



## BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

March 19, 2018 – 8:30 a.m.  
310 Court Street, 1<sup>st</sup> Floor Conf. Room  
Clearwater, FL 33756

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

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1. **CALL TO ORDER AND INTRODUCTIONS** (8:30 – 8:35)
2. **PUBLIC COMMENTS** *Please limit comments to 3 minutes.* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – February 26, 2018** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – March 14, 2018** (8:45 – 8:50)
5. **FDOT U.S. HIGHWAY 19 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY** (8:50 – 9:15)
6. **BIKE YOUR CITY 2018** (9:15 – 9:30)
7. **SPOTlight EMPHASIS AREAS UPDATE** (9:30 – 9:40)
  - A Vision for U.S. Highway 19 Corridor
  - Gateway Area Master Plan
  - Enhancing Beach Community Access
8. **BPAC BUSINESS** (9:40 – 10:00)
  - A. Gulf Coast Safe Street Summit Overview
  - B. Florida Bicycle Association (FBA)
  - C. Pinellas Trails, Inc.
9. **AGENCY REPORTS** (10:00 – 10:10)
10. **OTHER BUSINESS** (10:10 – 10:30)
  - A. Membership
  - B. Correspondence, Publications, Articles of Interest
  - C. Suggestions for Future Agenda Topics
  - D. Other
11. **ADJOURNMENT** (10:30)

### **NEXT BPAC MEETING – APRIL 16, 2018**

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

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

**Bicycle Pedestrian Advisory Committee – March 19, 2018**

**3. Approval of Minutes**



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**SUMMARY**

The meeting summary for the February 26, 2018 meeting is attached for review and approval.

**ATTACHMENT(S):** BPAC Meeting Summary – February 26, 2018

**ACTION:** Approval of Meeting Summary

**FORWARD PINELLAS  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY  
February 26, 2018**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on February 26, 2018 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

**BPAC Members Present**

Brian Smith, Chairman  
Dr. Lynn Bosco  
Lucas Cruse  
Win Dermody  
Katrina Gordon  
Chip Haynes  
Edward Hawkes  
Dr. Jan Hirschfield  
Steve Lasky  
Charles Martin  
Casey Morse  
Michael Siebel  
Bert Valery  
Rachelle Webb (for Tiffany Sabiel)  
Jim Wedlake  
Georgia Wildrick

At Large Citizen Representative  
At Large Citizen Representative  
St. Petersburg Bicycle Pedestrian Coordinator  
Clearwater Citizen Representative  
City of Largo  
Clearwater Citizen Representative  
At Large Citizen Representative  
Pinellas Trails, Inc.  
At Large Citizen Representative  
Dunedin Citizen Representative  
Pinellas County Public Works Traffic  
At Large Citizen Representative  
North Beaches Citizen Representative  
Safe Routes to School  
Seminole Citizen Representative  
Largo Citizen Representative

**BPAC Members Absent**

Becky Afonso, Vice Chair  
Daniel Alejandro  
Julie Bond  
Kimberly Cooper  
Felicia Donnelly  
Tom Ferraro  
Lyle Fowler  
Deputy Eric Gibson  
Byron Hall  
Charlie Johnson  
Paul Kurtz  
Jacob Labutka  
Quinn Lundquist  
Anthony Matonti  
Tom McGinty  
Ron Rasmussen  
Annette Sala  
Robert Yunk

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

**Others Present**

Chris Speese  
Sandra Gonzalez  
Joan Rice  
Bob Griendling  
Chali Valery  
Tom Nocera  
Jim Bumiller  
Paul Jackson  
Lois Miller  
Roger Quimby  
Sandra Knoebel  
Rodney Chatman

FDOT D7 Bicycle Pedestrian Coordinator  
FDOT Project Manager  
Pinellas County Public Works Traffic  
St. Petersburg Citizen, Mayor's BPAC  
Beach Tran Clearwater, LLC  
Beach Tran Clearwater, LLC  
Citizen, Seminole  
Citizen, Largo  
Citizen, Dunedin  
Citizen, Indian Rocks Beach  
Forward Pinellas Staff  
Forward Pinellas Staff

Whit Blanton  
Susan Miller  
Maria Kelly

Forward Pinellas Staff  
Forward Pinellas Staff  
Forward Pinellas Staff

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

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

## **2. APPROVAL OF MINUTES**

The summary from January 22, 2018 BPAC meeting was approved as provided.

## **3. FORWARD PINELLAS ACTIONS**

Mr. Rodney Chatman, Forward Pinellas Division Manager, reviewed the actions from the Forward Pinellas Board's February 14, 2018 meeting. The Forward Pinellas Board received a presentation from Jacobs Engineering on the Regional Transit Feasibility Plan, which identified two corridors for potential catalytic regional transit projects. The first being bus rapid transit on the I-275 corridor from Wesley Chapel to Downtown St. Petersburg. The second would be an urban rail system on the CSX rail line beginning in Downtown Tampa to USF. The second phase of this project is to take the findings back out to the various stakeholders seeking recommendations to determine if there is public support to move forward with a premium regional transit project. The Board received a presentation on FHWA requirements for the Performance Measures and Targets for bike/ped fatalities in Pinellas County. The Board approved the recommended measures. The Board also approved two amendments to the LRTP. First amendment was for the Howard Frankland Bridge Project to include the two express lanes and the multi-use trail. The second was to remove the interchange at US Highway 19 and Tarpon Avenue in Tarpon Springs, at the request of the City of Tarpon Springs. The Board received an update from PSTA, where they talked about receiving a positive review by the federal government for the Central Avenue Bus Rapid Transit (BRT) Project. They received a higher than expected rating of medium-high, which positions it well for potential funding by the federal government. PSTA also talked about their spring break program offering free parking and trolley service from Downtown Clearwater to Clearwater Beach, running from February 19 to April 29<sup>th</sup>. The Board also recognized Ms. Sarah Ward on her many years of service to Pinellas County. Ms. Sarah Ward will be retiring and her last day is March 2<sup>nd</sup>. The Board received a presentation from the Clearwater Ferry, which provided an overview of their ridership and current and future planned services to expand to other beach communities.

Chairman Smith requested that an item for public comment be included on the agenda, and then recognized Mr. Bob Griendling from the St. Petersburg Mayor's BPAC. Mr. Griendling was seeking help and advice from the Forward Pinellas BPAC regarding Statewide Legislation of SB116 – *the Move Over Law* - "...to vacate the lane when passing a cyclist or vulnerable road user." Mr. Griendling is seeking volunteers to aide in a grass roots effort to help push this law through. He left his contact information for anyone wishing to assist.

## **4. SAFE ROUTES TO SCHOOL PRESENTATION**

Ms. Rachelle Webb, Safe Routes to School, shared a presentation with the committee on bicycle and pedestrian safety educational programs. Florida's Safe Routes to School Program funds specific projects that provide educational programs aimed at parents, children and the community. Safe Routes to School is a federally funded, non-profit agency, providing community events and school training workshops on bike and pedestrian educational programs in 54 counties, reaching 622 schools. Based out of Johns Hopkins All Children's Hospital, SRTS is covering 15 counties in and around Pinellas County. Due to budget cuts, STRS went from ten educators to four, and modified their focus to "training the trainers" workshops. This model allows them to train teachers, PE teachers and community partners to help educate children and parents on bike and pedestrian safety. They also support the Walking School Bus program where children walk to school as a group with adult supervision. For more information on bringing the Safe Routes to School Program to a school in your community, send your contact information to Ms. Susan Miller of Forward Pinellas. Remember that National Bike to School Day is May 9<sup>th</sup>, 2018 and National Walk to School Day is the first Wednesday in October (October 3<sup>rd</sup>, 2018). Discussion followed with questions taken and appropriately answered.

## **5. BEACH TRAN CLEARWATER**

Mr. Bert Valery introduced Mr. Tom Nocera of Beach Tran Clearwater who shared a power point with the committee on the idea of aerial transit with their new, privately-funded Aerial Personal Rapid Transit System. The plan is to provide transit service between Downtown Clearwater and Clearwater Beach and eventually linking to Tampa International Airport and Morton-Plant Hospital. The system would provide lighting and shade of the trail on the Clearwater Memorial Causeway, provide a means of transit that can stow bicycles and reduce traffic moving to and from the beaches. Future plans call for rapid expansion of the system with the goal of linking Clearwater Beach to Raymond James Stadium before the Super Bowl in February 2021.

Discussion followed with questions taken and appropriately answered.

## **6. PINELLAS TRAIL AUTOMATED COUNTER 2017 SUMMARY**

Ms. Susan Miller, Forward Pinellas staff, updated the committee on the automated trail counters used on the Pinellas Trail. Trail counters provide essential data used to summarize trail usage by bicyclists and pedestrians. This information is used in various ways from planning processes to 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 complemented the previous installations. The 2017 Year End Summary included in the agenda packet shows the total user trips at the different stations, monthly usage, user mode and weekday vs weekend profiles. Mr. Chatman said the Pinellas Trail User Survey would be conducted next year. Discussion followed with questions taken and appropriately answered.

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

Mr. Chatman updated the committee on SPOTlight areas. He explained that the Board approved the inter-local agreement with the five funding partners for the Gateway/Mid-County Area Master Plan, and they have been sent out for review and signature. A notice for the consultant to proceed with the project is expected to be issued soon.

## **8. BPAC BUSINESS**

### **A. Tri-County BPAC 2018 Meeting Schedule**

Ms. Miller provided a summary of the January 24, 2018 meeting of the Tri-County BPAC. Highlights were provided in the agenda packet.

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

Vice-Chair Becky Afonso was unable to attend. Chairman Smith noted that Mr. Griendling reviewed legislative information with the committee earlier in the meeting.

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

Dr. Jan Hirshfield, Pinellas Trails, Inc., provided a brief update. The annual Auxiliary Ranger Appreciation Picnic will be held on March 17<sup>th</sup> at Taylor Park, 11:30 am, Shelter #3, and include elections of the executive board. Please RSVP for this event.

## **9. AGENCY REPORTS**

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

Ms. Casey Morse, Pinellas County Public Works Traffic, provided an update. She said the Orange Street Overpass remains closed and there have been no changes from last month's meeting. The replacement of the overpass spans will be completed by end of year 2018. Ms. Joan Rice, Pinellas County Public Works Traffic, added that although there may not seem to be anything happening with the overpass, the spans are currently being fabricated off site.

### **• Haines Bayshore Plans**

The sidewalk plans for Haines Bayshore Road were included in the agenda packet. Additional questions should be directed to County Public Works.

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

Although there was no representative from Clearwater, Ms. Miller provided a brief update. The Druid Trail extension is under construction and should take about 6 to 8 months to complete. This extension will connect Glen Oaks Park eastward to the Duke Energy Trail. The Belleair Road Trail is included in the Long Range Transportation Plan (LRTP).

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

Ms. Katrina Gordon, City of Largo, thanked Pinellas County Public Works for taking action on the Highland Avenue/Rosery Road turn lanes. She provided a brief update on the City's bike/ped program: the Rosery Road Complete Streets project is scheduled to begin construction next month; construction of the Pinellas Trail Head at West Bay Drive should begin this summer; Clearwater/Largo is currently under construction from Mehlenbacher Road to West Bay Drive; a road diet on Gooden Crossing from Ridge Road to the Pinellas Trail will also happen this year; Trotter Road construction scheduled next month to add bike lanes, sidewalks, traffic calming, streetscaping, storm water and intersection improvements should be completed by summer 2019; and finally, resurfacing of West Bay Drive will be scheduled in the near future, and will include an at-grade mid-block crossing under the Trail overpass.

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

Mr. Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, updated the committee on several projects within the City. Coast Bike Share celebrated one year of their bike share program; Bike to Work Day will be in March this year for Florida Bike Month; March 16<sup>th</sup> is Bike to Work Day in St. Petersburg and a flyer will be sent to Forward Pinellas for

distribution; the City will hold its bike/ped volunteer counts on March 13<sup>th</sup> – March 15<sup>th</sup> and March 17<sup>th</sup> and a link to sign up will also be distributed. Mr. Cruse explained the Bike Friendly Business program through the League of American Bicyclists (LAB) recognizes businesses that encourage and welcome customers who are bicyclists. The next application cycle closes June 5, 2018. Additional information can be found at [www.bikeleague.org/business](http://www.bikeleague.org/business). Mr. Cruse provided a brief update of construction projects within the City: bike lanes on 30<sup>th</sup> Avenue N under construction from 58<sup>th</sup> Street to 34<sup>th</sup> Street; Treasure Island Trail Connection from the Pinellas Trail to Treasure Island is completed for the most part; the Complete Streets Implementation Plan will be going to City Council in April, and will be presented to BPAC at its May meeting.

- **Honeymoon Island State Park Bike Path**

Mr. Chatman updated the committee on this item. A schematic of Honeymoon Island State Park included in the agenda packet was provided by the Department of Environmental Protection (DEP) to illustrate the proposed alignment for a bike path within the State Park itself. Construction costs for this project fell short of funds, therefore FDOT will unencumber the funds with a commitment that they will re-encumber the funds for the total amount in 2020 when they have the funding flexibility.

- **FDOT District 7 Updates**

Mr. Christopher Speese, FDOT D7 Public Involvement & Bicycle Pedestrian Coordinator shared a couple of updates with the committee. The design for the Starkey Gap project of the Coast to Coast Trail is complete, and construction is expected to begin this summer. When that section is constructed, the Coast to Coast Trail will be complete from Pinellas County to Brooksville. Design work for the Courtney Campbell Trail Overpass is expected to be completed by the end of the year. Construction of the overpass is currently scheduled for 2023, but FDOT will accelerate the project if at all possible.

Mr. Speese presented information regarding the design for trail connections on the west side of the redesigned Howard Frankland Bridge. The BPAC discussed whether a connection to Ulmerton Road, Dr. Martin Luther King Jr. Street or 4<sup>th</sup> Street would be preferable both for safety and connectivity to trails, businesses, and various other destinations. After discussion, the BPAC agreed that a trail connection at 4<sup>th</sup> Street was the better alternative.

Mr. Speese introduced Ms. Sandra Gonzales, FDOT Project Manager, who addressed the BPAC regarding a pedestrian overpass at Harn Boulevard and U.S. Highway 19. Ms. Gonzales proposed two alternatives for the overpass, either using an elevator or switchback ramps. After extensive discussion, the BPAC agreed to support switchback ramps for this overpass project.

Mr. Speese followed up with the BPAC on Signalized Intersection Lighting Retrofits and how this program impacted Pinellas County. FDOT selected the top 20 intersections with high nighttime pedestrian crashes where existing lights will be replaced with LED lighting this year. Additional locations will be targeted next year. Cities and counties are also currently updating the lighting at intersections. The county has submitted a funding application to FDOT to replace intersection lighting and are waiting to hear back.

## **10. OTHER BUSINESS**

### **A. Membership**

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

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

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

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

There were no comments regarding future agenda topics at this time.

### **D. Other**

Mr. Bert Valery, North Beaches Citizen Representative, requested the Gulf Boulevard Crosswalk Study be included in the Agency Reports item. He also asked about coloring the bike lane green along the entire length of Gulf Boulevard. Mr. Cruse explained that St. Petersburg uses the green coloring only in potential conflict areas for cyclists and motorists. Ms. Rice added that Pinellas County follows FDOT standards and guidelines for road markings and designs, and noted that FDOT design criteria does not allow continuous green bike lanes.

## **11. ADJOURNMENT**

Chairman Smith adjourned the meeting at 11:22 a.m. The next BPAC meeting is scheduled for Monday, March 19, 2018.

**Bicycle Pedestrian Advisory Committee – March 19, 2018**

**4. Forward Pinellas Executive Summary – March 14, 2018**



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**SUMMARY**

The March 14, 2018 Executive Summary will be provided for your information. A staff member will review actions taken by the Forward Pinellas Board at that meeting.

**ATTACHMENT(S):** Executive Summary for March 14, 2018 – will be distributed at the meeting

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

## **Bicycle Pedestrian Advisory Committee – March 19, 2018**

### **5. FDOT U.S. Highway 19 Project Development and Environment (PD&E) Study**

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#### **SUMMARY**

Florida Department of Transportation (FDOT) has been undertaking a PD&E reevaluation study along U.S. Highway 19 from 70th Ave. N. to 118th Ave. N. The original PD&E study was completed in 1990. A reevaluation is necessary to maintain eligibility for future federal funding given the length of time since the original PD&E, as well as to extend the project limits further to the south. The purpose of the project is to improve mobility along the corridor and identify improvements to the interchange at U.S. Highway 19 and Gandy Blvd. The project will better accommodate projected future roadway volumes, including the large number of commuters traveling within the corridor. In addition, the project will improve the accessibility, mobility and safety of the facility for non-motorized users, such as pedestrians, bicyclists and transit patrons.

A representative from FDOT will provide an overview of the project needs, tentative schedule, and present a concept of improvements to the committee for input.

**ATTACHMENTS:** None

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



**6. Bike Your City 2018**

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**SUMMARY**

National Bike Month is recognized in May of each year for most across the United States. Along with National Bike Month, cyclists in Florida can also enjoy an additional month of celebration in March, as Florida Bike Month. Last year, Forward Pinellas held its first Bike Your City event in downtown Clearwater, and plans are afoot to continue the event in a different jurisdiction in May 2018.

National Bike Month was established in 1956 by the League of American Bicyclists (bikeleague.org), to encourage bicycling as a viable and responsible transportation choice. Raising awareness of bicycling includes safety education and infrastructure improvements. The health benefits of bicycling inspires and motivates the public and engages health professionals and active transportation proponents. Riding a bicycle benefits everyone from individuals to the entire Tampa Bay area as bicycle commuters save money and gas, stay healthy and reduce traffic congestion.

**ATTACHMENT(S):** None

**ACTION:** Call for Activities and Volunteers for National Bike Month May 2018

**7. SPOTLight Emphasis Areas Update**

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**SUMMARY**

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

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

**ATTACHMENT(S):** None

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

**8A.-C. BPAC Business**

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**A. Gulf Coast Safe Street Summit Overview**

Hillsborough County hosted the Gulf Coast Safe Streets Summit on Tuesday, February 27, 2018 at the Glazer Children’s Museum. The summit was a collaborative effort of the Hernando/Citrus, Hillsborough, Pasco, Pinellas, and Sarasota/Manatee MPO’s, the Polk County TPO, FDOT, CUTR at USF, and Walk Bike Tampa, and provided a regional approach to prioritize the Complete Streets initiative throughout the local jurisdictions along the Gulf Coast of Florida.

At this time, those who participated may wish to share their experience and provide comments.

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

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

**C. Pinellas Trails, Inc.**

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

## **9. Agency Reports**

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The BPAC is tasked with reviewing and advising Forward Pinellas on bicycle and pedestrian-related system development, and related issues and priorities. The Committee also may assist communities with development of bikeway and pedestrian facilities, recommend safer bicycling and walking provisions, and promote a safer roadway environment.

Updated information on the following programs or projects of interest to the BPAC will be provided at the meeting.

- Pinellas County
  - Pinellas Trail Loop / Duke Energy Trail (North & South Gaps)
  - Gulf Boulevard Pedestrian Crossing Study
- Clearwater Bicycle Pedestrian Program
- Largo Bicycle Pedestrian Program
- St. Petersburg Bicycle Pedestrian Program
- FDOT District 7 Updates
  - Starkey Gap (Pasco County)
  - Courtney Campbell Trail Overpass
  - Howard Frankland Bridge Trail
  - SRTS Funding Update
- Pinellas Trail Security Task Force (PTSTF)

The next meeting of the PTSTF is scheduled for Tuesday, April 10, 2018.

**ATTACHMENT(S):** None

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

**10. A.-D. Other Business**

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**A. Membership**

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

**ATTACHMENT:** BPAC Membership List

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

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

*Dunedin Trail Town – February 20, 2018*

*Pedestrian Fatalities Trend – February 28, 2018*

*Ride-Hailing vs Buses – March 05, 2018*

*Gulf Boulevard Construction – March 7, 2018*

*Pinellas Trail Usage Report – December 2017*

*Pinellas County Fatalities Report – January 2018*

**C. Suggestions for Future Agenda Topics**

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

**D. Other**

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

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

1. Jeff Morrow (07/12/17)
2. Kimberly Cooper (10/13/99)
3. Charles Johnson (06/14/17)

**Clearwater Area**

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

**Dunedin Area**

7. Charles Martin (04/08/09)

**Pinellas Park and Mid-County**

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

**Largo Area**

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

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

12. Tom Ferraro (04/09/03)
13. Becky Afonso (Vice Chair) (10/08/14)

**At Large Area**

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

**Seminole Area**

21. Jim Wedlake (05/12/10)

**Beach Communities**

22. Bert Valery (10/1983-10/1998) (reappointed 07/10/02)
23. Vacant

**Technical Support**

1. County Traffic Department (Tom Washburn – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (Caroline Lanford – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Kristina Tranel – alternates)
4. City of Clearwater (Vacant - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Vacant – representative; Katrina Lunan-Gordon - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. Pinellas County School System (Tom McGinty - representative)
9. TBARTA (Anthony Matonti -representative; Michael Case 1<sup>st</sup> alternate and Ramond Chiarmonete 2<sup>nd</sup> alternate)
10. Pinellas County Health Department (Quinn Lindquist - representative)
11. Pinellas Trails, Inc. (Dr. Jan Hirschfield – representative)
12. CUTR (Julie Bond - representative)
13. Safe Routes to School (Tiffany Sabiel – representative)

**Sheriff's Office /Police/Law Enforcement Representatives**

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

**Non-Voting Technical Support**

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

\*Dates signify appointment

## DUNEDIN NAMED FIRST 'TRAIL TOWN' IN FLORIDA

*The designation, by the Florida Greenways and Trails Council, recognizes the network of trails in Dunedin and the role they play for residents and businesses.*

by TBadmIn | February 20, 2018

**DUNEDIN** – This city has long been a mecca for non-motorized trail users.

Bicyclists, joggers, in-line skaters and leisurely walkers access the town by way of the [Pinellas Trail](#), which runs through downtown on an abandoned CSX railroad corridor. The multi-use trail stretches from St. Petersburg to Tarpon Springs and [Dunedin](#) officials attribute it to a sharp rise in the business occupancy rate, from 30 percent to 100 percent. Bike shops, cafes, hotels, and other businesses all cater to trail users.

Dunedin's status as a trail-friendly community has not gone unnoticed by state officials. In January, Dunedin was designated as Florida's first official trail town by the Florida Greenways and Trails Council under a new program administered by the Office of Greenways and Trails, part of the Florida Department of Environmental Protection.

"We couldn't be more proud," Dunedin Mayor Julie Ward Bujalski said. "Our downtown has thrived around the Trail and attracted folks from all ages and abilities. We like to think of the Trail as the main artery of our community."

Dunedin Economic Development and Housing Director Bob Ironsmith added, "The Trail has been a major catalyst for the revitalization of Downtown Dunedin, bringing in a constant stream of people who shop eat and play in our quaint Main Street area. Embracing and enhancing the Trail has led the effort in making Downtown Dunedin a top destination to visit, and we are very proud of receiving the Trail Town designation."

Said DEP Secretary Noah Valenstein, "Our trails are incredibly important as they connect our communities to the natural treasures around them. I would like to congratulate the city of Dunedin on being the first trail town in recognition of the incredible network of trails in the community, and the benefits those trails provide residents and visitors year-round."

Doug Alderson, Assistant Bureau Chief of the Office of Greenways and Trails, added, "A Florida trail Town is a vibrant destination where people come together. A goal of the Florida Trail Town program is to acknowledge successes such as Dunedin with the hope that other communities will be inspired to follow suit. It is a win-win for both the towns and trail users."

A Trail Town designation celebration is being planned to take place on Pinellas Trail in downtown Dunedin in April.

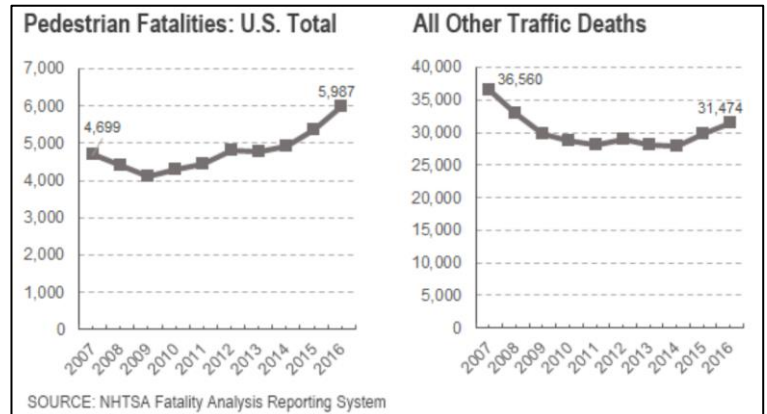
# PEDESTRIAN DEATHS REMAIN NEAR HISTORIC HIGH

*A new report suggests that high fatalities may be the new normal and that cellphone and marijuana use could be two factors driving the death toll.*

by Mike Maciag | February 28, 2018

The rise in pedestrian deaths has prompted concern, and in some cases action, from policymakers and traffic safety advocates across the country in recent years. Despite that, fatality rates aren't yet going down.

The Governors Highway Safety Administration (GHSA) released a [study](#) on Wednesday estimating that just under 6,000 pedestrians lost their lives last year, essentially the same death toll as 2016. The projected total, along with a spike in deaths in 2016, both represent the highest levels seen since 1990.



The new findings signal that higher fatalities experienced in recent years were likely not a temporary aberration.

“We’ve plateaued at a very bad place,” says Richard Retting, who authored the report. “This should not be a new normal.”

State	First Half 2016	First Half 2017	Change	% Change
Alabama	55	59	4	7%
Alaska	6	8	2	33%
Arizona	101	113	12	12%
Arkansas	18	21	3	17%
California	433	352	-81	-19%
Colorado	33	37	4	12%
Connecticut	31	20	-11	-36%
Wash DC	3	7	4	133%
Delaware	9	14	5	56%
Florida	299	303	4	1%
Georgia	112	92	-20	-18%
Hawaii	16	1	-15	-94%
Idaho	4	8	4	100%
Illinois	68	66	-2	-3%
Indiana	42	63	21	50%
Iowa	11	11	0	0%
Kansas	16	12	-4	-25%
Kentucky	33	38	5	15%
Louisiana	55	68	13	24%
Maine	5	5	0	0%
Maryland	46	41	-5	-11%
Massachusetts	35	34	-1	-3%
Michigan	64	74	10	16%
Minnesota	24	18	-6	-25%
Mississippi	22	29	7	32%
Missouri	36	44	8	22%
Montana	8	5	-3	-38%
Nebraska	7	7	0	0%
Nevada	36	43	7	19%
New Hampshire	8	5	-3	-38%
New Jersey	71	68	-3	-4%
New Mexico	35	31	-4	-11%
New York	134	115	-19	-14%
North Carolina	98	83	-15	-15%
North Dakota	2	3	1	50%
Ohio	55	55	0	0%
Oklahoma	33	35	2	6%
Oregon	29	35	6	21%
Pennsylvania	79	63	-16	-20%
Rhode Island	7	9	2	29%
South Carolina	66	71	5	8%
South Dakota	2	2	0	0%
Tennessee	46	57	11	24%
Texas	322	263	-59	-18%
Utah	19	18	-1	-5%
Vermont	5	2	-3	-60%
Virginia	50	45	-5	-10%
Washington	36	44	8	22%
West Virginia	10	10	0	0%
Wisconsin	20	28	8	40%
Wyoming	1	1	0	0%

While pedestrian deaths have increased over the past decade, other types of traffic fatalities declined. Pedestrians accounted for 16 percent of all motor-vehicle related deaths in 2016, up from 11 percent in 2007.

GHSA compiled preliminary fatality data from all 50 states covering the first half of 2017. Although they suggest total pedestrian deaths dipped about 4 percent over the six-month period, fatality counts are expected to increase as states finalize their numbers. According to Retting, states’ preliminary totals have trailed final figures by roughly 4 percent in prior years, so they were adjusted to estimate a national tally that’s about the same as last year.

In Indiana, 63 pedestrians were killed during the first half of the year, up from 42 in 2016. The state’s pedestrian fatalities have been trending upward over the past several years, and the 2017 tally marked another recent high.

According to the Indiana Criminal Justice Institute, which tracks traffic fatalities, more young people are being injured in crashes -- although older adults are more likely to be killed.

“We believe [the increase] is in large part due to distracted driving and distracted walking as well,” says Will Wingfield, the institute’s communications director.

Tennessee similarly experienced a sharp increase. An additional 25 pedestrians were killed last year, up [42 percent](#) from only three years earlier.

Many of those deaths occurred in fast-growing Nashville. The Metro Nashville Police Department reported 23 pedestrian fatalities in 2017 -- the deadliest year on record. A [pedestrian death registry](#) launched by local safety advocates has catalogued each fatality.



California, Georgia and Texas were among states reporting significantly fewer deaths over the first half of the year.

States' six-month totals, however, might not always be reflective of fatalities over the entire year. Louisiana, for example, recorded a 24 percent increase in the GHSA figures, but [data](#) reported by Louisiana State University indicates pedestrian deaths actually declined for the whole year.

It's hard to say exactly what might be driving the overall rise in pedestrian deaths.

One obvious reason is that there are simply more cars on the road. The number of miles traveled by vehicles increased [2.8 percent](#) between 2015 and 2016 then rose another [1.2 percent](#) the first half of last year, according to Federal Highway Administration data.

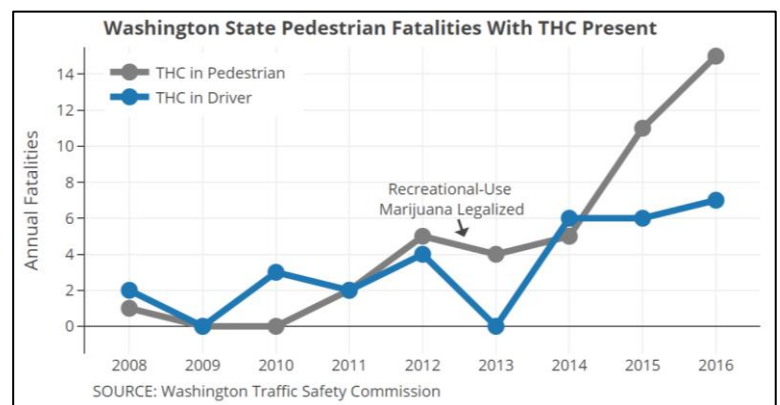
Retting suspects cellphone use by drivers and pedestrians could also be a culprit. The total number of multimedia messages sent has [more than tripled](#) since 2010.

"Those kinds of changes are very meaningful in terms of people's eyeballs not being where we want them to be," he says.

The report also suggests a possible link with marijuana use. In states that have legalized recreational marijuana, pedestrian deaths collectively increased 16.4 percent over the first half of the year, while they dropped among states that didn't legalize the drug.

It's hard to gauge, however, how much of a role marijuana may have played in traffic accidents because states implemented policies at different times and other factors are involved. But one place to look is Washington State, where marijuana was legalized in late 2012 and the first dispensaries opened in mid-2014.

According to data from the Traffic Safety Commission, Washington state saw an increase in 2015 and 2016 in fatal crashes where THC, the primary psychoactive chemical in marijuana, was present in blood tests of either the pedestrian or driver. The totals, while higher, still remain relatively small. Additionally, THC levels can be detected days or even weeks after marijuana use, and Washington state's data also indicates that between 70 and 80 percent of drivers found to have THC also tested positive for alcohol or other drugs.



Several other issues cited in the GHSA report are perennial factors in traffic accidents.

Either pedestrians or drivers had elevated blood alcohol content levels in nearly half of fatal crashes in 2016. Federal data also suggests nighttime collisions are a major problem -- three quarters of fatal crashes occurred after dark.

Although the picture hasn't improved much nationally, several cities are reporting promising results from pedestrian safety initiatives.

Thirty-five [localities](#) have adopted "Vision Zero" strategies, a comprehensive set of policies aimed at eliminating all types of traffic deaths. New York and San Francisco, two of the first Vision Zero cities, [recently reported](#) substantial declines in fatalities.

# TEXAS CITY DITCHES BUSES FOR VIA RIDE-HAILING SERVICE

CBS NEWS  
March 5, 2018

**Arlington, Texas** is trading public buses for ride-sharing. After introducing commuter buses in 2013, the city is replacing them with a new partnership with app-based ride-hailing company Via, which will operate 10 vans to shuttle residents. It's the first U.S. city to experiment with this kind of venture.

"The commuter bus didn't apply to me at all, because it didn't take me where I needed to go," Bill O'Toole said. Since January, O'Toole left his car at home and commuted with Via, summoning the van from his phone for a flat fee of \$3 a ride or a weekly pass for \$10. The city partially subsidizes the fees.

"Stress at work has been alleviated, and it's probably just the fact that I'm not starting stressed," O'Toole said, adding, "I really hate driving."

Getting around Arlington without a car is not easy. It's a sprawling community of 99-square miles and sits 12 miles from Fort Worth and 20 miles from Dallas. But Arlington residents have repeatedly voted against spending money to build a mass transit system. When the bus line was scrapped, ridership had fallen to as little as 100 people a day on its single route through downtown.



"Do you see buses and rail as passé, as outdated technology?" CBS News correspondent Kris Van Cleave asked.

"Absolutely. I think that with the new technology that's coming on, you're gonna see very little light rail built because this is so much cheaper," Arlington Mayor Jeff Williams said. "Its pilot program. You know, if it didn't work, well, we can go onto something else. And it's a fraction of spending \$50 million a mile for light rail."

Arlington residents are taking to the virtual buses. In its first month, Via provided more than 5,000 rides at a 97 percent customer approval rating.

"We're going to pick you up within a block or two of where you want to get picked up. We're not going to pick you up at a few fixed pickup locations within the city," said Alex Lavoie, U.S. general manager for Via. "It's quite a convenient solution and we think for that reason, people will really enjoy it and so far they really have been."

The city is planning on expanding the program to cover 120,000 of its residents by this summer, and if they are filling up the Via vans, they look to go city wide in the next couple of years.

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# MORE CONSTRUCTION COMING FOR GULF BOULEVARD

by Brian Goff, TBN Correspondent  
March 7, 2018

**NORTH REDINGTON BEACH** – Beginning late this summer residents and visitors along the beaches can expect to encounter construction at various points between Sand Key and St. Pete Beach. It is all part of a plan by Pinellas County to improve the flow of traffic and make it safer during times of emergency.

Members of the Barrier Islands Governmental Council heard an update on the project from County Engineer Robert Meador, who spoke at the group's monthly meeting Feb. 28.

Meador introduced two concepts that the county will be putting into use along the beaches. They are: ITS, Intelligent Transportation Systems, and ATMS, Advanced Traffic Management System.

In a nutshell, combined, they mean that traffic engineers will be able to determine at any time the traffic flow along Gulf Boulevard, and when it is heavy, direct that traffic to alternate routes.

To do that a number of "Dynamic Message Signs" will be placed at major intersections along the road. As well there will be 31 closed circuit TV cameras that will send signals back to county headquarters to keep those watching up to date on what is going on.

"It will give our emergency management people a great advantage," said Meador. "When Irma hit us we would have been able to see the traffic tie-ups and re-direct them."

Putting in those 14 signs and 31 TV cameras isn't as easy as it might seem. Meador said the structures to hold the signs and cameras require a strong concrete base or foundation, thus the construction.

The cameras and signs must be linked together, which will mean putting conduit underground along Gulf Boulevard.

"It will be a moving operation," he said. "The contractor will do underground work in one place then move along to another."

As well, all that electronics has to be linked to the Emergency Management center on the mainland. That means actually running fibre optic cable under the Intracoastal Waterway.

Meador expects there to be hold-ups once construction actually begins.

"We never know what we are going to encounter once we start digging," he said. "There is plenty buried along Gulf Boulevard – utilities, water pipes, sewer pipes and so on."

Meador wasn't met with complete open arms by the Mayors of the Big-C community. Belleair Beach Mayor Leslie Notaro was the first to speak.

"We in Belleair Beach are not thrilled with those DMS signs," she said. "What purpose will they serve; once you are on Gulf Boulevard there really isn't anywhere to go."

St. Pete Beach Mayor Alan Johnson wasn't happy with the money the systems were going to cost.

"We don't want the signs; we could use the money for our undergrounding projects," he said. "Either way it could save money."

Indian Rocks Beach officials had already told the county that it did not want the signs within its boundaries. The civic group, Action 2000 whose mission is the beautification of Gulf Boulevard, objected to the signs and the City Commission agreed.

Meador told the group that the plans for the project will be finalized next month so now is the time to speak up.

"If the Big-C says no we don't want it then we don't do it," he said.

Construction on the project along Gulf Boulevard will begin in August or September of this year and the work is expected to take one year to complete.

## Changing of the Guard

The Big-C bade farewell to three of its members – mayors who will not be running in the upcoming election.

Treasure Island Mayor Bob Minning, Redington Shores Mayor Bert Adams and Indian Rocks Beach Mayor R.B. Johnson are all moving on. Each of them thanked the group for their cooperation during their time in office and each commented that it was a privilege to serve.

Minning is not only leaving the Council but is the outgoing president of the group. He is being replaced as President by Leslie Notaro of Belleair Beach. Notaro in turn is being replaced by Indian Shores Mayor Pat Soranno as vice president. St. Pete Beach Mayor Alan Johnson takes over as secretary-treasurer from Soranno.

All will be sworn in at the next meeting of the group on March 28.

# Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:  
February 1 – February 28, 2018 (28 days)

## Total Usage

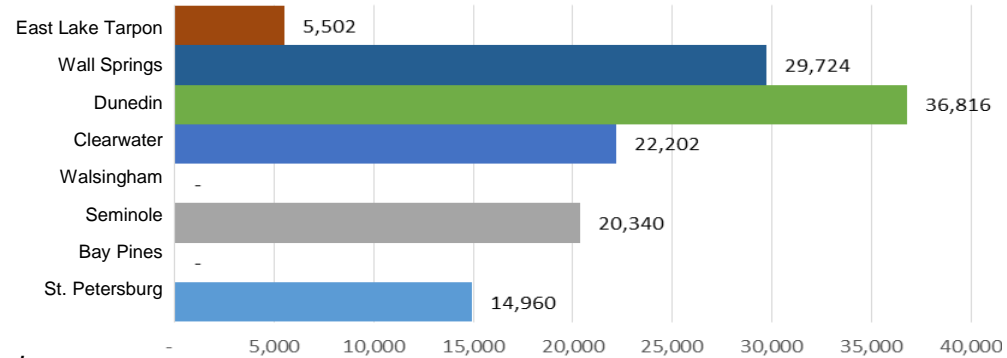
28-Day Count Total: NA  
Daily Average Users: NA

Highest Daily Totals:

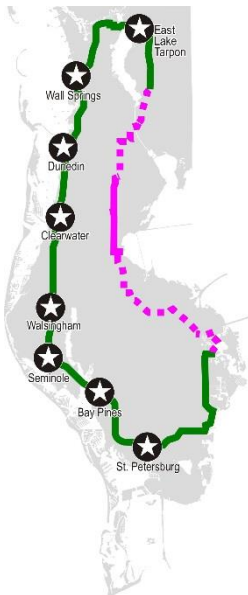
- #1 – Saturday, February 10th (Dunedin - 2,129)
- #2 – Sunday, February 11th (Wall Springs - 1,727)
- #3 – Tuesday, February 20th (Clearwater – 1,202)

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

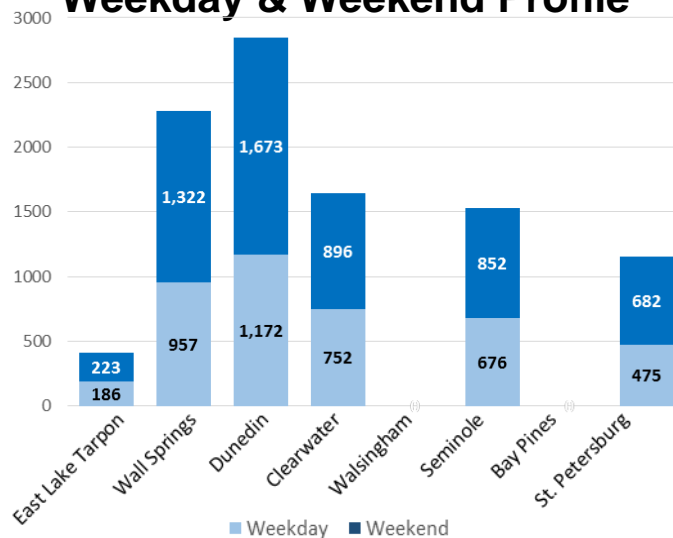
## Monthly Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	2%	98%
Wall Springs:	21%	79%
Dunedin:	24%	76%
Clearwater:	26%	74%
Walsingham:	NA	NA
Seminole:	33%	67%
Bay Pines:	NA	NA
St. Petersburg:	28%	72%

Source: Forward Pinellas February 2018

# Pinellas County Major Road Network

Gulf of Mexico

Pasco County







Hillsborough County

Old Tampa Bay

Tampa Bay

**YEAR 2018**  
(thru February 26th)

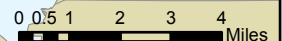
## Locations of Reported TRAFFIC FATALITIES

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

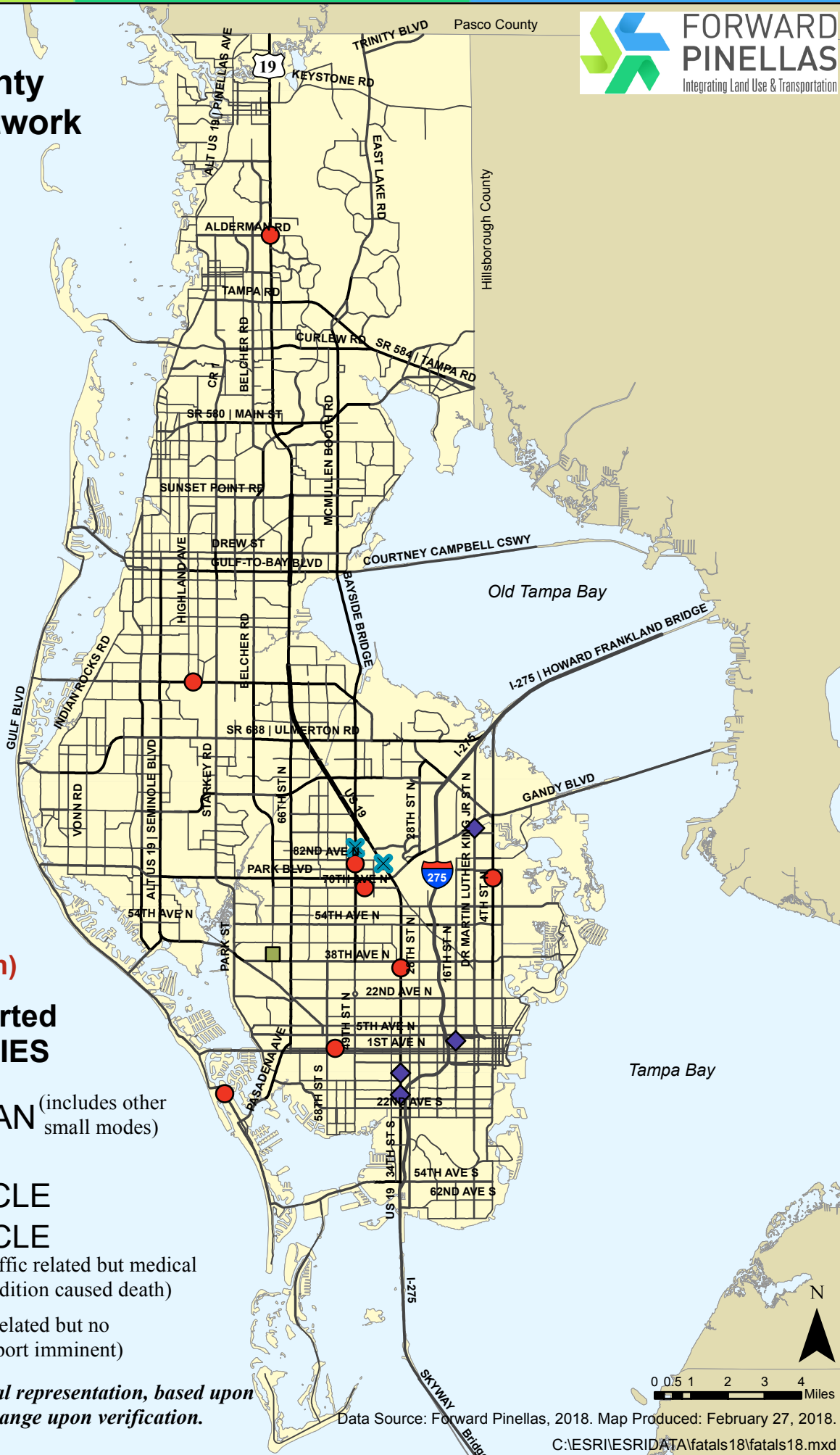
*NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.*

Data Source: Forward Pinellas, 2018. Map Produced: February 27, 2018.

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N





CRASHES	DATAID	ROADWAY	LOCATION	DESC.	DATE	FATAL	APPROX TIME
1	004F18	49TH ST N	8700 BLOCK	BIC	1/20/2018	1	9:45 AM
1	005F18	US 19 HWY	8000 BLOCK	BIC	1/22/2018	1	8:30 PM
1	001F18	8TH AVE S	34TH ST S	MC	1/2/2018	1	10:22 AM
1	009F18	DR ML KING JR ST N	NEAR EXECUTIVE CENTER DR	MC	2/2/2018	1	4:30 AM
1	010F18	34TH ST S	QUEENSBOROUGH AVE S	MC	2/4/2018	1	11:06 PM
1	015F18	16TH ST N	BETWEEN 3RD AND 4TH AVE N	MC	2/26/2018	1	6:45 AM
1	002F18	49TH ST N	8000 BLOCK	PED	1/8/2018	1	10:06 PM
1	007F18	70TH AVE N	4600 BLOCK	PED	1/23/2018	1	7:45 PM
1	006F18	4TH ST N	NEAR 74TH AVE N	PED	1/24/2018	1	6:10 PM
1	008F18	US 19 HWY	ALDERMAN RD	PED	1/27/2018	1	6:50 AM
1	011F18	15T AVE N	55TH ST N	PED	2/2/2018	1	3:10 PM
1	012F18	34TH ST N	NEAR 35TH AVE N	PED	2/7/2018	1	9:50 PM
1	013F18	BLIND PASS RD	CAPTIVA CIRCLE	PED	2/17/2018	1	7:00 PM
1	014F18	EAST BAY DR	WERTZ DRIVE	PED	2/21/2018	1	5:50 AM
1	003F18	71ST ST N	40TH AVE N	VEH	1/11/2018	1	4:11 AM

# PINELLAS COUNTY

## INITIAL REPORTING

of Traffic Fatalities  
thru February 26, 2018

15 FATALITIES INCLUDING MEDICAL INCIDENTS \*

15 FATALITIES EXCLUDING MEDICAL INCIDENTS

15 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS \*

15 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMEDIATE CRASH REPORT

1 AUTO-VEHICLE FATALITIES

6.7% (medical crashes not included)

1 AUTO-VEHICLE CRASHES (fatal)

### VULNERABLE ROAD USERS

4 MOTORCYCLE FATALITIES

26.7% of all traffic fatalities

4 MOTORCYCLE CRASHES (fatal)

2 BICYCLE FATALITIES

13.3% of all traffic fatalities

2 BICYCLE CRASHES (fatal)

8 PEDESTRIAN FATALITIES

53.3% of all traffic fatalities (includes other small modes)

8 PEDESTRIAN CRASHES (fatal)

14 VULNERABLE USER FATALITIES

14 VULNERABLE USER CRASHES (fatal)

93.3% Vulnerable/total fatalities

(medical crashes not included)

**NOTE**

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

Forward Pinellas

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