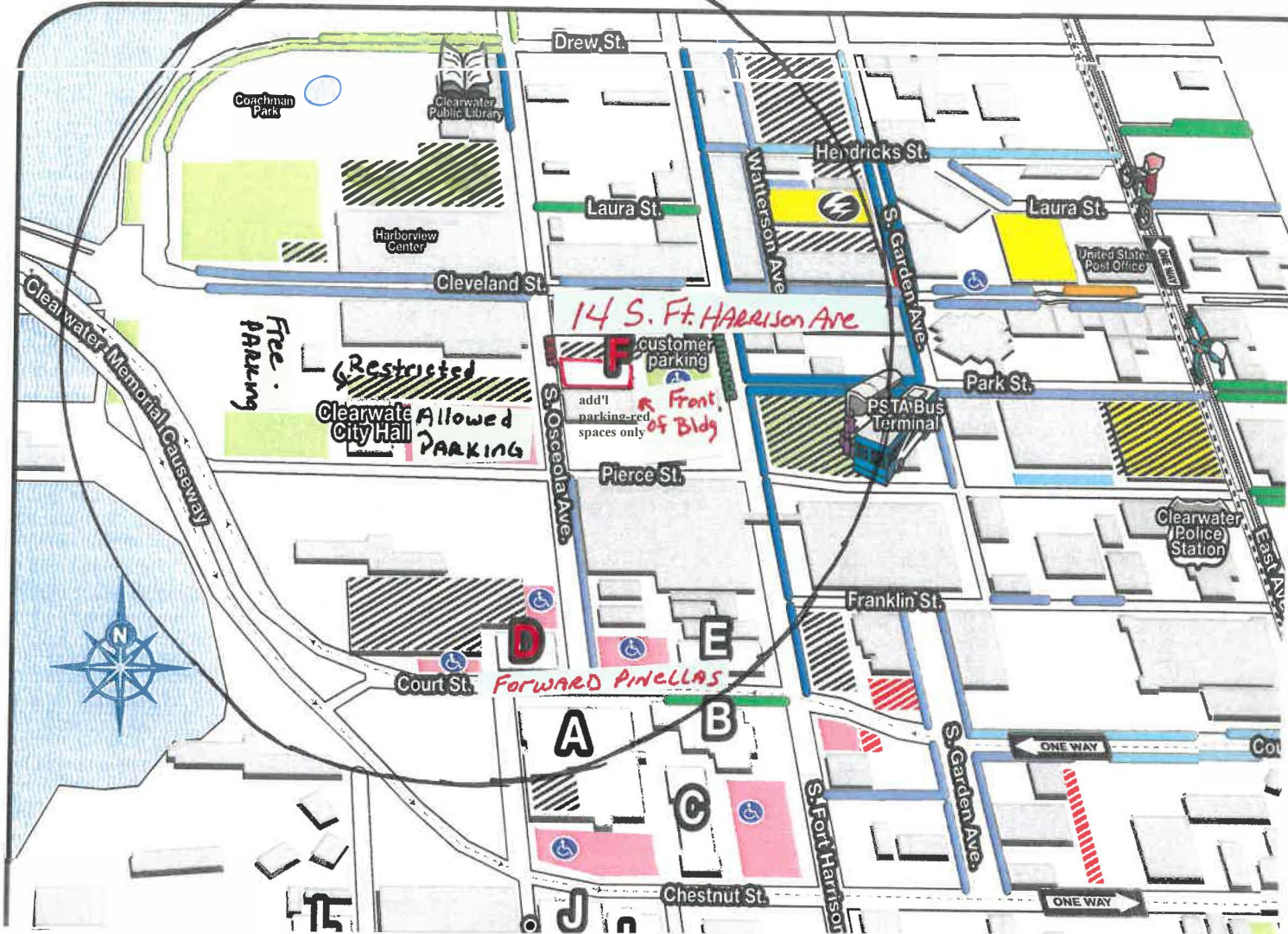


PINELLAS COUNTY GOVERNMENT

DOWNTOWN CLEARWATER LOCATIONS



The first in-person meeting will be held at 14. S. Fort Harrison Ave, 4th Floor Learning Center, Clearwater. Additional meetings may be held here as well, since the Learning Center allows for social distancing.

FACE MASKS WILL BE REQUIRED

F ON THE MAP IS 14. S. FT. HARRISON AVENUE

Entrance to the building faces Ft. Harrison Ave. The street behind the building is S. Osceola Avenue.

Free Parking is allowed in front of the Clearwater City Hall building, which is directly located behind the 14 S. Fort Harrison building (across S. Osceola Ave). There is a restricted area marked on the map, please do not park there.

Additional Free Parking is located behind the City Hall Building... just a short walk to 14. S. Ft. Harrison Ave. (across S. Osceola Ave.)

The parking in front of 14. S. Fort Harrison Ave is for customers only. There is also metered on-street parking available if you like.

FOR REFERENCE THE **D** ON THE MA P IS WHERE FORWARD PINELLAS IS LOCATED



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

NOVEMBER 16, 2020 – 8:30 a.m.

14 S. Fort Harrison Ave, 4th Floor
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

MASKS ARE REQUIRED FOR IN-PERSON MEETINGS

1. **CALL TO ORDER, INTRODUCTIONS AND ROLL CALL** (8:30 – 8:35)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – October 10, 2020** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – November 10, 2020** (8:45 – 8:50)
5. **BIKE YOUR CITY RESULTS: IN-PERSON TO VIRTUAL** (8:50-9:05)
6. **COMPLETE STREETS PROGRAM 2021 APPLICATIONS** (9:05-9:25)
7. **BIKE / WALK TAMPA BAY AND LOVE TO RIDE** (9:25 – 9:45)
8. **BPAC BUSINESS** (9:45 -10:05)
 - A. Election of 2021 BPAC Officers
 - B. December BPAC Meeting Cancelled
 - C. Florida Bicycle Association (FBA)
 - D. Friends of the Pinellas Trail
9. **AGENCY REPORTS** (10:05 – 10:25)
10. **OTHER BUSINESS** (10:25 – 10:30)
 - A. SPOTLight
 - B. Membership
 - C. Correspondence, Publications, Articles of Interest
 - D. Suggestions for Future Agenda Topics
 - E. Other
11. **ADJOURNMENT** (10:30)

NO DECEMBER MEETING

NEXT BPAC MEETING – JANUARY 25, 2021

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.

3. Approval of Minutes

SUMMARY

The meeting summary for the October 19, 2020 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – October 19, 2020

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
OCTOBER 19, 2020**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on October 19, 2020. This was a Zoom Virtual Meeting, using the Forward Pinellas Zoom platform.

BPAC Members Present

Brian Smith, Chairman	At Large Citizen Representative
Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Daniel Alejandro	Largo Citizen Representative
Julie Bond	CUTR
Dr. Lynn Bosco	At Large Citizen Representative
Joseph Camera	Pinellas County Schools
Kimberly Cooper	St. Petersburg Citizen Representative
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Scott Daniels	Friends of the Pinellas Trail
David Feller	North County Citizen Representative, Oldsmar
Byron Hall	Pinellas Park Citizen Representative
Chip Haynes	Clearwater Citizen Representative
Edward Hawkes	At Large Citizen Representative
Alan Johnson	South Beaches Citizen Representative
Charlie Johnson	St. Petersburg Citizen Representative
Jacob Labutka	PSTA
Caroline Lanford	Pinellas County Planning Department
Stephen Lasky	At Large Citizen Representative
Rick Perez	City of Largo
Ron Rasmussen	Pinellas Park Citizen Representative
Derek Reeves	City of Pinellas Park
Joan Rice	Pinellas County Public Works Traffic
Michael Siebel	At Large Citizen Representative
Jim Wedlake	Seminole Citizen Representative
Georgia Wildrick	Largo Citizen Representative
Robert Yunk	At Large Citizen Representative

BPAC Members Absent

Win Dermody	Clearwater Citizen Representative
Felicia Donnelly	City of Oldsmar
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Deputy Eric Gibson	Pinellas County Sheriff's Office
Paul Kurtz	At Large Citizen Representative
Lauren Matzke	City of Clearwater
Annette Sala	At Large Citizen Representative
Bert Valery	North Beaches Citizen Representative

Others Present

Alex Henry	FDOT
Jason Yam	Guest
Reid Powers	PSTA
Autumn Westermann	Pinellas County Schools
Commissioner Jeff Gow	City of Dunedin

Tom Washburn
Robert Feigel
Chelsea Favero
Jared Austin
Austin Britt
Al Bartolotta
Rodney Chatman
Angela Ryan
Maria Kelly

Pinellas County Public Works Traffic
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff

1. CALL TO ORDER

Chairman Brian Smith called the meeting to order at 8:30 a.m. Ms. Angela Ryan reviewed the Zoom meeting guidelines. The attendees were announced by Ms. Maria Kelly, there were 40 attendees.

2. PUBLIC COMMENTS

There were no public comments provided.

3. APPROVAL OF MINUTES

The summary from the September 21, 2020 meeting was approved with one correction, to add Caroline Lanford as an attendee.

4. FORWARD PINELLAS ACTIONS

Mr. Al Bartolotta, Forward Pinellas Planning Division Manager, reviewed the highlights of the Forward Pinellas Board meeting for the October 14, 2020. The Board approved the proclamation for Pedestrian Awareness Week for the week of October 26 – November 1, 2020. The Board also received a presentation from Angela Ryan regarding Bike Your City.

5. FALL UPDATE OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Jared Austin, Forward Pinellas staff, shared a presentation on the Forward Pinellas fall update of the (FY) 2020/21-FY 2024/25 TIP. The purpose of the fall update is to incorporate the transportation work programs of the local governments. This update includes the FY 2020 – FY 2026 Pinellas County Capital Improvement Program (CIP). Formal adoption of the TIP is required by July 1 of each year in order for the county to receive state and federal funding for transportation projects. This adoption most recently occurred in summer of 2020. In addition to the local government municipal work programs, the fall update of the TIP includes the most recent PSTA work program and grants. The local work program include projects from the various local airports, and the Port of St. Petersburg. Included in this presentation are the Pinellas County CIP project summary tables and maps showing the project number, location, description and status. If approved, the County CIP and the local municipal work programs will be incorporated into the current TIP. Members can find an interactive TIP map on the [forwardpinellas.org website](https://forwardpinellas.org), under "Building Your Future/Transportation Improvement," where they can look up information about the various projects. Ms. Joan Rice, Pinellas County Public Works Traffic, shared a presentation on the Pinellas County Capital Improvements Program reviewing various bicycle pedestrian projects. Also reviewed were bridge replacement projects, sidewalks and shared use paths. Questions were taken and appropriately answered. Daniel Alejandro made a motion to recommend approval to the Forward Pinellas Board. This was seconded by Steve Laskey and passed with a unanimous vote.

6. COUNTYWIDE TRENDS AND CONDITIONS REPORT

Mr. Robert Fiegel, Forward Pinellas staff, shared a power point presentation with the committee regarding the update to Countywide Trends and Conditions Report. The Trends and Conditions Report provides an annual snapshot of the county's transportation system, including roads, trails, sidewalks, bike lanes, and transit services. In addition, the report provides data on economic and land use activity, waterborne transportation and emerging technologies. The report serves as a tool to evaluate progress toward achieving the objectives of the Long-Range Transportation Plan, identify improvements to address safety concerns and congestion problems, inform transportation safety studies and transportation project design, and target law enforcement activities related to safety. Questions were taken and appropriately answered. Dr. Lynn Bosco made a motion to recommend approval to the Forward Pinellas Board. This was seconded by Georgia Wildrick and passed with a unanimous vote.

7. PINELLAS TRAIL/SKINNER BOULEVARD PASSIVE PEDESTRIAN DETECTION SYSTEM BEFORE AND AFTER STUDY

Mr. Alex Henry, FDOT Bicycle Pedestrian Coordinator, shared a presentation on the Skinner Boulevard at Pinellas Trail Passive Detection Update. The Passive Detection technology was installed in 2019 at the Pinellas Trail crossing on Skinner Boulevard, 300 feet east of Broadway. This location was selected as a pilot project due to the frequency of reported conflicts and collisions at the crossing. RRFB's are a proven FHA safety countermeasure and can significantly increase yield dates at crosswalks by as much as 60%. The Passive Detection Technology detects the presence of pedestrians and bicyclists in a stationary position or when they're moving and automatically activates the RRFB to alert drivers of potential crossers. Before the detection system was installed, the data indicated that 67% of all users were activating the RRFB prior to crossing. One year after the technology was installed at the intersection, flashing light activation rates increased to 95% across the board, making this a successful pilot application. FDOT's safety office is also completing a before and after crash analysis. Questions were taken and appropriately answered.

8. BPAC BUSINESS

A. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso gave an update on the Florida Bicycle Association. The Love to Ride Florida Challenge kicks off with Mobility Week from October 30th to November 6th but the event runs through November, giving riders a change to record their miles and become eligible for prizes. The FBA will launch their Virtual Signature Series (VSS) with a three-part exploration into Electric Bicycles. The VSS will be hosting Zoom seminars. Pre-registration is required on November 6th, 13th and 20th. The Annual Florida Best Practices Workshop will be virtual via Zoom on Saturday, November 14, 2:00-4:00 pm. Pre-registration is required. Deadline for submissions for the winter messenger is November 15, 2020. The Swamp Mountain Bicycle Club held an informal meeting at Walsingham Park to talk about what a proposal for a mountain bike natural surface trail in Walsingham Park. More details are available on the FBA website.

B. Friends of the Pinellas Trail

Scott Daniels, Friends of the Pinellas Trail, indicated a meeting was held on October 12th, via Zoom. Plans are moving forward for the 30th anniversary of the Pinellas Trail, which will be recognized on December 5th, 2020. Because of COVID-19 precautions, an in-person gathering will not take place. Pinellas County Public Works has written a Board of County Commissioners proclamation for the 30th anniversary. The County and Friends of the Pinellas Trail will spread news about the 30th Anniversary of the Pinellas Trail. Media and news on the anniversary will be sent out to all the municipalities, along with graphics to help

celebrate. Daily social media events are also planned for 30 days, prior to December 5th. The Friends of Pinellas Trail will be involved with outreach to the local media and chambers of commerce for outreach to help celebrate the 30th anniversary.

C. TRI-County BPAC Update

Ms. Ryan shared that the next Tri-County BPAC meeting will be hosted by Pasco County as part of the rotation. The Tri-County Trails map was discussed at the last meeting. A Hillsborough County intern is working on the trails map. There is anticipation of another meeting being held to discuss this project and if you would like to be a part of that meeting to provide feedback, please reach out to Angela Ryan.

D. Virtual Bike Your City Event Update

Ms. Ryan addressed the committee with an update on the Bike Your City Event in Safety Harbor, which kicked off Friday October 16th. Over 500 people registered for the event through event brite. Participants ride through Safety Harbor checking off their scavenger hunt sheets and can also participate in an interactive art project at the Safety Harbor Arts and Music Center. The event ends on October 30th.

9. AGENCY REPORTS

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

Ms. Joan Rice with Pinellas County Public Works Traffic shared that the Pinellas Trail North Loop has begun construction including the section between Enterprise Road and John Chesnut Park. The portion on Northside Drive and Meadow Wood Drive is not included in the construction. The segment just south of Sunset Point is nearing completion and should be completed in November. Public meetings are continuing to be held on the South Loop Gap.

• Clearwater Bicycle Pedestrian Program

Ms. Matzke will be presenting in November or December on the Ft. Harrison Avenue complete streets project.

• Largo Bicycle Pedestrian Program

Mr. Rick Perez, City of Largo, shared information on West Bay Drive corridor improvements. Sidewalk repairs, streetscaping and lane striping work is complete. The Rosery Road project is scheduled to be completed and open to the public on November 2nd. However, at some point in the near future, Largo is expecting the CSX crossing to be closed for two months to complete those improvements in the crossing. A notice to proceed for contract work to begin on improvements to the Trail Head at West Bay Drive will come in the next couple of months.

• St. Petersburg Bicycle Pedestrian Program

Mr. Lucas Cruse, St. Petersburg Transportation, reported that the concept planning study on the 18th Avenue South complete streets project, which received grant funding from Forward Pinellas, is continuing. There are two alternative corridors being considered for reallocating roadway space from 18th Avenue South as a way to reduce speeds and provide a street scape that better fits the surrounding community. That streetscape would include either widened pathways and landscaping and general traffic calming or separated bike lanes. There is a survey available. He also suggested to the members that they watch the 8 minute video which tells the story of what St. Petersburg is doing with regards to complete streets. The 18th Avenue South complete streets survey is open until October 16th. The Scooter Share Program and new Coast Bike Share bikes are coming soon. The scooter corrals are being marked and put on the ground and the electric bikes are en route. St. Petersburg, with FDOT and Forward Pinellas, are working on a mobility study. The study is looking at options to convert car-oriented one way streets to more urban appropriate two-

way configurations and is evaluating how a redeveloped Tropicanna Field would impact our transportation network downtown. It is also looking at the I-175 and I-375 dead end spurs, seeing how the roadway network could accommodate vehicles currently using those facilities if they were scaled back, removed entirely or converted to exits. This would free up land for urban redevelopment. St. Petersburg has identified a pilot project for Safe Streets Pinellas, at the intersection of the Pinellas Trail and 2nd Street.

- **Pinellas County Schools**

Mr. Joseph Camera, Pinellas County Schools, shared that social distancing is still in effect. He also indicated that 14,000 students have applied to attend school in person next quarter. They will have to be set up for busing. Florida Education Finance Program (FEFP) school transportation calculations have been completed although he is unsure how the state will apply the information.

- **FDOT District 7 Updates**

Mr. Henry had nothing additional to report.

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

Julie Bond presented on USF's Road to Zero and Ms. Ryan presented on the RRFB's at the October 13, 2020 meeting. The next meeting will be on January 12, 2021.

10. OTHER BUSINESS

A. SPOTLight Emphasis Areas Update

Updates were covered in the meeting. Staff is looking to schedule a US 19 workshop in early 2021.

B. Membership

One opening for membership noted for the Health Department..

C. Correspondence, Publications, Articles of Interest

There were no comments regarding this item.

D. Suggestions for Future Agenda Topics

There were no comments regarding this item.

E. Other

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:03 am. The next BPAC meeting is scheduled for Monday, November 16, 2020

SUMMARY

The November 10, 2020 Executive Summary will be provided for your information. A staff member will review actions taken by the Forward Pinellas Board at that meeting.

ATTACHMENT(S): Executive Summary for November 10, 2020 (this item will be emailed separately)

ACTION: None Required, Informational Item Only

SUMMARY

The COVID-19 pandemic has brought many challenges to the planning activities of Forward Pinellas and cancellation of the annual Bike Your City event in March was one of those challenges. However, in the interest of promoting cycling and pedestrian safety with the necessary health precautions associated with the pandemic, a virtual Bike Your City event was planned for October in Safety Harbor. The event has to-date registered 558 participants, far exceeding previous Bike Your City events. Transitioning the in-person group event to a virtual event has provided unforeseen opportunities and has successfully brought people together while socially distanced.

Forward Pinellas will provide a briefing on this event focusing on the tools utilized to transform an in-person event to a self-guided virtual platform. This includes using various new technologies and outreach techniques. Through carefully crafting an outreach strategy that includes working with diverse partners and stakeholders, the event was successfully communicated to a broad range of people.

Forward Pinellas will also highlight the contributions of local sponsors including the Safety Harbor Art and Music Center (SHAMC) which resulted in a community art mosaic bike sculpture that will be permanently displayed in downtown Safety Harbor.

ATTACHMENT: None.

ACTION: None, Information only

SUMMARY

Forward Pinellas provides funding to its local government partners through a variety of competitive grant programs. Now in its 5th year, the Complete Streets Grant Program provides annual allocations of up to \$100,000 for concept planning projects and up to \$1 million for construction projects. Forward Pinellas released a Call for Projects in the summer of 2020 and the submittal deadline for the grant program was October 23, 2020.

Forward Pinellas staff will review the grant applications received. A subcommittee will be established with Forward Pinellas staff and agency stakeholders to review the applications and develop recommendations for funding. Following review and ranking of the applications by the subcommittee, recommended awards will be brought to the board for approval in March 2021.

Complete Streets grant applications are posted online at:
<http://forwardpinellas.org/projects/complete-streets/>

ATTACHMENT: None

ACTION: None, information only.

SUMMARY

Love to Ride is an organization that provides an online platform designed to get more people cycling. They run quarterly events to encourage, incentivize and reward riding. Their mission is to use technology, data and behavioral change to help cities around the world create healthier, happier and more sustainable communities. Love to Ride is active in 12 countries and hundreds of cities where they serve over 30,000 organizations. The benefits of the program include the creation of new and sustainable biking behavior in communities as well as providing a source of data from riders to help meet their biking needs.

Bike/Walk Tampa Bay is utilizing this platform through FDOT for Bay area residents. Ms. Julie Bond will provide an overview of the Love to Ride platform as well as how Bike/Walk Tampa Bay is using this program to promote cycling safety. More information, including how to register, is available at <https://www.lovetoride.net/tampabay>.

ATTACHMENT: None

ACTION: None, Information only

8. A.-D. BPAC Business

A. Election of 2021 BPAC Officers

In accordance with the Bicycle Pedestrian Advisory Committee (BPAC) Bylaws, the Committee elects a Chairman and Vice Chairman at the last regularly scheduled meeting of each year. Since the Committee agreed to cancel the December meeting, the Elections for 2020 BPAC Officers will need to be conducted at the November meeting.

Currently, Brian Smith is the Chairman and Becky Afonso is the Vice Chair. The current BPAC membership list is attached for your information.

Attach: Membership list, November 2020

Action: Members to Nominate and Elect 2021 Officers

B. December 2020 Meeting Cancelled

Just a reminder to members

C. Florida Bicycle Association (FBA)

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

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

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

ATTACHMENT(S): None

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

1. Lisa Charest (10/14/20)
2. Kimberly Cooper (10/13/99) (reappointed 5/9/18)
3. Charles Johnson (06/14/17)

Clearwater Area

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

Dunedin Area

7. Charles Martin (04/08/09)

Pinellas Park and Mid-County

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

Largo Area

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

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

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

At Large Area

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

Seminole Area

21. Jim Wedlake (05/12/10)

Beach Communities

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

Technical Support

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

Sheriff's Office /Police/Law Enforcement Representatives

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

Non-Voting Technical Support

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

*Dates signify appointment

9. Agency Reports

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

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

The next meeting of the PTSTF is scheduled for January 12, 2021

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

10. A.-E. Other Business

A. SPOTLight Emphasis Areas Update

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

B. Membership

There is currently one vacancy on the BPAC membership list for a Pinellas County Health Department representative.

ATTACHMENT: BPAC Membership List ([9a](#))

ACTION: None Required, Informational Item Only

C. Correspondence, Publications, Articles of Interest

Bikes Are An Expression of Black Joy – October 2020

Lithuania's Trade-In Program: Swapping Old Car for new E-bikes- November 2020

Pinellas to Counter Reputation for High Bike Pedestrian Deaths – October 2020

Slow Streets Were A Success: Should Cities Keep Them? – October 2020

Pinellas Trail Usage Report – October 2020

Pinellas County Fatalities Report – October 2020

Forward Pinellas Board Meeting Schedule 2021

Forward Pinellas Committee Meeting Schedule 2021

D. Suggestions for Future Agenda Topics

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

E. Other

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

Bikes Are an Expression of Black Joy. Here's How 5 Riders Break Through White Supremacy

"WE'RE HAVING TO PUSH WHITE PEOPLE'S IMAGINATION OF WHAT WE ARE,
AND WHAT WE CAN BE."

BY STEPHANIE SORRINA BEECHER

Oct 27, 2020

For many riders, the global pandemic has provided the sort of rare downtime to indulge in the joys of biking: an opportunity to whisk away and escape the stressors of life in lockdown. But for Black riders, the crisis combined with the nation's racial reckoning is putting a spotlight on the sport's own systemic inequalities.

As we celebrate the expansion of the sport, riders at the intersection of race, gender, and cycling are striving to have their voices heard—and use their passion for biking to steer social justice and liberation.



At Group Rides, I Was Treated Like I Didn't Exist

In partnership with SRAM, *Bicycling* hosted a group of Black trans, femme, women, and non-binary cyclists who collectively shared their experiences of race and identity within the sport. The discussion featured four guests, Zahra Alabanza, Tamika Butler, Jesi Harris, and Iresha Picot. The conversation was moderated by Grace Anderson, a co-director for PGM ONE SUMMIT, a grassroots organization for BIPOC who work in connection with the land, who first approached the magazine to host the virtual event.

For these cyclists, biking has become an analogy for promoting BIPOC visibility and the racial justice movement. In a year chock-full of challenges, the panelists say confronting the tensions that exist for Black folks on bikes has bubbled to the surface.

Historically, Black people's time outdoors was perceived as laborious, not leisurely, they said. That has gradually changed, but the fight to overcome misperceptions of how Black people spend their free time, highlighted by cases of people calling the cops on Black park dwellers and birdwatchers, continues to be a struggle.

Some of what we're having to do is push white people's imagination of what we are, and what we can be.

When Alabanza first discovered her passion for biking as an adult, it was through a white woman she met at a reproductive rights conference who had just completed a cross-country trek. She remembers being shocked by the notion.

"What I learned was white people, and people with a lot of privilege, have the space and audacity to do things that I never knew I could do, [think] of, or dream of," explained Alabanza. "But I said 'If she can do it, I can do it.'" While she hasn't yet ridden across the country, her bike tour from Eugene, Oregon to San Francisco with several other BIPOC women cyclists would become a transformative experience.

"It literally changed the trajectory of my entire life," she added. Following the ride, she launched a chapter of Red, Bike & Green in Atlanta to provide community rides exclusively for fellow Black cyclists. "There are a million other rides in the city that do not center on us. I'm grateful for the space."

Space and access is something Picot says she thinks of often. Living in Philadelphia, with its narrow streets and row houses, she attracts intrigue as a Black female cyclist navigating the avenues of her working-class block. That's not the case for the white transplants living in nearby gentrified neighborhoods painted with bike lanes.

"I didn't realize until I started cycling that a lot of my friends—the Philly natives—did not even know how to bike," explains Picot. "They weren't taught how to bike because of safety. I think that's been a big [barrier] and why more Black folks don't cycle."

For Harris, who was raised in a primarily white environment, biking and identity has prompted her to think about how the sport provides freedom within, and freedom from the world, which often perceives her as a Black man. For example, Harris feels the most relief while riding her motorcycle covered in full gear.

"I didn't realize how long I've been biking with this burden," Harris said.

Still, the panelists worried that ceding to invisibility would result in an extension of systemic oppression. No matter their location, gender identity, or upbringing, all of the panelists touched upon the preservation of "Black bodies in motion," as Picot put it.

Anderson prepares for rides by donning a full kit, Alabanza prefers riding with fellow BIPOC cyclists; Butler considers the gender she's presenting through her attire; and Harris blares music from her speaker, always cognizant of what song is playing based on the neighborhood she's riding through. The effort it takes to maintain safety while cycling threatens to overcome its benefits, they added.

"It breaks my heart that when we are moving freely, is when so much damage happens," Butler said. "My bike is so tied to who I was as a kid. It's totally connected to a feeling of freedom and liberation. For me, when we're talking about the Black pain and the Black struggle, it's also important to talk about Black joy. For me, bikes are a part of that."

Biking is just a tool to help us understand ourselves better. It's an analogy for the experiences we're having. This machine gives us a literal sense of liberation.

The key to maintaining enjoyment and breaking through the barriers created by white supremacy through bicycling is to continue occupying space and providing resources so other Black cyclists can do the same, the panelists said.

"Some of what we're having to do is push white people's imagination of what we are, and what we can be," said Anderson.

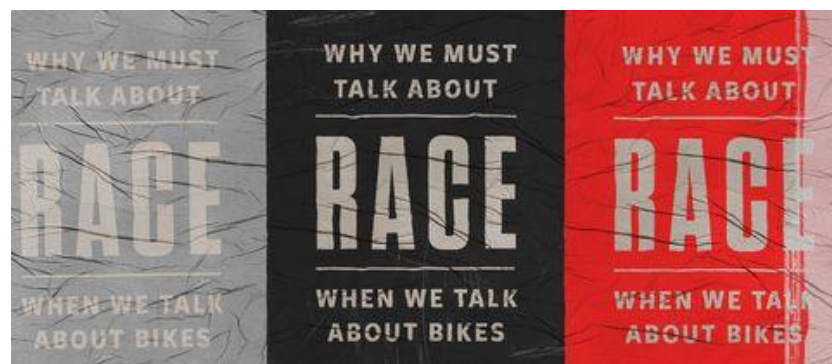
It's also important to stretch the imagination of fellow BIPOCs, said Picot. "If we talk more about how biking brings us joy and increases our serotonin, our happy genes, if we're able to pour more back into ourselves when we're out in nature, moving our bodies ... people will gradually be more open to choosing that for themselves."

Despite the tumult of the past year, the riders said they were grateful for the hallenging discussions being brought to light, and for their bikes, which provided the freedom, space, and mental health benefits to push their movement forward. They hope it inspires other cyclists to action.

"It's always bigger than bikes," Alabanza said. "Biking is just a tool to help us understand ourselves better. It's an analogy for the experiences we're having. This machine gives us a literal sense of liberation."

As part of their compensation for participating, the guests and moderator will choose a group to receive a mini-grant of \$1,100 through SRAM's support for the event. "This allows these brilliant riders to redistribute money to organizations and initiatives that are important to them," says Anderson.

Butler is supporting [Lambda Literary](#), which champions LGBTQ books and authors. Picot's mini-grant will go to the [Womanist Working Collective](#), a social action and support collective for Black womyn, transwomen, and gender variant folks. Alabanza is supporting [Fort Negrita](#), a member cooperative that increases awareness of a non-extractive, environmentally-functional lifestyle. Harris's will go to [Sex Workers' Outreach Project USA](#), a national social justice network dedicated to fundamental human rights of sex workers focused on ending violence and stigma. And Anderson's will support [Southern Fried Queer Pride](#), a non-profit empowering Black queer and QTPOC centered communities in the South through the arts.



Here's what happened when a country let people trade in old cars for electric bikes, scooters

[Micah Toll @MicahToll](#) Micah Toll is a personal electric vehicle enthusiast, battery nerd and author of the Amazon #1 bestselling books [Electric Motorcycles 2019](#), [DIY Lithium Batteries](#), [DIY Solar Power](#) and the [Ultimate DIY Ebike Guide](#). You can send him tips at Micah@electrek.co

Nov. 1st 2020 5P23 am



Believe it or not, a cash-for-clunkers plan helped get old and polluting cars off the road, replacing them with efficient and traffic-reducing [personal electric vehicles like e-bikes and e-scooters](#).

Shocking, right?

Trading in old cars for new electric bikes

Perhaps it's not so shocking for Lithuanians, who jumped at the opportunity to swap their old cars for new e-bikes.

The program was developed by Lithuania's Environmental Project

Management Agency (APVA), part of the country's Ministry of Environment.

The program began this summer with a budget of €8 million.

To qualify, citizens can apply for and then receive a subsidy of up to €1,000 (nearly US\$1,200) for the purchase of a new electric bicycle, bicycle, e-scooter, e-moped, e-motorcycle or even public transportation credits, after exchanging their old vehicle, according to [LRT](#).

In fact, many of the older cars being traded in are worth less than €1,000, meaning their owners are already coming out ahead on the deal even before factoring in the additional savings on everything from car insurance to gasoline and parking permits.

Approximately US\$1,200 can go a long way towards buying a brand new e-bike. In fact, [we've reviewed several popular models of e-bikes in the US](#) that can be purchased for that price or less. E-bikes such as the [\\$1,199 RadRunner](#) electric utility bike and the [\\$899 Lectric XP](#) folding e-bike have proven that you don't have to spend a lot of money to get a legitimate car-replacing electric bicycle.

So far the Lithuanian program has spent around 95% of its budget, but has already received an additional €3 million to keep the popular program running.

As spokeswoman for the APVA Austėja Jonaitytė explained:

“The initiative received a lot of attention from the population. The number of applications exceeded all expectations. For this reason, the Environment Ministry has allocated an additional 3 million euros from the Climate Change Program.”

Electrek's Take

I love it. I think it's an amazing program that could and should be replicated elsewhere.

Obviously, this comes down to a country's priorities. But I firmly believe, [as I've written about before](#), that removing cars from the road in favor of personal electric vehicles is a huge step towards reworking our cities into nicer and more sustainable places to live.

Budgeting is always a touchy subject and everyone seems to have a better idea about where dollars should be spent, but putting money towards programs like these helps solve many problems at once. Old and polluting cars are removed from cities, improving air quality for everyone. Traffic is reduced by shifting commuters to smaller and more space-efficient vehicles. And electric bicycle companies and other personal electric vehicle companies receive a boost in business that helps them further invest in bringing more models and more accessibility to the market.

That's a win-win-win.

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Pinellas To Counter Reputation For High Bike, Pedestrian Deaths

Following a weekend that saw three fatal pedestrian traffic accidents in Pinellas County, the sheriff's office hopes to reduce this trend.

By [D'Ann Lawrence White, Patch Staff](#)
Oct 12, 2020 3:42 pm ET|Updated Oct 12, 2020 3:49 pm ET



Following a weekend that saw three fatal pedestrian traffic accidents in Pinellas County, the Pinellas County Sheriff's Office will use a state grant to turn this trend around and decrease pedestrian and bicycle deaths along Pinellas County roads. (Clearwater Police)

PINELLAS COUNTY, FL — Following a weekend that saw three fatal pedestrian traffic accidents in Pinellas County, the Pinellas County Sheriff's Office will use a state grant to turn this trend around and decrease pedestrian and bicycle deaths along Pinellas County roads.

The Pinellas County Sheriff's Office has received a contract from the Florida Department of Transportation for a High Visibility Enforcement Pedestrian and Bicycle Safety Project set to begin Monday, Oct. 19 and run through Friday, May 14.

Enforcement will focus on 25 locations throughout Pinellas County, which have been identified as being high crash areas for pedestrians and bicyclists. Pinellas County deputies will distribute educational materials and talk to violators in the hopes of changing behaviors that will lead to fewer crashes.

The High Visibility Enforcement project is being funded through a contract with the University of North Florida in partnership with the Florida Department of Transportation's initiative to improve pedestrian and bicycle safety. The program was created by the National Highway Traffic and Safety Administration for metropolitan areas like Tampa Bay which has been rated among the top in the nation for bicyclist and pedestrian deaths.

For members of the Pinellas County Sheriff's Office and police departments, these fatalities are all too common in their tourist towns where walking and biking are preferred ways to get around but the transportation network isn't set up to accommodate them. There are simply not enough sidewalks, bike lanes and adequately marked road crossings to protect pedestrians and bicyclists on busy roads.

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On Sunday morning, a pedestrian who was struck by a vehicle attempting to cross Missouri Avenue at Belleair Road in Clearwater Friday night died from her injuries at Bayfront Health St. Petersburg.

Also on Friday, a 58-year-old man died in the hospital from injuries he received after being struck by a hit-and-run driver at Central Avenue and 34th Streets in St. Petersburg.

On Saturday night a teen boy died at the hospital when he stepped into the roadway into the path of an oncoming vehicle on East Bay Drive just west of Highland Avenue in Largo.

It's a tragedy that [Forward Pinellas](#) has been working to solve through its Vision Zero effort. First implemented in Sweden in the 1990s, the [Vision Zero Network](#) has spread throughout the United States, focusing on eliminating traffic fatalities and severe injuries using a multi-pronged approach that combines road, sidewalk, bike lane and crosswalk improvements, high-tech safety devices, education, enforcement, lowered

speed limits, turning intersections into traffic circles and other proven methods of reducing accidents.

According to the National Highway Traffic Safety Administration, Pinellas County had the highest rate of pedestrian and bicyclist deaths in the country in 2018.

Sixty-one percent of all traffic fatalities in the county involved pedestrians, bicyclists and motorcyclists. More than one out of three fatal crashes involved pedestrians in Pinellas County. And bicycles were involved in nearly 40 percent more accidents than pedestrians.

According to a [report by Forward Pinellas](#), hot spots include:

- 4th Street: 9th Avenue South to 46th Avenue North
- Park Boulevard: Park Street to US 19
- West Bay Drive/State Road 686: Indian Rocks Road to 58th Street
- Fort Harrison Avenue: Belleair Road to Drew Street
- Seminole Boulevard: Bay Pines Boulevard to Ulmerton Road
- Tampa Road: Orange Street to Race Track Road
- Gulf to Bay Boulevard: highest crash intersections, including Belcher Road, Old Coachman
- Road, US 19 and Park Place Boulevard
- US 19/34th Street (south of Park Boulevard): highest crash intersections, including 70th Avenue, 62nd Avenue, 22nd Avenue North and 5th Avenue North.

Slow Streets Were A Success. Should Cities Keep Them?

A recent study examined projects to reduce car use and increase walking and biking on neighborhood streets in five cities, offering a look into how transportation data can be used to craft similar future projects.

BY **SKIP DESCANT** / OCTOBER 22, 2020

The COVID-19 pandemic allowed cities like Seattle, Wash. to experiment with several projects to cut down on car-use on some neighborhood streets.

The modification of miles of local streets in cities across the nation during the COVID-19 pandemic cleared the way for bikers and walkers, and allowed neighborhoods to see their streets in all new ways.

New data indicates these moves were largely successful, with residents enjoying the extra space to bike and walk safely with lots of room to properly social distance. In cities like Seattle and Minneapolis, car use on the selected streets plummeted, while other users happily selected these routes.

“We saw a substantial dip in the number of vehicles on them, and we saw a pretty significant uptick in people biking and walking on them,” said Dawn Schellenberg, public affairs manager for the Seattle Department of Transportation.

“They seemed to be successful,” she added.

Seattle and Minneapolis, along with three other cities, were part of a review of a modified streets study by INRIX, a transportation analysis firm.

Seattle and Minneapolis experienced some of the largest levels of increased activity out of the five cities surveyed in the report: *Utilization of COVID-19 Street Programs in 5 U.S. Cities*. Seattle transitioned some 26 miles of neighborhood streets to its new Stay Healthy Streets program. They were selected, in part, because these corridors were already designated as “neighborhood greenways,” for their friendly walking and biking potential.

In Minneapolis, three routes totaling 11 miles were identified and the city placed traffic control devices to signal to motorists the changed nature of the streets. Like in Seattle, these routes had already been identified as streets suitable for walking and biking, in

some cases known as “bicycle boulevards.” In both cities, and many others, the streets were not entirely closed to vehicles, and could be accessed by residents, delivery drivers and other vehicles.

“We didn’t fully close the streets... but we used the traffic control devices to essentially slow down cars and make it clear that there would be people walking and biking in the streets,” explained Matthew Dyrdaahl, a transportation planner and bicycle and pedestrian coordinator in Minneapolis.

The project in Minneapolis and has been discontinued and the streets have returned to their normal operation. However, the experiment served as a pilot project and a data baseline as the city considers similar biking and walking modifications to right-of-way infrastructure in the future, said Dyrdaahl.

“We consider the Stay Healthy Streets a success,” he added. “And we will consider how the Stay Healthy Streets, or other new ideas, maybe restarted or modified in the future. But it may not look the same.”

The INRIX study, which also examined slow streets programs in Washington, D.C., New York City and Oakland, Calif., presented its findings as a big-data analysis showing how car traffic declined sharply on these streets while other uses expanded.

Non-car activity on restricted streets in New York City saw little change compared to the rest of the city, according to the INRIX study, likely due to the loss of commuter and other activity in the city. Activity on restricted streets in Minneapolis was 133 percent of normal in July, while activity citywide was only at 85 percent.

Transportation data, say INRIX officials, can and should offer a wealth of insights into how transportation infrastructure decisions are made.

“In the past, we had to rely on physical, in-person counts, in-ground loop detectors or video analysis to count the utilization of slow or restricted streets,” said Bob Pishue, a transportation analyst and author of the INRIX report. “Yet, today there are ways to provide data at a fraction of the cost and offer a high degree of accuracy.”

The data and analysis also point down a path of more data-based decision-making because the kind of approaches to restrict car access on one street may not be the best solution in another neighborhood.

“[City transportation officials] could use data to remove, change or make these projects more permanent,” said Pishue. “But the key is also making these projects a better fit from the beginning.

“Street restrictions are put in place for a number of reasons: to stop cut-thru traffic, allow families to walk and bike in their neighborhood, social distancing, etc.,” he added. “Yet not all street designs and locations are good for all purposes. Data allows transportation officials the ability to implement the best project for that specific need and measure against those goals.”

In Seattle, transportation officials are beginning the process of resident engagement and outreach to learn more from the community about what Stay Healthy Streets solutions worked, or didn't, and how they could be modified as the city plans to make permanent some 20 miles of restricted car streets in the future.

“We did some really quick back-of-the-napkin analysis to figure out where they might be most beneficial, but let's go out now and talk to people who have experienced them,” Schellenberg offered. “Would these be a benefit to your neighborhood?”

A community survey seeking input on the project yielded lots of interest, with 9,000 participating in the survey offering some 30,000 “open-ended responses.”

In Minneapolis, the project offered an opportunity to test out various traffic-calming solutions, gather data, and determine how to move efforts like these forwards, said Dyrdaahl, adding that a larger mission is to use the momentum generated by these projects to encourage more non-motorized mobility in the future to change behavior and achieve actual mode-shift.

“We use a wide variety of data to determine where we'll invest in transportation, including walking and biking. We have an evaluation program that looks at sort of before data, and after a project is built,” he added.

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
October 1 – October 31, 2020 (31 days)

October 2020

31-Day Count Total: **159,735**

Daily Average Users: 5,153

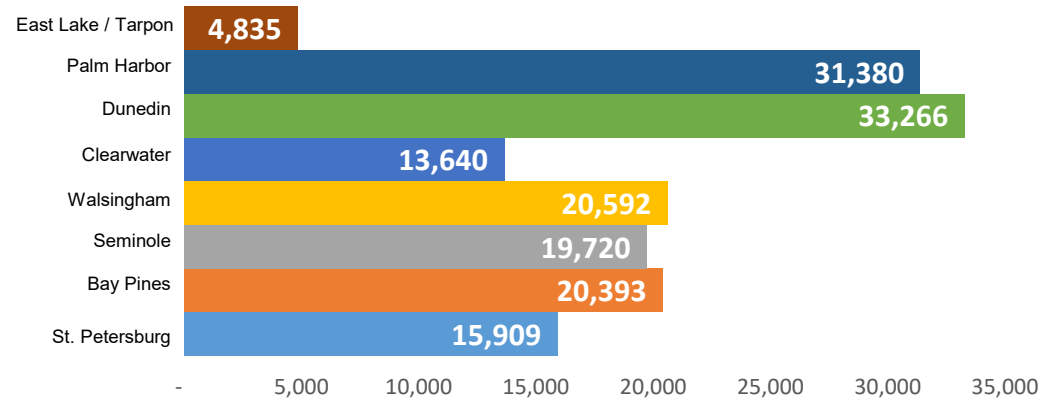
Highest Daily Totals:

#1 – Saturday, October 17th (Dunedin - 1,959)

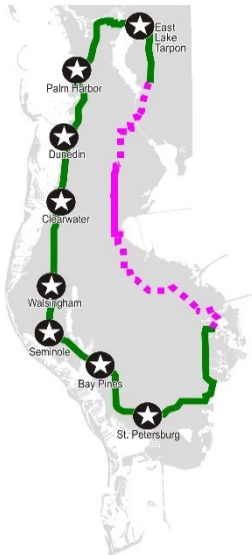
#2 – Saturday, October 17rd (Palm Harbor – 1,799)

#3 – Saturday, October 31th (Bay Pines – 1,028)

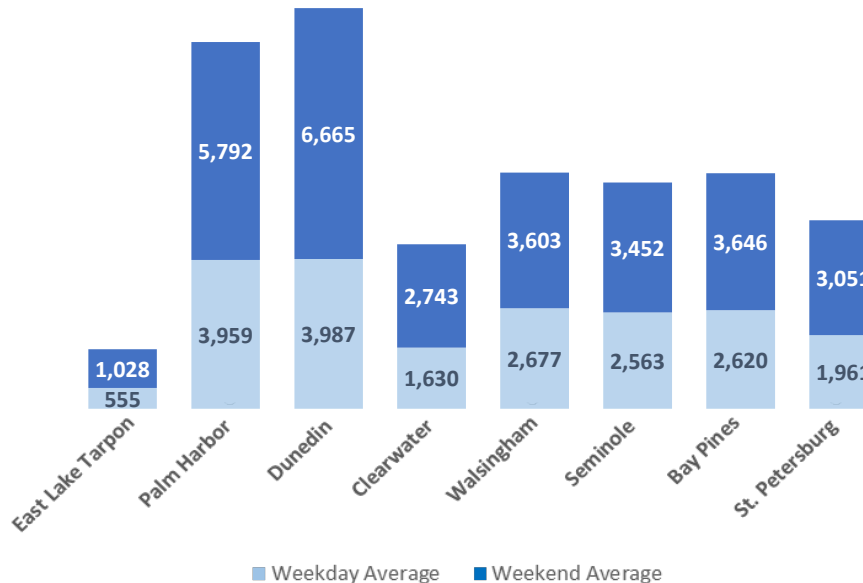
October Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Icon)	Bicycling (Icon)
East Lake / Tarpon:	3%	97%
Palm Harbor:	16%	84%
Dunedin:	2%	98%
Clearwater:	8%	92%
Walsingham:	28%	72%
Seminole:	13%	87%
Bay Pines:	2%	98%
St. Petersburg:	1%	99%

Source: Forward Pinellas October 2020
National Weather Service: [October 2020](#)

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

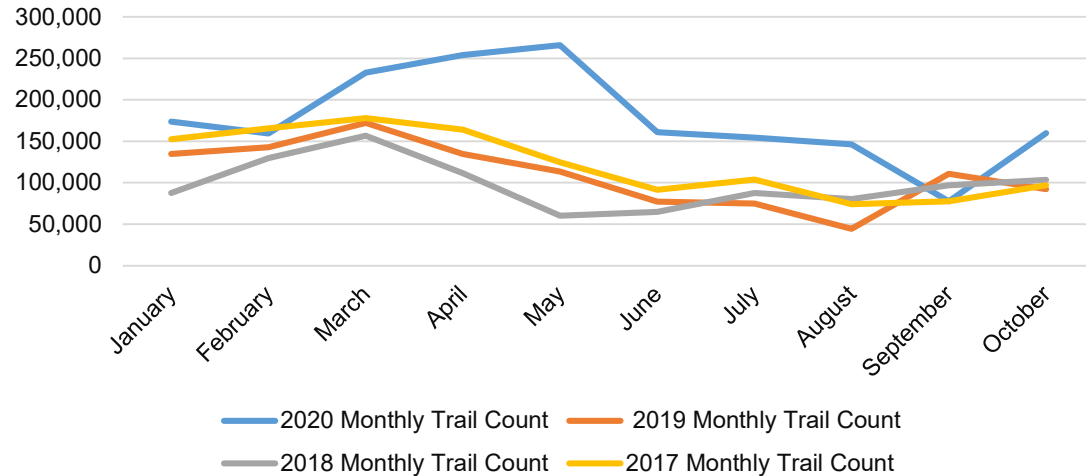
Period: January – October, 2020 Data*



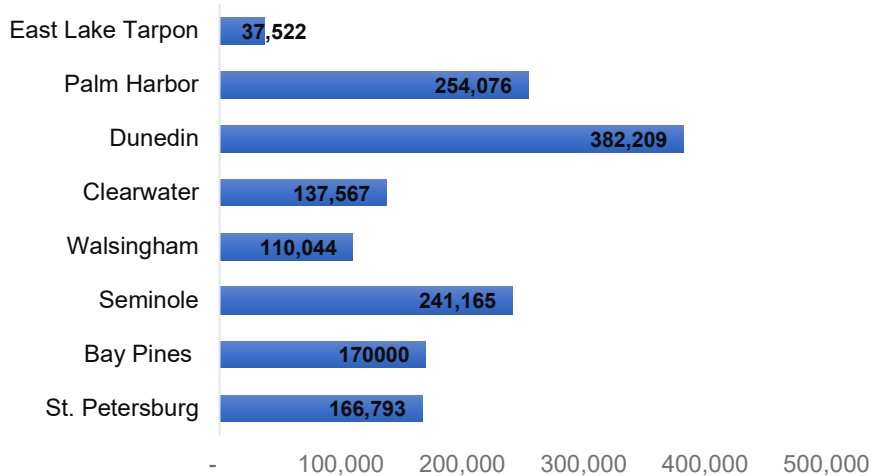
**Jan-Oct, 2020 Total Count:
1,784,200**

** Technical issues with the Clearwater and East Lake / Tarpon Counters resulting in several missing days of data during February, March and June.*

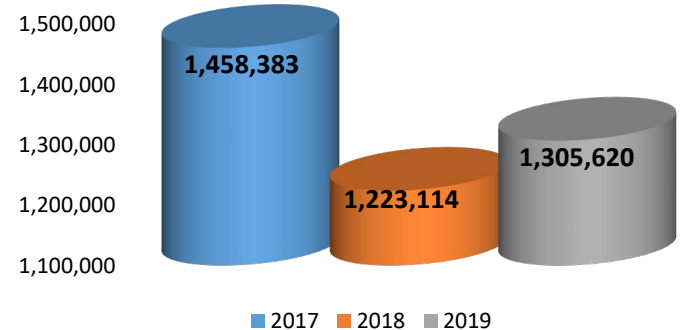
Monthly Trail Counts 2017 - 2020



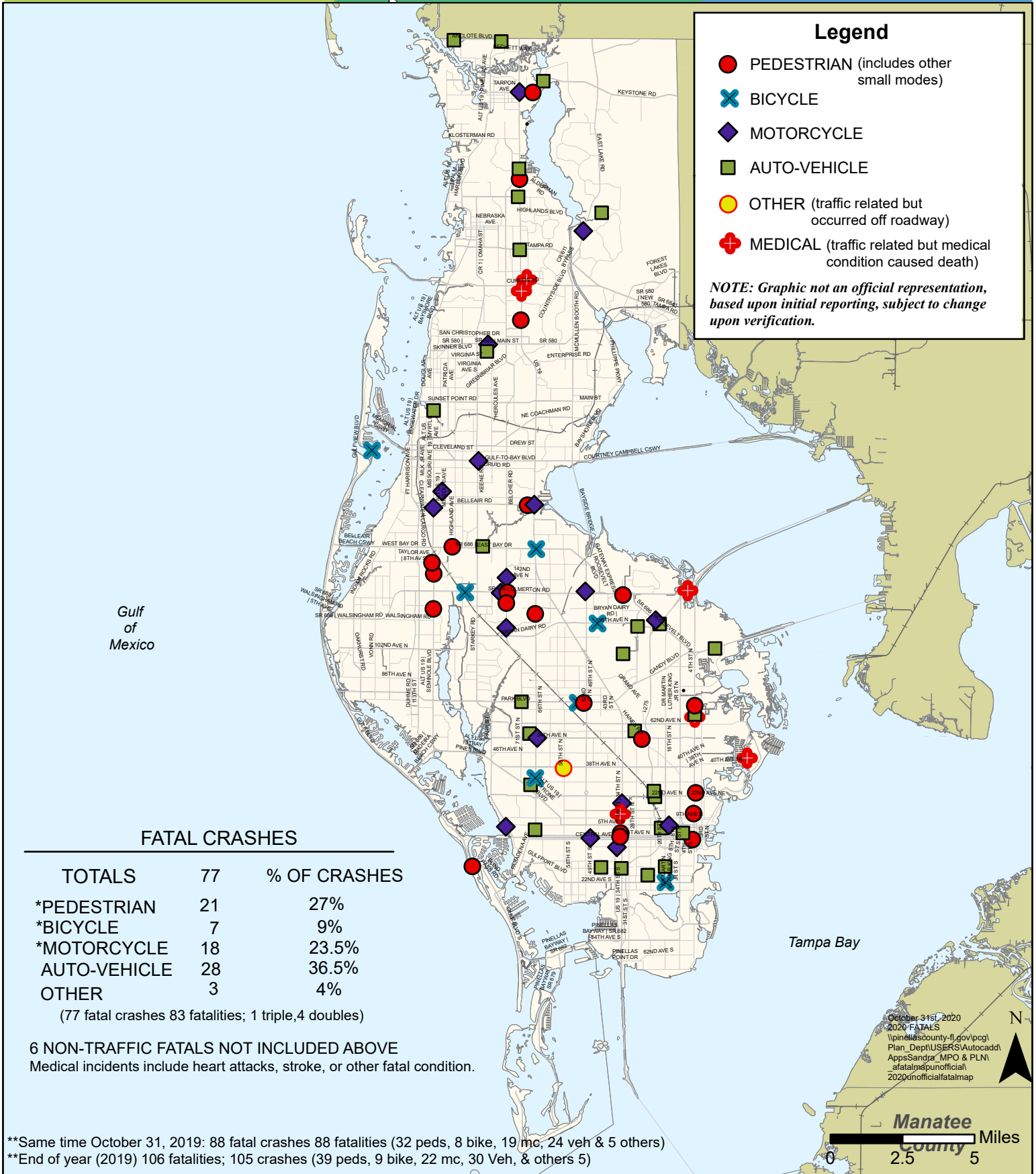
Counter Data Year to Date by Location



Pinellas Trail Use 2017 - 2019



* 2010 – 2016 Survey Data & 2017-2019 Counter Data. Technical issues with several counters in 2019 resulting in several missing days of data during 2019.



**Same time October 31, 2019: 88 fatal crashes 88 fatalities (32 peds, 8 bike, 19 mc, 24 veh & 5 others)

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

Data Source: Forward Pinellas, 2020. Map Produced: October 27, 2020.

C:\Users\plndf31\Documents\ArcGIS\Packages\2020fatalsmmapNEW_81A12291-12B9-46ED-A93F-75AC1AA43D62\w106\2020fatalsmmapNEW.mxd

FORWARD PINELLAS MEETING CALENDAR – 2021
Schedule of Meeting Dates for the Forward Pinellas Public Hearings and
Corresponding Meeting/Public Hearing Dates for the
Planners Advisory Committee (PAC) and Countywide Planning Authority (CPA)

Deadline for Submittal of PPC Items Requiring Public Hearing	PAC Meeting Date	Forward Pinellas Hearing Date	CPA Hearing Date
December 9, 2020	January 4, 2021	January 13, 2021	February 9, 2021
January 13, 2021	February 1, 2021	February 10, 2021	March 9, 2021, 6:00 p.m.
February 10, 2021	March 1, 2021	March 10, 2021	April 13, 2021
March 10, 2021	March 29, 2021	April 14, 2021	May 11, 2021
April 14, 2021	May 3, 2021	May 12, 2021	June 8, 2021
May 12, 2021	June 1, 2021 - Tuesday	June 9, 2021	July 13, 2021, 6:00 p.m.
June 9, 2021	July 6, 2021 - Tuesday	July 14, 2021	August 10, 2021
July 14, 2021	* August 2, 2021	* August 11, 2021	October 12, 2021
August 11, 2021	August 30, 2021	September 8, 2021	October 12, 2021
September 8, 2021	October 4, 2021	October 13, 2021	November 9, 2021, 6:00 p.m.
October 13, 2021	November 1, 2021	November 10, 2021	December 7, 2021, 6:00 p.m.
November 10, 2021	* November 29, 2021	* December 8, 2021	January 2022 TBD

*** Subject to Cancellation**

**Unless otherwise noted, the location for all the meetings will be the Pinellas County Cooperative Extension – Magnolia Room
12520 Ulmerton Road; Largo, FL**

COMMITTEES MEETING SCHEDULE 2021

PAC (Planners Advisory Committee) 1:30 pm	CAC (Citizens Advisory Committee) 7:00 pm	TCC (Technical Coordinating Committee) 2:00 pm	BPAC (Bicycle Pedestrian Advisory Committee) 8:30 am	LCB (Local Coordinating Board) 9:15 am	STSC (School Transportation Safety Committee 9:00 am	PTSTF (Pinellas Trail Security Task Force 9:00 am
01/04/2021	01/28/2021	01/27/2021	(4 th Mon) 01/25/2021	-----	-----	01/12/2021
02/01/2021	02/25/2021	02/24/2021	(4 th Mon) 02/22/2021	02/16/2021	-----	-----
03/01/2021	03/25/2021	03/24/2021	03/15/2021	-----	03/03/2021	-----
03/29/2021	04/22/2021	04/28/2021	04/19/2021	-----	-----	04/13/2021
05/03/2021	05/27/2021	05/26/2021	05/17/2021	05/18/2021	-----	-----
06/01/2021 Tuesday	*06/24/2021	06/23/2021	06/21/2021	-----	06/02/2021	-----
07/06/2021 Tuesday	*07/22/2021	*07/28/2021	*07/19/2021	-----	-----	07/13/2021
*08/02/2021	08/26/2021	08/25/2021	08/16/2021	-----	-----	-----
08/30/2021	09/23/2021	09/22/2021	09/20/2021	09/21/2021	-----	-----
10/04/2021	10/28/2021	10/27/2021	10/18/2021	-----	10/06/2021	10/12/2021
11/01/2021	Nov/Dec Combined	Nov/Dec Combined	11/15/2021	11/16/2021	-----	-----
*11/29/2021	12/09/2021	12/08/2021	*12/20/2021	-----	-----	-----

(These dates are subject to change)

*Meeting Subject to Cancellation