

Join the BPAC Zoom Meeting

Time: June 15, 2020 08:00 AM Eastern Time (US and Canada)

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**BICYCLE PEDESTRIAN ADVISORY
COMMITTEE (BPAC) MEETING AGENDA**

June 15, 2020 – 8:30 a.m.

Virtual Meeting

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER, INTRODUCTIONS AND ROLL CALL** (8:30 – 8:40)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – May 18, 2020** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – June 10, 2020** (8:45 – 8:50)
5. **PUBLIC PARTICIPATION PLAN EVALUATION REPORT** (8:50-9:00)
6. **PROJECT PRIORITY LISTS** (9:00-9:20)
7. **FDOT PROCESS FOR IDENTIFYING UNCONTROLLED CROSSWALK LOCATIONS AND TREATMENTS** (9:20-9:40)
8. **GATEWAY MASTER PLAN** (9:40 – 10:00)
9. **BPAC BUSINESS** (10:00 -10:10)
 - A. Florida Bicycle Association (FBA)
 - B. Friends of the Pinellas Trail
10. **AGENCY REPORTS** (10:10 – 10:20)
11. **OTHER BUSINESS** (10:20 – 10:30)
 - A. SPOTLight
 - B. Membership
 - C. Correspondence, Publications, Articles of Interest
 - D. Suggestions for Future Agenda Topics
 - E. Other
12. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – AUGUST 17, 2020

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

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

Bicycle Pedestrian Advisory Committee – June 15, 2020



3. Approval of Minutes

SUMMARY

The meeting summary for the May 18, 2020 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – May 18, 2020

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
MAY 18, 2020**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on May 18, 2020. This was a Zoom Virtual Meeting, using the Forward Pinellas Zoom platform.

BPAC Members Present

Brian Smith, Chairman	At Large Citizen Representative
Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Julie Bond	CUTR
Dr. Lynn Bosco	At Large Citizen Representative
Joseph Camera	Pinellas County Schools
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Scott Daniels	Pinellas Trails, Inc.
Win Dermody	Clearwater Citizen Representative
David Feller	North County Citizen Representative, Oldsmar
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Gina Harvey	Pinellas County Public Works Traffic
Alan Johnson	South Beaches Citizen Representative
Charlie Johnson	St. Petersburg Citizen Representative
Paul Kurtz	At Large Citizen Representative
Jacob Labutka	PSTA
Stephen Lasky	At Large Citizen Representative
Ron Rasmussen	Pinellas Park Citizen Representative
Derek Reeves	City of Pinellas Park
Michael Siebel	At Large Citizen Representative
Bert Valery	North Beaches Citizen Representative
Jim Wedlake - phone	Seminole Citizen Representative
Georgia Wildrick	Largo Citizen Representative

BPAC Members Absent

Daniel Alejandro	Largo Citizen Representative
Kimberly Cooper	St. Petersburg Citizen Representative
Felicia Donnelly	City of Oldsmar
Deputy Eric Gibson	Pinellas County Sheriff's Office
Byron Hall	Pinellas Park Citizen Representative
Edward Hawkes	At Large Citizen Representative
Chip Haynes	Clearwater Citizen Representative
Caroline Lanford	Pinellas County Planning Department
Lauren Matzke	City of Clearwater
Mike Milvain	St. Petersburg Citizen Representative
Rick Perez	City of Largo
Annette Sala	At Large Citizen Representative
Robert Yunk	At Large Citizen Representative

Others Present

Alex Henry	FDOT
Reid Powers	PSTA
Commissioner Jeff Gow	City of Dunedin
Tom Washburn	Pinellas County Public Works Traffic
Jared Austin	Forward Pinellas Staff
Sarah Caper	Forward Pinellas Staff
Amy Elmore	Forward Pinellas Staff
Al Bartolotta	Forward Pinellas Staff
Chelsea Favero	Forward Pinellas Staff
Whit Blanton	Forward Pinellas Staff
Angela Ryan	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER & INTRODUCTIONS

Chairman Brian Smith called the meeting to order at 8:30 a.m. and Ms. Angela Ryan reviewed the Zoom meeting guidelines. The attendees were announced by Ms. Maria Kelly, there were 34 attendees.

2. PUBLIC COMMENTS

There were no public comments provided.

3. APPROVAL OF MINUTES

The summary from the April 20, 2020 meeting was approved with no corrections.

4. FORWARD PINELLAS ACTIONS

Mr. Al Bartolotta, Forward Pinellas Planning Division Manager, reviewed the highlights of the Forward Pinellas Board meeting for the May 13, 2020. The Forward Pinellas Board unanimously adopted the Emergency Resolution 20-01 allowing for board and committee meetings to be conducted virtually. The board also adopted the project priorities for funding and the annual Multimodal Transportation priority list and the Transportation Alternatives priority list.

5. SAFE STREETS PINELLAS

Ms. Sarah Caper, Forward Pinellas Principal Planner, addressed the committee regarding the launching of the local vision zero initiative called "Safe Streets Pinellas." Vision Zero is a safety strategy carried out by communities across the world with the idea that no one should be killed or seriously injured while using public roadways. Safe Streets Pinellas will bring people together to analyze collision data, test theories, conduct demonstration projects and develop an Action Plan that will help Pinellas County get to zero deaths on its roadways. The original Safe Streets Pinellas kick-off was originally scheduled for March but was postponed due to COVID-19. Plans are underway to develop engagement strategies that are appropriate for the current situation. Questions were taken and appropriately answered.

6. ADOPTION OF THE FY2019/20–FY2023/24 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Jared Austin, Forward Pinellas staff, reviewed the Transportation Improvement Program (TIP) with the committee. In order to receive state and federal funding for transportation projects, the adoption of a FY2020/21 – FY2024/25 TIP by July 1, 2020 is required. Projects included in the TIP for state and federal funding must be included in the adopted Long Range Transportation Plan. The FDOT Work Program includes a five-year schedule of state and federally-funded transportation projects, including new projects introduced in the fifth year (2024/2025). It was noted that the FY 2020/21 – 2024/25 TIP will be presented to the Board on June 10, 2020 for final adoption. Questions were taken and appropriately answered. Ron Rassmusen made a motion to recommend approval by the Forward Pinellas Board with a reservation about the time frame for the completion of the Pinellas Trail Loop. This was seconded by Mike Siebel and passed with an 18 – 4 vote.

7. MICRO-MOBILITY KNOWLEDGE EXCHANGE SERIES

Ms. Angela Ryan, Active Transportation Planner, addressed the committee regarding the Knowledge Exchange Series (KES) on Micro-Mobility. Micro-mobility generally refers to a range of lightweight transportation devices, such as electric bicycles, scooters and skateboards that typically operate at low speeds. Forward Pinellas has done an extensive literature review to get a better idea of how these micro-mobility devices can be classified and managed in Pinellas County. Regarding this classification, it is important to reach a shared understanding of the terminology of these devices to enable pro-active policy decisions. The Micro-Mobility KES will include *A Guide to Micro-Mobility in Pinellas County*, to assist local governments when considering development of micro-mobility policy or regulatory codes in their communities. A draft of the guide will be presented to the committee at a later meeting. Questions were taken and appropriately answered.

8. BPAC BUSINESS

A. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso gave an update on the Florida Bicycle Association. The April Board of Directors meeting was a business-only meeting for the Board. Part of what FBA is working on is the creation of the Infrastructure Design Concept (IDC) Program. This program will serve as a means

of sharing information, such as design policies, that do not necessarily trickle-down to the local or regional bicycling advocates. The annual in-person membership meeting is still scheduled for July 25 in St. Petersburg. Ms. Alfonso also indicated that May is National Bike Month and Safe Routes to School's Walk and Bike to School page has put forth some ideas on a special 2020 celebration for Bike to School Day. Also, there are some Safer-at-Home Challenge links on the FBA webpage.

B. Friends of the Pinellas Trail

Mr. Bert Valery is the new President for the Friends of the Pinellas Trail, and he shared an update. David Feller and Richard Valentine from the Executive Board have been working diligently on developing the website to be completed by the end of the year. David Feller has been working with the website developer. A monument to recognize volunteers of the trails who have passed is being planned for the entrance to Taylor Park. The 30th Anniversary of the Pinellas Trail is still in the planning stage, to be held in December.

9. AGENCY REPORTS

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

Ms. Gina Harvey with Pinellas County Public Works Traffic announced that Public Works has been working on an existing trail network interactive map so that people can see what is completed. She also announced that additional signage will be installed at the Keystone Road and East Lake Road intersection to provide directions to the Pinellas Trail and the Coast to Coast Trail. Ms. Harvey also shared pictures of the current construction of the trail between Sunset Point Road and SR590 and noted that it will be completed by the end of the year. The last section of the North Gap remaining to be scheduled for construction is between Enterprise Road and John Chesnut Park. Alignment of the section between Northside Drive and Meadow Wood Drive has not been decided yet, but construction is expected to begin in late summer.

• Clearwater Bicycle Pedestrian Program

Ms. Lauren Matzke, City of Clearwater was not in attendance.

• Largo Bicycle Pedestrian Program

Mr. Rick Perez, City of Largo, was not in attendance.

• St. Petersburg Bicycle Pedestrian Program

Mr. Lucas Cruse, St. Petersburg Transportation, gave a quick update on the 18th Avenue South Complete Streets Study. The City of St. Petersburg Complete Streets committee will be meeting on the 19th of May. The City is currently finalizing design on the 6th Avenue South bikeway that will connect USF St. Pete to the downtown waterfront, and the Dali Museum, and the innovation district to the hospitals and Campbell Park. It will loop around the southside area of St. Petersburg. The City is continuing to work on the Complete Streets Implementation Plan with the development of marketing and education materials.

• FDOT District 7 Updates

Mr. Alex Henry with FDOT shared that they are finalizing the scope for the Drew Street Corridor and conducting additional engineering, feasibility and traffic analysis. FDOT is also going through the same process for the SR 580 Multi-modal Corridor Study. Mr. Henry will provide more information as to when the SR580 study will start at an upcoming meeting.

• Pinellas Trail Security Task Force (PTSTF)

The next meeting is tentatively scheduled for July 14,

10. OTHER BUSINESS

A. SPOTLight Emphasis Areas Update

Mr. Whit Blanton, Forward Pinellas Executive Director, addressed the committee regarding the Gateway Master Plan. Currently a memorandum of agreement with the local government partners is circulating. The agreement seeks a commitment to the guiding principals of the plan and a regular conveying of the executive staff to report on the progress toward achieving those principals. For US 19, FDOT has been asked to re-examine the location of the pedestrian underpass north of SR580 that is included in the design of the SR 580 to Curlew Road section of

the US 19 North improvements. Adjacent business owners feel the underpass is not needed and diminishes the visibility of their businesses. Forward Pinellas has asked DOT to assess the pros and cons of the location versus some alternative locations. The US 19 Frontage Road analysis is continuing. A presentation was given to the Forward Pinellas Board in February on alternative intersection design concepts on US 19 North. The Board had many questions for FDOT at this meeting. FDOT will return to talk about design concepts for the sections between the intersections. It is anticipated that there will be a workshop on US 19 North improvements later this year or the beginning of next year. Mr. Blanton also indicated that Forward Pinellas is working with FDOT and the County to address some safety and operational improvements for the Dunedin Causeway Corridor which leads to Honeymoon Island State Park. The State is working to address park access and parking improvements in their 2021 budget.

B. Membership

There were no comments regarding this item.

C. Correspondence, Publications, Articles of Interest

There were no comments regarding this item.

D. Suggestions for Future Agenda Topics

E. Other

Mr. Valery suggested that Pinellas County Public Schools be added to future agendas under "Agency Updates." Mr. Jim Wedlake inquired about the BPAC Tri-County meeting, which will be held in the fall. Ms. Ryan responded that she will update the members when the date is determined.

13. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:08 am. The next BPAC meeting is scheduled for Monday, June 15, 2020

Bicycle Pedestrian Advisory Committee – June 15, 2020

4. Forward Pinellas Executive Summary – June 10, 2020



SUMMARY

The June 10, 2020 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 June 10, 2020 (this item will be emailed separately)

ACTION: None Required, Informational Item Only

SUMMARY

The Forward Pinellas Public Participation Plan (PPP) guides the agency's public involvement activity in its role as the metropolitan planning organization (MPO) for Pinellas County. These activities are monitored and evaluated to gauge their effectiveness in achieving the objectives of the plan. This includes the production of an evaluation report following adoption of the Long-Range Transportation Plan (LRTP) every five years.

A link to the draft 2020 PPP Evaluation Report is provided below. The report focuses on Forward Pinellas' public involvement activity from 2017 to 2019, which revolved around its "SPOTlight" initiative and the development of the 2045 LRTP, "Advantage Pinellas." Citizen participation was a critical element in the planning activity of the SPOTlight emphasis areas and the development of the Advantage Pinellas Plan during these years.

To provide opportunities for local residents to learn about and shape the outcome of these and other planning efforts, Forward Pinellas carried out a robust citizen participation program during this time. This included conducting public workshops, staff participation at citizen and business group meetings, social media outreach, assembling and coordinating focus group meetings, and staff interaction with local residents at various public events around the county.

The results of these evaluations are considered in identifying any needed PPP amendments. Although an update to the narrative contents of the PPP is needed to more accurately reflect current public involvement practices, the 2020 PPP Evaluation Report does not identify any necessary amendments. Some highlights of the 2020 PPP Evaluation Report are provided below.

- Forward Pinellas has participated in an average of 150 meetings, workshops and public events per year from 2017 to 2019.
- There were 68 thousand unique page views on the Forward Pinellas website in 2019, an increase of 12 percent from the prior year.
- Forward Pinellas Facebook posts reached nearly 50 thousand people in 2019, more than three times higher than the number of people reached the prior year.
- Over 1,700 Pinellas County residents participated in the It's Time Tampa Bay regional transportation survey in 2018.
- Each of the county's 14 planning sectors were represented by participants of the Forward Pinellas Transportation Planning survey conducted in 2018.

ATTACHMENT: Forward Pinellas 2020 PPP Evaluation Report

https://forwardpinellas.org/wp-content/uploads/2020/06/PPPEvalReport_0520.pdf

ACTION: None, Information only

6. Priority Projects List

SUMMARY

Each year, Forward Pinellas, in its role as the metropolitan planning organization, adopts project priority lists that are transmitted to the Florida Department of Transportation (FDOT). These include the Multimodal Priority List and the Transportation Alternatives (TA) Program Priority List. As FDOT develops its Five-Year Work Program, projects from the two lists are considered for scheduling in the program based on available state and federal funding. The priority lists are approved by the Forward Pinellas Board each year and are included in the Transportation Improvement Program (TIP). The top regional priorities of the Tampa Bay Transportation Management Area (TMA) Leadership Group, including multi-use trails, are also included in the TIP.

The Multimodal and TA Program lists reflect the priorities of the Long-Range Transportation Plan, Advantage Pinellas, and the local governments. Forward Pinellas staff recently developed proposed scoring criteria for Multimodal Priority List projects that will be applied to new application submittals. Forward Pinellas staff will share information about the new Multimodal Priority List criteria as well as the process involved with moving projects from the LRTP to the priority lists and, ultimately, to construction.

ATTACHMENTS:

- 2020 Multimodal Priority List
- 2020 Transportation Alternatives Program Priority List

ACTION: None required; informational only

PRESENTATION

2020 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES
Approved by the Forward Pinellas Board on May 13, 2020

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION									
P	43380-1	FDOT	SR 686/Roosevelt Boulevard (CR 296 Connector) CR 296 (Future SR 690)/East-West 118th Avenue Expressway/Gateway Express	49th Street North US 19 SR55	I-275/SR 93 East of 40th Street	Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275	CST	2017/18	Underway
P	256774-2	FDOT	US 19/SR 55 (including Republic Dr Overpass and Curlew Road Interchanges)			Construction of grade separated roadway improvements	CST	2021/22	
	256774-3		Phase I – Boy Scout Overpass Phase II – Curlew Road Interchange	North of SR 580 Northside Drive	Northside Drive North of CR 95		CST	2021/22	
P	422904-2	FDOT	I-275/SR 93/Howard Frankland Bridge Replacement	North of SR 687 (4th St. N.)	North of Howard Frankland Bridge	Bridge Replacement, addition of express lanes, and a multiuse trail.	Design-Build	2019/20	
P	424501-2	FDOT	I-275 Express Lanes	South of SR 694/Gandy Boulevard	North of 4th Street North	Construction of one managed lane in each direction providing interregional connectivity from Gateway Expy and south of Gandy Blvd to Howard Frankland Bridge	Design-Build	2017/18	Underway
P	4366771	PSTA/ HART	PSTA Regional Farebox	N/A	N/A	Implementation of a regional farebox system			Funded in Hillsborough and Pinellas
P	4377362	Pinellas County	Phase II - Park/Starkey Sidewalks Pinellas Trail Loop, Phase 2 North Gap (partially on Duke Energy ROW)	Ulmerton Road	East Bay Drive	Construction of continuous sidewalks along both sides of corridor	PE	2019/20	
							CST	2021/22	
P	4400931	Pinellas County		Enterprise Road	Chesnut Park	Construction of Phase 2 of the Pinellas Trail Loop	Design-Build	2016/17	Underway
P	437498-1	FDOT	Courtney Campbell Causeway Trail Overpass	SR 60/Gulf-to-Bay Boulevard at Bayshore Boulevard	N/A	Construction of a bicycle/pedestrian overpass over SR 60 near Bayshore.	CST	2023/24	Design underway
P	440246-1	FDOT	U.S. 19	54th Avenue South	22nd Avenue North	\$1 million Complete Streets upgrade to FDOT resurfacing project to construct a wide sidewalk on west side of roadway	CST	2021/2022	
P	443928-1	Oldsmar	St. Petersburg Drive	Dartmouth Avenue	Bayview Boulevard	\$1 million to supplement a City of Oldsmar Complete Streets project.	CST	2023/24	
P	443929-1	Largo	Rosery Road	Missouri Avenue	Eagle Lake Park	\$1 million to supplement a City of Largo Complete Streets project.	CST	2023/24	

2020 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES
Approved by the Forward Pinellas Board on May 13, 2020

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
P	437710-1	FDOT	Alt. US 19	South of Curlew Place	North of Country Club	Add SB left turn lane	CST	2023/24	
P	444332-1	FDOT	St. Petersburg Greater Downtown Area Network Alternatives Analysis	Downtown St. Petersburg Area		Funding to study traffic circulation in the downtown St. Petersburg area.	Study	2019/20	Underway
P	2568815	FDOT	Harn Boulevard Overpass	Harn Boulevard	North of 1st Street	Construction of a pedestrian overpass across US 19	CST	2020/21	Design of alternatives is underway
P	424501-5	FDOT	I-275	South of 54th Avenue South	South of Roosevelt Boulevard	Lane continuity improvements throughout the corridor. And a hardened shoulder for transit operations from I375 to Gandy Boulevard.	ROW	2020/21	
							DSB	2023/24	
P	440093-2	Pinellas County	Pinellas Trail Loop	Ulmerton Road	Belleair Road	South Gap - Phase 2, 3, 4	CST	2023/24	
P	440093-3	Pinellas County	Pinellas Trail Loop	126th Ave N	Ulmerton Road	South Gap - Phase 1	CST	2023/24	
P	437807-2	FDOT	4th Street North and South	5th Avenue S	5th Avenue N	Urban corridor improvements including sidewalks, pedestrian signal modification and high emphasis crosswalks	CST	2022/2023	
P	445649-1	St. Petersburg	22nd Street South	9th Avenue S	5th Avenue South	\$1 million for St. Petersburg Complete Streets Project	CST	2024/25	
P	446142-1	PSTA	Bus Replacement Capital Funding	N/A	N/A	Up to \$1.5 million of capital funding for PSTA Bus Replacements	Capital	2024/25	
P	437636-1	FDOT	Alt. US 19	at Florida Avenue	N/A	Roundabout to improve intersection safety	PE	Underway	
							ROW	2020/21	
							CST	2021/22	

2020 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES
Approved by the Forward Pinellas Board on May 13, 2020

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
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UNFUNDED MULTIMODAL TRANSPORTATION PRIORITY PROJECTS

1	439338-2 439338-3	Forward Pinellas	Systems and Operations Planning Funds	N/A	N/A	\$600,000 annually for planning activities	N/A	N/A	N/A
2	438747-2	FDOT	Pinellas County Model Studies	N/A	N/A	\$148,000 annually to conduct surveys to update planning models	N/A	N/A	N/A
3	N/A	Dunedin	Skinner Boulevard Complete Streets	Alt US 19	SR 580	\$1 million for complete streets project	N/A	N/A	N/A
4	N/A	PSTA	Bus Replacement Capital Funding	N/A	N/A	Up to \$1.5 million of capital funding for PSTA Bus Replacements	N/A	N/A	Seeking recurring funding
5	N/A	St. Petersburg	18th Ave S	37th St S	4th St S	Construction of separated bike lanes, trail, bike boulevard and pedestrian crossings	N/A	N/A	
			Salt Creek Trail Ext	18th Ave S	26th Ave S				
6	N/A	Pinellas County	Duke Energy Trail Overpass	SR 60	N/A	Construction of a bicycle/pedestrian overpass at SR 60	N/A	N/A	
7	N/A	Pinellas County	Dunedin Causeway Operational Improvements	Honeymoon Island State Park	Alt US 19	Operational improvements to mitigate congestion on the Dunedin Causeway	N/A	N/A	
8	N/A	PSTA	Central Ave Bus Rapid Transit	N/A	N/A	Limited stop transit service from downtown St. Petersburg to the beaches	Design	2018/19	CST unfunded
9	N/A	FDOT	Drew Street	Osceola Avenue	McMullen Booth Road	Operational and safety improvements along the corridor.	N/A	N/A	Corridor study in 2020
10	N/A	FDOT	Gateway Intermodal Center	Gateway Area of Pinellas County	N/A	ROW acquisition	N/A	N/A	
11	256931-4	FDOT	SR 694/ Gandy Boulevard	East of 4th Street	West of Gandy Bridge	Construction of grade separated overpass at Brighton Bay Blvd. and a trail facility crossing Tampa Bay in the corridor.	PD&E	2024/25	PD&E of both FPIDs to go together. CST unfunded
	441250-2								
12	433799-1	FDOT	US 19/SR 55 (including Tampa and Nebraska Interchanges)	North of CR 95	South of Pine Ridge Way South	Construction of grade separated roadway interchanges with frontage roads and pedestrian crossings every 1/4 mile.	Design	Underway	ROW and CST unfunded
13	440743-1	PSTA	Clearwater Beach to TIA Regional Transit Service	Clearwater Beach	Tampa International Airport	Regional Express transit service from downtown Clearwater to Clearwater Beach.	Capital	2021/22	
14	N/A	FDOT	Clearwater Busway	Clearwater Beach	Downtown Clearwater	PD&E Study of connections from downtown Clearwater to Clearwater Beach	N/A	N/A	
15	256998-1	FDOT	SR 686/Roosevelt Boulevard	I-275/SR 93	West of 9 th Street North/Dr Martin Luther King Jr Street North	Construction of a connection between the Gateway Express and Roosevelt Blvd.	Design	Underway	CST unfunded
16	257086-1	FDOT	SR 694/Gandy Boulevard	40th Street	East of I-275 (SR 93)	Construction of frontage roads and a ramp from NB I-275 to WB Gandy Blvd.	ENV	2021/22	CST unfunded
16	445376-1	Pinellas County	Pinellas Trail Loop (South Gap) Phase 5	126th Avenue North	Roosevelt Boulevard	Shared Use Bike Path/Trail	N/A	N/A	
17	445376-1	Pinellas County	126th Avenue North	US 19/SR 55	34th Street	Construction of 2 lane divided continuous roadway	N/A	N/A	PDE Underway

2020 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES
Approved by the Forward Pinellas Board on May 13, 2020

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
18	433797-1	FDOT	US 19/SR 55 (including Alderman Interchange)	North of Nebraska Avenue	South of Timberlane Road	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile.	Design	Underway	ROW and CST unfunded
19	433796-1	FDOT	US 19/SR 55 (including Klosterman Interchange)	South of Timberlane Road	South of Lake Street	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile.	Design	Underway	ROW and CST unfunded
20	435914-2	FDOT	U.S. 19	66th Avenue North	118th Avenue North	Operational improvements along the corridor	ROW	2023/24	Corridor study underway; partial ROW funding in work program
21	435909-4	FDOT	Alt. US 19	Belleair Road	Pasco County Line	Operational improvements along the corridor	PE	2020/21	Corridor study underway
22	435909-3	FDOT	Alt. US 19	Park Street North	Belleair Road	Operational improvements along the corridor	PE	2020/21	Corridor study underway
23	N/A	FDOT	SR 60 Multiuse Accommodations	Courtney Campbell Causeway Trail	Druid Road Trail	Multiuse accommodations connecting the Courtney Campbell Causeway Trail to the Druid Road Trail per the SR 60 Multimodal Implementation Plan	N/A	N/A	
24	N/A	FDOT	Gulf Boulevard Sidewalk Improvements	195th Street	Walsingham Road	Construction of sidewalk with drainage improvements	N/A	N/A	
25	N/A	Forward Pinellas	Aerial Transit Feasibility and Operations Plan	N/A	N/A	Clearwater and downtown St. Petersburg	N/A	N/A	
26	N/A	PSTA	Downtown Clearwater Intermodal Center	N/A	N/A	PSTA Intermodal Center for the downtown Clearwater area.	N/A	N/A	
27	444244-1	FDOT	4th Street Trail Connection	Gandy Boulevard	Big Island Gap Bridge	Trail connection to the Howard Frankland Bridge	N/A	N/A	
28	444243-1	FDOT	Ulmerton Trail Connection	Fountain Parkway North	I-275	Trail connection to the Howard Frankland Bridge	N/A	N/A	
29	444064-1	FDOT	SR 580 Corridor Study	Alt US 19	SR 584	Operational and safety improvements along the corridor.	Planning	2019/20	
30	440245-1	FDOT	SR 693/Pasadena Ave/66th St N	Park St	N Tyrone Blvd	Operational improvements along the corridor	N/A	N/A	Corridor study completed

1) Project #1 is intended for recurring annual funding of \$600,000. This includes \$100,000 for Complete Streets planning projects. This annual allotment will be set aside as higher priority projects are considered in the development of the annual FDOT Work Program. A portion of this funding is intended to support annual survey efforts to support the regional travel demand model and other transportation planning initiatives.

2) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); PD&E-Project Development and Environment; DGN-Design; ROW-Right of Way; CST-Construction; ENV-Environmental; FY-Fiscal Year; TIP-Transportation Improvement Program; LRTP-Long Range Transportation Plan; CMAQ-Congestion Mitigation and Air Quality Improvement Program

3) Projects on this priority list need not be limited to STP funds and may be funded by other available funding sources.

2020 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Approved by the Forward Pinellas Board on May 13, 2020

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION									
P	4344971	City of St. Petersburg	Sexton Elementary School – sidewalk along 19 th St N	38th Ave N	52nd Ave N	Sidewalk	Construction	2018/19	Construction scheduled in TIP for FY 2018/19
P	4245647/2686A	Pinellas County	Hercules Ave/Greenbriar Blvd Sidewalk - Phase II	Sherwood St	Sunset Point Rd	Sidewalk	Construction	FY 2017/18	Scheduled in TIP for construction in FY 2019/20
P	4245644/1512A	Pinellas County	Park Blvd/CR 694 ADA Ramp and Sidewalk Improvements	Starkey Rd	66th St N	Sidewalk	Construction	FY 2018/19	Scheduled in TIP for construction in FY 2018/19
P	4245646/	Pinellas County	Haines Bayshore Rd Sidewalk	US 19	Sunrise Blvd	Sidewalk	Construction	FY 2017/18	Construction underway
P	4344961	City of Largo	West Bay Dr Pinellas Trail Gateway	Washington Ave	4th Ave SW	Shared Use Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for FY 2018/19
P	4157387	City of Oldsmar	Oldsmar Trail Phase 6 Extension	along Douglas Rd between Racetrack Rd and Tampa Rd	N/A	Shared Use Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for FY 2018/19
P	4107552	City of St. Petersburg	Bayway South Trail Connection (Phase II) on the Pinellas Bayway South (SR 679)	South end of Boca Ciega Bridge	City limits south of Madonna Blvd	Shared Use Bike Path/Trail	Design-Build	FY 2017/18	Construction underway
P	4377362	Pinellas County	Starkey Rd Corridor Sidewalk Project	Bryan Dairy Rd	East Bay Dr	Sidewalk	Construction	FY 2021/22	Scheduled in TIP for construction in FY 2021/22
P	4380221/3306A	Pinellas County	62nd Ave N Sidewalk Project	62nd St N	55th St N	Sidewalk	Construction	FY 2019/20	Scheduled in TIP for construction in FY 2019/20
P	4400931/186A/186B	Pinellas County	Duke Energy Trail (North gap on the Duke Energy right-of-way)	the pedestrian overpass at US Hwy 19 ant Enterprise Rd	Chesnut Sr Park	Shared Use Bike Path/Trail	Construction (Design-Build)	FY 2016/17	Construction underway
	186A		Phase 1 (North Gap) on the Duke Energy right-of-way	Sunset Point Rd	the pedestrian overpass at US Hwy 19 and Enterprise Rd		Construction	FY 2016/17	Construction completed for this portion of the North Gap
	186B		Phase 2 (North Gap) on the Duke Energy right-of-way	NE Coachman Rd/SR 590	Sunset Point Rd		Construction	FY 2016/17	Construction underway
P	4374981	City of Clearwater/FDOT /SUNtrail	Courtney Campbell Causeway Recreational Trail Overpass	SR 60/Gulf-to-Bay Blvd at Bayshore Blvd	N/A	Pedestrian/Trail Overpass	Construction	FY 2023/24	Construction scheduled in TIP for 2023/24
P	4400932	Pinellas County	Pinellas Trail Loop (South Gap)	Ulmerton Rd	Belleair Rd	Shared Use Bike Path/Trail	CST	FY 2023/24	Construction funded in TIP 2023/24 with SU funds
P	4400933	Pinellas County	Pinellas Trail Loop (South Gap)	126th Ave N	Ulmerton Rd	Shared Use Bike Path/Trail	CST	FY 2023/24	Construction funded in TIP in 2023/24 with Suntrail funds
P	4429551	Pinellas County	42nd Ave N Sidewalk Project	46th St N	35th St N	Sidewalk	N/A	FY 2022/23	Construction funded in TIP in 2022/23
P	4412151	City of St. Petersburg	71st St N Trail - Pinellas Trail Connector	Fred Marquis Pinellas Trail	38th Ave N	Shared Use Bike Path/Trail	Design	FY 2023/24	Construction scheduled in TIP for 2023/24

2020 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Approved by the Forward Pinellas Board on May 13, 2020

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
UNFUNDED TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS									
1	N/A	City of St. Petersburg	28th St. Complete Streets	Pinellas Trail	1st Ave N	Complete Streets Treatments	N/A	N/A	
2	N/A	City of St. Petersburg	Central Ave Complete Streets	34th St	31st St	Complete Streets Treatments	N/A	N/A	
3	N/A	City of St. Petersburg	22nd St S. Complete Streets	5th Ave S	1st Ave N	Complete Streets Treatments	N/A	N/A	

FY = fiscal year; P = programmed

Bicycle Pedestrian Advisory Committee – June 15, 2020
**7. FDOT Process for Identifying Uncontrolled Crosswalk
Locations and Treatments**



SUMMARY

Marked crosswalks at uncontrolled and mid-block locations can be an effective tool in enhancing pedestrian safety and mobility. An FDOT representative will discuss the department's process for identifying and evaluating crosswalk locations, selecting appropriate crossing treatments, and educating the public on their use.

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

SUMMARY

The Gateway area is a primary economic engine of Pinellas County and the Tampa Bay region. The area includes four local government jurisdictions and is home to a large number of high-wage jobs. It is easily accessible to regional highways, downtown St. Petersburg and Tampa. But the prosperity of the area is challenged by a segregated and automobile-centric development pattern.

With financial support from Pinellas County, the cities of Largo, Pinellas Park and St. Petersburg and the Florida Department of Transportation, Forward Pinellas engaged a consulting team to begin development of a Master Plan for the Gateway/Mid County area of Pinellas County in 2018. A final draft of the plan was completed last year. The Master Plan identifies opportunities for more efficient, economy-boosting land use patterns that will allow for increased multi-modal connectivity. It promotes the creation of mixed-use districts that put people closer to their destinations while reducing congestion and creating a more transit and pedestrian friendly environment.

Forward Pinellas staff will provide an overview of the Master Plan and highlight some of the elements relating to bicycle and pedestrian connectivity and safety. Staff will also provide an update on Plan implementation efforts currently underway. More information can be found on the plan website: www.gatewaymasterplan.org.

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

[Presentation](#)

Bicycle Pedestrian Advisory Committee – June 15, 2020



9. A.-B. BPAC Business

A. Florida Bicycle Association (FBA)

Vice Chair Becky Afonso, who is also the FBA Executive Director, will provide an update on FBA activities. Information on the FBA is available at floridabicycle.org.

B. Friends of the Pinellas Trails (formerly Pinellas Trails, Inc.)

A representative from Friends of the Pinellas Trail may take this opportunity to provide an update.

ATTACHMENT(S): None

Bicycle Pedestrian Advisory Committee – June 15, 2020



10. Agency Reports

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
- Pinellas County Schools
- FDOT District 7
- Pinellas Trail Security Task Force (PTSTF)

The next meeting of the PTSTF is scheduled for July 14, 2020

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

11. A.-E. Other Business

A. SPOTLight Emphasis Areas Update

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

B. Membership

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

ATTACHMENT: BPAC Membership List

ACTION: None Required, Informational Item Only

C. Correspondence, Publications, Articles of Interest

Cleaner and Greener – The Guardian – May 2020

Rails to Trails Conservancy – May 2020

Stop Driving 5 Miles Over the Speed Limit – May 2020

Thinking of Buying a Bike? Get Ready to Wait – May 2020

Pinellas County Fatalities Report – May 2020

D. Suggestions for Future Agenda Topics

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

E. Other

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

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

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

Clearwater Area

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

Dunedin Area

7. Charles Martin (04/08/09)

Pinellas Park and Mid-County

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

Largo Area

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

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

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

At Large Area

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

Seminole Area

21. Jim Wedlake (05/12/10)

Beach Communities

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

Technical Support

1. County Traffic Department (Joan Rice – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (Caroline Lanford – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Reid Powers – alternates)
4. City of Clearwater (Lauren Matzke - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Rick Perez – representative; Diane Friel - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. City of Pinellas Park (Derek Reeves – representative)
9. Pinellas County School System (Joseph Camera- representative, Autumn Westermann- alternate)
10. Pinellas County Health Department (Vacant – representative)
11. Friends of the Pinellas Trails (Scott Daniels – representative)
12. CUTR (Julie Bond - representative)
13. Safe Routes to School (Rachelle Webb – representative)

Sheriff's Office /Police/Law Enforcement Representatives

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

Non-Voting Technical Support

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

*Dates signify appointment

The Guardian



'Cleaner and greener': Covid-19 prompts world's cities to free public space of cars

Campaigners call for schemes for cyclists and pedestrians across the globe to be made long-term

Coronavirus – latest updates
See all our coronavirus coverage

Kate Connolly *and reporting team*

Mon 18 May 2020 00.00 EDT

The mayor of Athens has said he will “liberate” public space from cars. His counterpart in Paris says it is out of the question for the city to return to pre-coronavirus traffic and pollution levels. In Berlin, 14 miles (22 km) of new bike lanes have appeared almost overnight.

Around the world, from Dublin to Sydney, cities are being radically reshaped in favour of cyclists and pedestrians as empty streets give authorities the opportunity to implement and accelerate large-scale projects.

Cycling advocates and environmental activists are urging governments to ensure the revival is long-term and lasts beyond the pandemic, for fear of a pushback by the car lobby.

The Greek capital is embarking on one of the most ambitious rejuvenation schemes, which has been hastened by the pandemic, according to its mayor, Kostas Bakoyannis. He announced plans last week to allocate 50,000 square metres of public space for cyclists and pedestrians.

At the heart of the scheme will be a four-mile “grand walkway” uniting archaeological sites in the historic centre. Pavements will be widened, boulevards pedestrianised, squares enlarged and traffic banned from areas beneath the Acropolis.



A cyclist rides down a deserted street in central Athens.
Photograph: Aris Messinis/AFP via Getty Images

Bakoyannis, who became Athens’ youngest mayor last year, openly admits that the pandemic played a role in accelerating infrastructure works that might have taken years to accomplish.

“We have this once-in-a-lifetime opportunity and are fast-forwarding all our public works,” he said. “The goal is to liberate public space from cars and give it to people who want to walk and enjoy the city ... Athens will be cleaner, greener and better lit.”

In Budapest, 12 miles of temporary bike lanes have been introduced on some of the city’s busiest roads over the past month.

The city’s mayor, Gergely Karácsony, who was elected last year on a largely green platform, had little trouble introducing the lanes after many people expressed their discomfort at the prospect of depending on the city’s excellent but usually packed public transport system during the pandemic.

The mayor’s office said it was monitoring traffic levels and that some of the temporary lanes may remain once life gets back to normal. It is planning a public consultation over where and how to introduce more bike lanes in the future.

Around 20 miles of temporary bike lanes have been set up across Paris, much to the disgruntlement of car lobbyists who have protested to city hall that their rights are being squeezed. Main roads such as the Rue de Rivoli and Rue Saint Antoine, a major east-west

route, are gradually being sealed off to private vehicles and there are proposals for a further 30 miles of bike lanes in the city.

Many Parisians are being offered €50 toward getting old bikes repaired as part of the French capital's €20m (£18m) *planvélo* to encourage the use of bicycles.



Cyclists near the Arc de Triomphe in Paris. Photograph: Bertrand Guay/AFP via Getty Images

Those supporting the new push for bike travel point to recent studies, one of which showed the average journey by vehicle in Paris to be 2.5 miles – a comfortable distance by bike for most – and another indicating that the lack of exhaust fumes during lockdown has dramatically improved air quality in the city.

The city's mayor, Anne Hidalgo, had made persuading people to abandon private cars in favour of bikes one of the pillars of her political programme even before she was elected mayor in 2014. Despite the car lobby's hopes that motorised vehicles can reclaim the city once the virus is under control, Hidalgo has said it is out of the question for the city to return to the pre-coronavirus traffic jams and vehicle pollution.

Dublin city council has set aside swathes of Ireland's capital for pedestrians and cyclists to facilitate physical distancing in a "temporary mobility plan" that may become permanent. Authorities singled out College Green, which abuts Trinity College, and other parts of the city centre for what promises to be a bold transformation.

The idea is to give pedestrians and cyclists more space to navigate the city when shops and other businesses reopen in a 12 to 18-month respite from traffic-choked streets.



One of Dublin's temporary bike lanes. Photograph: Brian Lawless/PA

Authorities in Milan, among the most polluted cities in Europe, have said 22 miles of streets will be transformed over the summer as part of a scheme to reallocate space from cars to cycling and walking. Congestion in Milan, which is usually clogged with traffic, has fallen between 30 and 70% during the lockdown, and air pollution with it.

Rome's council has approved the construction of 93 miles of temporary and permanent cycle routes as a way to be more sustainable while allowing people to adhere to physical distancing rules. As part of the government's economic decree, people in towns and cities with populations of 50,000 or more will also be able to claim up to €500 toward the cost of a new bike. The payment also applies to scooters, electric bikes and Segways.

Last year's Tour de France victory by the Colombian Egan Bernal precipitated a cycling boom in Bogotá. Hundreds of miles of public highways are closed to cars on Sundays, allowing cyclists to take to the roads free of exhaust fumes and the blare of car horns.

This enthusiasm has made it easier for the mayor, Claudia López, herself a keen cyclist, to introduce more bike lanes as part of plans to reduce public transport use to 35% of capacity in the country's effort to tackle the pandemic. Fifty miles of new bike paths were announced last week, on top of the 300 already in place.



Cyclists in Bogotá. Photograph: Raúl Arboleda/AFP via Getty Images

Announcing that 7,000 people were using the bike paths in the working-class south of the city, Bogotá's transport secretary, Nicolás Estupiñan, tweeted: "Every day more Bogotanos are getting on, and staying on, their bikes!"

Similar developments are taking place from Brussels to Sydney, while transport officials in many US cities report an "explosion in cycling". From "slow streets" programmes in California to the progressive closure of many streets in New York, some cities have said they plan to make the changes permanent.

In Berlin it can take up to a decade to create a new bike lane, but during the coronavirus crisis, 14 miles of pop-up bike lanes, separated from car lanes by traffic beacons, have been introduced in anything from three to 10 days. Most will be here to stay, city officials have said, arguing that increasing numbers of Berliners – at the last count 43% – have no car, and that bikes will help lessen the burden on public transport.

The ADAC, Germany's automobile association, has been highly critical of what it has called officials' "exploitation of an emergency", which has been taking place in cities across the country.

"The temporary reduction in car traffic, and incidentally bike usage as well, cannot be used to enforce the permanent reallocation of traffic space," Volker Krane, of the ADAC, told German media. He said the bike lanes did little to ensure the safety of bike riders.

Even in some cities that have not introduced specific measures to encourage bikes, cyclists are making their presence felt. In the Jordanian capital, Amman, they spoke of the joy of seizing empty roads from the aggressive driving culture that normally dominates them, after cars were banned for about six weeks.

Reporting team: Helena Smith in Athens, Shaun Walker in Budapest, Kim Willsher in Paris, Rory Carroll in Dublin, Angela Giuffrida in Rome, Joe Parkin Daniels in Bogotá and Michael Safi in Amman

America faces an epic choice ...

... in the coming year, and the results will define the country for a generation. These are perilous times. Over the last three years, much of what the Guardian holds dear has been threatened – democracy, civility, truth.

Science and reason are in a battle with conjecture and instinct to determine public policy in this time of a pandemic. Partisanship and economic interests are playing their part, too. Meanwhile, misinformation and falsehoods are routine. At a time like this, an independent news organisation that fights for data over dogma, and fact over fake, is not just optional. It is essential.

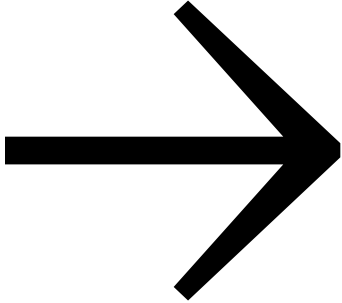
The Guardian has been significantly impacted by the pandemic. Like many other news organisations, we are facing an unprecedented collapse in advertising revenues. We rely to an ever greater extent on our readers, both for the moral force to continue doing journalism at a time like this and for the financial strength to facilitate that reporting.

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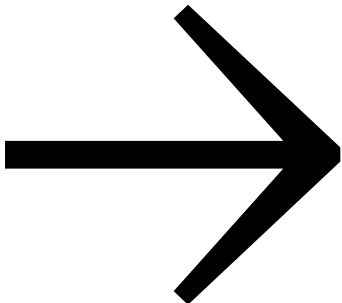
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Topics

- Coronavirus outbreak
- Cycling
- Green cities
- news

Rails-to-Trails Conservancy: "INVEST in America Act" Goes Far To Deliver the Transportation Infrastructure America Needs

1 day ago

Nation's largest trails and active transportation advocacy organization points to new program connecting trail, walking and biking infrastructure as an innovative start to delivering a safe, equitable multimodal transportation system for the country

WASHINGTON, June 3, 2020 /PRNewswire/ -- The "Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act," the federal transportation reauthorization bill released today by the House Transportation & Infrastructure (T&I) Committee, delivers substantial opportunities to fuel the future of walking and biking across the U.S., according to Rails-to-Trails Conservancy (RTC). Yet, the organization says, there is room to commit to ongoing investment in an innovative new strategy to connect active transportation infrastructure that will make it safer, more equitable and more convenient for people to get around on foot and by bike.



rails-to-trails

conservancy

"Through the INVEST in America Act, the House T&I Committee tackles many of the most critical issues facing America's transportation system—including safety, climate and maintenance," said Kevin Mills, RTC's vice president of policy.

"The bill recognizes and advances policies to address the tragic and growing number of pedestrian and bicyclist fatalities that occur on our roads and it creates incentives to cut carbon emissions," said Mills. "It makes active transportation eligible for many programs and increases dedicated investment in trails, walking and biking programs to more than \$1.5 billion a year—allocating resources to the nation's fundamental active transportation funding programs like Transportation Alternatives and the Recreational Trails Program, while ensuring that Transportation Alternatives funding remains dedicated to its intended purpose in all states. Especially exciting is a new investment to connect walking and biking facilities within our communities and between regions."

RTC points to a new program included in the bill—Active Transportation Connectivity Grants, which would provide \$250 million in FY24 for projects that make critical links between existing facilities to create safe walking and biking networks—as an essential investment that should be reinforced with additional resources as the bill is negotiated and finalized.

"Investing in the connectivity of bicycling and walking routes leverages existing infrastructure to create functional networks that link communities and connect people on foot or on bike with everyday destinations within cities and towns. This is what our country needs to maximize the mobility and economic benefits derived from decades of building active transportation projects," said Mills. "We're pleased to see the bill reinforce current federal active transportation funding programs that provide necessary breadth of investment, supporting bicycling facilities in every jurisdiction. But these programs were not designed to build active transportation networks in a timely manner."

RTC points to surging rates of trail use and bicycling nationwide brought on by the COVID-19 pandemic as one example of the outsized demand and need for trails and active transportation that has existed for years. The organization has spearheaded efforts to gather trail and active transportation network projects that would be ripe for immediate federal investment with the potential to deliver quick transportation and economic benefits.

"In just a few short weeks, we've gathered trail and active transportation network projects that represent 63 distinct regions. These plans represent an initial sampling of the overall need to build the nation's active transportation system," said Mills. "These projects would take decades to


complete under the traditional funding models for walking and biking infrastructure. An ongoing investment in connectivity is needed to accelerate the completion of these networks, quickly providing equitable, safe transportation solutions for Americans while promising to deliver billions of dollars each year in revenue and jobs."

Currently, funding for walking and bicycling facilities comprises less than 2% of the federal surface transportation budget, with limited policy direction to strategically prioritize those funds to fill critical infrastructure gaps and make the active transportation system more effective and efficient. More than 170 national and state organizations—representing interests as far-ranging as biking and walking, health, transportation reform, environment, disability rights, planning and our nation's local elected officials are joining RTC in calling on Congress to take this opportunity to invest in connecting America's trails, walking and bicycling infrastructure to create an active transportation system for the country.

Learn more about example trail network projects and RTC's call for a visionary transportation reauthorization bill at railstotrails.org/trailstransform, and follow the commentary on social media using the hashtag #TrailsTransform.

Rails-to-Trails Conservancy is the nation's largest trails organization—with a grassroots community more than 1 million strong—dedicated to connecting people and communities by creating a nationwide network of public trails, many from former rail lines. Connect with RTC at railstotrails.org and @railstotrails on Facebook, Twitter and Instagram.

CONTACT: Patricia Brooks, patricia@matchmapmedia.com, 202.351.1757

 View original content to download multimedia:<http://www.prnewswire.com/news-releases/rails-to-trails-conservancy-invest-in-america-act-goes-far-to-deliver-the-transportation-infrastructure-america-needs-301070270.html>

SOURCE Rails-to-Trails Conservancy



[Culture](#) [Opinion](#)

[# 2020 CYCLING DEATHS \(/2409749/OUTSIDE-CYCLING-DEATHS-2020\)](#)

Stop Driving 5 Miles per Hour Over the Speed Limit

You're contributing to America's addiction to speeding—and you're much more likely to kill someone

By Eben Weiss

Published
May 18, 2020

Speed kills.

In the United States, roughly 40,000 people die in traffic every year.

[According to the National Highway Traffic Safety Administration](https://www.nhtsa.gov/risky-driving/speeding)

[\(https://www.nhtsa.gov/risky-driving/speeding\)](https://www.nhtsa.gov/risky-driving/speeding), motor-vehicle speeding killed over 9,000 people in 2018, which means around a quarter of all traffic deaths in this country are speed related. The NHTSA attributes our speeding epidemic to four factors: traffic, running late, anonymity (drivers become detached from their actions while in their automotive cocoons), and disregard for others and for the law. This is all a diplomatic way of saying that people who drive too fast are selfish assholes.

This Is Every Cyclist Who Was Killed by a Driver in 2020

It hasn't been this dangerous to ride a bicycle on American roads in three decades.

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But while it's easy to blame the douchebag in the BMW who flies by you in the right lane at 97 miles per hour for this national epidemic, the truth is, we're all a bunch of assholes when we drive. It's just that what each of us considers speeding is relative. While the legal speed limit on any given stretch of road is generally fixed and unambiguous, there's also the speed at which most people actually drive on that stretch, which may be well in excess of whatever number is posted on that little white sign.

For practical purposes, here in the U.S., we're pretty unconcerned with speeding just as long as we're going the same speed as everyone else and we don't think we're going to get caught. No doubt there's a fancy traffic-engineering term for this phenomenon, but comedian George Carlin articulated (<https://www.youtube.com/watch?v=XWPCE2tTLZQ>) our approach to gauging our own speed better than any transportation-policy wonk possibly could: basically, anyone driving slower than you is an idiot, and anyone driving faster than you is a maniac.

If you're a law-abiding driver, you've no doubt been honked at (or worse) by a fellow driver enraged by your insistence on motoring along at a responsible speed. Driving too fast has become so ingrained in our culture that we treat speeding not as a choice made by individual drivers but rather as an immutable force of nature more akin to the ocean currents or the jet stream.

It's not like we didn't see this coming. There was a time early in the last century when pedestrians ruled and cities called for speed governors on cars (<https://www.vox.com/2015/1/15/7551873/jaywalking-history>). But the automobile industry successfully flipped that paradigm and instead created the concept of the

jaywalker to criminalize the act of walking. Now it's the vulnerable road users—pedestrians and cyclists—who pay the price for speeding, because it's much easier to blame the victims who drown in this roiling sea of recklessness than it is to blame the sea itself. Check out [this video](#)

(<https://twitter.com/Julcuba/status/1232018681288413186>) of an NYPD officer giving a cyclist a ticket: after the cyclist explains that he had to take evasive action to stay alive, the officer justifies ticketing him for his maneuver because, hey, the drivers on the bridge are speeding. (Presumably, it's easier to stop a single cyclist under the pretense of safety than it is to stem the tide of maniacal motordom by ticketing the drivers.)

In urban bike- and pedestrian-advocacy circles, there's widespread recognition that we've got to curb speeding in order for walking, bicycling, and life in general to flourish. As part of its [Vision Zero](#) (<https://www1.nyc.gov/content/visionzero/pages/>) initiative to eliminate traffic deaths, New York City lowered the citywide speed limit to 25 mph in 2014, thanks in no small part to [the efforts of those advocates](#) (<https://www.transalt.org/issues/speeding/fight-for-a-25-mph-speed-limit>). In so doing, the New York City Department of Transportation [noted](#) (<http://www.nyc.gov/html/visionzero/pdf/library/25-MPH-FAQ.pdf>) that a pedestrian struck by a driver at 25 mph is half as likely to die as a pedestrian struck at 30 mph—which is an astonishing statistic. Short of [banning cars altogether](#) (<https://www.outsideonline.com/2412741/coronavirus-pandemic-car-driving-culture-impact>), it's hard to think of a change that would pay more dividends in terms of safety than getting drivers to slow the fuck down. In any sane society, that would be the top priority.

However, among the wider culture—and this includes plenty of cycling enthusiasts—most of us are similarly [velocitized](#) (<https://www.merriam-webster.com/dictionary/velocitize>). We're [driving to our rides](#) (<https://www.outsideonline.com/2243316/riding-begets-riding>), and we're doing so [in cars that get more powerful every year](#) (<https://www.outsideonline.com/2411345/suvs-trucks-deadly-cyclist-crashes>).

Since 1990, average motor-vehicle horsepower has increased (<https://www.epa.gov/automotive-trends/highlights-automotive-trends-report#Highlight4>) by about 70 percent, and the next generation of cars is only going to up the ante—a Tesla Model 3 does zero to 60 in under four seconds, and word is that GM’s electric Hummer is going to have positively stupid levels (<https://jalopnik.com/the-reborn-gmc-hummer-ev-truck-will-have-1-000-hp-11-5-1841354378>) of horsepower and torque. Moreover, we’re a country with a fairly abysmal road-safety record (<https://twitter.com/jonorcutt/status/1233104337913643009>) given our wealth and status as a world leader, and yet our automakers continue to market their products by evoking intimidation and fear (<https://twitter.com/Dodge/status/1232674291067559953?s=20>). As consumers, we squander money on gratuitous horsepower (can’t buy the model with the base engine, it’s underpowered, dontcha know), and we remain singularly unconcerned with the implications. We may be vaguely aware of the dangers of speeding, but we’re more inclined to gawk at the viral videos (<https://twitter.com/ABCWorldNews/status/1228380118835515392?s=20>) than really do anything about it.

It’s tempting to say that autonomous vehicles will fix everything, and that one day algorithms will shepherd us all about without exceeding the speed limit, but don’t hold your breath (<https://www.vox.com/future-perfect/2020/2/14/21063487/self-driving-cars-autonomous-vehicles-waymo-cruise-uber>). A far more pragmatic and readily available solution is automated enforcement; data from New York City’s speed-camera program indicates (<https://nyc.streetsblog.org/2019/10/15/speed-cameras-work-city-writes-more-tickets-but-drivers-are-getting-the-message/>) that drivers do in fact slow down once these devices have been deployed. Nationwide, opponents of this technology love to deride speed cameras as “revenue raisers,” but this only reveals their profound sense of driver entitlement—namely, that how they comport themselves on public roads should be entirely at their discretion. (Plus, New York City’s school-zone speed cameras only pop drivers who are going more

than ten mph over the speed limit, which means you've really got to be trying in order to get caught.)

Recently the city took its fight against speeding a step further with the Dangerous Vehicle Abatement Law (<https://www1.nyc.gov/office-of-the-mayor/news/096-20/mayor-de-blasio-signs-dangerous-vehicle-abatement-bill-law#/0>), which will allow it to “seize and impound vehicles with 15 or more school speed camera violations or five or more red light camera violations during a 12-month period unless the registered owner or operator completes a driver accountability course.” (Before the new law, drivers could run up unlimited camera tickets with no consequences, just as long as they paid the \$50 fines.) This will potentially allow the city to intervene before these drivers have a chance to maim or kill, and while no doubt someone out there will see this as yet another sign we're sliding into a *Minority Report* dystopia, the reality is that speed cameras reveal the egregious degree (<https://nypost.com/2019/11/02/nyc-school-zone-speed-cameras-ticket-1-million-motorists-in-3-months/>) to which drivers routinely exceed the speed limit. Up until now, we've only been finding out that killer drivers are sitting on a mountain of camera tickets (https://www.silive.com/news/2018/03/test_data_embed.html) after it's too late to do anything about it.

Meanwhile, in Los Angeles, speed limits are creeping upward (https://laist.com/2020/02/06/la_rising_speed_limits_state_rules.php) as a result of state laws designed to protect drivers from “speed traps.” In Texas, governor Greg Abbott banned speed cameras statewide (<https://www.dallasnews.com/news/politics/2019/06/03/gov-greg-abbott-signs-red-light-camera-ban-into-law/>). He also boasted about it on Twitter (https://twitter.com/gregabbott_tx/status/1134944087965077507?lang=en), which is a pretty audacious thing to do when you're the governor of a state where the 2018 traffic fatality rate (<https://www.iihs.org/topics/fatality-statistics/detail/state-by-state>) was almost 13 per 100,000 people. (That's more than double the rate in New York State the same year, so he has no reason to be smug.)

As cyclists, we should be acutely aware of the dangers of motor-vehicular speeding, and we should all drive accordingly. However, that's not going to make a dent when there's a tsunami of traffic behind you and all the drivers are laying on their horns. It's going to take a massive movement of people who refuse to accept the carnage (such as the Stop de Kindermoord protests in 1970s Holland that led to reforms there, including the widespread adoption of the "Dutch reach"). It's going to take traffic-calming street design. And, just as crucially, it's going to take technology. So until we're ready to smile and say cheese for the speed cameras and cop to our speed addiction, we're just going to keep spinning our wheels.

Lead Photo: HOWL/Stocksy

Thinking of Buying a Bike? Get Ready for a Very Long Wait

The United States is facing a shortage of bicycles as anxiety over public transportation and a desire to exercise has sent the demand surging.



Credit...Hilary Swift for The New York Times

By Christina Goldbaum

- May 18, 2020

Some bicycle shops in Brooklyn are selling twice as many bikes as usual and drawing blocklong lines of customers. A chain of shops in Phoenix is selling three times the number of bikes it typically does. A retailer in Washington, D.C., sold all its entry-level bikes by the end of April and has fielded more preorders than ever in its 50-year history.

As the coronavirus pandemic shrinks life in major American cities — limiting pastimes and [discouraging use of buses and subways](#) — hundreds of thousands of Americans are [flocking to one of the most basic forms](#) of mobility: the bicycle.

In March, nationwide sales of bicycles, equipment and repair services nearly doubled compared with the same period last year, according to the N.P.D. Group, a market research company. Sales of commuter and fitness bikes in the same month increased 66 percent, leisure bikes jumped 121 percent, children’s bikes went up 59 percent and electric bikes rose 85 percent.

By the end of April, many stores and distributors had sold out of low-end consumer bikes. Now, the United States is facing a severe bicycle shortage as global supply chains, disrupted by the coronavirus outbreak, scramble to meet the surge in demand.

“I have never seen anything remotely approaching this,” said Ryan Zagata, president of Brooklyn Bicycle Company, where sales have soared by more than 600 percent this year compared with the same period in 2019. “If you went into a store three weeks ago you could find a bike under \$1,000. Right now shelves are bare.”

The spike in sales comes on the heels of stay-at-home orders that have temporarily curtailed daily life, but that may permanently transform the role of bicycles into something more essential, including a safer alternative to public transit as the nation slowly begins to reopen.

Some American cities are already planning for a lasting shift after the pandemic — a significant departure in a society that has favored cars over bikes for decades, even as European cities embraced cycling as a transportation mode as integral as New York City's subway.

"We are absolutely confident we are going to see more bike commuting in the months ahead," said Polly Trottenberg, New York City's transportation commissioner.

In April, New York announced that it would temporarily open 100 miles of roads to pedestrians and cyclists — a move that may lead to permanent closures, officials say. Oakland plans to [shut down about 10 percent of its streets](#) to cars during the pandemic, while Seattle said it would permanently close 20 miles of roads.

"We are already seeing people who hadn't biked before are trying it for the first time," Ms. Trottenberg said. "We are going to see a lot more of that as the city starts to come back to life."

The change would be a notable departure from the role bikes have tended to play in American life. For generations, riding a bike has been a symbol of relaxed summer days and a nostalgic rite-of-passage for children growing up in suburban sprawl.

More recently, road biking became a popular hobby in warm-weather cities on the West Coast, while on the other side of the country, hipsters adopted bikes as part of their against-the-grain brand of cool.

Still, relatively few Americans have used bikes as a serious alternative to cars and public transit. Today fewer than 1 percent of New Yorkers commute by bike. In Portland, which has the highest percentage of cycling commuters of any American city, only 6.3 percent of commuters ride bikes. By comparison, [in Copenhagen nearly half of all trips to work and school take place](#) on bicycles.

"The U.S. has been built around cars," said Sarah M. Kaufman, associate director of New York University's Rudin Center for Transportation Policy and Management. "The European model has tended to be more forward looking in terms of sustainability and safety, which leads them to favor bikes."

But since the pandemic upended daily life in the United States, cycling has taken on a crucial, sanity-saving role: [bikes are a way to exercise](#) while gyms stay closed and an inexpensive means of getting around cities where more than 90 percent of riders have abandoned public transportation.

Going for a bike ride has replaced grabbing a drink on first dates and has been used to coax children outside while parents are on conference calls at home.

Outside Bicycle Habitat in Brooklyn, the line of customers waiting to buy new bikes or have old ones repaired stretches down the block nearly every day. While bike sales usually increase in warmer months, the recent flood of customers is unheard of, the owner, Charlie McCorkell, said.

On Friday morning, Aaron Richter, a 37-year-old photographer, waited to buy accessories for a bike he had just purchased online.

“I haven’t been on a bike since college,” he said. “I want the ability to get out of the whatever-block radius I’m stuck in.”

Jadciry Altamirano, 21, had taken her place at the front of the line before the store opened.

Ms. Altamirano, who was buying a bike for her mother, wanted to make sure she had the first pick of increasingly slim options: the week before, her brother visited five bike stores in a single day searching for a bike for himself in his price range, before settling for one that cost \$900.

“We were left with higher-cost options,” Ms. Altamirano said of the \$750 bike she ended up buying for her mother on Friday.

Ms. Altamirano, who works at a gym, and her mother, who works as a housekeeper, both plan to commute by bike rather than take the subway when they return to work.

At first, most customers were buying bikes under \$1,000, industry leaders and shop owners say. By the end of April, many stores had sold out of those bikes.

“We’ve never seen a surge like this across a range of products,” said Robert Margevicius, executive vice president of Specialized, one of the largest bicycle companies in the United States. “Everybody is scrambling to get more.”

But the demand could not have come at a worse time.

Most American importers have kept limited inventory since 2018, when President Trump ordered new tariffs on goods produced in China, where some parts used on nearly all bikes sold in the United States are made.

As a result, in 2019 the number of bikes imported into the United States dropped by around 25 percent compared with 2018, according to Mr. Margevicius. In the first quarter of this year, imports were down by around 30 percent compared to the same period in 2019.

The pandemic also forced factories in Asia to shut down in January and February, stalling the production of new bikes. Many were not able to bring production back to capacity until April, even as requests from importers swelled.

Taioku Manufacturing Co., a bicycle manufacturer in China and Taiwan, has received double the orders from importers for the first six months of this year compared with the same period last year, according to Kevin Tsu, a general manager. Still, the manufacturer can produce only 20,000 bikes a month — the same maximum production as usual.

“In China, there is still a serious shortage of labor and component parts,” he said, adding that as a result, bicycle manufacturers are two or three months behind in deliveries.

Most American importers expect the first shipments of new bicycles to arrive by mid-June, though many retailers have already sold most of the inventory they expect to receive then through early orders from customers.

Some aspiring cyclists may have to wait until July or August for the next shipments of low-end consumer bikes to arrive, retailers say.

“There is no way to keep inventory for sub-\$1,000 bikes,” said Lee Katz, co-owner of Turin Bikes in Chicago. “We’ve got a few right now, but it’s a matter of scrambling for them. We really don’t expect to see much in the way of inventory like that until July.”

At Big Wheel Bikes in Washington, D.C., the list of customers making preorders is the longest it has ever been in the company’s history. At Global Bikes in Phoenix, calls from customers looking for bikes have flooded in so incessantly that the owner, Brandee Lepak, said she can often still hear ringing when she gets home for the night.

But as some customers wait weeks for new shipments to arrive or scour secondhand sales online, many people who have managed to get bikes have found respite from the public health emergency on two wheels.

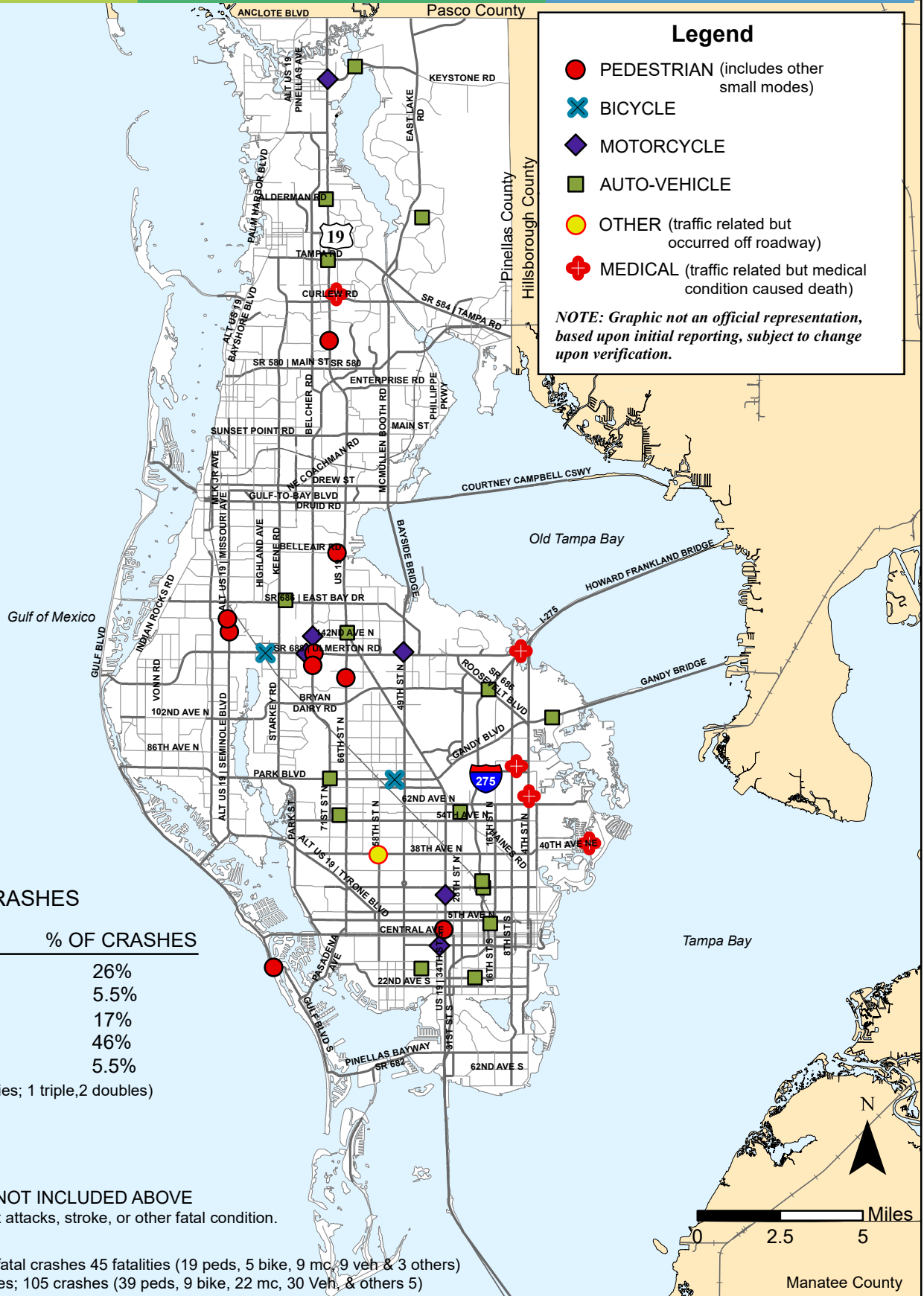
Jeremy Payne, who lives in Phoenix, purchased four bikes in the last month: one for him, one for his wife and one for each of his two children. He starts most of his days with a long bike ride and his wife has taken to riding to the grocery store rather than driving their car.

Even his 75-year-old mother, for whom he bought an electric bike in November, has become an avid cyclist in her neighborhood in Santa Barbara, Calif.

“She hadn’t been riding that much, but because of the pandemic she’s been cooped up in her house and wanted to get out,” he said. “Now she bikes around the same loop and her neighbors wave at her when she passes them. For her in her community it’s like the Tour de France.”

Nate Schweber contributed reporting.

Locations of Reported Traffic Fatalities



FATAL CRASHES

TOTALS	35	% OF CRASHES
*PEDESTRIAN	9	26%
*BICYCLE	2	5.5%
*MOTORCYCLE	6	17%
AUTO-VEHICLE	16	46%
OTHER	2	5.5%
(35 fatal crashes 39 fatalities; 1 triple, 2 doubles)		

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

**Same time May 31, 2019: 45 fatal crashes 45 fatalities (19 peds, 5 bike, 9 mc, 9 ven & 3 others)

**End of year (2019) 106 fatalities; 105 crashes (39 peds, 9 bike, 22 mc, 30 Ven, & others 5)

Data Source: U.S. Department of Transportation, 2016. Map Produced: June 3, 2020.

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