



BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

October 15, 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 – September 17, 2018** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – October 10, 2018** (8:45 – 8:50)
5. **HONEYMOON ISLAND STATE PARK BIKE PATH** (8:50 – 9:00)
6. **STATE AND REGIONAL TRAIL PLANS** (9:00 – 9:10)
7. **DRAFT COUNTYWIDE TRENDS AND CONDITIONS REPORT** (9:10 – 9:30)
8. **PINELLAS COUNTY WORK PROGRAM BICYCLE PEDESTRIAN PROJECTS** (9:30 – 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. Maintenance of Traffic for Vulnerable Road Users
 - B. Florida Bicycle Association (FBA)
 - C. 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 – NOVEMBER 19, 2018

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

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

Bicycle Pedestrian Advisory Committee – October 15, 2018

3. Approval of Minutes



SUMMARY

The meeting summary for the September 17, 2018 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – September 17, 2018

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
September 17, 2018**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on September 17, 2018, in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

BPAC Members Present

Brian Smith, Chairman
Daniel Alejandro
Julie Bond
Dr. Lynn Bosco
Kimberly Cooper
Lucas Cruse
Kathryn Gademer
Katrina Gordon
Ric Hartman
David Feller
Lyle Fowler
Byron Hall
Alan Johnson
Charlie Johnson
Paul Kurtz
Jacob Labutka
Quinn Lundquist
Mike Milvain
Casey Morse
Ron Rasmussen
Annette Sala
Michael Siebel
Robert Yunk
Jim Wedlake
Georgia Wildrick

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

BPAC Members Absent

Becky Afonso, Vice Chair
Scott Daniels
Win Dermody
Felicia Donnelly
Deputy Eric Gibson
Edward Hawkes
Chip Haynes
Steve Lasky
Charles Martin
Tom McGinty
Bert Valery
Rachelle Webb

North County Citizen Representative, Oldsmar
Pinellas Trails, Inc.
Clearwater Citizen Representative
City of Oldsmar
Pinellas County Sheriff's Office
At Large Citizen Representative
Clearwater Citizen Representative
At Large Citizen Representative
Dunedin Citizen Representative
Pinellas County School System Representative
North Beaches Citizen Representative
Safe Routes to School

Others Present

Alex Henry
Teresa Brydon
Eliana Aguilar
Joan Rice
Dr. Jan Hirschfield
Whit Blanton
Rodney Chatman
Susan Miller
Maria Kelly

FDOT
City of Largo
Department of Health – Pinellas County (Alternate)
Pinellas County Public Works
Pinellas Trails, Inc.
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 August 20, 2018 BPAC meeting was approved with no corrections.

4. FORWARD PINELLAS ACTIONS

Mr. Rodney Chatman, Forward Pinellas staff, reviewed the highlights from the Forward Pinellas Board September 12, 2018 meeting. The Board received updates from Florida Department of Transportation (FDOT) on Tampa Bay Next, which is the brand for the projects to improve mobility around the region. The update focused primarily on the projects that are in various stages of completion along the interstate corridor. The Board heard a report on the early results to the statistically valid survey that Forward Pinellas has completed for the Long Range Transportation Plan. Over 800 respondents responded. A formal presentation will be brought to the BPAC to review the findings from the survey. The Board received an update on the regional survey that is underway for the three county area. The Board heard a presentation on proposed adjustments to the Complete Streets program, relating to the review criteria with clarification on how land use and development will be factored into this current grant cycle. Local governments will be notified of funding availability in October, with applications due in mid-December.

5. PSTA COMMUNITY BUS PLAN

Mr. Jacob Labutka, AICP Transit Planner with PSTA, shared an update to the PSTA Community Bus Plan and other projects feeding into that initiative, with the committee. The Community Bus Plan, referred to as a comprehensive operational analysis, is an opportunity for PSTA to take a hard look at the services offered and figure out service changes needed to improve the quality of services; reallocating the resources from our lowest performing services and allocating those services that we know work best for our riders; where the land use is a little more conducive towards transit and where there is more ridership. PSTA will also assess the feasibility of allowing bikes on board the 60-foot articulated buses that would operate along future BRT routes. First/last mile program, Direct Connect, will be fine-tuned to minimize the cost for riders to connect to and from core transit routes. PSTA will seek public comment in January 2019. The Flamingo Smart Card is a regional smart card and mobile ticketing app project which will go live in January 2019. This is an account based, reloadable card and each card is issued to a person which makes it easier to issue a new card if lost. PSTA is working with Coast Bike Share to place virtual hubs at certain bus stop locations with existing bike racks. PSTA is also planning to redesign the Looper in downtown St. Petersburg beginning October 7th to offer a more frequent service, free of charge, seven days a week with a stop at the Cross Bay Ferry location. This will be the first testing ground for electric buses. Forward Pinellas staff will forward a PSTA survey link to the committee members to offer options and suggestions. Questions were taken and appropriately answered.

6. LARGO TRAILHEAD PROJECT

Ms. Teresa Brydon, City of Largo Economic Development Manager, shared a presentation with the committee on the progress of the Largo West Bay Drive Trailhead Project. The West Bay Drive Trailhead Project was designed to improve residential access to the Trail, add wayfinding and amenities. The project's primary objective is to establish new connectivity and access at three locations on the Trail between Washington Avenue and 4th Avenue NW, while enhancing the overall aesthetics of the Trail and surrounding amenities. The project includes new overpasses connections, a mid-block crossing, repair and rehabilitation of the existing infrastructure, landscaping, and new parking options. Large glass pillars will be placed on either side of the trail overpass at West Bay Drive. Ms. Katrina Gordon, City of Largo Planning, shared an update on the downtown Triangle Parcel at the intersection of Seminole Boulevard and West Bay Drive on the opposite side of Largo Central Park. The development of this triangular piece of property is intended to be a landmark feature to further establish the identity of downtown. The design includes a large internally lit Largo sign on the outside of a monument made of wire green screen encompassed by glass discs, lit by LED's., meandering paths, bench seating and low-level walls that will not require railings. Questions were taken and appropriately answered.

7. SPOTLIGHT EMPHASIS AREAS UPDATE

Mr. Chatman stated there are no updates to the SPOTlight Emphasis Areas since last month's updates.

8. BPAC BUSINESS

A. Tri-County BPAC Role

Ms. Susan Miller, Forward Pinellas staff, announced the Tri-County BPAC originally scheduled for this month has been cancelled. The Next Tri-County meeting will be hosted by Hillsborough County on January 23rd, 2019. The Starkey Gap construction is underway and is expected to be completed by the summer of 2019. Construction of the Coastal Anclote Trail which will connect to the Elfers Trail is expected to begin within the next couple of months and be completed by the fall of 2019.

B. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso, was unable to attend. No update was given.

C. Pinellas Trails Inc.

Dr. Jan Hirschfield gave a brief update on Pinellas Trails, Inc. Dr. Hirschfield shared that Pinellas Trails, Inc., is getting closer to completing the Friends Agreement with the Pinellas County Parks & Conservation Resources Department. The next board meeting for Pinellas Trails, Inc. is at the Largo Library on December 3rd, at 6:00 p.m.

9. AGENCY REPORTS

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

Ms. Joan Rice, Pinellas County Traffic Engineering, provided an update the committee with the Pinellas Trail North Loop Gap. The design phase is continuing with a public meeting to be held at Holy Trinity Episcopal Church on McMullen Booth on November 13th, at 5:00 or 5:30. In regards to the Gulf Boulevard Pedestrian Crossing study, a meeting has been set up with Indian Rocks Beach in October and the results of that meeting will be brought to the committee. Regarding the Orange Street Overpass, the steel truss is scheduled for mid to late September. If all goes well, this project should be completed by the end of the year. The sidewalks from Douglas Avenue to the Pinellas Trail on Sunset Point Road are completed. Regarding Indian Rocks Road, there is some sidewalk and ADA improvements between Wilcox Road and Kent Drive and Haynes Bayshore is currently under construction between U.S. 19 and Sunrise Boulevard. The Cross Bayou Bridge is closed and should reopen on the 24th of September. The Supervisor for the Honeymoon Island State Park Trail will be at the October BPAC meeting to provide an update.

• **Clearwater Bicycle Pedestrian Program**

Mr. Ric Hartman, Senior Transportation Planner for the City of Clearwater, updated the committee on the Druid Trail. Druid Trail is expected to be completed by December 2018.

• **Largo Bicycle Pedestrian Program**

Ms. Katrina Gordon, City of Largo, provided an update for the committee. No changes at this time.

• **St. Petersburg Bicycle Pedestrian Program**

Mr. Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, discussed the (St. Petersburg) Mayor's Bicycle Pedestrian Advisory Committee Projects Summary Report located in the agenda packet. This report covers all the projects in progress in St. Petersburg and is updated every three or four months. MLK Street is currently being resurfaced and functioning as expected. 30th Avenue North project to add bike lanes has been completed. Bike Share is continuing to expand the virtual bike hubs, adding eight to ten more around the Southside. New design project for 6th Avenue South from 3rd Street to MLK Street, completing a trail loop.

• **FDOT District 7 Updates**

Mr. Alex Henry, FDOT Bike/Ped Coordinator, updated the committee. Mid-block crosswalk construction at Alt. 19 and Florida Avenue has been completed. Safe Routes to School funding announcements should be coming soon. Howard Frankland Bridge project managers are hosting an Industry Forum for the entire bridge project today, September 17th, for the design/build firms. There will be an Alt. 19 Corridor Studies Workshop on September 19th, at the Hale Senior Activity Center in Dunedin.

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

The PTSTF meeting is scheduled for October 9th, 2018.

10. 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

Chairman Smith said there was a Coast to Coast Trail meeting September 25th, 2018, in Clermont.

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 9:46 am. The next BPAC meeting is scheduled for Monday, October 15th, 2018.

Bicycle Pedestrian Advisory Committee – October 15, 2018
4. Forward Pinellas Executive Summary – October 10, 2018



SUMMARY

The October 10, 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 October 10, 2018 - will be distributed at the meeting

ACTION: None Required, Informational Item Only

SUMMARY

At the request of our BPAC, efforts to construct a bike path began in September 2015. This summer at the ribbon cutting for the First Florida Trail Town in Dunedin, Mr. Eric Draper, Director of the Florida State Parks System, announced that funding had been secured to construct a multi-use path within Honeymoon Island State Park. Adding the path within the park will provide addition safety for bicyclists and pedestrians as they will be physically separated from motor vehicle traffic.

Construction of the path began a few months ago. Please welcome Mr. Peter Krulder, Park Manager, to bring us up to date on this project.

ATTACHMENT(S): None

ACTION: None Required, Information Item Only

SUMMARY

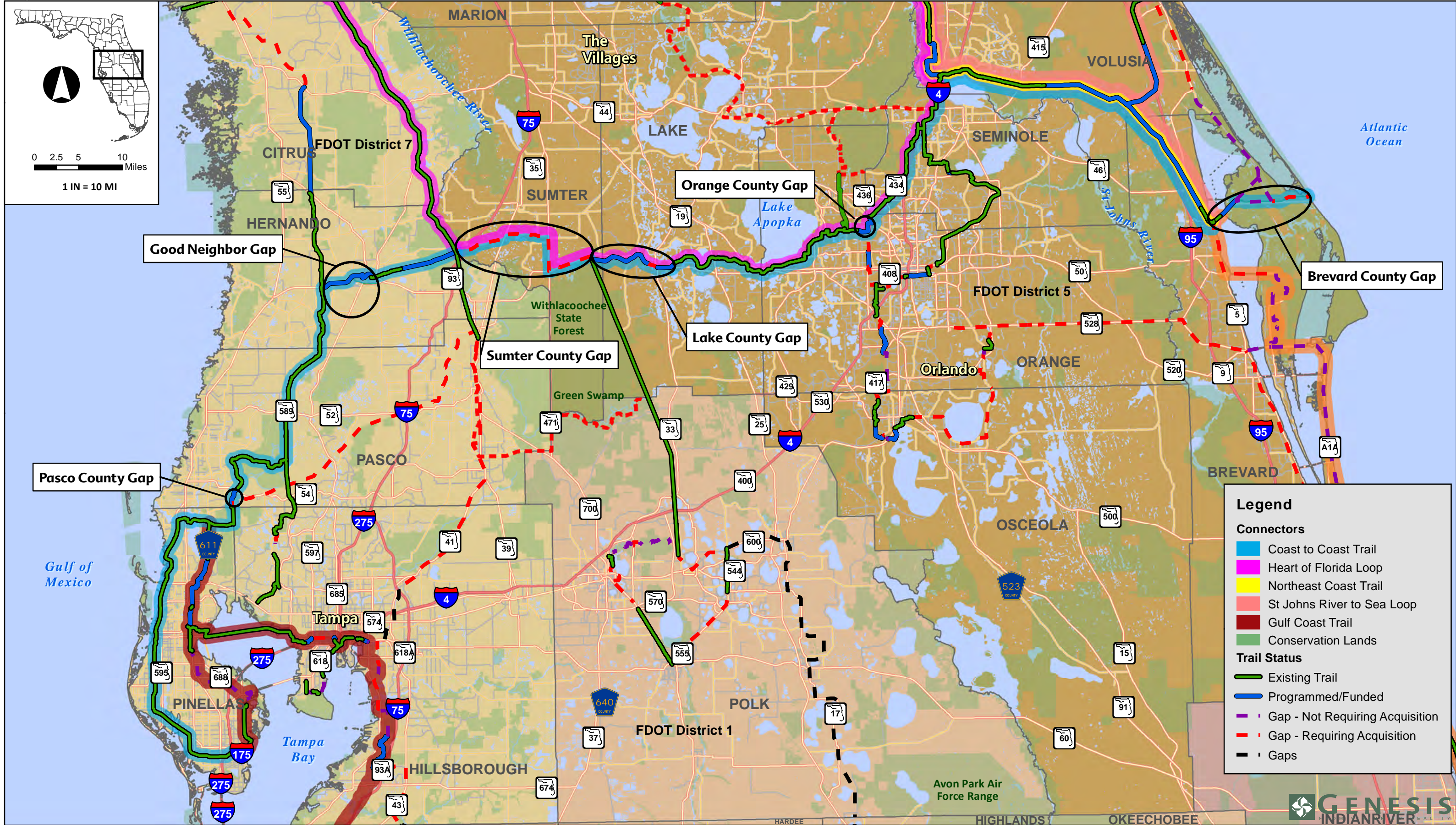
The Florida Greenways and Trails Foundation is a non-profit organization committed to supporting paved, non-motorized trail systems in our state to connect communities, open spaces and parks, natural environments and waterways. Non-motorized trails provide safe transportation options for users regardless of age, mobility limitations or economics to travel to work, school, shopping or for recreation. The Foundation has been a driving force in the facilitation to connecting Florida's system of greenways and trails.

The first cross-state trail system is the Coast to Coast Trail Connector, which will link communities between St. Petersburg and Titusville. Funded through the SUN Trail Program (Shared-Use-Nonmotorized), the Coast to Coast Trail is a major priority within the Florida Greenways and Trails System Plan developed by the Office of Greenways and Trails.

Chairman Brian Smith, currently vice chair for the Foundation, will provide an overview of the State and Regional Plans meeting for the BPAC.

ATTACHMENT(S): Coast to Coast Trail "Close the Gap" map

ACTION: None Required, Information Item Only



Bicycle Pedestrian Advisory Committee – October 15, 2018
7. Draft Countywide Trends and Conditions 2018 Report



SUMMARY

The *Countywide Trends and Conditions Report* 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.

This report includes facility and usage data for roads, sidewalks, trails, bike lanes, buses, and waterborne transportation, along with information on transit-supportive residential densities, concentrations of employment, tourism, and other drivers of transportation trends. Crash data and vulnerable road user information is also presented.

This report serves multiple purposes:

- It is part the Congestion Management Process, a systematic approach that provides safe and effective integrated management and operation of the multimodal transportation system.
- Crash data is used in transportation safety studies and projects, targeted law enforcement activities and design plans for road construction projects.
- It provides a means of measuring various performance metrics tied to the goals, objectives and policies of Forward Pinellas' guiding plans, the Long Range Transportation and Countywide Plans.
- Overall, data compiled for this report works to identify where the transportation system is functioning properly and where improvements are needed.

This agenda item will include a brief presentation by Forward Pinellas staff.

ATTACHMENT(S): Draft Countywide Trends and Conditions Report

<http://forwardpinellas.org/wp-content/uploads/2018/10/Draft-Trend-and-Conditions-Report2017v40.pdf>

ACTION: BPAC to review and recommend approval of Draft Trends and Conditions 2018 Report

Bicycle Pedestrian Advisory Committee – October 15, 2018
8. Pinellas County Work Program Bicycle Pedestrian Projects



SUMMARY

Pinellas County Board of County Commissioners (BCC) adopts proposed capital projects in the Capital Improvement Program (CIP). The CIP is a comprehensive 6-year plan that identifies countywide projects to balance community needs within the annual operating budget. As a planning document, it is updated annually and is modified as projects become move closer to final approval. The current CIP represents projects from FY 19 – FY 24.

Projects incorporated into the CIP originate from a variety of sources, including but not limited to, citizen requests, public discussions, safety needs, planned rehabilitation cycles, County staff and Commissioners requests, as well as the County's Comprehensive Plan, Community Redevelopment Area (CRA) Plans, and the Long Range Transportation Plan. Capital projects are considered to be one-time non-reoccurring expenditures that add to or enhance the value of or extend the life of physical assets. Expenditures for maintenance, supplies and materials or replacement items are not included in the CIP, but are budgeted as operating items.

Ms. Joan Rice, Multi-Modal Safety Engineer, has agreed to provide a brief update on bicycle/pedestrian projects in the County's CIP.

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

Bicycle Pedestrian Advisory Committee – October 15, 2018
9. SPOTLight Emphasis Areas Update



SUMMARY

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

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

ATTACHMENT(S): None

ACTION: None Required; Informational Item Only

A. Maintenance of Traffic for Vulnerable Road Users

The Florida Plans Preparations Manual (PPM) provides design criteria and procedures for all FDOT roadway and infrastructure projects. As a standard practice during construction projects, motorized roadway traffic is routed around or through the project area to maintain connectivity and traffic flow.

During drainage improvement projects or other infrastructure repairs that impact the Pinellas Trail, similar alternatives should be identified for the safe travel of bicyclists, pedestrians and other trail users. Whether the project impacts sidewalks, crosswalks, or other vulnerable user accommodations, a temporary pathway should be provided that is safe and convenient.

As a standard practice, vulnerable user safety could be improved through dynamic message boards that alert motorists to expect bicyclists, pedestrians and trail users on the roadway. Additional safety-related precautions, such as clearly marked wayfinding signs, designated alternative routes for trail users, and temporary pavement markings could also be standardized.

This item will allow further discussion on proposed safety recommendations during construction projects that impact trail facilities and bicycle travel.

ATTACHMENT(S): None

ACTION: Based on BPAC discussion

B. Florida Bicycle Association (FBA)

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

C. Pinellas Trails, Inc.

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

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

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

- Pinellas County
 - Pinellas Trail Loop / Duke Energy Trail (North & South Gaps)
 - Gulf Boulevard Pedestrian Crossing Study
 - Orange Street Overpass
- Clearwater Bicycle Pedestrian 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 agenda for the October 9, 2018 PTSTF meeting is attached for your information.

ATTACHMENT(S): October 9, 2018 PTSTF agenda

ACTION: None Required, Informational Item Only



**PINELLAS TRAIL SECURITY TASK FORCE
(PTSTF) MEETING AGENDA**

October 9, 2018 – 9:00 a.m.

Pinellas County Emergency Services Center, Room 130
12490 Ulmerton Road, Largo, FL 33774
(Telephone: 727-582-2000)

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – July 10, 2018**
3. **PRESENTATION: LARGO WEST BAY DRIVE TRAIL HEAD PROJECT**
4. **QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER**
5. **LAW ENFORCEMENT AND AGENCY REPORTS**
 - Sheriff's Office
 - Belleair
 - Clearwater
 - Gulfport
 - Largo
 - St. Petersburg
 - Tarpon Springs
 - Animal Services
 - Public Safety Services
 - Pinellas County Risk Management
 - Volunteer Patrol Programs and Updates
6. **REPORT ON TRAIL USER COUNT DATA**
7. **REPORT ON TRAIL CONSTRUCTION ACTIVITY**
8. **REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES**
9. **OTHER BUSINESS**
10. **ADJOURNMENT**
 - **NOTICE TO LAW ENFORCEMENT REPRESENTATIVES - IF YOU ARE UNABLE TO ATTEND THE MEETING, PLEASE E-MAIL YOUR INCIDENT/OFFENSE REPORT TO SUSAN MILLER smiller@forwardpinellas.org, IF YOU WOULD PREFER, YOU CAN FAX THE REPORT TO THE PINELLAS COUNTY MPO at (727) 464-8212. THANK YOU.**

NEXT PTSTF MEETING – JANUARY 8, 2019

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Pinellas Trail Security Task Force – October 9, 2018

2. Approval of Minutes – July 10, 2018



SUMMARY

The summary minutes of the July 10, 2018 Pinellas Trail Security Task Force meeting are attached.

ATTACHMENTS: Pinellas Trail Security Task Force Summary Minutes – July 10, 2018

ACTION: Approval of April Meeting Summary

PINELLAS TRAIL SECURITY TASK FORCE
MEETING Summary
July 10, 2018

The following is a summary of the July 10, 2018 Forward Pinellas - Pinellas Trail Security Task Force meeting, which was held in the Pinellas County Public Safety Services Department, Room 130, 12490 Ulmerton Road, Largo, Florida 33774. The Security Task Force meets at least quarterly during the year.

IN ATTENDANCE

Officer Ron Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coordinator
Officer John Ulrich	Tarpon Springs Police Department
Officer Selena Hyppolite	Clearwater Police Department
Officer Raniel Heredia	Clearwater Police Department
Officer V. Tran	Largo Police Department
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Greg D’Amario	Pinellas County Risk Management
Cheryl Stacks	City of St. Petersburg
Casey Morse	Pinellas County Public Works – Traffic Division
Joan Rice	Pinellas County Public Works – Traffic Division
Craig Queen	Pinellas County EMS & Fire Administration
Gary Brown	Pinellas County Animal Services
Caroline Lanford	Pinellas County Planning
Scott Daniels	Pinellas Trails, Inc.
Carol Gray	Pinellas County Parks and Conservation Resources Chief Ranger
Jim Wedlake	Pinellas Trails, Inc. /Auxiliary Ranger, BPAC
Rodney Chatman	Forward Pinellas staff
Susan J. Miller	Forward Pinellas staff
Maria Kelly	Forward Pinellas staff

1. CALL TO ORDER AND INTRODUCTIONS

Chairman Ronald Wolfson, St. Petersburg Police Officer, called the meeting to order at 9:00 a.m. Self-introductions were provided.

2. APPROVAL OF MEETING SUMMARY – April 10, 2018

The summary from the April 10, 2018 meeting was approved, with one correction on the time noted under *Call to Order*, o’clock was removed.

3. PRESENTATION: PINELLAS TRAIL USERS SECURITY UPDATE

Ms. Cheryl Stacks, St. Petersburg Transportation Manager, provided an update on the City of St. Petersburg camera program. In 2014, a Crime Prevention through Environmental Design (CPTED) review was conducted to identify areas along the Trail that could pose a security risk. Environmental adjustments were made, and support was received from businesses, neighborhood associations and the Citizens Road Patrol. The city also engaged in a *security camera pilot program* targeting a few blocks of the Trail through an industrial area. Because 43rd to 49th Street has limited access points to the Trail and is considered to be a high crime area, this area was selected for the security camera pilot program. There are 16 cameras set to record only, on a continual basis and the recordings are reviewed when needed. The cost of the pilot program to the city was \$60K, with a maintenance cost of less than \$5,000 per year, including the signage “video recording in progress”, which seems to have curtailed the number of incidences. The City considers the pilot a success and will continue the

program. The next corridor the City of St. Petersburg is considering is 31st Street to 34th Street, in the Skyway Marina district.

Mr. Scott Daniels, President, Pinellas Trails, Inc., shared a brief presentation with the Security Task Force. Mr. Daniels shared that Pinellas Trails, Inc. was formed 30 years ago with leadership assistance from the Tarpon Springs Police Chief at that time, law enforcement and citizen volunteers and has since become a great success. Quarterly meetings are held to share updates from citizen volunteer rangers who patrol the Trail as well as updates from municipal meetings related to the Pinellas Trail. At the most recent meeting, the 30th Anniversary Celebration Committee was established, and these members will be conversing with Pinellas County Parks and Conservation Resources (PCR), law enforcement officials and other municipal committees to plan for local festivities. Mr. Daniels mentioned the Adopt-A-Mile program sponsored by Pinellas Trails, Inc. where citizens can adopt a mile of the Trail and help to be responsible for clean-up along that section, along with the Trail Rangers. Pinellas Trails, Inc. is reaching out to the neighborhoods and neighbors along the Trail asking how Pinellas Trails, Inc., as a citizens group, can connect with opportunities for the future of the Pinellas Trail. He shared that so far, there has been great response from citizens groups. The Florida Coast-to-Coast Connector Trail has its western terminus in Pinellas County and the elected officials from our delegation to the Governor's office have finally recognized the value and importance of having a Coast-to-Coast Trail.

4. A. QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER

Chief Ranger Carol Gray, PCR, shared some safety issues with the Security Task Force. The Rangers are monitoring the ongoing construction being done on Keystone Road. Gravel is continuously getting thrown onto the Coast-to-Coast Trail and the construction group has been notified and will work with the Rangers to minimize this safety concern. The construction at the entrance to the KOA at Bay Pines and 95th Street is looking to finish up, however Rangers will continue to monitor that area. There is new construction beginning at 96th Place that deals with a re-routing of the sewer line, which resulted in a report of damage to a bicycle due to this construction. Ranger Gray stated she inspected the site and it is well signed, the pipe is covered and there is a means to cross the pipe, however she will keep the Security Task Force informed of the outcome of this report.

Ranger Gray had four incidents to report since the last quarter. Transients camping underneath the overpass on U.S. Highway 19. Tarpon Springs Police Department (TSPD) responded and these people were trespassed from the Trail. An Auxiliary Ranger volunteer reported garbage at the U.S. Highway 19 overpass as well. It was an old bedroll with a collection of kitchen knives rolled up into it (14 knives and two meat cleavers). This was reported to TSPD and the items were collected and discarded. In Largo, there was a report of a subject who appeared to be intoxicated, stumbling and falling on the Trail. Largo Police were notified and they responded to handle the situation. A long term Auxiliary Ranger volunteer called to report a yellow bag marked with "infectious linens" was left on an area of the Trail at Jeffords Street and Clearwater Police were notified and contacted hazardous waste officials.

Ranger Gray opened the discussion on the issuing of the trespass warnings and the challenges this presents to the different police departments within Pinellas County. According to TSPD, the Trail has no physical address, so this is a challenge to the Park Rangers. Another challenge is the different police departments cannot issue one warning for the entire Trail due to jurisdictional authority. Park

Rangers only have the authority to issue trespass warnings, which they use judiciously when there is blatant disregard for the rules. Ranger Gray is concerned for the safety of her staff and volunteers, so she opened the discussion to get input from the officers themselves, for more definition on trespassing individuals from the Trail. Several attending law enforcement officers participated in the discussion, all agreeing that the boundaries and duration of trespass citations vary from jurisdiction to jurisdiction, and offered helpful advice on the issue.

5. LAW ENFORCEMENT AND AGENCY REPORTS

A. Sheriff's Office

Pinellas County Sheriff Deputy Eric Gibson was unable to attend and no report was received.

B. Belleair

No one attended from the Belleair Police Department and no report was received.

C. Clearwater

Officer Selena Hyppolite reported the Clearwater Police Department had 40 incidents, none were directly related to the Trail. Officer Hyppolite has been reassigned and Officer Raniel Heredia will be taking her place.

D. Gulfport

No one attended from the Gulfport Police Department, and no report was received.

E. Largo

Officer V. Tran reported 10 calls for service, 4 applied to traffic stops where the Trail was used as a landmark. One call report of an intoxicated subject on the Trail. A Ranger called in the report. One welfare check, property calls and traffic complaints.

F. St. Petersburg

St. Petersburg Police Officer Mike Christian was unable to attend and no report was received. Chair Wolfson said he would follow up.

G. Tarpon Springs

Officer John Ulrich had nothing to report for Tarpon Springs, other than what was already covered by Chief Ranger Gray.

H. Animal Services

Mr. Gary Brown with Animal Services had nothing to report.

I. Public Safety Services

Mr. Craig Queen, Pinellas County EMS & Fire Administration, provided an updated report with 31 incidents listed. Mr. Queen noted the Trail points are being used correctly by the operators. No reports of incidents on the Trail, just the Trail marker referenced.

J. Pinellas County Risk Management

Mr. Greg D'Amario, Pinellas County Risk Management had nothing to report.

K. Volunteer Patrol Programs and Updates

Chair Wolfson stated three volunteers recently passed away due to an older crowd of volunteers, so he is down to 23 volunteers. Three or four more have been trained, but the Trail has been quiet. Chief Ranger Gray said there will be an orientation on the 2nd of August for 5 or 6 new Auxiliary Ranger volunteers, otherwise there are 60 active members.

7. AUTOMATIC TRAIL COUNTERS

Ms. Susan Miller, Forward Pinellas staff, briefly discussed the automatic counter reports included in the agenda packet for March, April and May 2018. Please note the May counts at the Bay Pines, Clearwater and Seminole stations were significantly less than the April counts, attributing the lower counts to the weather and some minor Trail repairs. The Keystone counter had some crazy bike counts, which staff is looking into. Keep in mind that the contractor is changing out the counters from the old Eco-counters to more updated counters. The St. Petersburg counter was recently vandalized and the Wall Springs counter was moved 2 miles further south and will be renamed as the Palm Harbor counter. There were no other comments about the counter reports.

8. REPORT ON TRAIL CONSTRUCTION ACTIVITY

Ms. Miller reviewed the Trail Construction Activity report with the Security Task Force. She noted that active links were added on the electronic agenda to show additional project information. The North Gap and the South Gap for the Duke Energy Trail: The North Gap is in design/build phase and construction should begin in December to be completed in FY 2020. The South Gap begins at Haines Bayshore, then heads southward to Ulmerton Road, eastward along 126th Avenue to the Roosevelt Trail section, eventually connecting to the North Bay Trail in northeast St. Petersburg. Public Works has applied for SUN Trail (Shared Use Nonmotorized) funding for some areas while they investigate right-of-way in other areas of the South Gap, and continues to meet with Duke Energy to complete alignment studies and determine ownership. The Pinellas Trail Loop connection at NE Coachman/Old Coachman Road and the Ream Wilson Clearwater Trail is scheduled for construction in 2018, to be completed by end of 2019. CSX will not allow another trail crossing, so the Pinellas Trail Loop is being collocated with the Ream Wilson Clearwater Trail for that crossing. The San Martin Bridge replacement project is currently in the PD&E study phase, and will include how best to link a trail on the bridge with the Duke Energy Trail and North Bay Trail. The design of the Courtney Campbell Trail Overpass at Bayshore Boulevard has been funded under the SUN Trail program, with construction scheduled in FY 2023. FDOT currently shared a few designs with the Forward Pinellas committees and will attempt to move this project up on the priority list. The Howard Frankland Bridge rebuild will include a multi-use trail on the north side and will need a connection to the Pinellas Trail, estimated to be complete in FY 2024. The City of St. Petersburg and FDOT are currently considering connections to 4th Street. With regards to the Orange Street Overpass, the bridge spans are being fabricated and the overpass is scheduled to be completed by the end of 2018. There are safe mid-block crossings with RRFB's, as well as construction signs. The Harn Boulevard Overpass design is underway with construction scheduled for FY 2020/2021. The Bayway Trail South project on S.R. 679 includes the Tierra Verde Bridge Replacement with a trail and is currently under maintenance agreement talks. The City of St. Petersburg continues to refine the Treasure Island Causeway Trail project to provide a safer facility that will connect the Pinellas Trail to Gulf Boulevard across the Treasure Island Causeway through the congested residential area. The last phase of the Druid Trail, Glen Oaks Park to the Duke Energy Trail is currently under construction which is moving along and looking good. As it heads westward, the Druid Trail connects to the Memorial Causeway Bridge to link to Clearwater Beach. A bike trail will be constructed inside Honeymoon Island State Park as a

separate facility from the roadway, funded through the Florida Department of Environmental Protection (FDEP). Initial funding fell short, but the project will be scheduled when adequate funding becomes available. The design for the Oldsmar Trail Phase 6, funded with Penny for Pinellas, is underway with construction scheduled for FY 2019. Ms. Miller explained the Trail maps were included in the agenda packet for general information, as well as a detailed graphic of the Oldsmar Trail and water access points.

9. REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES

There were no comments regarding Trail Community Involvement Activities.

10. OTHER BUSINESS

There was no other business discussed at this time.

11. ADJOURNMENT

Chairman Wolfson adjourned the meeting with a pounding of the gavel at 10:30 a.m. The next PTSTF meeting is scheduled for October 9, 2018.

3. Largo West Bay Drive Trail Head Project

SUMMARY

Largo, the third largest city in Pinellas County and 4th largest in the Tampa Bay Area with an estimated population of more than 83,500 residents, was first incorporated in 1905. Initially a rural farming community with citrus groves, cattle ranches, hog farms and forests, population growth and the decline of agriculture by the 1960's has transformed the city into a residential community with retail services and some light industrial.

After the CSX Railroad abandoned 34-miles of tracks in Pinellas County, the corridor was converted in 1990 to a rail-trail and provided a safe area for non-motorists to walk, jog, bicycle and inline skate safely separated from vehicular traffic. Largo is fortunate to have over 3 miles of the Pinellas Trail within its boundaries, but access to the Trail from several of the surrounding communities in its urban downtown was blocked by cul-de-sacs, drainage ditches, or other obstacles. The West Bay Drive Trail Head project was designed to improve residential access to the Trail, add wayfinding and amenities.

The West Bay Drive Trail Head project's primary objective is to establish new connectivity and access at three locations on the Trail between Washington Avenue and 4th Avenue NW, while enhancing the overall aesthetics of the Trail and surrounding amenities. The project includes new bridge connections, a mid-block crossing, repair and rehabilitation of the existing infrastructure, landscaping, and new parking options.

The City of Largo is excited to present the 100% design of the West Bay Drive Trail Head Project.

ATTACHMENTS: None

ACTION: No Action Required, informational item only

6. Report on Monthly Trail User Count Data

SUMMARY

This item will include the monthly data summary report for the automatic trail counters along the Pinellas Trail.

ATTACHMENT: Pinellas Trail User Count Data Summary Reports:

- June 2018
- July 2018
- August 2018

ACTION: No Action Required, informational item only

Pinellas Trail User Count Data Summary



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

Total Usage

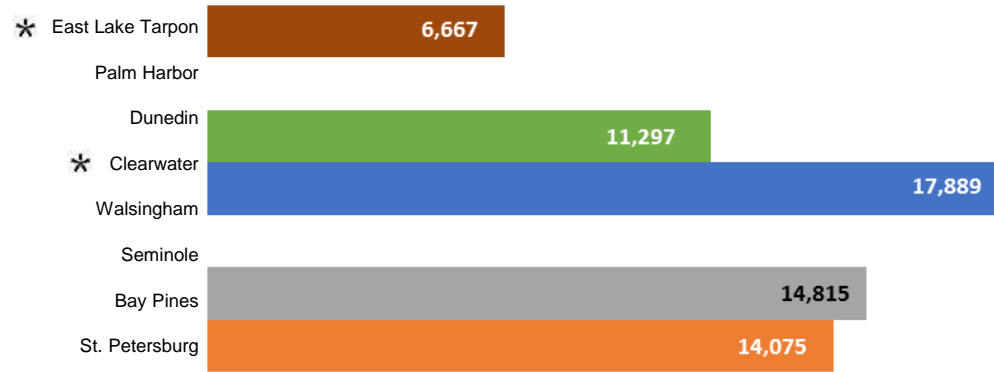
30-Day Count Total: 64,743
Daily Average Users: 2,088

Highest Daily Totals:

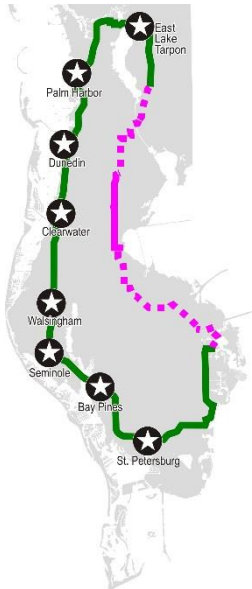
- #1 – Saturday, June 2nd (Dunedin - 1,199)
- #2 – Saturday, June 16th (Clearwater - 1,099)
- #3 – Friday, June 8th (Bay Pines - 762)

Note: Walsingham, Palm Harbor & St. Petersburg counts are temporarily unavailable due to repairs & technical issues. All RoadSys counters.

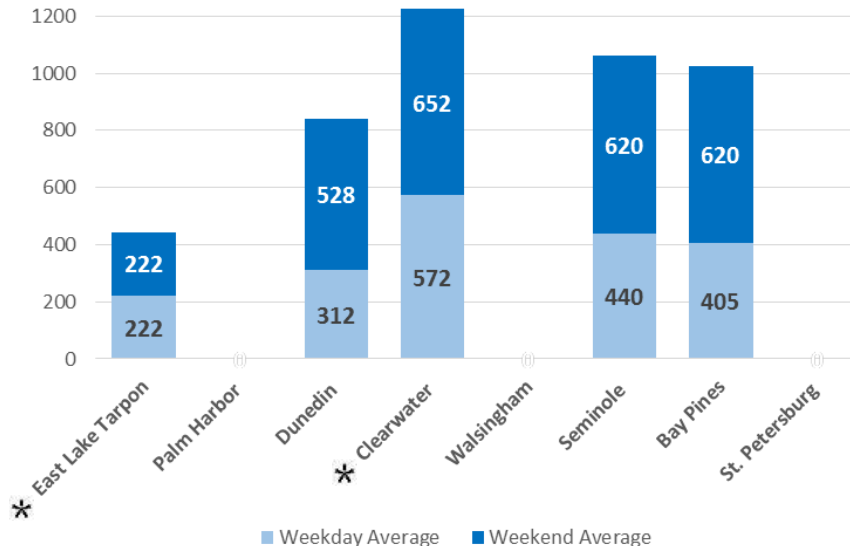
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Icon: Person)	Bicycling (Icon: Bicycle)
East Lake Tarpon:	1%	99%
Palm Harbor:	NA	NA
Dunedin:	2%	98%
Clearwater:	5%	95%
Walsingham:	NA	NA
Seminole:	31%	69%
Bay Pines:	21%	79%
St. Petersburg:	NA	NA

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

* Indicates Data Adjustment

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
July 1 – July 31, 2018 (31 days)

Total Usage

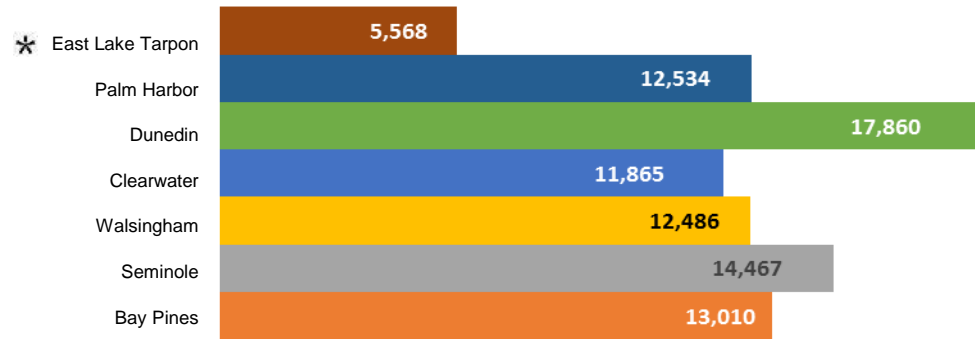
31-Day Count Total: 87,790
Daily Average Users: 2,832

Highest Daily Totals:

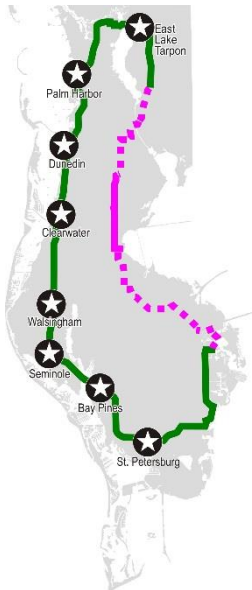
- #1 – Saturday, July 14th (Palm Harbor - 1,016)
- #2 – Sunday, July 8th (Dunedin - 900)
- #3 – Wednesday, July 4th (Bay Pines - 701)

Note: Walsingham, Palm Harbor partial monthly datasets; St. Petersburg count temporarily unavailable due to repairs & technical issues. All RoadSys counters.

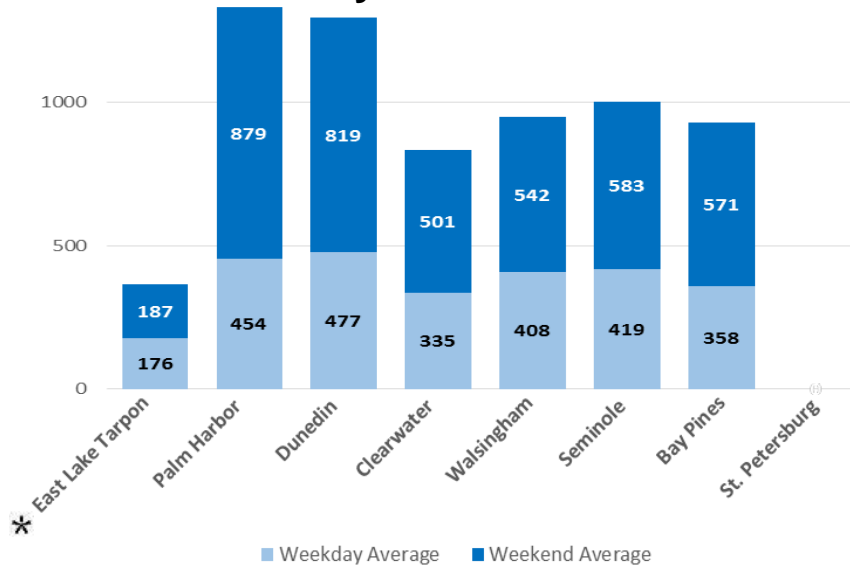
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Icon)	Bicycling (Icon)
East Lake Tarpon:	1%	99%
Palm Harbor:	12%	88%
Dunedin:	5%	95%
Clearwater:	25%	75%
Walsingham:	27%	73%
Seminole:	28%	72%
Bay Pines:	13%	87%
St. Petersburg:	NA	NA

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

* Indicates Data Adjustment

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
August 1 – August 31, 2018 (31 days)

Total Usage

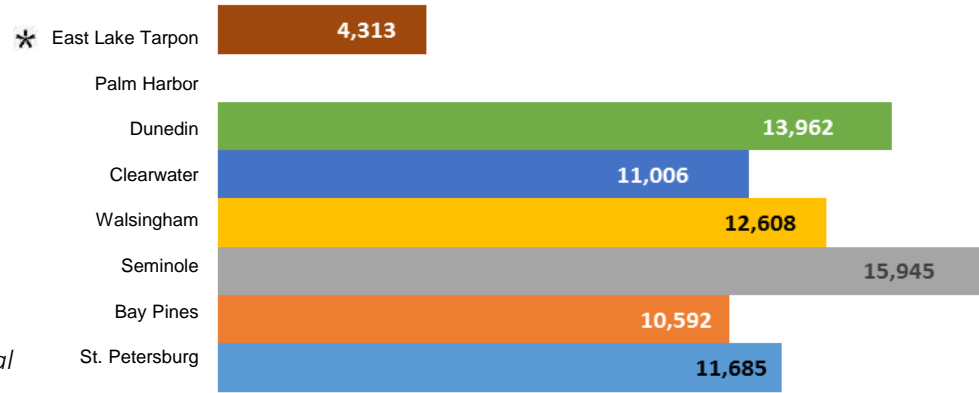
31-Day Count Total: 80,111
Daily Average Users: 2,584

Highest Daily Totals:

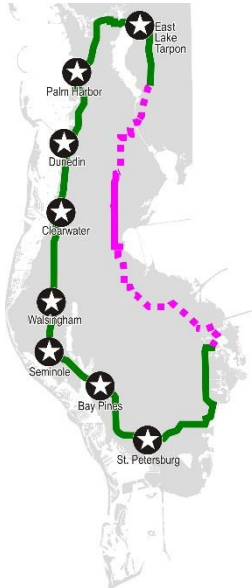
- #1 – Saturday, August 4th (Dunedin - 1,905)
- #2 – Sunday, August 26th (St. Petersburg - 796)
- #3 – Saturday, August 4th (Seminole - 736)

Note: Palm Harbor count temporarily unavailable due to repairs & technical issues. East Lake counts data adjusted. All RoadSys counters.

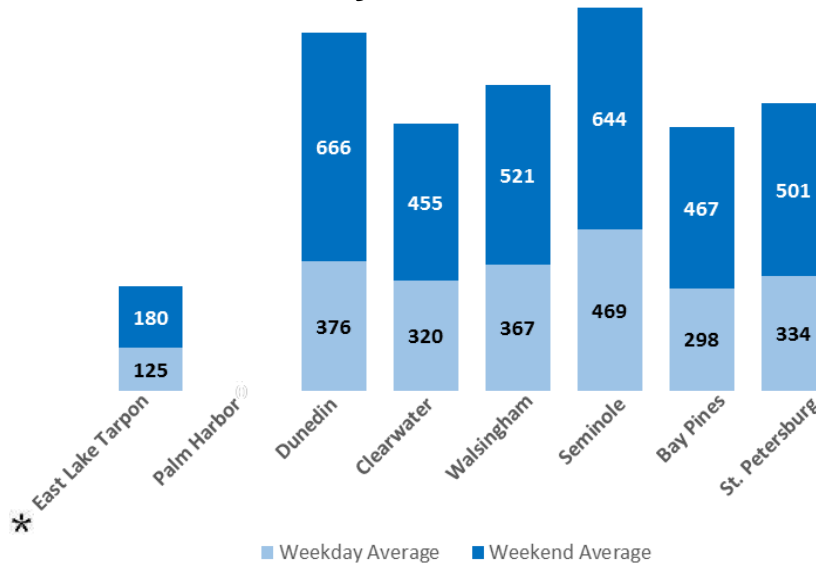
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Icon)	Bicycling (Icon)
East Lake Tarpon:	3%	97%
Palm Harbor:	NA	NA
Dunedin:	16%	84%
Clearwater:	51%	49%
Walsingham:	22%	78%
Seminole:	40%	60%
Bay Pines:	6%	94%
St. Petersburg:	40%	60%

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

* Indicates Data Adjustment

7. Trail Construction Activity Report

**TRAIL CONSTRUCTION PROJECTS
October 2018**

Pinellas Trail North Loop Gap Countryside	Enterprise Rd to Chesnut Sr. Park; SUN Trail; Design-Build Underway, Est. Complete 2020 (link)
Pinellas Trail South Loop Gap	Haines Bayshore to Ulmerton Rd to N Bay Trail; Applied for SUN Trail Funding; Design in 2020
Pinellas Trail Loop - Ream Wilson Connection (Old Coachman Bridge)	NE Coachman RRX to Duke Energy Corridor; Construction 2018; Est. Complete 2019 (link)
San Martin Bridge & Trail connection	PD&E in Late 2018 (link)
Courtney Campbell Trail Overpass	Trail Overpass at S.R. 60/Bayshore Blvd; SUN Trail; Design Underway; Construction 2023
Howard Frankland Bridge Trail	FDOT include trail with new bridge construction; Design-Build Project; Est. Construction 2020 (link)
Orange Street Overpass	Pedestrian Overpass Spans being fabricated; Est. Complete late 2018 (link)
Harn Boulevard Overpass	Pedestrian Overpass; Design Underway; Construction 2021 (link)
Bayway Trail South	SR 679 & Tierra Verde Bridge Replacement Construction late 2018 – 2021 (link)
Treasure Island Causeway Project	Phase I Completed February 2018; Phase II Design 2018
Druid Trail Ph IV	Glen Oaks Park to Duke Energy Trail; Currently Under Construction
Honeymoon Island State Park Trail Extension	Separated Bike Trail, FDEP Project; Design-Build; Currently Under Construction
Oldsmar Trail Phase 6	Design underway; Construction 2019

9. Other Business

A. Correspondence, Publications, Articles of Interest

American Trails FAQ Trail LOS – September 17, 2018

B. Suggestions for Future Agenda Topics

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

C. Other

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



FAQ: Determining Trail Capacity or Level of Service

How many users can a paved trail support before it becomes too crowded or over used?

by American Trails Staff
September 17, 2018

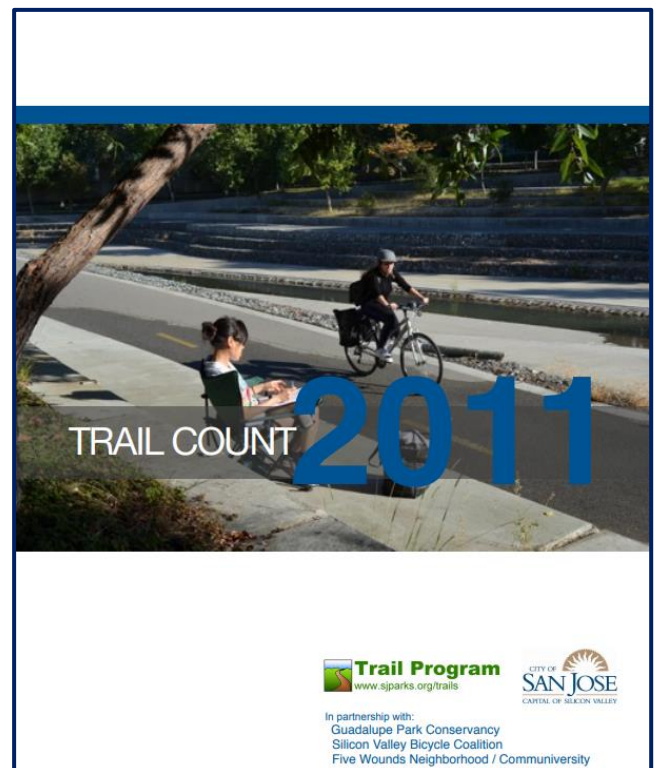
Trails almost never reach a level of maximum use. A trail of a given length can accommodate more people than will generally ever use it. The most accessible or attractive mile (like around a popular lake) can receive more use than the other 99 miles in the system.

The other issue is the perception of trail users. Running into just a couple of parties on a wilderness hike can seem crowded, but a popular waterfront trail like San Diego's Pacific Beach boardwalk swarms with bikes, skates, runners, and strollers all dodging each other. It's a poor "level of service" for commuting, but as an experience it's hugely popular.

People do build wider trails and multiple treads to accommodate the different speeds and types of users, and that's what most municipalities in the Denver metro area seem to be doing. The related issue is managing trails properly for the use they get-- speed limits, encouraging fast cyclists to use the road, center stripes, signing narrow sections and poor sightlines, and enforcing some basic courtesies.

It's a matter of opportunity: where are the best trail opportunities, and where are the gaps in places people would clearly like to walk or bike. Urban trail use and demand seems to be increasing nationwide, along with the opportunities as more trails and connections are made.

The [City of San Jose system annual trail count](#) shows that trail use continues to rise. San Jose has done a lot to develop a better system for commuting, but they would probably agree that the actual capacity is well below any peak usage.



12. A.-D. Other Business

A. Membership

There are no vacancies on the BPAC membership list.

ATTACHMENT(S): BPAC Membership List

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Bike Walk Tampa Bay – September 2018

American Trails FAQ Trail LOS – September 17, 2018

Bicycle Friendly America Update – October 1, 2018

Letters to the Editor Upper Tampa Bay Trail – September 2018

LAB: Where we ride 2017 link to report – October 2018

Open Streets St. Petersburg October 28th – October 2018

Pedestrian Safety Campaign St. Petersburg – October 1, 2018

Scooter Injuries Increase – July 2018

Tampa Bay Times Not the Most Dangerous Place to Bicycle – September 2018

Wall Street Journal Dangerous Place to Bicycle – September 2018

Pinellas Trail Usage Report – August 2018

Pinellas County Fatalities Report – September 2018

C. Suggestions for Future Agenda Topics

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

D. Other

Upcoming Transportation Conferences

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 (Tom Washburn – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (Caroline Lanford – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Kristina Tranel – alternates)
4. City of Clearwater (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.

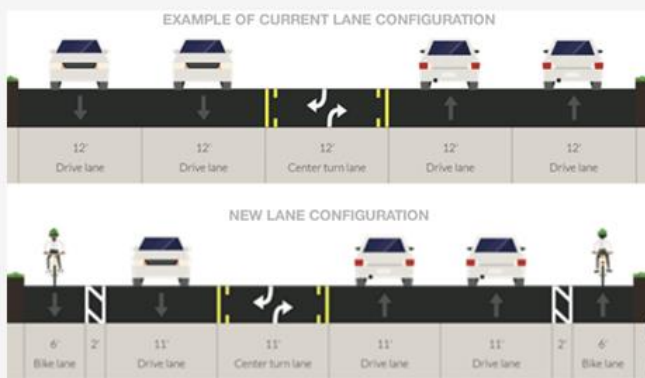
Non-Voting Technical Support

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

*Dates signify appointment



VOLUME 3 • ISSUE 8 • September 2018



Complete Streets Update: Martin Luther King, Jr. Street in St. Petersburg

Wondering what all the buzz is about in St. Petersburg regarding Complete Streets and resurfacing Martin Luther King, Jr. Street (MLK)? Complete Streets, as a concept, has been a part of conversations in the city's transportation sphere for years now and the philosophy behind Complete Streets has benefited numerous projects along the way. The first major venture to officially come under the fully-fledged Complete Streets policy is the resurfacing of MLK—an opportunity to enhance a maintenance project already on the books by improving the roadway for bicyclists and pedestrians. [Continue reading...](#)

David Guttenplan joins CUTR to assist with pedestrian and bicyclist safety projects



The Center for Urban Transportation Research (CUTR) at University of South Florida (USF) is pleased to welcome new Outreach Coordinator, David Guttenplan. David will assist CUTR's Transportation Demand Management (TDM) team by delivering pedestrian and bicycle safety presentations, conducting on-the-street education, and assisting with research.

[Webinar: Media Framing of](#)

Bike/Walk Tampa Bay Fall Summit to be held on November 8 in Clearwater



The Bike/Walk Tampa Bay Board of Directors is happy to announce their Fall Summit. The Summit will be held on November 8 at St. Petersburg College campus in Clearwater, FL. A group ride on the Ream Wilson Trail to the Courtney Campbell Causeway will take place before the Summit.

[Continue reading...](#)

Webinar: Media Framing of Bicyclist Crashes in Hillsborough County



Join Center for Urban Transportation Research (CUTR) Senior Research Associate and Bike/Walk Tampa Bay Program Director Julie Bond, MPA and CUTR Research Assistant Dr. Erin Scheffels for a webinar presenting their research on media reporting of bicyclist fatalities in Hillsborough County.

[More information...](#)

BWTB People



Bicyclist Profile:

Sarah Myhre

Tampa native and USF alumni Sarah has a passion for helping others reach their goals in health and happiness through bike riding. What started as a way to spend more quality time with her family quickly turned into a passion and career that she has been working in for over 6 years. [Continue reading...](#)



Partner Profile:

Deborah Sickmon

Deborah Sickmon serves as the Safe Kids Greater Tampa Coalition Coordinator with St. Joseph's Children's Hospital (SJCH). For 13 years, she has worked as a safety and wellness educator for the hospital, focusing on injury and illness prevention education throughout Hillsborough County and beyond. [Continue reading...](#)

BWTB Upcoming Events

- 10/08 [Walk of Silence](#)
- 10/10 [International Walk to School Day](#)
- 10/28 [Open Streets St. Pete](#)
- 11/08 [Bike/Walk Tampa Bay Fall Summit](#)



Our Strava Club Page

Join fellow Tampa Bay riders in logging your bicycle trips and sharing your experiences riding in the bay area!

Connect with us



Bike/Walk Tampa Bay is a coalition of citizens, advocates, professionals, and allied organizations created to make walking and bicycling in the Tampa Bay region safe and enjoyable. [Click here](#) to visit our website today.

Bike/Walk Tampa Bay | 4202 E Fowler Ave, CUT 100, Tampa, FL 33620



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by American Trails Staff
September 17, 2018

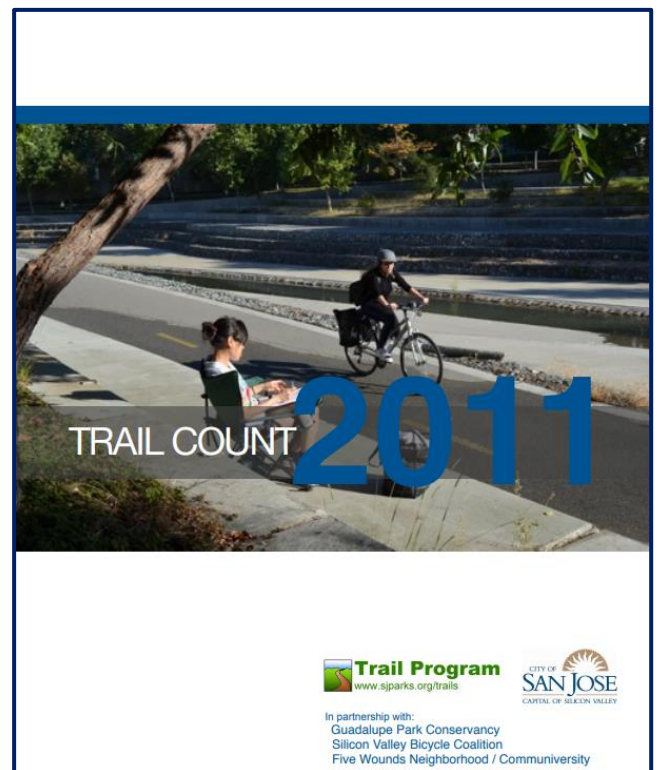
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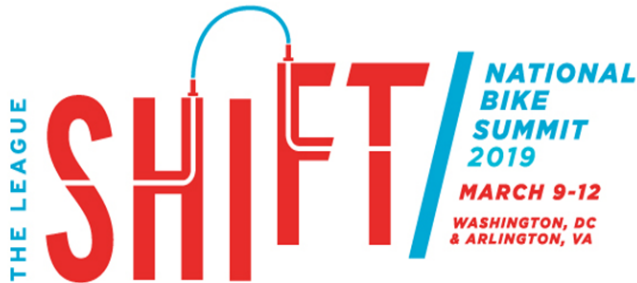
Bicycle Friendly America Biweekly Update

October 1, 2018

[2019 National Bike Summit Save the Date and Request for Proposals](#)

[The National Bike Summit](#) turns 20 this year, and our theme is *SHIFT*: *Accelerating the Movement to Build a Bicycle Friendly America for Everyone*. The Summit takes place March 9-12, 2019 in Arlington, VA and Washington DC. If you are a government or business-based bicycle advocate, university bike advocate, bicycle club leader, or an individual who loves to bike, we hope to see you there!

We are accepting public [Request For Proposals \(RFPs\)](#), from now until November 1 at 11:59 pm HAST.



[Our Fall Member Drive is on!](#)

Big thanks to the 150+ bike advocates and enthusiasts who have joined the League this week in our Fall Member Drive. Join us today and you could win a new Sportif 1.5 from our friends at Fuji!

The League is member-supported in the truest sense of the term. In fact, more than 80% of our operating revenue comes from members! Being member-supported means we're the independent voice for bicyclists in Washington. Together, members add value to our transformative programming and volume to our voice on Capitol Hill as we stand for bicycling in today's changing political climate. [Join us today.](#)



Leopold Bike Earners: Madison, WI, sponsored by Planet Bike

[I Bike. I Vote.](#)

Bikes bring people together, uniting us across political lines for a common bipartisan goal: Building a bicycle friendly America for everyone. Whether or not you bike to your polling place on election day, you are a citizen cyclist — and your values for safer streets makes a difference no matter who's on the ballot. This fall The League will be sending you one email a week until election day as a reminder to vote. [See more on this campaign here.](#)



JOIN ME. #BIKEIVOTE

[Become a League Cycling Instructor](#)

Are you an experienced and knowledgeable rider with a desire to make bicycling safe and accessible for others? Consider becoming a League Cycling Instructor! Join the ranks of more than 6,000 LCIs nationwide by [registering for a three-day course in your area.](#)

Upcoming certification seminars:

- » [October 26-28, Carrollton, TX.](#) Registration closes 10/6.
- » [October 26-28, Bakersfield, CA.](#) Registration closes 10/6.
- » [November 2-4, Fort Collins, CO.](#) Registration closes 10/13.
- » [November 2-4, Women Specific Seminar, Austin, TX.](#) Registration closes 10/13.
- » [November 9-11, Baton Rouge, LA.](#) Registration closes 10/20.

[Check here](#) and in this biweekly update for more classes coming to your region.



Bicycle Friendly Business Deadline 10/10/18

The final Bicycle Friendly Business deadline of 2018 is approaching on Wednesday, October 10th. Applications must be submitted by 11:59pm Pacific Time on the 10th to be included. The following deadline will be February 20, 2019. [Learn more about the Bicycle Friendly Business program](#) and [apply online here](#).

Upcoming Bicycle Friendly America Webinars

Campus Bike Parking Best Practices Webinar

Wednesday, October 3 at 3pm ET

With over 25 years of experience in bicycle security, [Ground Control Systems](#) will share their knowledge of campus bike parking best practices and benefits, including planning and funding the project. A special guest speaker from UC Davis will also share how they successfully became a Bicycle Friendly University.

[Register for the October 3 Webinar](#)

Bicycle Tourism Webinar

Thursday, October 11 and Tuesday, October 16, both at 4pm ET (identical webinars, repeating)

The League is partnering with bicycle tourism experts [CycleLifeHQ](#) to host a Bicycle Tourism webinar for Bicycle Friendly Communities, covering:

- The best practices of globally recognized bicycle tourism destinations;
- Improving local business' ability to service and capitalize on bicycle tourism;
- Getting more visitors to view and consider your bicycle travel and tourism offering; and
- Innovative funding models for developing local infrastructure.

We hope you can join us to find out how your community can attract more bicycle tourists and start generating more revenue for your local community and economy.

[Register for the October 11 Webinar](#)

[Register for the October 16 Webinar](#)

[See the full list of upcoming and archived League webinars here.](#)



The Latest on the League Blog...

At the League, we think that every state should commit to bicyclist safety by making it an emphasis area in their Strategic Highway Safety Plan (SHSP). To help states take better actions according to their existing emphasis or to guide them in taking action by adopting bicyclist safety as an emphasis area, we developed a short white paper to clearly explain the process of adopting a SHSP and develop actions to proactively address bicyclist safety. Read the [blog](#) and [white paper](#) for more information.

Additional blogs from The League:

- » [The Link Between Transportation and Public Health](#)
- » [2019 National Bike Summit](#)
- » [New Data on Bike Commuting](#)
- » [I Bike. I Vote.](#)

State and Regional Bike Summits

Don't see your state summit listed here?

Email communications@bikeleague.org with more information!

- » [Georgia Bike Summit](#), October 12–14 in Athens, GA.
- » [North Carolina Bike/Walk Summit](#), October 19–20 in Raleigh, NC.
- » [New Mexico Bike Summit](#), October 20 in Albuquerque, NM.
- » [Nebraska Bike/Walk Summit](#), November 1-2 in Omaha, NE.
- » [Oklahoma Bike Summit](#), November 3 in Edmond, OK.

The League is Hiring a New Communications Director

The League is looking for a new Communications Director. We need someone that loves sharing the stories and resources that inspire and support people to make bicycling better in their neighborhoods, communities, states, and beyond.

The Communications Director provides the overall strategy, oversight, and top-level assistance in implementing the organization's external communications. For more on this opportunity please view the [full Communications Director Position](#).

Coming Soon: *American Bicyclist Magazine*

Watch your mailboxes in November for the **members-only** fall issue of the League's *American Bicyclist* magazine! Celebrate the latest progress of the Bicycle Friendly America Program, check out ways that local advocates are using League materials to better bicycling conditions in their communities, and see highlights from new League reports and the 2018 membership survey. It's all inside the redesigned *American Bicyclist*!

Coming Soon: National Bike Challenge and Cycle September Update

The effort to get more people on bikes through the National Bike Challenge and Cycle September wrapped up yesterday. Look for an update on the success of this campaign in the next e-newsletter!



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Washington, DC 20006

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You can [update your preferences here](#).

You can also [unsubscribe from this list](#), though we will miss you!

Letters to the Editor

Published: September 12, 2018

Trail reroute talk angers | Sept. 10

Leave the trail alone

Though I live in Pinellas County, I continue to follow the Hillsborough County Commission's misguided decisions about recreational land use, since I am avid user of these wonderful resources. The Upper Tampa Bay Trail belongs to all of us in the Tampa Bay region; it is not just the sole property of Hillsborough County. State and local money funded the trail. Hillsborough's decision to consider development near the trail, made seemingly because of undue influence of the developer's money, assumes that Hillsborough County exists in isolation from the Tampa Bay region.

Ruining the Tampa Bay Trail by allowing development too close to the trail affects the entire metropolitan region and the state as the trail attracts riders from well beyond Hillsborough County. Too much development along our trails isn't good for Hillsborough County, and it isn't good for the region.

Lynn Bosco, *Clearwater*

WHERE WE RIDE

Analysis of bicycle
commuting in
American cities

REPORT ON 2017 AMERICAN COMMUNITY SURVEY DATA BY THE
LEAGUE OF AMERICAN BICYCLISTS



THE LEAGUE
OF AMERICAN BICYCLISTS

since 1880

LEAGUE OF AMERICAN BICYCLISTS 2017 AMERICAN COMMUNITY SURVEY DATA REPORT

OPEN STREETS

ST. PETE



FOOD

MUSIC AND FUN

IN THE STREET!

SUNDAY, OCTOBER 28 11AM-4PM

Experience car-free roads connecting to the Pinellas Trail and protected bike lanes!

Welcome Area at Albert Whitted Park!



Come bike, stroll, and roll!



facebook.com/openstreetsstpete
OpenStreetsStPete.com

ST. PETE REVS UP PEDESTRIAN, CYCLIST SAFETY CAMPAIGN

By: Dan Matics, FOX 13 News

POSTED: OCT 01 2018 05:48PM EDT

VIDEO POSTED: OCT 01 2018 05:44PM EDT

ST. PETERSBURG (FOX 13) - If you are driving, walking, or cycling in St. Petersburg, you're going to notice a heavier law enforcement presence on certain roadways. From now until the end of May, St. Pete police will be putting more officers on high-traffic roadways to crack down on pedestrian and bicycle violations.

Spokesperson Yolanda Fernandez says it's part of their High Visibility Enforcement program.

"It's crucial for people to realize that we are sharing the road," Fernandez said.



Last week, the *Wall Street Journal* listed Tampa Bay as the worst place to ride a bike. Specifically, the *WSJ* ranked the Bay Area as having more deadly bicycle-vs.-vehicle accidents than any other region, per-capita, in the United States.

Sgt. William Burris says year-to-date, St. Pete police have seen eight pedestrians hit and killed by vehicles and one bicyclist killed. Monday, officers hit 34th Street, which has seen two deadly accidents since February.

"St. Petersburg has become more pedestrian and bicycle concentrated," Burris said.



The police department is taking \$75,000, they received from the state to afford the overtime for officers to

monitor the roadways. They are targeting people who cross against the lights, drivers not yielding and pedestrians crossing mid-block.

"You may get a citation. I would say it's primarily warnings," Burris added.

St. Pete's high visibility enforcement program will run through the end of May.

RESEARCHERS FIND DEFINITE INCREASE IN SCOOTER-RELATED INJURIES

July 16, 2018

Motorized scooters are making quite the splash in pedestrian heavy cities from Santa Monica, California, to Washington, D.C. They're ubiquitous, inexpensive to rent, easy to unload and fun.

They're also dangerous. These small electric vehicles marketed by various companies are leaving behind a trail of injured riders and pedestrians, according to a Cedars-Sinai emergency physician.



"We're seeing all types of patients getting injured if they don't have experience with the scooters," said Sam Torbati, MD, co-chair and medical director of the Ruth and Harry Roman Emergency Department at Cedars-Sinai, adding that older patients are especially vulnerable.

While the Cedars-Sinai Emergency Department has not tallied the exact number of scooter-related injuries, Torbati said, he and his colleagues have noted a "definite increase" in patients seeking treatment for head, wrist, elbow and hip injuries related to scooter use.

"The riders typically aren't wearing any protective gear such as helmets, kneepads, elbow pads or wrist guards," Torbati added. They also are prone to wearing earbuds while navigating sidewalks and other narrow spaces, making them oblivious to surrounding traffic and fellow sidewalk users.

Riders aren't the only ones getting injured, Torbati said. Pedestrians also risk bodily harm as they dodge scooters whizzing by on sidewalks.

Despite the risks, the fad is only growing in popularity. As of February, more than 250,000 rides had been taken on one company's 1,000 scooters alone, according to a Forbes magazine report.

The rechargeable and dockless vehicles are rented for about \$1, plus 10 - 15 cents per minute, making them inexpensive and available anywhere riders drop them when they are done riding.

Still, "It's a motorized moving vehicle, not any safer than riding a moped," Torbati said. "If you fall, you're going to get hurt."

To avoid injury, Torbati recommends riders follow these simple guidelines:

- Wear protective gear such as helmets and wrist guards
- Refrain from onehanded rides
- Turn off the phone and other distracting devices
- Don't wear earbuds while driving
- Stow scooters properly to avoid tripping hazards

Source: <https://www.cedarssinai.org/>

Is Pinellas County really the most dangerous place in the nation to ride a bicycle?



Daniel Figueroa IV
Times staff writer

MORE ARTICLES ►

Published: September 27, 2018

Updated: September 28, 2018 at 08:20 AM



A man uses the bike lane on 1st Ave S over the summer. (EVE EDELHEIT | Times)

The headline was alarming.

"The Most Dangerous Place to Bicycle in America," the *Wall Street Journal* wrote **Monday**, declaring "Pinellas County, Fla., has the highest cyclist death rate in the Tampa Bay metro area — which has the highest rate of any metro region in the U.S."

But more recent data shows Pinellas County is not the most dangerous place for cyclists in the Tampa Bay area or Florida, let alone the country.

The *Tampa Bay Times* reviewed data from the National Highway Traffic Safety Administration, the same source used by the *Wall Street Journal*. Whereas the *Journal* used data from over a 10-year period to tag Pinellas with the dubious distinction, data from the past five years produces a different outcome.

According to the data reviewed by the *Times* from 2012-16 — the most recent available — Florida was the deadliest state for cyclists in 2016 with a fatality rate of 6.7 per 1 million people. That's more than twice the national rate of 2.6 per million.

But Pasco County had a higher rate of deaths than Pinellas among counties in the Tampa Bay region — an average of 0.77 per 100,000 people for the five-year period. Hillsborough followed with 0.75, Pinellas with 0.71 and Hernando with 0.46.

The traffic safety administration considers the Tampa Bay metro area to include seven counties, and factoring in all of them pushes Pinellas further down the list. Citrus County had a fatality rate of 0.43 per 100,000 people during the five-year period, while Manatee and Sarasota counties were virtually tied for the highest rate in the region at 1.0 each.

As cycling increases across the country, so, too, have fatalities. The traffic safety administration reported 840 cyclist deaths in the United States in 2016, the highest since 1991.

When the *Times* asked the administration to clarify the data, spokeswoman Kathryn Henry consulted with the agency's data team and they came away with this theory:

"I don't see how they (the *Journal*) are coming to that conclusion. ... Looking at each county in 2016, Pinellas is not close to having the highest pedalcyclist fatality rate. Pinellas did have a high rate in 2013, maybe they are using older data?"

Journal spokesman Steve Severinghaus said the newspaper "considered more than a decade's worth of data in our analysis, including the most recent national data available from the National Highway Traffic Safety Administration."

Severinghaus added, "We have confidence in the accuracy and quality of our reporting."

He did not answer a question about how the newspaper arrived at its rankings.

The Florida Department of Transportation pointed to 2011 as a turning point for bicycle safety initiatives, which may account for the difference between a 10-year analysis and a five-year analysis.

Regardless of rankings, the Tampa Bay area does have a serious bicycle safety issue — one that state and local officials have focused on in recent years.

"Bicycle safety is one of the Florida Department of Transportation's top priorities and as a result of our numerous initiatives, bicycle fatalities in Florida have decreased more than 22 percent over the past three years," agency spokeswoman Kris Carson said.

Carson said her agency began a "focused initiative to improve the safety of pedestrians and bicyclists on our roads" in November 2011. In the bay area and around the state, she pointed to safety education, a \$100 million lighting project to reduce night-time crashes, a review identifying high-crash areas and measures to make them safer, a statewide Complete Streets policy making routes safer for all users, and more.

Much of the challenge comes down to changing attitudes among motorists and changing the makeup of the county's roadways, said Whit Blanton, executive director of Forward Pinellas, the county's land use and transportation planning agency.

"If you want to change behavior, you have to change design," Blanton said. "It's not that we can pinpoint one location. It's spread like peanut butter across our county. You have to deal with it on a comprehensive scale."

In St. Petersburg, Dr. Martin Luther King Jr. Street N has been selected for a Complete Streets project, designed to safely accommodate biking, driving, walking and transit.

Tampa has finished a Complete Street project along Fletcher Avenue, and Plant City is making the transformation along Collins Street, a major artery.

Blanton said Forward Pinellas has several other projects in the planning and design stages to increase safety for bicyclists in Lealman, Largo and Dunedin. He also said Pinellas County is preparing a Vision Zero action plan **Vision Zero** as part of an international campaign originating in Sweden that aims to reduce traffic fatalities and serious injuries to zero.

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Blanton said he sometimes gets pushback on road improvements from people who think bicyclists got what they need with the Pinellas Trail. But the trail doesn't come close to getting people where they need to go if they use foot power as a primary means of transportation, especially among communities of senior citizens, minorities and the poor.

"They say 'Get on the trail,' but the trail doesn't go to a grocery store, the trail doesn't get to my bus stop," Blanton said.

Lacking routes designed with them in mind, bicyclists face danger.

"If we don't want to see those headlines," he said, "we've got to do something different than we've been doing for the last 35 to 40 years."



The Most Dangerous Place to Bicycle in America

Pinellas County, Fla., has the highest cyclist death rate in the Tampa Bay metro area—which has the highest rate of any metro region in the U.S.

A cyclist rides down Park Boulevard in Pinellas County, Fla., in August. EVE EDELHEIT FOR THE WALL STREET JOURNAL

by Scott Calvert and Max Rust, The Wall Street Journal
September 25, 2018

Trung Huynh used a marked crosswalk with flashing yellow lights when he rode his bike across busy, six-lane Park Boulevard in Pinellas Park, Fla., one morning in June.

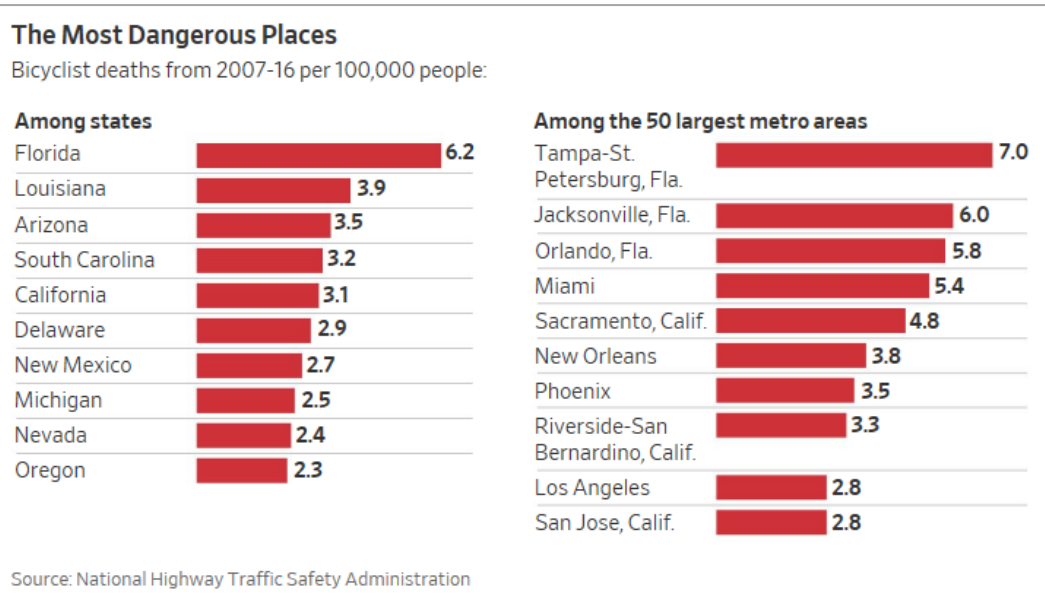
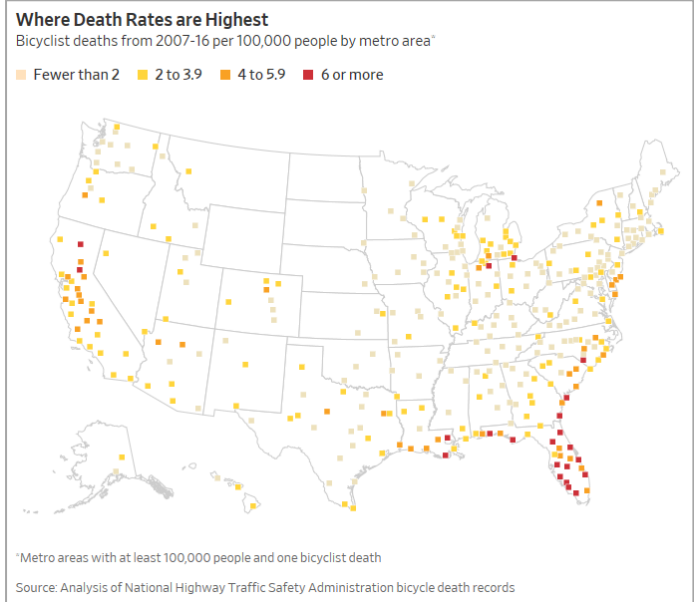
The 18-year-old didn't make it to the median.

A white Chevy Malibu going an estimated 45 mph slammed into him and his bike, police said. Mr. Huynh died at the scene.

The collision added to the already-high cyclist death toll in Pinellas County. Its per-capita cyclist death rate for the past decade ranks No. 1 among the four counties in the Tampa Bay metro area, which has the highest fatality rate of any major metro area in the U.S., according to federal data.

The Gulf Coast region stands out in a state that itself stands out: Florida has by far the highest per-capita bicyclist death rate in the country. The number of cyclists killed in motor-vehicle crashes nationwide hit 840 in 2016—the most recent data available—according to the National Highway Traffic Safety Administration. That was the most since 1991 and a 35% jump from 2010.

A range of likely reasons explains the rise in deaths, including more overall vehicular traffic and driver distractions, according to people who track transportation trends.



Texting by drivers remains a big problem, said Deborah Hersman, chief executive of the nonprofit National Safety Council. “Almost every state in the country has a texting ban, but we still find drivers are texting behind the wheel,” she said.

Alcohol is a factor. In 2015, 22% of fatally injured cyclists, and 12% of drivers in these crashes, had a blood-alcohol content level of at least 0.08, the legal limit for motorists in most states, according to the nonprofit Governors Highway Safety Association.

The growing toll has come as bike-share programs in many U.S. cities have taken off. More than 75 communities now have bike-share programs, with the biggest in New York, Chicago and Washington, D.C. At least one international study found a rise in such programs is associated with a decrease in bike accidents.

While cyclist death rates have risen in many states since 2010, the three with the most fatalities since then—Florida, California and Texas—account for about 40% of all cyclist deaths, according to NHTSA, despite having 27% of the nation's population.

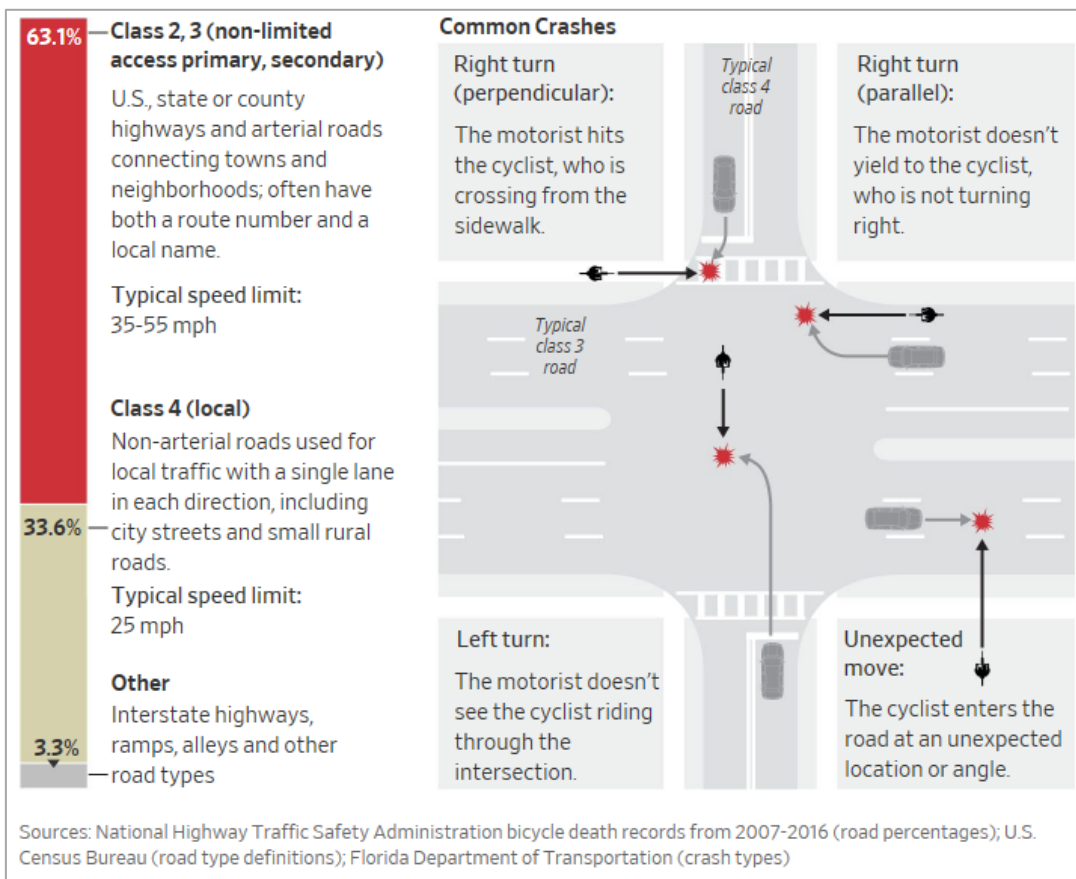
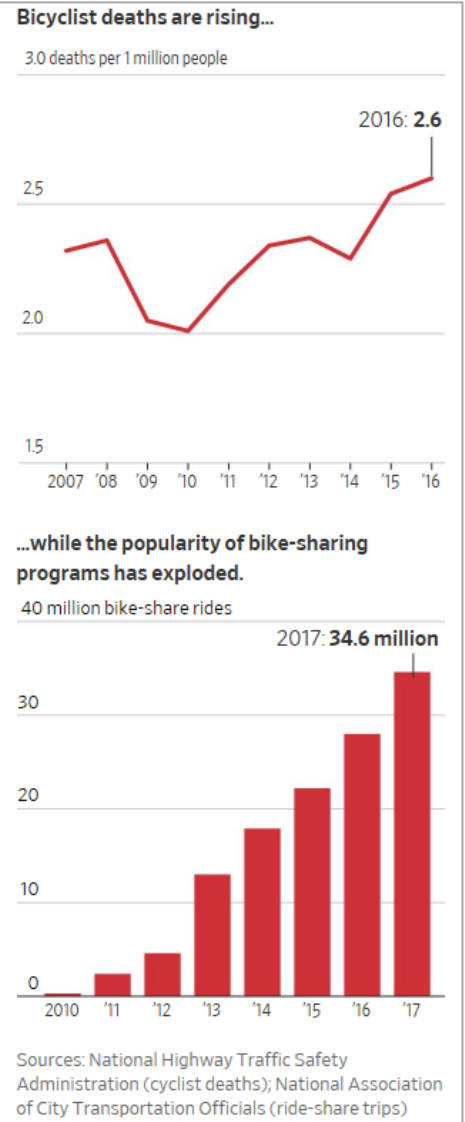
Florida's numbers are bad even when compared with other warm-weather states. Its recent 10-year cyclist fatality rate was 6.2 deaths per 100,000 residents; that is 59% higher than the rate in Louisiana, the state with the second-highest level.

Florida's population is older and more densely packed, and the state gets a steady influx of tourists unfamiliar with local roads, said transportation-safety consultant Pam Fischer, who wrote last year's GHSA report, which examined bike-safety issues nationwide. "You kind of mush it all together, and it helps us explain as best we can what's going on out there," she said.

Car-centric suburban development dating back decades is also a factor, say bicycle activists and transportation officials. Advocates for more bicycle-friendly roads say riders often must choose between riding on the sidewalk or bearing with cars whizzing by within inches of them.

Many suburbs are connected by six-lane arterial roadways that often have a speed limit of 45 mph or higher, said Ken McLeod, policy director at the League of American Bicyclists in Washington, D.C.

"If you want to go anywhere on a bicycle outside of your neighborhood, you have to go on that high-speed roadway because there's no alternative," Mr. McLeod said.



On the Road

Though local streets are the most common type of road in the U.S., bigger thruways with higher speed limits tend to be more deadly for cyclists. The percentage of fatal crashes by road class:

Still, some cycling advocates in Florida say cycling's popularity is growing in the state. "If anything, more people are talking about where they want to ride in Florida than where they don't want to ride in Florida," said Becky Afonso, executive director of the Florida Bicycle Association.

State transportation officials say they have made a concerted effort since 2014 to boost cycling safety. The Florida Department of Transportation changed its standard width for bike lanes from 4 to 7 feet and now recommends buffered or protected bike lanes. The agency launched a \$100 million push in 2016 to better light 2,500 locations where the number of nighttime crashes involving pedestrians and bicyclists was high.

The state agency also lowered speed limits in some places, officials said. Local police have stepped up education efforts on topics such as using lights at night and riding with the flow of traffic.

"We are making some progress," said Trena McPherson, who manages the department's bicycle and pedestrian safety program.

Cycling deaths in Florida fell to 116 in 2017, the fewest since 2010 and a significant drop from recent years, according to preliminary state data. But so far this year, bike fatalities involving motor-vehicles are trending higher: Through Sept. 23, the state said 95 cyclists had been killed in such accidents, putting it on track for about 130 for the year.

Six of those bicyclists died in Pinellas County, which includes the coastal cities of St. Petersburg and Clearwater.

"We are trying to really put in an all-points press in dealing with this issue," said Whit Blanton, executive director of Forward Pinellas, the county's land-use and transportation planning agency.

He blames a state growth-management law for the county's large number of big, wide roads. "The laws have changed, but the infrastructure that was built is going to take a long time to change," Mr. Blanton said.

Road Hazard

A 6-mile stretch of Park Boulevard in Pinellas County, Fla., is the scene of several deaths and dozens of injuries incurred by cyclists, making it one of the most dangerous roads for bikes in the U.S. Below is a sampling of the circumstances around some of the deaths and injuries in the past decade, according to law enforcement.

Since 2009, the county has added more than 60 miles of bike lanes, despite pushback from motorists. Colorado-based nonprofit People for Bikes this year gave St. Petersburg a 3.8 out of 5 score for its plans to improve the local biking infrastructure, one of the highest scores nationally.

The state transportation department recently conducted a study of Park Boulevard, one of the county's most perilous thoroughfares. Officials found a majority of the cyclists ride on sidewalks rather than on the road, which doesn't have bike lanes.

Many bike crashes occur when cyclists don't use a crosswalk, a department spokeswoman said. The department plans by next summer to install three mid-block crosswalks on Park Boulevard featuring a red light that pedestrians or cyclists can activate.

Pinellas County officials said they plan to install this type of signal at the intersection where Mr. Huynh was killed. Construction is scheduled to begin by early 2019.

Rob Angell, deputy chief of operations of the Pinellas Park Fire Department, said the upgrade can't come soon enough. The yellow-blinking-light crosswalk there now gives pedestrians and cyclists a false sense of security, he said. There is no guarantee drivers will stop, he said, and cars go "flying through there."

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
August 1 – August 31, 2018 (31 days)

Total Usage

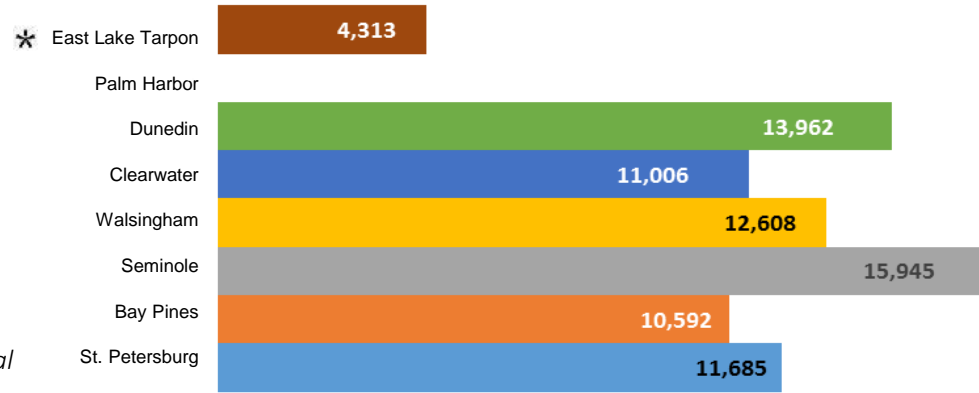
31-Day Count Total: 80,111
Daily Average Users: 2,584

Highest Daily Totals:

- #1 – Saturday, August 4th (Dunedin - 1,905)
- #2 – Sunday, August 26th (St. Petersburg - 796)
- #3 – Saturday, August 4th (Seminole - 736)

Note: Palm Harbor count temporarily unavailable due to repairs & technical issues. East Lake counts data adjusted. All RoadSys counters.

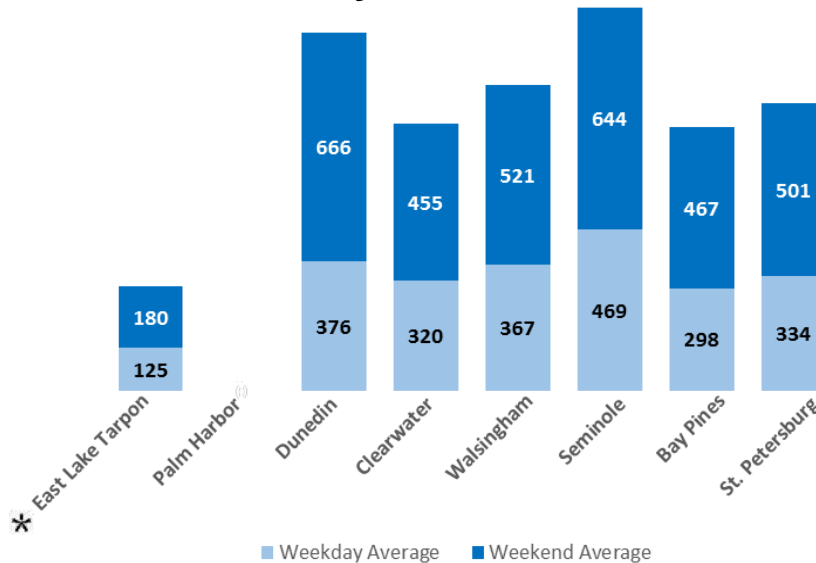
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Icon: Person)	Bicycling (Icon: Bicycle)
East Lake Tarpon:	3%	97%
Palm Harbor:	NA	NA
Dunedin:	16%	84%
Clearwater:	51%	49%
Walsingham:	22%	78%
Seminole:	40%	60%
Bay Pines:	6%	94%
St. Petersburg:	40%	60%

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

* Indicates Data Adjustment

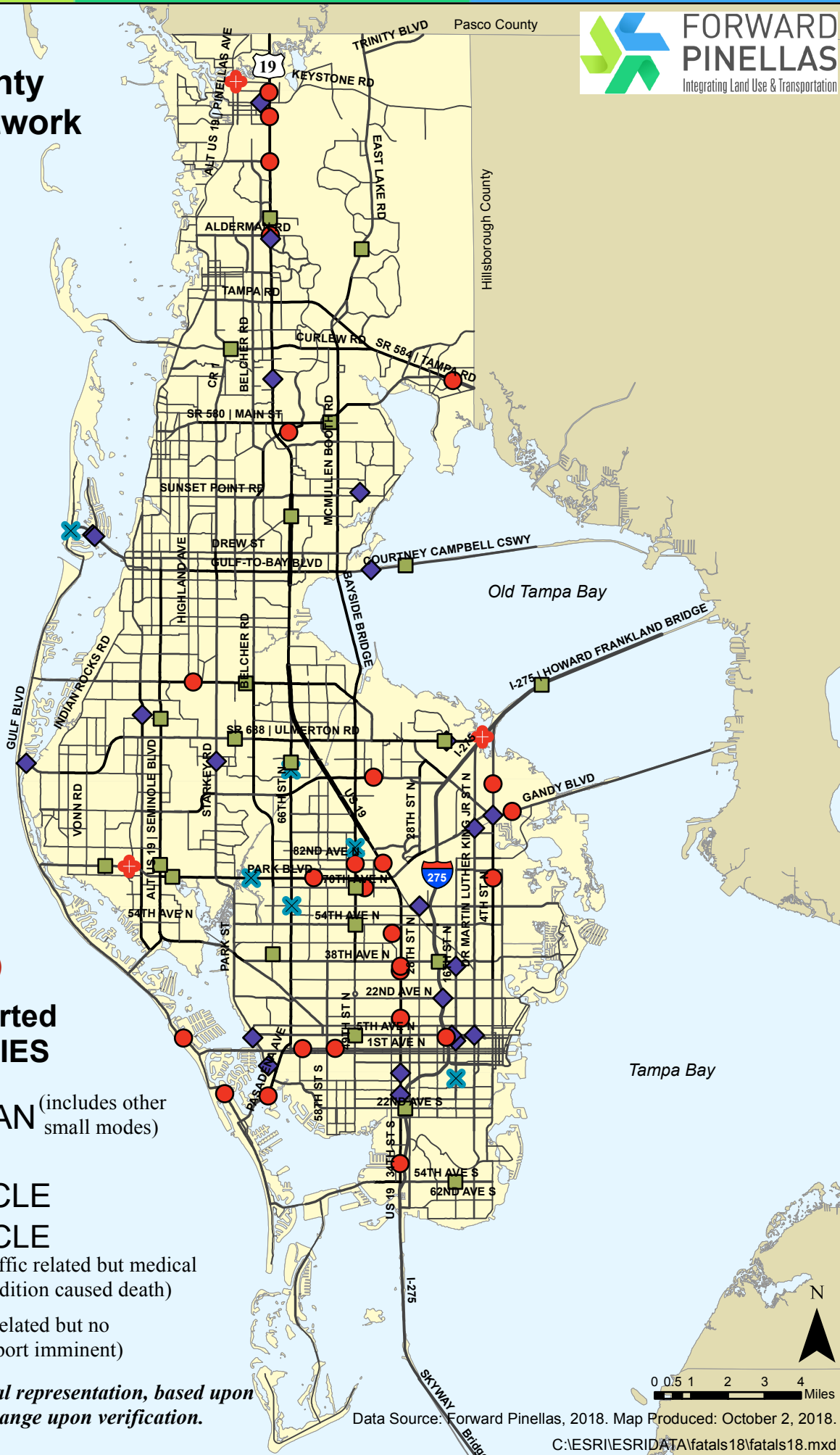
Pinellas County Major Road Network

YEAR 2018
(thru October 1st)

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.



PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru October 1, 2018

82 FATALITIES INCLUDING MEDICAL INCIDENTS *

79 FATALITIES EXCLUDING MEDICAL INCIDENTS

80 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS *

77 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMEDIATE CRASH REPORT

23 AUTO-VEHICLE FATALITIES

29.1% (medical crashes not included)

22 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

23 MOTORCYCLE FATALITIES

29.1% of all traffic fatalities

23 MOTORCYCLE CRASHES (fatal)

6 BICYCLE FATALITIES

7.6% of all traffic fatalities

6 BICYCLE CRASHES (fatal)

27 PEDESTRIAN FATALITIES

34.2% of all traffic fatalities (includes other small modes)

26 PEDESTRIAN CRASHES (fatal)

56 VULNERABLE USER FATALITIES

55 VULNERABLE USER CRASHES (fatal)

70.9% 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.

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	SR688 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	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	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	SR580	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	CURLER 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