



BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

November 19, 2018 – 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 15, 2018** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – November 14, 2018** (8:45 – 8:50)
5. **54TH AVENUE COMPLETE STREETS PROJECT** (8:50 – 9:10)
6. **PINELLAS BICYCLE PEDESTRIAN PROJECTS IN FDOT WORK PROGRAM** (9:10 – 9:20)
7. **BICYCLE PEDESTRIAN MASTER PLAN STRATEGY** (9:20 – 9:35)
8. **FLORIDA SUN TRAIL TRANSPORTATION USE STUDY** (9:35 – 9:40)
9. **SPOTlight EMPHASIS AREAS UPDATE** (9:40 – 9:45)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
10. **BPAC BUSINESS** (9:45 – 10:00)
 - A. December BPAC Meeting
 - B. Election for 2019 Officers
 - C. Florida Recreational Trail Program
 - D. Florida Bicycle Association (FBA)
 - E. Pinellas Trails, Inc.
11. **AGENCY REPORTS** (10:00 – 10:20)
12. **OTHER BUSINESS** (10:20 – 10:30)
 - A. Membership
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
13. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – TO BE DETERMINED

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.

SUMMARY

The meeting summary for the October 15, 2018 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – October 15, 2018

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
October 15, 2018**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on October 15, 2018, in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

BPAC Members Present

Brian Smith, Chairman
Becky Afonso, Vice Chair
Daniel Alejandro
Dr. Lynn Bosco
Kimberly Cooper
Lucas Cruse
Scott Daniels
Win Dermody
Felicia Donnelly
Kathryn Gademer
Katrina Lunan-Gordon
Ric Hartman
Chip Haynes
David Feller
Byron Hall
Edward Hawkes
Alan Johnson
Charlie Johnson
Charles Martin
Ron Rasmussen
Annette Sala
Michael Siebel
Robert Yunk
Georgia Wildrick

At Large Citizen Representative
North County Citizen Representative, Oldsmar
Largo Citizen Representative
At Large Citizen Representative
St. Petersburg Citizen Representative
St. Petersburg Bicycle Pedestrian Coordinator
Pinellas Trails, Inc.
Clearwater Citizen Representative
City of Oldsmar
City of Pinellas Park
City of Largo
City of Clearwater
Clearwater Citizen Representative
North County Citizen Representative, Oldsmar
Pinellas Park Citizen Representative
At Large Citizen Representative
South Beaches Citizen Representative
St. Petersburg Citizen Representative
Dunedin Citizen Representative
Pinellas Park Citizen Representative
At Large Citizen Representative
At Large Citizen Representative
At Large Citizen Representative
Largo Citizen Representative

BPAC Members Absent

Julie Bond
Deputy Eric Gibson
Lyle Fowler
Paul Kurtz
Jacob Labutka
Steve Lasky
Quinn Lundquist
Mike Milvain
Tom McGinty
Casey Morse
Bert Valery
Rachelle Webb
Jim Wedlake

CUTR
Pinellas County Sheriff's Office
PC Parks & Conservation Resources (PCR)
At Large Citizen Representative
PSTA
At Large Citizen Representative
Department of Health – Pinellas County
St. Petersburg Citizen Representative
Pinellas County School System Representative
Pinellas County Public Works - Traffic
North Beaches Citizen Representative
Safe Routes to School
Seminole Citizen Representative

Others Present

Alex Henry
Todd Grasley
Peter Krulder
Joe Camera
Joan Rice
Robert Feigel
Rodney Chatman
Susan Miller
Maria Kelly

FDOT Bicycle Pedestrian Coordinator
FDOT
Florida Park Service, Honeymoon Island State Park
Pinellas County Public Schools
Pinellas County Public Works – Traffic
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff

1. CALL TO ORDER & INTRODUCTIONS

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

2. PUBLIC COMMENTS

There was no public comment at this time.

3. APPROVAL OF MINUTES

The summary from September 17, 2018 BPAC meeting was approved with no corrections.

WALK-ON ITEM

Mr. Todd Grasley with Florida Department of Transportation (FDOT), shared a Tampa Bay Area Household Survey with the committee. This is a two part survey about travel tips, travel habits and how FDOT can use this information to prioritize road projects in the area and in the region. Mr. Grasley asked everyone to share this survey with co-workers, municipalities, friends and family and upon completion of the survey, participants are automatically entered to win a \$250.00 Amazon gift card. Mr. Rodney Chatman, Forward Pinellas staff, reemphasized the importance of these travel surveys since the results of the surveys are an important step in the decision making process for transportation funding in the Tampa Bay Area.

4. FORWARD PINELLAS ACTIONS

Mr. Chatman reviewed the highlights from the Forward Pinellas Board October 10, 2018 meeting. The Board received an overview of the Bicycle Pedestrian Master Plan (BPMP) update that is included in the Advantage Pinellas Long Range Transportation Plan (LRTP). The BPMP will focus on strategies to prioritize off-road and on-road bicycle and pedestrian facilities for implementation. Additional initiatives include level of traffic stress methodology and a bicycle pedestrian data clearinghouse. A strategic implementation plan to be completed by the summer 2019 will identify eight to twelve priority projects to be funded within a 10-year period. The Board also received information regarding the Vision Zero Initiative and a Pinellas Trail Users survey, both of which are scheduled in early 2019.

5. HONEYMOON ISLAND STATE PARK BIKE PATH

Park Manager Peter Krulder, Florida Parks Service, updated the BPAC on the Honeymoon Island State Park Bike Trail. The Florida legislature allocated \$400,000 for the bike path, and the Florida Department of Environmental Protection (FDEP) division of State Parks provided another \$400,000 to completely fund the project. The path will be constructed along the western side of the island close to the beach, and will terminate at the northernmost point. Mr. Krulder said that additional bike racks will be provided at various locations, including the café and bathhouse. The path should be completed by the end of this year, with \$2 entrance fee for cyclists. Helmets must be worn by those under 16 years old. Mr. Krulder voiced a special thanks to Mr. Ed Hawkes, At-Large Citizen Representative, for all his diligence in pushing this project along. Questions were taken and appropriately answered.

6. STATE AND REGIONAL TRAIL PLANS

Chairman Smith shared information and maps on the new state and regional trail plans. The Florida Greenways and Trails Foundation is a non-profit organization committed to supporting paved, non-motorized trail systems in our state to connect communities, open spaces and parks, natural environments and waterways. The Foundation has incorporated the different trail maps (i.e. paddling, walking and biking), into one interactive graphic map with color coded regional trails, broken into different regions of Florida, on their user friendly website. The first regional trail system is the Coast to Coast (C2C) Trail Connector which will link communities across the state from the Pinellas Trail to Titusville in Brevard County. The 2.4-mile Starkey Gap, located just north of the Pasco-Pinellas county line, is expected to be completed by summer 2019, after which trail users will be able to travel almost 100-miles without interruption. There are gaps in the C2C Trail alignment in central Florida creating delays in trail construction, where a few rural communities have proposed corridors through their towns for economic advantage and revitalization. Vice-Chair Becky Afonso shared that the Good Neighbor Trail, near the Withlacoochee State Trail has been completed. Questions were taken and appropriately answered.

7. DRAFT COUNTYWIDE TRENDS AND CONDITIONS 2018 REPORT

Mr. Robert Feigel, Forward Pinellas staff, shared the draft *Countywide Trends and Conditions 2018 Report*, which combines the former *Traffic Crash Trends and Conditions Report* and *State of the System Report*, and now incorporates land use planning indicators. The report provides a snapshot of countywide land use and transportation trends and conditions using data collected from a variety of resources, including Forward Pinellas, federal, state and local agencies. Data from 2017 is used along with a five-year timeframe for comparison whenever available. In that five-year timeframe, 38-miles of trails have been added to the trail network, and the Pinellas Trail Loop is 76% completed to date. There are no substantial changes to the types of data in the report as compared to last year. Motorcycle crashes are down from last year, while bicyclist and pedestrian crashes have increased, and traffic fatalities as a whole are up 1%. Mr. Feigel explained the Pinellas crash and fatality data and compared those statistics with the state of Florida data. Questions were taken and appropriately answered. A motion was made, seconded and carried unanimously to recommend the Forward Pinellas Board approve the Draft Countywide Trends and Conditions 2018 Report.

8. PINELLAS COUNTY WORK PROGRAM BICYCLE PEDESTRIAN PROJECTS

Ms. Joan Rice, Pinellas County Public Works Multi-Modal Safety Engineer, provided an update on the bicycle/pedestrian projects in the County's Capital Improvement Program (CIP) FY 2019 - 24. The CIP is a comprehensive 6-year plan that identifies countywide projects funded within the annual operating budget. Projects funded through Penny for Pinellas 4 will not be approved until February 2019, so they are not yet included in the CIP. Also in February, the County will launch a "portfolio" approach in which all departments (i.e. engineering, utilities, coastal, parks, roadway, drainage, and water quality) are involved in every project. Ms. Rice explained that bicycle/pedestrian improvements would be considered with roadway resurfacing projects, including any ADA ramps, pedestrian buttons and other intersection upgrades. After listing all of the bicycle and pedestrian projects in the CIP, questions were taken and appropriately answered.

9. SPOTLIGHT EMPHASIS AREAS UPDATE

Mr. Chatman provided a brief update on SPOTlight areas. With regards to the Gateway Area Master Plan, staff is currently working with government partners to define areas of focus and analysis, and coordinating with FDOT on the Gateway Intermodal Center Station Facility Study. Regarding the Vision for U.S. Highway 19, FDOT will look at a retrofit analysis of the grade separated interchanges on the southern end of the corridor to determine the feasibility and reasonable cost solutions to provide bicycle and pedestrian crossing access. A business roundtable was held with north county community members along the corridor for the unimproved areas, and good dialogue ensued with follow-up conversations to be scheduled with those business leaders.

10. BPAC BUSINESS

A. Maintenance of Traffic for Vulnerable Road Users

Mr. Chatman shared that as construction activities occur, whether it is a road project or sidewalk, there are standard maintenance of traffic requirements that provide established detours to direct motorists or pedestrians to a safe alternate route around the construction activity. With recent closures of the Pinellas Trail in various areas for repair, resurfacing, or other reasons, it has come to the attention of staff that additional policy requirements should be recommended to ensure safe accommodations for trail users to continue their journey. After discussion, Vice-Chair Becky Afonso, North County Citizen Representative, made a motion to request that Forward Pinellas send a letter in conjunction with Public Works to the County Administrator requesting that maintenance of traffic be required for bicyclists and trail users. Ms. Wildrick seconded the motion and it passed unanimously. Staff will draft a recommendation for the Board.

B. Florida Bicycle Association (FBA)

Vice-Chair Afonso updated the committee on activities of the FBA. The Board of Directors held a strategic planning meeting on Saturday, October 13th, followed by the annual membership meeting. The keynote speaker, FDOT District 7 Secretary David Gwynn, who reassured the audience of his commitment to support bicycling, walking and to prioritize safety. The winter issue of the FBA Messenger newsletter will be devoted to trails, and will feature the regional trail map as the center spread. Ms. Afonso announced a contest for trail photos to be published in the Messenger. Submit your favorite trail photo, and you'll receive a thank you gift.

C. Pinellas Trails Inc.

Mr. Scott Daniels, President of Pinellas Trails, Inc., gave a brief update. He encouraged everyone to use the *see-click-fix app* to report misuse of the Trail, including parking, loading/unloading, etc. BPAC members noted several violations, such as landscaping vehicles and delivery trucks. Mr. Daniels announced the next Pinellas Trails, Inc. meeting would be held at the Largo Library on Monday, December 3rd at 6 pm. This meeting will be the kickoff to plan the 30th Anniversary Celebration of the Pinellas Trail.

11. AGENCY REPORTS

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

Ms. Rice provided an update on the Pinellas Trail North Loop Gap. The project is currently in the design phase, and a public meeting is scheduled for November 13th at the Holy Trinity Episcopal Church, 3200 N. McMullen Booth Road, beginning at 5 pm. Regarding the Orange Street Overpass, the steel truss that was scheduled for mid to late September has been put on hold for extended FDOT evaluation, due to the collapse of the bridge in Miami. If all goes well, this project should be completed by the end of this year. Ms. Rice said the Elfers Spur in Tarpon Springs would be closed due to maintenance on the Duke Energy power poles from October 15th to 19th. Responding to a questions about the RRFB at a crosswalk on 54th Avenue, she said that it has been scheduled for repair.

• Clearwater Bicycle Pedestrian Program

Mr. Ric Hartman, City of Clearwater, updated the committee on the Druid Trail, which is expected to be completed by December 2018. The City is holding its first citywide Complete Streets workshop on October 22nd at Ross Norton Recreation Center and October 23rd at the Countryside Library. Also on October 22nd, a Complete Streets survey will be opened on-line and will be available for 30 days. Bike/Walk Tampa Bay, the Regional Fall Summit on November 8th, from 5 – 8:30 pm,

at the St. Petersburg College, 2465 Drew Street in Clearwater, followed by the meeting.

- **Largo Bicycle Pedestrian Program**

Ms. Katrina Gordon, City of Largo, had nothing new to report at this time.

- **St. Petersburg Bicycle Pedestrian Program**

Mr. Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, announced the bicycle lanes on 30th Avenue N and Dr. MLK Jr. Street have been completed. Healthy St. Pete's Trail Fun Run will be on Saturday, November 10th, from 9 -10 am at Boyd Hill Nature Preserve, 1101 Country Club Way S. Meet at the flag pole in front of the Lake Maggiore Environmental Education Center. He announced that Open Streets St. Pete 2018 will take place on Sunday, October 28th, beginning at 11 am. Welcome area is at Albert Whitted Park. See openstreetsstpete.com for more information.

- **FDOT District 7 Updates**

Mr. Alex Henry, FDOT Bicycle/Pedestrian Coordinator, provided a brief update for the committee. The design for the Courtney Campbell Trail Overpass is nearly completed, and the next step will be to determine whether this project qualifies as design-build or not. A traditional approach to the construction project typically takes about 2 years, while a design-build project often takes about half that time. Additional considerations include possible design changes to the structure or the preferred alignment. Currently, construction is funded in FY23. Mr. Henry explained that the Safe Routes to School project for North Shore Elementary School has been funded for construction in FY23.

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

The agenda for the October 9th PTSTF meeting was included in the BPAC agenda packet, with active hyperlinks on the Trail Construction Activity Report. There were no other comments or questions.

12. OTHER BUSINESS

A. Membership

There were no comments regarding this item.

B. Correspondence, Publications, Articles of Interest

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

C. Suggestions for Future Agenda Topics

There were no comments regarding future agenda topics.

D. Other

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:13 am. The next BPAC meeting is scheduled for Monday, November 19th, 2018.

Bicycle Pedestrian Advisory Committee – November 19, 2018
4. Forward Pinellas Executive Summary – November 14, 2018



SUMMARY

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

ATTACHMENT(S): Executive Summary for November 14, 2018 - will be distributed at the meeting

ACTION: None Required, Informational Item Only

Bicycle Pedestrian Advisory Committee – November 19, 2018
5. 54th Avenue Complete Streets Project



SUMMARY

Linking Lealman is a plan for improving how everyone moves in Lealman, by car, bicycle, bus, mobility device or on foot. Partially funded by a \$50,000 complete streets grant from Forward Pinellas, that was awarded in 2017, the County developed a concept plan for complete streets improvements along 54th Ave. North from 49th St. to 34th St. The project seeks to develop mobility and safety projects that can become part of the Pinellas County Capital Improvement Program. Through a series of public workshops and online engagement tools, county planning staff has been soliciting feedback from the public.

An overview of the project and the draft concepts that are being vetted with the community will be provided for BPAC.

ATTACHMENT(S): None

ACTION: None Required, Information Item Only

SUMMARY

The Florida Department of Transportation (FDOT) District 7 Office has developed the Five-Year Tentative Work Program for Fiscal Years 2019/20 through 2023/24. The Tentative 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).

The Tentative Work Program is developed in collaboration with adjacent FDOT Districts, Central Office and the Turnpike Enterprise. During the development phase, funding is examined, project scenarios are analyzed and any impacts are evaluated before being presented for public comment. Two weeks before the beginning of the legislative session, the Tentative Work Program is submitted to the Florida Legislature, the Executive Office of the Governor, the Florida Transportation Commission, and the Department of Economic Opportunity for review.

Mr. Alex Henry, FDOT District 7 Public Involvement & Bicycle/Pedestrian Coordinator, will present the project highlights for Pinellas County in the Tentative Work Program.

ATTACHMENT(S): None

ACTION: BPAC to recommend MPO approval of the Draft Five Year Tentative Work Program FY 19 – FY 23

SUMMARY

At its October meeting, the Forward Pinellas Board received a presentation on the Advantage Pinellas Long Range Transportation Plan (LRTP) update, with a particular focus on the development of a new Bicycle Pedestrian Master Plan (BPMP). By effectively applying the adopted policies that support active transportation and alternatives to driving an automobile, complete and connected nonmotorized accommodations, dedicated street crossings, and more mobility options will be available for Pinellas County citizens and visitors of all ages and abilities. Whether shopping, commuting to school or work, or getting to a transit stop, walking and bicycling are integral to a balanced multimodal transportation system. A strategic implementation plan to be completed by the summer 2019 will identify eight to twelve priority projects to be funded within a 10-year period.

The BPAC will be asked to provide important input and feedback as the BPMP is being developed. The BPAC will also be asked to volunteer to assist with a new Pinellas Trail Users Survey to be scheduled in early 2019.

ATTACHMENT(S): None

ACTION: None Required, Information Item Only

SUMMARY

The Florida Legislature established the Florida Shared Use Nonmotorized (SUN) Trail program in 2015 ([Section 339.81, F.S.](#)) to provide funding for the development of a statewide system of paved multi-use trails, physically separated from motorized vehicular traffic, for walkers and cyclists. A multi-use trail is defined as a paved, shared-use path, the standard width is typically 12 feet wide, but 10 foot wide trails are acceptable. If severe constraints or environmental conditions exist, trails may be narrowed to eight feet wide. In addition, trails are designed to accommodate a wider range of user ages and mobility limitations, offer wayside areas, parking and other amenities.

The Florida SUN Trail Transportation Use Study will analyze industry best practices to develop, standardize and implement a method to collect, evaluate, examine, analyze, report and store information for multi-use trail transportation trips, trail traffic, trail characteristics, and visitation to find how paved trails support destination-to-destination travel and how travelers use the SUN Trail Network. The Pinellas Trail is included in this study, as is the Cady Way Trail, the West Orange Trail, the Orlando Urban Trail and the Good Neighbor Trail.

The scope for the Florida SUN Trail Transportation Use Study is attached for your information.

ATTACHMENT(S): SUN Trail Transportation Use Study Scope

ACTION: None, Informational Item Only

TASK WORK ORDER FOR PROFESSIONAL SERVICES

Consultant: HDR Engineering, Inc.
 Address: 200 W. Forsyth Street, Suite 800, Jacksonville, Florida 32202

(To be entered upon execution of T.W.O.)
 Date: 9/17/2018 | 4:15 PM EDT Task Work Order No.: 4

Contract No.: C9Y52 Payment FM No.: xxx

Brief Task Description:
 The purpose of this work order is for consultant services to use industry best practices to develop, standardize and implement methodology to collect, evaluate, examine, analyze, report and store information for multi-use trail transportation trips, trail traffic, trail characteristics and percentages of trail travelers to determine how (paved) multi-use trails support place-to-place/destination-to-destination travel and how travelers utilize the SUN Trail network. This research will explore a pilot study area in Central Florida that includes urban and rural conditions. Specifically, the consultant will collect, examine, analyze trail usage and report data from the Cady Way Trail, the West Orange Trail, the Orlando Urban Trail, the Pinellas Trail and the Good Neighbor Trail. See Attachment A Scope of Services for more details.

In accordance with the above referenced contract, you are authorized to perform the tasks detailed in attached Exhibit A (Scope of Services).
 All services required under this Task Work Order will be completed on or before: 12/31/2019

The total amount or the limiting amount of the compensation will be: \$xxx

Compensation elements are as follows:

Element Description	Method of Compensation	Amount	Est*
Consultant:	(LA4) Units worked at loaded billing rates in Table 6	\$xxx	Y
Page 1 Total		\$xxx	
Page 2 thru 6 Subtotal		\$xxx	
Total		\$xxx	

Other Notes:
 An independent assessment of the staff hours and quantities for the proposed services has been performed, and found to be fair, reasonable, and competitive.

Total authorizations to date (including this one):
 \$xxx

Departmental Approval:
 Huiwei Shen, Manager, Systems Implementation Office
 (name) (title) DocuSigned by: Huiwei Shen Signature
 6C004C00F8534BD...

Consultant Acceptance:
 Christine Kefauver, Vice President, HDR Engineering, Inc.
 (name) (title) DocuSigned by: Christine Kefauver Signature
 143DD896EC5846E...

*Limiting or Estimating/Budgeted Amount.

**ATTACHMENT "A" TASK WORK ORDER
STRATEGIC INTERMODAL SYSTEM PLANNING CONSULTANT
SIS SUPPORT SERVICES
Contract No. C9Y52
FLORIDA SHARED USE NONMOTORIZED (SUN) TRAIL
TRANSPORTATION USE STUDY**

WORK TASK AUTHORIZATION NO.:	4
DEPARTMENT TASK MANAGER:	Robin Birdsong
TASK WORK ORDER AUTHORIZED AMOUNT:	\$xxx
FINANCIAL MANAGEMENT NUMBER:	192227-1-12-36
COMPLETION DATE:	12/31/2019

PURPOSE

Furthering the state's commitment to improving mobility, the Florida Legislature passed measures in 2014 and 2015 to fund and develop nonmotorized trails. Specifically, [Section 339.81, F.S.](#), established the Florida Shared Use Nonmotorized (SUN) Trail program. Administered by the Florida Department of Transportation (FDOT), the SUN Trail program provides funding for the development of a statewide system of paved multi-use trails (SUN Trail network) for bicyclists and pedestrians, physically separated from vehicular traffic.

FDOT defines a multi-use trail as a paved, shared-use path, which is typically 12 feet wide, but may vary from 10 feet to 14 or more feet depending upon constraints or volume of use. In some areas of extreme constraints such as at bridges or in environmentally sensitive areas, a trail may be as narrow as eight feet. A multi-use trail is differentiated from a sidewalk in that it is generally wider, is part of a larger regional or statewide system of trails, and is accompanied by a higher level of facilities including trailheads, parking, wayside areas, and other amenities. A multi-use trail is designed to facilitate mixed use (nonmotorized) travel and priority at intersections may be given to trail travelers. A sidewalk, by contrast, serves a local need, and is routinely built as part of the normal pedestrian accommodations within a roadway project, and may be accompanied by bike lanes. Sidewalks are designed primarily for pedestrian use (acknowledging that local codes may permit bikes on sidewalks) with priority at intersections normally given to roadway traffic. Although on-road facilities (bike lanes and sidewalks) are important for transportation, this study focuses on multi-use trails in the SUN Trail network.

The purpose of this work order is for consultant services to use industry best practices to develop, standardize and implement methodology to collect, evaluate, examine, analyze, report and store information for multi-use trail transportation trips, trail traffic, trail characteristics and percentages of trail travelers to determine how (paved) multi-use trails support place-to-place/destination-to-destination travel and how travelers utilize the SUN Trail network. **This research will explore a pilot study area in Central Florida that includes urban and rural conditions. Specifically, the consultant will collect, examine, analyze trail usage and report data from the Cady Way Trail, the West Orange Trail, the Orlando Urban Trail, the Pinellas Trail and the Good Neighbor Trail.** As appropriate, other multi-use trails in Central Florida, such as the Starkey Trail, Lake Minneola Scenic Trail, the East Central Regional Rail Trail, the South Lake Trail, or others identified by the project manager, may also be considered as contributing to the value of this transportation study.

The consultant will coordinate with stakeholders and develop and surveys (e.g. self-administered/online) within the study area to generate analytic results which may be comparable statewide. The consultant may also conduct qualitative case studies, where people opt in to help feed the information (i.e., tracking specific people over given timeframe). The consultant will develop a Trail Transportation Impact Analysis Model, which will allow decision-makers to determine existing trail traffic and trends of trail travelers. It will also establish the framework for long-term evaluation and monitoring of trends.

The consultant will utilize tools to analyze trail traffic and trends that may help determine the primary purpose for the traveler's use of the multi-use trail facility (e.g. travel to businesses, site seeing, exercise, commuting/job related, etc.). The analysis will include the distance traveled on the multi-use trail; the mode and distance of travel to access the multi-use trail; the frequency of use; the time of use, and contributing factors that could increase the frequency and/or distance a person would travel to destinations on multi-use trails. The consultant will calculate trail visitation data from the trails in the pilot study area. Because of the short-term nature of this study, it may be necessary to develop adjustment factors to convert manual counts on a given date to an annualized figure comparable to the average annual daily traffic. It is desirable to collect information on uniform rather than peak use. Survey/count stations will be well documented so data over the long-term can be compared accurately. Tools utilized may include Bluetooth, AirSage, Strava, Bikeshare data, traffic cameras/video log, or other data sources to determine how travelers access trails and other behavior of trail travelers in the study. Depending on the data source, it may be difficult to distinguish between those riding on trails verses on-road facilities (including bike lanes and sidewalks). As applicable, point-to-point locations of the multi-use trail traveler will be mapped using a Geographic Information Systems (GIS) spatial analysis.

Stakeholders may include but are not limited to: the Florida Department of Transportation (FDOT), East Central Regional Planning Council (RPC), Tampa Bay RPC, the MetroPlan Orlando and other Metropolitan/Transportation Planning Organizations (MPO), Tampa Bay Regional Transportation Authority (TBARTA) MPO Chairs Coordinating Committee, trail travelers, public land/trail managers (federal, state and local governments), the Florida Department of Environmental Protection's Office of Greenways and Trails, non-profit partners (i.e. Rails to Trails Conservancy, Bike Florida, Florida Bicycle Association), and private partners or businesses.

At the completion of this task work order, the baseline results from the pilot study area will be documented and the long term methodology will be established. The final Trail Transportation Impact Analysis Model, final technical report, infographic brochure summarizing the information, fact sheet for each trail segment in the pilot study area, and a PowerPoint presentation of the results will be available to the Florida Legislature, governmental agencies, and other public and private transportation stakeholders.

WORK ACTIVITIES TO BE PERFORMED

Activities identified below are generalized definitions of the work activities anticipated for accomplishment under this WORK TASK AUTHORIZATION. Specific task activities will be accomplished in accordance with the directions of the DEPARTMENT TASK WORK ORDER MANAGER.

Task 1 – Project Meetings and Coordination

Within 30 days of the execution of the task work order, the consultant will schedule and coordinate a kickoff teleconference meeting for stakeholders. The consultant will conduct the meeting within a reasonable timeframe allowing for scheduling. The consultant will develop and distribute electronic materials, as necessary, to provide an overview of the study approach, methodology, project schedule, and quality control procedures, a review of project tasks, deliverables, deployment plan, and timeline. The Project Manager and the consultant (i.e. Principal Investigator/Specialist/Sr. Specialist) will discuss expectations and address potential issues at the outset. In collaboration with FDOT, the consultant will also develop a list of stakeholders.

Deliverables – Task 1: Kick-off meeting, project schedule, meeting summary, and stakeholder list.

Task 2 – Literature review, identification and evaluation of methodologies

The consultant will review existing trail transportation studies, trail visitation studies, and related information developed by the stakeholders. The purpose of the literature review is to understand the state of premiere practices, with key takeaways for Florida; to identify trends in multi-use trail usership; methodologies used to collect, evaluate, examine, analyze and report trail usage data; and lessons learned

by others engaging in similar projects, focusing on Florida specific data. An important byproduct of this research will include the recommendation of strategies for addressing emerging needs and future improvements, that may serve as a long-term goal beyond this task work order. During this task, the consultant will make note/document media, communication style, and presentation format.

Industry best practices may include the following topics for review:

- Trail traffic data collection, data maintenance and management
- Trail performance measures
- Trail trend analysis and reporting
- Factors impacting trail usage
- Statistical trail demand models
- Existing Trail studies, especially Florida specific or like-climate-areas
- Model programs

The methodology will also address forecasting trail demand under future scenarios. This task work order seeks to develop continuity from the previous FDOT studies and nationwide efforts. A goal is to use a methodology that enables the development of tracking trends of trail travelers over the years to evaluate the changes in usage patterns by providing baseline data and potentially the ability to show how the closing the gaps in the SUN Trail network may increase trail usage. In 2017 FDOT completed the Non-Motorized Transportation Count Data Collection Study, which establishes statewide non-motorized data collection strategies and is pilot testing the recommended methodology. Establishing baseline information for walking and bicycling on trails is important to understand the demand and trends of trail travelers, to gain an understanding of why people walk or ride bicycles on trails, and how other items impact why they chose other transportation modes or locations. The research and models utilized for this task work order may build upon FDOT's 2018 Quality/Level of Service (LOS) Handbook which establishes the framework for long-term usage collection and evaluation of trends. The U.S. Department of Transportation, Federal Highway Administration's (FHWA) Shared-Use Path LOS Calculator User's Guide may also prove beneficial, as it is trail specific. Other data gathered will inform stakeholders of site specific needs, which may include peak-usage and conflict controls.

Near-term methodology will focus on utilizing existing/available data and short-term response analysis methods, including conducting surveys in the pilot study area. Long-term methodology will include incorporating data from continuous data collection methods such as trail counters, periodical trail user surveys and trail user model development. The proposed methodology will include following steps:

- Develop, distribute, collect, analyze and report stated/revealed preference surveys to understand behavior and opinions of trail travelers and other stakeholders such as trail managers or nearby business owners.
- Data analysis and development of performance measures, trends and trail segment profiles.
- Standardizing procedures to collect, report, maintain and visualize trail usage data.
- Develop trail use demand factoring and forecasting modelling framework, which may include two separate modules for different demographics (e.g. visitors and residents), to project trail demand under future scenarios such as closing the trail gaps, with the identified datasets.

The methodology and analysis will be coordinated with the previously identified stakeholders and FDOT's Transportation Data Analytics (TDA) office, including the Sections listed below. The consultant may conduct small group conversations to solicit stakeholder input.

- TDA Transportation Data Inventory Section:

This section maintains Roadway Characteristics Inventory (RCI) and have a long-term objective to develop a multimodal characteristics inventory; SUN Trail is RCI Feature 801.

An ongoing research project by TDA/SIS titled, “Multimodal Data Inventory Evaluation to Improve FDOT's Roadway Classification Inventory” will prove to be beneficial for this study.

Other SUN Trail specific research is in progress, including:

- a. Multimodal Data Inventory Evaluation to Improve FDOT's RCI, BDV25 Work Order – SUN Trail inventory methods, processes and products, including a detailed report of roles and responsibilities, manpower involvement, investment costs, process chart examining the steps involved to collect data, manage data, develop data products, and coordinate updates/maintenance. The data needs will be based upon processes for trail planning, development, construction and maintenance and standards. The aim is to streamline a data collection and data management processes that Central Office would capture for all district staff and programs.
- b. LiDAR Data Collection to Support Quality Control (QC) Processes and the Florida Shared-Use Nonmotorized SUN Trail System, BDV31-977-57

It is important to note that “data collection” for this Contract No. C9Y5 will not duplicate efforts of SUN Trail data collection or evaluation in progress under BDV25 or BDV31-977-57.

- TDA Transportation Monitoring Section:

This section is developed a statewide nonmotorized count program, and is testing and implementing technology for counting pedestrians and bicyclists. The FDOT Traffic Monitoring Handbook 2018, particularly Chapter 5, will also be beneficial.

A preliminary list of resources is provided in the table below:

Agency	Title	
FDOT	Non-Motorized Transportation Count, Data Collection Study, 2017	
FDOT	Source Book, 2017	http://www.fdot.gov/planning/FTO/mobility/2017SBmethods.pdf
FDOT and the Center for Urban Transportation Research (CUTR)	Naturalistic Bicycling Behavior Pilot Study, 2017, Project No. BDV25-977-13	http://www.fdot.gov/research/Completed_Proj/Summary_SF/FDOT-BDV25-977-13-rpt.pdf
FDOT and the National Central for Transit Research (NCTR)	Methodology for Linking Greenways and Trails with Public Transportation in Florida, Final Report, February 2016, Project No. BDV26-977-03	http://www.fdot.gov/research/completed_proj/Summary_PTO/FDOT-BDV26-977-03-rpt.pdf
FDOT District 5	Bicycle & Pedestrian, Count Program 2014	http://cfgis.org/getattachment/7f212aa2-d786-470d-b779-4e1c5c5e4903/2014-FDOT-Bike---Pedestrian-Manual-Count-Report.aspx
FDOT District 5	Bicycle & Pedestrian, Count Program 2015, published November 2016	http://cfgis.org/getattachment/4049cbb3-0bc1-46aa-a5a4-eea29929cfc0/2015-FDOT-Bike---Pedestrian-Manual-Count-Report.aspx

FDOT District 5	TransPed, An Interactive Pedestrian and Bicycle Planning Tool, June 2016	http://cfgis.org/FDOT-Resources/TransPed.aspx
FDOT Transportation Data Portal	SUN Trail GIS	https://fdot.maps.arcgis.com/home/index.html
FDOT Unified Basemap Repository	Strava data	https://ubr.fdot.gov/featured
Alta Planning and Design	Innovation in Bicycle and Pedestrian Counts, A Review of Emerging Technology, 2016	https://altaplanning.com/wp-content/uploads/Innovative-Ped-and-Bike-Counts-White-Paper-Alta.pdf
Alta Planning and Design and the Institute of Transportation Engineers (ITE) Pedestrian and Bicycle Council	National Bicycle & Pedestrian Documentation Project	http://bikepeddocumentation.org/index.php/downloads
Caltran Task Order 6117, and the University of California Traffic Safety Center	Seamless Travel: Measuring Bicycle and Pedestrian Activity in San Diego County and its Relationship to Land Use, Transportation, Safety and Facility Type	https://safetrec.berkeley.edu/sites/default/files/publications/seamless_travel.pdf
City of Brooksville	Good Neighbor Trail	http://floridasadventurecoast.com/brooksvilles-good-neighbor-trail/
City of Orlando	Cady Way and Orlando Urban Bike and Pedestrian Trails (and Downtown Transportation Plan)	http://www.cityoforlando.net/transportation-planning/orlando-trails/
East Central Florida Regional Planning Council, 2011	Economic Impact Analysis of Orange County Trails, 2011	http://commuteorlando.com/wordpress/wp-content/uploads/2013/05/OGTEDStudy_FactSheetFINAL.pdf
MetroPlan Orlando	2040 Long Range Transportation Plan, Technical Report 6: Bicycle and Pedestrian Plan, 2016	https://metroplanorlando.org/wp-content/uploads/2040-LRTP-TR6-Bicycle-Pedestrian.pdf
Minnesota Department of Transportation	The Minnesota Bicycle and Pedestrian Counting Initiative: Implementation Study, 2015, Report No. 2015-34, 2015	http://www.cts.umn.edu/Publications/ResearchReports/reportdetail.html?id=2454
New Hampshire Bicycle and Pedestrian Transportation Advisory Committee	Counting Program Master Plan, April 2015	https://www.nh.gov/dot/programs/bikeped/documents/BPTAC_CountingMasterPlan_FINAL_NOSTRAVA.pdf
North Carolina Department of Transportation	North Carolina Non-Motorized Volume Data Program	https://itre.ncsu.edu/focus/bike-ped/nc-nmvd/

Orange County, Parks and Recreation	West Orange Trail	http://www.orangecountyfl.net/CultureParks/Parks.aspx?m=dtlvw&d=44#.WfxujMKotaQ
Orange County, Transportation Planning Division	Orange County Multimodal Corridor Plan Phase 1, 2014	http://www.ocfl.net/Portals/0/Library/Traffic-Transportation/docs/Multimodal%20Corridor%20Plan%20Book.pdf
Pinellas County, Parks & Conservation	Pinellas County	http://www.pinellascounty.org/trailgd/
Rails to Trails Conservancy (RTC) and the Bay Area Trails Collaborative	Trails Count (San Jose, California)	http://www.sanjoseca.gov/index.aspx?NID=5205
RTC	Trail Modeling and Assessment Platform (T-Map)	https://www.railstotrails.org/our-work/research-and-information/trail-modeling-and-assessment-platform/
RTC	TrailLink	https://www.trailink.com/
RTC	Trails Count! Creating a Regional Program to Measure Trail Use in the Bay Area	https://www.railstotrails.org/resource-library/resources/trails-count-creating-a-regional-program-to-measure-trail-use-in-the-bay-area/
Tampa Bay and East Central Florida Regional Planning Councils	Coast to Coast Trail Atlas, 2016	http://c2cconnector.org/?page_id=32
Tampa Bay and East Central Florida Regional Planning Councils	Coast to Coast Trail, Implementation and Marketing Toolkit, 2017	http://c2cconnector.org/wp-content/uploads/2017/03/Toolkit_ImplementBook_04282017.pdf
Tampa Bay and East Central Florida Regional Planning Councils	Coast to Coast Trail, Urban-Rural Overlay Study, 2016	http://c2cconnector.org/wp-content/uploads/2015/11/C2C_Overlay_Report_May_2016_web2.pdf
Tampa Bay and East Central Florida Regional Planning Councils	Draft Economic Impact Analysis of the Coast-to-Coast Trail, 2017 <i>(final if available)</i>	C2C Draft Economic Impact Analysis Report (May 13)
Transportation Research Board (TRB) of National Academies, National Cooperative Highway Research Program	Guidebook on Pedestrian and Bicycle Volume Data Collection, 2014 and errata 2016, Report 797	http://www.trb.org/PedestriansAndBicyclists/Blurbs/171973.aspx
TRB	Methods and Technologies for Pedestrian and Bicycle Volume Data Collection: Phase 2. 2017, Document 229	http://www.trb.org/main/blurbs/175860.aspx
TRB	Research Circular, No E-C183, Monitoring Bicyclists and Pedestrian Travel and Behavior, Current Research and Practice, March 2014	http://onlinepubs.trb.org/onlinepubs/circulars/ec183.pdf

U.S. Department of Commerce, Economics and Statistics Administration	Modes Less Traveled–Bicycling and Walking to Work in the United States: 2008–2012, May 2014	https://www.census.gov/prod/2014pubs/acs-25.pdf
U.S. Department of Transportation, Federal Highway Administration (FHWA)	FHWA Bicycle-Pedestrian Count, Technology Pilot Project, Summary Report, December 2016, Report No. DOT-VNTSC-FHWA-17-02	http://atfiles.org/files/pdf/fhwahep17012.pdf
FHWA	Case Studies in Delivering Safe, Comfortable, and Connected Pedestrian and Bicycle Networks, 2015	https://transportation.ky.gov/BikeWalk/Documents/Safe%20Bicycle%20and%20Pedestrian%20Network_report%202016.pdf
FHWA	Guidebook for developing pedestrian and bicycle performance measures, 2016	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf
FHWA	Shared-Use Path Level of Service Calculator	https://www.fhwa.dot.gov/publications/research/safety/pedbike/05138/chapter3.cfm
FHWA	Strategic Agenda for Pedestrian and Bicycle Transportation, Report No. FHWA-HEP-16-086	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/strategic_agenda/fhwahep16086.pdf
FHWA	Traffic Monitoring Guide, 2016	https://www.fhwa.dot.gov/policyinformation/tmguide/
U.S. Department of Transportation, National Highway Traffic Safety Administration	Schroeder, P. & Wilbur, M. (2013, October). <i>2012 National survey of bicyclist and pedestrian attitudes and behavior, volume 2: Findings report</i> . (Report No. DOT HS 811 841 B).	https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/811841b.pdf
2014 Adams, E.J., et al	Reliability and Validity of the Transport and Physical Activity Questionnaire (TPAQ) for Assessing Physical Activity Behavior, 2014	http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0107039 or https://dspace.lboro.ac.uk/dspace-jspui/bitstream/2134/19249/1/Reliability%20and%20validity%20of%20the%20transport%20and%20physical%20activity%20questionnaire%20%28TPAQ%29%20for%20assessing%20physical%20activity%20behaviour..pdf
Alliance for Biking & Walking	Bicycling & Walking in the United States, Benchmarking Report, 2016	https://www.nh.gov/dot/programs/bikeped/documents/2016benchmarkingreport_web.pdf
Fehr & Peers	Active Performance Measures	http://www.fehrandpeers.com/wp-content/uploads/2016/09/ATP-Measures-ReportELECTRONIC_31Aug.pdf

Forsyth, Agrawal, and Krizek	Reliability Testing of the PABS (Pedestrian and Bicycling Survey) Method. Journal of Physical Activity and Health, Vol. 9, No. 5, 2012	http://trrjournalonline.trb.org/doi/ref/10.3141/2299-03
Kai Brevig, Kwok Chung Chong, Brian Strobel, and Yuchen Zhang	Increasing Ridership of Santa Fe Trails, 2013	https://web.wpi.edu/Pubs/E-project/Available/E-project-050913-110128/unrestricted/SF13-Bus_IQP_Report.pdf
Schoner, Jessica E; Levinson, David M.	The missing link: bicycle infrastructure networks and ridership in 74 US cities, 2014	https://nacto.org/wp-content/uploads/2015/10/Schoner-and-Levinson_Missing-Link_Bike-Infrastructure-and-Ridership.pdf

Additional resources are provided below:	
Multiuse trail intersection safety analysis: A crowd sourced data perspective, 2017	Coding Non-motorized station location information in the 2016 Traffic Monitoring Guide format
Bicycling/Moving America Forward, Bikes Belong Coalition, 2008	The influence of sampling interval on the accuracy of trail impact assessment, 1999
Evaluating the Use of Crowdsourcing as a Data Collection Method for Bicycle Performance Measures and Identification of Facility Improvement Needs, 2016	Strategies for Monitoring Multiuse Trail Networks: Implications for Practice, 2016
Using big data to understand trail use: three Strava tools, 2016	Mapping ridership using crowd sourced cycling data., 2016
Modeling the Impacts of Bicycle Facilities on Work and Recreational Bike Trips in Los Angeles County, California, 2014	The Effects of Weather on Urban Trail Use: A National Study, 2016
The Virginia Creeper Trail: An Analysis of Net Economic Benefits and Economic Impacts of Trips, 2004	Trail User Surveys and Economic Impact, a Comparison of Trail User Expenditures, Rails to Trails Conservancy, 2009

Deliverables – Task 2: Technical memorandum, to include the identification of the methodology, references, and appendices. This Technical Memorandum will constitute a portion of the Draft Final Report.

Task 3 – Data Gathering and Survey Implementation

Under this task, the consultant will gather relevant information from various sources. Note that no datasets will be purchased under this task. The information may include but not limited to the following:

- Average number of trail travelers, by trail segment and by access/egress trailheads (for residents and visitors);
- Average distance traveled to the study area and mode of arrival to the trails in the study area;
- Average distance and time traveled/trip duration on the trails in the study area;
- Frequency of travel on the trails in the study area;

- Purpose of travel on the trails in the study area;
- Time of day travelers visit trails in the study area;
- Factors influencing the use of trails in the study area;
- Development and implementation of intercept surveys at stations along the multi-use trails and through electronic sources (e.g. online survey) for the study area; must include a standardized method with repeatable protocol;
- Trail segment characteristics of trails in the study area (e.g. trail length, pavement characteristics, amenities, accessibility, parking conditions);
- Trail user characteristics of trails in the study area (e.g. trail use purpose, activity (walking, biking), trail use distance/time per visit, trail use frequency, local resident/tourist, etc.);
- Factors impacting trail user behavior in the study area (e.g. socio-economic characteristics, accessibility and connectivity to paved roads, refuge islands, lodging facilities, etc.).

In addition to gathering available reports and data from various agencies, the consultant will collect data through stakeholder consultation (meetings/phone interviews), conduct online surveys, conduct intercept surveys, and may conduct field visits. The consultant will develop data collection protocol, develop survey procedures (including a PowerPoint training presentation to consistent survey implementation by stakeholders), and develop the survey form/questionnaire for both the intercept and online surveys.

Under this task, the consultant will also implement the intercept and online stakeholder surveys of trail travelers, trail managers and nearby businesses, particularly companies with numerous employees that may use the trails in the study area for community or those that support trail usage.

Deliverables: Task 3a – Data collection training presentation (with PowerPoint slides) and the survey form/questionnaire. This information will constitute a portion of the Draft Final Report;

Task 3b – Implement the intercept/online stakeholder surveys and other data collection techniques, document the resources employed, analyze and report the results of the intercept/online surveys and other data collection. This information will constitute a portion of the Draft Final Report

Task 4 – Trail Transportation Impact Analysis

The datasets will be analyzed implementing the methodology for the project. The analysis results will establish the baseline conditions. A few “what if” scenarios will also be analyzed under this task. Trail use forecasting methods will be developed for near term (quick response) and long-term (model development) scenarios. For both quick response method and model development purposes, appropriate variables influencing the trail use will be identified, based on the literature review and data gathering. At minimum, the transportation impacts of the trails in the study area will be measured in terms of output (or total volume of use) and value added (e.g. travel time saved). The analysis results will be reported in a standardized format so that the results are comparable across the state. These transportation impacts will also be broken down into the following three categories:

- Direct effects - changes in transportation activity occurring as a direct consequence of decisions made by availability of the trails network;
- Indirect effects
- Induced effects

In addition to the transportation impacts, this study will also determine other benefits associated with the use of the trails in the study area. The consultant will develop a methodology for estimating these calculations based on USDOT guidance, Florida specific research, and industry best practices.

The model developed will allow decision-makers to determine existing trail traffic and trends of travelers on trails. It will also establish the framework for long-term evaluation of trends. The analysis will include the distance traveled on the multi-use trail; the mode and distance of travel to access the multi-use trail; the frequency of use; the time of use, and contributing factors that could increase the frequency and/or distance a person would travel to destinations on multi-use trails.

Deliverables – Task 4: Draft Trail Transportation Impact Analysis Model with data collected from the study area, and a Technical Memorandum of other benefits of the use of trails in the study area. This information will constitute a portion of the Draft Final Report.

Task 5 – Trail Transportation Impact Analysis Model, Final Technical Report, Infographic Brochure, Fact Sheet, and PowerPoint Presentation

A minimum of sixty days before the end date of the task work order, the consultant will submit a draft final report summarizing the overall effort to the Project Manager and the Trail Transportation Impact Analysis Model. The report must be well written and edited for technical accuracy, grammar, clarity, organization, and format. The report will document the results of the analysis, by using information obtained from the surveys, to quantify the transportation impacts that may be attributed to the trails in the study area. It will also document the methodologies employed to conduct the analysis, and the models used. It will also contain the results of the analysis on other benefits of the trails in the study area.

Upon Department approval of the draft final report, the consultant will submit the Final technical report and the Trail Transportation Impact Analysis Model. An infographic brochure (approx. 10-12 pages) will be developed to tell the story in plain English. A double-sided, full-color, letter-size fact sheet will be developed for each trail segment for posting online. A PowerPoint presentation will document the results of the analysis.

Thirty days prior to the end date of the task work order, the consultant will schedule a closeout teleconference. The purpose of the meeting is to review project performance, and the next steps.

The consultant will submit the Final Report, the Trail Transportation Impact Analysis Model, the infographic brochure, the fact sheet and the PowerPoint on two USB drives. The report, the infographic brochure, and the fact sheets in PDF and Word formats. The report, infographic brochure and the trail fact sheets shall be provided in an editable format and pdf. The presentation shall be provided as a PowerPoint. The PowerPoint and all pdfs shall be ADA accessible. The Model should be in the appropriate Microsoft format (e.g. Access, Excel, etc.). The USB should be labeled in a professional manner and include the contract number, task work order, project title and date. The final report is due by the end date of the task work order and should be mailed to the Project Manager at the Florida Department of Transportation, SUN Trail Program, Systems Implementation, 605 Suwannee Street, MS 19, Tallahassee, FL 32399-0450.

Deliverables: Task 5a – Draft Final Report, draft infographic brochure, draft fact sheet for each trail segment, and a draft PowerPoint presentation of the results; Task 5b – Final Trail Transportation Impact Analysis Model with data collected from the pilot study area, final technical report, infographic brochure, fact sheet for each trail segment, final PowerPoint presentation of the results.

DELIVERABLES

All deliverables shall be made as directed by the Task Manager and will generally require both electronic and paper formats. Electronic deliverables shall be in Microsoft Word, Microsoft Excel, Microsoft PowerPoint, Microsoft Access, ESRI ArcView, Illustrator or other format as approved by the Task Manager. The Task Manager may require files to be of a specific version. Consultant shall provide special electronic deliverables (such as GIS themes) in a format and version approved by the Task Manager. All deliverables may be required to be delivered in an Adobe portable document format (pdf) or hypertext machine language (html) for publication on the Department's Infonet or the worldwide web. The following is a list of anticipated deliverables for the project to be used for cost estimating purposes. The

exact number for each deliverable will be determined by the Department Task Work Order Manager. No data will be purchased under this task.

- Task 1: Kick-off meeting, project schedule, meeting summary, and stakeholder list.
- Task 2: Technical memorandum, to include the identification of the methodology, references, and appendices. This Technical Memorandum will constitute a portion of the Draft Final Report.
- Task 3a: Data collection training presentation (with PowerPoint slides) and the survey form/questionnaire. This information will constitute a portion of the Draft Final Report.
- Task 3b: Implement the intercept/online stakeholder surveys and other data collection techniques, document the resources employed, analyze and report the results of the intercept/online surveys and other data collection. This information will constitute a portion of the Draft Final Report.
- Task 4: Draft Trail Transportation Impact Analysis Model with data collected from the study area, and a Technical Memorandum of other benefits of the use of trails in the study area. This information will constitute a portion of the Draft Final Report.
- Task 5a: Draft Final Report, draft infographic brochure, draft fact sheet for each trail segment, and a draft PowerPoint presentation of the results.
- Task 5b: Final Trail Transportation Impact Analysis Model with data collected from the pilot study area, final technical report, infographic brochure, fact sheet for each trail segment, final PowerPoint presentation of the results.

The assignment of activities will be issued in writing and will include: task description, staff member(s) assigned, deliverables, estimated hours, and date due.

ADDITIONAL REQUIREMENTS

The Rehabilitation Act of 1973 prohibits discrimination on the basis of disability in programs conducted by Federal agencies, in programs receiving Federal financial assistance, in Federal employment, and in the employment practices of Federal contractors. Section 508 now establishes requirements for electronic and information technology developed, maintained, procured, or used by the Federal government. Section 508 requires Federal electronic and information technology to be accessible to people with disabilities, including employees and members of the public.

While these standards currently apply to the federal government, it is the direct responsibility of Florida state government agencies and their Web designers and developers to become familiar with these accessibility guidelines and to apply these principles in designing and creating any official State of Florida website. All Florida State Government websites must comply with Section 508 to ensure the widest possible audience easy access to government information.

Therefore, all deliverables related to this Task Work Order which plan to be shared publicly shall comply with Section 508. The functional performance criteria require that technologies with:

- Visual modes also be usable with limited vision and without vision or color perception;
- Audible modes also be usable with limited hearing and without hearing;
- Speech-based modes for input, control, or operation also be usable without speech;
- Manual operation modes also be usable with limited reach and strength and without fine motor control or simultaneous manual operations; and
- Have features making its use simpler and easier for people with limited cognitive, language, and learning abilities.

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

A. December 17, 2018 BPAC Meeting

The next regularly scheduled meeting for BPAC would be Monday, December 17, 2018. With the rush of the holidays, it has been suggested that the December meeting be cancelled. If the Committee agrees to cancel the meeting, the next BPAC would be on Monday, January 28, 2019.

ATTACHMENT(S): None

ACTION: BPAC Members to decide whether or not to cancel the December 17, 2018 meeting

B. Elections for 2019 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. If the Committee agrees to cancel the December meeting, the Elections for 2019 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.

ATTACHMENT(S): BPAC Membership List, November 2018

ACTION: BPAC Members should prepare for nominations and/or elections

C. Florida Recreational Trails Program

The Recreational Trails Program (RTP) is a federally funded competitive grant program that provides financial assistance to public agencies and organizations for the development of recreational trails, trailheads and trailside facilities. The program was previously handled through the Florida Office of Greenways and Trails, and now will be administered through the Department of Environmental Protection's (DEP) Land and Recreation Grants Section within the Division of State Lands. Public agencies and organizations invited to submit applications include city, county, state or federal governments; all applications must be approved by the state or state and federally recognized Indian tribal governments.

Qualified projects under the RTP include maintenance or renovation of existing trails, development or renovation of trailside or trailhead facilities or linkages, purchase of associated equipment, new trail construction, or educational programs that promote safety and environmental protection. The maximum grant for a non-motorized trail is \$400,000; max for mixed use trail is \$500,000; and the max for a motorized trail is \$1,000,000. The RTP is a reimbursement grant, which requires a 50:50, 60:40, or 80:20 funded match.

Please see the website for a more complete list:

<https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program>.

ATTACHMENT: Florida DEP Recreational Trail Program details

ACTION: None Required; Informational Item Only

D. 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.

E. Pinellas Trails, Inc.

The next meeting of Pinellas Trails, Inc. is scheduled for Monday, December 3, 2018 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 (Katrina Lunan-Gordon – representative; Richard Perez - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. City of Pinellas Park (Kathy Gademer – representative)
9. Pinellas County School System (Tom McGinty - representative)
10. Pinellas County Health Department (Quinn Lindquist – representative; Eliana Aguilar - alternate)
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



Recreational Trails Program

Home » Divisions » Division of State Lands » Land and Recreation Grants Program » Recreational Trails Program

Land and Recreation Grants Program Quick Links

Florida Recreation Development Assistance Program

Land and Water Conservation Fund Program

Recreational Trails Program

Florida Communities Trust

Staff Contacts

All Land and Recreation Grants Program Content

The Recreational Trails Program is a federally funded competitive grant program that provides financial assistance to agencies of city, county, state or federal governments, and organizations, approved by the state, or state and federally recognized Indian tribal governments, for the development of recreational trails, trailheads and trailside facilities. The program has been shifted from the Office of Greenways and Trails to DEP's Land and Recreation Grants Section within the Division of State Lands.

Program Information	Description	Links
Eligible Applicants:	Eligible applicants include local governments and nonprofit environmental organizations.	
Application Cycle:	The 2019-2020 application cycle will be open November 12-30, 2018	FAR Notice 20954054
Florida Recreational Trails Program (TAC) Advisory Committee:	2018-2019 RTP Priority List	PDF
	2018 Florida Recreational Trails Program Advisory Committee	PDF
	<p>UPCOMING MEETING</p> <p>Agenda</p> <p>Date and Time: November 1, 2018</p> <p>Location: Florida Department of Environmental Protection, Douglas Building, 3900 Commonwealth Blvd., Conference Room A, Tallahassee, FL 32399-3000</p>	FAR Notice 20982184
	TAC Application for Membership	PDF
RTP Administrative Rule:	CHAPTER 62S-2 RECREATIONAL TRAILS PROGRAM	Link to site
Matching Ratio:	RTP Grant : Local Match 80 : 20 60 : 40 50 : 50	
Maximum Grant Amount:	Non-Motorized Trail = \$400,000 Mixed Use Trail = \$500,000 Motorized Trail = \$1,000,000	
Application and Supporting Materials:	2019-2020 Project Application Package <i>Tip: Please save file to your computer and rename before entering data.</i>	PDF
RTP Funded Projects:	Recreational Trails Program (RTP) Federal Database	Link to site
Project Guidance:	Florida Roadway Design - Florida Greenbook	Link to site
	FHWA RTP Guidance	PDF
	Land and Water Conservation Fund Manual	PDF
	Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts <i>FHWA's new planning and design resource</i>	Link to site
	Federal Transit Administration: Manual on Pedestrian and Bicycle Connections to Transit	Link to site
	Additional pedestrian and bicycle resources	Link to site
	Manuals and Guides for Trail Design, Construction, Maintenance, and Operation, and for Signs	Link to site
Florida Guidelines for Developing Non-Motorized Boat Launch Sites	Link to site	

Commencement:	Commencement Checklist	PDF
	Commencement Documents	Link to site
	PD&E - Helpful Contact	PDF
	FHWA RTP Guidance Possession Certification	PDF
	Land and Water Conservation Fund Manual Possession Certification	PDF
	Federal Funding Accountability and Transparency Act (FFATA) form	PDF
Project Completion:	Project Completion Checklist	PDF
	Project Completion Documents	Link to site
	Acknowledgement Sign Requirements	PDF
	Limitation of Use	PDF
Reimbursement Requests:	Accountability Procedures	PDF
	Guidance Checklist	PDF
	Reimbursement Forms	Link to site
	Payment Request Summary Form/Actual Costs	PDF
	Contractual Services Purchase Schedule	PDF
	Grantee Labor Cost Schedule	PDF
	Direct Material Purchase Schedule	PDF
	Equipment Cost Schedule	PDF
	Grantee Stock Material Cost Schedule	PDF
	DFS Reference Guide For State Expenditures	Link to site
Reports and Documentation:	Project Status Report <i>Tip: Please save file to your computer and rename before entering data.</i>	PDF
	Project Liaison Form <i>Please notify the department if the project grant manager changes.</i>	PDF
	RTP Federal Data Base <i>to search for specific projects</i>	Link to site
PROGRAM STAFF CONTACT INFORMATION		

About DEP

The Florida Department of Environmental Protection is the state's lead agency for environmental management and stewardship – protecting our air, water and land. The vision of the Florida Department of Environmental Protection is to create strong community partnerships, safeguard Florida's natural resources and enhance its ecosystems.

[Learn More](#)

Links

- > Air
- > Lands
- > Parks & Rec
- > Waste
- > Water
- > Divisions
- > A-Z Index
- > Forms
- > How Do I
- > News
- > Events
- > Contact Us

Contact

3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

public.services@dep.state.fl.us

850-245-2118



Some content on this site is saved in an alternative format. The following icons link to free Reader/Viewer software:

[PDF](#) | [Word](#) | [Excel](#)



DEPARTMENT OF ENVIRONMENTAL PROTECTION

NOTICE OF GRANT APPLICATION SUBMISSION PERIOD FOR RECREATIONAL TRAILS PROGRAM

The Department of Environmental Protection (the “Department”) has established an application submission cycle and will accept grant applications for the Recreational Trails Program (“RTP”) for Fiscal Year 2019-2020 under the following terms:

APPLICATION SUBMISSION PERIOD: The Department is accepting applications from November 12, 2018 through November 30, 2018. Completed applications must be postmarked on or before November 30, 2018.

ELIGIBLE APPLICANTS: Eligible applicants include all local governmental entities and state or federal agencies, federally or state recognized Indian tribal governments which have the legal responsibility for the provision of outdoor recreational sites and facilities for the use and benefit of the public, and active Florida nonprofit corporations which have an agreement with a governmental agency to develop public lands.

INELIGIBLE APPLICANTS: A grantee with two incomplete RTP projects by the closing date of the application submission period shall not be eligible to apply.

APPLICATION LIMIT PER SUBMISSION CYCLE: The maximum number of applications an applicant may submit shall be as follows: local governments may submit **one**; consolidated city-county government may submit two; nonprofit corporations may submit one; state and federal agencies may submit one per district.

ELIGIBLE PROJECT SITES: The site of a proposed RTP project shall be on public lands. The site shall be owned by the applicant or government on or before the closing date of the application submission period. A site not owned by the applicant or government shall be under the applicant’s or government’s control by a 99-year lease or similar control, such that the applicant has the legal ability to dedicate and manage the site for public recreational trail use pursuant to subsections 62S-2.076(1) and (2), F.A.C. School board property used primarily for educational or school related purposes is not eligible. In addition, nonprofit corporations must provide a letter from the land owner or managing agency stating that it supports the project and will abide by the compliance requirements of this rule, and the Guidance.

ELIGIBLE PROJECT TYPES: The primary purpose of the project must be for providing recreational trails for the public and may include Motorized Trail, Nonmotorized Trail, and Mixed-Use Trail projects which facilitate recreational trail use. Recreational Trail means a thoroughfare or track across land or water, used for recreational purposes such as bicycling, day hiking, equestrian activities, jogging or similar fitness activities, trail biking, overnight and long distance backpacking, roller skating, in-line skating, running, aquatic or water activity and vehicular travel by motorcycle, four-wheel drive, all terrain off-road vehicles or dune buggies per subsection 62S-2.070(39), F.A.C. Projects may include facilities such as boat launches, docks, and related facilities to create or enhance recreational trail opportunities.

PERMISSIBLE USES OF RTP GRANT FUNDS: Maintenance or renovation of existing trails; Development or renovation of trailside or trailhead facilities or trail linkages; Purchase of trail construction or maintenance equipment; Construction of new trails on local and state lands; Construction of new trails crossing federal lands; Operation of educational programs to promote safety and environmental protection which specifically relate to the uses of recreational trails, to the extent the Department has not chosen to use the educational funds in whole or in part, to further a statewide goal of the Greenways and Trails Plan.

MAXIMUM GRANT REQUEST: The maximum grant amount per project type is as follows: Nonmotorized Trail: \$400,000; Mixed Use Trail: \$500,000; Motorized Trail: \$1,000,000. Grant awards are distributed on a reimbursement basis and are contingent upon an apportionment from the Federal Highway Administration and expenditure authorization by the Florida Legislature. Agreements will not be executed until on or after July 1, 2019.

MATCH REQUIREMENTS: The RTP grant is provided on a 50:50, 60:40, or 80:20 matching ratio (program:grantee).

APPLICATION PACKETS AND ADDITIONAL DETAILS: RTP grant application packets and additional grant details may be obtained by visiting the website: <https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program>. Applications are also available from the Department’s Division of State Lands, 3900 Commonwealth Boulevard, Mail Station 585, Tallahassee, Florida 32399-3000. *See also*, Fla. Stat. § 260.016, and F.A.C. Rule 62S-2 for specific application requirements, processing and evaluation criteria.

FOR FURTHER INFORMATION: Telephone (850)245-2501, or email: Lauren.Cruz@floridadep.gov or Linda.Reeves@floridadep.gov.

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

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

- Pinellas County
 - Pinellas Trail Loop / Duke Energy Trail (North & South Gaps)
 - Orange Street Overpass (Press release in correspondence)
 - Elfers Spur
- Clearwater Bicycle Pedestrian Program
 - Complete Streets Program
 - Druid Trail
- Largo Bicycle Pedestrian Program
 - Highland Ave/Rosery Road Intersection
 - West Bay Drive Trail Enhancements / Trailhead Facilities
- St. Petersburg Bicycle Pedestrian Program
 - Complete Streets Program
 - Treasure Island Causeway Trail
 - Coast Bike Share
- FDOT District 7 Updates
 - Starkey Gap (Pasco County)
 - Courtney Campbell Trail Overpass
 - Howard Frankland Bridge Trail
 - Gandy Bridge Trail
 - Bayway Trail South
 - SRTS Funding Update
- Pinellas Trail Security Task Force (PTSTF)
The next PTSTF meeting is scheduled for January 8, 2019.

ATTACHMENT(S): None, Informational Item Only

ACTION: None Required, Informational Item Only

A. Membership

There are no vacancies on the BPAC membership list.

ATTACHMENT(S): BPAC Membership List (*provided under Item #10A*)

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Passing Motorists Distracted – October 10, 2018

Vision Zero News – October 15, 2018

IRB Gulf Boulevard Bike Lanes – October 17, 2018

E Scooters in Tampa – October 23, 2018

Keystone Road Safety Edge Delayed – October 26, 2018

Gulfport Tangerine Greenway Trail – October 29, 2018

Press Release - Orange Street Overpass Replacement – October 30, 2018

Cross Bay Ferry is Back – October 12, 2018

Gulf to Bay Belcher Intersection Improvements – October 31, 2018

Pinellas Trail Usage Report – September 2018

Pinellas County Fatalities Report – October 2018

2019 PAC-FP-CPA Calendar with Deadlines

Forward Pinellas Committees 2019 Meeting Schedule

C. Suggestions for Future Agenda Topics

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

D. Other

January 18, 2019 - Joint Work Session – Forward Pinellas, PSTA, BCC and Mayor's Council on Transportation Funding Strategy and MPO Regional Coordination

Unlucky For Bicyclists, Every 13th Passing Motorist Is Looking Elsewhere

by Carlton Reid Contributor, Transportation
October 10, 2018
Forbes magazine

A new U.S. study using in-car cameras has revealed that an “alarming” 8% of motorists are distracted when they overtake cyclists. “From a bicyclist’s perspective, that translates to [being passed] by a distracted driver every thirteen times they are overtaken,” said lead author Fred Feng, a professor at the University of Michigan.

Researchers equipped motorists in Ann Arbor, Michigan, with cameras and data monitoring equipment from Mobileye. This Israeli tech firm was bought by Intel last year for \$15.3 billion. Data-embedded footage from the Mobileye cameras was used to find motorists texting at the wheel and otherwise fiddling with their cell phones.

Motorists must not overtake when driving on roads with solid white lines, but the study found that many did so when passing cyclists, and consequently did not give as much room as they should have done.

The State of Michigan has a general requirement that “when passing a pedestrian or a slow-moving vehicle, such as a bicycle, farm equipment or a horse and buggy, allow adequate room so that the person or vehicle is not endangered.” Texting is against the Michigan Vehicle Code, but the use of cell phones while driving is not. Fourteen states and the District of Columbia prohibit any use of electronic devices while driving, but many other states merely prohibit the hand-held use of such devices.

The use of “naturalistic driving” footage for capturing overtakes is novel. British academic Ian Walker, the author of a 2007 study that used a bike-mounted video camera to measure overtaking distances, welcomed the methodology: “I like that they’re going beyond what’s been done before to look in more detail at what exactly drivers are doing at the time of an overtake.”

“Regrettably,” added Walker, “they have found that drivers often act irresponsibly.”

Nearly 5,000 overtaking maneuvers were analyzed by Feng and his research team, with the results published in *Accident Analysis & Prevention*.

Ann Arbor is not one of America’s leading bicycling cities, and this could be one of the reasons for the poor overtakes, Feng told Forbes.com: “Based on what we know about self-regulation, people may perceive those roads with less bicycle volume – such as in Ann Arbor – to be less hazardous and hence they are more likely to distract themselves.”

Conversely, in cities such as Boulder, Colorado, or Davis, California, driver distraction while overtaking bicyclists could be less of a problem because motorists are more used to sharing the region’s roads with people on bikes.

It’s not likely that the subjects in Feng’s Michigan-based study modified their driving behavior because of the dash-cams.

“People tend to forget – or ignore – they are being monitored,” said Feng.

“This is likely due to the long study duration – typically 1 to 3 years – and the relatively non-intrusive mounting of the camera.”

Feng has an automotive engineering background but has skin in this particular game: he is a club racing cyclist and a regular bike commuter.

“I find it alarming that nearly 8% of the overtaking occurred when the drivers were visibly distracted within five seconds before overtaking the bicyclists,” he said.

He hopes that his study will be “used by traffic engineers, policymakers and legislators to support the designs of better road infrastructures, education programs, policies, and traffic laws that aim to improve the safety of all road users.”

Pinellas County leaders aim to reduce traffic deaths after string of recent crashes

BY: [Lauren Rozyla](#)

POSTED: 6:08 AM, Oct 15, 2018

PINELLAS COUNTY, Fla. — Pinellas County leaders are taking steps early next year to reduce traffic deaths.

Forward Pinellas, an agency that helps with transportation planning and safety, met recently to discuss several recent deadly crashes and what can be done to prevent more.

Their plan, which will be better laid out and launched in early 2019, includes more no-turn-on-red signs and new bike lanes, as well as police out there educating drivers and pedestrians.

They also hope to add more zebra-striped crosswalk to the most dangerous intersections in Pinellas County. Zebra-striped crosswalks are a special kind of crosswalk that is traditionally more visible than traditional parallel-striped crosswalks.

This comes after Clearwater Police launched a new crackdown against street racing along the Courtney Campbell Causeway after a deadly crash last month.

A motorcycle slammed into a car going 100 miles per hour, according to Clearwater Police.

Since August, police have issued dozens of citations for speeding, racing and refusing to move over along the Courtney Campbell Causeway.

Vision Zero is helping Pinellas County leaders form these pedestrian and road safety guidelines.

Safety study: Indian Rocks Beach bike lanes need to be wider

By BRIAN GOFF, TBN Correspondent Oct 17, 2018

INDIAN ROCKS BEACH – A study of bicycle and pedestrian safety along Gulf Boulevard has concluded that Indian Rocks Beach bike lanes need to be widened and additional crosswalks established.

The study by the ICON Consultant Group of Tampa was done for the Pinellas County Public Works Department.

Consultant Daniel Hendrickson told city commissioners Oct. 9 that their study showed that along a good portion of Gulf Boulevard the bicycle lanes were 3 feet wide and the driving lanes were 11 feet wide. He said the study recommends that the driving lanes be narrowed to 10 feet and the bike lanes be widened to 5 feet.

“The 3-foot lanes aren’t even considered bike lanes,” he said. “They have to be 4 feet wide.”

“I know that 10 feet is narrow for the driving lane but we want to make the drivers uncomfortable; we want them to be aware of their surroundings. The speed limit is 30 miles per hour and we want them to adhere to that,” he said.

As for the crosswalks, the study recommends that three existing crosswalks be removed and eight new ones established. The new ones would be located where residential avenues meet Gulf Boulevard. Those being removed are located mid-block.

All new crosswalks would have the current flashing signals that indicate the crosswalk is being used.

Hendrickson also indicated that the study recommended signs be erected in the neighborhoods directing pedestrians to the crosswalks.

“If people are walking to the beach and they see a sign that the crosswalk is located one block over they are likely to go over one block,” he said. “But if they get to Gulf Boulevard, and catch sight of the beach, they are going to go straight across and not bother to go one block over to the crosswalk.”

All that had Commissioner Phil Wrobel wondering where the money was coming from. He asked if there were grants available to pay for it.

Tom Washburn of the County Public Works Department said they were waiting for the results of the study before exploring the possibility of grants to help pay for the recommended changes.

Mayor Cookie Kennedy said in the event of no grants, she wants to hold a workshop to discuss how to pay for the changes or which ones the city would implement.

Total cost of the recommendations is \$1.1 million.

Electric scooters coming to Tampa in early 2019 as part of pilot program

BY: Sarah Phinney

POSTED: 12:24 PM, Oct 23, 2018

TAMPA, Fla. — The City of Tampa is now accepting applications for a dockless motorized scooter pilot program that will kick off in January.

According to the city, the scooters are expected to be available to the public in February.

Tampa Director of Transportation and Stormwater Services Jean Duncan says people will see the scooters roughly south of Dr. Martin Luther King Jr. Blvd and between about Armenia Ave and N. 40th St.

“We felt that was a manageable area for us to do some performance metrics to get a sense of the program,” said Duncan. “It’s also a good cross-section of the infrastructure and demographics so we can see the system operating under different conditions.”

Each company will be capped at 300 scooters. The city would like to bring in 1,800 total.

“That may seem like a large number, but we’ve looked at other cities sizes and density. We think it’s a good number to start with and a good balance.”

Duncan says the scooters will only be allowed on sidewalks because of Florida statute. The city would like speeds to top out at 8 miles per hour. The companies who apply for the pilot program will be judged on technology.

“So as much as they can control the speed and locations and have a good management program to make sure the scooters aren’t being left out in dangerous places. That’s how we’ll be ranking and selecting them.”

In September, we reported that the City of Tampa was fielding interest from both dockless bike and scooter companies.

Since then, Duncan says interest from dockless bike companies has been largely silent. Instead, representatives from dockless scooter companies have been flying to Tampa from across the country to meet with the city.

The pilot program will be a year long. Once it finishes, the city plans to move forward with one vendor.

NEIGHBORS DEMAND ANSWERS AFTER TAMPA BAY AREA ROAD SAFETY PROJECT STALLS FOR FIVE MONTHS

Keystone Road project five months past due

by Isabel Rosales

October 26, 2018

PINELLAS COUNTY, Fla. — Neighbors living off Keystone Road are demanding answers from county officials on why a major road safety improvement project has stalled.

Keystone Road in Pinellas County is the site of a big project aimed at making the road safer but also the cause of one family's headache.

"It's very frustrating. We feel abandoned and forgotten," said Sharon Escalera who lives off Keystone.

The project is designed to resurfacing Keystone Road and in the process adding a shoulder, vibrating strips and safety edges — the county's first.

"That's good they are doing safety precautions—safety improvements. That's fantastic," said Escalera.

But her problems stem from the fact the project was supposed to be done by May.

"You see the equipment, you see the tools, you see the soil that they are going to start working and then nothing happens," she said.

Her family was so frustrated they emailed ABC Action News for help. We contacted Pinellas County Public Works and got some answers. The county confirmed a "slight delay."

"If I don't pay my bills in six months is that a 'slight delay'?" Escalera asked.

Public Works says it comes down to two reasons. First, they have to extend four different drainage pipe crossing Keystone. However, they ran into wet, swampy ground that doesn't provide stability to set the pipe.

Second, they added to the project. Keystone was just resurfaced and the county decided to also resurface side streets so that they would tie in seamlessly with new Keystone pavement. They add that the project is about 95 percent completed.

"Is it going to be two more years?" asked Escalera of the news.

Public Works says planned completion is by the end of November. A timeline Escalera is skeptical will happen.

Copyright 2018 Scripps Media, Inc. All rights reserved.

www.abccactionnews.com/news/driving-tampa-bay-forward/neighbors-demand-answers-after-tampa-bay-area-road-safety-project-stalls-for-five-months

ST. PETE TIMES NEWS



Gulfport awards contract for Trolley Square project

By Nancy McCann

Times

Correspondent

Published: October 25, 2018

GULFPORT — The construction phase of Trolley Market Square is in motion.

The historic neighborhood project will enhance the section of the Tangerine Greenway (a walking and bicycling trail) that is beside 49th Street and has been used over the years for community events and outdoor markets.

The city awarded a \$379,557 contract last month to Tampa Contracting Services, a Florida-based environmental restoration contractor, for building a small park commemorating an old trolley line that connected St. Petersburg and Gulfport in the early 1900s.

Plans for the park include a small stage, canvas shade sails, sidewalks and a stationary, full-size trolley car.

Site preparation started last week after completion of a soil cleanup funded and managed by the Florida Department of Environmental Protection for about \$164,000.

City Manager James O'Reilly said there is no date set for the public opening of Trolley Market Square, but it must be 70 percent complete by Dec. 31 because a Community Development Block Grant is being used along with city funds.



Immediate Release

Oct. 29, 2018

Media Contact

Tony Fabrizio, Public Information Specialist, (727) 464-4600

**REVISED SCHEDULE ANNOUNCED
FOR PINELLAS TRAIL BRIDGE REPLACEMENT**

New Alt. U.S. 19/Orange Street pedestrian bridge in Palm Harbor to open in February

Pinellas County has released a revised schedule for the replacement of the Pinellas Trail pedestrian bridge over Alternate U.S. 19 and Orange Street in Palm Harbor, calling for most of the major work to take place during December and January and the new bridge to open by mid-February 2019.

The replacement bridge was originally scheduled to open late this year, but a requirement for additional inspections has pushed the project behind schedule. Fabrication of the trusses that cross Alt. U.S. 19 and Orange Street north of Curlew Road in Palm Harbor is taking place off-site.

Under the revised schedule, the county's contractor will mobilize equipment and perform removal and demolition of the old trusses the first two weeks of December. The new bridge trusses will be lifted into place following removal of the old trusses. Concrete decks will be poured in January and all work is scheduled for completion in mid-February.

Removal of old trusses and setting of the new will occur at night, and nighttime road closures will be necessary to conduct this work. Variable message signs will be placed two weeks in advance of the road closures to advise motorists of the exact dates and times of the closures. Detour signs will provide motorists with alternative routes.

The Pinellas Trail will remain closed in the impacted area until the new bridge opens. Trail users can find two detour options at <http://pinellascounty.org/trailgd/>.

###

Our Vision: To Be the Standard for Public Service in America

CROSS BAY FERRY SETS SAIL, CONNECTING TAMPA AND ST. PETERSBURG

*Tired of taking traffic packed bridges across Tampa Bay?
Now there's another way.*

by [10News Staff](#)
October 31, 2018

TAMPA, Fla. — The Cross Bay Ferry again set sail Wednesday.

The service gives people on either side of Tampa Bay a way to get across without taking a bridge.

The official service starts Thursday and is scheduled to take trips between Tampa and St. Petersburg until April 2019.

The ferry will dock in the marina near [Vinoy Park](#) in St. Petersburg and in Tampa, the dock adjacent to the Florida Aquarium will be a stopping point.

Previous: Is the Cross Bay Ferry between Tampa, St. Pete making a comeback?

www.wtsp.com/article/news/local/is-the-cross-bay-ferry-between-tampa-st-pete-making-a-comeback/67-574607620

Tickets are \$8 for adults, \$3 for children ages 5-18 with discounts for seniors, active or retired military members and college students. Additional information is posted on the Cross Bay Ferry's website (www.thecrossbayferry.com). This year's rates are \$2 cheaper than during the 2016 trial run.

The cities of Tampa and St. Petersburg, along with Hillsborough and Pinellas counties kicked in a combined \$600,000 in taxpayer money to subsidize the service.

More than 40,000 passengers rode on the ferry during the project's pilot phase.

www.wtsp.com/article/travel/cross-bay-ferry-sets-sail-connecting-tampa-and-st-petersburg/67-609855617

CHANGES COMING TO GULF TO BAY/BELCHER INTERSECTION AFTER SERIOUS CRASH

by Sarah Hollenbeck
October 31, 2018

CLEARWATER, Fla. — Big changes are coming to a dangerous intersection in Clearwater.

FDOT tells ABC Action News the blinking yellow yield left turn arrow in both directions of traffic at the intersection of Gulf to Bay and Belcher will only be used during the overnight hours. The change will happen by the end of the week.

The change comes just two days after a 27-year-old motorcyclist was hit at the intersection. Edward Lyons of Lakeland remains in the hospital. Clearwater Police say Lyons had a green light but a driver making a left-hand turn smashed into him.

We brought your concerns about the blinking yellow arrow straight to FDOT leaders who tell us they were looking into the changes before Monday's crash, but the crash is propelling the change forward.

It's welcoming news for drivers who came to ABC Action News with concerns about the yellow yield arrows.

"It's difficult to use them," explained Kyle Nolte, who works near the intersection. "There's no way when you have four lanes of traffic you can see somebody on a motorcycle coming from the other direction," added Eric Glant, who used to live near the intersection.

FDOT plans to change the signal over by the end of the week. That means drivers will only see red and green turn arrows during rush hours.

These yellow arrows allow drivers turning left to yield to oncoming traffic. FDOT says the signals can help move traffic along at major intersections, but drivers say with three lanes of fast-moving vehicles, it's difficult to safely yield and even tougher to see every vehicle barreling in your direction.

Last November, ABC Action News took your concerns about the yellow yield arrows at Roosevelt and Dodge in Clearwater to FDOT leaders and also got those yellow arrows restricted to non-rush hours.

"Anything we can do to keep people safe is a good thing," Nolte added, "It's upsetting to see another crash and more people getting hurt."

Copyright 2018 Scripps Media, Inc. All rights reserved.

Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:
September 1 – September 30, 2018 (30 days)

Total Usage

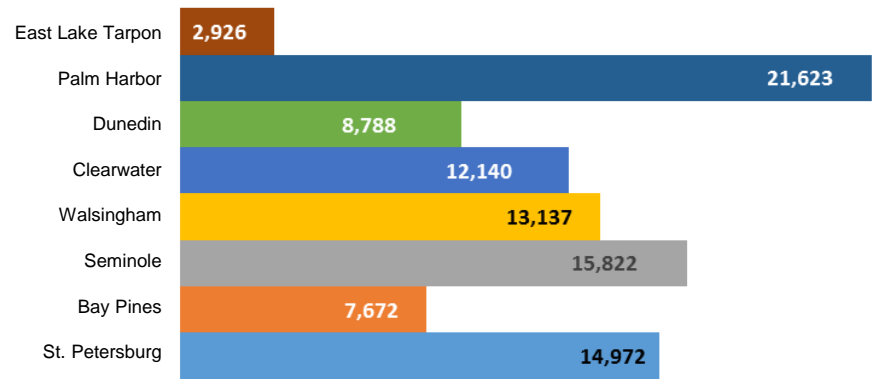
30-Day Count Total: 97,080
Daily Average Users: 3,236

Highest Daily Totals:

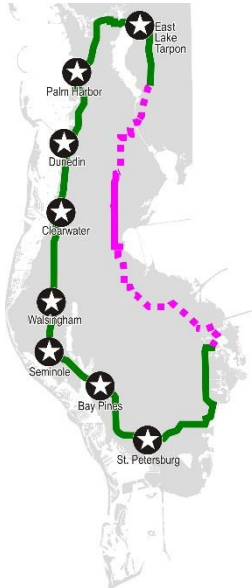
- #1 – Sunday, September 2nd (Palm Harbor - 1,094)
- #2 – Saturday, September 8th (Dunedin - 910)
- #3 – Saturday, September 29th (St. Petersburg - 843)

Note: Bay Pines area closed during September. Dunedin count atypically low, may be due to technical issues. All RoadSys counters.

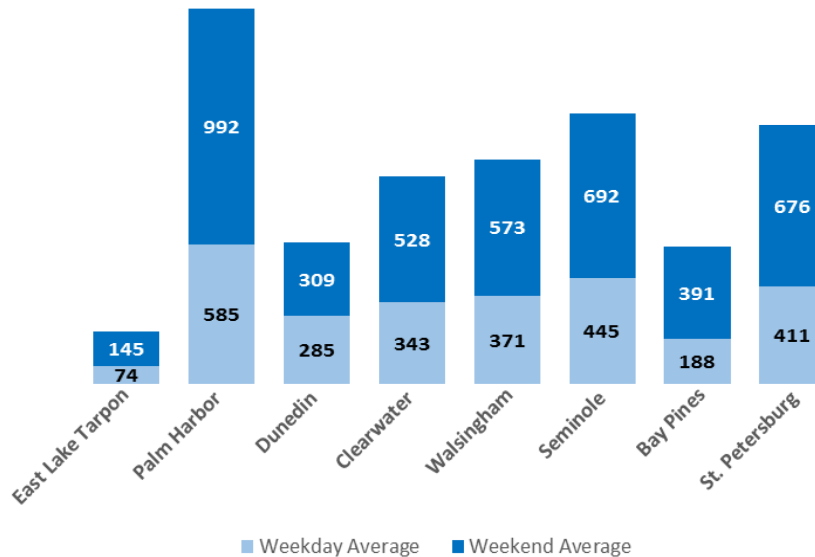
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	3%	97%
Palm Harbor:	10%	90%
Dunedin:	12%	88%
Clearwater:	52%	48%
Walsingham:	18%	82%
Seminole:	39%	61%
Bay Pines:	9%	91%
St. Petersburg:	46%	54%

Source: Forward Pinellas September 2018
National Weather Service: [September 2018](#)

Pinellas County Major Road Network

Gulf of Mexico

Hillsborough County

Pasco County

Old Tampa Bay

Tampa Bay

YEAR 2018
(thru October 30th)

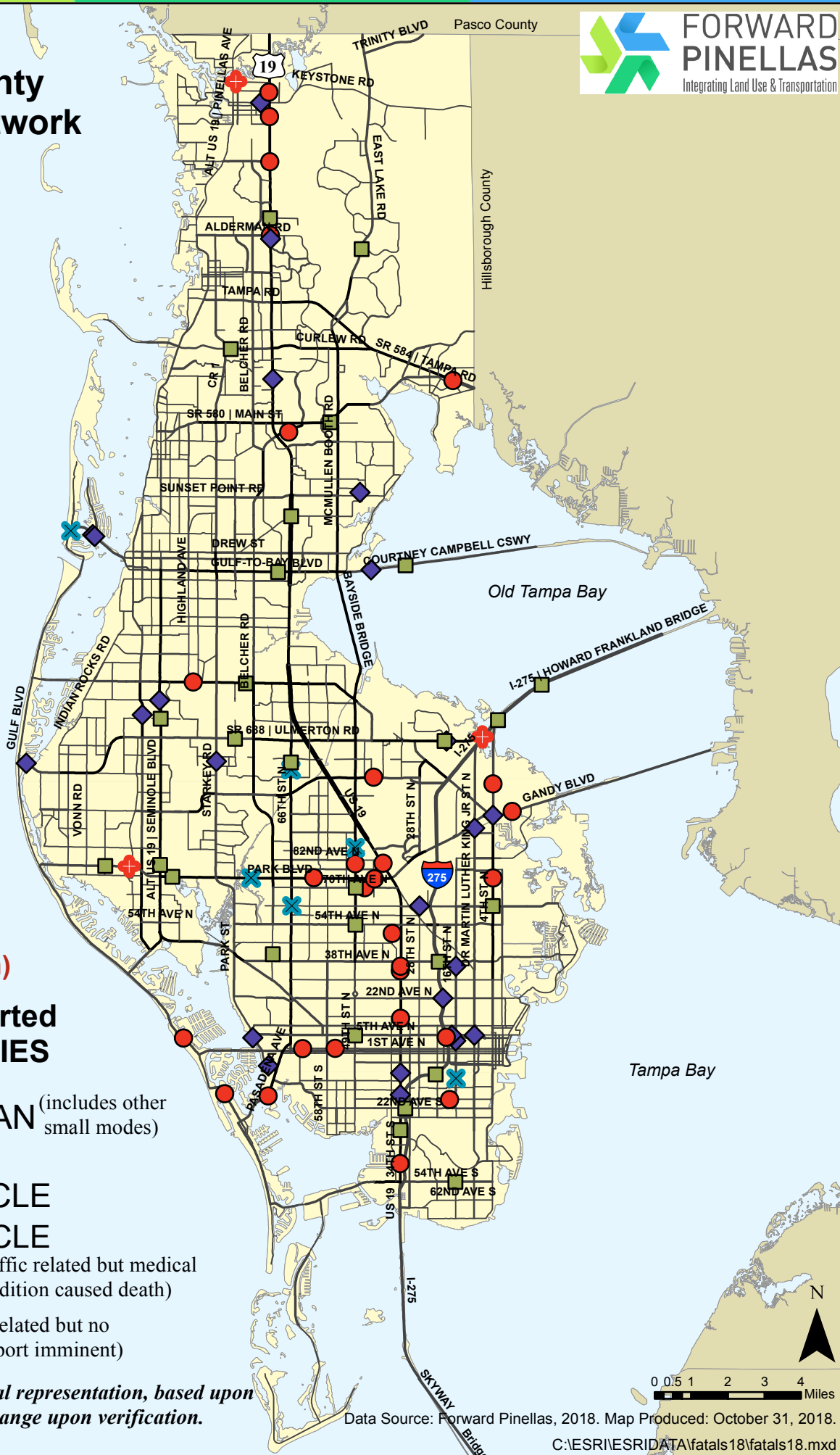
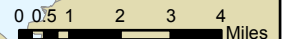
Locations of Reported TRAFFIC FATALITIES

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

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

Data Source: Forward Pinellas, 2018. Map Produced: October 31, 2018.

C:\ESR\IESRIDATA\fatals18\fatals18.mxd



CRASHES	DATAID	ROADWAY	LOCATION	DESC.	DATE	FATAL	APPROX TIME
1	004F18	49TH ST N	8700 BLOCK	BIC	1/20/2018	1	9:45 AM
1	023F18	66TH ST N	12100 BLOCK	BIC	3/13/2018	1	8:45 PM
1	049F18	16TH ST S	900 BLOCK (delayed fatality)	BIC	3/28/2018	1	9:05 AM
1	053F18	CORONADOR DR	S GULFVIEW BLVD (delayed fatality)	BIC	6/16/2018	1	12:08 PM
1	044F18	PARK BLVD	78TH ST N	BIC	6/25/2018	1	11:40 AM
1	070F18	66TH ST N	62ND AVE N	BIC	9/3/2018	1	12:15 AM
1	001F18	8TH AVE S	34TH ST S	MC	1/2/2018	1	10:22 AM
1	009F18	DR ML KING JR ST N	NEAR EXECUTIVE CENTER DR	MC	2/2/2018	1	4:30 AM
1	010F18	34TH ST S	QUEENSBOROUGH AVE S	MC	2/4/2018	1	11:06 PM
1	016F18	STARKEY RD	ENTERPRISE BLVD	MC	2/14/2018	1	11:30 AM
1	015F18	16TH ST N	BETWEEN 3RD AND 4TH AVE N	MC	2/26/2018	1	6:45 AM
1	024F18	SRE88 WALSHINGHAM RD	6TH AVE	MC	3/16/2018	1	6:30 PM
1	028F18	MEMORIAL CAUSEWAY	AT ISLAND WAY	MC	4/1/2018	1	2:45 AM
1	055F18	RIDGE RD 113TH ST SW	14TH AVE SW	MC	4/1/2018	1	10:30 AM
1	029F18	US 19 HWY	NB APPROACHING ALDERMAN RD	MC	4/8/2018	1	9:03 PM
1	036F18	TARPON AVENUE	HUEY AVE	MC	5/10/2018	1	5:00 PM
1	038F18	US 19 HWY	NEAR ROYAL BLVD	MC	6/6/2018	1	9:15 PM
1	039F18	PARK ST S	400 BLOCK	MC	6/9/2018	1	11:00 PM
1	040F18	36TH AVE N	16TH ST N	MC	6/11/2018	1	5:10 PM
1	043F18	GANDY BLVD	4TH ST N	MC	6/24/2018	1	11:45 PM
1	046F18	THIRD ST N	1000 BLOCK (Safety Harbor)	MC	7/7/2018	1	2:50 AM
1	047F18	I-275	22ND AVE N	MC	7/15/2018	1	7:54 PM
1	054F18	5TH AVE N	1700 BLOCK	MC	7/26/2018	1	7:49 AM
1	069F18	MEMORIAL CAUSEWAY	AT ISLAND WAY	MC	8/12/2018	1	8:49 AM
1	066F18	ULMERTON RD	FOUNTAIN PARKWAY	MC	8/24/2018	1	9:10 AM
1	071F18	62ND AVE N	28TH ST N	MC	9/11/2018	1	4:21 PM
1	072F18	COURTNEY CAMPBELL CAUSEWAY	E OF DAMASCUS RD	MC	9/14/2018	1	3:16 AM
1	073F18	PARK ST N	400 BLOCK	MC	9/15/2018	1	5:30 PM
1	077F18	5TH AVE N	8TH ST N (scooter)	MC	9/23/2018	1	2:22 AM
1	087F18	SEMINOLE BLVD	8TH AVE SE	MC	10/24/2018	2	11:25 PM
1	027F18	PARK BLVD	11600 BLOCK	MED	3/30/2018	1	4:17 PM
1	060F18	DODECANESE BLVD LIVE OAK ST	900 BLOCK	MED	5/31/2018	1	7:55 AM
1	052F18	ULMERTON RD	I-275	MED	6/14/2018	1	8:05 AM
1	002F18	49TH ST N	8000 BLOCK	PED	1/8/2018	1	10:06 PM
1	005F18	US 19 HWY	8000 BLOCK	PED	1/22/2018	1	8:30 PM
1	007F18	70TH AVE N	4600 BLOCK	PED	1/23/2018	1	7:45 PM
1	006F18	4TH ST N	NEAR 74TH AVE N	PED	1/24/2018	1	6:10 PM
1	008F18	US 19 HWY	ALDERMAN RD	PED	1/27/2018	1	6:50 AM
1	011F18	1ST AVE N	55TH ST N	PED	2/2/2018	1	3:10 PM
1	012F18	34TH ST N	NEAR 35TH AVE N	PED	2/7/2018	1	9:50 PM
1	013F18	BLIND PASS RD	CAPTIVA CIRCLE	PED	2/17/2018	1	7:00 PM
1	014F18	EAST BAY DR	WERTZ DRIVE	PED	2/21/2018	1	5:50 AM
1	020F18	PARK BLVD	6100 BLOCK	PED	3/9/2018	1	11:25 PM
1	021F18	118TH AVE N	4300 BLOCK	PED	3/10/2018	1	10:40 PM
1	022F18	4TH ST N	114TH AVE N	PED	3/12/2018	1	6:15 AM
1	056F18	COUNTRYSIDE BLVD	VILLAGE DR (delayed fatality)	PED	4/2/2018	1	5:48 PM
1	057F18	US 19 HWY 34TH ST N	50TH AVE N	PED	4/8/2018	1	10:00 PM
1	058F18	PASADENA AVE	SHORE DR	PED	5/4/2018	1	3:14 PM
1	059F18	1ST AVE N	63RD ST N	PED	5/7/2018	1	8:21 AM
1	037F18	GULF BLVD	117TH AVENUE	PED	6/2/2018	2	6:30 PM
1	042F18	US 19 HWY	E KLOSTERMAN RD	PED	6/20/2018	1	1:40 AM
1	045F18	US 19 HWY 34TH ST N	BETWEEN 35TH AVE N AND 38TH AVE N	PED	6/29/2018	1	2:30 AM
1	050F18	GANDY BLVD	POPLAR ST NE	PED	7/26/2018	1	6:26 AM
1	067F18	TAMPA RD	3900 BLOCK (Oldsmar)	PED	8/28/2018	1	8:30 PM
1	079F18	US 19 HWY 34TH ST N	1200 BLOCK (wheelchair, delayed fatality)	PED	9/15/2018	1	8:00 PM
1	074F18	US 19 HWY	JUST S OF ML KING JR BLVD (wheelchair)	PED	9/17/2018	1	11:30 PM
1	078F18	I-275	BT I-375 AND 5TH AVE N (mile marker 23)	PED	9/20/2018	1	9:08 PM
1	076F18	US 19 HWY	JUST S OF SPRUCE ST	PED	9/22/2018	1	6:08 AM
1	080F18	US 19 HWY 34TH ST S	46TH AVE S	PED	9/29/2018	1	8:41 PM
1	083F18	PARK BLVD	4300 BLOCK	PED	10/15/2018	1	9:14 PM
1	088F18	18TH AVE S	18TH ST S	PED	10/29/2018	1	1:41 AM
1	003F18	71ST ST N	40TH AVE N	VEH	1/11/2018	1	4:11 AM
1	018F18	SEMINOLE BLVD	16 AVENUE SE	VEH	3/6/2018	1	1:16 PM
1	017F18	49TH ST N	70TH AVE N	VEH	3/7/2018	1	8:00 PM
1	019F18	ULMERTON RD	WILD ACRES RD	VEH	3/9/2018	1	2:49 AM
1	034F18	US 19 HWY	LAKE TARPON DR	VEH	3/11/2018	1	4:02 PM
1	026F18	I-275	38TH AVE N	VEH	3/24/2018	1	3:03 AM
1	025F18	66TH ST N	S OF 126TH AVE N	VEH	3/25/2018	1	11:23 PM
1	030F18	I-275 HOWARD FRANKLAND BRIDGE	PINELLAS COUNTY SIDE OF THE BRIDGE	VEH	4/4/2018	1	11:15 AM
1	031F18	US 19 HWY	54TH AVE N	VEH	4/12/2018	1	11:00 AM
1	032F18	SRS80	AT CURVE NEAR CHARLES AVE	VEH	4/21/2018	1	5:51 AM
1	033F18	54TH AVE S	16TH ST S	VEH	4/24/2018	1	1:50 PM
1	035F18	EAST BAY DR	3600 BLOCK	VEH	5/5/2018	1	10:18 PM
1	041F18	EAST LAKE RD	JUST S OF SANDY POINT DR	VEH	6/13/2018	1	7:30 AM
1	061F18	SEMINOLE BLVD	LAKE VISTA DR	VEH	6/28/2018	1	3:05 PM
1	048F18	I-275	22ND AVE S (mile marker 19)	VEH	7/13/2018	1	3:39 PM
1	051F18	PARK BLVD	104TH LANE	VEH	7/28/2018	2	7:00 PM
1	062F18	49TH ST N	5TH AVE N	VEH	8/2/2018	1	5:00 AM
1	063F18	COURTNEY CAMPBELL CSWY	NEAR ACCESS ROAD	VEH	8/19/2018	1	4:13 AM
1	064F18	US 19 HWY	NE COACHMAN RD	VEH	8/19/2018	1	3:02 AM
1	065F18	PARK BLVD	125TH ST N	VEH	8/20/2018	1	6:44 PM
1	068F18	CURLEW RD	1700 BLOCK	VEH	8/28/2018	1	6:55 PM
1	075F18	ULMERTON RD	FEATHER SOUND DR	VEH	9/21/2018	1	7:15 PM
1	081F18	4TH ST N	62ND AVE N	VEH	9/26/2018	1	3:20 PM
1	082F18	I-275	JUST WEST OF 22ND ST S	VEH	10/5/2018	1	3:10 PM
1	086F18	GULF TO BAY BLVD	W OF OLD COACHMAN RD	VEH	10/16/2018	1	10:57 AM
1	084F18	US 19 HWY 34TH ST S	30TH AVE S	VEH	10/18/2018	1	NIGHT
1	085F18	I-275 HOWARD FRANKLAND BRIDGE	NEAR 4TH ST N (32 mile post)	VEH	10/19/2018	2	5:54 AM

PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru October 30, 2018

92 FATALITIES INCLUDING MEDICAL INCIDENTS *

89 FATALITIES EXCLUDING MEDICAL INCIDENTS

88 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS *

85 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMEDIATE CRASH REPORT

29 AUTO-VEHICLE FATALITIES

32.6% (medical crashes not included)

27 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

25 MOTORCYCLE FATALITIES

28.1% of all traffic fatalities

24 MOTORCYCLE CRASHES (fatal)

6 BICYCLE FATALITIES

6.7% of all traffic fatalities

6 BICYCLE CRASHES (fatal)

29 PEDESTRIAN FATALITIES

32.6% of all traffic fatalities (includes other small modes)

28 PEDESTRIAN CRASHES (fatal)

60 VULNERABLE USER FATALITIES

58 VULNERABLE USER CRASHES (fatal)

67.4% Vulnerable/total fatalities

(medical crashes not included)

NOTE

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

Forward Pinellas

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

FORWARD PINELLAS MEETING CALENDAR – 2019

**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 5th Floor BCC Assembly Room 315 Court Street Clearwater, FL 33756	CPA Hearing Date 9:30 am (unless noted) Pinellas County Courthouse 5th Floor BCC Assembly Room 315 Court Street Clearwater, FL 33756
December 12, 2018	January 2, 2019 (Wednesday)	January 9, 2019	February 5, 2019
January 9, 2019	February 4, 2019	February 13, 2019	March 12, 2019, 6:00 p.m.
February 13, 2019	March 4, 2019	March 13, 2019	April 9, 2019
March 13, 2019	April 1, 2019	April 10, 2019	May 7, 2019
April 10, 2019	April 29, 2019	May 8, 2019	June 4, 2019
May 8, 2019	June 3, 2019	June 12, 2019	July 23, 2019, 6:00 p.m.
June 12, 2019	July 1, 2019	July 10, 2019	August 6, 2019.
July 10, 2019	* August 5, 2019	* August 14, 2019	October 8, 2019
August 14, 2019	September 03, 2019 (Tuesday)	September 11, 2019	October 8, 2019
September 11, 2019	September 30, 2019	October 9, 2019	November 12, 2019
October 9, 2019	November 4, 2019	November 13, 2019	December 3, 2019, 6:00 p.m.
November 13, 2019	* December 2, 2019	* December 11, 2019	January 2020 TBD

*** Subject to Cancellation**

Forward Pinellas Committees 2019 Meeting Schedule

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
01/02/2019	01/24/2019	01/23/2019	(4 th Mon) 01/28/2019	-----	-----	01/08/2019 Meeting Room 130
02/05/2019	02/28/2019	02/27/2019	(4 th Mon) 02/25/2019	02/19/2019	-----	-----
03/05/2019	03/28/2019	03/27/2019	03/18/2019	-----	03/06/2019	-----
04/02/2019	04/25/2019	04/24/2019	04/15/2019	-----	-----	04/09/2019 meeting room 130
05/30/2019	05/23/2019	05/22/2019	05/20/2019	05/21/2019	-----	-----
06/04/2019	*06/27/2019	06/26/2019	06/17/2019	-----	06/05/2019	-----
*07/02/2019	*07/25/2019	*07/24/2019	*07/15/2019	-----	-----	07/09/2019 meeting room 130
08/29/2019	08/22/2019	08/28/2019	08/19/2019	-----	-----	-----
09/03/2019	09/26/2019	09/25/2019	09/16/2019	09/17/2019	-----	-----
10/07/2019	10/24/2019	10/23/2019	10/21/2019	-----	10/02/2019	10/08/2019
11/04/2019	Nov/Dec Combined	Nov/Dec Combined	11/18/2019	11/19/2019	-----	-----
12/02/2019	12/05/2019	12/04/2019	12/16/2019	-----	-----	-----

(These dates are subject to change)

*Meeting Subject to Cancellation