



BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

November 18, 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 – October 21, 2019** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – November 13, 2019** (8:45 – 8:50)
5. **LARGO WEST BAY DRIVE IMPROVEMENTS** (8:50 – 9:10)
6. **FORWARD PINELLAS VISION ZERO INITIATIVE** (9:10 – 9:25)
7. **ACTIVE TRANSPORTATION PLAN** (9:25 – 9:35)
8. **SPOTlight EMPHASIS AREAS UPDATE** (9:35 – 9:40)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
9. **BPAC BUSINESS** (9:40 – 9:50)
 - A. Pinellas Trail Guidebook Update
 - B. Election of 2020 BPAC Officers
 - C. Florida Bicycle Association (FBA)
 - D. Pinellas Trails, Inc.
10. **AGENCY REPORTS** (9:50 – 10:00)
11. **OTHER BUSINESS** (10:00 – 10:20)
 - A. Membership
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
12. **ADJOURNMENT** (10:20)

DECEMBER MEETING CANCELLED

NEXT BPAC MEETING – JANUARY 27, 2020

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

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

Bicycle Pedestrian Advisory Committee – November 18, 2019



3. Approval of Minutes

SUMMARY

The meeting summary for the October 21, 2019 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – October 21, 2019

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
OCTOBER 21, 2019**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on October 21, 2019, in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

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
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Win Dermody	Clearwater Citizen Representative
David Feller	North County Citizen Representative, Oldsmar
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Diane Friel	City of Largo
Byron Hall	Pinellas Park Citizen Representative
Ric Hartman	City of Clearwater Bicycle Pedestrian Coordinator
Edward Hawkes	At Large Citizen Representative
Chip Haynes	Clearwater 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
Ron Rasmussen	Pinellas Park Citizen Representative
Derek Reeves	City of Pinellas Park
Joan Rice	Pinellas County Public Works Traffic
Annette Sala	At Large Citizen Representative
Michael Siebel	At Large Citizen Representative
Cammie Weeks	Pinellas County School System Representative
Georgia Wildrick	Largo Citizen Representative
Robert Yunk	At Large Citizen Representative

BPAC Members Absent

Dr. Lynn Bosco	At Large Citizen Representative
Kimberly Cooper	St. Petersburg Citizen Representative
Scott Daniels	Pinellas Trails, Inc.
Felicia Donnelly	City of Oldsmar
Deputy Eric Gibson	Pinellas County Sheriff's Office
Paul Kurtz	At Large Citizen Representative
Charles Martin	Dunedin Citizen Representative
Mike Milvain	St. Petersburg Citizen Representative
Tiffany Sabiel	Safe Routes to School
Jim Wedlake	Seminole Citizen Representative
Bert Valery	North Beaches Citizen Representative

Others Present

Alex Henry	FDOT
Daniel Carnley	ICON Consultant Group
Brian Shroyer	FDOT
Jeff Gow	Commissioner, City of Dunedin
Rodney Chatman	Forward Pinellas Staff
Susan Miller	Forward Pinellas Staff
Maria Kelly	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

Mr. David Feller, North County Citizen Representative, inquired as to obtaining count data from the St. Petersburg count station located across the street from Tropicana Field. Mr. Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, said he would be working on that. Ms. Georgia Wildrick, Largo Citizen Representative, commented on the construction detours in Largo (for Rosery Road and West Bay Drive) and asked why they need to occur at the same time. With these two detours, it is very difficult to get to Clearwater/Largo Road or Indian Rocks Road.

3. APPROVAL OF MINUTES

The summary from September 16, 2019 BPAC meeting was approved with one correction. The Pinellas Trails, Inc. meeting will be held on Tuesday, December 10, 2019 at the Largo Public Library.

4. FORWARD PINELLAS ACTIONS

Mr. Rodney Chatman, Forward Pinellas Planning Division Manager, reviewed the highlights from the Forward Pinellas Board meeting on October 9, 2019. The Long-Range Transportation Plan (LRTP) was the topic of conversation at this month's Board meeting. Staff gave a presentation to the Board on the Cost Feasible Plan which shows where revenues are and how those revenues would be applied to specific projects. The breakdown of the LRTP is bike/ped, roadway projects and transit. For the bike/ped portion of the plan, approximately \$62 million dollars has been allocated for projects along the priority corridors discussed during the Active Transportation Plan development process. Additionally, \$24 million has also been allocated through that same planning process for overpasses. For roadway projects, approximately \$1.7 billion in county, state and city projects will be funded through 2045. The primary unfunded need through the planning process is McMullen Booth Road. The County will conduct a corridor study of McMullen Booth Road to determine what the ultimate typical section and corresponding cost. For transit, the plan has approximately \$344 million in capital funding and another \$1.6 billion in operating funding which will continue to be used for PSTA. The Board also discussed particular projects along the corridors such as Forest Lakes, 62nd Avenue, 22nd Avenue South. The general consensus was that the Board was satisfied with the components of the Cost Feasible Plan. The Board also received an update from the Florida Department of Transportation (FDOT) on Tampa Bay Next, focusing on the express lanes on I-275 from downtown St. Petersburg to the Howard Frankland Bridge. This planning process is rapidly moving forward and FDOT plans to have the updated study completed by the end of 2019 or early 2020. The Board also received an update from the City of Clearwater on the Drew Street Complete Streets Concept Plan. Forward Pinellas committed to working with the City of Clearwater, Pinellas County and FDOT to advance funding for the safety improvement projects for bikes and pedestrians.

6. SR 693 SOUTH PASADENA AVENUE CORRIDOR STUDY

Mr. Brian Shroyer, FDOT and Mr. Daniel Carnley, ICON Consultants Group, shared a presentation with the committee on the SR 693 Pasadena Avenue Corridor Study from Shore Drive South to 66th Street. Pasadena Avenue is a designated evacuation route, major commercial and commuter corridor and serves as a gateway from the central business district and outlying areas of the City of St. Petersburg to the southern end of the barrier island beach communities. The study is designed to apply FDOT's Complete Streets policies to reshape the corridor to improve accessibility for all road users. This study was put on hold during Central Avenue Bus Rapid Transit (BRT) study, since the preferred route chosen for the BRT was Pasadena Avenue. Now the study question becomes, what type of alternatives can be developed to work with the BRT, that focuses on bike/ped and safety. There are many land development issues that create mobility problems for the elderly as well as the ongoing flooding problems. There are several opportunities for additional crossings and some signal timing adjustments. Since there are no bike facilities on the corridor, bicyclists are restricted to the sidewalk, with a gap from Gulf Boulevard to the Pinellas Trail. If that gap were completed, there would be trail connectivity from downtown St. Petersburg to St. Pete Beach. In working with the Central Avenue BRT, three alternatives were reviewed: 1) widening sidewalks, 2) four lane with a dedicated BRT lane (BRT and right turns), with wider sidewalk option and 3) with no dedicated BRT lane, Road Diet with dedicated bike lanes. Questions were taken and appropriately answered.

5. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FIVE YEAR WORK PROGRAM

Mr. Alex Henry, FDOT Bike/Ped Coordinator, shared a presentation with the committee regarding the FDOT Five-Year Tentative Work Program. FDOT is developing the Five-Year Tentative Work Program for Fiscal Years 2020/21 through 2024/25. The Work Program outlines the state and federally-funded transportation projects for the next five years, including new projects introduced in the fifth year (2024/25). This work program includes projects that are FDOT managed and locally managed projects that have FDOT funding involvement. The program includes a variety of transportation projects including public transit, seaport, airport, rail projects, and bike/ped; as well as the different phases of the projects to include planning, design, right-of-way acquisition and construction. New projects have been added to the fifth year and FDOT is currently presenting the list of projects through public

forums and collecting public feedback at this time. The next step is for the list of projects to be presented to Legislature and the Governor in Tallahassee, for approval. Once signed by the Governor, the tentative work program becomes the adopted work program on July 1st of the new fiscal year. The first item considered when developing the new program is to preserve the existing program and funding those phases of projects that were left unfunded; accounting for cost estimate updates based on funding availability or cost of good increases or decreases; and adding new projects. The types of projects included in the work program are identified by the MPO Priorities, Regional Priorities and FDOT and Strategic Intermodal Priorities. The new projects and new project phases were reviewed. Questions were taken and appropriately answered.

7. ST. PETERSBURG COMPLETE STREETS IMPLEMENTATION PLAN

Mr. Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, shared an update of the St. Petersburg Complete Streets Implementation Plan, originally presented to the BPAC in 2018. In 2015, Mayor Kriseman issued a Complete Streets Policy saying a plan should be developed to comprehensively reform how we design our streets. Decisions about our streets should address more than just cars, traffic and congestion and the concept of equity should be incorporated in all decision making and to develop a plan to get there. After a couple of years developing the plan and robust public involvement, the plan was adopted in May 2019. He highlighted some of the strategic approaches on how the City determined to implement their Complete Streets Policy through Connected Networks, Neighborhood Greenways and Model Priorities. Questions were taken and appropriately answered.

8. SPOTLIGHT EMPHASIS AREAS UPDATE

Mr. Chatman shared that there are no updates from last month on the SPOTLight Emphasis Areas.

9. BPAC BUSINESS

A. Pedestrian Safety Awareness Week October 26 – November 3, 2019

Ms. Susan Miller, Forward Pinellas staff, reminded the committee that October 26 through November 3, 2019 was Pedestrian Safety Awareness Week. A Proclamation went before the Board on October 9, 2019 and was signed before coming to BPAC. A signature copy was provided in your agenda packets.

B. December BPAC Meeting

The BPAC elected to cancel the December 16, 2019 meeting. A motion to cancel the December meeting was made by Mr. Cruse. It was seconded by Mr. Byron Hall, Pinellas Park Citizen Representative, and passed with a unanimous vote.

C. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso gave an update on the Florida Bicycle Association. October 26 and 27, 2019 will be the last session of the Ride Leader/Ride Marshall public certification session, to be held in Maitland, which is in the Orlando area. Following the session, the FBA will have its final quarterly membership board meeting. The FBA Best Practices Workshop will be held on Saturday, November 16, 2019 in Clermont. If you sign-up and attend the FBA Best Practices Workshop, you will be gifted free admission into the *Horrible 100*, Central Florida's Premier Cycling Event, held the next day. Members of *SWAMP* Mountain Bike Club will be coming to talk about mountain bike coalition building. There is support from the legislative platform and FBA to pursue the Move-Over Law, and a main sponsor from the House of Representatives is needed. The Bike/Ped Safety Bill, while it does not address the *Idaho Stop*, does address allowing group cyclists of 8 or less to move through a stop sign as a group and for vehicles to cross a double yellow line when passing a cyclist. The legislative session runs January 13 through March 15, 2020.

D. Pinellas Trails Inc.

No one attended the BPAC meeting from Pinellas Trails, Inc. The next meeting for Pinellas Trails, Inc is December 10, 2019 at the Largo Public Library.

10. AGENCY REPORTS

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

Ms. Joan Rice with Pinellas County Public Works Traffic provided an update on the North section of the Pinellas Trail Loop. Regarding the Trail closure on Sunset Point Road, Duke Energy has completed their project of replacing power poles and adding bird diverters on the line. Now Public Works can begin work south of Sunset Point Road going down to Old Coachman beginning in January 2020. The bridge going over Alligator Creek should be completed about the same time in January 2020. The North Loop Gap, north of Enterprise Road to John Chesnut Park has been delayed due to a proposed alignment change. A public meeting will be held on October 29, 2019 for residents living in the area of Northside Drive and Countryside Boulevard at the Countryside Golf Club Clubhouse. Construction is projected to begin in the summer of 2020.

- **Clearwater Bicycle Pedestrian Program**

Mr. Ric Hartman, City of Clearwater Bicycle Pedestrian Coordinator, announced the Ft. Harrison Complete Streets Grant Project Visioning Team would have their first meeting in mid- November. It will include an introduction to the program and a bus tour of the corridor to look at different issues and challenges. Regarding the Lake Belleview Walking Audit, the six-month action plan has been 80 percent completed. All the short-term items on the plan that could be accomplished in six months were accomplished, including sharrows and enhanced crosswalks. A new six-month action plan will be created to keep the community engaged in these neighborhood improvements.

- **Largo Bicycle Pedestrian Program**

Ms. Diane Friel, City of Largo, updated the committee on City of Largo initiatives. The West Bay Drive Complete Streets project has begun, from Clearwater-Largo Road to Missouri Avenue with sidewalk replacements on the north side of West Bay Drive. They will also be installing streetscape benches and a bus station, as well as a mid-block crossing. The southside will begin upon the completion of the northside which should take about ten to twelve months. Largo is also considering relocating City Hall to the Largo Downtown Plaza and Hampton project at the corner of West Bay Drive and Missouri Avenue. The Rosery Road Complete Streets project is under construction. Largo has kicked off the US19/Roosevelt Road Special Area Plan (SAP) with a community forum on November 6, 2019 from 6:00 pm to 8:00 pm at the Pinellas Technical College, Clearwater Campus, 6100 154th Avenue North, Bldg 10. Largo plans to submit two Complete Streets applications for the next round of Forward Pinellas' Complete Streets Program "call for projects."

- **St. Petersburg Bicycle Pedestrian Program**

Mr. Cruse provided an update on the City of St. Petersburg. The Open Streets Event was held on October 20, 2019. On October 23, 2019, a public meeting will be held for St. Petersburg's 34th Street and Central Town Center Planning and Engineering Study. The ribbon cutting event for the Gulfport Trail connector from Skyway Trail over toward Gulfport was rained out on Saturday, October 19th, and has been rescheduled for Saturday, October 26th. The City of St. Petersburg is beginning their Vision 2050 Long Range Plan and Comprehensive Plan update. The first two public meetings to kick off this project are Thursday, November 7th and Saturday, November 9th. A Health Impact Analysis Study is being completed on 18th Avenue South and finalizing the scope for the Complete Streets Planning Project.

- **FDOT District 7 Updates**

Mr. Henry shared an update on the Coast to Coast Starkey Trail project. Construction delays have been due to wet ground from all the rain, however, FDOT is still anticipating construction to be completed by the end of the calendar year.

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

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

11. 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**

D. **Other**

Ms. Miller reminded the committee that the January and February 2020 meetings would be held on the fourth Monday of each of those months due to holidays and Pinellas County In-Service Day.

12. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:28 am. The next BPAC meeting is scheduled for Monday, November 18, 2019.

Bicycle Pedestrian Advisory Committee – November 18, 2019

4. Forward Pinellas Executive Summary – November 13, 2019



SUMMARY

The November 13, 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 November 13, 2019 (to be distributed at the meeting)

ACTION: None Required, Informational Item Only

5. Largo West Bay Drive Improvements

SUMMARY

The City of Largo's West Bay Drive downtown corridor improvements will make the area from Clearwater-Largo Road to Missouri Avenue safer, more walkable, and attractive. The cracked, buckling, and aging sidewalks will be replaced from Missouri Avenue/Seminole Blvd to Clearwater-Largo Road, modern, energy-efficient, pedestrian-friendly LED lighting will replace the aged and inefficient existing lighting, and other improvements include new benches, bike racks, and bus shelters. People walking will have two additional locations to safely cross West Bay Drive with mid-block crossings, pedestrian-activated flashing beacons, and high visibility crosswalks west of 2nd Street and west of 5th Street. Finally, the look and feel of West Bay Drive from Missouri Avenue/Seminole Blvd to Clearwater-Largo Road and the diagonal parking lots from 4th Street SW to Ridge Road will be improved through milling, resurfacing, and re-striping of the asphalt surface.

The City has balanced safe and efficient travel through it with the critical need for annual infrastructure improvements including east-west connectors such as West Bay Drive and Rosery Road. Contract completion dates for West Bay Drive and Rosery Road are August 2020 (10-month contract time) and February 2021 (17-month contract time), respectively. Seventy-five percent of West Bay Drive is open and will remain open except for the two weeks during resurfacing at the end.

All construction aspects, including start date, construction sequence, lane taper locations, signage, and signal timing have been carefully considered and deliberately planned. 8th Ave SE (0.5 mi) and Ulmerton Road (1.5 mi) are alternate routes.

The City provides regular construction project updates at <https://www.largo.com/WestBayDrive> and at <https://www.largo.com/RoseryRoad>. Please welcome Mr. Barry Westmark, Senior Engineer, as he provides an update for the Committee.

ATTACHMENTS: Alternate Traffic Routes

ACTION: No Action Required, Informational Item Only

ALTERNATE ROUTES

US 19

CLEARWATER LARGO RD

20TH ST SW

8TH AVE SW

RIDGE ROAD

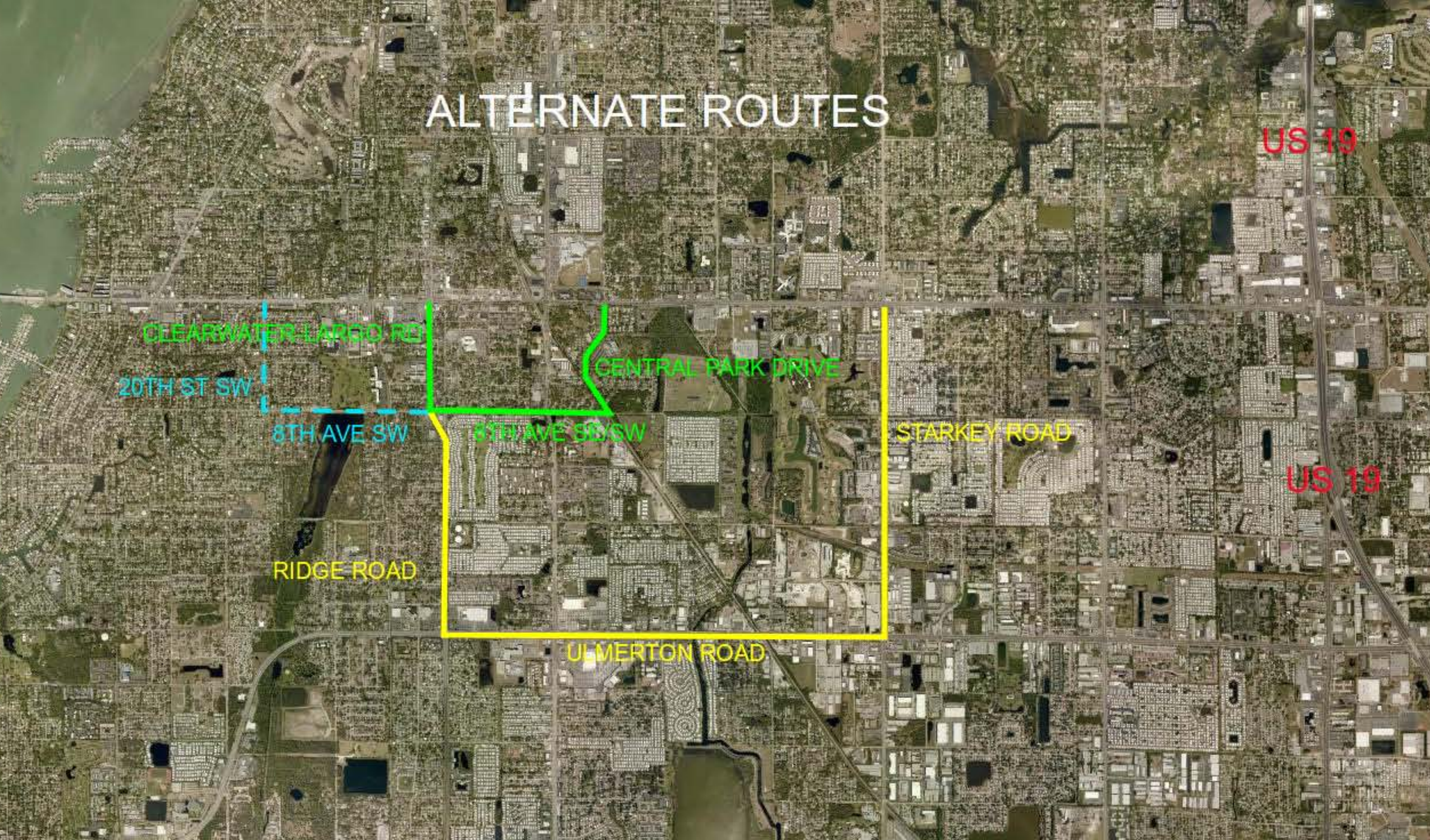
CENTRAL PARK DRIVE

8TH AVE SW SW

ULMERTON ROAD

STARKEY ROAD

US 19



SUMMARY

Forward Pinellas has begun work on a Vision Zero initiative to address and prevent fatalities and serious injuries on Pinellas County roadways. This effort requires close coordination with partner agencies countywide and community involvement to be successful. High-crash locations will be of particular interest, along with other indicators where vulnerable populations may not yet be identified with a history of high-rate crashes.

The primary goal of Vision Zero will define systemic approaches to prevent fatal and serious injury crashes as well as proactive methods by providing guidance and support for both Forward Pinellas and its partner agencies to continue working towards the goal of zero deaths on the transportation network.

Demonstration projects for Vision Zero are expected to be developed and implemented along corridors, intersections or other needs while maintaining geographic equity countywide. The resulting projects should vary with respect to the different elements such as education, engineering and enforcement while selecting various roadway classifications, jurisdictions, and a range of landscaping options, limit vehicle speeding, public messaging, and other measures.

The Vision Zero project is anticipated to last about 12-18 months.

ATTACHMENTS: None

ACTION: No Action Required, Informational Item Only

7. Advantage Pinellas: Active Transportation Plan

SUMMARY

Forward Pinellas' Advantage Pinellas 2045 Plan, or long-range transportation plan, continues to be developed, and is scheduled to be adopted by the Board in November 2019. The nonmotorized element of the Plan, branded as the Active Transportation Plan (ATP), is scheduled to be adopted by the Board in February 2020.

At the September BPAC meeting, staff reviewed the ten priority projects for the ATP with the Committee to be funded through the Advantage Pinellas 2045 Plan. The priority projects were selected from the countywide Bicycle Pedestrian Facilities Plan map to strategically close gaps in nonmotorized networks and increase safety while reducing bike/ped conflicts with motor vehicles.

Along with the priority bicycle pedestrian projects, funding will be set aside to construct overpasses for the Pinellas Trail Loop. Although there are many Trail crossings where overpasses would reduce or eliminate motor vehicle conflicts, funds through the Advantage Pinellas 2045 Plan may be used to construct at least four (4). As with the priority projects, existing and future overpass needs were evaluated for the five goals: safety, connections to established bike/ped networks, accessible/comfortable, and quality of life. The resulting weighted scores provide a framework to determine the priority for the selected overpasses. Please be prepared to discuss the Pinellas Trail Loop overpass needs and evaluation scores on the attached chart.

ATTACHMENTS:

- ATP Draft Overpass Evaluation and Criteria chart
- ATP Project Evaluation Criteria

ACTION: BPAC to Review & Comment on Overpass Priorities

ACTIVE TRANSPORTATION PLAN

Draft Overpass Evaluation and Criteria

Intersection or Crossing	Speed Limit (mph)	MPH Level 35-39=A 40-44=B 45-49=C 50-54=D 55+=E	Traffic Control	Traffic Device Mid Bl=1 Signal=2 Overpass/ Interchange=3	Area Jurisdiction	Approx. Crossing Width	Adjacent Countywide Land Use Designation	GOAL	SAFETY	INTEGRATED & CONNECTS					ACCESSIBLE & COMFORTABLE			QUALITY OF LIFE	TOTAL WEIGHTED SCORE	Rank by Score
								Evaluation Criteria	High Crash Location Score	Multimodal Corridor/ Activity Center Score	Average Bike/Ped Demand Score	Connects Existing Facility Score	Direct Access to Transit Score	Average Weighted Bicycle LTS Score	Sidewalk Coverage Score	High Equity / Low Service Area Score	Recreational Facility Score			
																		Weight:		
Keystone/East Lake	45 / 55	E	traffic signal	2	Unincorp	140 ft / 175 ft	Resid Low Preserv		50	0	22.0	100	0	100	50	50	100	49.7	9	
Curlw Road/Alt US 19	35 / 40-45	C	traffic signal	2	Dunedin	100 ft / 130 ft	Retail Open Space		0	0	42.5	100	30	100	50	50	100	44.8	11	
Tampa Road	45	C	traffic signal	2	Unincorp	~150 ft	Resid L/M Comm/Off		0	0	31.5	100	30	100	50	100	100	51.2	8	
Curlw Road / Countryside Blvd	45 / 30	C	traffic signal	2	Clw/Unincorp	130 ft	Resid Med Resid L/M		0	0	47.0	100	30	100	100	0	100	42.7	12	
SR 580	45	C	mid block	1	Clearwater0	~125 ft	Resid High Activity Cntr		0	50	54.5	100	60	100	100	0	100	51.5	7	
Sunset Point Road	40	B	mid block	1	Clw/Unincorp	105 ft	Res VL Off / Activ P/SP		0	50	54.5	100	30	100	100	100	100	63.5	5	
Drew Street	45	C	traffic signal	2	Clearwater	100 ft	Activ Center Retail/P/SP		0	50	76.0	100	30	100	100	100	100	65.6	4	
SR 60	40	B	traffic signal	2	Clearwater	100 ft	Activ Center		75	50	61.0	100	60	100	100	50	100	74.6	1	
Roosevelt Blvd / Carillon	55	E	traffic signal	2	Largo/Unincorp	300 - 350 ft	Employmt Activity Cntr		50	50	39.0	100	60	100	50	100	100	69.9	2	
49th Street / 126 Ave	45	C	traffic signal	2	Pinellas Park	~120 ft	Employmt Industrial		50	0	28.5	100	60	100	50	0	100	48.9	10	
I-275	65	E	overpass/ interchange	3	St. Petersburg	?	Activity Center		50	50	36.5	100	60	100	50	50	100	62.2	6	
4th St/Gandy Blvd	40-45 / 50	D	overpass/ interchange	3	St. Petersburg	~350 ft	MultiModal Corr/P/SP		0	50	51.0	100	60	100	100	100	100	66.1	3	

Forward Pinellas Active Transportation Plan - Project Evaluation Criteria

Goal	Evaluation Criteria	Scoring	Weight
Safety	Project addresses an identified High Bicycle or Pedestrian Crash Intensity Segment or Intersection	<ul style="list-style-type: none"> - Includes High Bike or Ped Crash Segment or Intersection - 100 - Crosses High Bike or Ped Crash Segment - 75 - High Bike or Ped Crash Segment or Intersection within 0.5 mile - 50 - No High Bike or Ped Crash Segments or Intersections – 0 	20%
Integrated & Connects	Project provides direct access to a multimodal corridor, and/or is located within or directly connects to an Activity Center (as designated on the Countywide Plan Map)	<ul style="list-style-type: none"> - Multimodal Corridor & Activity Center - 100 - Multimodal Corridor Only - 50 - Activity Center Only - 50 - Neither - 0 	10%
	Average of project bicycle & pedestrian demand scores	- average weighted demand score over project length, 0-100	10%
	Project connects 2 or more existing facilities (fills a gap)	<ul style="list-style-type: none"> - Yes – 100 - No - 0 	10%
	Project provides direct access to transit:	<ul style="list-style-type: none"> - multiple core routes or routes with headways <= 30 min - 100 - one core route or route with headway <= 30 min - 60 - no core routes, but one or more routes with headways of 45-60 min - 30 - No access to transit - 0 	10%
Accessible & Comfortable	After project completed, the level of traffic stress (LTS) for bicyclists along the project corridor: (1) all ages & abilities - 100 (2) interested but concerned - 60 (3) - somewhat confident - 30 (4) highly confident - 0	- average weighted LTS over project length, 0-100	10%
	After project is completed, sidewalk coverage (including trails) for full length of project is complete for:	<ul style="list-style-type: none"> - Both sides of the street - 100 - One side of the street only - 50 	10%
	Project is included within, or provides direct access to an area with a high composite equity score (5 or higher) and low bicycle or pedestrian services	<ul style="list-style-type: none"> - High Equity Score & Low Service – 100 - High Equity Score Only – 50 - Low Service Area Only – 50 - Neither - 0 	15%
Quality of Life	Project provides a direct connection to or extension of an existing recreational facility or destination	<ul style="list-style-type: none"> - Yes – 100 - No – 0 	5%
			100%

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

9. A.-D. BPAC Business

A. Pinellas Trail Guidebook Update

Several years ago, the “AAA TripTik” style booklet of detailed maps for the Fred Marquis Pinellas Trail was discontinued, and the current version of the Discover Pinellas Trails and Bicycle Lanes Guide was created.

Based on the public interest to revive the detailed maps of the Trails, Mr. David Feller, North County Citizen Representative, and Mr. Chip Haynes, Clearwater Representative, began updating the Pinellas Trail Guidebook just a few months ago. Each page will include street names, popular destinations, convenience stores, restaurants, public restrooms, hotels/motels, parks, bike shops, water fountains, public bus stops, and much more.

Please welcome Mr. Feller and Mr. Haynes as they bring an update to the BPAC.

B. Election of 2020 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 2019

Action: Members to Nominate and Elect 2020 Officers

C. 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.

D. Pinellas Trails, Inc.

The next meeting of Pinellas Trails, Inc. is scheduled for Tuesday, December 10, 2019 at the Largo Library, starting at 6 pm. Additional information may be provided at the meeting.

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 (Derek Reeves – 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

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 PTSTF meeting is scheduled for January 14, 2020.

ATTACHMENT(S): None

ACTION: None Required, informational Item Only

11. A.-D. Other Business

A. Membership

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

ATTACHMENT: BPAC Membership List (9a)

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Bicycling: 2018 Deadliest Year for Cyclists in 30 Years – October 24, 2019

New York City to get 250 Miles of Protected Bike Lanes – October 28, 2019

New York Times: Protect Cyclists and Pedestrians – August 16, 2019

Non-Motorized Traffic Monitoring Program Newsletter – FDOT – November 2019

St. Petersburg Police Enforcing Bike, Pedestrian Safety Along Certain Streets – October 29, 2019

St. Petersburg Portion of Pinellas Trail gets new lighting – November 11, 2019

St. Petersburg Traffic Inbox: Sidewalk Kiosks Post Risk to Pedestrians – November 11, 2019

Pinellas Trail Usage Report – August 2019

Pinellas Trail Usage Report – September 2019

Pinellas County Fatalities Report – September 2019

Forward Pinellas Board Meeting Schedule 2020

Forward Pinellas Committee Meeting Schedule 2020

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.

NEW REPORT: 2018 WAS DEADLIEST YEAR FOR CYCLISTS IN 30 YEARS

Compared to the year prior, cyclist fatalities from vehicle collisions rose by 6.3 percent—and the problem is much worse in cities.

by Jessica Coulon
October 24, 2019

- A [new report](#) recently released by the National Highway Traffic Safety Administration shows that the number of vehicle-related cyclist and pedestrian fatalities in the U.S. increased in 2018 from the year before, despite a total decrease in fatalities from motor vehicle accidents.
- The report also cites that last year was the deadliest year for cyclists since 1990.
- The data shows that this is largely a problem in [urban areas](#), highlighting the need for better bicycle infrastructure across cities.



On October 22, the National Highway Traffic Safety Administration [released a report](#) outlining the statistics on fatal motor vehicle accidents that occurred in 2018. Its major findings? While most vehicle occupant fatalities decreased from the year prior, both pedestrian and bicyclist deaths increased.

The report states that [cyclist deaths](#) rose by 6.3 percent from 2017 to 2018, despite an overall decrease of 2.4 percent in total motor vehicle accident deaths. The only categories to see an increase aside from cyclists were pedestrians at 3.4 percent and large-truck occupants at just 0.8 percent.

In fact, the number of cyclist fatalities in 2018—857 cyclists—is the highest it’s been in almost 30 years, since the 859 cyclist deaths reported in 1990.

Furthermore, “nonoccupant” deaths, such as pedestrians and cyclists, have slowly made up an increasingly greater percentage of overall deaths, going from 14 percent in 2009 to 20 percent in 2018.

The report also delves into the statistics on age and gender for cyclist fatalities. Male [cyclist fatalities](#) rose by 3.2 percent, while female cyclist fatalities rose by 29.2 percent.

Fatal accidents involving cyclists that occurred at night rose by 9.2 percent between 2017 and 2018, and fatalities due to drunk driving also increased by 9.2 percent.

It appears that the problem is largely urban-based, too, which won’t come as a surprise to those already aware of the pervasiveness of cyclist fatalities across cities in the U.S. [New York](#) in particular has already reached its highest number of vehicle-related cyclist fatalities [in 20 years](#), with 26 deaths so far for 2019.

The report cites that since 2009, the number of cyclist fatalities in urban areas has risen by a staggering 48 percent. Meanwhile, fatalities in rural areas over the same period decreased by 8.9 percent. Such statistics reinforce the need for safe and comprehensive [bicycle infrastructure](#) across cities.

In its opening summary, the report touches upon how improvements to “air bags and electronic stability control” and safety programs surrounding seatbelt use and impaired driving have helped lower the total number of vehicle accident deaths.

While those measures could certainly lead to improved cyclist (and pedestrian) safety—especially when addressing impaired driving—the numbers show that far more needs to be done.

AFTER SPIKE IN DEATHS, NEW YORK TO GET 250 MILES OF PROTECTED BIKE LANES

The city will build the lanes as part of a \$1.7 billion street safety plan to be adopted by Mayor Bill de Blasio and the City Council.

by Emma G. Fitzsimmons
October 28, 2019

Riding a bicycle in New York City is often a harrowing journey across a patchwork of bike lanes that leave cyclists vulnerable to cars. The dangers came into focus this year after 25 cyclists were killed on city streets — the highest toll in two decades.

Now Mayor Bill de Blasio and the City Council have agreed on a \$1.7 billion plan that would sharply expand the number of protected bike lanes as part of a sweeping effort to transform the city's streetscape and make it less perilous for bikers.

Its chief proponent, Corey Johnson, the City Council speaker, calls it nothing less than an effort to "break the car culture."

Such ambitions show how far New York has come since around 2007 when the city, under Mayor Michael R. Bloomberg, started aggressively taking away space for cars by rolling out bike lanes and pedestrian plazas.

Under pressure from the City Council, the city would be required to build 250 miles of protected bike lanes in the coming years, along with a dizzying list of other street upgrades that safety advocates have long called for. The city now has about 1,250 miles of bike lanes, including 126 miles on city streets that are protected, meaning that a barrier separates the lanes from vehicles.

"New Yorkers know that the way we get around our city right now makes no sense," said Mr. Johnson, who is expected to run for mayor in 2021. "Our streets have been really poorly planned in a piecemeal fashion."

The cyclist deaths have prompted an outpouring of sadness and outrage. The victims have included a 10-year-old boy killed by an unlicensed driver steps from his home and a 52-year-old man who was hit out of nowhere by a careening car that was captured in a horrifying video.

Cities like Los Angeles and Washington are expanding their bike networks, but New York's plans are far more expansive. San Diego plans to build 70 miles of new bike lanes, while Cambridge, Mass., set rules this year to add protected lanes on all rebuilt roads. Copenhagen is the international model for bike infrastructure, with about 250 miles of protected bike lanes.

The bike lanes proposed in New York are a key part of Mr. Johnson's so-called Streets Master Plan, a bill that is expected to be approved by the City Council on Wednesday. Mr. de Blasio's administration had expressed concerns about the bill, but the mayor is now on board and says he will sign it.

"We know redesigning New York City's streets will help us end tragic, preventable traffic deaths," Will Baskin-Gerwitz, a mayoral spokesman, said in a statement. "Mayor de Blasio and his team have worked hard with the Council to hone ambitious new goals that will save lives."

The plan could face many challenges. Bike lanes have often faced fierce opposition, including lawsuits and resistance from community boards that balk at having parking spaces removed and worry about the impact on local residents and businesses. The city's Department of Transportation would also have to move quickly to add workers and equipment to carry out so many construction projects at once.

The bill calls for the Transportation Department to release a plan every five years to make streets safer and to prioritize public transit, starting in December 2021. The city must hit targets every year, including building 150 miles of bus lanes that are physically separated from other traffic lanes or monitored by cameras over five years.

Mr. de Blasio has completed 100 miles of protected bike lanes since 2014, but the City Council's plan is more aggressive and reflect Mr. Johnson's disdain for cars.

He has argued that, among other problems, the city has too many parking spaces, comments that have been viewed as a frontal attack on the two million or so New Yorkers who have cars.

The City Council has become increasingly eager to make its mark and to push Mr. de Blasio, who recently ended a failed presidential bid, on key issues.

"This is the Council playing a much bigger role in governance and trying to resolve some issues they see that the mayor was not going to tackle," said Jon Orcutt, a longtime transit advocate and former city transportation official.

Mr. Orcutt pointed to a younger generation of Council members who ride bikes or want new lanes in their districts, like Antonio Reynoso and Carlos Menchaca.

After the recent spate of cyclist deaths, Mr. de Blasio's administration pledged to add 30 miles of protected bike lanes a year, up from an average of 20 miles per year over the past three years.

The Streets Master Plan calls for 30 miles of protected bike lanes in the first year and 50 miles in each subsequent year. The city must also build 20 miles of bus lanes that are protected by a barrier or camera enforcement in the first year and at least 30 miles every year after.

The idea of protected bus lanes is a new one for New York, where the Metropolitan Transportation Authority is starting to mount cameras on buses to catch vehicles blocking bus lanes and fine them. London has long used cameras mounted to buses as a way to keep its buses moving.

Under Mr. de Blasio, the city also closed 14th Street to most traffic to create a "busway" to prioritize buses and is re-timing traffic lights to give priority to cyclists instead of motorists.

The official who oversees the subway and buses, Andy Byford, said he supported Mr. Johnson's streets plan and its focus on expanding bus lanes.

"Early results from the dedicated busway on 14th Street show the huge passenger benefits that can be gained from giving transit priority," Mr. Byford said in a statement.

Mr. de Blasio made street safety one of his signature initiatives shortly after he took office in 2014. His plan, known as Vision Zero, aims to eliminate traffic deaths by 2024.

Vision Zero has shown progress in recent years, bringing the number of traffic fatalities down to record lows. But the rise in cyclist deaths this year has alarmed safety advocates.

Mr. de Blasio's office said the streets plan "builds on the foundations the Mayor has built over the last several years under Vision Zero."

But Mr. de Blasio and his transportation commissioner, Polly Trottenberg, had raised concerns about the aggressive timeline set by Mr. Johnson. Mr. de Blasio said in a radio interview last month that he agreed on the goals of the streets plan, but said it would be difficult to implement.

"I agree with him on his analysis of needing to reorient our society away from cars," Mr. de Blasio said. "I agree with him that we need to be aggressive in terms of bike lanes and bus lanes. I think the dissonance here is about how we figure out achievable goals."

To gain Mr. de Blasio's support, Mr. Johnson's office agreed to push back the start date for the first streets plan, from this month to December 2021, around the time the next mayor takes office. Until then, the city will keep its current commitment to build 30 miles of protected bike lanes each year.

At a City Council hearing in June, Ms. Trottenberg said her agency would need billions of dollars in additional funding to implement the plans, along with new staff members, offices and construction equipment.

"Achieving the targets in the bill as drafted would require a significantly reconfigured agency," Ms. Trottenberg said.

The streets plan is expected to cost about \$1.7 billion over 10 years, according to estimates from Mr. Johnson's office.

The bill also calls for installing so-called transit signal priority at 750 intersections during the first year and 1,000 intersections per year after that. Transit signal priority is a system that allows buses to turn traffic lights green to speed them up. The city must also create one million square feet of pedestrian space in the first two years.

Mr. Orcutt, who now works at the advocacy group Bike New York, praised the plan and said it formalized the idea of a citywide, interconnected bike network into law. He said the city's request to push back the start date was reasonable because building 50 miles of protected bike lanes per year is a significant jump from the current rate.

"It's going to take more people and more outreach," he said. "There are some real logistical hurdles to hitting these targets."

Protect Cyclists and Pedestrians

For more than a decade now, New York City has challenged the reign of the car, making streets safer and more welcoming for those who pedal and walk. But after several years of safer streets, 2019 is proving to be a dangerous year for cyclists in New York, as more are being killed by drivers.

As Jose Alzorritz brought his bicycle to a stop at a red light on Coney Island Avenue in Brooklyn on Sunday, a driver heading in the other direction drove his car through the light. He plowed into an S.U.V. crossing the intersection, caroming it into a helpless Mr. Alzorritz, who became the 19th cyclist killed in the city this year.

Since 2006, the number of daily bike rides has risen to nearly half a million from 180,000, according to city officials. In that time, New York added more than 750 miles of bike lanes to the 500 or so that existed, and the popular bike-share program Citi Bike sent tens of thousands more cyclists onto the roadways.

The number of cyclists killed so far this year, though, is more than double those killed at the same point in 2018, a year when fewer cyclists than ever were killed.

Even pedestrian deaths are going up after years of decline. Under the Vision Zero plan that Mayor Bill de Blasio began in 2014, pedestrian fatalities had been slashed by nearly 40 percent. But so far this year, 69 pedestrians have been killed, 11 more than at the same point in 2018, according to the city's Department of Transportation.

City officials say they aren't exactly sure why this is happening, although they note that there are more delivery trucks on the roads because of e-commerce, and more S.U.V.s, which tend to be deadlier for pedestrians and cyclists than smaller cars. And they say many cyclists have been killed in once purely industrial areas that are now home to denser populations, like Sunset Park and Bushwick in Brooklyn. Cyclists also need to follow the laws of the road, out of concern for their safety but also that of pedestrians. But city officials say cars, trucks and buses are responsible for an overwhelming majority of pedestrian and cyclist deaths in New York City.

Facing pressure from advocacy groups and relatives of those killed, Mr. de Blasio's administration announced a \$58.4 million plan last month to reduce cyclist deaths.

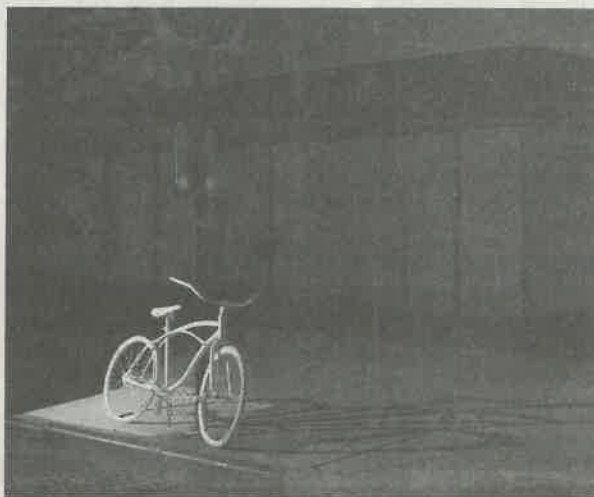
Focusing on 10 Brooklyn and Queens neighborhoods that account for nearly a quarter of cyclist fatalities and serious injuries, the plan, dubbed Green Wave, would build an average of 30 miles of bike lanes with protective barriers each year — up from roughly 20 miles a year. It would also increase police enforcement against drivers who speed and enter bike lanes, as well as make key intersections safer. Among the designs being considered is a "protected intersection," which would add cyclist and pedestrian islands at dangerous crossroads to reduce interactions with cars.

Transportation experts, cyclists and advocates for pedestrian and cyclist safety praise the plan and note that many of the measures would benefit pedestrians as well. But they also say the city should do more. They're right.

With a little vision, the city can make its roads safer for pedestrians, cyclists and drivers, reduce reliance on cars, lower greenhouse emissions and help more New Yorkers stay in shape. There's even some evidence that biking is good for the economy.

The city can move faster to install safety measures at problem intersections and corridors, and build a larger system of bike lanes protected from traffic. That can include putting plastic barriers or mini speed bumps at intersections where cars turn left through a bike lane.

Just 120 of the 757 miles, or about 16 percent, of bike



IVAN ARMANDO FLORES FOR THE NEW YORK TIMES

lanes created since 2006 in New York City are protected, according to city data. Why not aim to build 50 miles of protected bike lanes each year, instead of 30?

City officials say creating hardened barriers for bike lanes is complicated by the number of city vehicles like street cleaners and fire trucks that have to navigate older, narrow streets. But many of these problems are not insurmountable. The city could purchase smaller sanitation vehicles for narrow streets, for example. Fire officials can work closely with transportation officials to see what's possible.

A bill sponsored by Councilman Brad Lander of Brooklyn would do even more to stop dangerous drivers, by letting the city impound vehicles that get at least five red-light or speed-camera violations in a one-year period. That would take 20,000 to 25,000 cars off the road, according to Mr. Lander, until those drivers took a safety course.

Mr. Lander introduced his bill after a driver plowed through a red light in the Park Slope neighborhood of Brooklyn last year, killing a 4-year-old girl and a 1-year-old boy.

The driver's doctor had told her not to get behind the wheel because she suffered seizures, and the car she was driving had four speed camera violations and four red-light camera violations. The driver, Dorothy Bruns, was charged with manslaughter but later died in an apparent suicide.

The new plan's call for more aggressive ticketing of those who block bike lanes is promising, too, since the police have sometimes been more focused on ticketing cyclists.

On street safety, as with other issues, the mayor needs to think bigger, more creatively. Other American cities have surpassed New York's vision. Cambridge, Mass., for instance — where Mr. de Blasio grew up — passed a law this year requiring that all bike lanes in the city be protected.

That irks Joe Cutrufo of Transportation Alternatives, a bicycle and pedestrian advocacy group. "New York should have been first," Mr. Cutrufo said. "The mayor's from Cambridge. He has a thing or two to learn from his city."

CORRECTION

An Editorial Observer on Wednesday, about how the government allows immigrants to be exploited, referred imprecisely to a \$3.75 million legal settlement over workplace harassment that Koch Foods reached last year with workers at a plant in Mississippi that was recently raided by immigration agents. The settlement was with the workers themselves, not with the union that represented them, the United Food and Commercial Workers International Union.

BERT VALERY

N.Y. TIMES FRI. AUG 16



NON-MOTORIZED TRAFFIC MONITORING PROGRAM NEWSLETTER



Continuous Counter Stress Test | Tallahassee Test-Site

WHAT'S IN THIS ISSUE

This is our first official newsletter for the NMTM Program. The intent of this newsletter is to keep our hundreds of stakeholders up to date on the progress of the program. The newsletter is organized to inform the reader on the progress of our 4 program pillars: Outreach & Partnerships, Non-Motorized Data Repository, Short-term Count Program, and Continuous Count Program.

If you have any suggestions for the newsletter's content, or if you have detailed questions regarding data sharing and/or partnerships, please contact Eric.Katz@dot.state.fl.us.



Greetings fellow non-motorized data collectors,

We hope everyone is enjoying the Fall season. Since the June 2019 Statewide Meeting, the FDOT Transportation Data and Analytics (TDA) Office has been hard at work developing the Non-Motorized Traffic Monitoring (NMTM) Program. Below are some of the highlights of the program's recent activities.

OUTREACH & PARTNERSHIPS

The NMTM website has been updated with more program information and convenient access to numerous resources. <https://www.fdot.gov/statistics/trafficdata/florida-non-motorized-traffic-monitoring/>

The NMTM Program has released its [2nd Recommendations Report](#). The report highlights program activities from January 2019 to September 2019. Refer to this document for more detailed information regarding the growth and direction of the program.

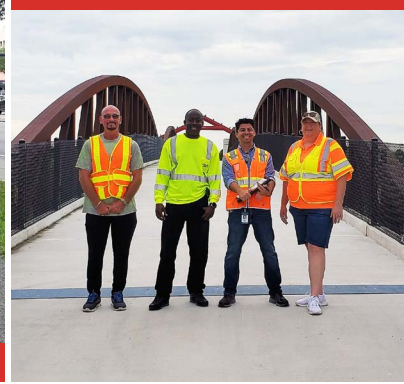
Statewide Webinar #2 is scheduled for January 23, 2020. A flyer with registration information will be provided soon.

Presenting NMTM Program to Hillsborough County Greenways Committee



Shared Use Path Count | Gainesville, FL

Trans Florida Rail Trail Site Evaluation with FDOT D4 & the Indian River MPO



Lafayette Bridge Count | Tallahassee, FL

NON-MOTORIZED DATA REPOSITORY

Is your agency or organization currently collecting non-motorized volume count data? Would you like to have your data included in the Statewide Non-Motorized Data Repository? All data included in the repository will be public-facing, to assist in local, state, and national planning efforts.

FDOT TDA is currently working with its vendor to migrate all traffic data (motorized and non-motorized) to a new Transportation Data Management System (TDMS). All motorized and non-motorized traffic data will soon be available through this public-facing portal. The anticipated release of this new TDMS system is early 2020.

SHORT-TERM COUNTS

The FDOT TDA Office is proud to be partnering with the FDOT Transit Office for a Study that will involve bicycle and pedestrian volume counting at 25 transit stations across the state. The short-term counts will install equipment for 2 weeks at locations that are within 100' of a transit station. The data collected from this study will be processed and shared onto the Statewide Data Repository at the conclusion of the study.

FDOT TDA continues to offer its non-motorized short-term counting equipment, on loan, to agencies and organizations across the state. The data collected from the from the loaner program will benefit the local partnering agency, and FDOT TDA as it continues to develop its Statewide Non-Motorized Data Repository. For any agency

or organization interested in signing up for the equipment loaner program, a signed Memorandum of Agreement (MOA) is required. The MOA contains details of how the partnership works. The NMTM webpage has a link to the Memorandum of Agreement template for easy download.

CONTINUOUS COUNTS

FDOT TDA is proud to announce that the NMTM Program recently received a FHWA State Transportation Innovation Council (STIC) Grant. The funds will be dedicated towards the procurement and installation of 1 continuous counter, per FDOT District (8 counters total), with locations that are selected based on safety data. FDOT TDA will be working closely with the Safety Office and District Offices to identify the sites.

Continuous Counters differ from Short-term Counters in that they count 24 hours a day, 7 days a week, 365 days a year. Continuous Counters generally cost more than short-term counters, and once they are installed, they cannot be easily moved.

TIP: Before your agency/organization makes an investment in a continuous counter, make sure the technology selected fits with the facility you intend to count! FDOT can provide the documented methodology that helps agencies with these critical investment choices such as the non-motorized count station site selection process. Ask FDOT for help and communicate your and agency/organization's intentions for installing equipment and collecting data.

Have a great and safe holiday season, and we hope to hear from you all at our next webinar!

Sincerely,
FDOT Transportation Data & Analytics Office

ST. PETE POLICE ENFORCING BIKE, PEDESTRIAN SAFETY ALONG CERTAIN STREETS

by Fallon Silcox
October 29, 2019

ST. PETERSBURG, Fla. — The St. Pete Police Department is working to make roads safer for pedestrians and cyclists with a high visibility enforcement campaign.

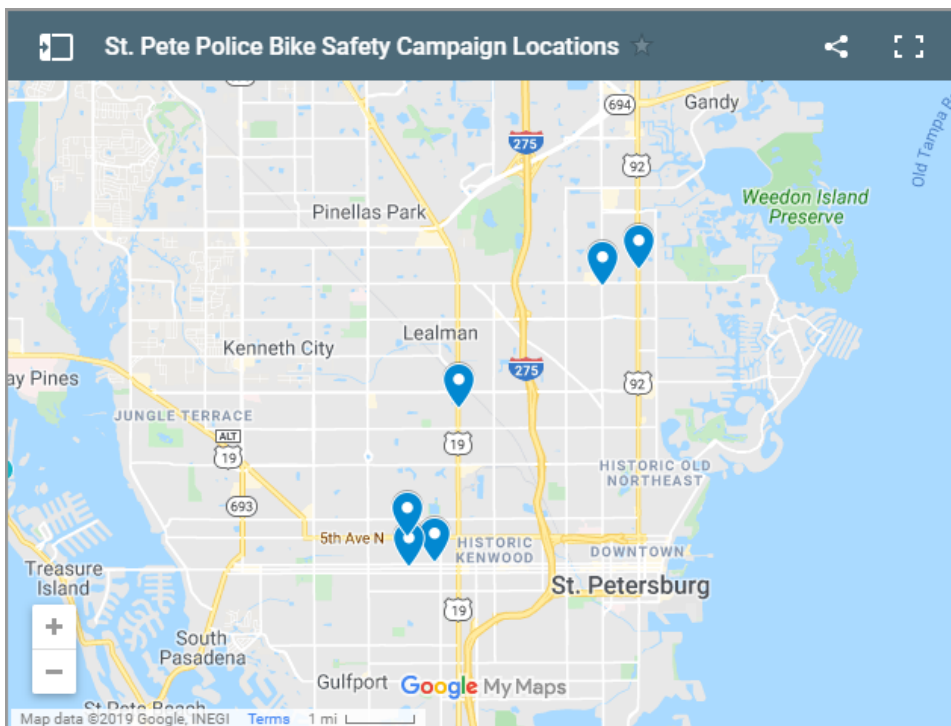
- St. Police enforcing bike safety through new campaign
- Specialized traffic enforcement will run through mid-May
- SEE BELOW: Areas where police will begin patrolling



The department received a nearly \$80k contract from the University of North Florida and FDOT to conduct specialized traffic enforcement. The campaign begins Tuesday on 4th Street.

According to police, there have been three pedestrian fatalities this year alone on 4th Street.

“4th street is a major thorough fare, so there is an increased amount of vehicles, as opposed to a smaller street, so the amount of crashes that occur, frequency wise, would be up. You have bicyclists and pedestrians that navigate those corridors, as well as the cars, so we are targeting those areas since they were identified as having a high amount of crashes,” said St. Pete Police Sergeant Bill Burris.



Police will patrol the areas of 4th Street, Martin Luther King Street, 1st Avenue North, Central Avenue, 5th Avenue, and 34th Street.

Officers will watch for drivers who are speeding and pedestrians who are not using crosswalks. The campaign runs through mid-May.

PORTION OF PINELLAS TRAIL GETS NEW LIGHTING DESIGNED TO MAKE PEOPLE SAFER

St. Petersburg leaders added new lights to the Pinellas Trail east and west of 22nd Street South. This portion of the trail will now be open until 11 p.m.

by Liz Crawford
November 11, 2019

ST. PETERSBURG, Fla. — City leaders hope additional lighting on the Pinellas Trail will make people feel safer and more comfortable using the trail during later hours. On Saturday, the city officially turned on 27 LED lights installed along the trail between 24th Street S. and 20th Street S.

People who frequent the Warehouse Arts District have been pushing for more lighting for a long time. Cheryl Stacks, the St. Petersburg Transportation Manager says this is the city's first effort to increase lighting on the trail. City leaders could consider extending the lighting even farther once they see the difference it makes for people in the Warehouse Arts District.

The hours of operation on the newly lit portion of the Pinellas Trail have been extended until 11 p.m. Like most other city and county parks, the rest of the trail closes 30 minutes after dusk.

City leaders believe keeping this new section lit and open encourages a more walkable and bikable environment in an up and coming district that often holds events during later hours.



TRAFFIC INBOX: SIDEWALK KIOSKS POSE RISK TO PEDESTRIANS

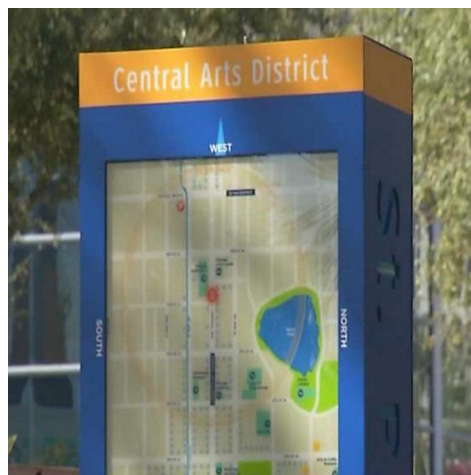
by Chuck Henson Pinellas County
November 11, 2019

PINELLAS COUNTY, Fla. — In an effort to keep St. Petersburg accessible to residents and visitors alike, 13 new wayfinding stations have been placed along Central Avenue and the downtown core.

- Wayfinding stations put pedestrians at risk
- Sidewalk around new wayfinding stations wasn't replaced for more than 2 months

Joe Zawaski owns two businesses at this spot in the 600 block of Central Avenue.

"Because there had been a kiosk here. There was one of the old ones. It was much larger. Had the brochures in it," Zawaski said. "It just all of a sudden was gone, one day."



The concrete was busted up and the new wayfinding station was installed.



But the sidewalk around it wasn't replaced in a timely manner, according to Mary Mcalpine-Long. She works on Central and wrote me about the problem.

"Over two months ago the City of St. Petersburg started installing this new information sign. They never completed the work and left the sidewalk like this."

It's not only a dangerous situation, it is an eyesore on one of the busiest blocks in downtown St. Pete.

I reached out to the city for help, and the next day crews were out fixing the sidewalk.

Cheryl Stacks, St. Pete's transportation manager said "It's kind of a by-product of construction that sometimes things take a little while to get them resorted and it's a little inconvenient, but we were glad that we were able to that fixed and resolved this morning."

As I cruised around downtown the other wayfinding stations I encountered were all complete. The only other needing repair was here on MLK South of Central.

I asked Cheryl specifically what is the best way for residents of St Petersburg to report issues with the sidewalk or road surface that need the city's attention. She says the [SeeClickFix](#) App is the best.

Pinellas Trail User Count Data Summary

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

Total Usage

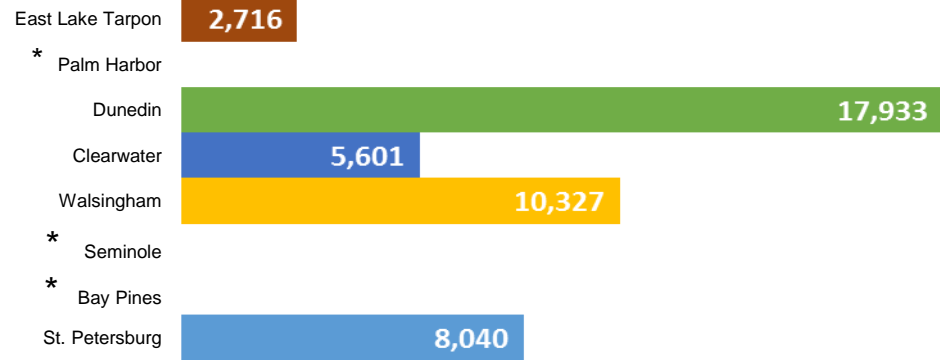
31-Day Count Total: 44,617
Daily Average Users: 1,439

Highest Daily Totals:

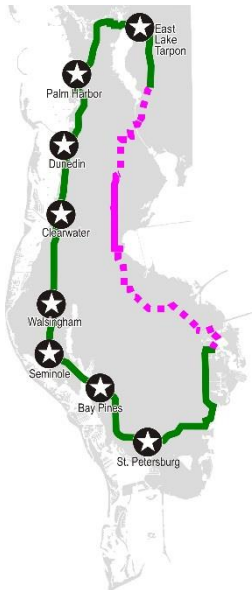
- #1 – Saturday, August 24th (Dunedin - 1,439)
- #2 – Sunday, August 4th (Walsingham - 573)
- #3 – Saturday, August 24th (St. Petersburg - 390)

* Technical issues with Seminole, Bay Pines & Palm Harbor Counters, August 2019.

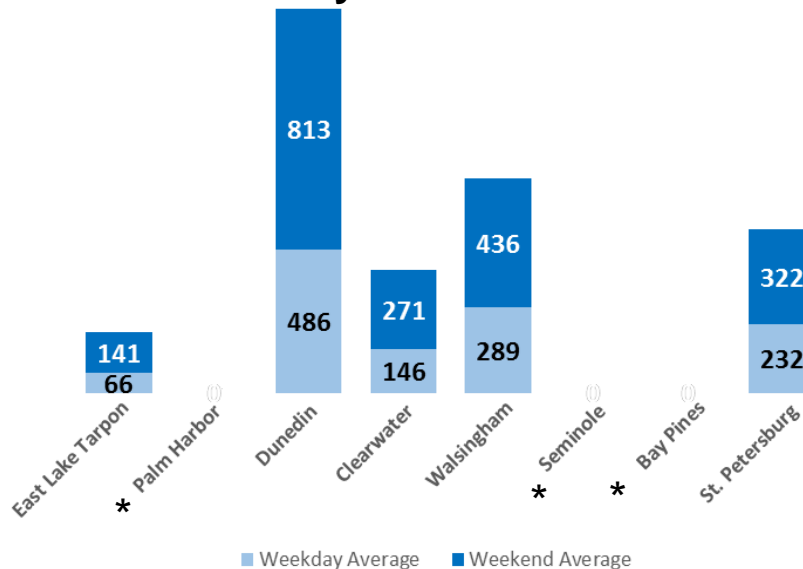
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile

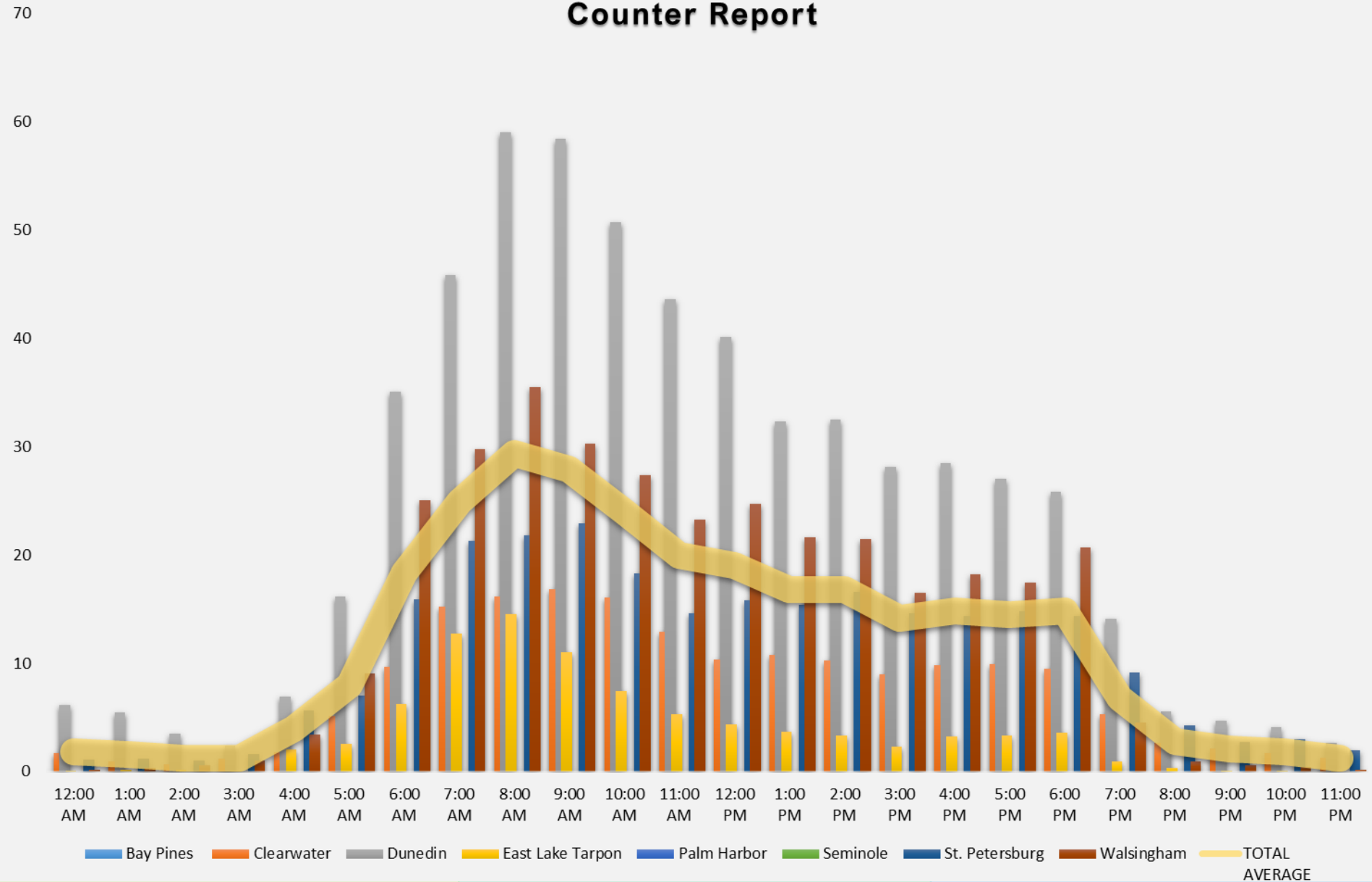


Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	1%	99%
* Palm Harbor:	-	-
Dunedin:	40%	60%
Clearwater:	6%	94%
Walsingham:	3%	97%
* Seminole:	-	-
* Bay Pines:	-	-
St. Petersburg:	12%	88%

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

August 2019 Average Hourly Counter Report



Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
September 1 – September 30, 2019 (30 days)

Total Usage

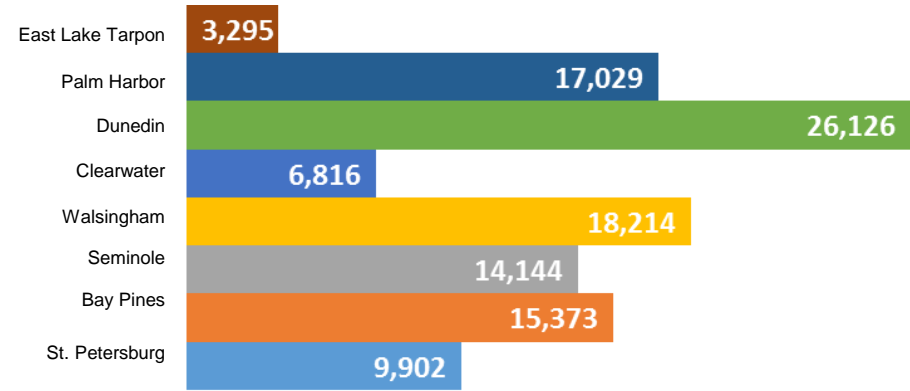
30-Day Count Total: 110,899
Daily Average Users: 3,697

Highest Daily Totals:

- #1 – Saturday, September 28th (Walsingham - 2,182)
- #2 – Monday, September 2nd (Dunedin - 1,711)
- #3 – Saturday, September 21st (Palm Harbor - 1,128)

* Technical issues with Dunedin & Palm Harbor Counters, Sept 2019.

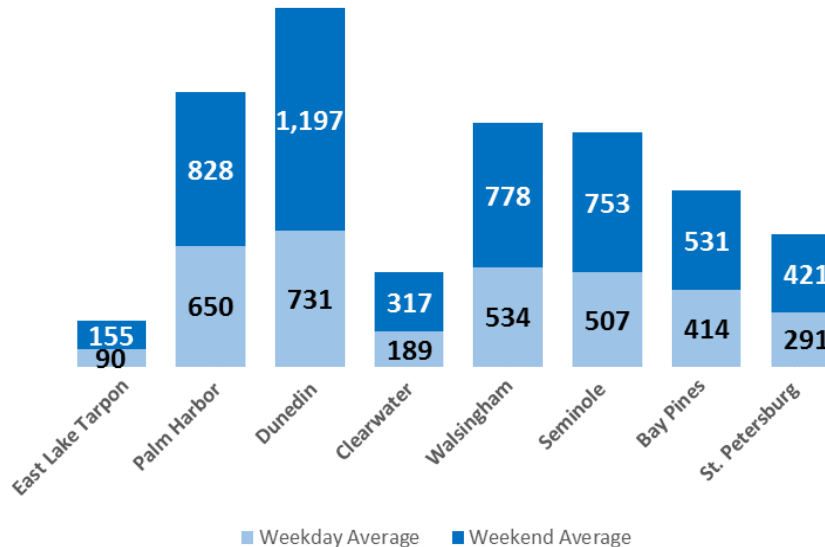
Monthly Trail Users by Counter Location





Counter Locations



Weekday & Weekend Profile

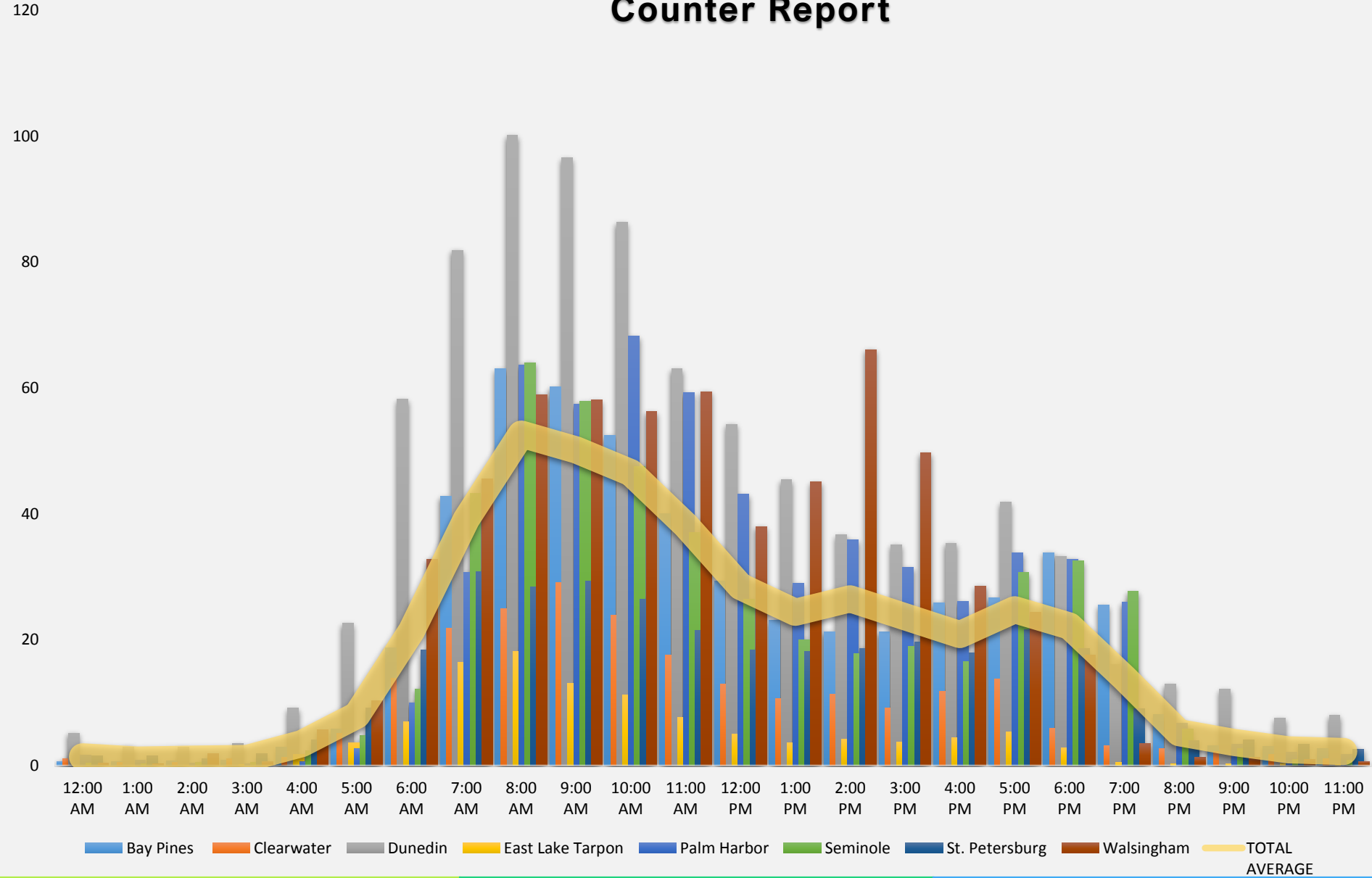


Trail User Mode Split

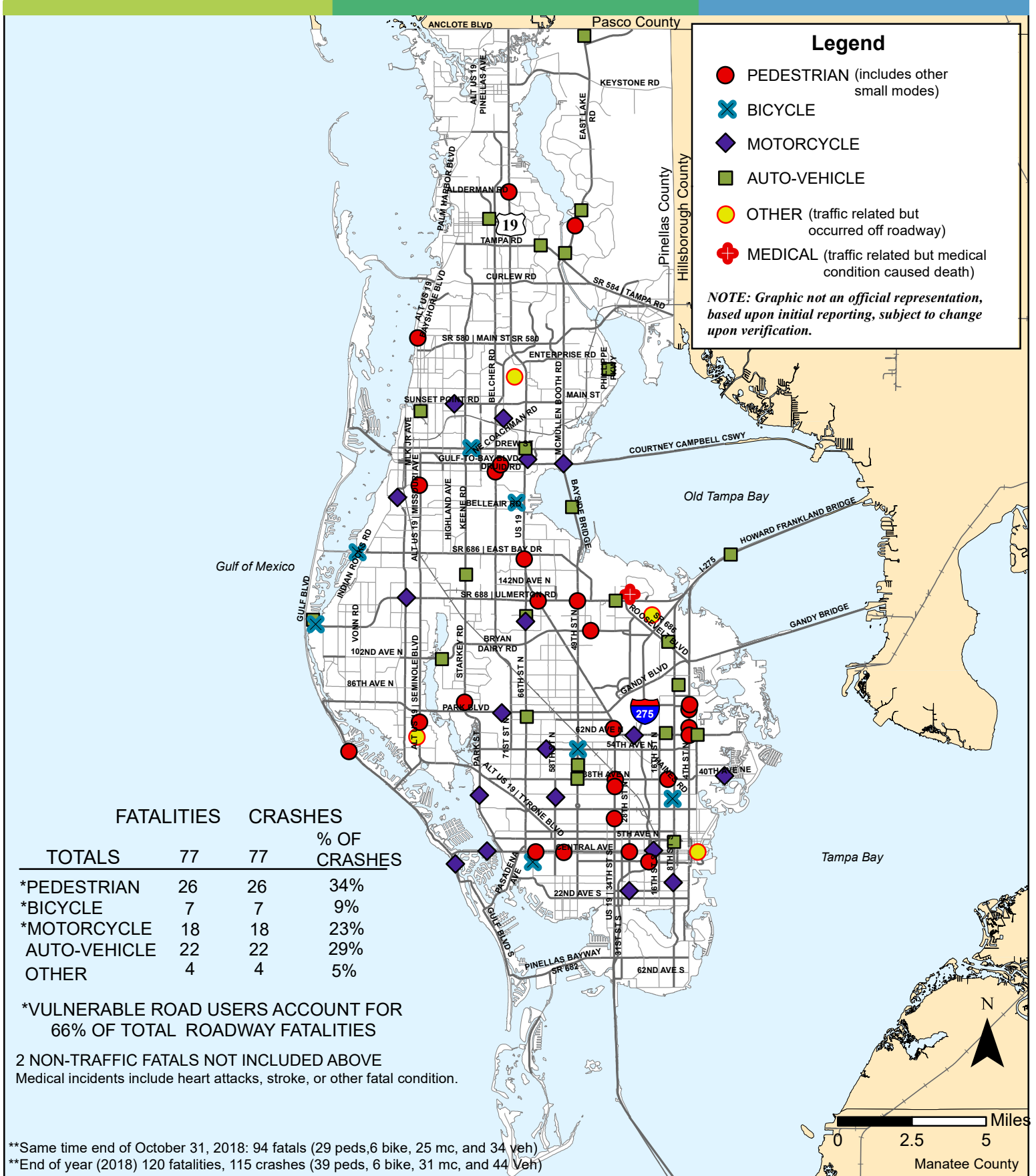
			Other
East Lake Tarpon:	1%	99%	--
Palm Harbor:	16%	84%	--
Dunedin:	31%	69%	--
Clearwater:	20%	80%	--
Walsingham:	37%	63%	--
Seminole:	30%	70%	--
Bay Pines:	11%	86%	3%
St. Petersburg:	14%	86%	--

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

September 2019 Average Hourly Counter Report



Locations of Reported Traffic Fatalities



Data Source: U.S. Department of Transportation, 2016. Map Produced: November 1, 2019.

\\pinellascounty-fl.gov\pcg\Plan_Dept\USERS\Autocadd\Apps\Sandra_MPO & PLN_afatalmapunofficial\2019fatalsmaphile.mxd

# CRASHES	DATAID	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIME	DHSMV	LEO	SEX/AGE
1	004F19	34TH ST N	14TH AVE N	PED/DELAY	1/18/2019	1	11:20PM	88601721	SP/SP	M/49
1	005F19	GULF BLVD	AT 17120	PED	1/25/2019	1	11:18PM	?	PCSO/NRB	M/61
1	011F19	4TH ST N	NE LINCOLN CIR N	PED	2/8/2019	1	8:18PM	88602248	SP/SP	F/58
1	017F19	4TH ST N	62ND AVE N	PED/DELAY	2/18/2019	1	11:53PM	88602393	SP/SP	M/27
1	019F19	CR 296 / 118TH AVE N	457FT WEST OF 44TH ST N	PED	2/23/2019	1	7:48PM	87788720	PP/PP	M/61
1	021F19	76TH AVE	4TH ST	PED/DELAY	3/6/2019	1	6:42PM	88602788	SP/SP	F/78
1	022F19	BAYSHORE BLVD	CEDAR ST	PED	3/6/2019	1	7:22PM	88803900	PCSO/DUN	M/75
1	024F19	US HWY 19	800 FT S OF 70TH AVE	PED	3/11/2019	1	6:30AM	87788832	PP/PP	M/71
1	026F19	CENTRAL AVE	28TH ST N	PED/DELAY	3/16/2019	1	8:27PM	88603095	SP/SP	M/74
1	027F19	STARKEY RD	583FT S OF 78TH AVE N	PED	3/17/2019	1	1:23AM	88804035	PCSO/UNINC	M/41
1	029F19	SR688/ULMERTON RD	US HWY 19	PED/DELAY	3/21/2019	1	8:50PM	88087558	FHP/UNINC	M/54
1	031F19	SOUTH BELCHER RD	DRUID RD	PED	4/7/2019	1	9:22PM	?	CLW/CLW	M/61
1	033F19	49TH ST N	ULMERTON RD	PED/DELAY	4/18/2019	1	5:28PM	?	FHP/UNINC	M/36
1	037F19	GULF TO BAY BLVD	AT 2275 BLOCK	PED	5/10/2019	1	9:50PM	?	CLW/CLW	M/57
1	040F19	CENTRAL AVE	6400 BLOCK	PED/DELAY	5/25/2019	1	9:18PM	88604856	SP/SP	F/43
1	044F19	38TH AVE N	34TH ST N	PED	6/14/2019	1	FRI NIGHT	?	SP/SP	F/?
1	045F19	US HIGHWAY 19	ALDERMAN RD	PED	6/15/2019	1	3:05PM	?	FHP/UNINC	F/76
1	047F19	CENTRAL AVE	NEAR 58TH ST	PED	6/26/2019	1	3:56PM	88605699	SP/SP	F/70
1	053F19	EAST LAKE RD	WOODLANDS BLVD	PED	7/4/2019	1	3:09AM	?	FHP/UNINC	M/34
1	054F19	SEMINOLE BLVD	NORTH OF 66TH AVE N	PED	7/9/2019	1	9:23PM	?	PCSO/UNINC	F/50
1	056F19	DR MLK JR ST N	3400 BLOCK	PED	7/15/2019	1	12:18AM	88606112	SP/SP	F/26
1	058F19	5TH AVE N	20TH ST N	PED	7/18/2019	1	9:30PM	?	PCSO/UNINC	F/30
1	061F19	SOUTH MISSOURI AVE	1300 BLOCK	PED	8/2/2019	1	FRI MORNING	?	CLW/CLW	M/54
1	063F19	4TH ST N	7600 BLOCK	PED/DELAY	8/22/2019	1	8:29PM	88607042	SP/SP	F/67
1	064F19	SOUTHBOUND FRONTAGE RD	SO OF EAST BAY DR	PED	8/23/2019	1	8:44PM	?	LA/LA	M/?
1	073F19	34TH ST N	3400 BLOCK	PED/DELAY	10/17/2019	1	7:37PM	88608405	SP/SP	M/89
1	003F19	64TH ST S	500 BLOCK	BIC	1/10/2019	1	07:22AM	88601552	SP/SP	M/64
1	012F19	SB 49TH ST N	54TH AVE N	BIC	2/9/2019	1	12:41AM	?	FHP/UNINC	F/28
1	016F19	WEST BAY DR	HARBOR VIEW LN	BIC	2/17/2019	1	8:42PM	88803733	PCSO/BB	M/56
1	036F19	NURSERY ROAD	AT DUKE ENERGY TRAIL/PINELLA	BIC	5/8/2019	1	8:26PM	?	CLW/CLW	F/49
1	047AF19	DREW ST	AREA BY 1873	BIC/DELAY	6/23/2019	1	2:13PM	?	CLW/CLW	M/81
1	049F19	INDIAN ROCKS CSWY BRIDGE	WEST BOUND SIDE	BIC	6/28/2019	1	FRI NIGHT	?	PCSO/UNINC	F/17
1	069F19	DR MLK JR ST N	2800 BLOCK	BIC	9/19/2019	1	12:06PM	88607700	SP/SP	F/25
1	002F19	MELROSE AVE S	DR MLK JR ST S	MC/INTOW	1/7/2019	1	10:01PM	88601549	SP/SP	M/30
1	015F19	CENTRAL AVE	TREASURE ISL. CSWY.	MC	2/16/2019	1	4:50PM	86602423	SP/SP	M/20
1	018F19	OLD COACHMAN RD	WETHERINGTON RD	MC	2/23/2019	1	9:36AM	88060699	FHP/CLW	M/66
1	030F19	SERVICE RD / US HWY 19	JUST N OF GULF TO BAY BLVD	MC	3/30/2019	1	5:45AM	88757796	CLW/CLW	M/31
1	032AF19	62ND AVE	25TH ST	MC	4/11/2019	1	7:34PM	?	FHP/UNINC	M/58
1	034F19	GULF TO BAY BLVD	MCMULLEN BOOTH RD	MC/DELAY	4/18/2019	1	9:04PM	?	CLW/CLW	M/76
1	035F19	I 275	AT MILE MARKER 23	MC	5/3/2019	1	10:02PM	?	FHP/UNINC	M/27
1	038F19	US HIGHWAY 19	JUST SOUTH OF 126TH AVE	MC	5/12/2019	1	MORNING	?	PP/PP	M/22
1	039F19	SUNSET POINT ROAD	SHARONDALE DR/WEST OF KEEN	MC	5/17/2019	1	5:50PM	?	CLW/CLW	M/20
1	041F19	S FT HARRISON AVE	BELLEVUE BLVD	MC	6/1/2019	1	5:02PM	?	CLW/CLW	M/56
1	046F19	40TH AVE NE	1100 BLOCK	MC	6/22/2019	1	8:30PM	88605654	SP/SP	M/26
1	050F19	GULF BLVD	IN FRONT OF 10601	MC	6/29/2019	1	8:11PM	?	PCSO/UNINC	M/62
1	052F19	54TH AVE	WEST OF 58 ST N	MC	7/1/2019	1	1:30PM	?	KC/KC	F/?
1	055F19	29TH AVE N	58TH ST N	MC	7/13/2019	1	9:51PM	88606092	SP/SP	M/31
1	059F19	18TH AVE S	28TH ST S	MC/DELAY	7/19/2019	1	11:03PM	88606237	SP/SP	M/49
1	062F19	113TH AVE N	ULMERTON RD	MC/DELAY	8/18/2019	1	9:08PM	?	LA/LA	M/?
1	067F19	PARK BLVD	7300 BLOCK	MC	9/2/2019	1	7:26PM	?	PP/PP	M/32
1	071F19	PARK ST	28TH AVE N	MC	10/2/2019	1	5:49PM	?	SP/SP	M/60
1	001F19	49TH ST N	46TH AVE N	VEH	1/5/2019	1	2:33PM	88020751	FHP/UNINC	M/69
1	006F19	EAST LAKE RD	PASADO RD	VEH/PASS	1/27/2019	1	4:47AM	?	FHP/UNINC	M/37
1	007F19	49TH ST N	3800 BLOCK	VEH/PASS	1/27/2019	1	11:55AM	88601903	SP/SP	F/40
1	008F19	STARKEY RD	1100 BLOCK	VEH/PASS	1/27/2019	1	7:00PM	?	LA/LA	F/?
1	013F19	5TH AVE (IRB)	271FT EAST OF E GULF AVE	VEH	2/9/2019	1	8:22PM	88803691	PCSO/UNINC	M/75
1	014F19	CR 611/MCMULLEN BOOTH RD	TAMPA RD	VEH	2/15/2019	1	8:50PM	MED? 85278840	FHP/UNINC	M/79
1	020F19	DOUGLAS AVE	28FT N OF OVERBROOK AVE	VEH	3/3/2019	1	4:15PM	88757608	CLW/CLW	M/57
1	023F19	ULMERTON RD	34TH ST N	VEH	3/10/2019	1	3:54PM	87276289	FHP/UNINC	M/60
1	025F19	66TH ST N	126TH AVE N	VEH	3/14/2019	1	3:09AM	88804056	PCSO/UNINC	F/28
1	042F19	US HIGHWAY 19	DREW ST	VEH	6/2/2019	1	5:04PM	?	CLW/CLW	F/57
1	043F19	EAST LAKE RD	GREY OAKS BLVD	VEH	6/7/2019	1	6:09AM	?	FHP/UNINC	M/53
1	048F19	PHILIPPE PARKWAY	N OF AVON DR	VEH	6/26/2019	1	6:39PM	?	PCSO/UNINC	M/62
1	057F19	DR MLK JR ST N	110TH AVE N	VEH/PASS/DELAY	7/18/2019	1	5:30PM	88606203	SP/SP	F/58
1	060F19	DR MLK JR ST N	6300 BLOCK	VEH	7/24/2019	1	11:41PM	88606338	SP/SP	M/37
1	065F19	HOWARD FRANKLIN BRIDGE	SOUTHBOUND	VEH	8/28/2019	1	7:30AM	?	FHP/UNINC	M/?
1	066F19	WESTLAKE BLVD	NORTH OF NEBRASKA AVE	VEH	8/31/2019	1	2:29AM	?	FHP/UNINC	M/33
1	067AF19	4TH AVE N	8TH ST N	VEH/DELAY	9/2/2019	1	12:16PM	88607290	SP/SP	M/90
1	070F19	BAYSIDE BRIDGE	SOUTHBOUND	VEH	9/21/2019	1	8:20PM	?	FHP/UNINC	F/37
1	072F19	102ND AVE N	97TH ST N	VEH	10/7/2019	1	12:15AM	?	FHP/UNINC	F/37
1	074F19	TAMPA RD	W OF LAKE ST GEORGE	VEH	10/18/2019	1	11:25AM	??	FHP/UNINC	F43
1	075F19	66TH ST N	70TH AVE N	VEH	10/19/2019	1	10:15AM	??	PP/PP	F/53
1	076F19	62ND AVE N	1ST ST N	VEH/DELAY	10/20/2019	1	6:10PM	89377268	SP/SP	M/90
1	009F19	2410 FRANCISCAN DRIVE	PARKING LOT	OTHER/PED/DELAY	1/27/2019	1	7:14PM	?	FHP/UNINC	M/94
1	028F19	196 VALENCIA CIRCLE	PRIVATE	OTHER/PED	3/20/2019	1	4:37AM	88603124	SP/SP	F/47
1	032F19	5885 SEMINOLE BLVD	PARKING LOT	OTHER/PED/DELAY	4/18/2019	1	12:15PM	88804264	PCSO/UNINC	M/87
1	051F19	1 BEACH DRIVE SE	PRIVATE PARKING GARAGE	OTHER/VEH/PASS/DE	7/1/2019	1	1:23PM	88605793	SP/SP	M/95
1	010F19	FEATHER SOUND DR	VIZCAYA DR	MED/PED	2/4/2019	0	5:02PM	MEDICAL	FHP/UNINC	M/67
1	068F19	820 87TH AVE N	PRIVATE	MED/VEH/DELAY	9/8/2019	0	10:35AM	MED/88607426	SP/SP	M/61
79						77				

CRASHES

FATALS

FORWARD PINELLAS MEETING CALENDAR – 2020

**Schedule of Meeting Dates for the Metropolitan Planning Organization & Pinellas Planning Council (PPC) 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 1:30 pm 1st Floor Conference Room 310 Court Street Clearwater, FL 33756	Forward Pinellas Hearing Date 1:00 pm Pinellas County Courthouse 5 th Floor BCC Assembly Room 315 Court Street Clearwater, FL 33756	CPA Hearing Date 9:30 am (unless noted) Pinellas County Courthouse 5 th Floor BCC Assembly Room 315 Court Street Clearwater, FL 33756
December 9, 2019	December 30, 2019	January 8, 2020	February 11, 2020
January 8, 2020	February 3, 2020	February 12, 2020	March 10, 2020, 6:00 p.m.
February 12, 2020	March 2, 2020	March 11, 2020	April 7, 2020
March 11, 2020	March 30, 2020	April 8, 2020	May 5, 2020
April 8, 2020	May 4, 2020	May 13, 2020	June 2, 2020
May 13, 2020	June 2, 2020	June 10, 2020	July 21, 2020, 6:00 p.m.
June 10, 2020	June 30, 2020	July 8, 2020	August 11, 2020
July 8, 2020	* August 3, 2020	* August 12, 2020	October 6, 2020
August 12, 2020	August 31, 2020	September 9, 2020	October 6, 2020
September 9, 2020	October 5, 2020	October 14, 2020	November 17, 2020, 6:00 p.m.
October 14, 2020	November 2, 2020	November 10, 2020 - Tuesday	December 15, 2020, 6:00 p.m.
November 11, 2020	* November 30, 2020	* December 9, 2020	January 2021 TBD

*** Subject to Cancellation**

COMMITTEES MEETING SCHEDULE 2020

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) at the Pinellas County Public Safety Services Office - 12490 Ulmerton Road, Largo, Rm 130) 9:00 am
12/30/2019	01/23/2020	01/22/2020	(4 th Mon) 01/27/2020	-----	-----	01/14/2020 Meeting Room 130
02/03/2020	02/27/2020	02/26/2020	(4 th Mon) 02/24/2020	02/18/2020	-----	-----
03/02/2020	03/26/2020	03/25/2020	03/16/2020	-----	03/04/2020	-----
03/30/2020	04/23/2020	04/22/2020	04/20/2020	-----	-----	04/14/2020 Meeting Room 130
05/04/2020	05/28/2020	05/27/2020	05/18/2020	05/19/2020	-----	-----
06/01/2020	*06/25/2020	06/24/2020	06/15/2020	-----	06/03/2020	-----
06/29/2020	*07/23/2020	*07/22/2020	*07/20/2020	-----	-----	07/14/2020 Meeting Room 130
*08/03/2020	08/27/2020	08/26/2020	08/17/2020	-----	-----	-----
08/31/2020	09/24/2020	09/23/2020	09/21/2020	09/15/2020	-----	-----
10/05/2020	10/22/2020	10/28/2020	10/19/2020	-----	10/07/2020	10/13/2020 Meeting Room 130
11/02/2020	Nov/Dec Combined	Nov/Dec Combined	11/16/2020	11/17/2020	-----	-----
11/30/2020	12/10/2020	12/09/2020	*12/21/2020	-----	-----	-----

(These dates are subject to change)

*Meeting Subject to Cancellation