



BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

May 20, 2019 – 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 – April 16, 2019** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – May 8, 2019** (8:45 – 8:50)
5. **34TH STREET LANE ELIMINATION / REPURPOSING PROJECT** (8:50 – 9:05)
6. **GULF BOULEVARD DRAINAGE / SIDEWALK PROJECT** (9:05 – 9:20)
7. **ADVANTAGE PINELLAS: ACTIVE TRANSPORTATION PLAN** (9:20 – 9:40)
8. **SPOTlight EMPHASIS AREAS UPDATE** (9:40 – 9:45)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
9. **BPAC BUSINESS** (9:45 – 10:00)
 - A. Tri-County BPAC May 22, 2019
 - B. Florida Bicycle Association (FBA)
 - C. Pinellas Trails, Inc.
10. **AGENCY REPORTS** (10:00 – 10:10)
11. **OTHER BUSINESS** (10:10 – 10:30)
 - A. Membership
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
12. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – JUNE 17, 2019

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 – May 20, 2019

3. Approval of Minutes



SUMMARY

The meeting summary for the April 15, 2019 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – April 15, 2019

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
APRIL 15, 2019**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on April 15, 2019, in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

BPAC Members Present

Brian Smith, Chairman
Daniel Alejandro
Becky Afonso, Vice Chair
Julie Bond
Dr. Lynn Bosco
Stephanie Carrier
Scott Daniels
David Feller
Lyle Fowler
Diane Friel
Chip Haynes
Byron Hall
Ric Hartman
Edward Hawkes
Alan Johnson
Paul Kurtz
Jacob Labutka
Mike Milvain
Ron Rasmussen
Joan Rice
Annette Sala
Michael Siebel
Kyle Simpson
Jim Wedlake
Georgia Wildrick
Robert Yunk

At Large Citizen Representative
Largo Citizen Representative
North County Citizen Representative, Oldsmar
CUTR
At Large Citizen Representative
Pinellas County School System Representative
Pinellas Trails, Inc.
North County Citizen Representative, Oldsmar
PC Parks & Conservation Resources (PCR)
City of Largo
Clearwater Citizen Representative
Pinellas Park Citizen Representative
City of Clearwater
At Large Citizen Representative
South Beaches Citizen Representative
At Large Citizen Representative
PSTA
St. Petersburg Citizen Representative
Pinellas Park Citizen Representative
Pinellas County Public Works – Traffic
At Large Citizen Representative
At Large Citizen Representative
St. Petersburg Bicycle Pedestrian Coordinator (Alt.)
Seminole Citizen Representative
Largo Citizen Representative
At Large Citizen Representative

BPAC Members Absent

Kimberly Cooper
Win Dermody
Felicia Donnelly
Deputy Eric Gibson
Charlie Johnson
Caroline Lanford
Steve Lasky
Charles Martin
Tiffany Sabiel
Bert Valery
Rachelle Webb

St. Petersburg Citizen Representative
Clearwater Citizen Representative
City of Oldsmar
Pinellas County Sheriff's Office
St. Petersburg Citizen Representative
Pinellas County Planning Department
At Large Citizen Representative
Dunedin Citizen Representative
Safe Routes to School
North Beaches Citizen Representative
Safe Routes to School

Others Present

Alex Henry
Jensen Hackett
Bill Dye
Jeff Gow
Chelsea Favero
Susan Miller
Maria Kelly

FDOT
FDOT
Aux Ranger
Commissioner, City of Dunedin
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. PUBLIC COMMENTS

There were no public comments at this time.

3. APPROVAL OF MINUTES

The summary from March 18, 2019 BPAC meeting was approved as provided with no corrections.

4. FORWARD PINELLAS ACTIONS

Ms. Chelsea Favero, Forward Pinellas Planning Manager, reviewed the highlights from the Forward Pinellas Board April 10, 2019 meeting. The Florida Bicycle Association (FBA) did recognize Forward Pinellas as the 2018 Supporting Agency of the Year and FBA Executive Director Becky Afonso presented Chair Dave Eggers and Executive Director Whit Blanton with an award plaque. The Board also received an update on the Advantage Pinellas Plan, as the Long Range Transportation Plan (LRTP) for Pinellas County, where population and employment projections through to 2045, have been completed for all the local governments to use in various planning projects. A draft needs plan has been developed, which identifies a list of projects for future mobility in Pinellas County through to 2045. This included a list of constrained roads (roads that are not going to be widened), brought before the Board for action. The Board also viewed the draft annual priorities from a bike/ped perspective to include the addition of the Complete Streets Project for 22nd Street South in St. Petersburg and the sidewalk improvements and a cycle track on Gulf Boulevard in St. Pete Beach. Also, a number of bike/ped projects were funded, including the Harn Boulevard Overpass at U.S. 19 and two segments of the South Gap of the Pinellas Trail Loop. The Board also expressed support for the Skinner Boulevard Complete Streets project in Dunedin.

5. TAMPA BAY NEXT: HOWARD FRANKLAND BRIDGE AND TRAIL

Mr. Alex Henry, FDOT District 7 Bike/Ped Coordinator, updated the committee on the Tampa Bay Next program for Pinellas County, to include the Howard Frankland Bridge and Trail project, I-275 Pinellas Corridor and the Gateway Expressway. Previous designs are being reviewed and evaluated for two new express lanes in each direction from I-175 to Gandy Boulevard and a second tolled expressway from Gandy Boulevard to the Howard Frankland Bridge (HFB) and trail connections from the HFB along Ulmerton Road and 4th Street N. By the end of the summer the public involvement phase will commence, as FDOT is currently reaching out to the neighborhood groups along the study corridor setting up small group meetings in advance of a public hearing. FDOT has partnered with PSTA for the Bus on Shoulder Pilot Project for the I-275 corridor from 5th Avenue N to Gandy Boulevard to allow for hard shoulder bus running in congested traffic. The Gateway Expressway is the first of the Tampa Bay Next projects to go to construction. Workforce Development Training is another pilot project with FDOT partnering with local job placement agencies to identify potential candidates to be hired to help with the construction of the Gateway Expressway. FDOT will come back to the BPAC in a few of months for an update. Discussion ensued where questions were taken and appropriately answered.

6. TRANSPORTATION ALTERNATIVES (TA) PROGRAM

Ms. Favero addressed the committee with an update on the Transportation Alternatives (TA) program, an annual competitive grant funding program governed by Forward Pinellas. With the help of volunteers from the BPAC and the Technical Coordinating Committee (TCC), a new application process and new scoring criteria was established. Each jurisdiction may submit a maximum of two projects per year for consideration, however, only four projects will be selected to be prioritized for funding. After three years, unfunded projects will come off the list, but the jurisdiction for any projects removed can still re-submit the project on the next call for projects. There are three prerequisites for each project: 1) the project must have documentation of local commitment/support. 2) 100% of ROW acquired or documentation of an easement, and 3) agency must be LAP certified or demonstrate a commitment to obtain LAP certification. Projects are then scored based on technical scoring criteria. Jurisdictions with a project currently on the list can resubmit, under the new program knowing that now there is a land use, as well as transportation option available. A motion was made by Scott Daniels to accept the new application process and scoring criteria, which was seconded by Becky Afonso and passed with a unanimous vote.

7. TREASURE ISLAND TRAIL CONNECTION

Ms. Susan Miller, Forward Pinellas staff, updated the committee regarding the Treasure Island Trail connection. The first phase of the Treasure Island Causeway Trail has been completed. The second phase was designed to connect the Pinellas Trail to the causeway and would have provided a separated path along the north side of Central Avenue adjacent to Causeway Isles and include drainage and roadway improvements. The City of Treasure Island has elected to continue with the roadway and drainage improvements only. Mr. Kyle Simpson, City of St. Petersburg Transportation, suggested that support from the committee could encourage the jurisdictions to continue collaborating on the issue. After additional discussion, a motion was made to request the Forward Pinellas Board recommend that the jurisdictions involved work to provide for safe bike and pedestrian facilities along the Causeway as part of the drainage work. Mr. Ron Rasmussen made the motion, which was seconded by Mr. Mike Siebel and

passed with a unanimous vote. Questions were taken and appropriately answered.

8. ADVANTAGE PINELLAS: ACTIVE TRANSPORTATION PLAN

Ms. Miller addressed the committee regarding the Active Transportation Plan and the Draft of the Vision, Goals, Objectives, Evaluation Criteria & Performance Measures provided by HDR. Members were asked to review and comment, and to please send their comments to staff prior to May 15th, as this document will form the frame work for the recommended priority projects. Questions were taken and appropriately answered.

9. PINELLAS TRAIL SURVEY 2019

Ms. Miller addressed the committee regarding the upcoming Pinellas Trail Survey 2019. This survey is conducted once every five years, and provides important information for planners and elected officials. She asked for volunteers to assist in gathering information from trail users to find out how and why people use the Pinellas Trail. A sign-up sheet was passed around.

10. SPOTLIGHT EMPHASIS AREAS UPDATE

Ms. Favero provided a brief update on SPOTlight areas. With regards to the Vision for US Highway 19 Corridor, FDOT has programed funding to look at the frontage roads throughout the entire length of US Highway 19, and look at some potential improvements for multimodal access. A public workshop was held in St. Petersburg for lane repurposing. The corridor being reviewed is 34th Street South from 22nd Avenue South to 54th Avenue South. For the Gateway Area Master Plan, individual sites that are underdeveloped and underutilized, are being reviewed for land repurposing and the consultants are looking at bike/ped infrastructures and connections that could be made in the Gateway area to make it a lot easier to get around. With regards to Enhancing Beach Access, staff will be meeting with Indian Shores to discuss the stretch of Gulf Boulevard experiencing drainage and safety issues.

11. BPAC BUSINESS

A. Bike/Walk Tampa Bay (BWTB) Summer Summit June 28, 2019

Ms. Julie Bond, CUTR, shared information about this year's Bike/Walk Tampa Bay Summit. It will be a full day in Hillsborough County and they are trying to raise funds for the "I Can Bike" in 2020, which is a campaign to teach children and adults with disabilities how to ride a bike. To help raise funds, there will be a charge for the tickets this year. The cost of the ticket will pay for the lunch with the remainder as a contribution.

B. Tri-County BPAC May 22, 2019

Pinellas County will host May's Tri-County meeting. Those wanting to fit in a bike ride can do so on their own. Once the location is determined in Oldsmar, the meeting will be from 6:00 pm until 7:30 pm. The agenda's will be distributed as the meeting date approaches.

C. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso gave an update on the Florida legislation and the Distracted Driving bill working its way through the legislature. The *Texting While Driving* bill as a primary offense passed through the House and chances are this bill should make its way to the Governor's desk. The Association held its quarterly meeting in Gainesville, FL. The focus was continuing the work on the five-to-ten year business plan and membership. Deadline for the Messenger is May 15th.

D. Pinellas Trails Inc.

Mr. Scott Daniels, Pinellas Trails, Inc., shared an update with the committee. The annual Auxiliary Ranger Appreciation picnic and spring meeting was held at Taylor Park in Largo on March 9, 2019 at 11:00 am. Please Save the Date of Saturday, December 5, 2020, as this is the 30th Anniversary for the Pinellas Trail. Pinellas Trails Inc., will be looking for volunteers and sponsors over the next year for a very large celebration.

12. AGENCY REPORTS

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

Ms. Joan Rice, Pinellas County Public Works Traffic, updated the committee on the North section of the Pinellas Trail Loop. Staff is working with the Board of County Commissioners regarding concerns raised by residents along the proposed alignment. Public Works hopes to hold a workshop to address the concerns, but a date has not been set yet.

• Clearwater Bicycle Pedestrian Program

Mr. Ric Hartman, City of Clearwater, updated the committee on the Druid Trail and announced the trail will be opened by the 28th, with just the walkthrough and punch list pending. A draft report of the Complete Streets Implementation Plan has been completed and staff is ready to meet with the different departments to lay out the plan. City staff plans to attend the June 3rd work session and June 6th regular meeting to present the Complete Streets Implementation Plan. The City is also working on the scope for the Fort Harrison Concept Plan. Ms. Bond with Bike/Walk Tampa Bay and Frances Leong with the City of Dunedin proposed a joint bike ride on May 15th, with the City of Clearwater to recognize May as National Bike Month and to discuss some of the projects currently being considered along the route.

- **Largo Bicycle Pedestrian Program**

Ms. Diane Friel, City of Largo, updated the committee on the City of Largo. Largo is a recipient of the one of the place-making grants which will be centered on the U.S. 19/Roosevelt Boulevard project. The consultant will be charged with creating a special area plan to be dove tailed with the Gateway Area Master Plan. Largo also received an FDOT Safe Routes to School grant for Ponce de Leon Elementary School. A sidewalk is planned from Roosevelt Boulevard to the first intersection of Bay Vista Drive. Tech Data is not contributing funds to extend the sidewalk further at this point. It was mentioned at the last BPAC meeting that Pinellas County Housing Authority might be encouraged to share parking for the Trail at Ulmerton Road administration building. Largo reached out to the Housing Authority and was told that the lot was already being used unofficially by users. Largo is not certain if there needs to be an official agreement.

- **St. Petersburg Bicycle Pedestrian Program**

Mr. Simpson provided a brief update on the City of St. Petersburg. The Central Avenue BRT went to the Committee of the Whole, to present the option for parking on both sides and no bike lanes between 20th and 31st Streets on 1st Avenues, or parking on one side of the street with a wide buffered bike lane. Prior to the meeting, the Mayor informed PSTA that St. Petersburg preferred to have buffered bike lanes. The Complete Streets Implementation Plan was received favorably by the committee, and will be brought to City Council for approval on May 2nd. The public is encouraged to attend.

- **FDOT District 7 Updates**

Mr. Alex Henry, FDOT Bike/Ped Coordinator, shared an update for FDOT projects. The Central Office in Tallahassee is working on developing a statewide program for non-motorized bicycle/pedestrian counting. A pilot program of portable counters throughout Tallahassee was just completed with successful results in this statewide program. FDOT will be reaching out to local governments to partner with them to install counters at various locations.

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

Ms. Miller provided a brief update on the PTSTF meeting on April 9, 2019. She reviewed the Active Transportation Plan currently being developed. She then pled with those in attendance to volunteer for the Trail Users Survey scheduled for April 26th and 27th.

12. OTHER BUSINESS

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

There were no suggestions offered at this time.

E. Other

Ms. Miller commented on the correspondence included in the packet regarding fines in other cities for drivers traveling in the dedicated bike lanes. Germany is clamoring over the wearing of bicycle helmets; receiving a lot of opposition from the bicyclists. Ms. Alfonso would like to get an update on the Maintenance of Traffic Policy for Pinellas County projects. Belleair Causeway signs are allowed to be posted.

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:13 am. The next BPAC meeting is scheduled for Monday, May 20, 2019.

Bicycle Pedestrian Advisory Committee – May 20, 2019

4. Forward Pinellas Executive Summary – May 8, 2019



SUMMARY

The May 8, 2019 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 May 8, 2019 (was distributed at the meeting)

ACTION: None Required, Informational Item Only

May 8, 2019

Please note that this summary has not been approved as the official minutes of the board.

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

A consultant for Pinellas County presented alternative options for improving traffic flow and reducing travel times at the intersection at Gulf to Bay and Belcher Road

- A representative from the county had previously come to the Forward Pinellas Board in February 2017 to discuss original recommendations for the intersection
 - Options of widening the roadway and adding turn lanes would cost between \$15M and \$18M but would not improve the traffic level of service to justify the cost
 - An overpass at Belcher Road would improve traffic flow and level of service, but cost more than \$80M
 - Pinellas County directed staff to look at additional alternatives to improve traffic flow and safety
- The consultant is a national expert in innovative intersection designs
- The new recommended alternative would create “Michigan U-turn” options instead of left turns at the intersection, resulting in a greatly improved estimated level of service
 - Signalized U-turns would be added in the medians 500-700 feet east and west of Belcher, based on observed traffic patterns
 - This would allow better traffic flow with reduced travel time, shorter intersection cycle time, and increase pedestrian safety for crossing
 - This alternative would also allow the signal to remain at Walmart/Publix on Belcher, which would have to be removed in many of the expanded roadway scenario
 - Small amounts of right-of-way would have to be purchased to allow “bump-outs” that would help large trucks make the U-turns safely
 - This would be by the cheapest option of all alternatives, coming in at \$13.4M
 - It would be nearly as effective as the \$80M overpass option previously rejected
- Board members expressed concern about several factors, including the difficulty of conveying advantages to the public, whether the U-turn option would be intuitive for drivers, and whether the U-turn would decrease traffic volume at this intersection but increase congestion at other intersections
- The presentation was not an action item and will come before the Pinellas County Board of County Commissioners for a decision

Forward Pinellas staff presented an update on the Advantage Pinellas Plan

- Staff presented a snapshot of the outreach activity that has been conducted countywide for the past several months, which shows widespread support for spending funds on better bus service, rail and bicycle/pedestrian connections and lack of support for spending on more or wider roads
 - This generated significant discussion among board members, who expressed surprise at the results and felt it told a story that would be valuable in development of the plan
 - Board members asked staff to explain the locations and methodology of the activity
 - The activity is a ball game survey to help people define funding preferences and is not statistically valid
 - Outreach events thus far have occurred mainly in South Pinellas County with more planned for spring and summer elsewhere
 - Board members liked the exercise and expressed desire to see more outreach in all parts of the county
- Staff also spoke about the needs assessment with the roadway network adjustment and priority transit corridors

- Staff are running computer model tests on various roadways to evaluate changes to the road network, such as widening/reducing lanes or using toll roads, including east-west corridor alternatives
- Transit needs are being developed, focusing on suitability for improved service to connect existing residents to workforce development and job-training opportunities
 - Premium or priority transit corridors were identified by connecting the highest employment and workforce development areas with transit-supportive neighborhoods, reflecting population and social/economic characteristics
 - This resulted in developing three main types of inter-connected premium transit corridors
 - Regional
 - Tourism-oriented
 - Intra-County
- Board members expressed a desire that the Gateway area be served by premium transit and that transit corridors serve tourists as well as residents

FDOT District 7 Secretary David Gwynn gave a status update on several Tampa Bay Next projects

- Express lanes on I-275 from I-375 to Gandy are currently being evaluated
- FDOT is in the process of designing a Bus on Shoulder pilot project on I-275 in Pinellas County, with construction estimated to be completed in 2022
- The \$580M Gateway Expressway project is underway, with completion in 2022
 - The Gateway Expressway will provide connections from US 19 and Bayside Bridge to I-275, and the I-275 widening will create a tolled express lane in each direction from south of Gandy to north of 4th Street N
 - Gwynn also discussed the workforce training program that District 7 had implemented for the Gateway Expressway project, which had been very successful in training and retaining workers
- Howard Frankland Bridge construction will begin in early 2020, with a transit envelope designed to support future light rail
- FDOT is still working to obtain funding for the full Westshore interchange, which has been prioritized by Hillsborough, Pinellas and Pasco as the number one regional priority and includes:
 - Three general purpose and two express lanes in each direction
 - Express lane access to Tampa International Airport
 - Dedicated ramp from Kennedy Blvd to the airport
 - Connects Veteran's to I-275 via express lanes
 - Local street connections under I-275
 - New connection from Rio Street to I-275
- The difficulty has been that the downtown interchange still faces community opposition, and the Federal Highway Administration would prefer to move the two interchanges forward at once
 - District 7 would prefer to separate the Westshore interchange and advance that billion-dollar project separately while continuing to work with the community on solutions for the downtown interchange

Forward Pinellas staff outlined changes to the Transportation Alternatives Program, which were approved by the board

- The TA Program uses federal funds to construct pedestrian and bicycle projects, as well as infrastructure to improve non-car access to transit
- In the past, subjective scoring and loose application requirements had led to a long list with many projects and very limited funding, resulting in projects that stayed on the list for long periods of time without funding
- The revised program structure would have a more fully outlined set of criteria
 - Minimum award of \$300K, maximum award of \$2M

- Forward Pinellas will select a maximum of four projects for funding each year
- Each jurisdiction would only be allowed to submit two projects per year
 - In the first year of the new criteria, jurisdictions would be allowed to submit three projects if they had projects on the previous list
- After three years without getting funding, projects will be removed from the list
- Jurisdictions must meet three prerequisites for projects to be considered
 - Local commitment
 - 100% of right-of-way or easement
 - Have achieved Local Agency Program (LAP) certification, make progress toward LAP certification, or partner with a LAP-certified agency to build the project
- Scoring criteria (including percentage of local match, filling a gap, access to priority transit, and more), are assigned points, for a maximum of 80
- The new TA project priority list will come to the board for approval in March 2020

The board approved amendments to the current Transportation Improvement Program

- An amendment adding \$2.5M in FY2020 toward design for express lanes and lane continuity on I-275
- An amendment adding \$533K to FY2019 for engineering design of a roundabout to improve intersection safety on Alternate US 19 at Florida Avenue

The board recommended approval for two amendments to the Countywide Plan submitted by the City of Largo

- A subthreshold amendment from Retail and Services to Employment for a property on 66th street north, allowing for future development of what is currently a warehouse and storage facility
- A regular amendment from Employment and Target Employment Center to Retail and Services and Target Employment Center for a property in the ICOT center, allowing for continued retail and commercial uses on the property

Other Items

- Tarpon Springs Vice-Mayor Townsend Tarapani joined the board, filling the seat previously held by Tarpon Springs City Commissioner Jacob Karr
- The board approved amendments to the agency's Public Participation Plan
- The board heard an update from Bike/Walk Tampa Bay about its initiatives to increase safety and biking/walking education in the region
- The Forward Pinellas Legislative Committee will be adjourning until September as the legislative session has ended
- The Indian Shores mayor will be coming before the board in June to talk about drainage issues and sidewalk needs on Gulf Boulevard
- The 2017/18 agency audit was presented and approved, with one internal control finding on the MPO side that had been swiftly addressed

Action Sheet

May 8, 2019

At its May meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 12-0)
Approved to include the following:
 - A. Approval of Minutes of the April 10, 2019 Meeting
 - B. Approval of Committee Appointments (CAC & LCB)
 - C. Acceptance of Quarter Two Financial Report
 - D. Approval of Forward Pinellas/FDOT Joint Certification Statement and Summary
 - E. Cancellation of the August Forward Pinellas Meeting

- **Proposed Amendment(s) to FY 2018/19 – FY 2022/23 Transportation Improvement Program (TIP)**
Following a description of the amendments by FDOT, the board, in its role as the metropolitan planning organization, approved two amendments to the TIP by roll call vote to:
 - add \$2.5 million to FY2020 toward the development of design concept plans for improvements to I-275 (SR93) from 54th Avenue South to South of Roosevelt Boulevard (vote: 12-0)
 - add \$533,000 to FY2019 for the preliminary engineering of a roundabout to improve intersection safety on Alternate US 19 at Florida Avenue (vote: 12-0)

- **Proposed Amendments to the Public Participation Plan (PPP)**
Following a staff presentation, the board, in its role as the metropolitan planning organization, approved the amendments to the Public Participation Plan as outlined. (vote: 12-0)

- **Subthreshold Countywide Plan Map Amendment(s)**
One case was recommended for approval:
 - 1. CW 19-09 – City of Largo (vote: 12-0)

- **Regular Countywide Plan Map Amendment(s)**
One case was recommended for approval:
 - 1. CW 19-10 – City of Largo (vote: 11-0, Councilmember Rice had stepped out of the meeting)

- **FY 2017/18 PPC and MPO Audits**
Following a presentation by the audit firm, the board accepted the final audits for both the PPC and MPO. (vote: 12-0)

- **Transportation Alternatives Program**
Following a staff presentation, the board, in its role as the metropolitan planning organization, voted to approve the changes to the program as outlined. (vote: 12-0)

5. 34th Street Lane Elimination/Repurposing Project

SUMMARY

As part of its US 19 visioning initiative, Forward Pinellas has been working with the Florida Department of Transportation (FDOT), City of St. Petersburg, and the Skyway Marina District to evaluate the concept of re-purposing the outside lanes of 34th Street from 22nd Avenue South to 54th Avenue South for bus use and business access (i.e. shared bus and right-turn lanes). This would be implemented as part of an FDOT resurfacing project, from 22nd Avenue North to 54th Avenue South, scheduled for construction in 2022.

The lane repurposing project would also include the construction of six to 10 foot sidewalks on both sides of the road and pedestrian activated crosswalks. The purpose of these improvements is to improve the safety of the road for pedestrians, bicyclists and transit users as well as motorists. The project is also intended to support the vision of the Skyway Marina District to create a safe walkable environment that provides viable alternatives to automobile travel while supporting the development of a vibrant local economy. The project provides an opportunity to implement complete street improvements that move the District closer to achieving this vision. The 34th Street corridor traverses the center of the Skyway Marina District.

In 2018, Forward Pinellas planning consultant HDR, Inc. completed the *34th Street South Lane Elimination Study*, a feasibility analysis to evaluate the effect of the lane re-purposing project on roadway operations. The analysis showed that converting the outside lanes from general use traffic to bus use and business access would not have an adverse impact on roadway performance related to vehicle travel. A web link to the results of the analysis is listed as an attachment below.

On April 4, 2019 a public workshop was held at the St. Petersburg College Allstate Center on 34th Street South to provide an opportunity for citizen input on the 34th Street South corridor as well as the lane re-purposing project. There were 64 people in attendance and 61 of them completed a survey intended to gauge their level of support for the project and to identify their main concerns about the corridor. A summary of the survey results is attached. Regarding the proposed improvements, 54 percent supported the lane re-purposing, 85 percent supported the wide sidewalks and 80 percent supported the pedestrian activated crosswalks.

The St. Petersburg City Council will be asked to formally endorse the lane re-purposing project in May and the Forward Pinellas Board is scheduled to endorse it at their June 12 meeting. Additional information about the project is available at <http://forwardpinellas.org/projects/34th-street-lane-repurposing-study>.

ATTACHMENT(S):

- 34th Street South Lane Elimination Study
(<http://forwardpinellas.org/wp-content/uploads/2018/11/34th-Street-Lane-Reduction-2018-09-20.pdf>)
- 34th Street Lane Re-purposing Workshop Survey Results

ACTION: Approve 34th Street Lane Re-purposing Project

34th Street Lane Re-purposing Workshop, April 4, 2019 - Survey Results

1. What is your home zip code?

33711	29% (Skyway Marina District)
33712	17% (Skyway Marina District)
33705	12%
33713	8%
others	34%

2. Do you work or attend school on 34th Street between 22nd Avenue South and 54th Avenue South?

Yes: 20% No: 80%

3. What do you feel are the most important issues regarding 34th Street?

	VI	I	NI	NO
Safe accommodations for pedestrians and bicyclists	61%	29%	11%	
Traffic congestion/delays	41%	32%	27%	
Motorist behavior (e.g., speeding, red light running, aggressive driving, etc.)	58%	33%	7%	2%
Need for improved transit service (e.g., less time between stops, later hours,	39%	27%	20%	14%
Lack of retail/shopping establishments and restaurants	59%	22%	17%	2%
Need for public gathering places (e.g., parks, outdoor markets)	56%	23%	21%	
Need for landscaping along the corridor	41%	36%	22%	
Need for mixed-use development (e.g., residential/office or	36%	41%	21%	2%

VI = Very Important; I = Important; NI = Not Important; NO = No Opinion

4. Below are improvements proposed to be included in the scheduled resurfacing of 34th Street, 22nd Avenue South to 54th Avenue South.

Check the appropriate box corresponding to your preference for each as follows:

	S	DS	NS
Conversion of outside lanes to shared bus use and right turns (i.e., Business Access and Transit lanes)	54%	36%	10%
Wide sidewalks on both sides of road to accommodate pedestrians and bicyclists	85%	13%	2%
Pedestrian activated crosswalks at multiple locations	80%	18%	2%

S = Support; DS = Don't Support; NS = Not Sure

5. What types of additional improvements/strategies should be considered for 34th Street South in the future?

	VI	I	NI	NO
Adding vehicle lanes	12%	18%	62%	8%
Better enforcement of traffic laws	34%	47%	16%	3%
More frequent/expedited bus service	37%	29%	17%	17%
Bus stop amenities (e.g., covered shelters, bike racks, etc.)	47%	29%	12%	12%
Pedestrian friendly land use design (e.g., parking oriented to side or rear of properties, tree canopy along sidewalks and in parking areas, pedestrian connections between properties and surrounding sidewalk network, etc.)	62%	18%	15%	5%
Access management strategies that include shared driveways and sharing parking areas between neighboring land uses	31%	36%	17%	17%
Encouragement of mixed-use development	49%	34%	12%	5%
Provision of public gathering places (e.g., parks, outdoor markets)	55%	20%	20%	5%
Landscaping along corridor and on adjacent properties	47%	30%	17%	7%

VI = Very Important; I = Important; NI = Not Important; NO = No Opinion

Ques. 3 - Other

Do not take a lane of general purpose vehicle traffic out when traffic is increasing & transit is decreasing, taking a lane of vehicle traffic out will create congestion.

Traffic signals added at key points of entry to 34 th south

The walkways are wide enough, the pinellas trail is accessible. Beatification of CURRENT green space is important.

Anyone who actually lives in this neighborhood knows this area is not going to be a social walking area...that is within the neighborhoods

Allowance for crosswalk to safely cross the highway, on foot or bike, at the Aldi, Ceridian cross street. Is a pedestrian overpass possible?

I live in the Disston Heights neighborhood and use the 34th Street corridor often. My concern for the area is the prostitution and having people trying to “shake me down” for money when I am pumping gas at 5th Ave N and 34th St. I no longer stop in that area because of so many incidents.

Better timing of traffic lights to keep traffic moving more smoothly.

Branded restaurants and stores. Remove the indoor flea market type of shopping centers, or the restaurants and shopping centers that are sitting empty for years. Time to get new, and modern shopping and restaurant choices to keep the money in the Marina District. Right now we leave and eat on 4th street or Seminole but we live in a \$450,000 townhouse in the Suntex Marina. There are many well to do people who live here that want the shopping and restaurants here. More jobs and more money will stay local. Get the Sprouts Market and Olive Garden.

Slower traffic speeds to improve safety

An Express bus service on 34th St. would be great. I'd love to see better, more modern bus shelters.
Safer access into/out of businesses located along 34th St S.
Planning seems to have been complete before public comment was sought.
Traffic lights at 42nd Ave S and 34th St S

Ques. 5 - Other

Those of us that live in the area do not want 34th St. S to turn into 9th St. N where they took out important car lanes & it's impossible to get through the lights (we used to live off 8th St. and 24th Ave.& moved South for more space). Do not make 99% of people traveling miserable. The view of the Flamingo, storage units, fast food, and XTC ...taking lanes away doesn't make it more beautiful. Space is ample currently...add trees and don't waste \$ on shrinking the road. Do YOU drive there during winter visitor season? On Sat or Sun during beach season?

Keep us moving forward in this area of St Petersburg! Thank you!

I avoid this area now because it's dangerous

It's a pretty nice area once you get rid of all the empty restaurant and shopping center buildings and build new nice complexes and restaurants. Please no check cashing or payday loan type stores. People can go down two blocks for those services.

Protected bike lanes

But will the cyclists use the sidewalks? They make making a right turn very scary for a driver when they're on the road!!

Public sessions might have been more positive if public input had been sought earlier.

Traffic lights at 42nd Ave S and 34th St S

Bicycle Pedestrian Advisory Committee – May 20, 2019



6. Gulf Boulevard Drainage/Sidewalk Project

SUMMARY

Gulf Boulevard, from Walsingham Road in Indian Rocks Beach to Park Boulevard in Indian Shores, is scheduled for a drainage improvement project in the spring of this year. It is expected to be completed by late 2021 at a cost of \$4.3 million.

Stormwater on this three mile section of Gulf Boulevard currently drains into the bicycle and pedestrian paths, which are level with and adjacent to the road surface. The project is intended to alleviate the ponding conditions that occur following a storm event. It includes the installation of trench drains and piping and replacing the top layer of the bicycle and pedestrian paths, which is comprised of pervious material.

In addition to the drainage issues, the affected cities have expressed concern about bicycle and pedestrian safety on the corridor. In the absence of a curb or raised buffer separating the bicycle and pedestrian paths, motorists have been observed driving on these paths to pass slower moving vehicles on the right. Forward Pinellas staff attended a meeting with representatives of the cities of Indian Shores and Indian Rocks Beach on May 2, 2018. At the meeting, Indian Shores police officer Ray DeCunto who was later promoted to police chief, indicated that city police had issued 25 warnings and 28 citations to motorists caught passing vehicles using the bicycle and pedestrian paths in the previous two months.

Rather than moving forward with the currently scheduled project, the City of Indian Shores is urging FDOT to address the safety and drainage issues on the corridor in the same project that would include construction of curb and sidewalk as was originally planned in 2000. This was conveyed in a February 11, 2019 letter from Indian Shores Mayor Patrick Soranno to FDOT District 7 Secretary David Gwynn (see attached).

The cost of this project is expected to exceed \$15 million, not including acquisition of right-of-way and easements, based on FDOT's latest estimate provided in January, 2019. In 2001, the cost estimate for reconstructing the road with a center turn lane, including right-of-way acquisition, was \$47 million. This high cost estimate led to the design and construction of a lower cost alternative utilizing an at-grade configuration and pervious surface material on the pedestrian and bicycle paths. This is what exists on the corridor today. As evidenced by the ponding conditions that occur after a storm event, the pervious surface has not been an effective drainage solution.

FDOT staff have been working diligently to identify interim solutions that can be implemented as part of the currently scheduled drainage project. Based on the results of a site visit on March 27, FDOT staff has indicated they will include sidewalk construction with the project where sufficient right-of-way is available. This will not allow for a bike lane or path, but would provide room for grass or landscaping between the road surface and sidewalk. The road surface would be marked with sharrows to accommodate bicyclists. For the sections affected by right-of-way constraints, sidewalks would need to be installed as part of a future reconstruction project. Approximately two-thirds of the project corridor does not have enough right-of-way for sidewalks. To secure the necessary funding for this reconstruction project, it has been included in the proposed Transportation Improvement Program Multimodal priority list that will be presented to the Forward Pinellas advisory committees this month. FDOT staff will be in attendance at this meeting to present design options for the currently scheduled project.

ATTACHMENTS:

- Excerpt of FDOT Powerpoint Presentation – SR 699/Gulf Boulevard Drainage Improvement Program
- Letter dated February 11, 2019 from Indian Shores Mayor Patrick Soranno to FDOT District 7 Secretary David Gwynn

ACTION: Provide input on Gulf Boulevard drainage and sidewalk project



SR 699/Gulf Blvd

Drainage Improvement Project

from Park Boulevard to Walsingham Road | FPID: 436697-1-52-01

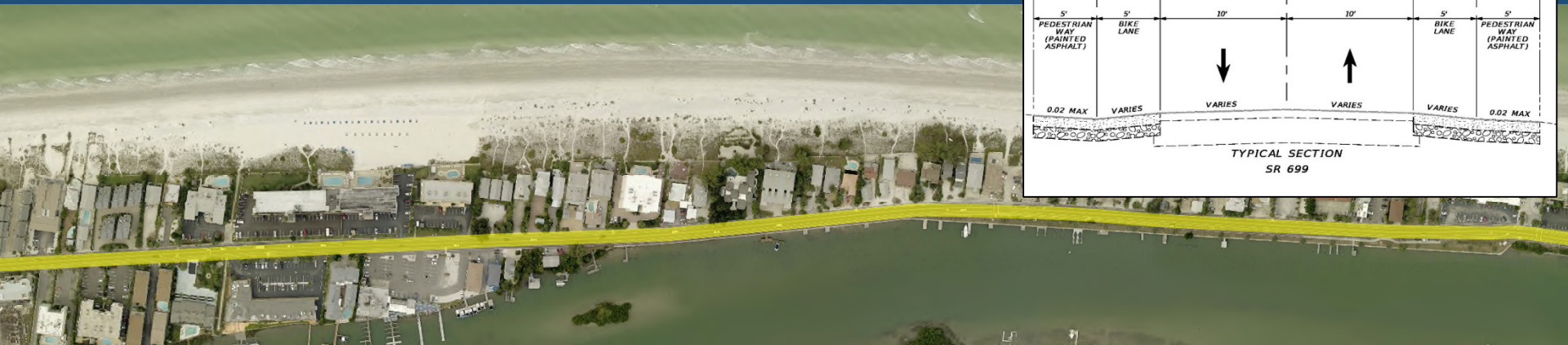
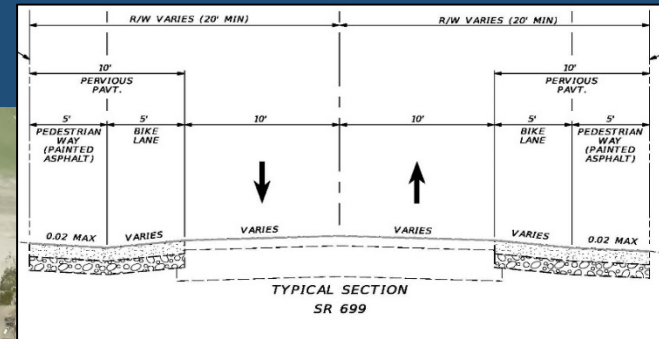


Town of Indian Shores Council Meeting
City of Indian Rocks Beach Commission Meeting

January 9, 2018

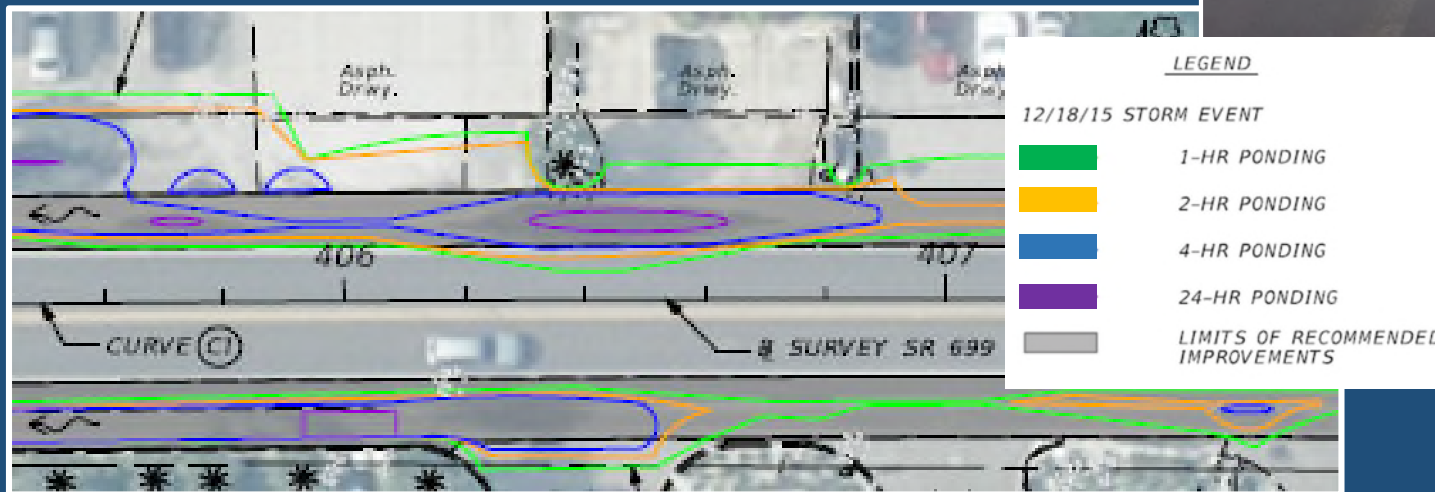
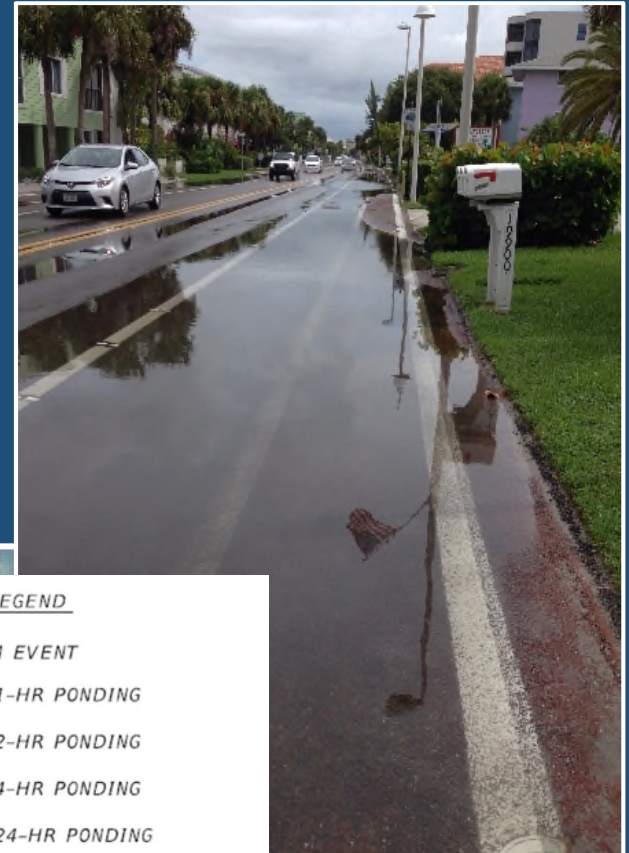
Project Limits & Existing Conditions

- **Project Limits**
 - SR 699 from Park Boulevard to Walsingham Road – 3 miles
- **Existing Conditions**
 - Two 10-foot travel lanes
 - 5-foot bike lane/5-foot pedestrian path on both sides
 - Limited drainage structures
 - Stormwater runoff drains to the bike/pedestrian path
 - Runoff infiltrates the pervious pavement in the bike/pedestrian path



Project Objectives

- **Improve Drainage**
 - Increase the speed that water drains from the pathway
- **Reduce Ponding**
 - Limit volume of standing water on pathway after storm events
 - Provide at least 3-feet of clear passage



Ponding areas after storm event

Installation

- **Maintain Access to Public and Private Property**
 - Maintain Two-Way Traffic
 - Brief exception during installation of two under-roadway pipe crossings
 - Multiple work zones (same side of roadway)
 - Limited work periods 8:00 AM – 8:00 PM
 - Other work periods require Town & City approval
 - Roadway open overnight, weekends and holidays
 - Maintain pedestrian traffic on one side of roadway
 - Crossing at flashing beacons





Project Contact Information

Timothy R. O'Brien, P.E.

FDOT District 7 Senior Project Manager

813-975-6161

Tim.OBrien@dot.state.fl.us

INDIAN SHORES

Ph 727.595.4020 Fax 727.596.0050
19305 Gulf Boulevard, Indian Shores, FL 33785
www.myindianshores.com

Received
FEB 18 2019



February 11, 2019

Mr. David Gwynn, P.E.
District 7 Secretary
Florida Department of Transportation
11201 N. McKinley Drive,
M.S. 7-100
Tampa, FL 33612-6456

Dear Mr. Gwynn:

Pursuant to our last meeting on the subject of pedestrian safety in Indian Shores, enclosed you will find two (2) recently published articles in the local news and editorial sections of the Tampa Bay Times on January 24 and 25, 2019.

The local news headline reads "**Streets unsafe for pedestrians**". It describes Tampa Bay as among the ten most dangerous areas for pedestrian safety in the country.

The editorial headline reads "**Make region safer for walkers and cyclists**". These articles clearly underscore and corroborate the need for sidewalks here in Indian Shores.

As you know, Gulf Boulevard is not a rural road. It is imperative that we all agree on finding an effective solution for pedestrian safety here in Indian Shores.

I believe that our only solution is to install sidewalks as originally envisioned in full-blown engineering plans with cost estimates as created by the Florida Department of Transportation (FDOT) back in early 2000. It is clear to me that FDOT leadership at that time understood the gravity of our situation and were prepared to implement a solution. The Great Recession put a halt to that endeavor.

Patrick C. Soranno
Mayor

Diantha Schear
Vice Mayor

Mike Hackerson
Councilor

Michael (Mike) Petrucci
Councilor

William F. (Bill) Smith
Councilor

Bonnie Dhonau
Town Administrator

E.D. Williams
Interim Chief of Police

Susan L. Scrogham
Director of Finance
and Personnel

Freddie G. Lozano
Town Clerk

Steve Tetlak
Building Official

Regina Kardash, Esq.
Town Attorney

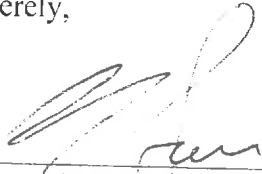
As you may be aware, several years ago our Town Administrator, Bonnie Dhonau, contacted FDOT officials requesting the re-milling of the pedestrian and bike lanes (recommended every 5 years). FDOT officials responded with a proposal to re-engineer Gulf Boulevard to alleviate the flooding and ponding on Gulf Boulevard.

While this drainage project is a welcome relief to a serious problem, it remains a band-aid as described by your FDOT officials, but it is certainly a step in the right direction.

I became Mayor in December of 2016 and rapidly recognized it did not address the critical problem of pedestrian safety on a very busy state road.

Your continued consideration and support for our residents is greatly appreciated.

Sincerely,



Patrick C. Soranno
Mayor

Enclosures (2):

- 1.) Tampa Bay Times, January 24, 2019, "Streets unsafe for pedestrians".
- 2.) Tampa Bay Times, January 25, 2019, "Make region safer for walkers, cyclists".

cc: Whit Blanton, FAICP, Forward Pinellas
T. Hood, P.E., FDOT
Richard Moss, P.E., FDOT
T. O'Brien, P.E., FDOT
Brian W. Pickard, P.E., FDOT
A. Bartolotta, Forward Pinellas
Mayor Cookie Kennedy
R. H. Brotherton, P.E.

Streets unsafe for pedestrians

The Tampa-St. Petersburg-Clearwater area is on a top 10 list for deadly places in the U.S.

BY CAITLIN JOHNSTON
Times Staff Writer

The Tampa Bay area and seven other Florida metro areas are among the top 10 most dangerous places in America to walk, according to a report released Wednesday.

The advocacy group Smart Growth America compares pedestrian safety among cities of different sizes as part of its Dan-

gerous By Design report. Tampa Bay's rank among the most deadly regions dropped from 7 to 9 since the group's last study in 2016, but the number of pedestrian deaths increased in that same time period.

Also, Florida remains the nation's most deadly state for those who journey on foot, topping the group's study for the last three reports since 2014. The

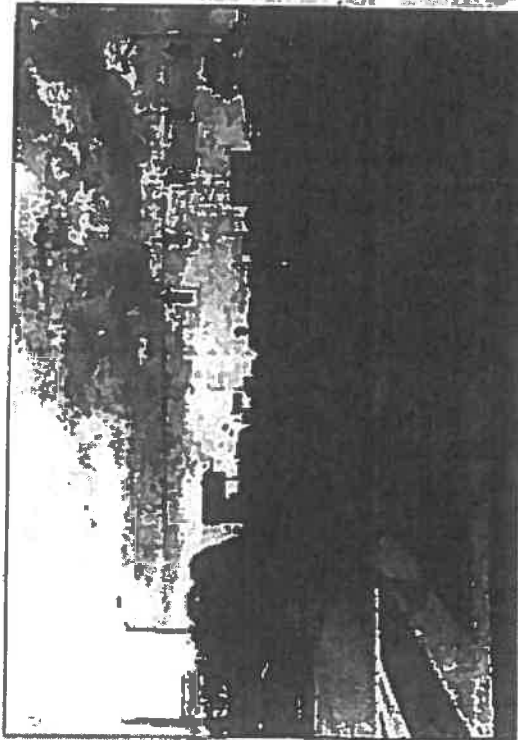
state's numbers are "significantly, significantly higher" than Alabama, which ranked second, said Emiko Atherton, director of the National Complete Streets Coalition with Smart Growth America.

She added that, nationwide, 2016 and 2017 were the two most deadly years for pedestrians in the past three decades.

"The bottom line is we are killing more people," Atherton said.

The report also highlights that the elderly, minorities, people with disabilities and those living

See FATALITIES, 5B



Tampa Bay's three main cities had 800 pedestrian deaths over a 10-year period through 2016, a new report says.

From the front page »

» FATALITIES continued from 1B

in low-income neighborhoods are more at risk than their counterparts.

"This sobering report confirms what we have known for years," said Jeff Johnson, AARP's Florida state director. "Florida is the deadliest state in America to simply walk. And older Floridians are especially at risk."

Back in 2016, the seven most dangerous metro communities for pedestrians were all in the Sunshine State. Bakersfield, Calif., broke up those rankings this year, claiming the seventh position.

The Tampa-St. Petersburg-Clearwater area had 900 pedestrian deaths over a 10-year period through 2016, the new report says. That's up from the 821 pedestrians who were killed across the region over a 10-year period through 2014.

The rise in fatalities comes after Tampa Bay has made investments in "complete streets," an urban design approach that promotes safety and convenience for all users and modes of transportation.

Several local governments in Florida, including Hillsborough County, Tampa and Orlando (the most dangerous area, according to the report), have recently adopted a "Vision Zero" goal of eliminating pedestrian and bicycle fatalities. Safety planning often addresses both bicyclists and pedestrian issues in tandem, seeking to make streets safe for all users, not just drivers.

St. Petersburg has committed to a 20-year initiative that over the next five years would add 60 miles of bike lanes, trails and markings and about 92 pedestrian crossings to city streets.

The city drew ire from some residents after replacing one traffic lane on Martin Luther

The most dangerous places for pedestrians

Below are the top 10 most dangerous metro areas for pedestrians as determined by the advocacy group Smart Growth America.

The ranking compares communities of different sizes by controlling for the number of people who live in the area and the number of people that walk to work.

1. Orlando-Kissimmee-Sanford
2. Deltona-Daytona Beach-Ormond Beach
3. Palm Bay-Melbourne-Titusville
4. North Port-Sarasota-Bradenton
5. Lakeland-Winter Haven
6. Jacksonville
7. Bakersfield, Calif.
8. Cape Coral-Fort Myers
9. Tampa-St. Petersburg-Clearwater
10. Jackson, Miss.

King Jr. Street between Fourth and 30th avenues N with extra-wide bike lanes as part of its complete streets efforts.

Tampa quashed a plan to add bike lanes on Bay-to-Bay Boulevard after facing similar criticism. Bike and pedestrian advocates said the plan to convert a traffic lane to a bike lane would also improve safety for those who walk by slowing speeds and calming traffic. The city instead decided that traffic flow takes precedence over bicyclists and pedestrians.

Atherton referenced the debate over Bay-to-Bay Boulevard when encouraging cities to evaluate whether resources are being spent on the streets that have the heaviest pedestrian traffic and need the most work, or if those funds are being diverted to other roads that have less of an impact but more political will backing their improvements.

"Sometimes the streets that need retrofitting the most face the most political opposition,"

she said.

Karen Kress, director of transportation and planning for the Tampa Downtown Partnership, said local planners prioritize projects based on areas that have the highest number of crashes.

"From my experience, the local governments are really trying to go about (making safety improvements) by starting with the most dangerous areas," Kress said.

Hillsborough's recently approved transportation sales tax aims to dedicate a percentage of the revenue directly to safety improvements, as long as a lawsuit filed by Hillsborough Commissioner Stacy White doesn't overturn the tax. One of the first priorities, Kress said, is to spend some of the money on sidewalks and crosswalks around schools.

"Everybody wants safer streets," Kress said. "I personally think that's part of the reason why the referendum passed. ... I think people are fed up and it's time do something about it."

Hundreds of the mid-block, flashing crosswalks have been installed on popular roadways throughout Tampa Bay, including Gulf Boulevard along Pinellas County's beaches, Fourth Street in St. Petersburg and Bayshore Boulevard in Tampa. More are planned over the next decade.

Meanwhile, Hillsborough's Vision Zero project aims to slow traffic, educate the community, and provide fair enforcement of the law. Efforts to connect sidewalks, install mid-block crossings and improve intersections have increased in recent years.

Still, the number of pedestrian deaths continues to rise.

"These changes take time," Atherton said. "We spent decades building an unsafe system."

Contact Caitlin Johnston at cjohnston@tampabay.com or (727) 893-8779. Follow @cjohnst.

A Times editorial

Make region safer for walkers, cyclists

It's dangerous to go for a walk in the Tampa Bay region, and it shouldn't be. Nine hundred pedestrians died in the Tampa-St. Petersburg-Clearwater area between 2008 and 2017, making Tampa Bay the ninth-most dangerous region to walk in the entire United States, according to Dangerous By Design, a report out this week by the advocacy group Smart Growth America. It doesn't have to be this way, and the region's embrace of "complete streets" — urban planning that stresses safety for walkers and cyclists and transit riders as well as drivers — should help to ensure that it won't. But personal responsibility plays a big role as well. No road engineering will protect a pedestrian from a texting driver who is oblivious to the flashing signal at the crosswalk.

Florida is by far the most dangerous state and has eight of the nine most pedestrian-hostile metro areas, and it's much worse than other Sun Belt states, so it's not just the weather. Dangerous By Design looks not only at pedestrian fatalities per 100,000 people (Tampa Bay has 3.07; for comparison's sake, the murder rate in Tampa is 10.3). Its "Pedestrian Danger Index" also controls for the share of people who walk to work, meaning the numbers are comparable across all states and metro areas.

This is a civil rights issue as well as one of safety. The study shows that, nationally, African-Americans pedestrians are at 50 percent more risk than whites. (Incredibly, a separate study from Las Vegas showed drivers were likelier to yield to a white woman in a crosswalk than a black woman.) People walking in lower-income neighborhoods die at 2.5 times the rate as those in well-to-do neighborhoods. Anyone over 50 years old faces a higher risk and, for the elderly, it's far higher still.

While driving has become safer thanks to air bags and other safety features, walking has become more dangerous. Miles driven increased only 8.1 percent in the decade of the study, but pedestrian deaths rose at more than four times that rate (35.4 percent). The study blames decades of design that emphasized moving cars quickly with little regard for the safety of others, and its authors surmise that Sun Belt states fare badly because so many of their roads were engineered in the age of the automobile.

Improvements already are happening. Tampa has added bike lanes and markings to 98 miles of its

roads in recent years, and it plans 20 more miles of bike projects in the next fiscal year. St. Petersburg plans to add 60 miles of bike lanes, trails and markings and about 92 pedestrian crossings to city streets in the next five years. And Clearwater has just completed a bike trail that makes it possible to ride from Clearwater Beach across the Courtney Campbell trail to Tampa.

The countywide transportation tax that Hillsborough County voters approved in November commits a dedicated portion to transportation safety improvements. All told, nearly one-fourth of the \$300 million the tax is expected to generate each year will be used to improve safety on existing roads and bridges, including projects that are specifically intended to make walking and cycling safer. Hillsborough and its three cities will have tens of millions of new dollars every year for road safety and sidewalk improvements, which will mean better lighted streets, new crosswalks and safety barriers and safer intersections from Plant City to Town 'N Country.

In a region where school children are routinely asked to walk up to two miles to school, there should be adequate sidewalks and safe crosswalks. Drivers, especially frustrated ones, should remember to share the road. They must yield to pedestrians in a crosswalk. It's not an inconvenience for drivers — it's the law, whether or not a signal is flashing.

Better road designs will help. But it's a people problem, too. Drivers have a responsibility when they get behind the wheel, one that is deadly serious.

7. Advantage Pinellas: Active Transportation Plan Existing Conditions



SUMMARY

Every five years, Forward Pinellas is responsible to develop a 25-year transportation plan, called the Long Range Transportation Plan (LRTP). Branded as Advantage Pinellas, the plan examines countywide transportation needs, land uses, shifting regional travel patterns, technology and demographic changes since the previously adopted LRTP. One of the foundations of future of transportation in Pinellas County is bicycle and pedestrian travel through the master plan, which has been repackaged as Active Transportation Plan.

Over the past few months, the BPAC has provided stakeholder input and direction for the vision and purpose of the Active Transportation Plan. The consultant, HDR, along with staff, continues to evaluate bicycle/pedestrian safety solutions, identifying gaps in non-motorized networks, and to propose prioritized projects and concepts.

The draft of the Technical Memorandum I: Existing Conditions was completed and delivered in mid-April 2019. The BPAC will receive a presentation from HDR and have an opportunity to review this draft document and discuss its content.

ATTACHMENTS: Draft Active Transportation Plan: Existing Conditions (distributed SEPARATELY via email)

ACTION: BPAC Discussion and Comment on draft document

8. SPOTLight Emphasis Areas Update

SUMMARY

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

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

ATTACHMENT(S): None

ACTION: None Required; Informational Item Only

Bicycle Pedestrian Advisory Committee – May 20, 2019



9. A.-C. BPAC Business

A. Tri-County BPAC May 22, 2019

The Tri-County Bicycle Pedestrian Advisory Committee (BPAC) will be meeting on Wednesday, May 22, 2019. Forward Pinellas BPAC will host this meeting at State Street Center, 127 State Street W, Oldsmar. The meeting will begin at 6 pm. Those wishing to fit a bike ride in before the meeting are welcome to do so on their own. Please consider attending the Tri-County BPAC on Wednesday evening, May 22nd from 6:00 pm until 7:30 pm. The draft agenda and meeting summary is attached for your information.

ATTACHMENT(S): Tri-County BPAC May 22, 2019 Agenda

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. 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.



**TRI-COUNTY
BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)
HILLSBOROUGH, PASCO AND PINELLAS COUNTIES**

Wednesday, May 22, 2019, 6:00 PM – 7:30 PM
Oldsmar State Street Center, 127 State Street W,
Oldsmar, FL 34677

**Please feel free to enjoy a ride, jog or stroll on your own
before the meeting in beautiful Oldsmar. Be Safe.
Meeting begins at 6:00 pm.**

AGENDA

1. **CALL TO ORDER & INTRODUCTIONS**
2. **PUBLIC COMMENT** (*Limit to 3 minutes, please*)
3. **APPROVAL OF TRI-COUNTY BPAC MEETING SUMMARY – January 23, 2019**
4. **FLORIDA BICYCLE ASSOCIATION**
Becky Alfonso, FBA Executive Director
5. **Advantage Pinellas: Active Transportation Plan Update**
Rodney Chatman, Forward Pinellas Division Manager
6. **Gulf Coast Trail Wayfinding**
Wade Reynolds, Hillsborough MPO Senior Planner
7. **St. Petersburg Complete Streets Program**
Cheryl Stacks, St. Petersburg Transportation Manager
8. **ROUNDTABLE UPDATES:**
 - Forward Pinellas
 - Hillsborough MPO
 - Pasco MPO
 - FDOT
9. **DISCUSSION ITEMS:**
 - Electric Scooters
 - Gateway Master Plan
10. **NEW BUSINESS | OLD BUSINESS**
11. **NEXT TRI-COUNTY BPAC MEETING – September 25, 2019** (Host: Pasco BPAC)
12. **ADJOURNMENT**

NEXT TRI-COUNTY BPAC MEETING: Wednesday, September 25, 2019

Pasco County BPAC to host (location TBD)



**TRI-COUNTY
BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)
HILLSBOROUGH, PASCO AND PINELLAS COUNTIES
West Tampa Library, 2312 W. Union Street, Tampa FL 33607**

JANUARY 23, 2019 Meeting Summary

1. CALL TO ORDER & INTRODUCTIONS

The meeting was called to order at 5:35 pm. In attendance: Jonathan Forbes, Wade Reynolds, Rodney Chatman, Ross Kevlin, Joel Jackson, David Feller, Richard Ranck, Sally Thompson, Susan J. Miller, Joan Rice, Jim Wedlake, Tania German, Gunther Flaig, Michele Ogilvie.

2. PUBLIC COMMENT

Public Comment: Written: Christine Acosta: I would like to confirm what David Green said, that TBARTA will not be fulfilling any role with trails going forward. I am extremely disappointed and concerned to hear this, as trails, and all active transport modes, are the key to successful transit systems. Mr. Reynolds explained that TBARTA's role is changing somewhat and that Hillsborough MPO is in discussions to understand what their role will be going forward.

Mr. Jim Wedlake asked about sidewalks and maintenance of traffic during construction, adding that a cardiologist in Orlando had recently been killed while using the street due to a closed trail. He questioned if there was anything to do to keep this from happening. Ms. Joan Rice, Pinellas County Public Works Traffic, discussed their and FDOT's efforts to provide maintenance of traffic for pedestrians and cyclists during construction.

3. APPROVAL OF TRI-COUNTY BPAC MEETING SUMMARY – September 27, 2018

Members accepted the minutes by consensus. Ms. Susan Miller asked that if there were any corrections to please email her.

4. HILLSBOROUGH COUNTY MPO

• Multi Modal Level of Service Update

Mr. Reynolds presented the Multimodal Level of Service (MMLoS) update. In 2017, the MPO prepared a white paper researching methodologies and best practices in calculating Level of Service (LOS) for bicycle, pedestrian and transit. From the recommendations in that report, the MPO has been working with a consultant to update the methodologies used for calculating bicycle and pedestrian LOS. The effort has focused on establishing a Level of Traffic Stress (LTS) standard and applying this to the transportation network. The goal was to have a new minimum standard, and through the database maintained by the MPO, highlight corridors and intersections that could be enhanced for safety. The MPO currently uses FDOT guidance that was established over 20 years ago. With new minimum design standards, it became time to revisit the methodology. The updated standards will better reflect the new innovations in bicycle and pedestrian facilities. The task has culminated in the creation of a technical report, the Bicycle Facility Selection Toolkit, and pedestrian crossing guidance. Discussion followed about how to change FDOT guidelines for what type of facility is appropriate based on adjacent vehicular volume and speed, and how to approach amending FDOT guidelines. It was agreed to continue discussions at the staff level.

• West Tampa Multi-Modal Plan

Mr. Reynolds presented the West Tampa Multi Modal Plan, Phase VI of the Tampa Walk-Bike Plan. The West Tampa Multimodal Plan is an effort to identify opportunities to enhance the multimodal transportation network, improve connections between existing and planned pedestrian and bicycle facilities, and identify opportunities to implement complete streets strategies throughout West Tampa. The study area includes the neighborhoods of North Hyde Park, Old West Tampa, West Tampa, West Riverfront, Macfarlane Park, Armory Gardens, Carver City/Lincoln Gardens, North Bon Air, and Oakford Park. The neighborhoods and study area have a rich historical context and includes a National Historic District and a well-established street grid. The study area is home to a significant amount of historic and contributing structures including the first public library in Hillsborough County, the West Tampa Free Public Library. Enhance the multimodal environment throughout West Tampa will help to reinforce and reestablish a sense of place, create new connections, and improve economic opportunity.

The Plan's Objectives are:

- *Enhance Connections*: Explore opportunities to enhance pedestrian and bicycle connections between existing and planned facilities and to/from destinations within West Tampa.
- *Complete Streets*: Integrate complete streets strategies and develop concept improvements along corridors such as Main Street and Columbus Drive.
- *Bicycle Boulevards*: Explore bicycle boulevard/neighborhood greenway/bikeway opportunities along streets such as Gray Street, Beach Street, and Palmetto Street.

- *Safety and Mobility Improvements*: Identify general safety and mobility improvements that support the City's "Livable City" vision and provide a safe, comfortable, and convenient environment for all users.

Discussion continued about connections with the Westshore Alliance, Howard Frankland Bridge connections, and how these work with the West Tampa Multi Modal Plan

- **All for Transportation**

Mr. Reynolds gave a brief description of the newly passed sales tax in Hillsborough County, how it compared to the 2040 LRTP, and how the different categories would be spent.

5. PASCO COUNTY MPO

Mr. Ross Kevlin, Pasco County MPO, gave an update on Pasco County projects:

- **Coastal Anclote Trail** – Groundbreaking will be held February 6th. This trail will be tied into the trail along U.S. 19. It is anticipated to be open in 2020.
- **Starkey Gap** – They are continuing construction and working through minor issues related to easements and other items. It is expected to be completed in the summer of 2019. Members inquired about the beginning and endpoints of the trail.

6. FORWARD PINELLAS

Ms. Susan Miller, Forward Pinellas, provided updates on the following projects and programs.

- **Forward Pinellas Trail Construction Updates**

Ms. Miller discussed the different jurisdictions' funded projects including the Courtney Campbell Trail overpass, funded by the SUNTrail program. Construction is funded for 2024. The Howard Frankland Bridge Trail is a design-build project expected to start construction in 2020. The trail will be part of the same bridge structure but separated from the vehicular traffic. The Harn Boulevard overpass will go over U.S. Highway 19, scheduled for 2021. It is a pedestrian overpass intended to serve several residential communities nearby. The Pinellas Bayway Bridge, also known as the Tierra Verde Bridge, and trail construction is scheduled for this year, and will include a new bridge, a roundabout, and the Bayway Trail South that will link to Ft. DeSoto Park and trail. The Pinellas Trail Loop North and South gaps are also moving forward. The North Gap is expected to be completed by 2020. The South Gap is currently in design and includes the San Martin Bridge. A portion from Haynes Bayshore to 126th Avenue will be completed first and the remainder is being studied. Discussion continued about the connections to the Howard Frankland Bridge, 4th Street and Ulmerton Road. The Pinellas Trail Loop includes the Duke Energy Trail and portions are funded through Penny for Pinellas. The bridge over Alligator Creek on NE Coachman Road is also being replaced with a new wider bridge, which will include a trail facility. The San Martin Bridge and trail is seeking community input on the bridge and is currently in PD&E phase. The Druid Trail is a City of Clearwater Trail that will connect the Pinellas Trail and the Duke Energy Trail along Druid Road for most of its length, as well as be a great east-west connector across the county, and provide non-motorized access to the beach. It is already being used by a number of children from nearby schools. The Oldsmar Trail is in design along Douglas Avenue, and will connect Tampa Road to Racetrack Road. This is a City of Oldsmar project and construction is scheduled for this year. Lastly, Ms. Miller described a new two-mile trail inside of the Honeymoon Island State Park that has been very popular according to the park supervisor. There was additional discussion on the Tarpon Springs Elfers Trail and its connections between Pasco and Pinellas counties, where a bald eagle's nest has delayed construction of the project.

- **Forward Pinellas Complete Streets Update**

Ms. Miller gave an update on the Forward Pinellas Complete Streets Program. This program provides funding for approved projects for concept planning (\$100,000) and construction projects (\$1 million). The idea is to bring transformative changes to improve the economy, livability, and transportation. The projects submitted include Clearwater, for Ft. Harrison Ave concept planning; St. Petersburg for 18th Avenue South; St. Petersburg for construction on 22nd Street South; and Dunedin for Skinner Blvd/SR 580. Recommendations on which projects should receive funding will go to the Forward Pinellas Board in March. There was additional conversation about the connections between Oldsmar and the Upper Tampa Bay Trail.

7. NEW BUSINESS

Mr. Kevlin questioned what should be considered an appropriate facility for bicycle lanes with regard to high speed and volume roadways. Currently, there are on-street bike lanes in Pasco County, but he considers these facilities generally unsafe for most users. Members discussed buffered bike lanes, separated facilities, and levels of traffic stress associated with roadway types. Discussion continued on how to best approach FDOT to reconsider guidance in their manuals as to appropriate facilities for bicycle lanes. Members discussed the history of state law requiring bike lanes and different examples. Mr. Kevlin suggested attending a 2-day FDOT meeting in March in Orlando to recommend changes to the design manual. Some members were supportive of discussing such changes, and recommended discussing with Mr. Alex Henry, FDOT District 7 Bicycle/Pedestrian Coordinator.

8. ADJOURN

There being no other business, the meeting was adjourned at 7:25 pm.

Bicycle Pedestrian Advisory Committee – May 20, 2019



10. Agency Reports

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

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

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

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

The next meeting of the PTSTF is scheduled for Tuesday, July 9, 2019.

ATTACHMENT(S): Courtney Campbell Trail Overpass Information

ACTION: None Required, Informational Item Only

437498-1 Courtney Campbell Pedestrian Overpass
Local Government Design Build – Request for Proposal (RFP) Requests

The below list was generated from The City of Clearwater, Pinellas County, and Forward Pinellas on 2/12/2018

RFP Requests:

1. 5% max slope without landing
2. No bridge piers within the SR-60 roadway/median
3. Incorporate City of Clearwater design elements – obelisk pillars, structure color, signage over the roadway, and nighttime lighting
4. Minimize the number of switchbacks
5. Make the structure on the south side of SR-60 as open as possible (more piers, less MSE wall)
6. Maintain a sidewalk on both sides of SR-60
7. Retain the pedestrian crosswalks at the SR-60 and Bayshore Blvd intersection
8. No chain link fence enclosure or cage on the top of the overpass
9. Incorporate multiple viewing areas
10. General design directive to minimize view impacts overall

11. A.-D. Other Business

A. Membership

There are currently two vacancies on the BPAC membership list. There is a vacancy for a City of Pinellas Park representative and a Pinellas County Health Department representative. There are no citizen vacancies.

ATTACHMENT: BPAC Membership List

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Belleair Bridge Safety – April 22, 2019

Forward Pinellas Board Concerned About Skinner Boulevard Project – April 22, 2019

Honeymoon Island State Park Bike Path Numbers – April 12, 2019

2019 Legislature - HB453E Micro-mobility Devices – May 2019

Micro-mobility Device and Motorized Scooters – May 2019

New Headlights Could Reduce Pedestrian Deaths – April 16, 2019

Redington Shores Speeding – May 1, 2019

Tampa Bay Ranks High for Pedestrian Deaths – April 18, 2019

Pinellas Trail Usage Report – February 2019

Pinellas Trail Usage Report – March 2019

Pinellas County Fatalities Report – February 2019

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. 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 Kristina Tranel – alternates)
4. City of Clearwater (Ric Hartman - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Diane Friel – representative; Katrina Lunan-Gordon - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. City of Pinellas Park (Vacant – representative)
9. Pinellas County School System (Stephanie Carrier - representative, Cammie Weeks - 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 (Tiffany Sabiel – representative)

Sheriff's Office /Police/Law Enforcement Representatives

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

Non-Voting Technical Support

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

*Dates signify appointment

PINELLAS COUNTY LEADERS SAY CYCLISTS ARE MAKING BELLEAIR CAUSEWAY BRIDGE DANGEROUS FOR PEDESTRIANS

by JJ Burton
April 22, 2019

PINELLAS COUNTY, Fla. — Patsy Sullivan said she was just finishing her walk across the Belleair Beach Causeway Bridge last June when a man on a bike slammed into her and knocked her to the ground.

"I couldn't believe it," she said.

Sullivan was on the sidewalk part of the bridge, which is for pedestrians. According to her, the cyclist was on the sidewalk as well. Pinellas County leaders said cyclists are not supposed to be riding on the sidewalk. They're supposed to use the bike lanes that were built into the bridge.

She spent the last 10 months in and out of doctors' offices and surgery rooms. She said the incident left her with \$40,000 in medical bills.

"It's a good thing I had insurance," she said.

Her accident prompted her and others to go to city and county leaders demanding something be done so no one else has to go through the same pain Sullivan is recovering from.

"It's about safety for everyone on the bridge," said Bellaire Bluffs commissioner, Suzy Sofer.

She told ABC Action News the county is going to put signs on both ends of the bridge to remind cyclists to stay off the sidewalk, unless they're walking their bike over the bridge.

"Is a sign enough?" asked Terry Epps.

Epps said he wants deputies to start ticketing cyclists on the sidewalk. According to the county, they can't ticket them because it's not illegal for the cyclists to ride on the sidewalks.

"It's just a very strong suggestion that we ask you to respect the pedestrians and walk your bike."

The signs are supposed to go up in the next few weeks.

FORWARD PINELLAS BOARD MEMBERS EXPRESS CONCERNS ABOUT DUNEDIN'S SKINNER BOULEVARD PROJECT

by Suzette Porter, Tampa Bay Newspapers
April 22, 2019

CLEARWATER — Some of the 13-member Forward Pinellas Board expressed concerns April 10 about design elements included in a complete streets project in the city of Dunedin.

Specific concerns were a roundabout near the Pinellas Trail and parallel parking next to a bike lane.

Bob Ironsmith, Dunedin's director of Economic and Housing Development, along with Chris Bridges, senior project manager for the city's consultant George F. Young Inc., presented preliminary concept plans for Skinner Boulevard, aka State Road 580.

Dunedin received a \$100,000 grant from Forward Pinellas in 2018 to develop a complete streets concept plan for Skinner Boulevard from U.S. Alt. 19 to Bass Boulevard. The city wants to improve safety for motorists, transit riders, bicyclists and pedestrians.

Eighty crashes were reported along the roadway from 2014-2018, including eight bicycle and two pedestrian crashes.

Ironsmith thanked Forward Pinellas for the grant money before announcing the news that Florida Department of Transportation had agreed to allow golf cart crossings, which he attributed in part to the planned complete street components.

Bridges then explained the differences between the three plan concepts that have been presented to the public. Concept #1 was a no-build scenario, which nobody supported, he said. Concept #2 called for reducing the five-lane roadway to two lanes within the project area and adding bike lanes, parking, mid-block pedestrian crossings and landscaping.

Concept #3 is the same as #2, but it adds one-lane roundabouts at Douglas and Highland avenues. Concept #3 has garnered the most support, he said.

PSTA's Technical Coordination Committee supported #3, as did the Citizen Advisory Committee; however, some CAC members had concerns about the roundabouts.

Forward Pinellas Executive Director Whit Blanton said board members weren't expected to vote on the city's plan at the April 10 meeting, but they could endorse it if they wanted, so the city would know it had support when officials returned to ask for funding.

"I'm really sorry," said Karen Seel, a Forward Pinellas Board member and County Commission chair.

Seel, who says she travels the roadway a lot, is concerned about the proximity of the proposed Douglas Avenue roundabout to the Pinellas Trail. She said motorists will be so focused on trying to navigate the roundabout, they won't be paying enough attention to pedestrians and bicyclists on the trail.

Seel said because people don't know how to use roundabouts, it could create a more dangerous situation.

"I'm just worried," she said.

Suzu Sofer, board member and Belleair Bluffs commissioner, agreed with Seel.



A roundabout is planned on Douglas Avenue as part of the Skinner Boulevard compete streets project. Some say it could be a problem due to its proximity to the Pinellas Trail.

Graphic courtesy of GEORGE F. YOUNG

Bridges pointed out that the roundabouts had been designed to get motorists to slow down. But he agreed to look at the design.

Dave Eggers, board chair and county commissioner, thinks the roundabout will slow traffic down near the trail. He believes people will learn to use it, but it would take time, he said.

Brandi Gabbard, board member and St. Petersburg councilmember, asked about the speed limit.

Ironsmith said it currently was 35 mph or 40 mph on Skinner Boulevard, but would be reduced to 25 mph as part of the redesign.

Gabbard said she believes in the use of roundabouts, if they're designed effectively and speed limits are slow. Ken Welch, board member and county commissioner, said had some concerns, and thinks education, enforcement and proper speed limits would be needed.

Julie Ward Bujalski, board member and Dunedin mayor, said she pointed out some of the same things Seel had concerns about at a city commission meeting.

"I was the only one saying it," she said.

Bujalski also would like to have crosswalks located closer to the trail. She thinks pedestrians will try to cross at the roundabouts, although Bridges said the roundabouts weren't designed for pedestrians.

Bujalski said she was surprised by the number of people at the workshops that supported use of roundabouts. Ironsmith said FDOT also supported them, adding that FDOT was more in a "roundabout mode" these days.

Some board members were concerned about the low number of people that actually attended the workshops. Concept #3 was the preferred option of the 15 out of 17 that attended the Feb. 4 meeting.

Sandra Bradbury, board member and Pinellas Park mayor, brought up another issue — the proximity of parallel parking spaces to bike lanes. She said not many know how to parallel park these days. She is worried that motorists will be so focused on trying to park they won't see the bicyclists.

The design calls for 7-foot bike lanes to be placed between the roadway and parking spots. Blanton pointed out that 7-foot bike lanes were the standard for roadways with speed limits of 45 mph, which is a lot faster than what will be allowed on Skinner Boulevard.

Bujalski agreed with Bradbury and asked about using angle parking instead of parallel.

Ironsmith and Bridges said they would take the feedback from the meeting into consideration before bringing plans back for approval in May.

From: Krulder, Peter <Peter.Krulder@dep.state.fl.us>

To: ezh825@verizon.net <ezh825@verizon.net>

Subject: Bike Path numbers

Date: Fri, Apr 12, 2019 4:17 pm

Ed,

Here are the comparative numbers for the bike path.

November pre-bike path 528 pedestrians and bicyclists

February post-bike path 4,387 pedestrians and bicyclists.

Pete

Peter H. Krulder, Park Manager

Honeymoon Island Administration

1 Causeway Blvd.

Dunedin, Fl. 34698

(727) 241-6102



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CS/CS/HB 453, Engrossed 1

2019 Legislature

1
2 An act relating to mobility devices and motorized
3 scooters; amending s. 316.003, F.S.; defining the term
4 "micromobility device"; revising the definition of the
5 term "motorized scooter"; conforming a cross-
6 reference; amending s. 316.1995, F.S.; conforming a
7 provision to changes made by the act; amending s.
8 316.2128, F.S.; providing that the operator of a
9 motorized scooter or micromobility device has all of
10 the rights and duties applicable to the rider of a
11 bicycle, except the duties imposed by specified
12 provisions that by their nature do not apply;
13 providing for construction; exempting a motorized
14 scooter or micromobility device from certain
15 registration, insurance, and licensing requirements;
16 providing that a person is not required to have a
17 driver license to operate a motorized scooter or
18 micromobility device; requiring a person who offers
19 motorized scooters or micromobility devices for hire
20 to be responsible for securing all such devices
21 located in any area of the state where a certain
22 warning has been issued by the National Weather
23 Service; deleting specified requirements for the sale
24 of motorized scooters; amending s. 316.2225, F.S.;
25 exempting electric personal assistive mobility devices

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CS/CS/HB 453, Engrossed 1

2019 Legislature

26 | and motorized scooters from certain emblem
 27 | requirements; amending s. 320.01, F.S.; revising the
 28 | definition of the term "motor vehicle"; amending s.
 29 | 655.960, F.S.; conforming a cross-reference; providing
 30 | an effective date.

31 |
 32 | Be It Enacted by the Legislature of the State of Florida:

33 |
 34 | Section 1. Present subsections (38) through (101) of
 35 | section 316.003, Florida Statutes, are redesignated as
 36 | subsections (39) through (102), respectively, a new subsection
 37 | (38) is added to that section, and present subsections (44) and
 38 | (59) of that section are amended, to read:

39 | 316.003 Definitions.—The following words and phrases, when
 40 | used in this chapter, shall have the meanings respectively
 41 | ascribed to them in this section, except where the context
 42 | otherwise requires:

43 | (38) MICROMOBILITY DEVICE.—Any motorized transportation
 44 | device made available for private use by reservation through an
 45 | online application, website, or software for point-to-point
 46 | trips and which is not capable of traveling at a speed greater
 47 | than 20 miles per hour on level ground. This term includes
 48 | motorized scooters and bicycles as defined in this chapter.

49 | (45)-(44) MOTORIZED SCOOTER.—Any vehicle or micromobility
 50 | device that is powered by a motor with or without not having a

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51 seat or saddle for the use of the rider, which is designed to
 52 travel on not more than three wheels, and which is not capable
 53 of propelling the vehicle at a speed greater than 20 ~~30~~ miles
 54 per hour on level ground.

55 ~~(60)-(59)~~ PRIVATE ROAD OR DRIVEWAY.—Except as otherwise
 56 provided in paragraph (82) (b) ~~(81) (b)~~, any privately owned way
 57 or place used for vehicular travel by the owner and those having
 58 express or implied permission from the owner, but not by other
 59 persons.

60 Section 2. Section 316.1995, Florida Statutes, is amended
 61 to read:

62 316.1995 Driving upon sidewalk or bicycle path.—

63 (1) Except as provided in s. 316.008, ~~or~~ s. 316.212(8), or
 64 s. 316.2128, a person may not drive any vehicle other than by
 65 human power upon a bicycle path, sidewalk, or sidewalk area,
 66 except upon a permanent or duly authorized temporary driveway.

67 (2) A violation of this section is a noncriminal traffic
 68 infraction, punishable as a moving violation as provided in
 69 chapter 318.

70 (3) This section does not apply to motorized wheelchairs.

71 Section 3. Section 316.2128, Florida Statutes, is amended
 72 to read:

73 316.2128 Micromobility devices, ~~Operation of~~ motorized
 74 scooters, and miniature motorcycles; requirements ~~for sales~~.—

75 (1) The operator of a motorized scooter or micromobility

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76 | device has all of the rights and duties applicable to the rider
 77 | of a bicycle under s. 316.2065, except the duties imposed by s.
 78 | 316.2065(2), (3)(b), and (3)(c), which by their nature do not
 79 | apply. However, this section may not be construed to prevent a
 80 | local government, through the exercise of its powers under s.
 81 | 316.008, from adopting an ordinance governing the operation of
 82 | micromobility devices and motorized scooters on streets,
 83 | highways, sidewalks, and sidewalk areas under the local
 84 | government's jurisdiction.

85 | (2) A motorized scooter or micromobility device is not
 86 | required to satisfy the registration and insurance requirements
 87 | of s. 320.02 or the licensing requirements of s. 316.605.

88 | (3) A person is not required to have a driver license to
 89 | operate a motorized scooter or micromobility device.

90 | (4) A person who offers motorized scooters or
 91 | micromobility devices for hire is responsible for securing all
 92 | such devices located in any area of the state where an active
 93 | tropical storm or hurricane warning has been issued by the
 94 | National Weather Service.

95 | (5)~~(1)~~ A person who engages in the business of, serves in
 96 | the capacity of, or acts as a commercial seller of ~~motorized~~
 97 | ~~scooters or~~ miniature motorcycles in this state must prominently
 98 | display at his or her place of business a notice that such
 99 | vehicles are not legal to operate on public roads, may not be
 100 | registered as motor vehicles, and may not be operated on

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101 sidewalks unless authorized by an ordinance enacted pursuant to
 102 s. 316.008(7) (a) or s. 316.212(8). The required notice must also
 103 appear in all forms of advertising offering ~~motorized scooters~~
 104 ~~or~~ miniature motorcycles for sale. The notice and a copy of this
 105 section must also be provided to a consumer prior to the
 106 consumer's purchasing or becoming obligated to purchase a
 107 ~~motorized scooter or~~ a miniature motorcycle.

108 (6)~~(2)~~ Any person selling or offering a ~~motorized scooter~~
 109 ~~or~~ a miniature motorcycle for sale in violation of this section
 110 commits an unfair and deceptive trade practice as defined in
 111 part II of chapter 501.

112 Section 4. Subsection (7) of section 316.2225, Florida
 113 Statutes, is amended to read:

114 316.2225 Additional equipment required on certain
 115 vehicles.—In addition to other equipment required in this
 116 chapter, the following vehicles shall be equipped as herein
 117 stated under the conditions stated in s. 316.217.

118 (7) On every slow-moving vehicle or equipment, animal-
 119 drawn vehicle, or other machinery designed for use and speeds
 120 less than 25 miles per hour, excluding electric personal
 121 assistive mobility devices and motorized scooters, but including
 122 all road construction and maintenance machinery except when
 123 engaged in actual construction or maintenance work either
 124 guarded by a flagger or a clearly visible warning sign, which
 125 normally travels or is normally used at a speed of less than 25

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126 | miles per hour and which is operated on a public highway, there
 127 | must be:

128 | ~~(a)~~ a triangular slow-moving vehicle emblem SMV as
 129 | described in, and displayed as provided in, this subsection
 130 | ~~paragraph (b)~~.

131 | (a) The requirement of the emblem shall be in addition to
 132 | any other equipment required by law. The emblem shall not be
 133 | displayed on objects which are customarily stationary in use
 134 | except while being transported on the roadway of any public
 135 | highway of this state.

136 | (b) The Department of Highway Safety and Motor Vehicles
 137 | shall adopt such rules and regulations as are required to carry
 138 | out the purpose of this section. The requirements of such rules
 139 | and regulations shall incorporate the current specifications for
 140 | SMV emblems of the American Society of Agricultural Engineers.

141 | Section 5. Paragraph (a) of subsection (1) of section
 142 | 320.01, Florida Statutes, is amended to read:

143 | 320.01 Definitions, general.—As used in the Florida
 144 | Statutes, except as otherwise provided, the term:

145 | (1) "Motor vehicle" means:

146 | (a) An automobile, motorcycle, truck, trailer,
 147 | semitrailer, truck tractor and semitrailer combination, or any
 148 | other vehicle operated on the roads of this state, used to
 149 | transport persons or property, and propelled by power other than
 150 | muscular power, but the term does not include traction engines,

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151 road rollers, motorized scooters, micromobility devices,
 152 personal delivery devices and mobile carriers as defined in s.
 153 316.003, special mobile equipment as defined in s. 316.003,
 154 vehicles that run only upon a track, bicycles, swamp buggies, or
 155 mopeds.

156 Section 6. Subsection (1) of section 655.960, Florida
 157 Statutes, is amended to read:

158 655.960 Definitions; ss. 655.960-655.965.—As used in this
 159 section and ss. 655.961-655.965, unless the context otherwise
 160 requires:

161 (1) "Access area" means any paved walkway or sidewalk
 162 which is within 50 feet of any automated teller machine. The
 163 term does not include any street or highway open to the use of
 164 the public, as defined in s. 316.003(82) (a) or (b) ~~s.~~
 165 ~~316.003(81) (a) or (b)~~, including any adjacent sidewalk, as
 166 defined in s. 316.003.

167 Section 7. This act shall take effect upon becoming a law.

MICROMOBILITY DEVICE AND MOTORIZED SCOOTER

Will the program be for dockless electric motorized scooters, dockless e-bikes, dockless bikes?

- Industry is moving away from dockless bikes and towards e-scooters
- Companies like Uber/JUMP push to include e-bikes
- E-scooters are by far most popular form of dockless mobility.
 - o National Association of City Transportation Officials (NACTO) reported that in 2018:
 - 38.5 million scooter share trips
 - 36.5 million station based bike share
 - 9 million dockless bike share trips
 - 6.5 million e bike trips (station-based & dockless)

Using the terms "micromobility device" and "motorized scooter" would be a good idea to be in line with the legislative language passed in HB 453.

Where scooters should be ridden?

State law allows cities to regulate where motorized scooters can be operated (once HB 453 goes into effect) city should outline where scooters should be ridden. The majority of cities we operate in require riding on bike lanes, on streets on the far right lane and some allow sidewalk riding outside of the busy areas of town. Typically cities choose to mirror the regulations of where scooters can be used in line with bike usage.

What type of permitting/agreement is best?

Permits are preferred rather than RFPs. Companies tend to overpromise in RFPs and by the time the city typically develops and publishes an RFP, advances in the industry have already happened. Permits typically allows the most flexibility for both cities and companies especially for a pilot.

Standard requirements in ordinances?

- Requirements that customer service contact information be easily identifiable on a scooter
- 24 hour customer service
- Outlining where parking cannot occur and where parking can occur
- Language that makes it clear scooters may not block the pedestrian clear zone of the sidewalk, fire hydrant, other emergency facility, bus bench, or utility pole or box.
- Traffic violations on a scooter in line with traffic violations for cyclists
- Reasonable response times to any complaint (3-4 hours)
- Reasonable impoundment fees (\$20 or in line with what would be charged to a cyclist for a bike)
- Rider education requirements specifically on safe and courteous riding as well as proper parking
- Insurance
- Indemnification

Fleet size

- Less companies and higher fleet sizes better
- Larger fleet sizes requires larger operations team meaning quicker response times and better fleet management
 - Tampa- 4 operators, each can operate 600
 - Fort Lauderdale- 4 operators, each can operate 500
 - Miami (only 1 city commission district) – 6 operators, 100 each and can grow 25% each month
 - Coral Gables (only a part of the city) – 2 operators, 75 each
 - Bird advocates for including language allowing for the fleet to grow and shrink with utilization and demand.

Data sharing standard language:

City may require Company to provide anonymized fleet and ride activity data for all trips starting or ending within the jurisdiction of City on any vehicle of Licensee or of any person or company controlled by, controlling, or under common control with Licensee, provided that, to ensure individual privacy:

a. such data is provided via an application programming interface, subject to Company's license agreement for such interface, in compliance with a national data format specification such as the Mobility Data Specification;

b. any such data provided shall be treated as trade secret and proprietary business information, shall not be shared to third parties without Company's consent, and shall not be treated as owned by the local authority; and

c. such data shall be considered personally identifiable information, and shall under no circumstances be disclosed pursuant to public records requests received by the local authority without prior aggregation or obfuscation to protect individual privacy.

What from Tampa regulations do we have issues with:

- Corral permitting process is burdensome and should be in place after understanding demand
- The cap is 600 and does not include the ability to increase fleet based on demand
- Fees are too high \$1 per scooter per day + \$20,000 application is overly expensive
- Launch is taking too long and include too much uncertainty

NEW HEADLIGHTS COULD CUT DOWN ON FLORIDA PEDESTRIAN DEATHS

The technology is used in Canada and Europe, and AAA is calling for it to be used here.

by Eric Glasser

April 16, 2019

ST. PETERSBURG, Fla. — Florida is a deadly state for pedestrians. From 2008 to 2017, drivers in Florida hit and killed more than 5,400 people walking on its streets.

The number is based on something called the "Pedestrian Danger Index" which calculates the number of people struck and killed by drivers while walking.

A recent report suggests pedestrian deaths are increasing because streets are being designed with vehicles in mind – not people.

So, is it possible that something as simple as a new type of headlight could help bring down the number of pedestrian fatalities in our area?

AAA thinks so.

The auto club is now urging lawmakers to bring headlight technology currently being used in Europe and Canada here -- as soon as possible.

That would be welcomed news for people like June Gusbar, who walks everywhere within a reasonable distance for her home in St. Petersburg. But that sometimes means trying to get across six lanes of speeding traffic.

She has been hit by a car. More than once.

"It's dangerous," said Gusbar. "I had the right of way to cross, and the car grazed me. Oh yeah. It did, he touched me," she says of the latest incident.

The situation is so bad in cities like St. Petersburg they've had crosswalk crackdowns in the area, even writing pedestrians jaywalking tickets.

"I've seen people cross here," said June's neighbor Wayne, "And they've had a lot of problems here."

Yet as dangerous as it is by day, it's even worse at night.

"More than half of the fatalities here in the United States occur in the nighttime driving hours," said AAA spokesman Mark Jenkins. "More than 70% of pedestrian deaths happen at night time."

That's why Jenkins says AAA is now stepping up pressure on the government to change the law when it comes to using Adaptive Driving Beam Headlights, which are currently used in Europe and Canada, but not here yet.

AAA says there's an outdated, decades-old rule in the U.S. that doesn't allow high and low beam headlights to be used simultaneously. They're joining the National Highway Traffic Safety Administration and several automakers to have the law changed.

"We found that low beams are not as effective when you exceed 39 mph. So, that can be most Florida roadways," said Jenkins. "That's an opportunity for us to improve safety and reduce deaths."

Adaptive headlights work by essentially staying on high beams all the time. However, when cameras sense oncoming traffic, small LED lamps in the headlights automatically shift to create areas of shade.

The beam is essentially split, so it doesn't blind oncoming drivers, while still illuminating much more of the road.

"If there's a pedestrian at a distance, if your high-beams aren't on, you might not be able to see them with enough time to react," said Jenkins.

Florida has consistently ranked as the worst in the nation when it comes to pedestrian fatalities. So, for many, this adaptive headlight technology can't come soon enough.

"When I think that's just me, how many people does this happen to?" said Gusbar.

Policymakers are meeting now to discuss the possible changes, but even if they are adopted, don't expect to see the new headlights in any cars until the next model year.

Also, AAA says there are currently 270 million vehicles on the road in the United States, so it would take decades before all of them were to have the adaptive headlamps.

Until then, AAA says there is something drivers can do now to help improve visibility. They recommend all drivers get cloudy or yellowed headlights cleaned up.

Studies have shown when they're not clean, headlights might only emit about a fourth of the amount of light they did when they were new.

TAMPA BAY AREA BEACH TOWN RESIDENTS PUSH TO SLOW DRIVERS DOWN

by JJ Burton
May 1, 2019

PINELLAS COUNTY, Fla. — Fred Klem and his wife no longer live in Redington Shores, but they come back every year for vacation.

"Redington is one of our favorite beaches here," said Klem.

They stay in the same house on the corner of 180th Avenue West and Gulf Boulevard. They love it, but they have one issue — speeding.

"People come zooming right through here frequently," he said. "It was at a high rate of speed too, more than 30 miles an hour."

But that might not be an issue anymore, because Redington Shores officials put speed humps on the street.

"When we got here and saw the speed hump I was like -- okay --finally."

The speed humps are on both 180th Avenue West, and 181st Avenue West. The town also put new signs up, along with LED poles for the "one way" signs. Several other beach area towns are doing the same thing.

"That doesn't surprise me that they are making that move," said Klem.

Now that Redington Shores officials put the speed humps in on 180th and 181st, the people living in the neighborhood across the street, 180th Avenue East and 182 Avenue, say something needs to be done about their streets.

"There are a lot of people out here," said Klem. "It's the [whole] area. There's a lot of people on bikes and scooters."

Officials put "slow down" signs and three radar speed signs up to remind drivers to go the speed limit, which is 15 mph.

TAMPA BAY AREA RANKS HIGH FOR PEDESTRIAN DEATHS

by Nicole Grigg
April 18, 2019

Hundreds of pedestrians die each year in Florida – even as the state spends millions on public safety and education campaigns.

“It’s extremely frustrating,” said Hillsborough County Sheriff Chad Chronister.

An ABC Action News review of the latest data found at least one person is hit every day while walking on roads in Hillsborough and Pinellas counties.

Hillsborough County ranks fourth in the state for pedestrian deaths, while Pinellas County and Pasco County rank 7th and 10th respectively.

Our cameras caught pedestrians just as impatient as drivers – a woman jaywalking in her slippers and another man hopping across Fowler Avenue.

ABC Action News Reporter Nicole Grigg asked pedestrian Henry Sermons why he ran across the street instead of using a crosswalk.

“I’m going to be honest with you – most people want to get to their destination as quick as possible,” said Sermons. “Most people would rather risk their lives than wait.”

So far this year, Hillsborough had 17 pedestrian deaths – more than double the pedestrian deaths reported in Pinellas County.

Our Driving Tampa Bay Forward tip line has received numerous requests asking us to look into what law enforcement is doing to enforce jaywalking – those who cross the road without using crosswalks.

Hillsborough County deputies wrote 79 tickets to jaywalkers last year, while Pinellas County handed out 24 citations and Clearwater Police slapped 145 pedestrians with tickets. Pinellas County reported it has handed out written warnings – 899 within the last year.

“I don’t think this is a problem where we’re going to ticket our way out of,” said Chronister. “I think the best way to do that is changing a culture, and the best way to do that is education.”

The Florida Department of Transportation spent \$9 million in just one year for its Alert Today, Alive Tomorrow campaign (www.alerttodayflorida.com) – and education effort known a public safety video that reminds pedestrians, “Don’t they know they’re supposed to use a crosswalk?”

The campaign launched in 2011 as Florida’s pedestrian death toll hit 498.

But six years later, the number of statewide pedestrian fatalities has shot up to 659.

FDOT says its safety campaign is working – pointing to a slight decrease in deaths between 2016 and 2017 – but the agency also blames the growing population and increasing number of drivers on Florida roads.

“Florida moved from first in the nation in pedestrian fatalities to sixth in the nation in 2017,” said a FDOT spokesperson in an email to ABC Action News. “However, with a goal of zero fatalities, there is still much work to be done, and we won’t stop until we reach zero.”

The state used two different grants that pay for their safety campaign.

Hillsborough County Sheriff Chad Chronister tells ABC Action News he’s frustrated by the number of pedestrian deaths in his county.

But Valerie Jones, whose 17-year-old daughter Alexis Miranda died while crossing the road near Chamberlain High School in 2015, said she believes it’s not enough.

Jones said she wants to see more enforcement to on those who walk outside of crosswalks in an effort to prevent more deaths.

“If they have to pay for a ticket or something like that, they’re probably going to think twice,” said Jones.



		Pedestrians						
Type	Location	2017	2016	2015	2014	2013	2012	2011
Fatalities	Statewide	659	667	632	608	497	498	498
	Percentage of Total Fatalities	31%	31%	32%	33%	31%	30%	31%

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
February 1 – February 28, 2019 (28 days)

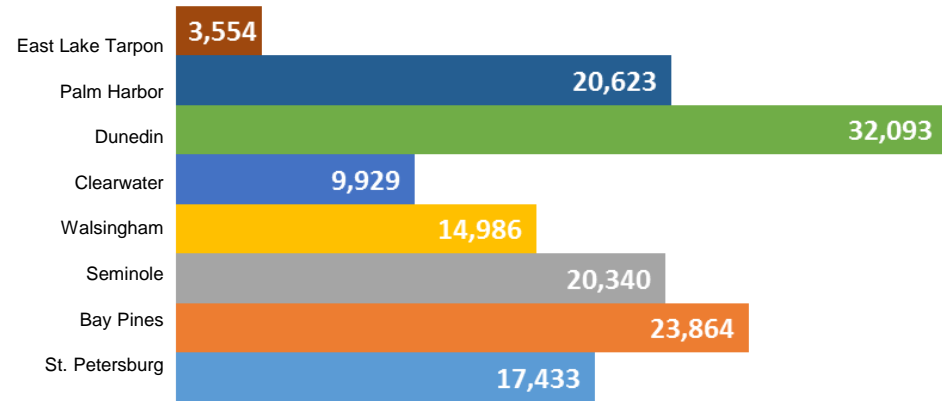
Total Usage

28-Day Count Total: 142,822
Daily Average Users: 5,101

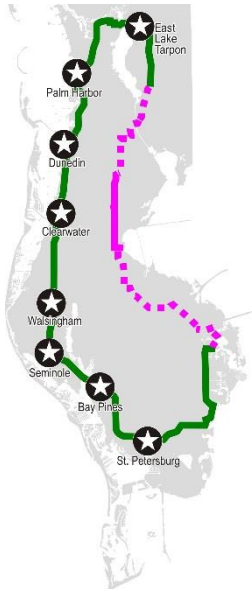
Highest Daily Totals:

- #1 – Saturday, February 9th (Dunedin - 1,932)
- #2 – Sunday, February 17th (Bay Pines - 1,310)
- #3 – Saturday, February 9th (St. Petersburg - 1,098)

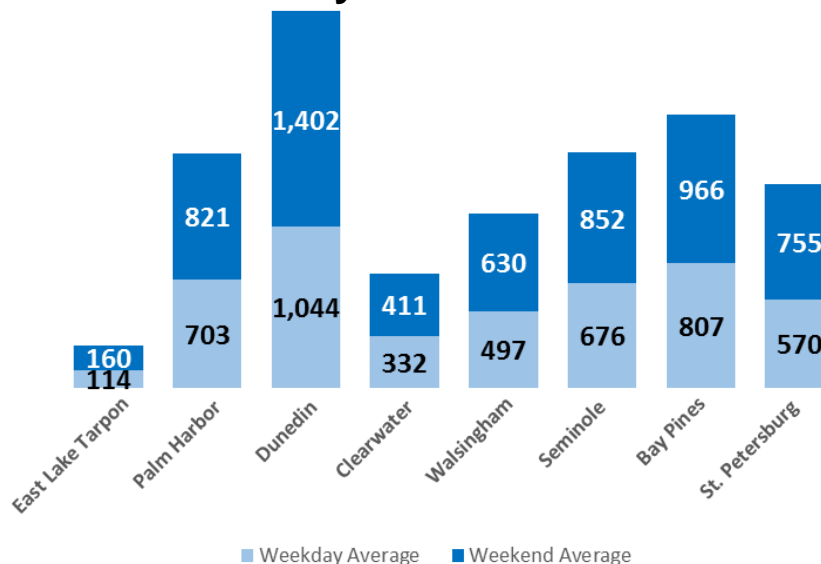
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Icon: Person)	Bicycling (Icon: Bicycle)
East Lake Tarpon:	3%	97%
Palm Harbor:	31%	69%
Dunedin:	13%	87%
Clearwater:	15%	85%
Walsingham:	13%	87%
Seminole:	33%	67%
Bay Pines:	35%	65%
St. Petersburg:	38%	62%

Source: Forward Pinellas February 2019
National Weather Service: [February 2019](#)

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
March 1 – March 31, 2019 (31 days)

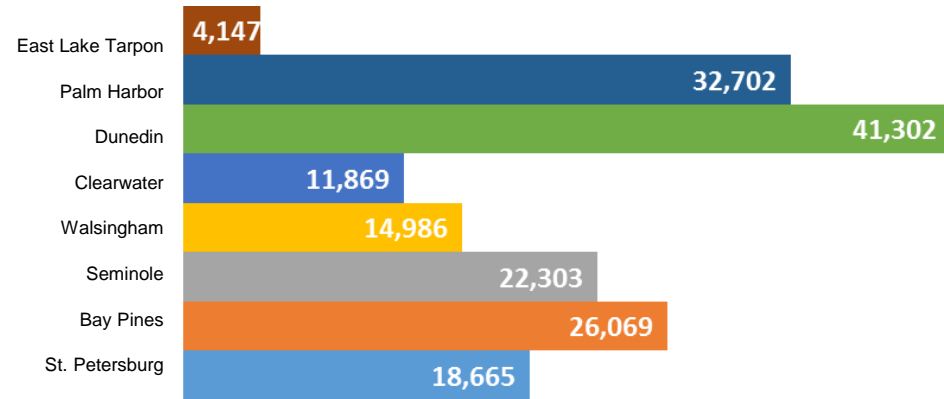
Total Usage

31-Day Count Total: 172,043
Daily Average Users: 5,550

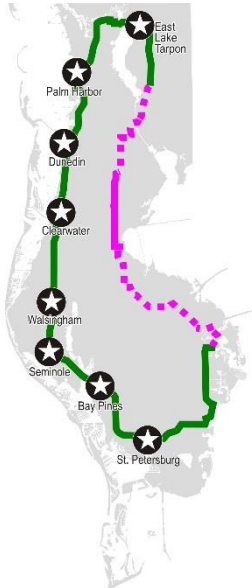
Highest Daily Totals:

- #1 – Saturday, March 9th (Dunedin - 2,414)
- #2 – Saturday, March 9th (Palm Harbor - 1,564)
- #3 – Saturday, March 23rd (Bay Pines - 1,224)

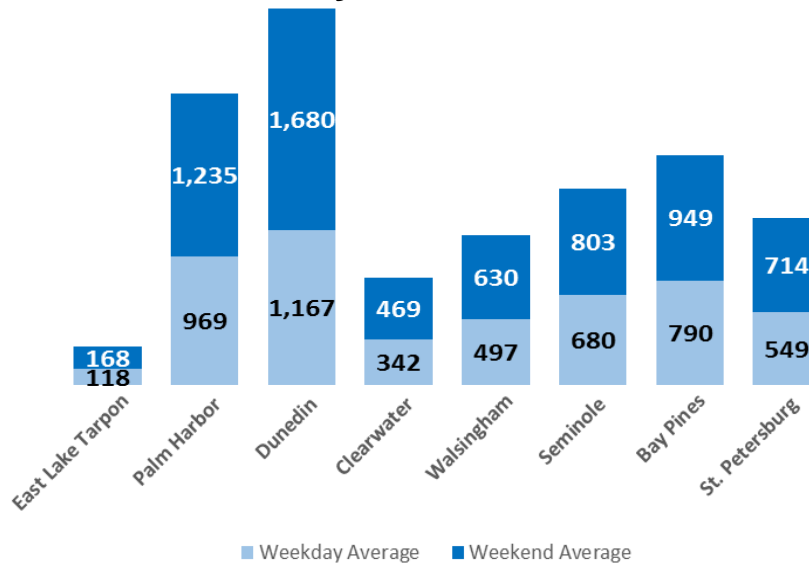
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile

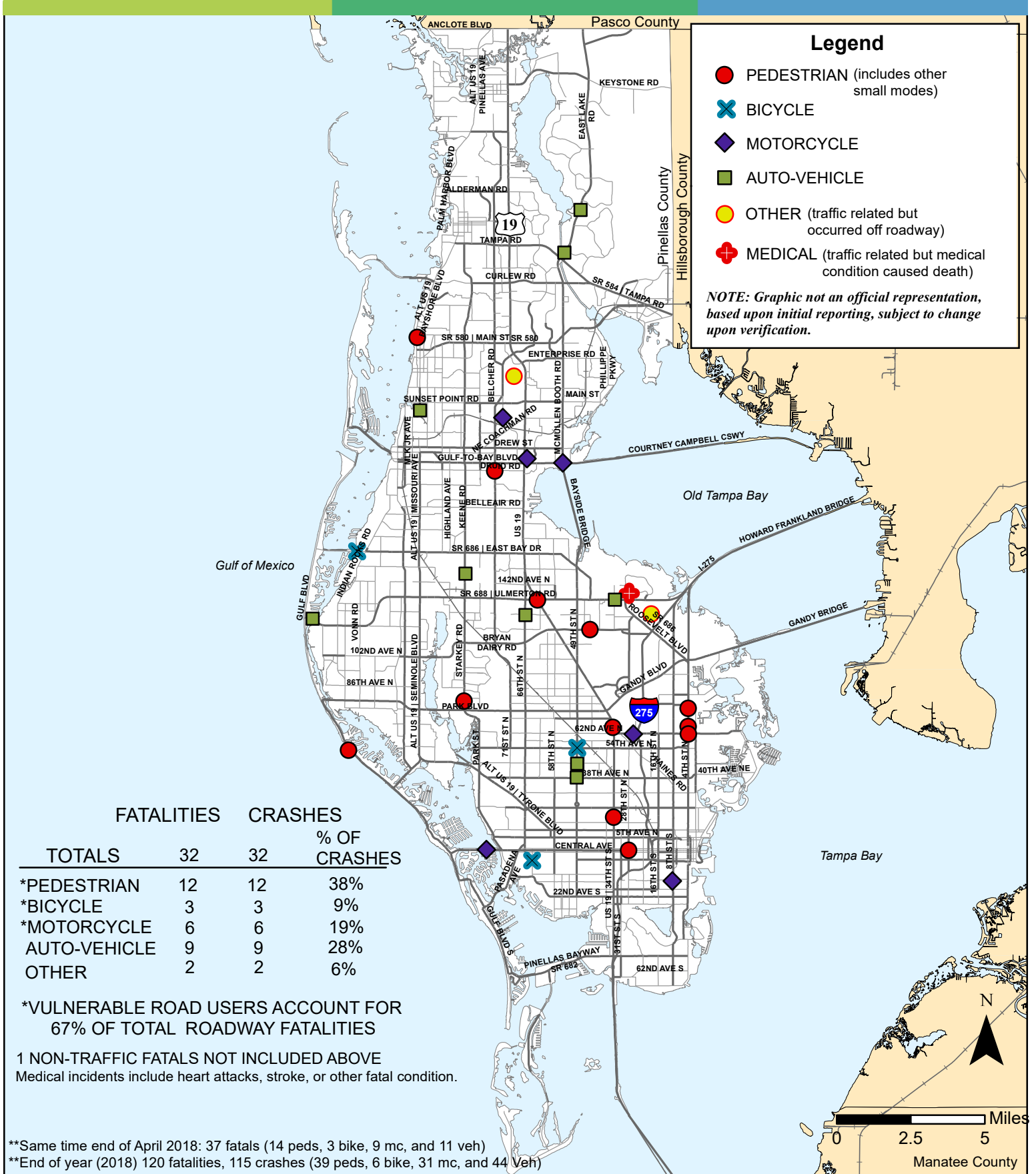


Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	3%	97%
Palm Harbor:	10%	90%
Dunedin:	20%	80%
Clearwater:	21%	79%
Walsingham:	13%	87%
Seminole:	30%	70%
Bay Pines:	35%	65%
St. Petersburg:	37%	63%

Source: Forward Pinellas March 2019
National Weather Service: [March 2019](#)

Locations of Reported Traffic Fatalities



	FATALITIES	CRASHES	% OF CRASHES
TOTALS	32	32	
*PEDESTRIAN	12	12	38%
*BICYCLE	3	3	9%
*MOTORCYCLE	6	6	19%
AUTO-VEHICLE	9	9	28%
OTHER	2	2	6%

*VULNERABLE ROAD USERS ACCOUNT FOR 67% OF TOTAL ROADWAY FATALITIES

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

**Same time end of April 2018: 37 fatals (14 peds, 3 bike, 9 mc, and 11 veh)

**End of year (2018) 120 fatalities, 115 crashes (39 peds, 6 bike, 31 mc, and 44 Veh)

