



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

March 16, 2020 – 8:30 a.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS** (8:30 – 8:35)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – February 24, 2020** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – March 11, 2020** (8:45 – 8:50)
5. **18TH AVENUE SOUTH HEALTH IMPACT ASSESSMENT AND CONCEPT PLANNING STUDY** (8:50 – 9:10)
6. **ST. PETERSBURG COMPLETE STREETS IMPLEMENTATION PLAN PHASE ONE** (9:10 – 9:25)
7. **TRANSPORTATION ALTERNATIVES PRIORITIES** (9:25 – 9:35)
8. **BPAC BUSINESS** (9:35 – 10:00)
 - A. Bike Your City Report
 - B. Florida Bicycle Association (FBA)
 - C. Legislative Update*
 - D. Friends of the Pinellas Trail
 - E. Tri-County BPAC
9. **AGENCY REPORTS** (10:00 – 10:15)
10. **OTHER BUSINESS** (10:15 – 10:30)
 - A. SPOTLight
 - B. Membership
 - C. Correspondence, Publications, Articles of Interest
 - D. Suggestions for Future Agenda Topics
 - E. Other
11. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – APRIL 20, 2020

*This will address legislative topics not covered under FBA item

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 – March 16, 2020

3. Approval of Minutes



SUMMARY

The meeting summary for the February 24, 2020 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – February 24, 2020

ACTION: Approval of Meeting Summary

1. CALL TO ORDER & INTRODUCTIONS

Chairman Brian Smith called the meeting to order at 8:30 a.m. and the attendees introduced themselves.

2. PUBLIC COMMENTS

There were no public comments provided.

3. APPROVAL OF MINUTES

The summary from January 27, 2020 BPAC meeting was approved with no corrections.

4. FORWARD PINELLAS ACTIONS

Al Bartolotta, Forward Pinellas Planning Division Manager, reviewed the highlights of the Forward Pinellas Board meeting for February 12, 2020. The Board approved the Regional Transportation Priorities for the Tampa Bay Transportation Management Area Leadership Group (TMA). The Board also approved the Safety Performance Measures that are adopted every year as part of the Transportation Improvement Program. The Board approved the Active Transportation Plan, as well as the documentation for the Long-Range Plan. The Board also received a presentation from FDOT looking at at-grade innovative intersection design concepts for US 19 North. The Board also discussed several legislative bills currently in Tallahassee.

5. COMPLETE STREETS

Chelsea Favero, Forward Pinellas Staff, reviewed the Complete Streets Grant Program which provides federal funding to local governments for the development of concept plans and construction projects aimed at making roadways safer and more accessible for all users. Up to \$100,000 is awarded for concept plans and up to \$1,000,000 is awarded for construction plans on an annual basis. Members of Forward Pinellas staff, the Technical Coordinating Committee (TCC) and Planners Advisory Committee (PAC) met to review the applications and recommended projects to be advanced for funding. The subcommittee recommended that the City of Pinellas Park application receive the \$100,000 grant to complete a concept plan for 78th Avenue and that the City of Dunedin receive the \$1,000,000 grant for the construction of complete streets treatments on Skinner Boulevard. Questions were taken and appropriately answered.

6. TRANSPORTATION ALTERNATIVES PRIORITY LIST

Ms. Favero reviewed the Transportation Alternatives (TA) Priority List application awards. Forward Pinellas staff previously worked with a subcommittee of Bicycle Pedestrian Advisory and Technical Coordinating Committee members to develop a new application process and scoring criteria. A request for project applications was released in October 2019 with a due date of December 2019. These applications were evaluated using the new process and scoring criteria. Four applications were received and are listed below. The maximum possible score for an individual application was 95 points.

1. City of St. Petersburg requests \$1,941,347.36 for 28th Street North from the Pinellas Trail to 1st Avenue North (65 points)
2. City of St. Petersburg requests \$1,000,990.63 for Central Avenue from 34th Street to 31st Street (65 points)
3. City of St. Petersburg requests \$1,966,953.91 for 22nd Street South from 5th Avenue South to 1st Avenue North (60 points)
4. City of Treasure Island requests \$557,698 for the East Treasure Island Causeway Trail (50 points)

A member of the City of St. Petersburg staff raised concerns regarding the planning project for Treasure Island. Therefore, BPAC members unanimously agreed to vote for each project separately. For "28th Street North from the Pinellas Trail to 1st Avenue North", Kim Cooper made a motion to recommend approval. This was seconded by Mike Siebel and the vote passed unanimously. For "Central Avenue from 34th Street to 31st Street", Charlie Johnson made a motion to recommend approval. This was seconded by Alan Johnson and the vote passed unanimously. For the project, "22nd Street South from 5th Avenue South to 1st Avenue North", Ron Rasmussen made a motion to recommend approval. This was seconded by Scott Daniels and the vote passed unanimously. It was then agreed by the BPAC members to table the vote for

the Treasure Island project until a representative of the City of Treasure Island could come to the BPAC meeting to discuss their proposal. Questions were taken and appropriately answered.

7. CENSUS UPDATE

Cory Gray with Pinellas County Planning shared a presentation with the committee on the 2020 Census Count in Pinellas County. Mr. Gray discussed the County's role in helping the Census Bureau to achieve a complete and accurate population count by formulating the Complete Count Committee made up of Pinellas County volunteers and partners. The 2020 Census will be completed by survey forms online beginning April 1, 2020. The mailing of Census forms will begin on March 12, 2020 and citizens should receive a notification by mail with a pin number and instructions on how to take the survey online. Mr. Gray also mentioned that if someone does not have access to the on-line census, by default, a paper census will be sent to the home address on file. Sixteen Pinellas Census tracts were undercounted in 2010. These were largely neighborhoods of lower income and disadvantaged residents. Through the Complete Count Committee, volunteers will canvas these under counted neighborhoods and encourage community members to take the survey and be counted. Mr. Gray asked committee members for their assistance in partnering with Pinellas County on the 2020 census by being vigilant and taking the census, but also by spreading the word in their community. Questions were taken and appropriately answered.

8. ANNUAL TRAIL COUNTER SUMMARY

Ms. Angela Ryan, Active Transportation Planner, addressed the committee regarding trail counter data collected through 2019. Trail counters provide essential data used to summarize trail usage by bicyclists and pedestrians. This information is used in various ways, from informing planning processes to providing evidence of economic growth. In 2013, three trail counters were installed along the trail to more accurately count trail user trips and to distinguish between user modes (pedestrians or bicyclists). In 2016, additional funding became available, and Forward Pinellas was able to procure five additional counters and install them at intervals that extended the coverage of those previously installed. The 2019 Year End Summary included in the agenda packet shows the total user trips at the different stations, monthly usage, user mode and weekday versus weekend profiles. Questions were taken and appropriately answered.

9. ANNUAL TRAIL COUNTER SUMMARY

Ms. Ryan announced the 4th Annual Bike Your City Event, in conjunction with Florida Bike Month. This year's event will be hosted by the cities of Safety Harbor and Clearwater on March 13, 2020. Registration begins at 7:30 a.m. with a 'meet and greet' and light refreshments, followed by an 8.9-mile ride from Waterfront Park in Safety Harbor to Clearwater NE Coachman Park and back to Safety Harbor beginning at 8:00 a.m. Questions were taken and appropriately answered.

10. BPAC BUSINESS

A. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso gave an update on the Florida Bicycle Association. A proclamation has been handed down by the Governor announcing March as Florida Bicycle Month. The 2019 FBA award winners will be announced on March 1st. Ms. Afonso provided updates pertaining to proposed State legislation as follows: 1) HB445 and SB308 - Vulnerable Road Users. These two bills have been filed and given committee assignments but since the subcommittees intended to hear them will not meet again the two bills have officially died; 2) HB971 and SB1148 - Electric Bicycles. These are now on the house floor and will be heard in the last Senate committee meeting; and 3) HB1371 and SB1000. Traffic and Pedestrian Safety bill, addressing the removal of Rectangular Rapid Flashing Beacons (RRFB) entirely or replacing them with the HAWK system, has passed all three house committees. Discussion has continued regarding adjustments made to the language of the bills while moving through the house. Information will be sent to the members on how they can reach out to the delegation to voice their concerns. The Florida Greenways and Trail Council announced the opening of the Starkey Gap and the ribbon cutting will be held Wednesday, April 15, 2020. More details to come.

B. Friends of the Pinellas Trail

Scott Daniels shared an update with the committee. A link for The Pinellas Trail Guide Book can be found on-line on the Friends of the Pinellas Trail Facebook page as well as the Florida Bicycle

Association website. Discussion has been focused on the 30th Anniversary of the Pinellas Trail event that will be held in December 2020 at John Taylor Park in Largo. A picnic will be held Saturday, March 21st, for the Friends of the Pinellas Trail Auxiliary Rangers, also at John Taylor Park, shelter 4 in Largo.

C. Tri-County BPAC, January 29, 2020

Ms. Ryan shared an update on the Tri-County BPAC meeting with the committee. Both Pasco and Hillsborough counties have expressed concern about the low attendance at the Tri-County BPAC meetings. Therefore, the MPO's have been discussing possibly changing the agendas to be more concise and having the frequency of the meetings reduced to twice a year. These discussions have proposed the idea of a spring meeting and a fall meeting, with a potential for the spring meeting to be associated with the spring TMA Leadership Group meeting. The TMA Leadership Group is comprised of Pasco, Hillsborough and Pinellas MPO members. They meet four times a year to discuss various regional issues. It is suggested that at the TMA spring meeting, a round table discussion be held with BPAC members to discuss issues concerning the BPACs. At the fall meeting, when the TMA votes on regional bicycle multi-use trail priorities, the Tri-county BPAC could participate in the discussion as to which priority projects should advance for approval by the individuals MPOs. The next TMA Leadership group meeting is scheduled for March 6th. An invite will be sent out for any BPAC members that would like to attend.

11. AGENCY REPORTS

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

Ms. Gina Harvey with Pinellas County Public Works Traffic provided an update on the North section of the Pinellas Trail Loop. Since the last BPAC meeting, the bridge over Alligator Creek is in place, and they are continuing to work on the surrounding area. The next project is the section between Old Coachman Road and Sunset Point Road, which has already begun. The last section of the North Gap is between Enterprise Road to John Chesnut Park. The next step is to go before the Board of County Commissioners with the guaranteed maximum price, which will exclude the section between Northside Drive and Meadow Wood Drive. Regarding the South Gap, the money for the project is programmed for 2022 – 2024, so design work is getting ready to begin.

• Clearwater Bicycle Pedestrian Program

Lauren Matzke with the City of Clearwater was not able to attend but sent information that the City had distributed a press release to solicit public comment for the Ft. Harrison Avenue Complete Streets Concept Plan.

• Largo Bicycle Pedestrian Program

Ms. Diane Friel, City of Largo was unable to attend.

• St. Petersburg Bicycle Pedestrian Program

Mr. Lucas Cruse, St. Petersburg Transportation, provided an update on the City of St. Petersburg. A Ride with the Mayor is planned for MLK Street in March 2020. Friday, May 15th is scheduled as Bike to Work Day. Central Avenue BRT work is in full swing and focusing on making the station areas pedestrian friendly and safe. The 18th Avenue South study will get underway soon. Following the NACTO design training, the city's design standards will be updated to reflect the latest complete streets design guidelines.

• FDOT District 7 Updates

Alex Henry with FDOT indicated the Starkey Gap Trail opening is scheduled. FDOT is currently studying the US19 Frontage Roads for multimodal safety improvements. The next project advisory group meeting is scheduled for March 24th at the Ponce Library in Pinellas Park.

• Pinellas Trail Security Task Force (PTSTF)

The next PTSTF meeting is scheduled for Tuesday, April 14, 2020.

12. OTHER BUSINESS

A. SPOTLight Emphasis Areas Update

Mr. Bartolotta gave an update to the committee. With regards to US19, he mentioned FDOT's

Frontage Roads Study and the at-grade innovative intersection design concepts being developed for US19 North.

A. Membership

There were no comments regarding this item.

B. Correspondence, Publications, Articles of Interest

There were no comments regarding this item.

C. Suggestions for Future Agenda Topics

Bert Valery made a comment regarding people not getting ticketed for pedestrian accidents. Scott Daniels made a comment about inadequate education on pedestrian laws in our municipalities, especially when it comes to right turn on red.

D. Other

13. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:22 am. The next BPAC meeting is scheduled for Monday, March 16, 2020.

Bicycle Pedestrian Advisory Committee - March 16, 2020

4. Forward Pinellas Executive Summary – March 11, 2020



SUMMARY

The March 11, 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 March 11, 2020 (will be distributed at the meeting)

ACTION: None Required, Informational Item Only

MPOSUMMARY

One of the corridors the City of St. Petersburg is focusing its planning efforts on is 18th Avenue South. The corridor is a major east-west roadway within the South St. Petersburg Community Redevelopment Area (CRA) that connects Bartlett Park on its east end to the City of Gulfport on its west end. The corridor serves a low-income community where there is a high concentration of households that do not own a vehicle. Adjacent land uses are mostly residential with some neighborhood commercial at the intersections. The section east of 34th Street is of particular concern from a transportation standpoint. This section is a four-lane undivided facility where motorists routinely exceed the speed limit. In addition, there are no bike lanes and there are gaps in the sidewalks.

The section from 35th Street to 14th Street was awarded a Complete Streets Program concept planning grant from Forward Pinellas in 2019. The main objective of this project is to identify safety and operational improvements that will improve the environment for non-motorized transportation options.

Prior to beginning the concept planning study, the city conducted a Health Impact Assessment (HIA) of the corridor to assess the potential health impacts of complete streets modifications. This was completed in 2019. The HIA focused on health impacts related to active transportation and physical activity in addition to the economic determinants of health, including evaluating the downstream health impacts of how Complete Streets improvements could impact existing businesses, future development, and employment opportunities. The HIA also produced a list of recommendations intended to enhance the health and economic benefits of the Complete Streets improvements on 18th Avenue South through a comprehensive and multi-sectoral approach.

This item will include two presentations by City of St. Petersburg staff. The first will address the HIA and associated findings and recommendations. This will be followed by a discussion of the Concept Planning Study.

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

6. St. Petersburg Complete Streets Implementation Plan Phase One

SUMMARY

In May 2019, the St. Petersburg City Council approved its Complete Streets Implementation Plan. The Plan serves as a guide for creating a safer and more accessible city for all transportation users, including bicyclists, pedestrians and transit users. The plan identifies future improvements including bike lanes, trails and greenways over a 20-year period. Phase one of the plan includes projects scheduled for implementation in the first year. Phase two of the plan includes projects to be implemented in years two to five. The attached map shows the location of phase one and phase two projects. City of St. Petersburg staff will discuss the projects identified for phase one at the meeting.

ATTACHMENT: St. Petersburg Complete Streets Implementation Plan Phase One and Two Projects Map

ACTION: None Required, Informational Item Only

Implementation - Phase One & Two Projects

Crossing Projects by Phase

Phase	Crossings
1 – First Year	40
2 – Two to Five Years	62

Linear Projects by Phase

Phase 1 - First Year	Length (mi.)
Bike Lane	3.3
Neighborhood Greenway	18.0
Separated Bike Lane	0.5
Shared Lane Marking	6.9
Trail	0.8
Total	29.5

Phase 2 - Two to Five Years	Length (mi.)
Bike Lane	2.0
Neighborhood Greenway	23.0
Separated Bike Lane	2.6
Shared Lane Marking	4.4
Trail	2.9
Total	34.9

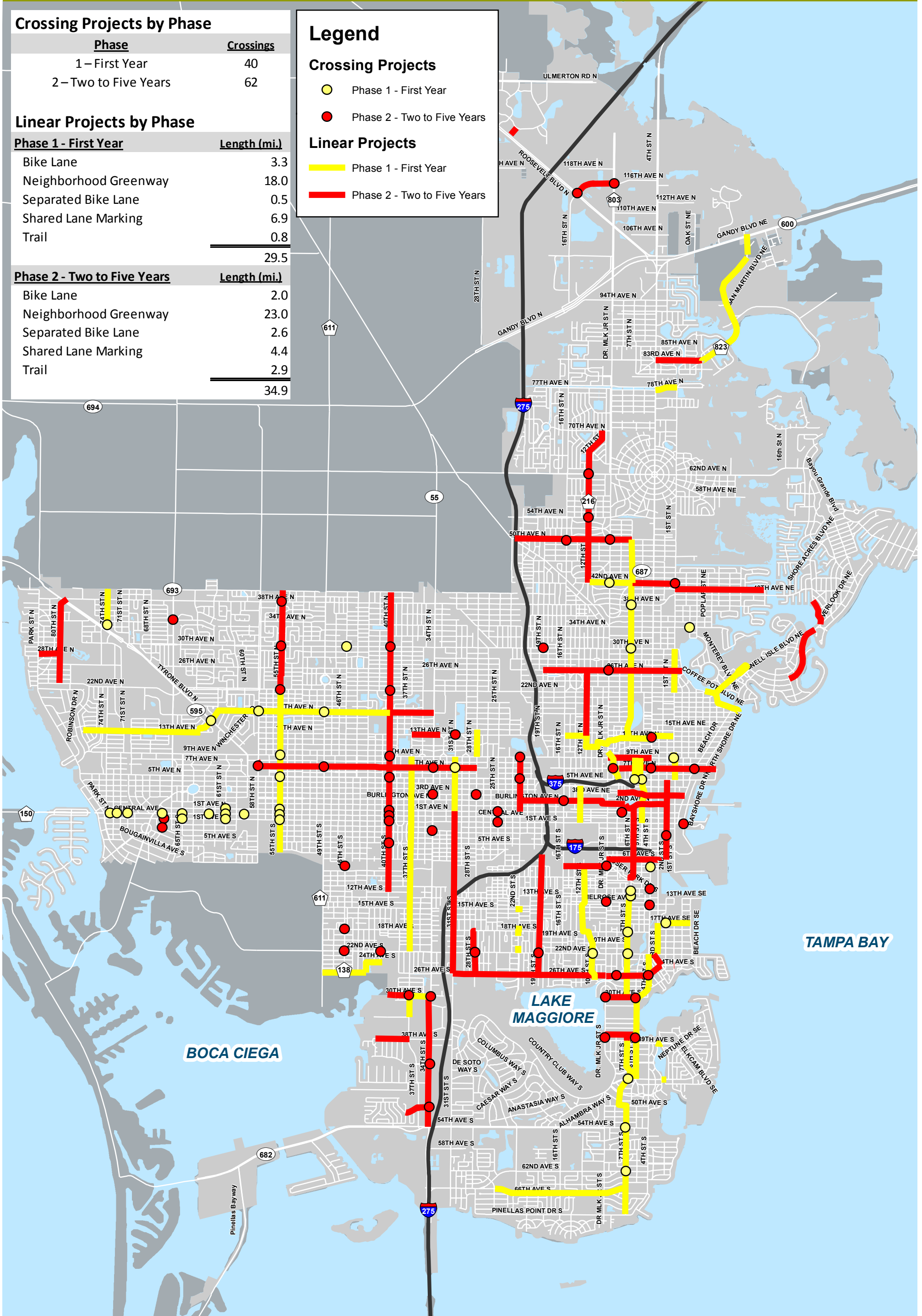
Legend

Crossing Projects

- Phase 1 - First Year
- Phase 2 - Two to Five Years

Linear Projects

- Phase 1 - First Year
- Phase 2 - Two to Five Years



Kimley»Horn

ST. PETERSBURG Complete Streets
IMPLEMENTATION PLAN



7. Transportation Alternatives Priority List

SUMMARY

At the February meeting, Forward Pinellas staff presented a list of Transportation Alternative (TA) Program project applications that were evaluated and prioritized by a subcommittee of BPAC and Technical Coordinating Committee (TCC) members. The list of projects with corresponding funding request and points assigned by subcommittee are shown below.

1. City of St. Petersburg - \$1,941,347.36 for 28th Street North from the Pinellas Trail to 1st Avenue North (65 points)
2. City of St. Petersburg - \$1,000,990.63 for Central Avenue from 34th Street to 31st Street (65 points)
3. City of St. Petersburg - \$1,966,953.91 for 22nd Street South from 5th Avenue South to 1st Avenue North (60 points)
4. City of Treasure Island - \$557,698 for the East Treasure Island Causeway Trail (50 points)

The BPAC approved the first three projects in order, but deferred action on the City of Treasure Island application. Since there were concerns and questions raised about this project, the committee agreed to withhold action on the application until staff from the City of Treasure Island were able to attend a meeting and respond to questions. Following the February BPAC meeting, the City of Treasure Island elected to withdraw their application from consideration for TA Program funds. Therefore, no further action is necessary on this item. The Forward Pinellas Board will consider prioritization of the three St. Petersburg applications for TA Program funding at their April meeting.

ATTACHMENT(S):

- Transportation Alternatives Program Scoring Criteria
- Draft Amended Transportation Alternatives Program Priority List

ACTION: For information only

Draft 2020 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

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	4245329	City of Largo	Citywide Sidewalk and Trails Initiative - Adrian Ave and Gladys St Sidewalk Improvements	Indian Rocks to Trotter Rd	and from Drye to Hillsdale	Sidewalk	Construction	FY 2015/16	Construction underway
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	4325871	City of St. Petersburg	Bayway South Trail Connection (Phase I) on the Pinellas Bayway South (SR 679) from N end of Boca Ciega Bridge to SR 682/54th Ave S	North end of Boca Ciega Bridge	SR 682/ 54th Ave S	Shared Use Bike Path/Trail	Design-Build	FY 2017/18	Construction underway
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

Draft 2020 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
P	4157432	City of St. Petersburg	Treasure Island Causeway/Fred Marquis Pinellas Trail Connection (linking the west end of Treasure Lane to the existing Fred Marquis Pinellas Trail) – (Phase II)	west end of Causeway Blvd N	east end of Causeway Blvd N	Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for 2018/19
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

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

Proposed Forward Pinellas Transportation Alternatives Program

Minimum Award: \$300,000

Maximum Award: \$2,000,000

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

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

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

Prerequisites

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

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

Bicycle Pedestrian Advisory Committee – March 16, 2020



8. A.-C. BPAC Business

A. Bike Your City

Forward Pinellas Staff will report on the March 13, 2020 Bike Your City event.

B. 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.

C. Legislative Update

Forward Pinellas staff will report on the 2020 Florida Legislative Session excluding topics addressed under the FBA item.

D. 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.

E. Tri-County/TMA BPAC Follow-Up

Forward Pinellas Staff will report on the Tri-County/TMA BPAC meeting.

ATTACHMENT(S): None

Bicycle Pedestrian Advisory Committee – March 16, 2020



9. 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
- FDOT District 7
- Pinellas Trail Security Task Force (PTSTF)

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

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

10. 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

FHWA Winter 2020 News Letter -

<https://safety.fhwa.dot.gov/newsletter/safetycompass/2020/winter/winter2020.pdf>

Tampa Installs Second “Crosswalks to Classrooms” – February 25, 2020

Urban Car Usage Will Be Taken Over By Greener Transportation by 2030 – February 10, 2020

What’s Really Killing New York Cyclists – February 28, 2020

Pinellas Trail Usage Report – January Trail Usage Report (distributed at meeting)

Pinellas County Fatalities Report – February 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; vacant - 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. Pinellas Trails, Inc. (Scott Daniels – representative)
12. CUTR (Julie Bond - representative)
13. Safe Routes to School (vacant – 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

Tampa installs second 'Crosswalks to Classrooms' in effort to eradicate traffic related injuries

By **Janelle Irwin Taylor** on February 25, 2020

The brightly colored intersections are aimed at increasing driver attention.

In an effort to further the city's **Vision Zero plan**, Tampa Mayor **Jane Castor** officially unveiled the city's second Crosswalks to Classrooms location Tuesday morning.

Joined by students, parents and teachers from Dr. Carter G. Woodson pre-K through eighth grade Magnet School, Castor sauntered across the freshly painted crosswalk **by local artist Jay Giroux**.

The brightly colored crosswalk is meant to draw drivers' attention to the intersection in order to keep kids safe as they cross to and from school. The design also encourages youth literacy, featuring book titles throughout the walkway.

"The City of Tampa is fully committed to Vision Zero and a part of that commitment is ensuring our younger generation has safe routes to schools but also that they are educated about pedestrian safety," Castor said.

The city's Vision Zero plan aims to eradicate pedestrian, cyclist and vehicle fatalities citywide through a series of efforts including safer crosswalks, better street design and technology upgrades that make getting around safer in a city that consistently ranks at or near the top in pedestrian fatalities nationwide.

The latest Crosswalks to Classrooms location is at the intersection of East Yukon St. and North 22nd St.

The first crosswalk was painted at the intersection of Jefferson Street and Washington Street in downtown Tampa near the Rampello Magnet School. "We have the distinction, the unfortunate distinction of being one of the worst communities in the nation for bicycle, pedestrian and vehicle fatalities," Castor said. "We are here today to put an end to that," Castor said at the first installation.

The improvements cost about \$2,000 per intersection and take just a day to complete.

The city is strategically evaluating intersections to determine where to next improve sidewalks.

Tampa averages about 200 traffic-related fatalities per year, a number Castor vowed to eradicate as part of her campaign promises when she ran for Mayor last year.

The Vision Zero plan includes a multifaceted approach to road safety that seeks to eliminate fatalities by combining safe transportation planning, speed management, education and strategic planning and goal-setting. Castor said the city is already working on establishing its Vision Zero goals.

Janelle Irwin Taylor has been a professional journalist covering local news and politics in the Tampa Bay area since 2003. Most recently, Janelle reported for the Tampa Bay Business Journal. She formerly served as the sole staff reporter for WMNF News and previously covered news for Patch.com and various local neighborhood newsletters. Her work has been featured in the New York Daily News, Free Speech Radio News and Florida Public Radio and she's been interviewed by radio stations across the nation for her coverage of the 2012 Republican National Convention. Janelle is a die-hard news junkie who isn't afraid to take on big names in local politics, including Tampa Mayor Bob Buckhorn, the dirty business of trash and recycling in St. Pete and contentious issues surrounding transit. Her work as a reporter and radio host has earned her two WMNF awards including News Volunteer of the Year and Public Affairs Volunteer of the Year. Janelle is also a devoted wife and mother to three brilliant and beautiful daughters who are a constant source of inspiration and occasional blogging fodder.

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Urban car usage will be overtaken by 'greener transportation' within a decade, research claims

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[Chloe Taylor@CHLOETAYLOR141](mailto:Chloe.Taylor@CHLOETAYLOR141)



Amanda Hall | Robert Harding World Imagery | Getty Images

Sustainable transport like cycling will overtake car usage in the world's biggest cities by 2030, according to new research.

In a report published Monday, research firm Kantar claimed private car journeys in global hubs would decrease by 10% over the next decade, as 36.7 million city-dwellers change the way they travel.

Researchers surveyed more than 20,000 people living in 31 cities around the world about their current travel experiences and modes of transport they wanted to use in the future.

Manchester in the U.K. would undergo the biggest transformation within the coming 10 years, according to Kantar's forecast, with Moscow and Sao Paulo expected to see the next biggest shifts in transport usage.

Cities seeing the biggest transportation shift by 2030

City

Country

Manchester

U.K.

Moscow

Russia

Sao Paulo

Brazil

Paris

France

Johannesburg

South Africa

Guangzhou

China

Milan

Italy

Montreal

Canada

Amsterdam

The Netherlands

Shanghai

China

Source: Kantar

The rise of the sharing economy, uptake of autonomous vehicles and an ageing global population would reduce the need for car ownership, Kantar's report said, with car usage expected to be replaced with public transport, cycling and walking.

By 2030, the report's authors predicted, 49% of all trips undertaken within cities would be completed via those "greener" methods, while car trips would account for 46% of all urban journeys — down from 51% in 2020.

Journeys made by taxi and ride-hailing apps like Uber would make up the remaining 5%, Kantar said.

The report also noted that cycling was on track to become the fastest-growing method of transport, with a predicted journey increase of 18% between 2020 and 2030.

Some cities were more prepared than others for the shift, Kantar said in its report. The most tech-ready cities, based on factors such as digital payment infrastructure, openness to autonomous vehicles and GDP (gross domestic product), were Amsterdam, London, and Los Angeles, according to the analysis.

Researchers also found that in some of the most well-prepared hubs, such as Berlin, Amsterdam and New York, there was a clear gap between the cities' readiness for change and trust in governments to deliver more sustainable transport infrastructure.

“Cities around the world need to plan strategically for the evolving mobility needs of their population,” Rolf Kullen, mobility director at Kantar, said in a press release on Monday. “For change to happen, it must be led by both the cities and the people — citizens will not act alone.”

“Municipalities must mind the gap by balancing infrastructure investment with robust urban mobility policies and awareness initiatives to gain the trust and backing of their citizens,” he added. “Our research shows there could be significant political upside for politicians who get urban transport right.”

Many cities around the world, such as [Manchester](#), [Singapore](#) and [London](#), have begun trialing self-driving buses with a view to overhaul public transport, while some cities in China have already made their bus fleets [entirely electric](#).

What's Really Killing New York's Cyclists

Following the deadliest year in two decades, our crash data analysis found that drivers make more mistakes, and that when they do, more riders die.

BY [DAN ROE](#) AND DYLAN JACKSON

Feb 28, 2020

Last year, 27 cyclists were hit and killed by drivers on the streets of New York City, up from 10 deaths in 2018. Despite adopting a [Vision Zero](#) safety program in 2014 that added 100 miles of protected bike lanes and reduced the citywide speed limit to 25 mph, NYC saw its deadliest year for cyclists since 1999.

We wanted to know more about the ways city drivers and cyclists interact, so we analyzed crash data from 2018 and 2019. Some crashes don't get documented—no police report is required if there isn't an injury or at least \$1,000 worth of damage—so we looked at crashes where cyclists were injured or killed. Specifically, we dug into the data posted by the [NYC OpenData portal](#), a public database that includes the specifics of every collision involving a motor vehicle.

Although some of what we found may not be news to anyone who has navigated NYC by bike, the data reveals some surprising insights into the consequences of interactions between drivers and cyclists.

For example, if you were hit and injured by a driver while riding your bike in New York City last year, chances are the crash wasn't your fault. Your odds of surviving that crash depend on whether you caused it and what type of vehicle hit you.

Cyclists die far more often in crashes caused by drivers than when the cyclist is at fault. Police reports also showed that despite being involved in nearly half of crashes, cars killed very few cyclists. SUVs struck about as many cyclists as cars but killed significantly more, and commercial trucks and vans—vehicles involved in fewer than 3 percent of injury crashes—killed the most by a significant margin.

The following analysis doesn't speculate on the stark rise in fatalities between 2018 and 2019 because the data didn't show a specific cause for the increase. But it does uncover some illuminating facts about the uneven relationship between drivers and cyclists.

When Drivers Are at Fault, Cyclists Die More Often

In 2019, there were 3,835 crashes in New York City involving cyclists and motorists in which the cyclist was injured or killed, a 3 percent decrease from 2018.

Every police report allows officers to code for apparent “contributing factors,” in which they document circumstances that they believe influenced a crash. The officer must attribute each factor to the party involved—a driver who wasn’t paying attention, for example, or a cyclist who ran a red light. In some crashes, both parties made errors that contributed to the cyclist’s injury.

By analyzing the contributing factors of more than 8,000 crashes, we found that motorists were significantly more likely to be at fault in crashes with cyclists. In 2019, motorists were 2.36 times as likely to be at fault; in 2018, they were 1.77 times as likely.

When we drilled down into the contributing factor data, we found that crashes caused solely by motorists were significantly more deadly. Last year, drivers alone caused 52 percent of crashes with bike riders and 20 cyclist deaths resulted. In 2018, motorists caused 45 percent of crashes; six cyclists were killed in those crashes.

By contrast cyclists were much less likely to be killed when they caused the crash. In 2019, crashes caused by cyclists accounted for 7 percent of all crashes and none of the 27 deaths. In 2018, the cyclists caused 15 percent of crashes and one death resulted.

In some crashes, the police didn’t always specify a contributing factor. Those crashes accounted for a single death in 2018 and four deaths in 2019. Additionally, we excluded cyclist crashes that didn’t involve motorists, which accounted for one death each in 2018 and 2019.

This data reflects a police officer’s initial assessment of a crash, which may vary from the result of the crash investigation performed after the fatal incident. Through Freedom of Information Law requests, we obtained investigation files for 23 of the 37 crashes. The conclusions of the investigations indicate a higher degree of cyclist error than initial police reports. However, in some crashes, we found serious issues with the NYPD’s conclusions, including instances where officers seemed to misunderstand the [city’s traffic laws](#).

For instance, 13-year-old Kevin Flores was found to have caused his own death after a tanker truck driver right-hooked him as he rode through an intersection. The NYPD concluded that Flores, despite having the right of way, should have yielded because the driver couldn’t see him (with no explanation of how Flores could know whether the driver saw him).

In another crash, 23-year-old Australian tourist Madison Jane Lyden was found partially at fault for her own death for being unfamiliar with Manhattan. The investigative files showed that Lyden swerved to avoid a minivan parked in the Central Park West bike lane and got hit by a drunk garbage truck driver operating off of a designated truck route.

When we compared the 23 crash investigations to initial police reports, we found nine cyclists at fault in 2019 and four in 2018. In six of those crashes, we observed

questionable conclusions similar to those in Kevin Flores's and Madison Jane Lyden's deaths (three cases in 2018 and three in 2019).

In both scenarios, the data indicate that when cyclists screw up, the stakes are lower than when drivers make errors—something they do more often than cyclists. The Mayor's Office of Operations, the city organization that convenes the [Vision Zero Task Force](#), did not respond to multiple requests for comment on the above data.

Why Drivers Hit Cyclists

We also totaled up the contributing factors in crashes when drivers were found at fault. Distracted driving and failure to yield to right-of-way accounted for 62 percent of those incidents.

Trucks and Vans Are Exceedingly Deadly

Common sense indicates that you're worse off being struck by a bigger vehicle, and the NYC data we analyzed bear that out. By fact-checking police report information with the crash investigations we obtained, we learned that people driving trucks and vans were involved in 21 of the 37 cyclist deaths in 2018 and 2019.

Large trucks in particular killed 17 cyclists; most deaths weren't from initial impacts but instead from falling beneath the wheels. In Queens, 45-year-old Aaron Padwee was killed when he fell into the path of a box truck after being doored by another driver. And in a Manhattan crash, 74-year-old Manhattan cyclist Victor Ang rode into the blind spot of a semi-truck driver who was pulling away from a green light.

Those trucks, combined with commercial vans, accounted for just 2.6 percent of the total vehicles in our sample, but were involved in 57 percent of deaths. Put another way, commercial trucks and vans killed 16.2 percent of the cyclists they struck and injured. By comparison, SUVs killed 0.5 percent of the cyclists they hit and injured, and sedans killed 0.1 percent. In terms of fatality rate, trucks and vans are 162 times more lethal than cars.

According to the data we analyzed, SUVs were considerably deadlier than cars. Drivers of both types struck and injured a similar number of cyclists—there were 2,360 SUV/cyclist crashes, and 2,485 car/cyclists crashes. Whereas three cyclists died in crashes with cars, 11 died in crashes with SUVs, making SUVs more than three times as deadly.

Moving Vehicles Aren't the Only Dangers Cyclists Face

Apart from direct crashes with motorists, cyclists riding in New York City faced other dangers on the road. Six cyclists were killed in the past two years after drivers opened doors into them as they rode by. A Brooklyn cyclist, 30-year-old Em Samolewicz, died after she was doored and fell under the wheels of a passing Freightliner.

Environmental factors were also a factor. The data showed 101 cyclists were injured because of the roads themselves. Causes included bad or slippery pavement, debris in the road, traffic control devices, and improper lane marking.

Why These Stats Matter

The data show that when NYC drivers and cyclists mix, cyclists die because of negligent drivers far more often than they do because of their own errors. As cyclists who have seen this data play out first-hand when we've tangled with distracted and careless drivers in the city, we believe this inequity underscores the need for better cycling infrastructure.

Specifically, separating cyclists from drivers with protected bike lanes—barriers separating us from cars, not just painted lines that drivers and [police officers can easily park in](#)—would mediate the problem. A 2019 [study](#) of 12 cities, 77,000 severe injuries and 17,000 fatalities found that cities that had invested in protected bike lanes and multi-use paths saw 44 percent fewer fatal crashes and half as many injuries as cities that didn't.

Protected bike lanes have faced consistent backlash from politicians and community groups since the city installed the first one on Ninth Avenue in 2007, former NYC DOT commissioner Janette Sadik-Khan [wrote in a 2016 New York magazine essay](#). Opponents say they take up parking spaces and traffic lanes, an unfair inconvenience to the [city's nearly two million drivers](#).

Nearly 1,000 cyclists staged a “die-in” in Washington Square Park in New York City to raise awareness for the growing number of fatalities in the city on July 9, 2019.

Bryan Banducci

Improvements are coming: Last year's spike in cyclist fatalities prompted City Council Speaker Corey Johnson to draft a \$1.7 billion plan to add [250 miles of protected bike lanes](#) to the city's roads (30 miles in 2021 and 50 miles each subsequent year). The “master plan” will begin in 2021, the same year congestion pricing is expected to kick in Midtown and lower Manhattan. “(These are) two of the most significant investments and behavioral and structural changes to the streets of New York we've ever seen,” says Danny Harris, executive director of Transportation Alternatives, an advocacy group focused on promoting cycling, walking, and public transit in the city.

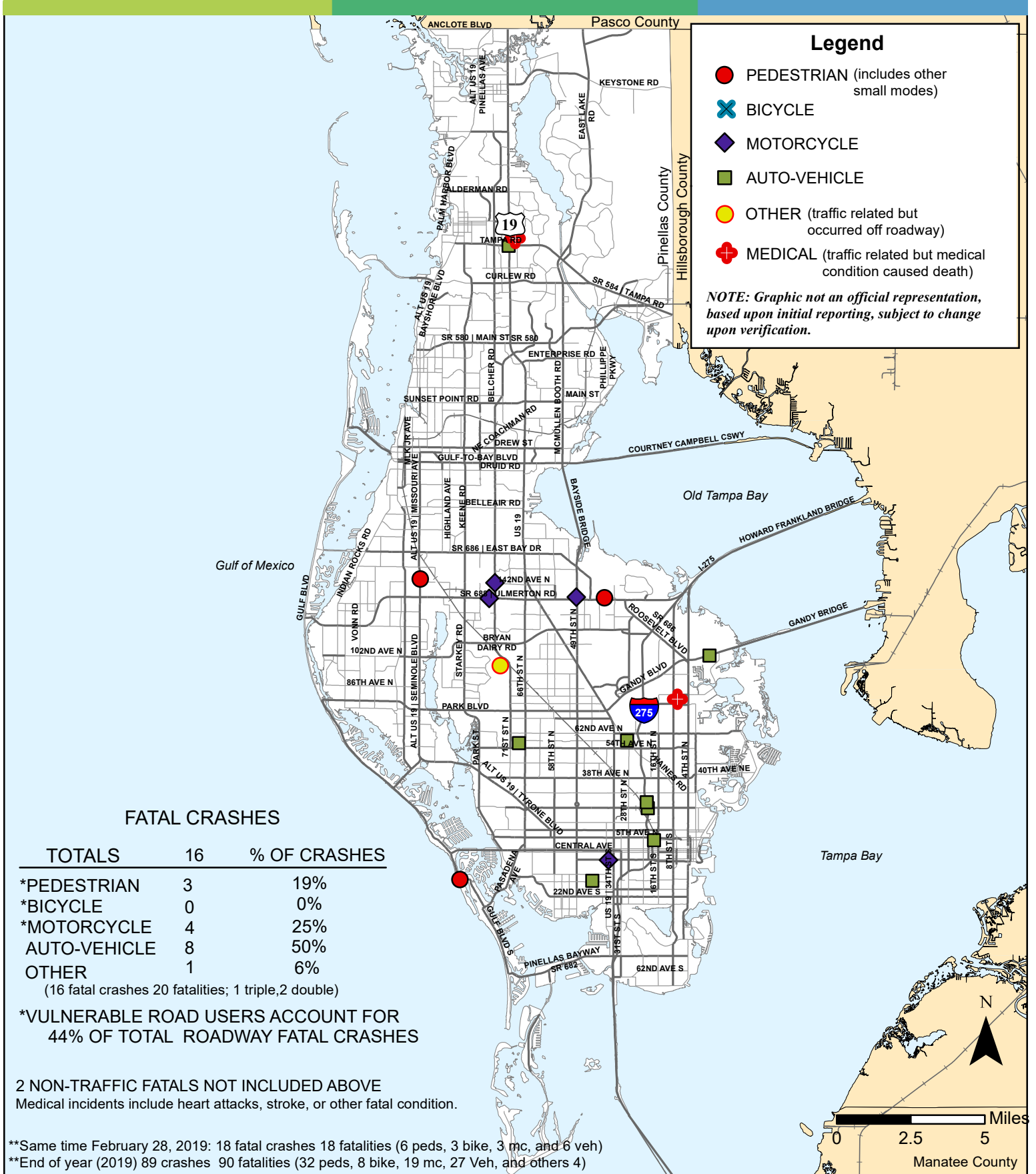
With more than 6,000 miles of roads and about 3 million on-street parking spaces, New York remains a car-centric city, a concrete metropolis designed in Robert Moses' vision

of urban renewal that prioritized the arterial flow of motor vehicles above all else. It should surprise no one that repurposing some pavement for other road users, even those more vulnerable than drivers, will not be easy. In New York, cyclists pay for their bike lanes in blood.

But bike riders aren't the only ones affected when we redistribute the pavement. "A piece that is lost is that this isn't a zero sum game," Harris says, referencing the oversimplification that the push for more bike infrastructure pits [cyclists against drivers and doormen and tourists](#). "When a cyclist or a pedestrian gets killed, they're New Yorkers who just happen to be walking or biking. We're all pedestrians."

[Dan Roe](#) Test Editor A former Division 1 runner, Dan grew up riding fixies and mountain bikes and now reviews everything from performance running shoes to road and cross bikes, to the latest tech for runners and cyclists at [Bicycling and Runner's World](#).

Locations of Reported Traffic Fatalities



FATAL CRASHES

TOTALS	16	% OF CRASHES
*PEDESTRIAN	3	19%
*BICYCLE	0	0%
*MOTORCYCLE	4	25%
AUTO-VEHICLE	8	50%
OTHER	1	6%

(16 fatal crashes 20 fatalities; 1 triple, 2 double)

***VULNERABLE ROAD USERS ACCOUNT FOR 44% OF TOTAL ROADWAY FATAL CRASHES**

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

**Same time February 28, 2019: 18 fatal crashes 18 fatalities (6 peds, 3 bike, 3 mc, and 6 veh)
**End of year (2019) 89 crashes 90 fatalities (32 peds, 8 bike, 19 mc, 27 Veh, and others 4)

