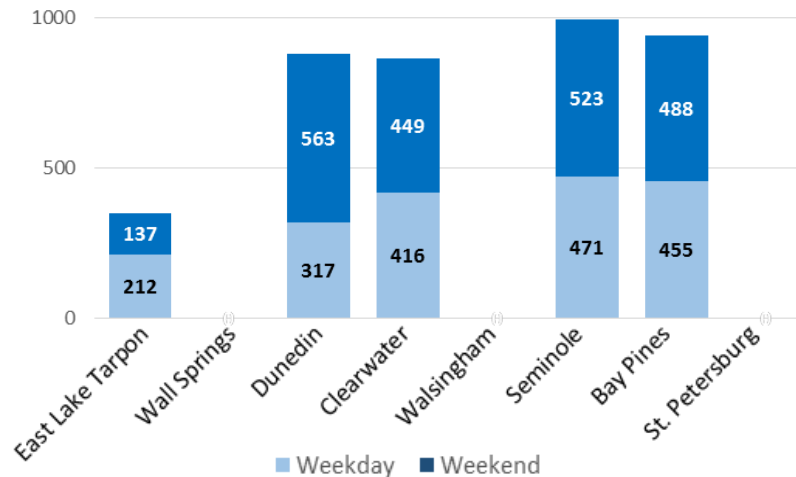
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
East Lake Tarpon:	1%	99%
Wall Springs:	NA	NA
Dunedin:	21%	79%
Clearwater:	28%	72%
Walsingham:	NA	NA
Seminole:	37%	63%
Bay Pines:	26%	74%
St. Petersburg:	NA	NA

Source: Forward Pinellas May 2018

National Weather Service: [May 2018](#)

**7. Trail Construction Activity Report**

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**TRAIL CONSTRUCTION PROJECTS  
July 2018**

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



# PINELLAS TRAILWAYS PLAN













## LEGEND

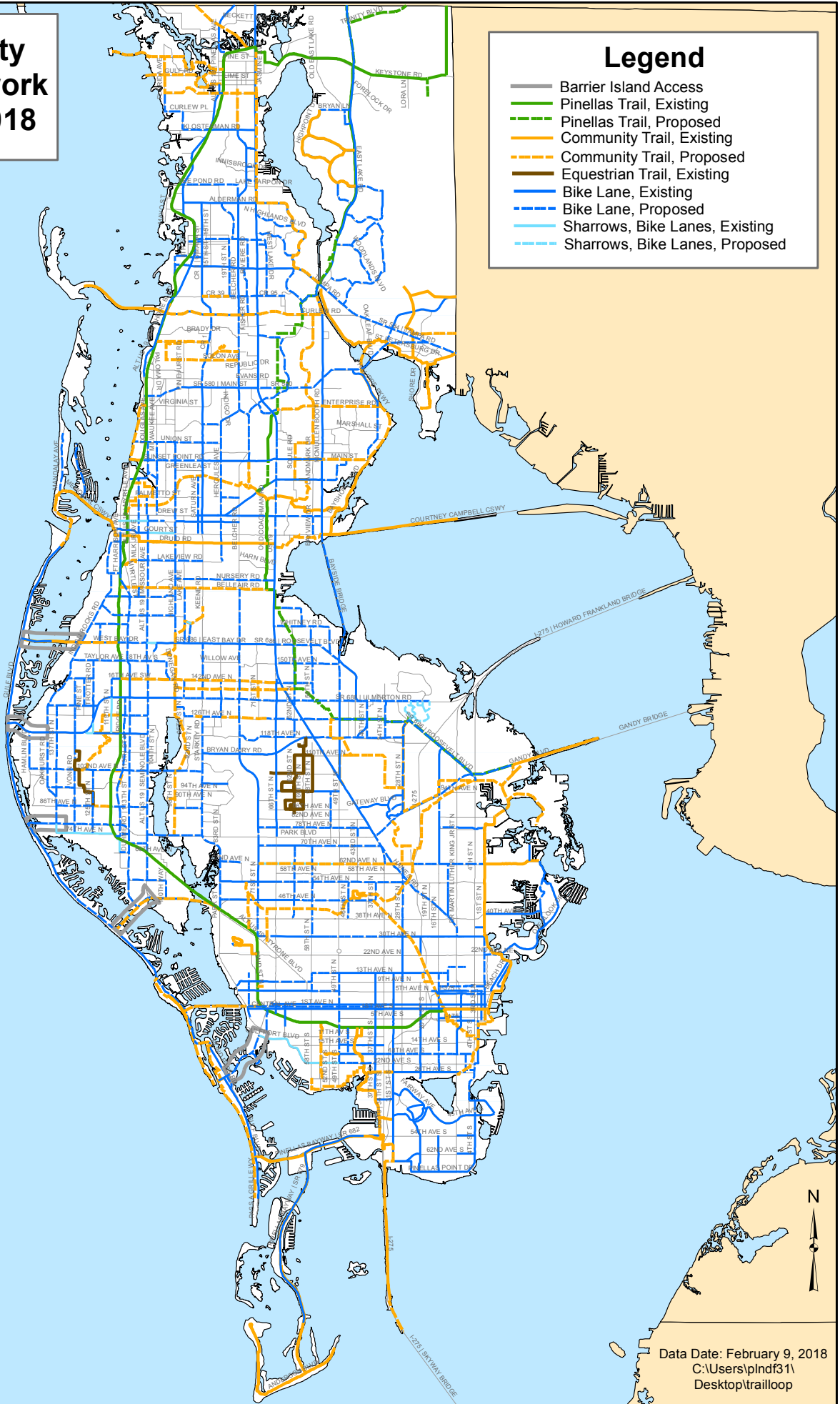
- PINELLAS TRAIL
- DUKE ENERGY TRAIL
- COMMUNITY TRAIL
- EXISTING
- - - - - PROPOSED



# Pinellas County Trailways Network January 11, 2018

## Legend

-  Barrier Island Access
-  Pinellas Trail, Existing
-  Pinellas Trail, Proposed
-  Community Trail, Existing
-  Community Trail, Proposed
-  Equestrian Trail, Existing
-  Bike Lane, Existing
-  Bike Lane, Proposed
-  Sharrows, Bike Lanes, Existing
-  Sharrows, Bike Lanes, Proposed







# OLDSMAR TRAIL AND WATER ACCESS POINTS



0.3 0.15 0 0.3 0.6 Miles

CITY OF OLDSMAR, FEBRUARY 2015

### LEGEND

- OLDSMAR TRAILS
- SIDEWALK CONNECTOR
- FOOT BRIDGE
- TRAIL HEADS
- RESTROOM ACCESS

### TRAIL HEAD LOCATIONS

1. CURLEW ROAD @ TARPON OUTFALL CANAL
2. SHEFFIELD PARK, 1923 CUTTY BAY CT
3. CYPRESS FOREST REC CTR, 650 PINE AV N
4. FOREST LAKES BL @ RACETRACK RD
5. BICENTENNIAL PARK, 423 LAFAYETTE BL
6. MOBBLY BEACH PARK, 807 SHORE DR E
7. OAKWOOD BL AND SHORE DR W

### WATER ACCESS POINTS

- BOAT LAUNCH, NATIONAL ORANGE AVE @ PATTY DR
- FLOATING DOCKS, SHEFFIELD PARK, 1923 CUTTY BAY CT. MOBBLY BAYOU NORTH SUPPORT AREA, 423 LAFAYETTE BL
- KAYAK/CANOE LAUNCH, RE OLDS PARK, 107 SHORE DR W, MOBBLY BAYOU NORTH SUPPORT AREA, 423 LAFAYETTE BL, VETERAN'S MEMORIAL PARK, 250 SHORE DR E, MOBBLY BEACH PARK 807 SHORE DR E





## GETTING THERE: NEW BRIDGE FOR PINELLAS TRAIL IN DUNEDIN

by Chuck Henson  
June 20, 2018

**DUNEDIN, Fla.**-- A new bridge is being manufactured for the Pinellas Trail in Dunedin that will give users a safer route than crossing U.S. Highway 19.

- New bridge this Fall on Pinellas trail in Dunedin
- Old bridge closed in 2017, unsafe
- U.S. 19 will close overnight for installation

The old bridge north of Curlew Road was closed last year for safety concerns but was not replaced.

"Behind the scenes, what's happening is, the bridge, the steel truss bridge is actually starting to fail. It's rusting, so now that it's losing some section loss, it's time to replace it," said David Deranzio, Pinellas County Section Manager, Roadway and Bridge.



When the county asked for bids for the new bridge in 2017, they were all out of budget. The process was stalled until agreements could be worked out.

Last year, the only way to safely get across the street was to walk down to Curlew Road or way north up to Tampa Road. Now, the county has put in a cross walk with flashing amber beacons. This will make it safer to get across the street until the new bridge goes in this fall.

"They're currently manufacturing the bridge, and then once that bridge arrives, the contractor will take this one down and then install the new manufactured bridge," said Deranzio.

The bridge installation will close U.S. 19 for only one night. Deranzio says the process is just that quick.

"What they'll do is they'll close these roads down, take a crane, pick off the bridge, place it, and then install the new one right on top."

The new bridge is going to make it safer for children and all who use the trail.

**A. Membership**

There are no vacancies on the BPAC membership list.

**ATTACHMENT(S):** BPAC Membership List

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

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

*Dockless Bikeshare Bronx – July 30, 2018*

*Dunedin & San Martin Bridges – June 18, 2018*

*Myth of Distracted Pedestrians – June 21, 2018*

*Nations Health Newsletter – August 2018*

*Palm Harbor – Florida Avenue FDOT Letter – July 12, 2018*

*Skinner Boulevard Complete Streets – July 31, 2018*

*SRTS Improving Arrival Dismissal Safety – July 19, 2018*

*SRTS Partnership Report Card 2018*

*Pinellas Trail Usage Report – May 2018*

*Pinellas Trail Usage Report – June 2018*

*Pinellas County Fatalities Report – July 2018*

**C. Suggestions for Future Agenda Topics**

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

**D. Other**

Upcoming Transportation Conferences

**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 (Tom Washburn – 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 (Katrina Lunan-Gordon – representative; Richard Perez - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. City of Pinellas Park (Kathy Gademer – representative)
9. Pinellas County School System (Tom McGinty - representative)
10. Pinellas County Health Department (Quinn Lindquist – representative; Eliana Aguilar - alternate)
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



## BRONX BIKE-SHARE PILOT GIVES NYC FIRST GLIMPSE OF DOCKLESS CITI BIKES AND JUMP PEDAL-ASSIST BICYCLES

*JUMP launched a small pilot in the area around Fordham University this morning, with Citi Bike's fleet set to arrive "mid-August."*

by David Meyer  
July 30, 2018

This morning DOT launched its dockless bike-share pilot in the Bronx, which figures to be the most interesting of [the city's four dockless bike-share zones](#).

For one, the pilot area in the West Bronx, between Bronx Park and the Harlem River, includes very dense and walkable neighborhoods where bike-share can really take off and serve large numbers of trips.

What's more, the two bike-share companies operating in the Bronx are JUMP, which is owned by Uber, and Citi Bike, [soon-to-be-owned by Lyft](#) (the merger has yet to be completed and Motivate remains the parent company for the time being). In addition to serving as a proxy for the rivalry between the two ride-hailing companies, JUMP and Citi Bike produce bicycles that are widely viewed as two of the sturdiest and most durable models on the market. These two services are strong bets to expand in NYC after the initial pilot phase.

And of course, dockless Citi Bikes have the potential to integrate with the existing Citi Bike service area and quickly expand the reach of the nation's largest bike-share system.

Dockless Citi Bikes are not available yet, however. The company will launch its service in the Bronx pilot area by "mid-August," DOT announced today at a press event at Tremont Park.

Meanwhile, 200 JUMP pedal-assist electric bikes are now available. A JUMP rental currently costs \$2 for the first 30 minutes, with a 7-cent fee for every additional minute. Unlike Motivate's dockless bikes, which are free-standing, JUMP users must lock the bikes to racks or sign posts.

Once Motivate deploys its 200 bikes, they'll be available as part of all Citi Bike subscriptions. People without a Citi Bike pass will be able to rent a bike for the company's regular fees, which currently stand at \$2 for every 30 minutes. Unlike station-based Citi Bikes, which are unlocked using a key-fob, the dockless bikes will require a mobile app to ride.

During the pilot period, Citi Bike and JUMP users will not be able to take their bikes outside the designated boundary. So while Citi Bike has officially "come to the Bronx," the borough is still not connected to the company's 12,000-bike station-based network.

Motivate says it's aiming for interoperability and integration with the larger Citi Bike system. "That is absolutely the goal, that everything will link up. You'll have one Citi Bike, use it everywhere in the city, and it will be, effectively, fit-for-purpose in each area," said CEO Jay Walder.

But for now, because the pilot is not adjacent to the existing Citi Bike area and the dockless bikes can't be parked at stations, the Bronx zone is effectively a separate network from the main Citi Bike service.

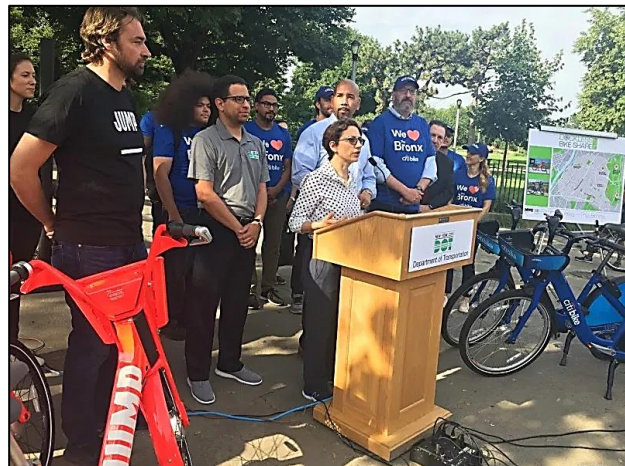
Citi Bike joined the Bronx pilot on short notice, after Chinese company ofo significantly scaled back its North America operations and backed out. Citi Bike had previously been set to participate in the dockless bike-share pilot [in Coney Island](#), which is slated to launch later this year, but now the companies in that zone are to be determined.

While New Yorkers are getting a taste of bike-share in neighborhoods that didn't previously have it, none of the pilot zones are large enough or include enough bikes to generate use by large numbers of people. Until the city has bike-share services with tens of thousands of bikes deployed across large, contiguous geographic areas, its bike-share networks won't be as useful as they should be. It remains unclear when the city will switch from the pilot phase to a genuine expansion of bike-share.

Last year, City Hall and Motivate were on the verge of signing [a deal to expand Citi Bike](#) by 50 percent, with two-thirds of the new bikes going to areas outside of the current Citi Bike service zone. The deal would have allowed Citi Bike to expand without city funding. In exchange, the city would have waived fees for bike-share stations that occupy former metered parking areas. Mayor de Blasio reportedly balked at the deal because expansion would entail converting curbside parking spots to bike-share stations.

Today, DOT Commissioner Polly Trottenberg said the city had opted to test out dockless bike-share because it could be deployed "more nimbly" than station-based systems, which she said trigger a "pretty complex community board process" that often devolved into arguments about the repurposing of parking spots.

"As we were looking at what phase three would be, we started to see dockless technology emerge in a bunch of cities," Trottenberg said. "If people like [dockless bikes], we can easily expand. If people don't take them up, then it can help us decide whether we want to go heavy into a docked program."



*DOT Commissioner Polly Trottenberg and Borough President Ruben Diaz Jr. at the launch of a dockless bike-share pilot in the Bronx this morning. Photo: David Meyer*

# COMMISSION AGREES WITH STAKEHOLDERS' PREFERENCES FOR NEW BRIDGES

by Suzette Porter  
June 18, 2018

**CLEARWATER** – The decision isn't final, but the consensus of Pinellas County commissioners at a meeting on June 12 was to go with what the community wants for two of the biggest capital improvement projects currently under consideration.

The projects are a new bridge on San Martin Boulevard over Riviera Bay in St. Petersburg and the Dunedin Causeway bridges that connect to Honeymoon Island State Park.

As part of the Project Development and Environment, or PD&E, Study, the county asked that the consultants and staff working on both projects go back and factor in the potential effect of sea level rise.

While sea level rise might not be an issue now, it might be in 75 years, which is the projected life for the bridges.

Nancy McKibben, project manager, showed a graph of the mean sea level trend for St. Petersburg from 1947 to 2012 that showed a 6-inch rise, or about 1-inch per decade. Then she showed a chart prepared in 2015 by the Tampa Bay Climate Science Advisory Panel of sea level rise in the Tampa Bay region using NOAA projections and regional corrections.

The best-case scenario projected a sea level rise of almost 1 foot by the year 2100 and the worst-case predicted water inundation of almost 7 feet. Depending on what the future holds and which of the projections prove true, sea level rise could have a significant effect on the bridges and the areas around them, she said.

Despite the new information, plans for the bridges remained unchanged. At public hearings with stakeholders for both bridges, sea level rise projections were presented and no one changed their minds about the preferred alternatives for construction.

For the San Martin Boulevard Bridge, stakeholders prefer an east alignment that would allow the existing roadway and bridge to remain open during construction. And they prefer an east alignment, which is the alternative with the least crossings, for the North Bay Trail extension.

The east alignment is the most expensive alternative, estimated to cost just over \$13.7 million. Cost for the trail alignment is nearly \$1 million.

The consensus of the Commission was to go with the east alignment for the bridge and trail project.

For the main bridge on the Dunedin Causeway, commissioners also agreed with stakeholders that for now the best alternative would be a mid-level movable bridge although it has the highest price tag and highest maintenance cost.

The estimated cost for a mid-level movable bridge and a new tide relief bridge for the causeway is \$81 million. The estimated cost to build a high-level fixed bridge is \$60 million. However, many expressed concerns about the steep slope of a high-level bridge, which might make it difficult to use for some pedestrians and bicyclists. The mid-level bridge also allows for more recreational uses in the area around the bridge.

The city of Dunedin and the Dunedin Causeway Bridge Ad Hoc Advisory Committee strongly supports the mid-level bridge replacement.

Dunedin Mayor Julie Ward Bujalski told commissioners that it was the opinion of the city and its residents that a mid-level bridge was size-proportionate and it allowed for more recreational opportunities. She added that with a new bridge, operations and maintenance costs would be less than what the county is currently paying.

County staff will bring the matter back to the Commission at a subsequent meeting for a formal vote, but the consensus allows the consultant to move forward with work needed to complete the PD&E Study, which is needed to apply for state and federal funding to help pay for construction.

The county plans to fund construction of the bridges with the upcoming Penny for Pinellas along with federal and state grant money. However, how much outside money will be available is uncertain.

Ken Jacobs, Transportation Division director, said up until last year, big projects had received about 80 percent of their costs paid for with federal funding. However, Florida Department of Transportation decided to change how they allocated money to projects and now pays only \$3.75 million for bridge projects, regardless of the cost of the bridge.

County staff is working with FDOT to try to change the funding formula to be more proportionate with the cost of the bridge and not a set amount, Jacobs said. He said completing the PD&E Study and its documentation would help show the need for the new bridges and that the county is serious about the projects. Jacobs estimated it would take another eight months to complete the study.

Assistant County Administrator Rahim Harji told commissioners that deciding on a preferred alternative didn't commit them to funding it. He said if sufficient federal funding wasn't available, other options might need to be considered.

# WHY THE 'DISTRACTED PEDESTRIAN' IS A MYTH

## ***Most walkers are not texting when crossing streets, says a new study***

by Alissa Walker

June 21, 2018

Pedestrian deaths have hit a [three-decade high](#) in the U.S., prompting some cities to mount [campaigns](#) warning walkers to put down their phones and pay more attention. But some compelling new research reveals that pedestrians probably aren't texting themselves to death.

While the term "[distracted walking](#)" has become a way to [pin the blame on pedestrians](#) for supposedly looking at their devices instead of the sidewalk, there [hasn't been much evidence](#) provided to prove smartphone-using walkers are at fault when collisions occur. In fact, most states don't even include pedestrian behavior as a factor in crash reports.

But a [new study](#) published by a group of Northern Arizona University engineering professors in Transportation Research Record looked at how 3,038 people used crosswalks in New York City and Flagstaff, Arizona, and concluded that a large majority of pedestrians—86.5 percent—did not exhibit "distracted" behavior.

What's more, a majority of pedestrians, distracted or not, did not commit violations which might make a crash more likely. Only 16 percent of all walkers traveled outside the crosswalk and 23 percent crossed in the absence of a "Walk" signal, either while "Don't Walk" was illuminated or flashing a countdown (which people can get ticketed for in some cities).

Among all demographic groups, men were most likely to commit violations while walking. People using phones were slightly more likely to travel outside the crosswalk, but not more likely to cross against the "Walk" signal.

Although the study didn't look at the behavior of drivers in the same intersections, it does cite research that shows how much more of a threat distracted drivers present to city streets. A [Center for Disease Control study](#) noted that 31 percent of U.S. drivers said they'd texted while driving in the past 30 days (since that's a self-reported figure, it may be low), and [many, many](#) studies have shown how much phone use while driving can slow reaction time. Texting while driving has been said to be as [dangerous as driving drunk](#), and phones can distract [even if drivers don't use them](#).

These findings show that cities can't assume it's walkers who need to be reminded to pay attention, and probably shouldn't spend money to [add signage](#) or [flashing lights](#) until they've conducted their own studies to understand how people are using their intersections.

"Practitioners must know as much as possible about the behavior of pedestrians and drivers," reads the study's text. "If they don't know who is distracted while walking (or driving for that matter), they cannot target educational, enforcement, or design strategies at the people most at risk for these types of behavior."

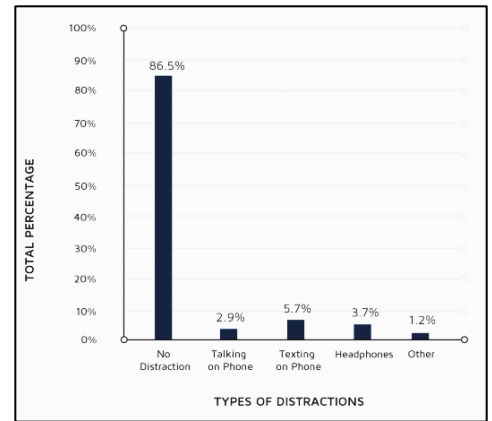
This study is especially timely because more and more cities have been criminalizing certain crosswalk behavior. Honolulu's leaders, for example, have moved beyond awareness campaigns and are now [fining walkers up to \\$99](#) for simply looking at their phones in crosswalks.

Even though it's a far lower number than most people might imagine, even 14 percent of walkers being distracted in an intersection does present a risk. Which is why the study concludes that engineering solutions which [make crosswalks safer for everyone](#), like preventing drivers from turning right at red lights, are the most effective policies.

One very simple idea that's been credited with making streets safer and improving traffic flow is called the [leading pedestrian interval](#), where lights are programmed to give walkers a few seconds head start, helping them avoid conflict with cars turning into the intersection.

For high-volume intersections, a [scramble crosswalk](#), which stops all vehicles at the same time and allows pedestrians to cross in any direction, is another smart way to separate the movement of cars and people.

Policies that [prioritize walkers over cars](#) might also get [more people walking](#). Writing at the [Transportist](#), engineer David Levinson demonstrates how traffic signals favor vehicles over pedestrians and can actually lengthen travel times for walkers. Pedestrians often have to take a few steps out of their way to navigate into a crosswalk or press a beg button, and can spend as much as [20 percent of their travel time](#) waiting for cars to pass at intersections.



*Of over 3,000 pedestrians observed in the study, the vast majority were not distracted at all when using crosswalks.*



## Public health steps up to curb rising suicide rates: new data alarming

by Lindsey Wahowiak. *The Nation's Health* August 2018, 48 (6) 1-12;

**Suicide** is a sad and often difficult topic. But as suicide rates rise significantly in the U.S., are public health workers ready to address the problem?

Public health leaders are asking that question, and looking to resources to better prepare workers and communities in light of research showing growing suicide rates.

Almost 45,000 people died by suicide in 2016, the most recent year with complete data, according to a June Vital Signs report in the Centers for Disease Control and Prevention's *Morbidity and Mortality Weekly Report*. Research in the report showed that suicide rates have increased by more than 30 percent in half of states since 1999.

As alarming as the increasing number of suicides is that more than half of people who died by suicide did not have a known mental health condition, according to the report.

Research from a June data brief by CDC's National Center for Health Statistics shows that suicide rates are also rising more quickly among women than men, but both groups are showing an increase.

Experts say there is no clear reason for the rising trajectories.

"There's lots of things that we know historically have impacted the suicide rate: access to health care, economics, access to lethal means," Doreen Marshall, PhD, a licensed psychologist and vice president of programs at the American Foundation for Suicide Prevention, told *The Nation's Health*. "Certainly, you could argue that there are more stressors in current life."

Marshall also said that the rise in opioid addiction and abuse could be related to increasing suicide numbers as well. Research in the October issue of APHA's *American Journal of Public Health* has shown that particularly among white Americans, diseases of despair — suicide, accidental poisonings, liver disease deaths and chronic behavioral health disease, compounded by family dysfunction, poor social support or addiction — are also on the rise.

Because suicide is often an acute risk — meaning someone who is considering suicide or who has attempted suicide needs immediate help from health professionals — people at highest risk are seen in emergency department settings. But detecting risk much earlier, before people are in crisis, would be a more efficient way for health workers to help reduce suicides, said Jane Pearson, PhD, chair of the National Institute of Mental Health Suicide Research Consortium.

## Academic health department partnerships boost training: Joining with schools benefits students

by Kim Krisberg. *The Nation's Health* August 2018, 48 (6) 1-14;

**Every** year, more than 200 college students rotate through Tennessee's Knox County Health Department, many of them future health workers hoping to put their classroom learning into practice.

"We want to create meaningful experiences for them," APHA member Martha Buchanan, MD, the health department's director, told *The Nation's Health*. "When the students are here and providing input, they're heard."

Those experiences are thanks to an agreement with the University of Tennessee Department of Public Health known as an academic health department, an arrangement between health departments and academic institutions focused on enhancing public health education, research and services. The Tennessee collaboration is a two-way street — students get to experience the daily workings of a real health department, and staff from the health department lecture at the university and offer guidance to ensure the public health curriculum is graduating students ready to practice. Students who intern at the Knox County agency can come with their own project ideas, but they also get to take part in some of its most critical work, such as community health assessments and improvement planning.



When health departments and universities join together, public health students can gain on-the-job training. Dozens of such academic health departments exist in states around the country. Photo by Nikada, courtesy iStockphoto

And the collaboration goes beyond the two public health counterparts. For example, Buchanan said the health agency is planning a project with the College of Engineering to standardize and streamline its screening and referral services. The agency also opens its internship slots to students in all kinds of majors, from medicine and nursing to engineering and law, which Buchanan said helps expand the kind of cross-sector understanding needed to advance health equity goals. (continued page 4)



Children and adults travel in a Baltimore neighborhood in April 2015. Advocates are working to pass a new, stronger complete streets ordinance that will address disparities and improve health equity in the city.

Photo by Mark Makela, courtesy Getty Images

## Complete streets promoting health equity in communities: Supporting transportation for all users

by Julia Haskins. *The Nation's Health* August 2018, 48 (6) 1-16;

*Second in a series on health equity, which ties into the theme of APHA's 2018 Annual Meeting and Expo: "Creating the Healthiest Nation: Health Equity Now."*

**Transportation** says a lot about community equity. The options available for people to get around reflect a community's values and how it supports its most vulnerable members. If driving is the primary — or only — means of transportation, people who are already disadvantaged suffer from a lack of mobility.

A community that promotes health equity provides adequate modes of transportation for all users. Pedestrians, public transit riders, bicyclists and others can all get around safely and easily in such an environment. A "complete streets" approach ensures that such mobility conditions are met, making for more liveable communities.

Under the complete streets model, all forms of transportation are considered in street design and policy. People of all ages, abilities and income levels can get where they need to go when complete streets are implemented. Depending on the community, features of a complete streets project could include widened sidewalks, road shoulders or bicycle lanes.

"Improvements in the built environment for walking and biking reduce health disparities," APHA member Emiko Atherton, MPA, director of the National Complete Streets Coalition at Smart Growth America, told *The Nation's Health*.

**(con't) Public Health Steps Up To Curb Rising Suicide Rates: New Data Alarming**

"Treating risk factors for someone's suicidal thoughts, depression, anxiety, PTSD...it's not simple, like a virus or infection," Pearson told *The Nation's Health*. "It's got so many components to it, and potentially different trajectories. It's taking time to figure out what might work best."

Suicide is almost never caused by a single factor, according to CDC. Current suicide prevention efforts focus mostly on identifying and providing treatment for people with mental health conditions. But a June *AJPH* study found only 20 percent of states have laws mandating health care professionals complete suicide prevention training, and just 14 percent have policies encouraging such training.

The gap is especially notable because both a former surgeon general and suicide prevention organizations have called for training for all health professionals and for incorporating suicide prevention competencies in undergraduate and graduate health professional education.

"Suicide is a leading cause of death for Americans — and it's a tragedy for families and communities across the country," said CDC Principal Deputy Director Anne Schuchat, MD, in a news release. "From individuals and communities to employers and health care professionals, everyone can play a role in efforts to help save lives and reverse this troubling rise in suicide."

Public health workers could be the key. Pearson noted that comprehensive preventive care, such as efforts used to curb behavioral health risks, could be used in health care settings, schools and community organizations to address risk and reduce deaths. The National Violent Death Reporting System is one such tool for public health. The surveillance system provides data to help researchers better understand the context surrounding a suicide death. Equipped with that information, public health leaders are better able to build public health prevention efforts, said Mighty Fine, MPH, CHES, director of APHA's Center for Public Health Practice and Professional Development.

"We have seen success in using a traditional public health approach where programs and strategies were aimed at reducing risk factors while enhancing protective factors," Fine told *The Nation's Health*. "Using this approach, we recognize that there are opportunities to intervene at various levels of risk and work to mitigate them accordingly."

The Vital Signs report offers steps communities can take to address suicide, including identifying and supporting people at risk, offering coping and problem-solving skills to help people manage challenges, offering community-building connection and activities and connecting people to coordinated mental and physical health care.

In health settings, screening for suicide risks could make big gains — research published in 2014 in the *Journal of General Internal Medicine* showed that more than 80 percent of people who die by suicide see a health care professional in the year before their death.

The National Institute of Mental Health offers its "Five Action Steps for Helping Someone in Emotional Pain" as a guideline for providers and others to help prevent suicide. The steps include asking, "Are you thinking about killing yourself?" as research shows that asking at-risk people if they are suicidal does not increase suicides or suicidal thoughts. It is also rare that someone will say that they are considering suicide without prompting, Marshall said.

Other steps include listening carefully; connecting them with resources such as the National Suicide Prevention Lifeline, 1-800-273-8255; and staying in touch after a crisis. A 2001 study in *Psychiatric Services* showed the number of suicide deaths drops when someone follows up with people who are at risk.

Mental Health First Aid USA is a nonprofit organization that offers an eight-hour course called "The Awkward Conversation," which gives providers and others tools to safely and helpfully respond to someone having a mental health crisis.

Public health can also take action to limit access to the most lethal means of suicide. In the midst of the U.S. opioid crisis, that can mean narcotic drugs. But more than half of suicides are done with a firearm — and suicides account for two-thirds of all gun deaths in the U.S.

**(con't) Complete streets promoting health equity in communities: Supporting transportation for all users**

Comprehensive street design measures, including complete streets, are among the Centers for Disease Control and Prevention's recommendations for improving transportation policy. Complete streets also align with recommendations from the U.S. Community Preventive Services Task Force that call for built environment strategies to increase physical activity through improved bicycle and pedestrian transportation systems.

The implications for complete streets are far-reaching. When streets are easily navigable, people do not need to rely on cars as their only mode of transportation. That eases traffic, cuts emissions and, in turn, leads to a smaller carbon footprint.

"We need everyone to understand that transportation, and to a greater degree, the built environment, is serving as a conduit to...the environmental health and economic factors that we all struggle with," Charles Brown, MPA, senior researcher at Rutgers University's Alan M. Voorhees Transportation Center and adjunct professor at the Edward J. Bloustein School of Planning and Public Policy, told *The Nation's Health*.

Brown is based in New Jersey, which is a leader in complete streets policies. The state has adopted more than 140 municipal and nearly 80 county policies in addition to an internal policy from the New Jersey Department of Transportation. The top-down support has been critical to passing complete streets policies in New Jersey, Brown said. He commended the state transportation department for its education efforts — including the creation of a guidance manual — which have inspired more county and local governments to consider their own complete streets policies.

The New Jersey Bicycle and Pedestrian Resource Center in 2017 released a series of complete streets case studies showcasing accomplishments throughout New Jersey. Cherry Hill Township, for example, retrofitted its suburban roadways to allow easier access for all users. In the Borough of Somerville, the Division Street pedestrian mall has revitalized the downtown retail landscape and also serves as a meeting space. In Passiac County, improvements to the Morris Canal Greenway are connecting districts downtown to trails.

New Jersey joins a host of communities nationwide that are embracing complete streets. The movement has been driven in recent years by advocates in fields ranging from environmental health to transportation. More than 1,140 agencies at the local, regional and state levels have adopted complete streets policies, with more than 1,200 policies in the U.S., according to Smart Growth America.

Missouri is one such state, with almost 40 policies in place. The push for complete streets has come from multiple levels of government as well as advocacy groups focused on pedestrian and bicycle safety, said Brent Hugh, executive director at the Missouri Bicycle and Pedestrian Federation.

Columbia was the first city in Missouri to adopt a complete streets policy in 2004, and the early investment has paid off. Policies have since spread throughout the state, thanks in large part to the Missouri Department of Health and Senior Services, Hugh said. The health department, PedNet Coalition, TrailNet and University of Missouri lead the Missouri Livable Streets project, which offers resources and support to communities investing in complete streets initiatives.

A riverfront trails project in Warsaw, Missouri, was named one of 2017's best complete streets initiatives by Smart Growth America. The comprehensive trail network connects the city's downtown to waterfront parks as well as historic sites and recreational facilities, providing opportunities for physical fitness.

"We've created a sense of pride here for the community," city administrator and planner Randy Pogue said in the report highlighting top complete streets initiatives. "When people come here, they're amazed with what we have."

Indiana is another state with extensive complete streets policies. Similar to Missouri, the success of complete streets projects in Indiana can be attributed to the many public and private partners involved, said Kate Riordan, MUP, active living program manager at the Indianapolis-based Health by Design.

(con't)

## Public Health Steps Up To Curb Rising Suicide Rates: New Data Alarming

Some states have enacted efforts to help address guns' role in suicide. In Indiana and Connecticut, for example, "red flag" laws enable law enforcement to remove a firearm from a home for a short period of time if someone in the home is in crisis. Research published in June in *Psychiatric Services* showed suicide rates dropped substantially in those states when the laws were enforced.

"If you can reduce access to the most lethal methods, you can reduce suicide rates," Pearson said.

In April, the University of California-Davis Violence Prevention Research Program introduced its What You Can Do campaign, which offers health workers information on identifying patients with a high risk of gun injury. It includes tools for preventive counseling and a list of resources for providers.

Public health workers and advocates can also work to improve policy addressing and reducing stigma around suicide and mental health. For example, this year, New York mandated mental health education in all classrooms from kindergarten through 12th grade.

While public health is making strides, the rising number of suicide deaths means efforts must be multiplied and diversified, Fine noted.

"It is important to stay steadfast in working to destigmatize suicide and build healthy communities where safety, belonging, connectedness and other elements of strong social networks are the norm," he said.

APHA has a new fact sheet addressing suicide and how public health advocates can help in their communities. Get the fact sheet and other tools at [www.apha.org/topics-and-issues/suicide](http://www.apha.org/topics-and-issues/suicide).

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(con't)

## Complete streets promoting health equity in communities: Supporting transportation for all users

The group has supported initiatives such as Indy Walk-Ways, which developed a pedestrian master plan for Indianapolis and Marion County that creates a long-term strategy for improvements in walkability in the area.

Riordan leads technical assistance workshops for communities that are interested in complete streets projects. It is critical that communities looking into complete streets have a strong foundation for their plans, going beyond simply installing a few bicycle racks in a neighborhood. Just as important as the physical attributes of a complete streets project is a framework that will ensure its longevity.

Smart Growth America has laid out 10 elements of a complete streets policy, which include a community's vision for completing its streets, promoting street connectivity and creating performance standards that can be measured. One element, however, has eluded many communities — determining next steps to actually get policies implemented.

Getting a policy off the ground comes with a host of new challenges, particularly for historically disadvantaged communities. For example, many underserved communities cannot access the technical assistance needed to develop policies and move their projects forward. It can be a labor-intensive process, and must be tailored to each community.

Even if underserved communities do have access to technical assistance provided by organizations such as Health By Design, implementing complete streets may be far down the list of priorities, as Riordan has found. She noted that some of the communities where she holds workshops are struggling to access resources as fundamental as grocery stores. It is a problem that Brown has encountered in New Jersey as well.

"We've also come up against municipalities where they don't see improvements to the built environment being their No. 1 priority because they're dealing with other issues such as affordable housing, crime and other variables outside of the transportation network," he said.

While it is understandable that communities with few resources could be hesitant to dive into a seemingly expensive and complex project, research from groups including Smart Growth America has found that complete streets initiatives are not often costly and do not necessarily require a total overhaul of street networks. In fact, comprehensive street design measures may save communities money in the long run.

Complete streets can also alleviate some of the public health crises overrepresented in marginalized communities, such as pedestrian and bicyclist deaths. There were nearly 6,000 pedestrian fatalities in 2017, according to the Governors Highway Safety Association. The organization also found that bicyclist deaths increased more than 12 percent in 2015 from the year before, marking the greatest percentage increase of any other group on the road that year. Such fatalities are indicative of the health disparities resulting from unsafe streets, as minorities, low-income people and seniors have higher rates of traffic-related deaths, research shows.

Lack of political will is another often-cited barrier to implementing complete streets, and is a challenge that Baltimore has been dealing with for years.

The city has had a complete streets resolution in place since 2010, but it is nonbinding. To bolster it, City Councilman Ryan Dorsey and advocacy group Bikemore have drafted a new complete streets resolution with an emphasis on health equity.

The new resolution would hold Baltimore decisionmakers accountable for implementing complete streets measures. It also seeks to address the structural racism inherent in Baltimore's streets networks, demonstrated by disparities such as the high rate of minority residents who lack reliable transportation options and the siloing of communities of color.

Bikemore Executive Director Liz Cornish, MEd, said that she does not want just bicycling advocates to rally around complete streets. Instead, she wants complete streets to be recognized as a public health priority that affects people from all backgrounds and walks of life.

"If we start to frame the conversation as a public health issue, then I really do believe that you're going to start to include more people in that advocacy environment," Cornish told *The Nation's Health*.

Discussions at APHA's 2018 Annual Meeting and Expo in San Diego in November will focus on the built environment and health, including a lessons-from-the-experts session, 3102, on Monday, Nov. 12, and a walkable communities session, 5005, on Wednesday, Nov. 14.

For more information on complete streets policies, visit [www.smartgrowthamerica.org](http://www.smartgrowthamerica.org).

APHA's 2018 Annual Meeting and Expo will focus on "Creating the Healthiest Nation: Health Equity Now." Registration is now open at [www.apha.org/annualmeeting](http://www.apha.org/annualmeeting).

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(cont)

## Academic health department partnerships boost training: Joining with schools benefits students

“Equity and the social determinants of health are such a challenge for all of us,” she said. “These are big problems that aren’t just for public health to address.”

While the Knox County Health Department is the first academic health department in Tennessee, it is one of dozens across the country and follows a long tradition of public health-academia partnerships. One of the earliest known literature references to an academic health department model was in the early 1930s and described a partnership between Johns Hopkins University and the Baltimore City Health Department. The two teamed to create the Eastern Health District, a small area in the university’s neighborhood where residents accessed clinical care, researchers studied public health problems and students got real-world training. Fast forward nearly a century, and there are more than 60 academic health departments “that we’re aware of, but we think the actual number is larger,” said Ron Bialek, MPP, president of the Public Health Foundation, which staffs and facilitates the Academic Health Department Learning Community, the first such forum of its kind.

Because there is no official designation or census of academic health departments and not all health departments that collaborate with academia identify as such, the exact number is hard to track. However, knowledge about the partnerships is growing, as is interest. For instance, the learning community, which began in 2011 to foster the expansion of academic health departments and swap best practices, now has nearly 900 individual members.

“When we first started this in 2011, no one was bringing these groups together,” Bialek told *The Nation’s Health*. “We didn’t know how many people would be interested when we started. But we hardly needed to generate interest — the interest just flooded in.”

The Academic Health Department Learning Community has become an ideal space for studying such partnerships, documenting common characteristics and exploring their benefits. For example, a survey of the community published in 2016 in the *Journal of Public Health Management and Practice* found that 32 percent of academic health departments had been established for more than 10 years, 64 percent engaged in joint research, 92 percent placed a high value on improving student competencies and about half placed a high value on strengthening competencies among school faculty. The most frequently cited characteristics of such partnerships were collaborative education and training as well as joint research.

APHA member C. William Keck, MD, MPH, co-author of the study and chair of the Council on Linkages Between Academia and Public Health Practice, of which the learning community is an initiative, said in many ways, the academic health department is the public health equivalent of the teaching hospital for medical students.

Keck, who has authored articles on academic health departments, said while most of the research is still qualitative, versus quantitative, both health departments and schools report positive benefits. Keck advised people interested in forming an academic health department not to worry about following a particular approach, but to develop a partnership that fits their needs.

“We encourage people to think about this very, very broadly and not get too tied up in a tight definition of what an academic health department is,” he told *The Nation’s Health*.

The Lawrence-Douglas County Health Department and University of Kansas Center for Community Health and Development sit less than a mile apart, yet a 2011 community health assessment found the two entities were barely taking advantage of each other’s expertise and capacity.

Still, it was clear that the two organizations “had the bones of a great partnership, with shared goals and values,” said APHA member Vicki Collie-Akers, PhD, MPH, associate director for health promotion research at the university center. In turn, the two formed an academic health department in 2013 that is now on its third memorandum of understanding, taking it through 2019. The partnership is guided by three strategies: driving policy systems and environmental change to improve health, contributing to the public health evidence base, and building capacity within the current and future public health workforce.

Among its many projects, the collaboration is working to advance safe routes to school policies, according to Collie-Akers, who coordinates the academic health department on the university side. In particular, the center is leveraging its research skills and expertise to create a new methodology for understanding the impacts of safe routes to school, while the health department drives implementation efforts. The process is still underway, but she said collaborators are now developing a manuscript about their work intended to help fellow health departments advance safe routes in their own communities. In another project — an example of reaching across disciplines — the academic health department worked with the university’s School of Journalism to better understand community perceptions of the public health department and develop ways to rebrand its image as a driving force behind community health.

“We do find that having buy-in among institutional leadership and staff, particularly on the health department side, is really important and an ongoing process,” Collie-Akers told *The Nation’s Health*.

In Provo, Utah, the Utah County Health Department formalized its academic health department with Brigham Young University and Utah Valley University in 2009. The collaboration is focused on providing students with real-world experience and developing a robust evidence base for public health practice, said APHA member Eric Edwards, MPA, CHES, deputy director of the health department. And the fruits of the collaboration have been plentiful.

Student volunteers and interns have been instrumental in pulling off household hazardous waste collection events, recruiting residents to participate in indoor air quality and radon research, and training youth to advocate for tobacco control. In all, the department benefits from more than 8,000 intern hours each year. Edwards said while the agency had welcomed interns before creating an academic health department, the arrangement helped formalize the process and ensure students were paired with mentors who shared their interests.

In 2015, the Rhode Island Department of Health Academic Center launched, initially forming academic health departments with Brown University and the University of Rhode Island. Now, the center has affiliations with six of the state’s 11 universities and colleges — and the eventual goal is to collaborate with all 11, said Laurie Leonard, MS, director of the academic center. Leonard said the agency welcomes up to 150 students — or as they call them, scholars — each year, while about a dozen health department staff also serve as faculty at universities. Like fellow academic health departments, Leonard said the Rhode Island center takes an equity approach to its collaborations, seeking out student scholars across social determinant disciplines to bring into the public health fold.

“It’s really about sharing resources to achieve common goals,” she said.

Membership in the Academic Health Department Learning Community is free and open to anyone interested in academic health departments, said Kathleen Amos, MLIS, assistant director for academic-practice linkages at the Public Health Foundation.

“There’s no one right way to do this,” Amos told *The Nation’s Health*. “It’s about meeting the needs of your community.”

For more information, visit [www.pfh.org](http://www.pfh.org).



## August 2018

Stay in the know about public health by reading news from The Nation's Health newspaper. Stories in the August 2018 issue include:

- [Academic health department partnerships boost training](#)

When local health departments join with schools, students reap the benefits. Students get to experience the daily workings of a real health department, and staff from the health departments help ensure that graduating students are ready to practice.

- [Complete streets promoting health equity in communities](#)

*Second in a series on health equity, which ties into the theme of APHA's 2018 Annual Meeting and Expo: "Creating the Healthiest Nation: Health Equity Now."*

Transportation says a lot about community equity. The options available for people to get around reflect a community's values and how it supports its most vulnerable members.

- [Public health steps up to curb rising suicide rates](#)

Suicide is a sad and often difficult topic. But as suicide rates rise significantly in the U.S., are public health workers ready to address the problem? Public health leaders are asking that question, and looking to resources to better prepare workers and communities in light of research showing growing suicide rates.

- [Q&A with California Endowment's Tony Iton: Building power to improve community health](#)

In 2010, the California Endowment embarked on an ambitious mission to transform health outcomes in 14 of the most disadvantaged communities in the state. The Nation's Health spoke with California Endowment Vice President Tony Iton, MD, JD, MPH, about creating a people-powered movement in the name of public health.

- [Negative language in patient records can affect care](#)

The words that health providers use in medical records may alter patient care, a May study in the Journal of General Internal Medicine finds.

- [New WHO report shows tobacco trends moving slowly](#)

Global rates of tobacco use have decreased since 2010, but the downward trends are not likely to meet 2025 goals.

- [Colorectal screenings recommended at younger age](#)

New guidelines from the American Cancer Society say colorectal cancer screenings should start at age 45 — five years younger than federal recommendations.

- [Newsmakers](#)

Check out who's who in public health.

- [Resources](#)

New tools and publications in public health.

- [Healthy You: Help with grieving after a loss](#)

Grief is something that we all go through at some point in our lives. While there's no simple answer when it comes to dealing with grief, it's possible to go on with your life in a healthy way. This month in [Healthy You](#).

Read Healthy You [online](#), or download as a PDF in [English](#) or [Spanish](#).

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Mark S. Woodard  
County Administrator

July 12, 2018

David Gwynn, FDOT District 7 Secretary  
Florida Department of Transportation  
11201 North McKinley Drive  
Tampa, FL 33612

Dear Mr. Gwynn,

*David*

Over the last year and a half, Pinellas County has been engaged in a major update to the Downtown Palm Harbor Master Plan, which includes the intersection of U.S. Highway Alternate 19 (Alt. 19) and Florida Avenue. The effort has included multiple community engagement events including focus group meetings, community meetings, and online surveying. A primary topic of interest was that of "connectivity" and how we can best address the community's very vocal request to improve connections between recreational waterfront assets on the west side of Alt. 19 and Downtown Palm Harbor on the east side of Alt. 19. As a result of a previous Florida Department of Transportation (FDOT) study of the area, three options were discussed at community meetings: the recently installed midblock crossing, a traffic signal at Nebraska Avenue, and a roundabout at Florida Avenue.

The previous FDOT study indicated that signalization was not warranted and made the determination to install a midblock crossing rather than a roundabout. Perceived public opposition to a roundabout may have been a factor in this decision. Additional public input gathered through the Downtown Palm Harbor Master Plan update process indicates a strong community preference for a roundabout, and we are requesting that this option be reconsidered.

Discussions at a January 2017 Open House showed solid vocal community support for a roundabout to improve connectivity across Alt. 19 and serve as a significant gateway feature for the Downtown. However, survey results showed a slight preference for a mid-block crossing or full traffic signal at Nebraska. To further understand community opinion on this issue, a crossing preference exercise was conducted at a March 2017 Open House that confirmed a preference for the roundabout. One of the 11 specific recommendations that came out of the community engagement process, as shared with the community and Board of County Commissioners, names the pursuit of a roundabout at Alt 19 and Florida Avenue as the preferred crossing solution. Additionally, recent outreach indicates that local law enforcement and emergency personnel would not oppose a roundabout if that was the community's preference.

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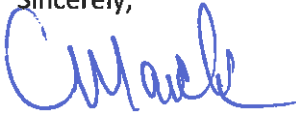
[www.pinellascounty.org](http://www.pinellascounty.org)



While we greatly appreciate the pedestrian and bicyclist safety improvements associated with the midblock crossing, the proven safety, operational, and community benefits of a roundabout would be a significant improvement to current conditions. As part of the FDOT Alt. US 19 Corridor Study, we have been working with FDOT staff and other local municipalities to define a vision for this very important corridor. A roundabout would help address identified challenges in the area, meet the community's desire for a defined gateway at this intersection, complement existing and planned land uses, and be an appropriate treatment for the "Urban General" context classification proposed for the Downtown Palm Harbor area in the initial drafts for this study.

Alternate 19 is an important transportation corridor that connects our communities with each other and the coast. The development of a roundabout at Florida Avenue would reconnect the Palm Harbor community, improve safety, and contribute to community identity. We appreciate the resources that FDOT has committed to improving the corridor, and we hope that further consideration will be given to the development of a roundabout at Florida Avenue.

Sincerely,



Mark S. Woodard  
County Administrator

# OPTIONS ARE MULTIPLE AS DUNEDIN SEEKS TO FIX SKINNER BOULEVARD

by Tom Germond, Tampa Bay Newspapers  
July 31, 2018

**DUNEDIN** — Residents are helping city officials sketch plans to help improve safety and revitalize Skinner Boulevard, and roundabouts are on the drawing board.

Jerry Dabkowski, a consultant for the city, discussed concepts for the corridor during two recent sessions at Mease Hospital.

One of those concepts included roundabouts at Douglas Avenue and Martin Luther King Boulevard. Narrowing of lanes, a reduction in speed limits and safety measures to help users of the corridor, such as bicyclists, motorists, golf cart operators and pedestrians, also were discussed.

"Do you like the idea of roundabouts? Do you like the idea of bus bays? Do you like the idea of parking? Do you want the speed reduced? Because right now, it's hard to imagine, but Skinner Boulevard has two speed limits on it, just between Bass and Alt. U.S. 19," Dabkowski said.

The preliminary discussions are part of three or four meetings with the public that the city will be conducting in the next year. The city has received a \$100,000 grant from Forward Pinellas, the county's planning agency, for the project.

Dabkowski, a senior vice president for the firm of George Young Inc., said from a planning perspective the four lanes will continue to be needed on Skinner at Alt. U.S. 19. However, people are worried about having to cross four lanes as they use the Pinellas Trail.

"Sometimes the driver is very courteous to stop at the trail on the inside lane, but the cyclist doesn't realize in the outside lane the guy or the person is still moving and it has caused a lot of conflicts at the trail," he said. "So, under concept two, we will only have one lane eastbound and one lane westbound at the trail."

An attendee asked if a roundabout at Bass Road should be considered, noting that there's a lot of traffic backed up because of the light.

"It's a great question. That is a very critical intersection to the hospital," Dabkowski said.

It is the direct route for emergency service vehicles to Mease Hospital. City officials and consultants will meet with representatives of rescue and fire services, the hospital and others to discuss plans for Skinner.

"It (Bass Road) needs to be fixed. A lot of people have talked about walking that total distance across there is extremely dangerous," Dabkowski said. "Golf carts can't cross there. Just a lot of people not happy with that intersection."

Studies from all over the country show roundabouts are effective if agencies are careful about where they put them, adding that they are becoming a very popular device with the Florida Department of Transportation.

The roundabout on Clearwater Beach, he said, is really difficult for motorists because it has two lanes and has five or six entrances to it.

"Tourists don't know north from south when they get down there so it's been a problem for them and still is a problem for them," he said.

Mayor Julie Ward Bujalski noted there is a lot of truck traffic and asked what are the alternatives to roundabouts if they aren't feasible to keep traffic moving.

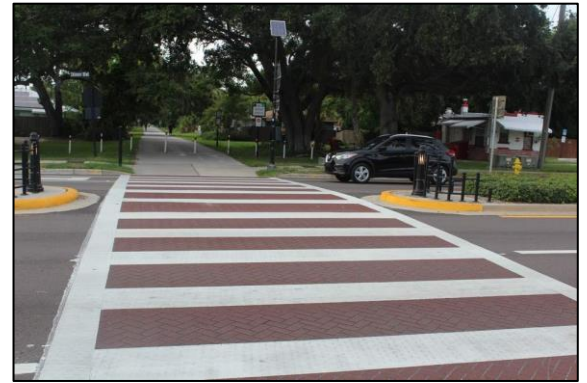
Dabkowski mentioned narrowing of lanes, parking facilities and other improvements to slow traffic down.

"It's going to be a heck of landscape type of look with curb and gutter," he said.

City officials say Skinner Boulevard today functions to move cars fast but does not incorporate other elements of a complete street such as safety, walkability, bicycle movement, golf cart crossing, enhanced sidewalks and improved access connections.

"We will be talking a lot with FDOT. It's their road and they are going to want to hear all the options that are brought out," Dabkowski said.

An enhanced Skinner Boulevard that moves traffic, is aesthetically pleasing and includes other elements which would change the roadway segment and be a stimulus for overall economic development, city officials say. After the meetings, city officials will refine concept drawings, discuss them with city commissioners and possibly apply for a \$1 million grant in the fall.



*Dunedin is considering a number of options to improve Skinner Boulevard. Photo by Tom Germond*



Safe Routes  
to School  
**National  
Partnership**

# Keep Calm and Carry On to School: Improving Arrival and Dismissal for Walking and Biking



A student's experience arriving at school sets the tone for the entire school day. But often, the last block of the school commute is challenging and unwelcoming, in particular for students arriving on foot or by bicycle. School travel by family cars accounts for 10 to 14 percent of vehicle trips made during morning rush hour.<sup>1</sup> High traffic volumes near schools and disorganized drop offs and pick-ups mean that families feel afraid to let children walk or bicycle—resulting in even more cars at schools. Chaotic drop offs and pick-ups make the front of the school into a high stress environment, with negative effects on student safety and the learning environment. How can we improve safety and comfort during school arrival and dismissal for students walking and bicycling, encouraging more active travel versus drop off and pick up by car?

This infobrief provides information on how schools, school districts, cities and counties, and community partners can address arrival and dismissal in developing school travel plans, as well as other planning, policy, and programming efforts. While each school needs to employ specific approaches customized for its particular site configuration, adjacent street network, and surrounding neighborhood, this infobrief outlines general strategies, best practices, and considerations to improve school arrival and dismissal. We begin with an overview of key principles for a successful arrival and dismissal program and then describe specific strategies and techniques in three categories: engineering, operations and programming, and education and enforcement.



## Key Concepts

When developing and implementing a school arrival and dismissal program, keep in mind the following key overarching principles that apply to all school settings.

- 1. Prioritize walking and biking:** When developing and implementing strategies, take care to prioritize walking and bicycling over cars. Vehicle drop offs create a variety of problems, endangering students walking and biking along the route to school, threatening those who have exited other cars or buses, and creating air pollution near schools that can worsen asthma and other chronic lung conditions. Improving arrival and dismissal for students walking and bicycling may have a secondary effect of improving traffic operations overall. But if an arrival and dismissal program makes drop off and pick up easier to the point that it encourages more families to drive their students to school, the overall effect is to worsen health, safety, and air quality for students. To support the well-being of students, strategies need to place the safety and comfort of students walking and bicycling first.
- 2. Use a variety of approaches together:** A successful arrival and dismissal program requires using strategies that encompass multiple approaches from the 6 E's of Safe Routes to School: Engineering (changes to street design, parking lots, and the physical infrastructure or layout on and off campus), Education (providing information to and promoting awareness of proper

behaviors by people driving, walking, and biking), Encouragement (programs that make it easier to and incentivize walking and biking), Enforcement (reinforcing proper behaviors), Evaluation (periodically assessing effectiveness of the program and adjusting as needed), and Equity (ensuring all students benefit from, and no groups are negatively affected by, the infrastructure, policies, and programs). Using just one approach is unlikely to address all of the issues – a strategy that involves engineering approaches coordinated with approaches from the other E's is often needed.

- 3. Separate modes:** The biggest danger to children at arrival and dismissal comes when cars get close to children walking, biking, or exiting the bus. Separating the different modes of travel (private vehicles, buses, people walking, people bicycling) through engineering strategies, operational strategies, or both, is crucial in reducing conflicts in school zones and improving safety and comfort for everyone. Each mode needs a well-defined path of travel across school grounds. This includes making the paths for walking and bicycles highly recognizable and visible for children.
- 4. Clearly communicate about who goes where:** An arrival and dismissal program should communicate who (people walking, biking, buses, cars) goes where clearly and consistently, through signs, pavement markings and other indicators at the school site, as well as through informational materials and messaging distributed to families and students.

### Taking Steps to Improve Arrival and Dismissal

Improving arrival and dismissal at your individual school will require assessing what changes will be most appropriate, implementing changes with partners, and evaluating and adjusting. Here are some key steps.

- 1. Assess existing conditions.** Observe school arrival and dismissal. Document challenges, including areas that are particularly congested or uncomfortable, as well as unsafe behaviors by drivers and students. Talk with families, students, bus drivers, and crossing guards and capture their thoughts as well. Worksheet [such as this one](#) from the Virginia Safe Routes to School Program can be used to document observations and input.
- 2. Work with partners to identify potential solutions.** Key stakeholders to involve include school district facilities and transportation staff, school administration, and city or county transportation or public works staff.
- 3. Create a plan.** This can be a formal document such as a circulation plan that with specific details regarding engineering changes and anticipated paths of travel, or a less formal plan that lays out key actions and steps each stakeholder will take.

- 4. Implement changes.** Put engineering, operational and programmatic, and education and enforcement strategies in motion. Permanent engineering changes may take longer to implement, but operational, programmatic and even temporary infrastructure changes using cones or other low-cost materials can often be put into place quickly.
- 5. Evaluate and adjust.** Conduct follow up arrival and dismissal observations. Document what is working well and any areas that may not be working as anticipated. If there are aspects that can still be improved, work with partners to adjust, change, or add strategies.

School districts can support strong arrival and dismissal at new schools and improvements across existing schools by updating transportation policies and facilities planning and design policies and requirements to include provisions for students walking and biking that address the key concepts described in this infobrief.

## Strategies and Techniques

School arrival and dismissal can be improved through strategies that include programming and changes to the infrastructure at and around the school. A combination of strategies is needed at most schools to successfully improve arrival and dismissal. The remainder of this infobrief describes best practices, considerations, and strategies and techniques in three categories: engineering; operations and programming; and education and enforcement. These strategies are intended to address issues at existing school sites, but the underlying principles and concepts can be considered when designing new school sites in order to make arrival and dismissal safe and pleasant from the start.

### Street Design/Engineering Strategies

Making sure that our physical spaces – streets and schools – are designed to be safe and comfortable for students walking and biking is at the heart of the engineering strategies discussed in this section. Engineering strategies are used to reduce or eliminate interaction between the different modes of travel at and around the school campus, and to improve comfort of students walking and biking. Each school site is different and the appropriate engineering strategies will depend on the school location and building layout, adjacent roads, and neighborhood context. This section starts with general best practices and considerations to support students walking and bicycling and then describes considerations for on-site as well as on-street/off-campus vehicle drop off and pick up areas.

#### 1. Best Practices to Support Students Walking and Bicycling

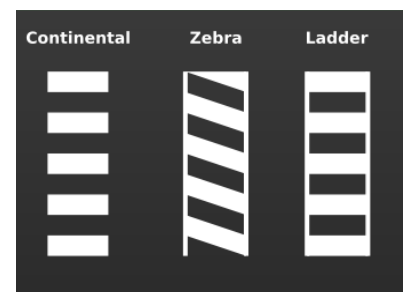
Here are best practices to support students walking and bicycling on and around the school campus.

- Walkways should be a minimum of eight feet wide to accommodate groups walking together.<sup>2</sup>
- Shared paths should be a minimum of 11 feet wide to accommodate both walking and biking.<sup>3</sup>
- Walkways should provide direct, easy access for people walking, avoiding inconvenience or cutting across areas that may be more dangerous.
- Illuminate walkways with pedestrian-oriented lights (not just high lights that illuminate the street for cars) that will be used in early or later dark hours.
- Design walkways to eliminate or minimize crossing driveways.
- Designate walking and bicycling routes that do not cross parking lots or vehicle drop off/pick up areas.
- Provide a continuous walkway across driveways. Retain sidewalk paving and level walking path.
- Provide high-visibility crosswalks when walkways have to cross driveways, parking lots, or other vehicle areas.



*Left: Level walking path provides a continuous walkway across a driveway. Right: Trees improve the attractiveness of the walking path, and pedestrian-oriented lighting ensures visibility for people walking in early or later hours.*

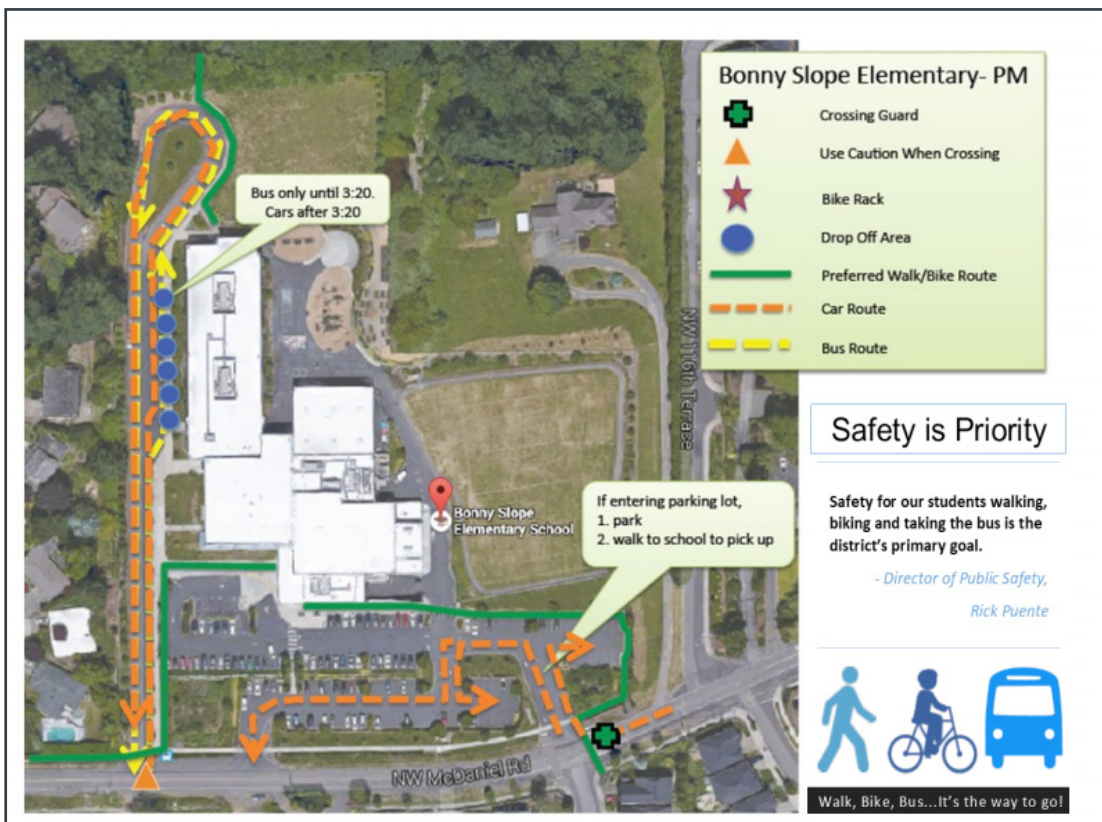
- Minimize driveway width to reduce exposure time for pedestrians and slow speeds of cars turning.<sup>4</sup>
- Provide easy and direct access to bike parking without requiring people biking to dismount until they reach the bike racks.
- Families may prefer to walk with their student all the way to the school door. Entrances should have space around them to accommodate this.
- Consider landscaping, shade elements such as canopies, art features, and other ways to make walkways attractive and welcoming for people on foot.
- Consider destinations where students may go before or after school, whether adjacent, across the street, or nearby. Assess the pedestrian and bicycle linkages to nearby parks, libraries, community centers, food retail locations, and other facilities that attract students.



*Examples of crosswalk treatments that improve visibility when walkways cross driveways, parking lots, or other vehicle areas.*

## 2. Best Practices and Considerations for On-Site Vehicle Drop Off and Pick Up Areas

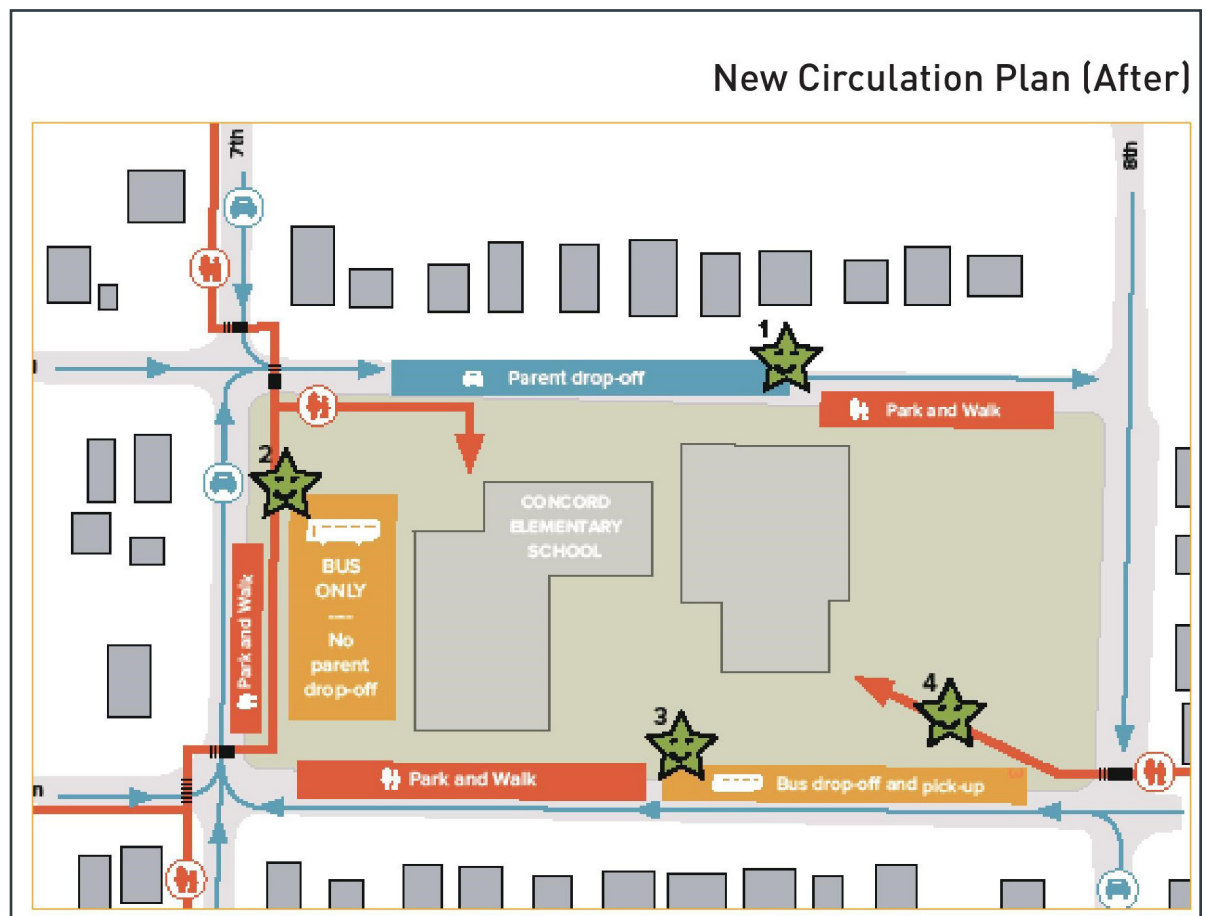
- When the school layout allows for it, provide paths for students to enter campus on foot or by bike from the neighborhood that are completely separated from parking lots, car drop off and pick up areas, and bus loading. This addresses many safety issues and creates a more comfortable environment for students walking and bicycling.
- Separating drop off and pick up areas, parking lots, and bus loading is the most desirable configuration, where space allows. This prevents parents from bypassing the drop off/pick up area and using the parking lot or bus area where students would need to walk between parking cars or buses. Use cones or signage to let parents know to not enter the parking lot or bus area.
- Some schools across the country have received approval to use the fire lane as a temporary pick up/drop off lane. This requires approval from the fire marshal.
- Vehicles should move through the drop off/pick up area counterclockwise and students should be able to enter and exit directly to the sidewalk without having to walk around or between cars. This should also be done for bus loading and unloading.
- A single drop off/pick up line is most desirable to prevent students from having to walk between cars. If absolutely necessary, a second line can be formed, but staff or volunteers need to assist students with crossing between cars.
- Plan adequate space to queue vehicles without blocking sidewalks, crosswalks, and walkways. The space needed will depend on how many cars are expected at the individual school. If adequate space is not available for queuing, consider adding off-site areas. If queuing potentially crosses sidewalks, crosswalks, or walkways, assign a person to keep these areas clear of cars.
- One way to allow for off-site queuing is to stripe a center turn lane for cars to pull into and wait while not blocking through traffic.
- Moving through the drop off/pick up area should never require a car to back up.
- Drop off/pick up areas should have all or most vehicles exit by making a right turn, avoiding left turns that require cutting over a lane of traffic. Avoid having crosswalks close to the driveway exit where drivers may be more focused on turning and less likely to be watching for people crossing the street.
- The grade for all vehicle paths on-campus should be a maximum of 5 percent to prevent visibility issues caused by slope.<sup>5</sup>
- Ensure adequate sight lines by prohibiting parking or stopping in or near intersections and crosswalks. Twenty feet from intersections and crosswalks is generally acceptable. Also take into consideration height of children when determining sight line needs.



Left: An example of on-site pick up. Circulation plan shows cars are only allowed on campus after buses leave. Pick up lane is separated from parking area. Students are able to leave the campus on foot or bike in different directions. From Beaverton Safe Routes to School.



3. Best Practices and Considerations for On-Street (Off-Campus) Drop Off and Pick Up Areas



Right: An example of on-street drop off. Circulation plan shows parent drop off is only on the north side of the school, separate from bus loading. The parking lot is closed to families. There are designated walkways outside of the drop off areas for students to walk. From *Improve Your School Arrival and Departure Procedures: A Toolkit for School Safety Committees, Feet First.*

## Operational and Programmatic Strategies

Operational and programmatic strategies include arrival and dismissal procedures and supportive programs that can improve driver behavior, reduce or eliminate interaction between cars and students walking and bicycling, and promote more walking and bicycling overall. Operational and programmatic approaches encompass strategies from the Encouragement “E” of Safe Routes to School. Here are some operational and programmatic strategies that can be considered.

As an alternative to on-campus pick up and drop off areas, on-street (off-campus) areas can be designated. This requires working with the local traffic engineering or public works department that controls the streets adjacent to the school to design a plan that considers other property owners and traffic patterns.

- On-street drop off and pick up areas are most appropriate when there is not a lot of other non-school traffic and when the drop off and pick up areas can function without blocking driveways and access to other properties.<sup>6</sup>

### Dismissal Procedures

<b>Front Cross Walk Closed :</b>	<b>3:47 pm- 3:55 pm</b>
<b>until further notice</b>	
<b>Staggered Dismissal Times:</b>	<b>Walkers 3:40 pm</b>
<b>/ Car Riders</b>	<b>3:45 pm</b>
<b>Playground Closed:</b>	<b>3:40-4:00 pm</b>

#### Walkers, Bikers, Parents Walking to Pick up Students

- Dismissal at **3:40 pm MTRF 2:10 pm** on Wednesday
- **Exit from the Kindergarten Door, North side of building-no front door dismissal**

#### Car Riders

- Dismissal at **3:45 pm**
- Exit from the **Front Door**
- **Stand in grade level designated area on blue line on main sidewalk-Kdg. will stand in front of the kdg. doors.**
- **Students with siblings- older students will stand with youngest sibling**
- **All students should enter and exit their car curb side-they should not exit street side and parents should stay inside the vehicle**



#### Bus Riders & Boys and Girl Club

- Dismissal from club

*Above: Dismissal procedures from Langston Hughes Elementary*

- Treat on-street drop off and pick up areas as you would do on-campus areas. Provide very clear travel paths for vehicles as well as students walking and bicycling. Use a single drop off/pick up lane and only allow students to enter/exit from the curb. See the section above for other best practices and considerations for on-campus areas.
- Be sure to consider the flow of non-school traffic and other neighbors. Frustration can lead to angry neighbors, drivers cutting around other cars, and unsafe behaviors that endanger students.

- Preferred strategies and configurations will depend on the local context. Options include creating one-way streets, partial road closures, or full road closures. These could be done temporarily by using cones, signage, and blockades during arrival and dismissal, or may be permanent changes.
- A clear plan should be provided to drivers that shows where and how to drop off/pick up. Without a clear plan, unsafe behaviors such as double parking, cars making unsafe U-turns, and students walking between cars can become concerns.
- Signs and markings should follow consistent general standards to ensure that users understand them easily and avoid confusion. On-street curb markings, pavement markings, and signs should, and are likely legally obligated to, follow adopted standards, such as those in the Manual on Uniform Traffic Control Devices (MUTCD). This promotes clear messages to drivers, pedestrians, and bicyclists that are consistent with signage and markings that they see elsewhere.







Image: Orange County Health Care Agency

### 1. Staggered Dismissal

Staggering dismissal times reduces the amount of congestion at and around the school during peak times. Dismissal times can be staggered by grade to reduce the number of parents picking up at once. Dismissal times can also be staggered by mode of travel to reduce conflicts between the different modes. If you are staggering dismissal by mode of travel, walkers and bicyclists should always be dismissed first as to not discourage walking and biking.

#### Additional Resources

- [School On-Site Design](#) from Institute of Transportation Engineers provides additional information on engineering strategies to improve school campuses for students walking and bicycling.
- [Walk to school? But how do I find the front door](#) from WalkBoston provides guidance on creating a walkable school campus.
- [Improve Your School Arrival and Departure Procedures: A Toolkit for School Safety Committees](#) from Feet First provides worksheets and templates for school and parent groups to assess and implement changes to school arrival and dismissal.
- [Best Practices Guide for School Carpool Lines](#) from Clean Air Carolina provides additional information about organizing a successful carpool program.

### 2. Remote Drop Off/Pick Up

One way to reduce traffic congestion at the school campus is to designate areas away from the campus for parents to drop off and pick up their children. These are also called “walk on in” programs. In a remote drop off program, children are driven most of the way to school, but are then dropped off a short distance from school – often a quarter mile – so they can walk the remainder of the way. A remote drop off site may be a park, a parking lot, a church, or anywhere else where students can be easily dropped off, can safely congregate, and can follow a relatively safe route to the school.

Once children are dropped off, they may be accompanied to school by a school bus driver, teacher, or adult volunteer, or may walk on their own, depending on their age and how the program is structured. Some school transportation departments have school buses drop students off at remote drop off sites as well.

Besides reducing traffic congestion at the school campus, remote drop off programs can have a physical activity goal. In such programs, the remote drop off locations may be located further away to increase the distance students are walking.



## Education and Enforcement Strategies

A successful arrival and dismissal program must include educating students and families on the arrival and dismissal procedures and enforcing proper behaviors. Here are some strategies to provide education and enforcement around arrival and dismissal.

### 3. Walking School Bus

A walking school bus is a way for children to travel to and from school on foot with adult supervision. It offers a safe, dependable, active way for children to get to school versus being driven in a car. It reduces the number of cars at and around the school, while encouraging students to walk. Each “bus” walks along a set route with one or more adults leading it, picking children up at designated stops along a predetermined route and walking them to school. The process is reversed in the afternoons on the way home from school. Refer to [Step by Step: How to Start a Walking School Bus at Your School](#) for more information.

online or other matching program can help families find carpool partners.

### 4. Assisting Students with Exiting/Entering Cars (Valet System)

While a valet system on its own does not improve arrival and dismissal for walking and bicycling, it can lead to more organized drop off and pick up and reinforce proper driver behavior. In a valet system, staff, volunteers, or older students help students enter and exit cars by prompting cars to move forward in the line, opening doors, and helping students enter/exit safely to/from the curb. The valets can encourage students to exit on the right side of the car and discourage cars from cutting around one another. A best practice to reduce delays and promote organization is to load and unload multiple cars at a time by having three to four cars pull into the designated area at once.

### 5. Encouraging Carpooling

Carpooling does not necessarily encourage walking and bicycling, but it can reduce the number of cars at and around the school during peak hours, which can reduce conflicts and improve safety and comfort overall. Some schools encourage carpooling by creating a priority lane for carpool pick up/drop off or only allowing carpool cars to enter the lane during certain hours (i.e. first at pick up). An

## Conclusion

Improving school arrival and dismissal can be transformative, changing the critical time at the start and end of the school day from a chaotic, stressful experience to one where students and families feel comfortable, relaxed, and welcomed. By taking the steps suggested in this resource, you can assess existing conditions, identify areas that could be improved, and work with partners to make change.

## References

1. McDonald N., Brown A., Marchetti L., Pedroso M. (2011). U.S. School Travel 2009: An Assessment of Trends. *American Journal of Preventive Medicine*, 41(2), 146-151.
2. School Access, Federal Highway Administration
3. School Access, Federal Highway Administration
4. School Access, Federal Highway Administration
5. New Jersey School Zone Design Guide, New Jersey Department of Transportation
6. Walk to school? But how do I find the front door, WalkBoston
7. Improve Your School Arrival and Departure Procedures: A Toolkit for School Safety Committees, Feet First

# 2018 State Report Cards



## On Support for Walking, Biking, and Physical Activity

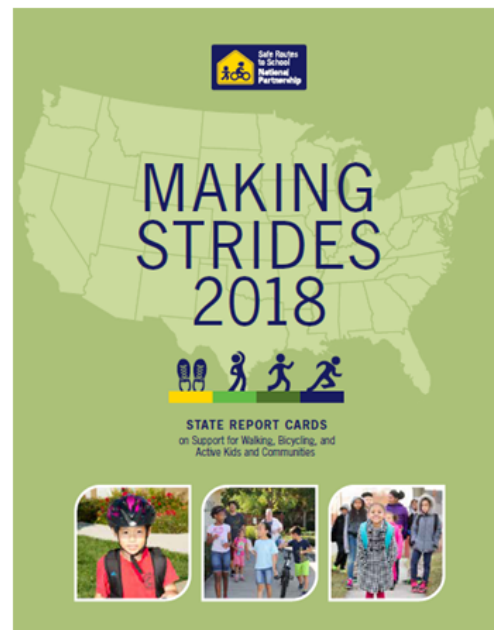
### *Updated Report Cards Grade Each State's Support for Walking, Biking, and Active Communities*

The Safe Routes to School National Partnership and the Y have released [\*Making Strides: 2018 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities\*](#), a report that helps state leaders and decision makers prioritize transportation investments, resources, and policies that support walkable communities.

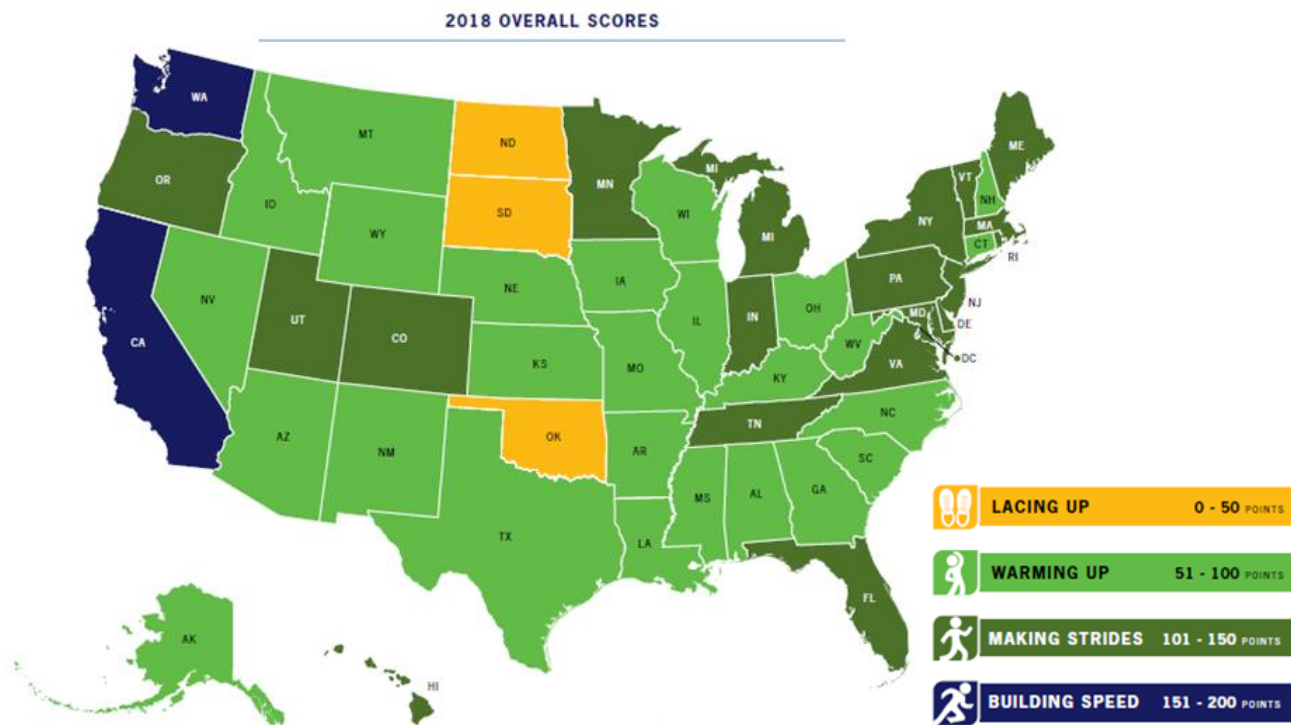
The rankings show that there is enormous opportunity for states to enact new, health-promoting, evidence-based policies—and strengthen existing ones that will benefit our communities. The report finds that a majority of the states rank in the middle categories of “Warming Up” and “Making Strides,” with only two states ranking in the highest category of “Building Speed,” and three states ranking as “Lacing Up,” the lowest category.

Each state was evaluated using 27 indicators, with several new indicators including: Adopted a bicycle, pedestrian, or active transportation plan; Supports walking, bicycling & physical activity in school design guidelines; and Funds Safe Routes to School non-infrastructure projects. These indicators were then applied across four strategic areas:

- Complete Streets and Active Transportation
- Safe Routes to School and Active Transportation Funding
- Active Neighborhoods and Schools
- State Physical Activity Planning



The findings show that over the past two years, many states have made considerable progress in their support for walking and biking. Nearly twice as many states are providing state dollars for Safe Routes to School programs, and more states are providing funding for shared use and hiring dedicated staff for physical activity. At the same time, there are still many opportunities for states to strengthen their support for healthy, accessible communities – particularly with regards to allowing TAP funding to be used to support Safe Routes to School programs and prioritizing Safe Routes to School programs in TAP competitions.



States can play a significant role in each of these areas to help increase the number of youth and adults walking, bicycling, and being physically active. Advocates and practitioners can use these report cards to help make the case for increased funding and support for programs that improve health and well-being for our communities

[Click here](#) to explore the report, fact sheet guides to using the information, and detailed maps showing each state's status and progress across various indicators of support.

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You're receiving this message because you have expressed interest in improving walking, bicycling, and Safe Routes to School. If you no longer wish to receive emails like these, please unsubscribe.

**Our mailing address is:**  
Safe Routes to School National Partnership  
PO Box 44328  
Fort Washington, MD 20749



# Pinellas Trail User Count Data Summary

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

## Total Usage

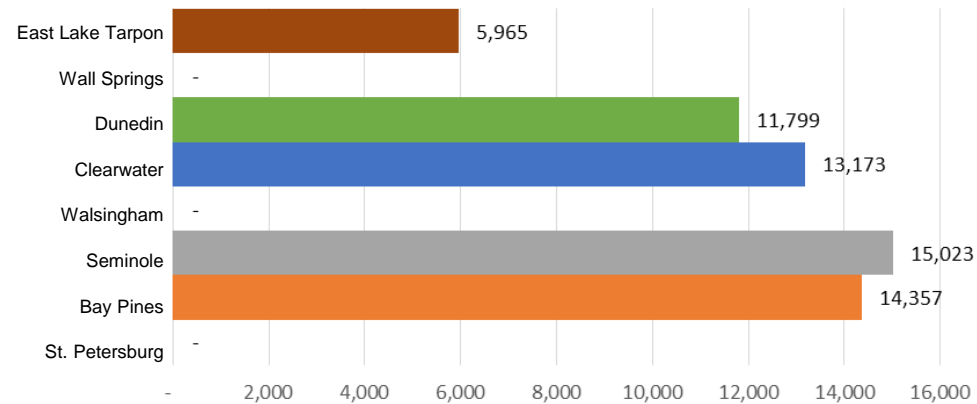
31-Day Count Total: NA  
Daily Average Users: NA

Highest Daily Totals:

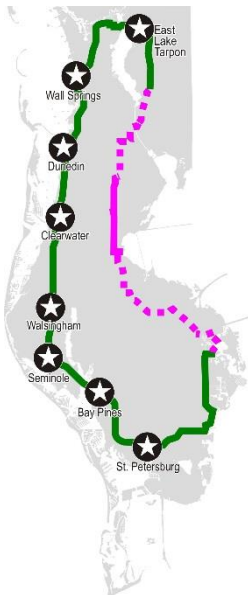
- #1 – Saturday, May 5th (Dunedin - 1,169)
- #2 – Saturday, May 5th (Seminole - 763)
- #3 – Wednesday, May 23rd (Bay Pines - 716)

*Note: Walsingham, Wall Springs & St. Petersburg counts are temporarily unavailable due to technical difficulties. Converting to RoadSys counters.*

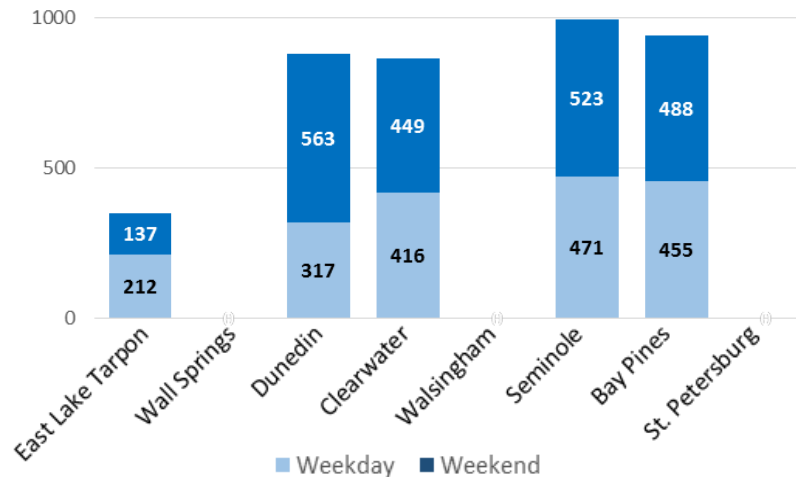
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
East Lake Tarpon:	1%	99%
Wall Springs:	NA	NA
Dunedin:	21%	79%
Clearwater:	28%	72%
Walsingham:	NA	NA
Seminole:	37%	63%
Bay Pines:	26%	74%
St. Petersburg:	NA	NA

Source: Forward Pinellas May 2018

National Weather Service: [May 2018](#)

# Pinellas Trail User Count Data Summary

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

## Total Usage

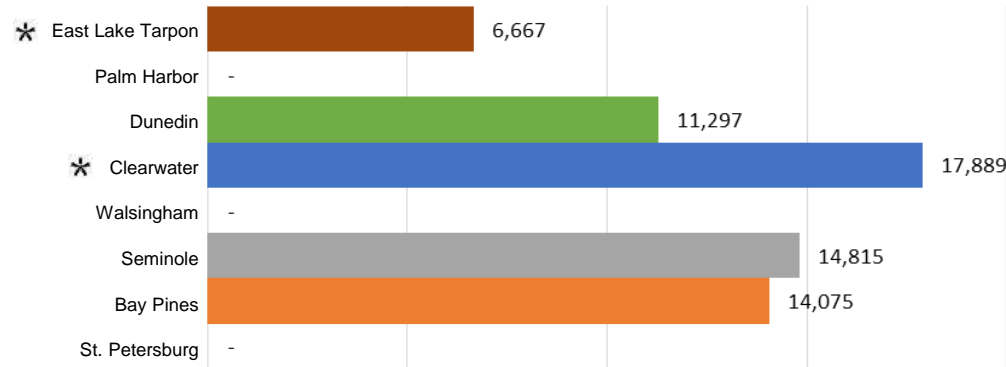
30-Day Count Total: NA  
Daily Average Users: NA

Highest Daily Totals:

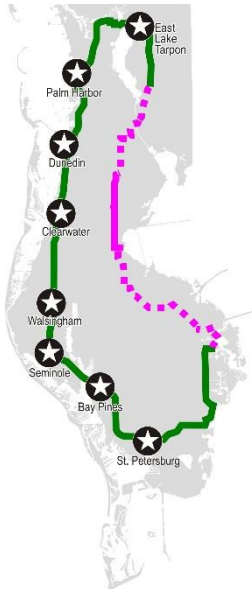
- #1 – Saturday, June 2nd (Dunedin - 1,199)
- #2 – Saturday, June 16th (Clearwater - 1,099)
- #3 – Friday, June 8th (Bay Pines - 762)

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

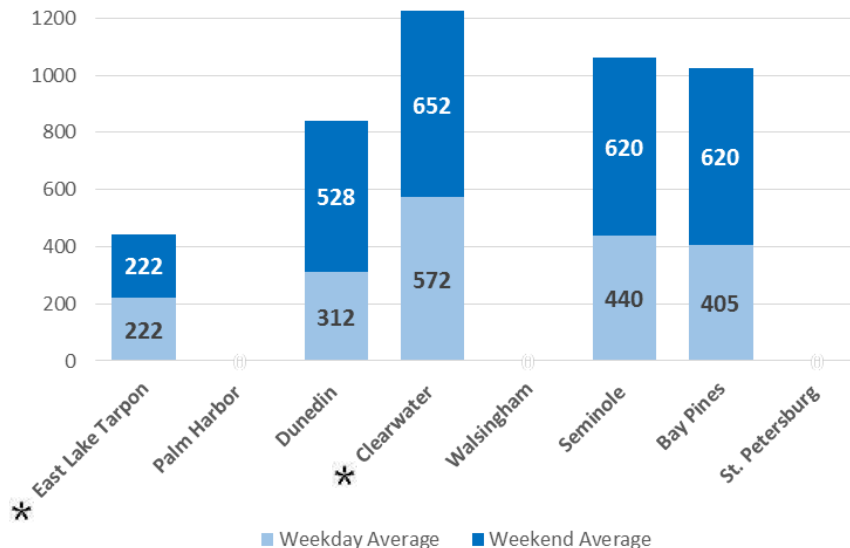
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Icon)	Bicycling (Icon)
East Lake Tarpon:	1%	99%
Palm Harbor:	NA	NA
Dunedin:	2%	98%
Clearwater:	5%	95%
Walsingham:	NA	NA
Seminole:	31%	69%
Bay Pines:	21%	79%
St. Petersburg:	NA	NA

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

\* Indicates Data Adjustment

# Pinellas County Major Road Network

Gulf of Mexico

Hillsborough County

Pasco County

Old Tampa Bay

Tampa Bay

**YEAR 2018**  
(thru July 31st)

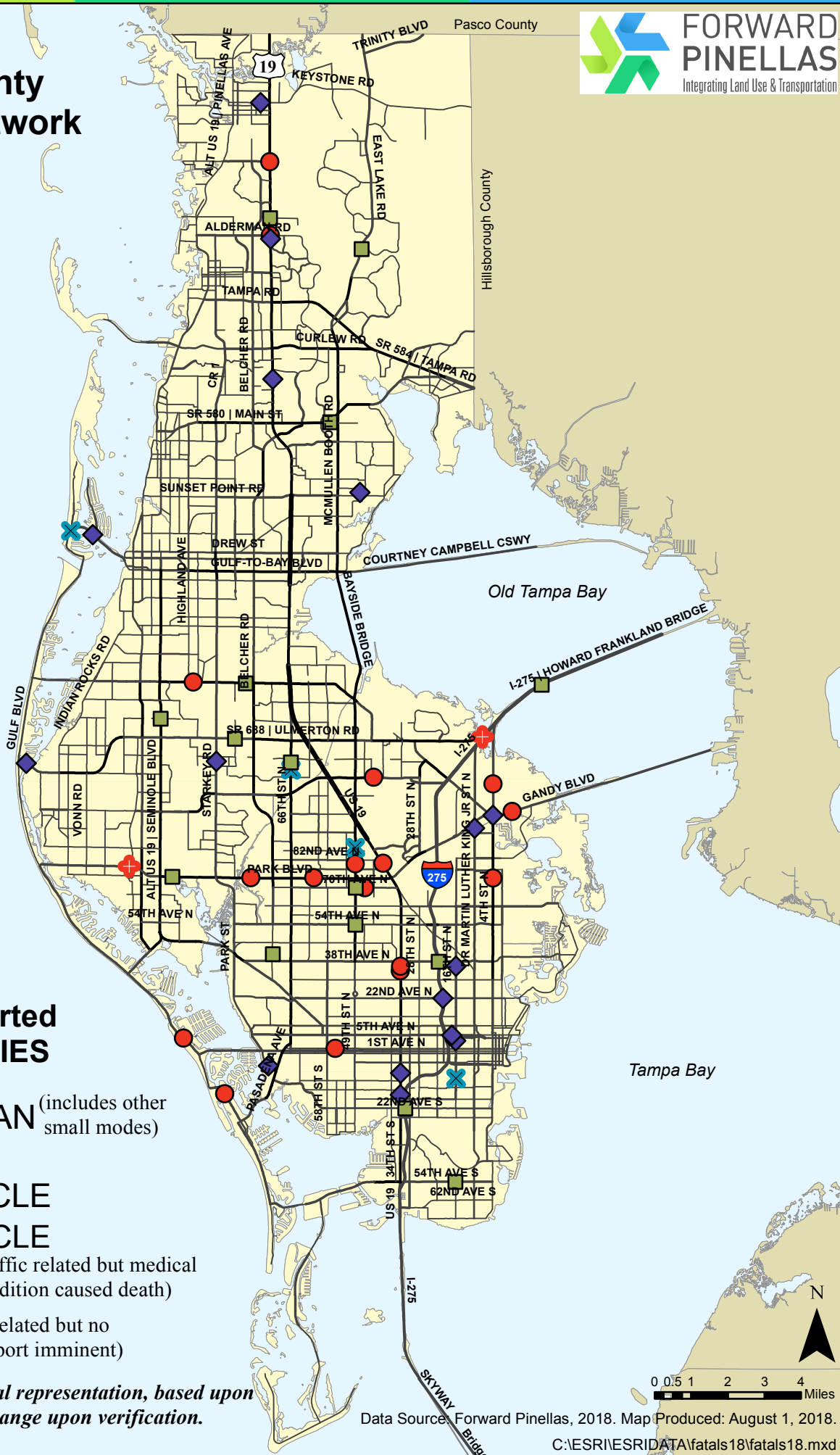
## Locations of Reported TRAFFIC FATALITIES

- PEDESTRIAN (includes other small modes)
- ✕ BICYCLE
- ◆ MOTORCYCLE
- AUTO-VEHICLE
- + MEDICAL (traffic related but medical condition caused death)
- OTHER (traffic related but no crash report imminent)

*NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.*

Data Source: Forward Pinellas, 2018. Map Produced: August 1, 2018.

C:\ESR\ESRIDATA\fatals18\fatals18.mxd





CRASHES	DATAID	ROADWAY	LOCATION	DESC	DATE	FATAL	APPROX TIME
1	004F18	49TH ST N	8700 BLOCK	BIC	1/20/2018	1	9:45 AM
1	023F18	66TH ST N	12100 BLOCK	BIC	3/13/2018	1	8:45 PM
1	049F18	16TH ST S	900 BLOCK (delayed fatality)	BIC	3/28/2018	1	9:05 AM
1	053F18	CORONADOR DR	5 GULFVIEW BLVD (delayed fatality)	BIC	6/16/2018	1	12:08 PM
1	001F18	8TH AVE S	34TH ST S	MC	1/2/2018	1	10:22 AM
1	009F18	DR ML KING JR ST N	NEAR EXECUTIVE CENTER DR	MC	2/2/2018	1	4:30 AM
1	010F18	34TH ST S	QUEENSBOROUGH AVE S	MC	2/4/2018	1	11:06 PM
1	016F18	STARKEY RD	ENTERPRISE BLVD	MC	2/14/2018	1	11:30 AM
1	015F18	16TH ST N	BETWEEN 3RD AND 4TH AVE N	MC	2/26/2018	1	6:45 AM
1	024F18	SR688   WALSHINGHAM RD	6TH AVE	MC	3/16/2018	1	6:30 PM
1	028F18	MEMORIAL CAUSEWAY	AT ISLAND WAY	MC	4/1/2018	1	2:45 AM
1	029F18	US 19 HWY	NB APPROACHING ALDERMAN RD	MC	4/8/2018	1	9:03 PM
1	036F18	TARPON AVENUE	HUEY AVE	MC	5/10/2018	1	5:00 PM
1	038F18	US 19 HWY	NEAR ROYAL BLVD	MC	6/6/2018	1	9:15 PM
1	039F18	PARK ST S	400 BLOCK	MC	6/9/2018	1	11:00 PM
1	040F18	36TH AVE N	16TH ST N	MC	6/11/2018	1	5:10 PM
1	043F18	GANDY BLVD	4TH ST N	MC	6/23/2018	1	11:45 PM
1	046F18	THIRD ST N	1000 BLOCK (Safety Harbor)	MC	7/7/2018	1	2:50 AM
1	047F18	I-275	22ND AVE N	MC	7/15/2018	1	7:54 PM
1	054F18	5TH AVE N	1700 BLOCK	MC	7/26/2018	1	7:49 AM
1	027F18	PARK BLVD	11600 BLOCK	MED	3/30/2018	1	4:17 PM
1	052F18	ULMERTON RD	I-275	MED	6/14/2018	1	8:05 AM
1	002F18	49TH ST N	8000 BLOCK	PED	1/8/2018	1	10:06 PM
1	005F18	US 19 HWY	8000 BLOCK	PED	1/22/2018	1	8:30 PM
1	007F18	70TH AVE N	4600 BLOCK	PED	1/23/2018	1	7:45 PM
1	006F18	4TH ST N	NEAR 74TH AVE N	PED	1/24/2018	1	6:10 PM
1	008F18	US 19 HWY	ALDERMAN RD	PED	1/27/2018	1	6:50 AM
1	011F18	15T AVE N	55TH ST N	PED	2/2/2018	1	3:10 PM
1	012F18	34TH ST N	NEAR 35TH AVE N	PED	2/7/2018	1	9:50 PM
1	013F18	BLIND PASS RD	CAPTIVA CIRCLE	PED	2/17/2018	1	7:00 PM
1	014F18	EAST BAY DR	WERTZ DRIVE	PED	2/21/2018	1	5:50 AM
1	020F18	PARK BLVD	6100 BLOCK	PED	3/9/2018	1	11:25 PM
1	021F18	118TH AVE N	4300 BLOCK	PED	3/10/2018	1	10:40 PM
1	022F18	4TH ST N	114TH AVE N	PED	3/12/2018	1	6:15 AM
1	037F18	GULF BLVD	117TH AVENUE	PED	6/2/2018	2	6:30 PM
1	042F18	US 19 HWY	E KLOSTERMAN RD	PED	6/20/2018	1	1:40 AM
1	044F18	PARK BLVD	78TH ST N	PED	6/25/2018	1	11:40 AM
1	045F18	US 19 HWY   34TH ST N	BETWEEN 35TH AVE N AND 38TH AVE N	PED	6/29/2018	1	2:30 AM
1	050F18	GANDY BLVD	POPLAR ST NE	PED	7/26/2018	1	6:26 AM
1	003F18	71ST ST N	40TH AVE N	VEH	1/11/2018	1	4:11 AM
1	018F18	SEMINOLE BLVD	16 AVENUE SE	VEH	3/6/2018	1	1:16 PM
1	017F18	49TH ST N	70TH AVE N	VEH	3/7/2018	1	8:00 PM
1	019F18	ULMERTON RD	WILD ACRES RD	VEH	3/9/2018	1	2:49 AM
1	034F18	US 19 HWY	LAKE TARPON DR	VEH	3/11/2018	1	4:02 PM
1	026F18	I-275	38TH AVE N	VEH	3/24/2018	1	3:03 AM
1	025F18	66TH ST N	S OF 126TH AVE N	VEH	3/25/2018	1	11:23 PM
1	030F18	I-275   HOWARD FRANKLAND BRIDGE	PINELLAS COUNTY SIDE OF THE BRIDGE	VEH	4/4/2018	1	11:15 AM
1	031F18	US 19 HWY	54TH AVE N	VEH	4/12/2018	1	11:00 AM
1	032F18	SR580	AT CURVE NEAR CHARLES AVE	VEH	4/21/2018	1	5:51 AM
1	033F18	54TH AVE S	16TH ST S	VEH	4/24/2018	1	1:50 PM
1	035F18	EAST BAY DR	3600 BLOCK	VEH	5/5/2018	1	10:18 PM
1	041F18	EAST LAKE RD	JUST S OF SANDY POINT DR	VEH	6/13/2018	1	7:30 AM
1	048F18	I-275	22ND AVE S (mile marker 19)	VEH	7/13/2018	1	3:39 PM
1	051F18	PARK BLVD	104TH LANE	VEH	7/28/2018	2	7:00 PM

# PINELLAS COUNTY

## INITIAL REPORTING

of Traffic Fatalities  
thru July 31, 2018

56 FATALITIES INCLUDING MEDICAL INCIDENTS \*

54 FATALITIES EXCLUDING MEDICAL INCIDENTS

54 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS \*

52 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

16 AUTO-VEHICLE FATALITIES

29.6% (medical crashes not included)

15 AUTO-VEHICLE CRASHES (fatal)

## VULNERABLE ROAD USERS

16 MOTORCYCLE FATALITIES

29.6% of all traffic fatalities

16 MOTORCYCLE CRASHES (fatal)

4 BICYCLE FATALITIES

7.4% of all traffic fatalities

4 BICYCLE CRASHES (fatal)

18 PEDESTRIAN FATALITIES

33.3% of all traffic fatalities (includes other small modes)

17 PEDESTRIAN CRASHES (fatal)

38 VULNERABLE USER FATALITIES

37 VULNERABLE USER CRASHES (fatal)

70.4% Vulnerable/total fatalities

(medical crashes not included)

### NOTE

Table not an official representation,  
based upon initial reporting,  
subject to change upon verification.

Forward Pinellas

\* MEDICAL INCIDENTS INCLUDE HEART ATTACKS, STROKE, OR OTHER FATAL CONDITION.

## **Upcoming Transportation Conferences**

August 7, 2018

A request was made to share with the MPO community the dates for several upcoming conferences as well as the weblinks to those events. Below are the titles and weblinks for three upcoming conferences.

### **Florida AV Summit**

November 27<sup>th</sup> and 28<sup>th</sup>

Tampa, FL

<https://favsummit.com/>

### **Focus on Community**

December 12<sup>th</sup> and 13<sup>th</sup>

Orlando, FL

<http://www.fdot.gov/agencyresources/community/index.shtm>

### **Transplex 2019**

Save the Date: May 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup>, 2019

Jacksonville, FL

<http://www.fdot.gov/planning/transplex/>