

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS** (8:30 – 8:35)
2. **APPROVAL OF MINUTES – December 18, 2017** (8:35 – 8:40)
3. **FORWARD PINELLAS EXECUTIVE SUMMARY – January 10, 2018** (8:40 – 8:45)
4. **PINELLAS TRAIL LOOP PROGRAM** (8:45 – 9:10)
5. **SIGNALIZED INTERSECTION LIGHTING RETROFIT PROGRAM** (9:10 – 9:25)
6. **COMPLETE STREETS PROGRAM APPLICATIONS** (9:25 – 9:30)
7. **INTERIM APPROVAL TERMINATION – RRFB INSTALLATION** (9:30 – 9:40)
8. **SPOTlight EMPHASIS AREAS UPDATE** (9:40 – 9:45)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
9. **BPAC BUSINESS** (9:45 – 10:00)
 - A. Tri-County BPAC Meeting Notice – January 24, 2018
 - B. Forward Pinellas Work Session January 12, 2018
 - C. Florida Bicycle Association (FBA)
 - D. Pinellas Trails, Inc.
10. **AGENCY REPORTS** (10:00 – 10:10)
11. **OTHER BUSINESS** (10:10 – 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 – FEBRUARY 26, 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.

2. Approval of Minutes

SUMMARY

The meeting summary for the December 18, 2017 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – December 18, 2017

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
December 18, 2017**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on December 18, 2017 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

BPAC Members Present

Brian Smith, Chairman
Becky Afonso, Vice Chair
Daniel Alejandro
Dr. Lynn Bosco
Lucas Cruse
Win Dermody
Katrina Gordon
Edward Hawkes
Dr. Jan Hirschfield
Charlie Johnson
Paul Kurtz
Jacob Labutka
Steve Lasky
Quinn Lundquist
Charles Martin
Casey Morse
Ron Rasmussen
Annette Sala
Michael Siebel
Bert Valery
Jim Wedlake
Georgia Wildrick

At Large Citizen Representative
North County Citizen Representative, Oldsmar
Largo Citizen Representative
At Large Citizen Representative
St. Petersburg Bicycle Pedestrian Coordinator
Clearwater Citizen Representative
City of Largo
At Large Citizen Representative
Pinellas Trails, Inc./Auxiliary Rangers
St. Petersburg
At Large Citizen Representative
PSTA
At Large Citizen Representative
Department of Health – Pinellas County
Dunedin Citizen Representative
Pinellas County Public Works Traffic
Pinellas Park Citizen Representative
At Large Citizen Representative
At Large Citizen Representative
North Beaches Citizen Representative
Seminole Citizen Representative
Largo Citizen Representative

BPAC Members Absent

Zain Adam
Julie Bond
Kimberly Cooper
Felicia Donnelly
Tom Ferraro
Lyle Fowler
Deputy Eric Gibson
Byron Hall
Chip Haynes
Anthony Matonti
Tom McGinty
Jeff Morrow
Robert Yunk

City of Clearwater
CUTR
St. Petersburg Citizen Representative
City of Oldsmar
North County Citizen Representative
PC Parks & Conservation Resources (PCR)
Pinellas County Sheriff's Office
Pinellas Park Citizen Representative
Clearwater Citizen Representative
TBARTA
Pinellas County School System Representative
St. Petersburg Citizen Representative
At Large Citizen Representative

Others Present

Scott Daniels
Joan Rice
Gina Harvey
Chris Speese
Bob Young
Rodney Chatman
Susan Miller
Maria Kelly

Pinellas Trails, Inc.
Pinellas County Public Works Traffic
Pinellas County Public Works Traffic
FDOT District 7 Bicycle Pedestrian Coordinator
Auxiliary Ranger
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff

1. CALL TO ORDER & INTRODUCTIONS

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

2. APPROVAL OF MINUTES

The summary from November 20, 2017 BPAC meeting was approved as provided.

3. FORWARD PINELLAS ACTIONS

Mr. Rodney Chatman, Forward Pinellas Division Manager, reviewed the actions from the Forward Pinellas Board's December 13, 2017. The Board did approve a scope of services for the lane elimination study in St. Petersburg on 34th Street S, from 28th Street to 54th Street. Early planning activities for the Long Range Plan have begun as the Board did approve a scope for a community survey which helps inform the developments of the LRTP. The Board did approve the draft release of the SR 60 Multimodal Implementation Plan. The next step for this plan is to go before the City of Clearwater for their review. The Board did receive an update on the West Bay Drive Complete Streets. This project has received some concerns being address by Forward Pinellas staff and an update will be brought back to the Board in January.

4. ELECTIONS OF 2018 BPAC OFFICERS

Ms. Susan Miller addressed the committee regarding the by-laws requiring yearly elections of Chair and Vice-Chair to the committee. The committee unanimously voted for Brian Smith to continue to serve as Chair and Becky Afonso to continue to serve as Vice Chair.

5. SAFETY HARBOR WALKABILITY AUDIT

Mr. Chatman presented the committee with the results of the Safety Harbor Walkability Audit. When we talk about walkability and bikeability, we are looking for a concept that allows us more time in our busy day to do the things we would normally not have time to do. A 20 minute neighborhood is defined basically as an area in which people can walk or bike to places that you would visit on a daily basis to include transit, shopping, quality food, schools parks and entertainment. Research has shown that the concept of the 20 minute neighborhood strengthens the local economy, builds better stronger communities and is beneficial to health. In mid-October, Forward Pinellas and the City of Safety Harbor participated in the walkability audit. Separated into two groups, they set out to focus on conditions that affect walkability, connectivity, safety and accessibility. Observations and findings were documented and recommendations were developed. Discussion followed with questions taken and appropriately answered.

WALK-ON: FDOT TO THE COURTNEY CAMPBELL OVERPASS PROJECT

Chris Speese, Florida Department of Transportation District 7 Bicycle Pedestrian Coordinator, addressed the committee with a request for the BPAC's input on five suggested designs of the Courtney Campbell overpass. Mr. Speese reviewed the designs indicating directions and connections to established trails and roadways. The designs and construction are estimated to be approximately \$1.4 million to \$5 million. At this time, questions were taken and appropriately answered. Stephen Lasky made a motion urging FDOT to take into consideration the discussed sixth alternative, or a modified no. 5 design and come back with a feasibility. It was seconded by Mike Siebel and passed unanimously. Mr. Speese agreed to take the suggestions back to FDOT for review and return with the results.

6. ORANGE STREET MID-BLOCK CROSSING FOR THE PINELLAS TRAIL

Ms. Miller addressed the BPAC regarding the Orange Street mid-block crossing for the Pinellas Trail. Kudos to Public Works Transportation and FDOT for all they have done at the Orange Street mid-block crossing, while repairs are done on the Orange Street overpass. Pedestrian and bikers are using the temporary crossing that is now equipped with an RRFB. The overpass repairs should be completed by December of 2018. Mr. Edward Hawkes inquired as the Dunedin Bridge going over to Honeymoon Island. The county is conducting a sea level rise analysis on all three alternatives. Once completed, the information will go back to the Board of County Commissioners (BCC) for final identification of the preferred alternative.

7. SPOTLIGHT EMPHASIS AREAS UPDATE

Mr. Chatman updated the committee on SPOTlight areas. Vision for US 19, there is a lane elimination study underway for the southern part of 34th street in St. Petersburg. Also working on two economic analysis for Tarpon Springs and surrounding areas. The Interlocal agreements with the five funding partners for the Gateway Master Plan have been sent out for review and signature. Enhancing Beach Access, the SR 60 Plan is going to the City of Clearwater next month for review and endorsement.

8. BPAC BUSINESS

A. 2018 Meeting Schedule for Forward Pinellas and Advisory Committee

The meeting schedules for Forward Pinellas and the advisory committees for 2018 was provided in the agenda packets

B. Tri-County BPAC 2018 Meeting Schedule

The dates for the 2018 Tri-County BPAC meetings were provided. The next meeting of the Tri-County BPAC is January 24, 2018, hosted by the Hillsborough BPAC.

C. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso updated the committee on the legislative activities concerning cyclists. January 9th, 2018 begins the new Florida State Legislation. There has been a change with one of the bills for texting as a primary offense, in that Representative Slosberg rescinded her bill #121 and is now co-sponsoring house bill #33. They are currently working on the language of the bill to prevent racial profiling. FBA is now in support of House Bill #33, *texting while driving a primary offense*, in addition to the Senate Bill #90. The *move over for people initiative*, House Bill #117 and Senate Bill #116. On the federal level, the League of American Bicyclists texted today that for the house tax reform bill and the senate bill, the bill reconciliation did eliminate the tax break for bicycle commuting.

D. Pinellas Trails Inc.

Dr. Jan Hirshfield, Pinellas Trails, Inc., gave an update on Pinellas Trails, Inc. The last meeting was held on December 5th at the Largo Library. Pinellas Trails, Inc. thanked Carol Gray for updating the group on post-Irma destruction and how much work is being done on the parks and trails. Pinellas Trails, Inc., also thanked Casey Morse for the update on the Duke Energy Trail construction from Sunset Point to N.E. Coachman. The Board sent a letter to the City of Largo in support of the Complete Streets Rosery Road project. Next meeting will be held in Taylor Park on March 17th, 2018.

9. AGENCY REPORTS

• Courtney Campbell Causeway Overpass

Mr. Speese provided a brief update on the overpass across SR 60 from Bayshore Boulevard.

• Duke Energy Trail, North & South Gaps

Ms. Casey Morse, Pinellas County Public Works, updated the BPAC on this project. Construction on the North Gap should begin within a couple weeks, and is estimated to be completed by the end of 2018. The segment through the countryside area should also be completed in 2018 and the San Martin Bridge PD & E study should also be completed in 2018

• Tampa Bay Regional Transit Authority (TBARTA) Updates

Mr. Anthony Matonti, TBARTA, was not available to provide an update.

• FDOT District 7

Chris Speese addressed the committee with updates regarding the Howard Frankland Bridge project.

• Pinellas Trail Security Task Force (PTSTF)

The next PTSTF meeting is scheduled for Tuesday, January 9, 2018.

• St. Petersburg Bicycle Pedestrian Program

Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, updated the committee, that St. Petersburg was designated as a Silver Bicycle Friendly Community, the highest of any mid-size or large-size city in Florida. Bike Friendly Business program is up and running with 10 certified businesses. Complete Streets plan will go to council in the next couple of months. St. Petersburg is applying the concepts of the plan while resurfacing Martin Luther King Street. The Treasure Island Trail connection is almost complete. 30th Avenue N bike lanes are under construction. St. Petersburg is working with Gulfport to connect to the Skyway Trail near the Twin Brooks Golf Course.

10. OTHER BUSINESS

A. Membership

There continues to be one vacancy on the BPAC membership for a South Beach Communities Citizen Representative.

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 suggestions for additional agenda items from the Committee.

D. Other

Mr. Chatman made the committee aware of the first ever SKYWAY 10K Race in March. Thank you to Vice-Chair Afonso for the FBA gift.

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:15 a.m. The next BPAC meeting is scheduled for Monday, January 22, 2018.

Bicycle Pedestrian Advisory Committee – January 22, 2018



3. Forward Pinellas Executive Summary – January 10, 2018

SUMMARY

The January 10, 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 January 10, 2018 – will be distributed at the meeting

ACTION: None Required, Informational Item Only

4. Pinellas Trail Loop Program

SUMMARY

At the December 18, 2017 meeting, the Bicycle Pedestrian Advisory Committee requested that updates for the Pinellas Trail Loop Program be provided at the monthly meetings. Pinellas County Public Works has agreed to present information regarding construction projects for the remaining gaps in the Trail Loop to the committee.

Existing Trail Loop gaps are from John Chesnut Sr. Park (2200 East Lake Road) to 83rd Avenue North in St. Petersburg. At the January 22, 2018 meeting, there will be a PowerPoint presentation with aerial maps showing the corridor alignments for the gaps. Future meetings will include updates on the planning, designing and construction timing of the gap progress.

North Gap

1. John Chesnut Senior Park to Enterprise Rd - Construction to Start 2018
2. Enterprise Rd to Sunset Point Rd - Completed
3. Sunset Point Rd to Old Coachman Rd - Construction to Start 2018

Between North and South Gaps

1. Old Coachman Rd to Haines Bayshore Rd – Completed

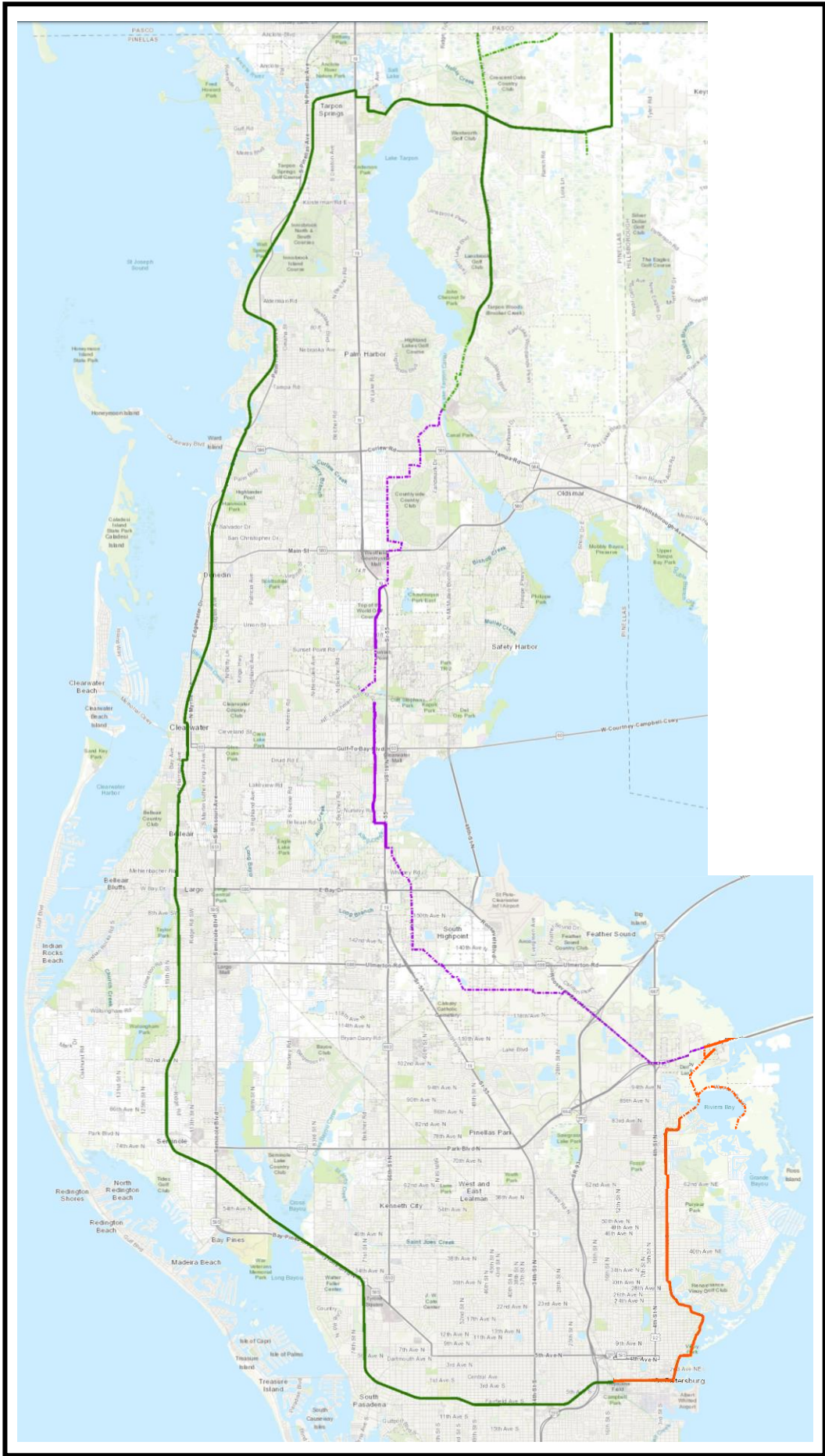
South Gap

1. Haines Bayshore Rd to Whitney Rd – Working on grant application and reviewing alignments
2. Whitney Rd to 142nd Ave – Working on grant applications
3. 142nd Ave N to Ulmerton Rd – Working on grant application and reviewing alignments
4. Ulmerton Rd Underpass - Completed
5. Ulmerton Rd to Roosevelt Blvd – Working on grant application and reviewing alignments
6. Roosevelt from 28th St N to Dr. M.L.K. Jr St N (9th St N) – Completed
7. Dr. M.L.K. Jr St N (9th St N) to 83rd Ave N – Reviewing alignments

ATTACHMENTS: Pinellas Trail Loop Map

ACTION: None Required, Information Item Only

PINELLAS TRAIL LOOP
DUKE ENERGY TRAIL
COAST TO COAST TRAIL CONNECTOR



SUMMARY

High Pressure Sodium (HPS) streetlights were invented in 1970 and were used around the country by the 1980's. Light Emitting Diode (LED) roadway lighting was introduced in the mid 2000's, and is preferred by FDOT on new installations. LED lights are more energy efficient, have a longer lifespan and require less maintenance than older street lighting systems.

The overall purpose of street lighting is to reduce nighttime vehicle crashes, injuries and fatalities, with particular focus on pedestrian and bicycle crashes, injuries and fatalities. Improvements such as eliminating dark or blind spots allow greater visibility for pedestrians as well as a better view for drivers, improved sight distances and reduced glare with properly spaced and directional lighting. Older motorists also benefit from increased visibility due to this type of street lighting.

Mr. Bill Porman, FDOT District 7, has agreed to present information about the signalized intersection lighting retrofit program.

ATTACHMENTS: None

ACTION: None Required, Information Item Only

SUMMARY

Complete Streets are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. The Forward Pinellas Complete Streets Program in its second year, and provides competitive funding for both the planning and construction of complete streets projects countywide. This year, the program will award up to \$100,000 for a concept planning project in fiscal year (FY) 2018/19, and up to \$1,000,000 for a construction project with funding available beginning in FY 2023/24.

Between October 9 and December 15, 2017, Forward Pinellas issued a call for local governments to submit applications for funding of Complete Streets projects in their communities. We received a total of four applications, two for concept planning and two for construction:

- The City of Dunedin is requesting \$100,000 to develop a Complete Streets Concept Plan for Skinner Boulevard from U.S. Alternate 19 to Bass Boulevard.
- The City of Largo is requesting \$1,000,000 in construction funding for Rosery Road between the Missouri Avenue and Eagle Lake Park.
- The City of Oldsmar is requesting \$1,000,000 in construction funding for St. Petersburg Drive from East Dartmouth Avenue to Bayview Boulevard.
- The City of St. Petersburg is requesting \$60,000 in planning funding for the southern half of the South St. Petersburg Community Redevelopment Area, bounded by 49th Street S, 13th Avenue S, 3rd Street S, and 30th Avenue S.

Forward Pinellas staff has reviewed all submitted applications and invited all applicants to come to both the Technical Coordinating Committee and the Planners Advisory Committee this month to provide a presentation on their projects and answer any questions from committee members. Forward Pinellas staff will be asking for volunteers from members of both committees, who are not representing agencies that submitted applications, to sit on a Complete Streets Subcommittee to review the applications and develop a recommendation for funding. The recommendation for funding will be brought to the Forward Pinellas Board at its March 14, 2018 meeting for review and approval, with funding awarded after July 1, 2018.

All applications are posted online for your review at: <http://forwardpinellas.org/projects/complete-streets/>

ATTACHMENT(S): None

ACTION: None required; informational item

7. Interim Approval Termination – RRFB Installation

SUMMARY

In December 2017, the Federal Highway Administration (FHWA) rescinded the interim approval (IA) for rectangular rapid flashing beacons, referred to as RRFB's, which prohibits new installations of RRFB's on our nation's roadways. The RRFB's were initially approved in 2008, and since that time, more than 200 have been installed and are currently in use around Pinellas County.

The FHWA ruling concerns new installations and does not require existing installations to be removed. There are several U.S. patents and one pending patent for this crosswalk safety device but federal regulations prohibit the inclusion of patented devices in the manual of Uniform Traffic Control Devices (MUTCD). The FHWA memorandum is attached for your information.

ATTACHMENT(S): IA-11 Termination Memo

ACTION: None required; informational item



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** MUTCD – Interim
Approval for Optional Use of Rectangular
Rapid Flashing Beacons
(IA-11) —TERMINATION

Date: DEC 21 2017

From: Martin C. Knopp 
Associate Administrator for Operations

In Reply Refer To:
HOP-1

To: Federal Lands Highway Division Directors
Division Administrators

Purpose: Through this memorandum, the Federal Highway Administration (FHWA) officially rescinds the subject Interim Approval (IA) issued on July 16, 2008.

Background: Federal regulation, through the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD),¹ prohibits the use of patented devices under an IA,² or official experimentation³ with patented devices. The MUTCD is incorporated by reference at 23 CFR, Part 655, Subpart F, and is recognized as the national standard for all traffic control devices in accordance with 23 U.S.C. 109(d) and 402(a).⁴

Action: The MUTCD prohibits patented devices from experimentation, IA, or inclusion in the MUTCD.⁵ The FHWA has learned of the existence of four issued U.S. patents, and at least one pending patent application, covering aspects of the Rectangular Rapid Flashing Beacons (RRFB) device originally approved under IA-11 of July 16, 2008.

For the aforementioned reasons, FHWA hereby rescinds IA-11 for all new installations of RRFB devices. Installed RRFBs may remain in service until the end of useful life of those devices and need not be removed.

Nothing in this memorandum should be interpreted as expressing an opinion as to the applicability, scope, or validity of any patent or pending patent application with regard to

¹ MUTCD 2009 Ed., Intro. ¶ 4 at I-1

² *Id.*; § 1A.10.

³ *Id.*

⁴ *See id.* at ¶ 02 at I-1.

⁵ *Id.* at ¶ 04.

the installation or use of RRFBs, generally, or for those currently in use. The FHWA, the U.S. Department of Transportation, and the U.S. express no opinion on the merits, and take no position on the outcome, of any litigation relating to the RRFB.

cc:

Associate Administrators

Chief Counsel

Chief Financial Officer

Directors of Field Services

Director of Technical Services

8. SPOTLight Emphasis Areas Update

SUMMARY

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

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

ATTACHMENT(S): None

ACTION: None Required; Informational Item Only

A. Tri-County BPAC January 24, 2018 Meeting Notice

The Tri-County BPAC meeting is scheduled for Wednesday, January 24, 2018, hosted by Hillsborough County BPAC. The meeting will begin at 5:30 pm, at the Keystone Recreation Center, 17928 Gunn Highway, Odessa, FL 33556. Directions can be found [here](#). We hope to see many of you there.

B. Forward Pinellas Work Session January 12, 2018

The annual work session for Forward Pinellas was held on Friday, January 12, 2018 at St. Petersburg College, Drew Street campus. This item allows for any comments or questions regarding the work session.

ATTACHMENTS: Forward Pinellas Work Session Agenda

ACTION: None Required, Information Item Only

C. Florida Bicycle Association (FBA)

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

D. Pinellas Trails, Inc.

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



BOARD WORK SESSION AGENDA

January 12, 2018

Location: St. Petersburg College Clearwater Campus | 2465 Drew Street, Room ES 104

- 1. Call to Order** **9:00**
Welcome and Introductions
- 2. Budget and Work Plans for FY 2019 – 2021** **9:15**
Board to review the Strategic Business Plan, the Pinellas Planning Council Work Plan, and the Pinellas County Metropolitan Planning Organization Unified Planning Work Program; then evaluate the budget for potential impacts and funding scenarios.
- 3. Board Input** **10:15**
Executive Director to lead the board through a survey and discussion to provide staff direction.
Break 10:30 – 10:40
- 4. SPOTlight Emphasis Areas Update and Next Steps** **10:40**
Board to receive updates on the three SPOTlight Emphasis Areas and provide direction for next steps.
- 5. The Pinellas Transportation Plan** **11:00**
Board to discuss the working vision, guiding principles, partnerships, performance measures and targets, and the plan development process.
- 6. Wrap-up and Conclusion** **11:45**
Executive Director to highlight the outcomes of the work session.
- 7. Adjourn** **12:00**

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

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

The January 9, 2018 agenda is attached for your information. The next meeting of the PTSTF is scheduled for Tuesday, April 10, 2018.

ATTACHMENT(S): January 9, 2018 PTSTF Agenda

ACTION: None Required, Informational Item Only

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – October 10, 2017**
3. **PRESENTATION: PINELLAS COUNTY TRAIL CONSTRUCTION PROJECTS OVERVIEW**
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 MONTHLY 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, IF YOU WOULD PREFER, YOU CAN FAX THE REPORT TO THE PINELLAS COUNTY MPO at (727) 464-8212.**
THANK YOU.

NEXT PTSTF MEETING – APRIL 10, 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.

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Pinellas Trail Security Task Force – January 09, 2018



2. Approval of Minutes – October 10, 2017

SUMMARY

The summary minutes of the October 10, 2017 Pinellas Trail Security Task Force meeting are attached.

ATTACHMENTS: Pinellas Trail Security Task Force Summary Minutes – October 10, 2017

ACTION: Approval of October Meeting Summary

PINELLAS TRAIL SECURITY TASK FORCE
MEETING Summary
October 10, 2017

The following is a summary of the October 10, 2017 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 Marion Guess	St. Petersburg Police Department
Officer John Ulrich	Tarpon Springs Police Department
Officer V. Tran	Largo Police Department
Deputy Eric Gibson	Pinellas County Sheriff's Office
Casey Morse	Pinellas County Public Works
Joan Rice	Pinellas County Public Works
Craig Queen	Pinellas County EMS & Fire Administration
Gary Brown	Pinellas County Animal Services
Lyle Fowler	Pinellas County Parks and Conservation Resources
Carol Gray	Pinellas County Parks and Conservation Resources Chief Ranger
Officer Selena Hyppolite	Clearwater Police Department
Commissioner John Tornga	Forward Pinellas Board (Dunedin)
Zachary Dinon	Citizen
Virginia Holscher	Bureau Director, Pinellas County Risk Management
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 o'clock a.m. Self-introductions were provided.

2. APPROVAL OF MEETING SUMMARY – July 18, 2017

The summary from the July 18, 2017 meeting was approved as provided in the agenda packet.

3. ELECTION OF 2018 CHAIRMAN

Ms. Susan Miller, Forward Pinellas staff, opened the nominating floor for chairman nominations. Chairman Wolfson announced that he would be happy to continue as Chairman for the PTSTF. As there were no other nominations, the Security Task Force unanimously agreed to accept Officer Wolfson's offer to serve another term as Chairman.

4. PRESENTATION: PINELLAS COUNTY DEPARTMENT OF RISK MANAGEMENT

Bureau Director Virginia Holscher, Pinellas County Risk Management, gave a presentation to the group how Risk Management protects Pinellas County against accidental financial loss by identifying potential risks in advance, analyzing them and take precautionary steps to reduce the risks. Ms. Holscher defined Risk Management as "a method of handling exposure to loss to protect an entity's assets." They also provide quality service and support to all citizens while providing a safe and healthy environment. Questions were taken and appropriately answered.

5. A. QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER

Chief Ranger Carol Gray, Parks and Conservation Resources (PCR), reported continued clean-up of storm debris. There has been a slight increase in homeless activity under the U.S. Highway 19 overpass in Tarpon Springs. She added that everyone is looking forward to the snowbird volunteers returning to the area.

Dunedin Commissioner John Tornga inquired about the Orange Street Overpass at this time and Ms. Miller responded. The Orange Street overpass has reached its life span and the metal spans over the roadways need to be replaced. Bids for the contract have been sent out and are due back by October 24th. Construction should take about 270 days, with the work completed by December 31st, 2018. In the meantime, Pinellas County has built a sidewalk along the south end of Orange Street to Alt. U.S. 19, and posted warning signs not to cross Orange Street midblock. The detours include using the signalized intersections for Alt. U.S. 19 at Curlew Road and Tampa Road.

6. LAW ENFORCEMENT AND AGENCY REPORTS**A. Sheriff's Office**

Pinellas County Sheriff Deputy Eric Gibson reported there were no incidents recorded on the Trail this quarter. There is a new data analyst, so Deputy Gibson will double check that number. They will continue with security patrols after dark.

B. Belleair

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

C. Clearwater

Officer Selena Hyppolite reported the Clearwater Police Department did some walk and talks, directed patrols and a report of 3 suspicious persons, probably homeless and intoxicated, were reported near or on the Trail.

D. Gulfport

No report was provided from the Gulfport Police Department.

E. Largo

Officer V. Tran with the Largo Police Department reported from June to September, there were 12 calls including 1 disturbance, 2 nuisance, 1 suspicious activity, 1 theft, 2 traffic crash, 2 traffic stops and 1 welfare check.

F. Pinellas Park

As the Pinellas Trail does not run through Pinellas Park, and there has been no participation from the Pinellas Park Police Department for several months, it was agreed by the Security Task Force that Pinellas Park should be removed from future Law Enforcement Agency Reports.

G. St. Petersburg

St. Petersburg Police Officer Mike Christian provided an update stating there were a number of calls on the Trail beginning with one armed robbery. One arrest of a student throwing items off the Trail crossing at U.S. Highway 19/34th Street near Gibbs High School, targeting police cruisers. Vandalism and graffiti on the Trail behind the Tyrone Mall. With the weather cooling

down, the transient population is expected to increase, which will lead to increased litter and code violations on the Trail. Mr. Lyle Fowler, PCR, added that transient activity has resulted in hot spots of intense trash and abandoned property. PCR will continue to coordinate with law enforcement to reduce or eliminate these hot spots.

H. Tarpon Springs

Officer John Ulrich had nothing to report for Tarpon Springs.

I. Animal Services

The Security Task Force welcomed a new Animal Services representative, Mr. Gary Brown, who reported a dog fight in Tarpon Springs that resulted in a deceased animal.

J. Public Safety Services

Mr. Craig Queen, Pinellas County EMS & Fire Administration, provided an updated report. There were 4 incidences, 1 was cancelled, two refused treatment and one was a transport of a patient.

K. Pinellas County Risk Management

There was nothing to report for the quarter.

L. Volunteer Patrol Programs and Updates

Chairman Wolfson provided a brief update that volunteers are gearing up for the bike patrol to provide more coverage on bikes in St. Petersburg. Volunteer activity has dropped off over the summer months, but the interest is still there for volunteers.

7. AUTOMATIC TRAIL COUNTERS

Ms. Miller briefly noted the automatic counter reports included in the agenda packet for June, July and August. Two automatic counters are currently off-line, reflected on the August report. Work is currently being done to get those back on-line.

8. REPORT ON TRAIL CONSTRUCTION ACTIVITY

Ms. Miller reviewed the Trail Construction Activity report with the Security Task Force. The Duke Energy Trail, Phase II, from S.R. 590/NE Coachman Road to Sunset Point Road is currently scheduled for design/construction in FY17/18. The construction schedule is currently being planned for the south gap segment from Haines Bayshore Road to Ulmerton Road. The Pinellas segment of the Coast to Coast Connector Trail from Keystone Road/East Lake Road, through the Brooker Creek Preserve to Pasco County is now completed and will be removed from future construction reports. The design of the Courtney Campbell Trail Overpass at Bayshore Boulevard has been funded under the SUNTrail program, with construction scheduled in 2023. The Pinellas Trail Loop connection at NE Coachman/Old Coachman Road and the Ream Wilson Clearwater Trail is scheduled for construction in 2018. The Bayway Trail South project has been delayed pending design/build dates for the St. Petersburg Seawall project and the Tierra Verde Bridge project. The Roosevelt Boulevard Trail is now completed and will be removed from future construction reports. The Treasure Island Causeway Connection is under construction and should be completed by May 2018. Trail accommodations will be incorporated into the design of the San Martin/Riviera Bay replacement bridge, and may also be included in the design of a structure across the Lake Tarpon Outfall Canal for the Pinellas Trail Loop. The last phase of the Druid Trail, from Betty Lane to the Duke Energy Trail is out for bids. The Michigan Trail was divided into two phases; phase I, from Bayshore

Boulevard to Alt. U.S. 19, is completed, and phase II has been cancelled due to funding requirements and neighborhood concerns. There is, however, an existing sidewalk along the entire length of Michigan Boulevard. The Oldsmar Trail network consists of several trails connecting parks, recreational areas and other popular destinations. The trail segment along Douglas Road from Racetrack Road to Tampa Road is scheduled for construction in FY 18/19.

9. REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES

There was nothing to report under this item.

10. OTHER BUSINESS

Ms. Miller shared a video of the Coast to Coast Ribbon cutting event with the group.

11. ADJOURNMENT

Chairman Wolfson adjourned the meeting at 10:10 a.m. The next PTSTF meeting is scheduled for January 9, 2018.

3. Presentation: Pinellas County Trail Construction Projects Overview

SUMMARY

One of the priority multi-modal projects in Pinellas is the completion of the Pinellas Trail Loop / Duke Energy Trail Corridor. The Pinellas County Capital Improvement Program (CIP) identifies various projects and the various stages of development from right-of-way, design to construction that will be funded within the next 10 years. As in the past several years, the funding sources for the majority of the trail projects is the Penny for Pinellas one-cent local option surtax, which recently was approved by voters in November 2017.

Another funding source for trail projects is the Florida SUN Trail (Shared Use Non-motorized Trails) Program, created by the Florida legislature in 2015. The SUN Trail Program allocates \$25 million annually for the planning, development, and construction of eligible regional multi-use trail systems. Pinellas County was among the first to be awarded SUN Trail funds to construct a 5-mile section of the Coast to Coast Trail from East Lake Road/Keystone Road eastward to the Brooker Creek Preserve. Pasco County is scheduled to construct the remaining trail connection in the Coast to Coast Trail in 2018 that will eventually link to the Suncoast Trail and continue to Titusville on the east coast of Florida.

This agenda item will provide an overview of trail projects that are funded and scheduled for construction in the Pinellas County CIP over the next few years.

ATTACHMENTS: None

ACTION: No Action Required, informational item only

6. Report on Monthly Trail User Count Data

SUMMARY

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

ATTACHMENT: Pinellas Trail User Count Data Summary Reports, September 2017, October 2017 and November 2017

ACTION: No Action Required, informational item only

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
September 1 – September 30, 2017 (30 days)

Total Usage

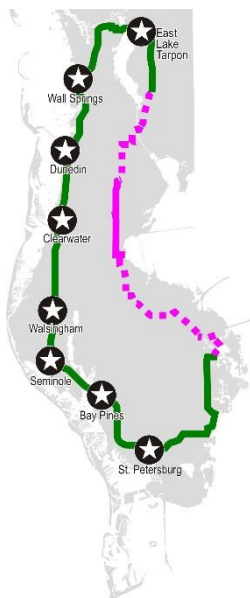
30-Day Count Total: NA
Daily Average Users: NA

Highest Daily Totals:

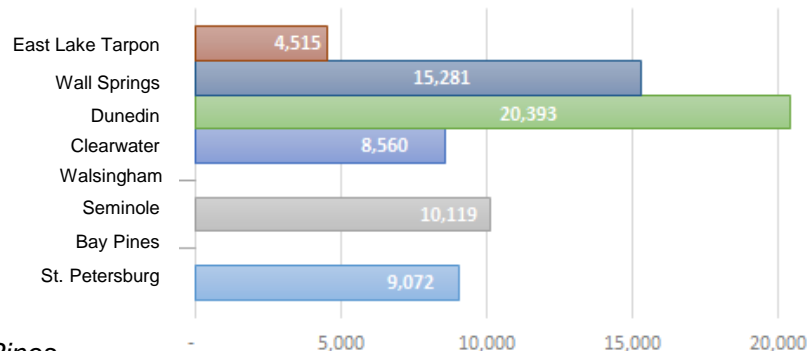
- #1 – Monday, September 4th (Dunedin - 1,518)
- #2 – Sunday, September 3rd (Wall Springs - 1,175)
- #3 – Friday, September 22nd (St. Petersburg - 759)

Note: Atypical dataset due to Hurricane Irma; Walsingham & Bay Pines counts are temporarily unavailable due to technical difficulties.

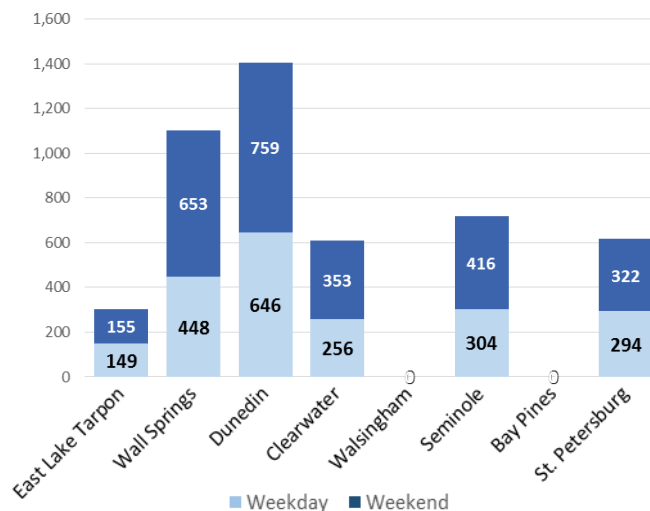
Counter Locations





Monthly Trail Users by Counter Location



Weekday & Weekend Profile



Trail User Mode Split

		
East Lake Tarpon:	5%	95%
Wall Springs:	22%	78%
Dunedin:	26%	74%
Clearwater:	28%	72%
Walsingham:	NA	NA
Seminole:	16%	84%
Bay Pines:	NA	NA
St. Petersburg:	20%	80%

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
October 1 – October 31, 2017 (31 days)

Total Usage

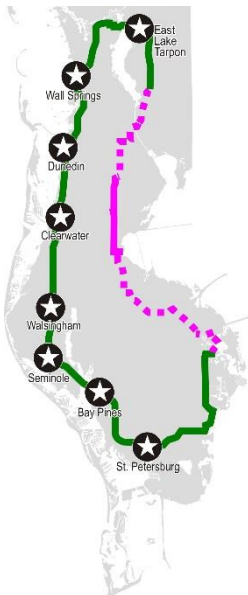
31-Day Count Total: NA
Daily Average Users: NA

Highest Daily Totals:

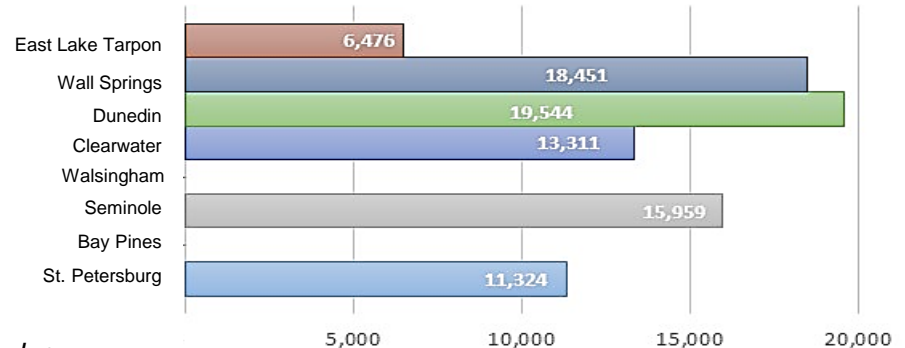
- #1 – Saturday, October 21st (Dunedin - 1,007)
- #2 – Saturday, October 21st (Wall Springs - 950)
- #3 – Saturday, October 14th (East Lake Tarpon - 806)

Note: Walsingham & Bay Pines counts are temporarily unavailable due to technical difficulties.

Counter Locations





Monthly Trail Users by Counter Location



Weekday & Weekend Profile



Trail User Mode Split

		
East Lake Tarpon:	2%	98%
Wall Springs:	23%	77%
Dunedin:	19%	81%
Clearwater:	34%	66%
Walsingham:	NA	NA
Seminole:	40%	60%
Bay Pines:	NA	NA
St. Petersburg:	32%	68%

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
November 1 – November 30, 2017 (30 days)

Total Usage

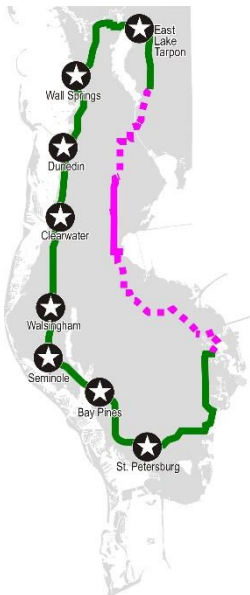
30-Day Count Total: NA
Daily Average Users: NA

Highest Daily Totals:

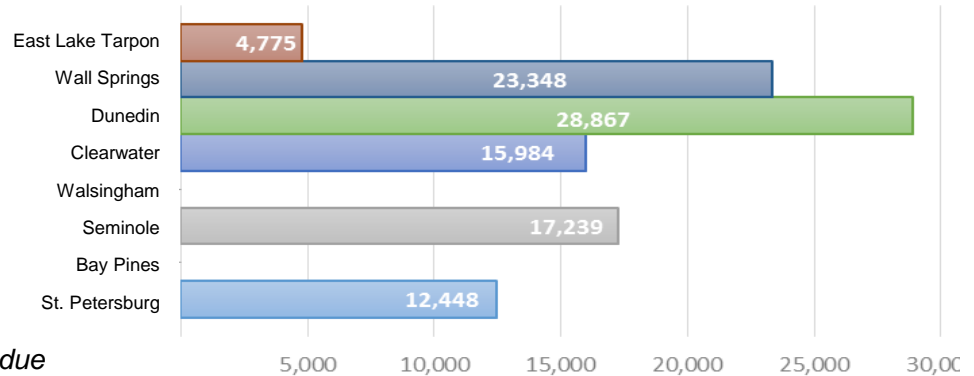
- #1 – Saturday, November 25th (Dunedin - 1,737)
- #2 – Saturday, November 25th (Wall Springs - 1,334)
- #3 – Saturday, November 11th (Seminole - 876)

Note: Walsingham & Bay Pines counts are temporarily unavailable due to technical difficulties.

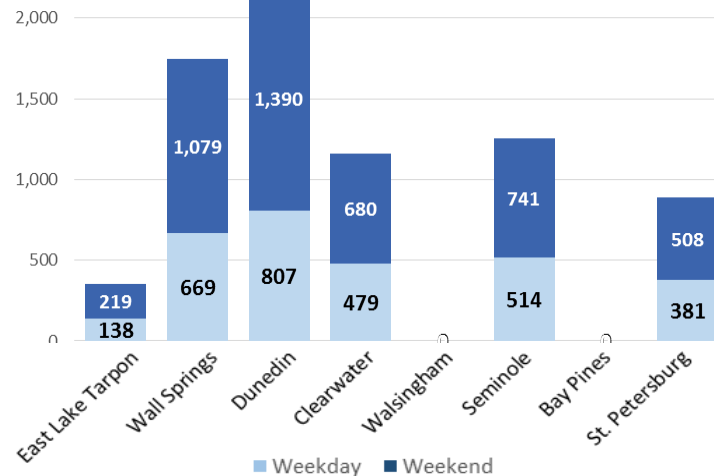
Counter Locations





Monthly Trail Users by Counter Location



Weekday & Weekend Profile



Trail User Mode Split

		
East Lake Tarpon:	3%	97%
Wall Springs:	22%	78%
Dunedin:	32%	68%
Clearwater:	34%	66%
Walsingham:	NA	NA
Seminole:	39%	61%
Bay Pines:	NA	NA
St. Petersburg:	31%	69%

7. Trail Construction Activity Report

SUMMARY

This item will include a review of the ongoing and planned Trail construction activity.

ATTACHMENT: Trail Projects Construction Activity Report January 2018

ACTION: No Action Required, informational item

**Trail Project Construction Activity Report
JANUARY 2018**

TRAIL SEGMENT	LOCATION		PROJECT MANAGER	PROJECT DESCRIPTION	STATUS
	FROM	TO			
Duke Energy Florida Trail - Segment B2	Phase II: SR 590/Old Coachman Rd	Sunset Point Rd	Pinellas County	SR 590/Old Coachman Rd to Sunset Point Rd	Construction 2018
Duke Energy Florida Trail - Segment C	Haines Bayshore Rd	Ulmerton Rd/ Cross Bayou Canal	Pinellas County	Construct Trail connection to existing underpass at Ulmerton Rd/Cross Bayou Canal	Design/Construction TBD
Courtney Campbell Trail Overpass	Bayshore Blvd	Courtney Campbell Causeway Trail	FDOT SUN Trail	Design/Construct Trail overpass at Bayshore Blvd	SUN Trail Project Funded Design
Pinellas Trail Loop Connection at NE Coachman Road	Ream Wilson Clw Trail at RR crossing	Duke Energy Trail on NE Coachman Road	Pinellas County	Construct trail from RRX to Duke Energy Corridor on north side of NE Coachman Road	Construction 2018
Pinellas Trail Loop Connection to Chesnut Sr. Park (North Gap)	Enterprise Rd / Overpass	John Chesnut Sr. Park (2200 East Lake Rd)	FDOT SUN Trail	Construct trail from Enterprise Rd and overpass to Chesnut Sr. Park	SUN Trail Funded Design-Build Project
Bayway Trail South & Tierra Verde Bridge Structure E	Pinellas Bayway SR 682	Tierra Verde Bridge	FDOT	Reconstruct Bridge with trail facility, Reconfigure Madonna Blvd/1st Street Intersection	Design-Build FY 18/19
Roosevelt Blvd Trail	West of 4th Street	28th Street	FDOT	Trail construction with roadway resurfacing project	COMPLETED December 2017
Treasure Island Causeway Connection	Treasure Island Cswy	Pinellas Trail	City of St. Petersburg	Construct Trail connection to Treasure Island	Ph 1 Under Construction Estim. Completion May 2018
Pinellas Trail - Maintenance	Orange Street Overpass at Alt US 19		Pinellas County	Replacement of overpass spans	Construction 2018
2 Bridge Connections for Pinellas Trail Loop	1 - Lake Tarpon Outfall Canal Connection 2 - San Martin / Riviera Bay Connection		Pinellas County	PINELLAS TRAIL LOOP ACCOMMODATIONS: 1 - Lake Tarpon Outfall Canal 2 - San Martin/Riviera Bay (PD&E Underway)	PD&E Schedule TBD
Druid Trail Phase IV	Glen Oaks Park (Betty Lane)	Duke Energy Trail	City of Clearwater	Construct to complete east-west connection for Pinellas Trail Loop	Construction 2018
Oldsmar Trail	along Douglas Road from Racetrack Road	Tampa Road	City of Oldsmar	Oldsmar Trail connection along Douglas Road to Racetrack Road	Construction FY 18/19

9. Other Business

SUMMARY

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

ATTACHMENT: None

ACTION: No Action Required, informational item only

11. A.-D. Other Business

A. Membership

There is currently one vacancy on the BPAC membership list for the South Beaches communities.

ATTACHMENT: BPAC Membership List

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Gulf Coast Safe Streets Summit – February 27, 2018

Dockless Bike Share – January 9, 2018

HB1033 – Dockless Bicycle Sharing - 2018

HB1034 – Dockless Bicycle Sharing – 2018

NABSA Opposition to HB 1033/1034 – January 5, 2017

Smart Bikeshare System – January 8, 2018

West Bay Drive Proposal – January 12, 2018

Questions - West Bay Project News – January 17, 2018

Breaking Down West Bay Project – January 18, 2018

Forward Pinellas Legislative Positions Letter to the Delegation – January 12, 2018

PedForum – List of Proven Safety Countermeasures – Winter 2018

Pinellas Trail Usage Report – November 2017

Pinellas County Fatalities Report – January 2018

C. Suggestions for Future Agenda Topics

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

D. Other

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

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

1. Jeff Morrow (07/12/17)
2. Kimberly Cooper (10/13/99)
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. Tom Ferraro (04/09/03)
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. Vacant

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 (Zain Adam - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Valerie Brookens – representative; Katrina Lunan-Gordon - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. Pinellas County School System (Tom McGinty - representative)
9. TBARTA (Anthony Matonti -representative; Michael Case 1st alternate and Ramond Chiarmonete 2nd alternate)
10. Pinellas County Health Department (Quinn Lindquist - representative)
11. Pinellas Trails, Inc. (Dr. Jan Hirschfield – 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 (Chris Speese - representative)
15. County Parks and Conservation Resources (Lyle Fowler – representative; Spencer Curtis – alternate)

*Dates signify appointment



Gulf Coast Safe Streets Summit

**Encouraging the implementation of
Complete Streets that are safe and
accessible for all!**

This event brings people from across the Gulf Coast to learn about transportation safety from one another and from national leaders. As we elevate our individual efforts, sister communities will work together to create cohesive linkages and make a difference in the region.

All modes.

All ages.

All abilities.

Register for \$60
tinyurl.com/gulfcoastsummit

**February 27, 2018
8:30am - 6:30pm**

Glazer Children's Museum
110 W Gasparilla Plaza, Tampa 33602



Polk Transportation
Planning Organization



A regional coalition of TAMPA BAY



FORWARD
PINELLAS



Walk Bike Tampa
Connected Streets for a Livable City



planhillsborough.org/gulf-coast-safe-streets-summit

Join us for the first-ever Gulf Coast Safe Streets Summit!

Speakers include:

Rick Kriseman, Mayor, St. Petersburg, FL

Leah Shahum, President, Vision Zero Network

Ryan Gravel, Founder, Atlanta Beltline

David Gwynn & L. K. Nandam
FDOT District Secretaries

Melissa Wandall, President, National Coalition for
Safe Roads

Laura Cantwell, AARP Florida

Schedule:

- 08:30 - Optional Walk/Cycle on the Riverwalk,
led by Tampa By Bike (TampaByBike.com)
- 10:00 - Opening Address
- 10:30 - Mayors Panel
- 12:00 - Lunch and Keynote
- 01:30 - Advocates Panel
- 02:45 - Secretaries Panel
- 05:00 - Reception & Awards at Franklin Manor,
912 N Franklin Street



planhillsborough.org/gulf-coast-safe-streets-summit

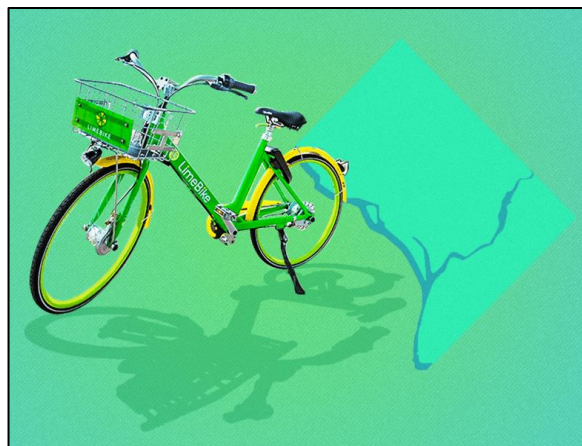
CAN DOCKLESS BIKESHARE PUMP UP CYCLING'S DIVERSITY?

by Christina Sturdivant-Sani
January 9, 2018

In Washington, D.C., a slew of private companies are shaking up the bike scene's status quo and drawing riders from the city's African-American community.

On a Monday afternoon in November, I spotted a teenage couple on the Georgetown waterfront in Washington, D.C., sitting on a bench overlooking the Potomac River. Chris and Anna (who declined to give me their last names), were 19 and 18 years old respectively. They were scarfing down Chipotle burritos beside a pair of dockless bikes from one of the several private companies [that have sprouted up across D.C.](#) in the last few months.

The colorful new models—from Mobike, Spin, Ofo, LimeBike, and JUMP—don't have to be rented and returned to fixed docking stations, like those of the city's 8-year-old Capital Bikeshare program; they're just scattered around the city. The D.C. Department of Transportation (DDOT) is currently running a seven month-long demonstration period for dockless bikes, which ends in April. In October, these companies logged a total of 56,477 trips, compared to 338,152 Capital Bikeshare trips, according to DDOT data. But among those thousands of riders, Chris and Anna stood out to me—because they're young and black.



In predominately black neighborhoods east of the Anacostia River in Washington, D.C., dockless bikesharing companies like LimeBike are making inroads. //LimeBike/Madison McVeigh/CityLab

Since the dockless bikes arrived, I've been seeing more and more black Washingtonians, particularly youth, on two wheels. That has not been a common sight in the past. Among commuter cyclists, [white men](#) have been largely overrepresented across the country. And city bikeshare initiatives have suffered from even starker racial disparities: In D.C., a city that until 2015 boasted a predominantly African-American population, black riders represent a tiny fraction of bikeshare patrons. In 2016, [only 4 percent](#) of users surveyed were African American, and, as CityLab's Benjamin Schneider reported recently, that wasn't because [they were less interested](#).

It took me a [while to try out Capital Bikeshare](#) because I just didn't see many residents riding the bikes in my predominantly black neighborhood, even though there was a docking station there. It took my then-boyfriend to convince me, and when I finally started riding, neighbors would stop me constantly to ask how to use them. They just hadn't been walked through it, which made them think bikesharing wasn't for them.

In light of all of that, I was curious about whether dockless bikes were, in fact, doing a better job of drawing [black riders like myself](#). Was dockless bikeshare disrupting traditional bikeshare's diversity problem—and if so, how?

It's hard to back that hypothesis up with numbers; private bike companies don't collect racial demographic data on their riders. But the data they do have, in conjunction with the anecdotal observations of bike advocates and riders across the city, suggest that dockless bikes are indeed changing the face of D.C. bikers.

"There are plenty youth of color riding and lots of women riding," said Greg Billing, executive director at the Washington Area Bicyclist Association (WABA). "I think it's a lot more reflective of the community at large than biking in general, which is great for the city."

One common explanation is that dockless bikes reach more people because they are dispersed more widely instead of being tethered to docking stations that tend to be concentrated in [whiter, higher-density, better-off neighborhoods](#) west of the Anacostia River.

This feature is not without controversy: D.C. residents have complained [on social media](#), on neighborhood listservs, and [even to the police](#) about how the dockless bikes clutter the streets. Still, Billing said, "we're seeing dockless bikeshare fill in some of those gaps as you get away from the central city." That's perhaps putting this model in a better position to reach a wider demographic than its predecessor.

At this point, only 32 out of Capital Bikeshare's 265 stations in D.C. sit in Wards 7 and 8, the largely African-American neighborhoods east of the river. Following a [2015 report](#) detailing the system's inequities, DDOT made a plan to add more stations east of the Anacostia River—17 are slated for installation this year. They also started a program that connects low-income residents to annual memberships for \$5, among other incentives. To date, 19 nonprofit organizations working with underserved communities have signed up about 800 members.

It appears, though, that dockless bikes are gaining traction in areas with higher shares of African Americans at a quicker pace. Spin placed about 7 percent of its fleet east of the Anacostia in September 2017. By November, that number had swelled to about 17 percent,

thanks to riders shifting bikes to that side of town. Mobike has counted hundreds of trips per week in Wards 7 and 8. And LimeBike's numbers show that nearly six percent of all trips start or end east of the River.

Capital Bikeshare program manager Kim Lucas said she "doesn't want to speculate" whether the dockless bikes are creating a more diverse ecosystem, but acknowledges that the new models have the potential to reach neighborhoods where bike stations have not yet been placed. "Our hope is that these will be very complementary systems—more bikes on the streets means more people riding bikes and that's the goal of the bike planners here at DDOT," Lucas said.

Besides flexibility, dockless bikes have other features that appeal to this clientele. Anna, who rode to the Georgetown waterfront, said she prefers riding dockless because the bikes are easier to rent than those of Capital Bikeshare. Users download an app, scan the bike code or type in a four-digit PIN on their phones, and unlock the bikes.

Capital Bikeshare also has a higher initial barrier to entry—an [annual membership of \\$85, or a variety of shorter-term options](#). Non-members who just want to sign out a bike for an hour have to sign up using a kiosk at a station. "Young people, in general, are more used to using their phones than this archaic parking machine to access a bike," said Emiko Atherton, director of the Complete Streets program at Smarter Growth America. "Even I don't like to do it."

Atherton said she's noticed more young black riders on dockless bikes in her Northwest community of Columbia Heights, too. "I remember walking down 14th Street and thinking there was an event, but it was just a group of young black men on dockless bikes," she said. "It was really cool and it wasn't something that I'd ever seen before."

Atherton also points out that prospective riders would be hard pressed to find a Capital Bikeshare bike on a weekday after 10 a.m. in Columbia Heights—most of them are already taken by people who bike to work. That could be a disadvantage for youths who don't work during traditional 9-to-5 hours.

This is not generally a problem with the dockless bikes. Seventeen-year-old Brianna Tarnell-White occasionally snags one near Georgetown after school, for example, and rides it to a Metro station to catch the train to her home in Ward 7. "I like how it's convenient—you just pick it up wherever it is and you drop it off wherever, whereas you have to find where Capital Bikeshare is and put it back in the correct spot," she said.

The pricing plans for dockless bikes tend to be more accessible to younger users, as well: They typically cost \$1 per every half hour, compared to the \$2 that [Capital Bikeshare charges](#) for a one-way 30-minute rental. "Capital Bikeshare's \$85 annual pass is by far a better deal, but that requires people to front that money," said Billing, of WABA. "And experience would show that's not the way members of communities with financial hardship make investment decisions. You may have a dollar or two dollars for that trip at a time, but you may not have \$80 to invest for a year."

Some dockless companies are offering special pricing plans for D.C.'s youth. Kyle Whitehead is the communications and marketing manager at Covenant House Washington, a nonprofit serving 18 to 24 year olds, 98 percent of whom are black. He reached out to Mobike for a partnership when program participants began complaining about [Metro and bus fare hikes](#) in June 2017. The organization estimates that youth need to earn \$15.30 at a full-time job to be stable in an expensive city like D.C.; since so many don't reach that mark, they have to skimp on what they're spending to get to work. During National Hunger and Homelessness Awareness Week in November, Mobike donated one free trip to Covenant House participants for every Mobike ride taken in the D.C. area.

Jonathan Aparicio, a bike ambassador for the electric bike company JUMP, points out that his company's e-booster bikes cost the same per trip as Capital Bikeshare's, but JUMP doesn't employ the [\\$101 security hold](#) that Day Pass users on Capital Bikeshare were once charged. ([JUMP's rental agreement](#) does say that users are responsible for up to \$1,600 in replacement fees for a damaged or lost bike.) Plus, he adds, his employer's rides are just cooler. "Everyone is living the great life on Instagram and Snapchat—I feel like being a part of this electric bike program sets the bar because people want to one-up their friends," said Aparicio, a 32-year-old black D.C. native.

Aparicio wasn't an avid rider before joining the JUMP team, he said, but now he's a bike advocate, partly because his image of what a cyclist looks like has changed—he sees more people that look like him riding these bikes.

"I was under the assumption that the majority of the bicyclists in D.C. are white... but I was looking at people who dress the part in Spandex and messenger bags and have super-cool bikes," Aparicio said. "I [wasn't] thinking about Donte who has on New Balance or boots. Just because he doesn't wear all this bike gear and Chrome apparel doesn't mean he's not part of this community."

1 A bill to be entitled
2 An act relating to dockless bicycle sharing; creating
3 s. 341.851, F.S.; providing legislative intent;
4 providing definitions; providing insurance
5 requirements for a bicycle sharing company; providing
6 requirements for dockless bicycles made available for
7 reservation by such company; providing company
8 responsibilities; providing for preemption; providing
9 construction; providing an effective date.

10
11 Be It Enacted by the Legislature of the State of Florida:

12
13 Section 1. Section 341.851, Florida Statutes, is created
14 to read:

15 341.851 Dockless bicycle sharing.—

16 (1) LEGISLATIVE INTENT.—It is the intent of the
17 Legislature to provide Florida residents with access to
18 innovative, environmentally friendly transportation options and
19 to ensure the safety and reliability of bicycle sharing services
20 within the state.

21 (2) DEFINITIONS.—As used in this section:

22 (a) "Bicycle sharing company" means an entity that makes
23 dockless bicycles available for private use by reservation
24 through an online application, software, or website.

25 (b) "Dockless bicycle" means a bicycle, including an

26 electric bicycle, that is self-locking and that is not connected
27 to a docking station.

28 (c) "Local governmental entity" means a county,
29 municipality, special district, airport authority, port
30 authority, or other local governmental entity or subdivision.

31 (d) "User" means a person who reserves a dockless bicycle
32 through a bicycle sharing company's online application,
33 software, or website.

34 (3) INSURANCE REQUIRED.—A person or entity may not operate
35 a bicycle sharing company in this state unless the person or
36 entity maintains a current and valid combined single-limit
37 policy of commercial general liability insurance coverage in the
38 amount of at least \$500,000 per occurrence for bodily injury and
39 property damage.

40 (4) BICYCLE REQUIREMENTS.—Each dockless bicycle made
41 available for reservation by a bicycle sharing company must:

42 (a) Meet the requirements for bicycles set forth in 16
43 C.F.R. part 1512.

44 (b) Be available for reservation 24 hours a day, 7 days a
45 week.

46 (c) Prominently display the bicycle company's trade dress.

47 (d) Display an e-mail address and telephone number at
48 which a user may contact the bicycle sharing company for
49 customer support.

50 (e) Be lawfully parked when not in use.

51 (5) COMPANY RESPONSIBILITIES.—

52 (a) A bicycle sharing company must provide through its
53 online application, software, or website:

54 1. Notification that a rider of a dockless bicycle must
55 operate the dockless bicycle in compliance with state and local
56 law.

57 2. An interface that enables a user to notify the bicycle
58 sharing company of an issue relating to the safety or
59 maintenance of a dockless bicycle.

60 (b) A bicycle sharing company is responsible for the
61 maintenance and rebalancing of each dockless bicycle made
62 available for reservation and for the removal of any such
63 dockless bicycle that is for any reason inoperable.

64 (6) PREEMPTION.—

65 (a) It is the intent of the Legislature to provide for
66 uniformity of laws governing dockless bicycles and bicycle
67 sharing companies throughout the state. Dockless bicycles and
68 bicycle sharing companies shall be governed exclusively by state
69 law. A local governmental entity may not:

70 1. Impose a tax on, or require a license for, a dockless
71 bicycle or a bicycle sharing company relating to reserving a
72 dockless bicycle;

73 2. Subject a dockless bicycle or a bicycle sharing company
74 to any rate, entry, operation, or other requirement of the local
75 governmental entity;

76 3. Require a bicycle sharing company to obtain a business
77 license or any other type of authorization to operate within the
78 jurisdiction of the local governmental entity; or

79 4. Enter into a private agreement containing a provision
80 that prohibits a bicycle sharing company from operating within
81 the jurisdiction of the local governmental entity or that limits
82 the operation of a bicycle sharing company within such
83 jurisdiction. To the extent that a local governmental entity
84 entered into an agreement containing such a provision before
85 July 1, 2018, such provision is unenforceable.

86 (b) This subsection does not prohibit an airport or
87 seaport from designating locations for staging, pickup, and
88 other similar operations relating to dockless bicycles at the
89 airport or seaport.

90 Section 2. This act shall take effect July 1, 2018.

By Senator Young

18-01420B-18

20181304__

A bill to be entitled
An act relating to dockless bicycle sharing; creating
s. 341.851, F.S.; providing legislative intent;
providing definitions; providing insurance
requirements for a bicycle sharing company; providing
requirements for dockless bicycles made available for
reservation by such company; providing company
responsibilities; providing for preemption; providing
construction; providing an effective date.

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

Section 1. Section 341.851, Florida Statutes, is created to
read:

341.851 Dockless bicycle sharing.—

(1) LEGISLATIVE INTENT.—It is the intent of the Legislature
to provide Florida residents with access to innovative,
environmentally friendly transportation options and to ensure
the safety and reliability of bicycle sharing services within
the state.

(2) DEFINITIONS.—As used in this section:

(a) "Bicycle sharing company" means an entity that makes
dockless bicycles available for private use by reservation
through an online application, software, or website.

(b) "Dockless bicycle" means a bicycle, including an
electric bicycle, that is self-locking and that is not connected
to a docking station.

(c) "Local governmental entity" means a county,
municipality, special district, airport authority, port

18-01420B-18

20181304__

authority, or other local governmental entity or subdivision.

(d) "User" means a person who reserves a dockless bicycle through a bicycle sharing company's online application, software, or website.

(3) INSURANCE REQUIRED.—A person or entity may not operate a bicycle sharing company in this state unless the person or entity maintains a current and valid combined single-limit policy of commercial general liability insurance coverage in the amount of at least \$500,000 per occurrence for bodily injury and property damage.

(4) BICYCLE REQUIREMENTS.—Each dockless bicycle made available for reservation by a bicycle sharing company must:

(a) Meet the requirements for bicycles set forth in 16 C.F.R. part 1512.

(b) Be available for reservation 24 hours a day, 7 days a week.

(c) Prominently display the bicycle company's trade dress.

(d) Display an e-mail address or a telephone number at which a user may contact the bicycle sharing company for customer support.

(e) Be lawfully parked when not in use.

(5) COMPANY RESPONSIBILITIES.—

(a) A bicycle sharing company must provide through its online application, software, or website:

1. Notification that a rider of a dockless bicycle must operate the dockless bicycle in compliance with state and local law.

2. An interface that enables a user to notify the bicycle sharing company of an issue relating to the safety or

18-01420B-18

20181304__

59 maintenance of a dockless bicycle.

60 (b) A bicycle sharing company is responsible for the
61 maintenance and rebalancing of each dockless bicycle made
62 available for reservation and for the removal of any such
63 dockless bicycle that is for any reason inoperable.

64 (6) PREEMPTION.—

65 (a) It is the intent of the Legislature to provide for
66 uniformity of laws governing dockless bicycles and bicycle
67 sharing companies throughout the state. Dockless bicycles and
68 bicycle sharing companies shall be governed exclusively by state
69 law. A local governmental entity may not:

70 1. Impose a tax on, or require a license for, a dockless
71 bicycle or a bicycle sharing company relating to reserving a
72 dockless bicycle;

73 2. Subject a dockless bicycle or a bicycle sharing company
74 to any rate, entry, operation, or other requirement of the local
75 governmental entity;

76 3. Require a bicycle sharing company to obtain a business
77 license or any other type of authorization to operate within the
78 jurisdiction of the local governmental entity; or

79 4. Enter into a private agreement containing a provision
80 that prohibits a bicycle sharing company from operating within
81 the jurisdiction of the local governmental entity or that limits
82 the operation of a bicycle sharing company within such
83 jurisdiction. To the extent that a local governmental entity
84 entered into an agreement containing such a provision before
85 July 1, 2018, such provision is unenforceable.

86 (b) This subsection does not prohibit an airport or seaport
87 from designating locations for staging, pickup, and other

18-01420B-18

20181304__

88 similar operations relating to dockless bicycles at the airport
89 or seaport.

90 Section 2. This act shall take effect upon becoming a law.



P.O. Box 5014
Portland, ME 04101

January 5, 2017

Re: Opposition to SB 1304/HB 1033: Dockless Bicycle Sharing

Dear Legislator,

The North American Bike Share Association (NABSA) connects the biggest minds in bikeshare to support, promote and enhance bikeshare across North America. NABSA is the bikeshare industry's membership organization with representation from system owners, operators, host cities, equipment manufacturers and technology providers.

On December 19, 2017, Florida State Senator Dana Young introduced [SB 1304](#): Dockless Bicycle Sharing in the Florida Senate, and on December 18th, 2017, Representative Jackie Toledo introduced the same bill, [HB 1033](#), in the Florida House.

As the industry experts representing a wide range of the bikeshare industry, NABSA would like to express its strong opposition to this bill. This bill is bad for bikeshare, it's bad for cities, and it's bad for citizens.

Bikeshare is an affordable, efficient, healthy, and sustainable form of public transportation used mostly for short, point-to-point, trips. Anyone can rent a bike, ride it, and then return it back into the system service area. Cities across the country, both big and small, adopt bikeshare to: provide low-cost transportation; complete transit networks; resolve the 'first and last mile' problems; provide an accessible means for physical activity; reduce traffic congestion; improve air quality; and stimulate economic development.

Bikeshare has been successful in hundreds of cities and towns across the country because of strong local involvement. This bill handicaps Florida municipalities by preventing them from protecting the safety and welfare of their citizens.

This bill is problematic because:

- It preempts local control over bikeshare implementation
- It preempts local control over the public right of way

- It preempts local control over safety standards
- It does not outline sufficient safety standards for shared public-use bicycles
- It preempts local control over bikeshare operational requirements
- It does not outline sufficient operational requirements
- It does not address privacy protection of sensitive customer data
- It negates the investment and success of currently operating bikeshare systems that have a proven track record of success

While we have seen the dockless bikeshare model contribute to the shared mobility landscape, we have also seen very real challenges around parking and maintenance, as the attached pictures from Seattle demonstrate.

Seattle and Dallas-- two cities who have experimented with dockless bikeshare-- have experienced bicycles left in the public right of way, inhibiting pedestrian and wheelchair passage, as well as thrown into heaps, placed in trees or hung on the tops fences, and have experienced significant complaints regarding broken bikes. Seattle and Dallas are both cities that have determined that increased local regulation is necessary to combat these challenges.¹

Local regulation and requirements regarding right of way management, rebalancing,² fleet size minimums and maximums, and customer service are needed to combat the right of way infringements and safety hazards (demonstrated in the attached photos). One could make the parallel with bus operators. A city needs to regulate bus operation to ensure the safety of the users, minimum quality standards, the usage of right of way, and to avoid chaos.

As written, SB 1304/HB 1033 would remove the power of any local Florida governmental entity to regulate dockless bikeshare in these much needed ways. Bikeshare is not a one-size-fits-all solution. The success of bikeshare depends on local knowledge and expertise. Local decision-makers must have the ability to enact requirements for bikeshare that best meet their needs while allowing them to achieve their cities' goals.

In addition, this bill lacks the following:

- Sufficient safety standards. 16 C.F.R. part 1512 is a regulation for privately purchased bicycles-- a very different equipment lifecycle and use than commercial public-use bicycles-- and no minimums for maintenance checks or working components are currently outlined.
- Protections for sensitive customer data or requirements for public availability of anonymized and/or aggregated data that could aid in decision-making for public good.

¹ For examples, see <https://nextcity.org/daily/entry/seattle-dockless-bikeshare-pilot-regulation>, <http://cw33.com/2018/01/01/bike-overshare-with-5-companies-in-dallas-already-one-man-has-hit-social-media-gold/>, <https://www.geekwire.com/2017/photos-reveal-worst-parking-jobs-bike-share-bicycles/>.

² Rebalancing is the manual redistribution of bikes within a system necessary to manage bike supply at specific geographic locations.

Furthermore, although there is no initial cost for dockless bikeshare equipment, there are many costs incurred by dockless bikeshare host cities, such as:

- Planning and coordinating a bikeshare system launch and expansion
- Monitoring and impounding bicycles when they are left blocking the right of way.
- Storing bicycles when they are impounded
- Retrieving bicycles out of hard-to-reach locations
- Monitoring bicycle safety
- Responding to civic complaints when customer service is not adequately handled by the bikeshare company
- Police reports and investigations when bikes are stolen, vandalized, or used to commit other crime
- Use of the public right of way- a monetized assets in many places.


The current bill language does not allow a municipality to tax, license, or revenue-share with bikeshare companies. Cities need a way to offset these costs with taxes or fees, as well as potentially gain through revenue sharing agreements.

There are existing bikeshare systems in Florida that have a proven track record of success. As it is written, this bill would preempt any existing contracts and contract provisions that municipalities have with existing bikeshare providers. This negates the investment and success of these bikeshare systems currently providing important services in their communities. NABSA is supportive of expanding bikeshare options, not shrinking them.

To adopt a statewide policy-- and one as insufficient as this which neglects to address important safety and privacy concerns, as well undermines the current success of responsible bikeshare systems-- would be a terrible mistake. The success of bikeshare, the safety of riders, and the quality of the service, depend on local management and decision-making authority.

The North American Bikeshare Association and its allies strongly urge you to oppose this bill in favor of maintaining local decision-making authority.

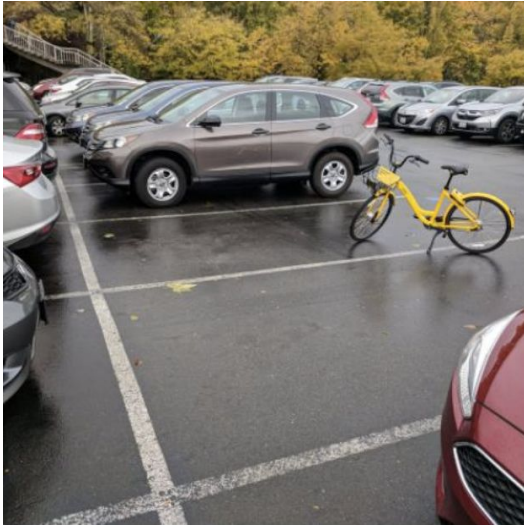
Thank you,



Samantha Herr, Executive Director, North American Bikeshare Association
For its board and members

Dianna Ward, President of the Board, North American Bikeshare Association

Dockless Bikeshare Challenges





Board of Directors

Dianna Ward, President
Charlotte BCycle

Kristen Camareno, Vice President
Forth Forth Bike Sharing

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Alta Planning + Design
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 Bike Share of Austin/Austin Bicycle
 Bikeshare of Hawaii/Biki
 Bi-State Development
 Bixi
 BKT Bicipublica
 Boise GreenBike
 Bublr (Midwest Bike Share)
 Bikeplus
 Charlotte Bicycle
 Chicago Department of Transportation/Divvy
 City of Austin
 City of Hamilton
 City of Long Beach
 City of Philadelphia
 City of Vancouver
 Clean Energy Coalition – ArborBike
 County of Arlington/Arlington Capital Bikeshare
 Cyclehop
 District of Columbia
 Department of Transportation
 DecoBike Miami LLC
 Detroit Bike Share

Dropbike, Inc.
 Explore Bike Share - Memphis
 Fort Worth Bike Sharing
 Gonbike
 Gotcha Bike
 GREENbikes SLC
 Houston B-cycle
 Indianapolis Cultural Trail/PACERS Bikeshare
 King-Meter Technology
 Los Angeles County Metropolitan
 Transportation Authority
 LimeBike
 Louisville Metro
 Mobike
 Motivate
 nextbike, inc.
 Nice Ride Minnesota
 NN2 Corridor
 Noa Technologies
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 P3 Global Management
 PATH Hawaii
 PBSC Urban Solutions
 Pittsburgh Bike Share
 Portland Bureau of Transportation
 Quality Bicycle Parts
 Sacramento Area Council of Governments
 San Antonio Bike Share
 San Francisco Municipal Transportation Agency

Seattle Department of Transportation
 Serco Inc.
 Shift Transit
 Social Bicycles/JUMP Mobility
 Softwheel LTD
 Spin
 Toronto Parking Authority/Bike Share
 Toronto Transit
 Ubike Technologies North America Inc
 Urban Infrastructure Partners
 Urbike
 VeoRide
 We-cycle
 Zagster
 Zyp Bikeshare

DORAL PARTNERS WITH SPIN TO LAUNCH CITY'S FIRST STATION-LESS SMART BIKESHARE SYSTEM

by Rita Hogan
January 8, 2018

Doral is honored to partner with Spin to launch the City's first station-less bike share system for the community to enjoy. Already 150 of Spin's solar-powered, GPS-enabled, self-locking smart bikes have been distributed across the city to provide an innovative, equitable mode of transportation for residents and visitors. The fleet will grow to 550 in the coming months.

"It's no secret that Doral is affected by the regional traffic that plagues all of South Florida, that's why it's important to find innovative solutions that provide the public an affordable and car-free mobility option to commute, explore, and get around the city," said Mayor Juan Carlos Bermudez.

This new program is in line with Doral's commitment to alternative mobility options. Just last month the League of American Bicyclists designated City of Doral as a 2017 Bicycle Friendly Community for the outstanding efforts to encourage bicycling in the community.

Unlike traditional bikeshare systems, Spin's dockless bikes require no fixed rack and can be parked anywhere. It is also a bargain for riders at just \$1 per every 30 minutes. All it takes is the downloading of the Spin Bike FREE app. Other major cities enjoying Spin bikes are Washington, D.C., Dallas, Seattle, and San Francisco.



WEST BAY DRIVE PLAN PROPOSES NARROWER LANES, MORE BIKE AND PEDESTRIAN SPACE

by Kathryn Varn, Times Staff Writer
January 12, 2018

LARGO — The county's transportation planning agency is pitching an idea to local governments to narrow a portion of West Bay Drive to add more space for cyclists and pedestrians.

The plan, formed by Forward Pinellas, focuses on a 2-mile stretch between Clearwater-Largo Road and the Belleair Causeway, which runs through Belleair Bluffs and Largo.

Advocates say adding more options for pedestrians and cyclists will improve connectivity from the Pinellas Trail to the beaches, spark economic development and slow drivers speeding down the busy east-west corridor. But opponents worry it would make an already-chaotic road less safe and more congested.

The changes would happen in tandem with a county road resurfacing project scheduled for this year. The project is on hold while Forward Pinellas works to get municipalities on board.

"This is a once in 15-to-20 year opportunity," said Whit Blanton, executive director of Forward Pinellas.

In a presentation Tuesday to Largo city commissioners, Blanton pointed to several issues with the road.

Drivers tend to speed over the 30 to 35 mph speed limits posted in the mostly four-lane corridor. The median lane is flat, and there are few places for pedestrians to cross other than the busy intersections at Clearwater-Largo Road and Indian Rocks Road. There are no bike lanes or paths. Biking on a road can be intimidating for casual riders, and the sidewalk is broken up by driveways from local businesses, he said.

Florida and the Tampa Bay area have long been called out in studies as being among the most dangerous places in the country for pedestrians and cyclists.

Blanton also pointed to an increase in crashes in the West Bay corridor as a sign something needs to change. From 2012 to 2014, there were no more than 56 crashes, according to Forward Pinellas' presentation. That number jumped to 87 in 2015, then 101 in 2016.

"Something is going on that's a concern there," he said.

Blanton proposed two plans. Both would narrow the driving lanes from 12 to 11 feet in the outside lanes and 10 feet in the inside lanes. The median would also narrow to 10 feet. For comparison, Drew Street in Clearwater has 10-foot lanes.

The first concept, which would come at a minimal cost on top of the county's resurfacing project budget, would add 5-foot bike lanes on each side of the road and widen the sidewalks. It also includes some landscaped pedestrian islands in the median and more landscaping between the sidewalks and the road.

The second concept, endorsed by Forward Pinellas based on community feedback, is about \$2 million more than the resurfacing budget, Blanton said, but includes more amenities.

Instead of bike lanes in the road, there would be a 12-foot multi-use path on the south side of West Bay, split from the road by a 10-foot landscape buffer. The median would have more landscaped pedestrian islands and some mid-block crosswalks. An 8-foot sidewalk would remain on the north side of the road.

Commissioners didn't give formal direction at the meeting, but the board seemed to lean toward the second concept.

In-road bike lanes are "going to be used by two guys in tight pants and that's it," Mayor Woody Brown said.

"Why not be bold?" he asked.

Commissioner John Carroll pointed out the city's interest isn't to get drivers from the bay to the beaches as quickly as possible.

"We want them to slow down and take a look at Largo," he said, harping on a longtime goal of city officials to make the city more of a destination than a pass-through.

Commissioner Jamie Robinson asked if there was a way the affected cities could help pay for the more expensive option. County officials and City Manager Henry Schubert said they would look into it.

Blanton has received some pushback from residents and officials in other municipalities over concerns the changes would worsen a bad situation.

"This would turn West Bay into a deadly version of amusement park bumper cars," wrote Largo resident Colleen Pacocha in an email to Forward Pinellas dated October.

At a meeting in November with Belleair Bluffs commissioners, Mayor Chris Arbutine said he thought bike lanes would be better suited for a secondary road.

"It's not that we don't want to do this," Commissioner Suzy Sofer said. "We just want to make sure they do it properly."

Forward Pinellas will present to Belleair Bluffs again on at 6 p.m. January 22 and to the Central Pinellas Chamber of Commerce at 8 a.m. January 17.

www.tbo.com/news/localgovernment/West-Bay-Drive-plan-proposes-narrower-lanes-more-bike-and-pedestrian-space_164372659

PLENTY OF QUESTIONS REMAIN FOR WEST BAY PROJECT

Largo mayor urges Forward Pinellas to explore every option — even if they are unpopular

by Chris George, Tampa Bay Newspapers
January 17, 2018

LARGO – Forward Pinellas Executive Director Whit Blanton told Largo commissioners Jan. 9 during a work session that bolder Complete Streets projects typically pay off with bigger economic rewards.

So, when it comes to a West Bay Drive pilot project, Mayor Woody Brown said he wants the county planning agency to take its foot off the brake and explore every option, even if it means upsetting some people on their first project.

The boldest plan discussed thus far – eliminating two lanes of the four-lane road – would most certainly do that.

“Personally, I don’t think that east of Indian Rocks Road could handle the traffic with one lane,” Brown told the Leader on Jan. 12. “But I also don’t want Forward Pinellas or us to just say, ‘OK this is the safe thing to do, this isn’t going to garner any public opposition,’ because a five-lane, 70-foot swath of asphalt is the product of that in the past. I certainly think we should take every opportunity to improve it, and we should look at everything and not just discount it.”

Two proposals and a wild card

Blanton presented two concepts for the pilot project that includes safety and accessibility improvements to a nearly 2-mile stretch of West Bay Drive from Clearwater-Largo Road to the Belleair Causeway Bridge. Work on the project would be done in conjunction with Pinellas County’s planned resurfacing of the roadway later this year.

Each of the two projects would narrow the road’s four 12-foot lanes to two 10-foot inner lanes and two 11-foot outer lanes.

The first proposal includes two 5-foot bicycle lanes, two 10-foot sidewalks and minimal landscaped medians in areas that would include additional crossings. The second, which the commission preferred, features a 12-foot multimodal path set off from the road by a 10-foot landscape buffer, enhanced lighting, landscaped areas at the median and additional pedestrian crossings.

While discussing the economic benefits of such projects, Blanton cited Edgewater Drive in Orlando, which went from four lanes to two with a center turn lane. He said the road saw an influx of 77 new businesses and a huge increase in property values.

Brown asked Blanton to explore the concept, so Blanton said he would check with the county to see if it was even feasible and report back to the commission.

“We’ve long thought that (West Bay Drive) is a great candidate for lane reduction from four down to two – at least west of 20th Street going toward Indian Rocks Road – and I think would really create a sense of arrival and a presence for a walkable district,” Blanton said in an interview with the Leader.

After previous discussion with Belleair Bluffs officials, though, Blanton said he’s not sure if it would get very far.

“I’m glad they were having that thought process,” he said. “I just know the furor and upset that we heard from people in Belleair Bluffs – whether it’s city commissioners or residents – over a plan to take 1 foot away to add to a bike lane. It kind of makes me believe that a lane reduction is going to be a nonstarter from their perspective.”

Blanton will meet again with Belleair Bluffs officials at 6 p.m. Monday, Jan. 22.

Finding funding

While Concept 2 is more likely, it also is about \$2 million more than the county has budgeted because it entails moving the curb in order to make room for a multimodal path.



*A Forward Pinellas pilot project includes safety and accessibility improvements to a nearly 2-mile stretch of West Bay Drive from Clearwater-Largo Road to the Belleair Causeway Bridge.
Photo by TOM GERMOND*

For the right project, however, Brown said the city would probably be willing to help pay the bill.

"We are not going to make a financial commitment just to make traffic drive through our town faster," Brown said. "But we will make that financial commitment to make it a better road for the people that live here and the businesses along the corridor and make a huge economic impact. That makes sense."

He said the city could use transportation impact fees or funds from its West Bay Drive Community Redevelopment to help bridge any gap in financing.

He doesn't think Concept 1 is the right project, though.

"I think that if we left the cross-section the way it is ... and then just repaved it, slapped some bike lanes on the side and called it a day, it would be a waste of money, and they might as well just repave it," he said. "It's not going to help the neighborhood, it's not going to help the businesses along that corridor. Out of the options, I'm in favor of increasing the trail or sidewalk along the side of the road and looking for opportunities to enhance that."

Blanton said FDOT grants for making the road safer are also an option, and that it's possible the county could pay for the project upfront and Largo could reimburse it later.

He said the lane reduction could actually be the cheapest of all the projects, because they could repurpose and restripe the lanes within the existing curb.

"It's definitely a low-cost option," he said. "What we have to do is make sure the traffic will work and that we're not building in a safety problem or a massive congestion problem."

According to FDOT estimates, the road has a daily traffic volume of about 17,000 motorists near the Belleair Bridge to 21,500 near 20th Street. After traffic engineers take a look at it, Brown said they should know quickly whether it's feasible.

"If it's a real boon for the economy and makes those businesses thrive even more and makes the neighborhood more connected to those businesses and it does everything that we want a Complete Streets to do, then I think we should consider it," he said. "If there's too much volume to support one lane each way or a three-lane road, then we should learn that pretty quickly."

BREAKING DOWN THE WEST BAY DRIVE PROJECT

by Chris George, Tampa Bay Newspapers
January 18, 2018

Project's objectives

- Update a dated corridor to enhance potential for economic development
- Connect the Pinellas Trail to nearby beaches with enhanced bicycle and pedestrian facilities
- Increase safety and lower speeds
- Improve crossings, including landscaped medians

Challenges

Danger: The speeds commonly exceed the posted speed limit of 35 mph (east of Indian Rocks Road) and the 30 mph (west of Indian Rocks Road) speed limit.

"Speaking from a former patrol officer's perspective running radar on that stretch of roadway," said Commissioner John Carroll, "it made you feel like a Highway Patrol officer, because nobody does 30 or 35 down that road."

Between 2011 and 2015, there were a total of 396 crashes, including 78 injury crashes and one fatal crash.

Driveways to businesses also impact the safety of pedestrians and cyclists using the sidewalks.

In fact, Forward Pinellas executive director Whit Blanton said cyclists are more likely to get hit by a vehicle riding on the sidewalk than a bike lane, because motorists aren't looking for them.

Median Refuge: There are few areas where pedestrians are able to safely cross the intersections in multiple phases. In particular, the crossings at Indian Rocks Road need improvement.

Traffic: The average amount of daily two-way traffic ranges from 17,000 vehicles near the Belleair Bridge to 21,500 near 20th Street, according to Forward Pinellas. The area, however, has a capacity of 30,618, according to FDOT. Since it provides access to the beaches and is parallel to SR 60, the corridor experiences higher volumes on weekends and holidays periods.

What West Bay Drive looks like now

From Indian Rocks Road to Clearwater-Largo Road, West Bay Drive includes four 12-foot lanes, a 12-foot two-way left-turn lane and separated 8-foot sidewalks without bicycle accommodations. It spans 60 feet from curb to curb. The portion further west of Indian Rocks Road to the Belleair Causeway narrows and consists of two drive lanes and bicycle lanes.

Proposed Concept 1

Cost: About \$3 million

Concept 1 would reduce lane widths to 10 feet on the inner lanes and 11 feet on the outer lanes, expand the sidewalks to 10 feet, add 5-foot bicycle lanes and include minimal landscaped medians in areas that would include additional crossings.

Proposed Concept 2

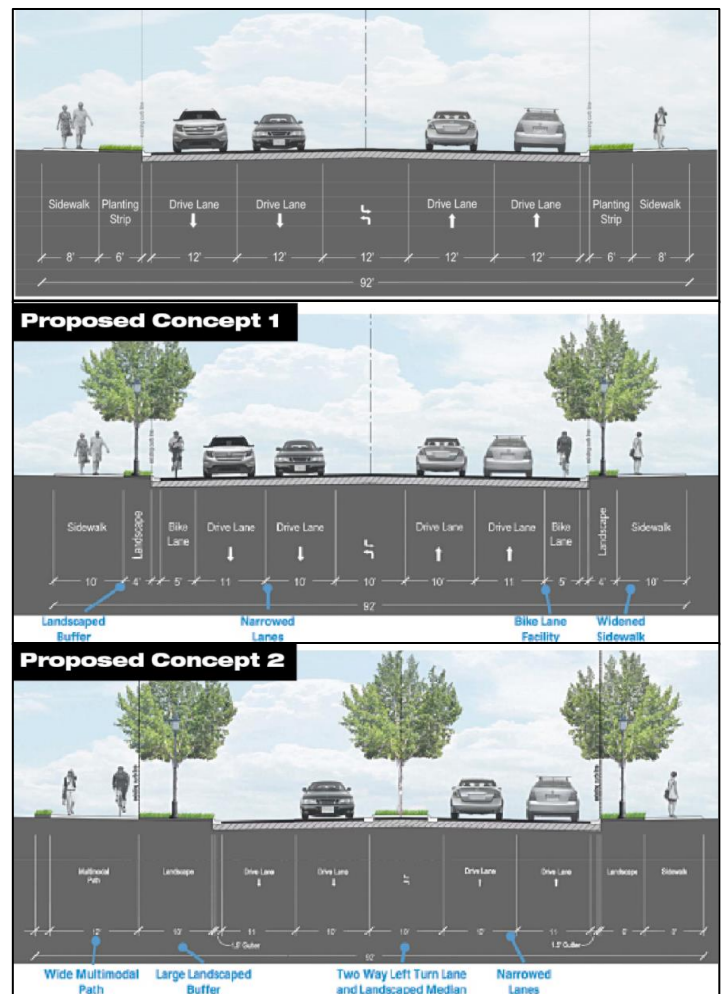
Cost: About \$5 million. About \$2 million over the county's budget.

Concept 2, which was favored by the Largo commission, would also reduce lane widths to 10 feet on the inner lanes and 11 feet on the outer lanes. It includes the movement of curbs in order to add a 12-foot multimodal path (likely on the south side) and a much larger landscaped separation between the roadway and the path. Enhanced lighting, landscaped areas at the median and additional pedestrian crossings also would be included.

Other possibility

Cost: About \$3 million

In early discussions, Forward Pinellas considered reducing the number of lanes from four down to two, possibly west of 20th Street going toward Indian Rocks Road. Business owners and elected officials, however, did not like the idea so it wasn't pursued. Largo commissioners, however, still wish to discuss the pros and cons of such a design, so Blanton will explore its feasibility with the county and report back.





January 12, 2018

The Honorable Rep. Chris Latvala, Chairman
Pinellas County Legislative Delegation
402 South Monroe Street
Tallahassee, Florida 32399-1300

Dear Representative Latvala:

Transportation plays a critical role in economic growth, community character and individual quality of life, and it is a priority issue facing Pinellas County and the Tampa Bay region in 2018. As the countywide land use and transportation planning agency that also helps define regional transportation priorities, the Forward Pinellas Board adopted the following legislative position statements at its meeting on January 10, 2018:

- **Clarify the Tampa Bay Area Regional Transit Authority's (TBARTA's) role and responsibilities relative to the system planning and project priority-setting responsibilities of metropolitan planning organizations.** While there is a need for strong leadership in regional transportation planning and project development, it should respect the complementary roles different agencies play in terms of planning for land use and transportation, funding, operating and outcome-driven evaluation. The TBARTA Regional Transit Development Plan should reflect project priorities established through the metropolitan planning organizations' (MPOs) long range transportation plans. We believe that the Regional Transit Development Plan and TBARTA should serve to prioritize, advance, implement and operate transit projects or programs that are officially recognized in the MPO long range plan and on the regional transportation priority list adopted by the MPO.
- **Develop and provide funding for a regional express transit network that provides competitive travel times to get workers to their destinations throughout Tampa Bay.** This is a relatively low-cost initiative that TBARTA can advance through its Regional Transit Development Plan with application of technology (e.g. regional fare card, transit signal priority, and vehicle automation) and use of express toll lanes on major corridors.
- **Adapt existing state transportation funding sources to recognize the increasing need for transit in fast-growing or established urbanized areas.** The Forward Pinellas Board supports expanding the eligibility of Strategic Intermodal System (SIS) funds to cover regional transit operating and capital costs for service within SIS corridors like I-275 and US 19 that connect major activity centers. Other programs like the Transportation Regional Incentive Program (TRIP) can also be expanded to provide statewide transit matching dollars and the regulatory barriers reduced to fund transit projects. An example of this is SB 1200 and related HB 535 that revise the annual allocations in the TRIP program to include alternative transportation systems.

- **Make texting while driving a primary offense.** The Forward Pinellas Board urges the Florida Legislature to enact legislation, such as SB 90 and HB 33, which would make texting while driving a primary offense. In 2015, distracted driving accounted for nine deaths and 569 injuries in Pinellas County alone, with an estimated economic impact of \$72,293,100.
- **Oppose legislation for Dockless Bicycle Sharing.** Forward Pinellas is not opposed to dockless bikeshare, per se. However, SB 1304 and HB 1033 would preempt local control of system implementation, operations and safety, which undermines Pinellas County's existing and future bike sharing systems. Bikeshare is not a one-size-fits-all solution. The success of bikeshare depends on local knowledge and expertise. Local decision-makers must have the ability to enact requirements for bikeshare that best meet their needs while allowing them to achieve their cities' goals.
- Forward Pinellas requests that any legislative changes to the **organizational structure of MPOs** be postponed until after this year to allow the Regional Best Practices Study now underway to proceed and develop its recommendations for consideration at the end of the 2018 calendar year. SB 757 would reduce the allowed number of MPO members while increasing the percentage of members that represent Boards of County Commissioners, and SB 984/HB 807 would allow MPOs that merge to maintain their existing representation beyond existing statutory limits on total membership after the merger. Both bills undercut the development of impartial, evidence-based policy recommendations that will be considered for Tampa Bay's regional transportation planning process in 2019.
- **Support the continuation of Community Redevelopment Agencies (CRAs) as a local economic development tool.** CRAs are used to support economic development, including the redevelopment of blighted areas. Monies used in financing CRAs are locally generated, must be spent in ways that are consistent with local government comprehensive plans, and are often used as a match for state and federal funds. They are a valuable tool for communities to invest in areas of high need. HB 17 would severely limit the effectiveness of this important local government tool.

Thank you for your consideration. Please contact me or Forward Pinellas Executive Director Whit Blanton if further information is needed.

Sincerely,

John Morroni
Chair

Cc: Delegation members
Beth Alden, Hillsborough MPO
Craig Casper, Pasco MPO
Ray Chiaramonte, TBARTA



Pedestrian and Bicyclist Forum

Inside this issue:

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<i>NEW! Pedestrian and Bicyclist Safety Information Search Tool</i>	3
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FHWA Updates List of Proven Safety Countermeasures

The Federal Highway Administration (FHWA) Safety Office has been promoting the use of specific countermeasures that are proven to increase safety for almost a decade, and [recently revised the list](#). This list of [Proven Safety Countermeasures](#) (PSC) has now reached a total of 20 treatments and strategies that practitioners can implement to successfully address roadway departure, intersection, and pedestrian and bicycle crashes. Among the 20 PSC are several crosscutting strategies that address multiple safety focus areas.

The “Proven Safety Countermeasures” initiative began in 2008, when FHWA issued a “Guidance Memorandum on the Consideration and Implementation of Proven Safety Countermeasures,” which highlights when and where FHWA believes certain safety countermeasures should be used. Many of the countermeasures promoted in 2008 have been widely applied, and this is the second time FHWA has updated its previous guidance.

To address pedestrian safety, FHWA is promoting the following countermeasures:



Medians and Pedestrian Crossing Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacon



Road Diet



Walkways



Leading Pedestrian Intervals

As an overview, more than 15% of highway fatalities involve pedestrians and 2% involve bicyclists. Pedestrian fatalities have been increasing since 2009 and bicyclist fatalities have been trending up as well.

Midblock crossings account for over 70% of these fatalities, so four of the five pedestrian countermeasures being promoted are geared towards reducing the frequency and severity of pedestrian midblock crossings.

The Leading Pedestrian Interval is a countermeasure just added to the list, even though it has been around for a while. LPI is the first pedestrian safety PSC to focus on intersection safety.

LPI is an inexpensive countermeasure that allows the pedestrian a 3 to 7 second head start before the signal turns green for vehicle traffic. It helps pedestrians to establish themselves in the crosswalk before vehicles have priority to turn left. LPIs are particularly helpful for older or disabled pedestrians who may be slower to start into the intersection than other pedestrians, thus giving them better visibility to turning drivers.

Costs associated with LPI implementation are simply those required to alter signal timings, making LPIs an extremely inexpensive countermeasure that can be incorporated into pedestrian safety action plans or policies and can become routine agency practice. See page 2 of this newsletter for examples of how two transportation agencies are using LPI and found them to be effective.

Florida and New York City have Success with Leading Pedestrian Intervals

As mentioned on page 1 of this newsletter, the FHWA is now promoting the use of LPI as an inexpensive pedestrian safety counter measure. Below are highlights from two [FHWA focus locations](#) that have had good results from the use of LPIs.

New York City

Contributed by Rob Viola

New York City Department of Transportation (NYDOT) studied the before/after effects of LPIs in its Left Turn Pedestrian and Bicycle Crash Study. NYCDOT developed the Left Turn Study to advance New York City's Vision Zero initiative to eliminate traffic deaths and serious injuries. Between 2010 and 2014, 108 pedestrians and bicyclists were killed by left turning vehicles (out of 859 pedestrian and bicyclist fatalities 2010-2014) in New York City. In 2016, New York City Mayor Bill de Blasio made it his priority to reduce these failure to yield crashes, noting that left turns account for more than twice as many pedestrian and bicyclist fatalities as right turns and over three times as many serious injuries and fatalities.

The effects of this treatment were very dramatic—where LPIs were installed there was a 37% drop in overall pedestrians and bicyclists killed or severely injured (KSI). You can read more about the study [here](#). The graphic below illustrates the results achieved.

For more information contact [Rob Viola](#).

Florida

Contributed by Trenda McPherson

The state of Florida conducted an integrated study to determine the suitability and effectiveness of LPI implementation at signalized intersections to improve pedestrian safety. In addition, the state is in the process of developing statewide guidelines for LPI implementation.

A comprehensive literature review was conducted regarding successes and lessons learned from LPI implementation. As part of the process, traffic engineers and Florida Department of Transportation district representatives provided input through surveys, interviews, and teleconferences. In addition, pilot data was collected and analyzed before and after LPI implementation at nine geographically diverse intersections to provide measures of effectiveness to evaluate and further refine the preliminary LPI implementation guidelines.

The Florida study of LPI yielded some positive results, including reducing the percentage of vehicle-pedestrian conflicts between 25% to 100% for different intersections. The project will be complete in January 2018, with the study results and the statewide guidelines for LPI available at that time.

Contact [Trenda McPherson](#) or [Alan El-Urfali](#) for more information.

SIGNALS

Leading Pedestrian Intervals (LPIs)

Purpose: Give pedestrians and bicyclists a conflict-free head start in the crosswalk

Evaluation:

- DOT performed a before and after crash analysis of 104 intersections with LPIs (installed throughout NYC between 2003-2011)
- Total pedestrian and bicyclist KSI declined by 37%
- Left turn pedestrian and bicycle injuries declined by 14% and left turn pedestrian and bicyclist KSI declined by 56%

Pedestrian and Bicyclist Injuries at LPI Locations

		Left	Right	Through	Other*	Total
Pedestrian and Bicyclist Injuries	Before (3 Years)	282	113	304	137	839
	After (3 Years)	243	102	265	145	749
	Change	-14%	-10%	-13%	6%	-11%
Pedestrian and Bicyclist KSI	Before (3 Years)	41	19	40	16	115
	After (3 Years)	18	5	40	15	73
	Change	-56%	-74%	0%	-6%	-37%

* "Other" includes "U-Turn" and "Unknown"

Source: NYSDOT (2000 – 2014)

NEW! Pedestrian and Bicyclist Safety Information Search Tool

The FHWA's Safety Office just launched the Pedestrian and Bicyclist Safety Information Search Tool, a page-by-page assessment of more than 100 carefully selected reports, guidebooks, and training materials, cross-referenced by mode, the "Es" (Engineering, Education, Enforcement, Evaluation, etc.), topics addressed, and other categories. Reports and guidance documents abound for anyone engaged in planning, designing, or advocating for safe pedestrian and bicycle facilities. The information packed into these resources is valuable, but practitioners must track it down from a wide variety of websites, clearinghouses, and printed documents. Not all

documents are readily or freely available, and readers must sometimes assess on their own the quality of what they find.

Anyone with a web connection can search the library by typing keywords, picking from drop-down lists, or using other search filters available on the site. Whether you are a community member looking for ways to make your neighborhood safer for kids on bicycles, a researcher studying the application of safety countermeasures, a planner writing a local policy on multimodal safety, or an engineer designing a cycle track, this library can help you find the resources you need.

Revised! How to Develop a Pedestrian and Bicycle Safety Action Plan

The FHWA Safety Office worked to update and re-issue the revised guide entitled, [*How to Develop a Pedestrian and Bicycle Safety Action Plan*](#), which helps State and local officials decide where to begin to address pedestrian and bicycle safety issues. The guide, issued fall of 2017, is designed to help agencies enhance their existing safety programs and activities, including identifying safety problems and selecting optimal solutions.

The guide also serves as a reference for improving pedestrian and bicyclist safety through a multidisciplinary and collaborative approach to safety, including enhanced street designs and countermeasures, policies, and behavioral programs. Engineers, planners, traffic safety, and enforcement professionals; public health and injury prevention professionals; and decision makers who have the responsibility for improving pedestrian and bicycle safety at the State or local level can use this guide.

Simple objectives for what a Pedestrian and Bicycle Safety Action Plan should accomplish include:

- Acknowledging the unique needs of pedestrians and bicyclists among road

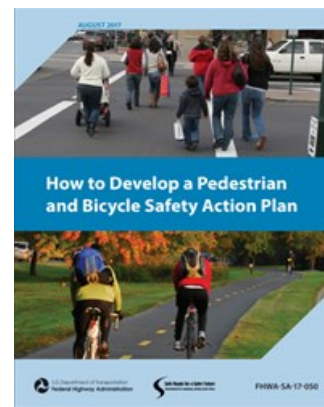
users and lay out clear, measurable goals for improving their safety.

- Being data-driven and based on a complete understanding of the safety problem.
- Taking steps to ensure that all members of the community have opportunities to provide their input, because the plan is a reflection of the community's goals and vision.
- Using audits and crash types to diagnose a safety problem accurately so that the policy, design, and behavioral interventions selected properly address the problem.
- Including specific recommendations for funding and supporting those recommendations with data or factual information.

The guide also offers options for funding strategies and a variety of other resources for planning and implementing identified countermeasures, projects, and activities. For more information, contact [Tamara Redmon](#).

New Safety Tool:

[NYCROSSWALK](#) provides information on pedestrian collisions on a heat map of Manhattan, Brooklyn, Queens, The Bronx, and Staten Island. The resource allows New York City pedestrians access to data that shows them how, when and where pedestrian crashes are most likely to happen so they can be more informed about the relative safety of their walking route choices.



FHWA

Tamara Redmon, Pedestrian Safety Program Manager
Federal Highway Administration
1200 New Jersey Avenue SE
Room E71-303
Washington, DC 20590

Phone: 202-366-4077

Fax: 202-366-3222

E-mail: tamara.redmon@dot.gov

This *Pedestrian and Bike Forum* is available on the Web at http://safety.fhwa.dot.gov/ped_bike/pedforum/

To receive information on future newsletters, please use the e-subscription service provided on this site: <http://safety.fhwa.dot.gov/esubscribe.cfm>. Scroll down to "Pedestrian and Bicycle Safety" and select "subscribe" next to "Pedestrian Forum."



U.S. Department of Transportation
Federal Highway Administration

Helping Communities to provide safe and convenient transportation choices to all citizens, whether it's by walking, bicycling, transit, or driving is a high priority of the U.S. Department of Transportation. Each year, unfortunately, pedestrian and bicyclist fatalities comprise about 17 percent of all traffic fatalities and there are approximately 6,000 pedestrian and bicyclist deaths. Another 115,000 pedestrians and bicyclists are injured in roadway crashes annually. Pedestrian and bicyclist safety improvements depend on an integrated approach that involves the four E's: Engineering, Enforcement, Education, and Emergency Services. The Pedestrian and Bicyclist Forum highlights recent pedestrian and bike safety activities related to the four E's that will help save lives.

Resources Now Available from FHWA

Webinar on MUTCD Experimentation Process

FHWA hosted a [webinar on Design Innovation and the MUTCD Experimentation Process](#) on September 13 that was recorded and is available for viewing [here](#). When designing intersections for bicyclists and pedestrians, communities can take advantage of a growing toolbox of treatments that promote the safety and comfort of non-motorized road users. During this webinar, panelists shared information about how new and innovative traffic control devices can be tested and evaluated, even if they aren't currently included in the Manual of Uniform Traffic Control Devices (MUTCD).

Bill DeSantis, of VHB, shared an overview of the MUTCD experimentation process, highlighting the importance of

testing new countermeasures and providing details for communities interested in experimenting with new and innovative designs. Dave Kirschner (FHWA) discussed how agencies can navigate the range of allowable designs and treatments in the MUTCD, from adopted traffic control devices to those with interim approval. He highlighted the experience of testing the two-stage turn box for bicyclists, which was recently granted interim approval.

Hardcopies of Noteworthy Local Policies that Support Safe and Complete Pedestrian and Bicycle Networks Available

In the [Spring 2017 edition of this](#)

[newsletter](#), FHWA announced the availability of the guide, [Noteworthy Local Policies that Support Safe and Complete Pedestrian and Bicycle Networks](#) on the web. The document has now been printed and up to 3 copies of the guide can be ordered [here](#).

FHWA developed this guide to provide local and state agencies with tools to complement new infrastructure and program development. The guide is accompanied by case studies from across the country that support safe and complete street networks. The guide also provides information on evaluating a policy framework's strengths, weaknesses, opportunities, and threats to help develop implementation steps for advancing these policies

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
November 1 – November 30, 2017 (30 days)

Total Usage

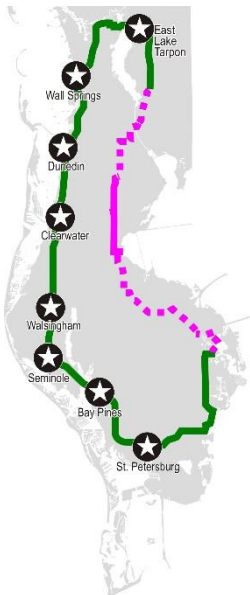
30-Day Count Total: NA
Daily Average Users: NA

Highest Daily Totals:

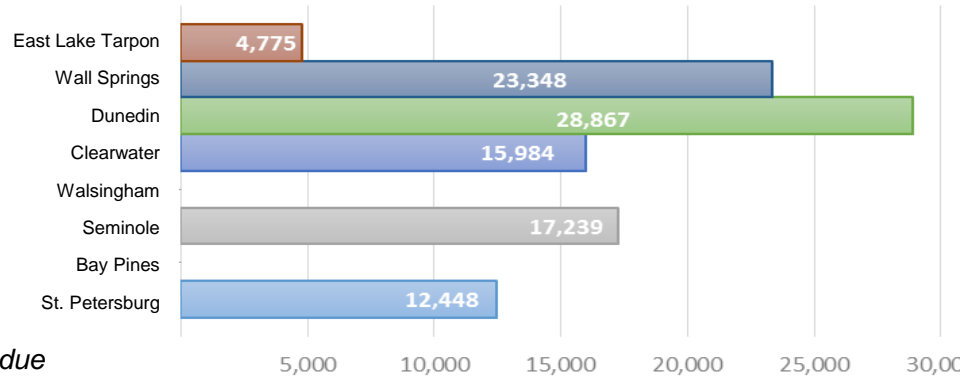
- #1 – Saturday, November 25th (Dunedin - 1,737)
- #2 – Saturday, November 25th (Wall Springs - 1,334)
- #3 – Saturday, November 11th (Seminole - 876)

Note: Walsingham & Bay Pines counts are temporarily unavailable due to technical difficulties.

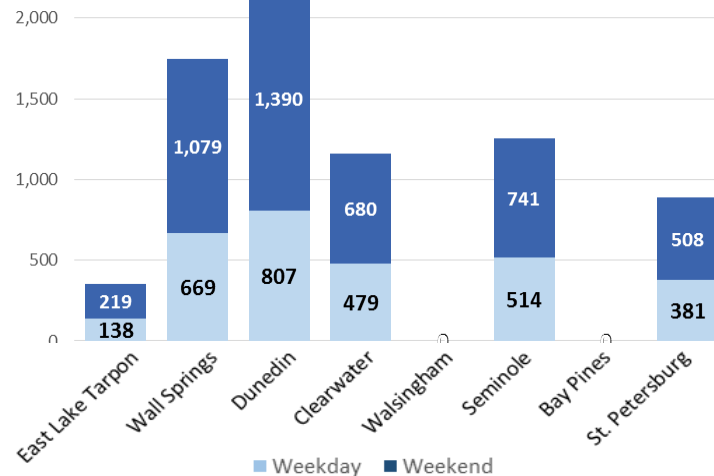
Counter Locations





Monthly Trail Users by Counter Location



Weekday & Weekend Profile



Trail User Mode Split

		
East Lake Tarpon:	3%	97%
Wall Springs:	22%	78%
Dunedin:	32%	68%
Clearwater:	34%	66%
Walsingham:	NA	NA
Seminole:	39%	61%
Bay Pines:	NA	NA
St. Petersburg:	31%	69%

Old Tampa Bay

Tampa Bay

WDH 1-2-18
Project GIS File fatalities
Parent GIS File fatalities
Depicting GIS File - fatalities
.joined File - none

CRASHES	DATAID	ROADWAY	LOCATION	DESC.	DATE	FATAL
1	047F17	CLEVELAND ST	FREDRICA AVE (delayed fatality)	BIC	5/30/2017	1
1	042F17	SR688 ULMERTON RD	E OF 58TH ST N	BIC	5/31/2017	1
1	048F17	6TH ST S	3300 BLOCK	BIC	6/15/2017	1
1	055F17	BAYSIDE BRIDGE	S OF SR60 (delayed fatality)	BIC	6/23/2017	1
1	066F17	DREW ST	BOOTH AVE	BIC	7/11/2017	1
1	088F17	62ND AVE N	16TH ST N (delayed fatality)	BIC	9/18/2017	1
1	004F17	5TH AVE N	34TH ST N	MC	1/17/2017	1
1	005F17	113TH ST N	9000 BLOCK	MC	1/19/2017	1
1	008F17	COURT ST	CHESTNUT ST	MC	1/27/2017	1
1	010F17	SR688 WALSINGHAM RD	137TH ST	MC	1/31/2017	2
1	022F17	GANDY BLVD	GRAND AVE	MC	3/12/2017	1
1	030F17	62ND AVE N	1400 BLOCK	MC	3/16/2017	1
1	051F17	SEMINOLE BLVD	16TH AVE SE	MC	3/17/2017	1
1	025F17	ALT 19 HWY TYRONE BLVD	33RD AVE N	MC	3/20/2017	1
1	026F17	US 19 HWY	PINE RIDGE WAY S	MC	3/23/2017	1
1	027F17	PASADENA AVE	JUST W OF SHORE DR	MC	3/25/2017	1
1	035F17	GANDY BLVD	E OF SAN FERNANDO BLVD	MC	4/25/2017	1
1	059F17	ALDERMAN RD	EAST RIDGE DR	MC	5/13/2017	1
1	041F17	110TH AVE N	BETWEEN 58TH ST N & 56TH LN	MC	5/30/2017	1
1	045F17	28TH ST S	6TH AVE S	MC	6/8/2017	1
1	067F17	28TH ST N	315T ST N	MC	6/22/2017	1
1	061F17	SEMINOLE BLVD	114TH AVE N	MC	7/1/2017	2
1	063F17	EAST LAKE RD	TRINITY BLVD	MC	7/6/2017	1
1	065F17	PARK BLVD	128TH ST N	MC	7/11/2017	1
1	075F17	ULMERTON RD	CORAL WAY	MC	8/8/2017	1
1	080F17	N MISSOURI AVE	ROSEY RD (scooter)	MC	8/20/2017	1
1	082F17	GULF-TO-BAY BLVD	S HERCULES AVE	MC	8/31/2017	1
1	086F17	49TH ST N	58TH AVE N	MC	9/18/2017	1
1	090F17	US19 HWY	MANGO ST	MC	9/29/2017	1
1	091F17	BRYAN DAIRY RD	JUST W OF US19 HWY	MC	9/30/2017	1
1	094F17	KEENE RD	BELLEAIR RD	MC	10/20/2017	1
1	099F17	GULF BLVD	104TH AVE	MC	11/13/2017	1
1	101F17	66TH ST N	142ND AVE N	MC	11/23/2017	1
1	103F17	DR MARTIN LUTHER KING ST S	JUST N OF 8TH AVE S (scooter)	MC	11/26/2017	1
1	002F17	42ND AVE N	4TH ST N	PED	1/9/2017	1
1	003F17	49TH ST N	3500 BLOCK	PED	1/9/2017	1
1	057F17	EAST BAY DR	E OF CENTRAL PARK DR	PED	1/12/2017	1
1	009F17	US 19 HWY	S OF TAMPA RD	PED	1/25/2017	1
1	031F17	TAMPA RD	4000 BLOCK (delayed fatality)	PED	1/25/2017	1
1	058F17	SR 580	E OF PINETREE LN	PED	1/28/2017	1
1	011F17	GULF BLVD	JUST N OF 130TH AVE	PED	2/8/2017	1
1	012F17	49TH ST N	JUST S OF 47TH AVE N	PED	2/9/2017	1
1	032F17	SR 580	SUMMERDALE DR	PED	2/11/2017	1
1	019F17	GANDY BLVD	E OF 4TH ST N	PED	3/2/2017	1
1	024F17	US 19 HWY	SR688 ULMERTON RD	PED	3/17/2017	1
1	023F17	54TH AVE N	DR MARTIN LUTHER KING ST N	PED	3/20/2017	1
1	028F17	66TH ST N	126TH AVE N	PED	3/29/2017	1
1	033F17	SR688 ULMERTON RD	34TH ST N	PED	4/5/2017	1
1	037F17	I-275	NEAR MILE MARKER 23	PED	4/27/2017	1
1	083F17	54TH AVE N	28TH ST N (delayed fatality)	PED	5/7/2017	1
1	040F17	US19 HWY	JUST NORTH OF EAST BAY DR	PED	5/12/2017	2
1	044F17	I-275 RAMP	PINELLAS POINT DR	PED	6/2/2017	1
1	053F17	34TH ST N	13TH AVE N	PED	6/7/2017	1
1	062F17	62ND AVE N	5500 BLOCK	PED	7/3/2017	1
1	069F17	SR688 ULMERTON RD	JUST E OF 62ND ST N	PED	7/22/2017	1
1	072F17	15T AVE S	8TH ST S (delayed fatality)	PED	7/28/2017	1
1	070F17	US19 HWY	ALDERMAN RD	PED	7/31/2017	1
1	073F17	S MISSOURI AVE	NEAR TURNER ST (delayed fatality)	PED	8/4/2017	1
1	081F17	US 19 HWY	ROOSEVELT BLVD	PED	8/23/2017	1
1	084F17	4TH ST S	5TH AVE S (delayed fatality)	PED	8/27/2017	1
1	087F17	US19 HWY	JUST N OF SUNSET POINT RD	PED	9/20/2017	1
1	089F17	4TH ST N	6600 BLOCK	PED	9/27/2017	1
1	096F17	BELCHER RD	10300 BLOCK PINELLAS PARK	PED	11/1/2017	1
1	097F17	54TH AVE N	HAINES RD	PED	11/1/2017	1
1	100F17	34TH ST S	1400 BLOCK	PED	11/3/2017	1
1	098F17	GULF-TO-BAY BLVD	JUST E OF BELCHER RD	PED	11/7/2017	1
1	102F17	49TH ST N	3500 BLOCK	PED	11/26/2017	1
1	106F17	34TH ST N	2900 BLOCK	PED	12/11/2017	1
1	107F17	SEMINOLE BLVD	53RD AVE N	PED	12/14/2017	1
1	108F17	49TH ST N	8800 BLOCK	PED	12/27/2017	1
1	109F17	SEMINOLE BLVD	1799 BLOCK	PED	12/27/2017	1
1	001F17	US19 HWY	ROYAL BLVD	VEH	1/4/2017	1
1	017F17	US ALT 19 SEMINOLE BLVD	102ND AVE N (delayed fatality)	VEH	1/5/2017	1
1	006F17	I-375	WB EXIT RAMP TO I-275	VEH	1/25/2017	1
1	007F17	SNELL ISLE BLVD NE	NB AT CURVE	VEH	1/25/2017	1
1	018F17	GULF-TO-BAY BLVD	OLD COACHMAN RD	VEH	2/4/2017	1
1	014F17	PASADENA AVE S	SHORE DR	VEH	2/12/2017	1
1	013F17	EASTLAKE RD	KEYSTONE RD	VEH	2/16/2017	1
1	015F17	58TH ST N	62ND AVE N	VEH	2/18/2017	1
1	016F17	SR688 ROOSEVELT BLVD	62ND ST N	VEH	2/21/2017	1
1	029F17	COURTNEY CAMPBELL CSWY	DAMASCUS RD	VEH	3/4/2017	1
1	021F17	38TH AVE N	I-275 NB ON-RAMP	VEH	3/10/2017	1
1	020F17	CR611 McMULLEN BOOTH RD	CURLEW RD	VEH	3/11/2017	1
1	052F17	I-275	HALF MILE EAST OF 4TH ST N	VEH	4/14/2017	1
1	049F17	49TH ST N	JUST S OF CR296 (delayed fatality)	VEH	4/20/2017	1
1	034F17	GANDY BLVD	WB APPROACHING I-275	VEH	4/22/2017	1
1	050F17	US 19 HWY	COUNTRY GROVE BL (delayed fatality)	VEH	4/25/2017	1
1	036F17	16TH ST S	1700 BLOCK	VEH	4/29/2017	1
1	038F17	5TH AVE N	65TH ST N	VEH	5/2/2017	1
1	039F17	4TH ST N	17TH AVE N	VEH	5/14/2017	1
1	060F17	EAST LAKE RD	TARPON LAKE BLVD	VEH	5/26/2017	1
1	043F17	DREW ST	KEYSTONE DR	VEH	6/3/2017	1
1	046F17	S BELCHER RD	13625 (Largo)	VEH	6/9/2017	1
1	054F17	BELCHER RD	N OF CURLEW RD	VEH	6/27/2017	1
1	056F17	PARK BLVD	6300 BLOCK	VEH	6/27/2017	1
1	064F17	I-275	N OF 4TH ST N	VEH	7/8/2017	1
1	071F17	US19 HWY	BELLEAIR RD (delayed fatality)	VEH	7/9/2017	1
1	068F17	PARK BLVD	43RD ST N	VEH	7/18/2017	1
1	074F17	TAMPA RD	US 19 HWY	VEH	8/6/2017	3
1	076F17	PARK ST N	2100 BLOCK	VEH	8/12/2017	1
1	078F17	SR688 ULMERTON RD	1215T ST N (unborn baby fatality)	VEH	8/16/2017	1
1	077F17	COURTNEY CAMPBELL CSWY	PINELLAS SIDE OF BRIDGE	VEH	8/17/2017	1
1	079F17	US 19 HWY	70TH AVE N	VEH	8/19/2017	1
1	085F17	BELCHER RD	75TH ST N	VEH	9/17/2017	1
1	092F17	DREW ST	DUNCAN AVE	VEH	10/2/2017	1
1	093F17	BELCHER RD	NEAR GROVE PLACE	VEH	10/9/2017	1
1	095F17	I-275	S OF 38TH AVE N	VEH	10/31/2017	1
1	104F17	US19 HWY (northbound service rd)	SR 590	VEH	11/29/2017	1
1	105F17	US19 HWY	VIA GRANADA (Doral Village)	VEH	12/1/2017	2

PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru December 31, 2017

115 FATALITIES INCLUDING MEDICAL INCIDENTS *

115 FATALITIES EXCLUDING MEDICAL INCIDENTS

109 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS *

109 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH
REPORT

41 AUTO-VEHICLE FATALITIES

35.7% (medical crashes not included)

38 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

30 MOTORCYCLE FATALITIES

26.1% of all traffic fatalities

28 MOTORCYCLE CRASHES (fatal)

6 BICYCLE FATALITIES

5.2% of all traffic fatalities

6 BICYCLE CRASHES (fatal)

38 PEDESTRIAN FATALITIES

33.0% of all traffic fatalities (includes other small modes)

37 PEDESTRIAN CRASHES (fatal)

74 VULNERABLE USER FATALITIES

71 VULNERABLE USER CRASHES (fatal)

64.3% 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.