

BPAC Members

In order to conduct our meetings correctly, there must be a physical quorum present at the in-person meetings, in order to vote in allowance for those members to participate via Zoom.

The in-person meeting will be held at 8:30 at **310 Court Street, 1st Floor Conference Room, Clearwater**. Please note that Maria Kelly (mkelly@forwardpinellas.org) will need confirmation from those of you who will be attending in person, so that a quorum can be confirmed. If you confirm and cannot make it, please reach out to her so that a back-up can be found. Without a quorum, we cannot vote in the Zoom attendees.

If you will be attending by Zoom, here is the Zoom meeting information:

Topic: Bicycle Pedestrian Advisory Committee Meeting 8:30 – 10:30 am
Time: January 24, 2022 Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/83969631423?pwd=ODJtRDdSbnM2WS9nSXgzVnNZZTVFdz09>

Meeting ID: 839 6963 1423

Passcode: 355218

Dial by your location

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+1 646 876 9923 US (New York)



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

JANUARY 24, 2022 – 8:30 a.m.

310 Court Street, 1st Floor Conference Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

FACE MASKS ARE ENCOURAGED, BUT ARE NOT REQUIRED

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 – November 15, 2021** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – January 12, 2022** (8:45 – 8:50)
5. **SAFETY PERFORMANCE MEASURES AND TARGETS** (8:50 – 9:05)
6. **MULTIMODAL ACCESSIBILITY INDEX KNOWLEDGE EXCHANGE SERIES** (9:05 – 9:15)
7. **EQUITY ASSESSMENT UPDATE** (9:15 – 9:25)
8. **PINELLAS TRAIL USER ANNUAL REPORT** (9:25 – 9:40)
9. **SPOTlight EMPHASIS AREAS UPDATE** (9:40 – 9:50)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
10. **BPAC BUSINESS** (9:50 – 10:05)
 - A. Tri-County BPAC Meeting - March 10th in Oldsmar
 - B. Bike Your City Group Ride - March 18th in Gulfport
 - C. Florida Bicycle Association (FBA)
 - D. Friends of the Pinellas Trail
11. **AGENCY REPORTS** (10:05 – 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 – FEBRUARY 28, 2022

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 three 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.

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SUMMARY

The meeting summary for the November 15, 2021 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – November 15, 2021

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
NOVEMBER 15, 2021**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on November 15, 2021 at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

BPAC Members Present

Brian Smith, Chairman	At Large Citizen Representative
Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Daniel Alejandro	Largo Citizen Representative
John Austin - Zoom	At Large Citizen Representative
Julie Bond - Zoom	CUTR
Joseph Camera	Pinellas County Schools
Kimberly Cooper	St. Petersburg Citizen Representative
Lucas Cruse - Zoom	St. Petersburg Bicycle Pedestrian Coordinator
Scott Daniels	Friends of the Pinellas Trail
Alayna Delgado - Zoom	City of Oldsmar
Lyle Fowler - Zoom	PC Parks & Conservation Resources (PCR)
Alan Johnson – Zoom	South Beaches Citizen Representative
Paul Kurtz - Zoom	At Large Citizen Representative
Gloria Lepik-Corrigan	Clearwater Representative
Steve Moriarty	At Large Citizen Representative
Ron Rasmussen	Pinellas Park Citizen Representative
Joan Rice	Pinellas County Public Works Traffic
Annette Sala – Phone	At Large Citizen Representative
Jim Wedlake - Zoom	Seminole Citizen Representative
Neil Wicks	Dunedin Representative

BPAC Members Absent

Megan Basnett	St. Petersburg Representative
Todd Bogner	At Large Citizen Representative
Lisa Charest	St. Petersburg Citizen Representative
Diane Friel	City of Largo
Deputy Eric Gibson	Pinellas County Sheriff's Office
Edward Hawkes	At Large Citizen Representative
Russ Hilton	Dunedin Representative
Charlie Johnson	St. Petersburg Citizen Representative
Jacob Labutka	PSTA
Lauren Matzke	City of Clearwater
Derek Reeves	City of Pinellas Park
Bert Valery	North Beaches Citizen Representative

Others Present

Ginger Regalado - Zoom	FDOT
Fernando Gutierrez	Clearwater Guest
Alex Burns – Zoom	Forward Pinellas Staff
Rob Feigel – Zoom	Forward Pinellas Staff
Angela Ryan	Forward Pinellas Staff
Chelsea Favero	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER

Chairman Brian Smith called the meeting to order at 8:30 a.m. and the attendees in the room introduced themselves. At this time, Chair Smith read a statement regarding allowing committee members present to make a motion to allow those members participating by Zoom (all names identified above) to participate and vote due to extenuating circumstances existing that make it impossible for some committee members to attend in person. A motion was made by Gloria Lepik-Corrigan that due to Covid-19; extenuating circumstances exist preventing members from joining in person. Therefore, they will be allowed to participate and vote by phone since a quorum is represented in person. This was seconded by Daniel Alejandro and passed with a unanimous vote.

2. PUBLIC COMMENTS

Daniel Alejandro inquired if Pinellas County is looking into the hazard on the Park Boulevard Bridge that contributed to a fatality in October. Ms. Joan Rice, Pinellas County Public Works concluded that Pinellas County is looking into the hazard and possible repairs to help prevent future fatalities. Kim Cooper expressed her dissatisfaction with the lack of bus stop locations in Pinellas County.

3. APPROVAL OF MINUTES

The summary from the September 20, 2021 meeting was approved with no corrections.

4. FORWARD PINELLAS ACTIONS

Ms. Angela Ryan, Forward Pinellas Active Transportation Planner, reviewed the highlights of the Forward Pinellas Board meeting for November 10, 2021. The Forward Pinellas Board heard two land use cases for St. Petersburg and Pinellas Park. The Board received a presentation for the Fall Update to the FY 21/22 Transportation Improvement Program from Alexis Boback, Forward Pinellas staff, as well as one for the Draft Tentative Work Program, given by Jensen Hackett of FDOT. Robert Feigel, Forward Pinellas staff, gave a presentation on the Annual Countywide Trends and Conditions Report. A summary was given on the Gulf Coast Safe Streets Summit (GCSSS), with more than 250 people in attendance. The GCSSS was very well received as it was safety focused. Over 80% of the summit discussions were focused on bicycle and pedestrian safety. Information regarding the summit discussion panels are available on the Forward Pinellas website.

5. THE PINELLAS TRAIL SPEED STUDY DRAFT

Mr. Alex Burns, Forward Pinellas staff, shared a presentation with the committee on the recent findings of a speed study conducted on the Pinellas Trail. The agency has received comments regarding the concern that bikes, e-bikes, and e-scooters are surpassing the 20 mile per hour (mph) trail speed limit and may be causing unsafe trail conditions. The speed study included data collected from seven fixed trail counters located on the Pinellas Trail during February, March and April of 2021. These months were selected for analysis due to the high volume of trail users to provide the highest concentration of data. Furthermore, the data showed that cyclists represented an average of 70% of use at the seven trail counters which provided a significant depth of data for analysis. The analysis spans across six speed bands ranging from 0-30 mph, and includes total trail usage per speed band by location, total users going 20 mph+ by location, and peak weekday and weekend usage hours. In general, the percentage of people going 20 mph+ was less than 1%, with a deviation at the East Lake trail counter where 3.6% of

trail users were travelling over 20 mph. Some key takeaways concluded that 11-15 mph was the most common speed on a given day, rates of 20+ speeds generally fall between 0-2% of trail users, Bay Pines is an area of concern and most complaints came from Dunedin which has one of the lowest rates of speeding. This could be possibly be a speed perception issue. Staff plans to conduct field work along the Trail to evaluate conditions in person in the coming weeks. Questions were taken and appropriately answered.

6. COMPLETE STREETS APPLICATIONS

Ms. Ryan shared a presentation with the committee regarding the applications received for the Complete Streets Grant Program, which is now in its sixth year. Forward Pinellas released a Call for Projects in the summer of 2021 with a submittal deadline in October 2021. This grant program provides annual allocations of up to \$100,000 for a concept planning projects and up to \$1 million for construction projects.

Forward Pinellas received three applications for concept planning funding and two applications for construction funding. The applications received are:

- City of St. Pete Beach request for \$70,000 for the Downtown Redevelopment District Complete Streets Network Project.
- Pinellas County Housing and Development request for \$50,000 for the Whitney Road Complete Streets Planning Project.
- City of St. Petersburg request for \$100,000 for the Southern Skyway Marina District Complete Streets Concept Project.
- Pinellas County Public Works request for \$966,000 for the 62nd Ave North Complete Streets Construction Project.
- City of St. Petersburg request for \$1,000,000 for the 5th Ave South Complete Streets Project.

A subcommittee will be established with Forward Pinellas staff and agency stakeholders to review the applications and develop recommendations for funding. Following review and ranking of the applications by the subcommittee, recommended awards will be brought to the board for approval in early 2022. Questions were taken and appropriately answered.

7. TRANSPORTATION ALTERNATIVES APPLICATIONS

Mr. Rob Feigel, Forward Pinellas staff, shared a presentation with the committee on the Transportation Alternatives (TA) Priorities. The call for projects was released in June 2021 with a submittal deadline in October 2021. Five TA applications were received, listed below in random order:

Project Sponsor	Project Location	Project Description	Total Est. Cost
St. Pete	6th St from Mirror Lake Drive to 4th Ave South	0.42 mile separated bike lane	\$1,980,940

St. Pete	28th ST S from 5th Ave S to 18th Ave S	1 mile separated bike lane	\$1,994,942
St Pete Beach	Sunset Way, from Corey Ave to 67th Ave; and on Beach Plaza, from 71st Ave to 67th Ave	0.64 mile ADA compliant sidewalks and bike lanes	\$689,823
Pinellas County	46 th Ave/Duval Park Blvd/Main St/50 th Ave	0.9 mile trail connecting to Joe's Creek in Lealman	\$500,000
Pinellas County	Russell Avenue/Russell Street from 58th Street North to the west and Alma Avenue to the east	1,980 foot multiuse trail	\$300,000

The TA applications received were reviewed and Forward Pinellas staff will develop recommendations for funding based upon the scoring and ranking criteria approved by the Forward Pinellas Board. Questions were taken and appropriately answered.

8. FLORIDA BICYCLE ASSOCIATION BIKE SAFETY QUIZ

Ms. Becky Afonso, Florida Bicycle Association (FBA), shared information with the committee on the new on-line bicycle safety quiz the FBA has created. FBA has developed a new and innovative bicycle safety quiz to encourage safer roadways. The bicycle safety quiz provides education for different roadway users to determine if they are adhering to the standards in Florida law. Currently, FBA has three quizzes: child cyclist, adult cyclist, and motorist. The bicycle safety quiz is interactive and allows the user to retake the quiz until all the answers are correctly identified. The link for all three bicycle safety quizzes can be found at www.flbikesafetyquiz.com. FBA will also be hosting a “Best Practices Workshop” in Clairmont in conjunction with the Horrible Hundred Event, Saturday November 20, 2021 from 2:00 – 5:00 pm, with registration available in advance. The Love to Ride Florida Challenge is halfway over, which allows you to record the number of miles ridden and win prizes based on the cyclist’s activities recorded. Another program FBA offers is the Ride Leader-Ride Marshall Certification program for group riding. This program shares techniques on how to manage a group ride for cycling tours or adventures. This program will be in-person at Lake Parker Park in Lakeland, Florida on Saturday, February 26, 2022 and Saturday April 2, 2022, 11:00 am – 4:00 pm. Questions were taken and appropriately answered.

9. SPOTLIGHT EMPHASIS AREAS UPDATE

Ms. Ryan shared information regarding the SPOTLight emphasis areas. Regarding a Vision for US Highway 19, Forward Pinellas has partnered with TBARTA for the US 19 Regional Transit Study. The project just recently kicked off and more updates will be brought to the committee as they occur. The Gateway Master Plan will be phased out as an emphasis area as the project moves into the implementation phase, while the agency introduces a new emphasis area focusing on employment opportunity. The Target Employment and Industrial Land Study (TEILS) will be headed up by Jared Austin of Forward Pinellas, looking at evaluating industrial lands in Pinellas County, access issues and partnerships to get these lands ready for possible redevelopment. Regarding Enhancing Beach Access, the TBARTA Gondola Study has been well

received and is progressing forward. The consultant has completed the SWAT analysis and moving into the next steps.

10. BPAC BUSINESS

A. Cancellation of the December Meeting

Unanimous vote to cancel the December meeting

B. Election of 2022 BPAC Officers

Brian Smith and Becky Afonso were nominated and agreed to retain their positions as Chair and Vice-Chair.

C. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso shared that The Messenger Winter Edition will announce the 25th Anniversary of FBA and promotional membership and memorabilia incentives.

D. Friends of the Pinellas Trail

Mr. Scott Daniels reminded members if they have any questions or concerns to share, please send an email to <https://friendsofthepinellastrail.org/>. And to please visit the Friends of the Pinellas Trail Facebook page and website to view the many pictures and stories from The Trail users. The Pinellas Trail Guidebooks are also available for purchase through the website.

E. Tri-County BPAC

The next Tri-County BPAC meeting will be hosted by Forward Pinellas and is schedule for March 2022.

11. AGENCY REPORTS

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

Ms. Joan Rice with Pinellas County Public Works (PCPW) Traffic provided updates to the current trail projects. There are currently two gaps in the trail; the North Gap between Enterprise and John Chesnut Park is under construction and signal junctions are not completed yet, therefore the segment is still unsafe to use. The project should be completed by the Summer/Fall of 2022. The South Gap between Haines Bayshore Road and 126th Street is still in the early phases. Additional public outreach will be conducted for this segment, with the goal of keeping the trail on the Duke Energy Corridor. This segment is ready for the design phase. With regards to the Keystone Road segment adjacent to the roadway, the design plans for the guard rails have been completed and the County is waiting for additional funding to begin putting the guard rail in. PCPW is in the sixth week of the Pinellas Trail Courtesy Campaign. If you are on the Trail you will notice the new signs every two miles reminding people to be kind and share The Trail.

• Clearwater Bicycle Pedestrian Program

Ms. Lauren Matzke was not in attendance.

• Largo Bicycle Pedestrian Program

Ms. Diane Friel was in attendance, but had no updates for Largo.

• St. Petersburg Bicycle Pedestrian Program

Mr. Lucas Cruse, St. Petersburg Transportation shared the following updates. There will be

no November city BPAC meeting, however the December meeting on December 15, 2021 will consist of a bike ride and social event in the Grant Central District to see the progress of the SunRunner station being constructed and the new bike lanes on Central Avenue west of 34th Street. The 1st Street and Bayshore Drive bike loop around the Dali Museum have the green markings to show the separate bikeway.

- **Pinellas County Schools (PCS)**

Mr. Joseph Camera, Pinellas County Schools, announced that school will be closed during the Thanksgiving Holiday, November 22nd to November 26th. PCS is still looking for school bus drivers.

- **FDOT District 7 Updates**

Ms. Ginger Regalado shared that with the merging of the FDOT offices, information on the projects was not readily available but she will look into an update and share with the committee as soon as it is complete.

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

The next meeting for PTSTF is January 11, 2022

11. OTHER BUSINESS

A. Membership

It was recognized there are openings for St. Petersburg, Clearwater and Pinellas Park/Mid-County, Largo, and At-Large with applications pending. There is also an opening for a technical representative and Pinellas County Planning.

B. Correspondence, Publications, Articles of Interest

There were no comments regarding this item.

C. Suggestions for Future Agenda Topics

- Law Enforcement comments on speeding and enforcement on the Trail
- Trail construction updates by member agencies

D. Other

Future meetings will be held in-person with Zoom participation for public viewing only. If members participate via Zoom, they will be unable to vote.

12. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:20 am. The next BPAC meeting is scheduled for Monday, January 24, 2022.

SUMMARY

The January 12, 2022 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 January 12, 2022 (this item will be emailed separately)

ACTION: None Required, Informational Item Only

SUMMARY

The Federal Highway Administration (FHWA) requires a performance-based, outcome-driven planning process for developing transportation projects and monitoring infrastructure performance. States and metropolitan planning organizations (MPOs) must adopt targets for defined performance measures, including safety targets, and demonstrate progress towards achieving those targets on an annual basis. The implementation of projects identified in the Transportation Improvement Program (TIP) is central to the effort necessary to meet defined targets.

In February 2021, the board adopted a series of targets for each of the safety-related performance measures, each slightly aspirational in nature, while maintaining the target set the year before to ensure continuity in tracking progress. MPOs are required to review these targets on an annual basis to evaluate progress towards meeting each one. Crash data statistics for 2020 have been provided by the state and Forward Pinellas staff has evaluated the data and has determined that there is a downward trend in the number of serious injury and bicycle/pedestrian crashes, but there was an increase in fatal crashes. Given that there is still progress to be made toward achieving the targets set last year, staff is recommending that the targets remain the same for the coming year. Staff will provide an overview of the Safety Performance Measures and the progress being made towards the achievement of each target.

ATTACHMENT(S): Safety Performance Measures and Targets

ACTION: Recommend board approval of Safety Performance Targets

Table 1: Comparison of 2016-2020 Average Performance Measures to 2020 Targets

Performance Measures	2016-2020 Numbers	2020 Targets	% diff between 2016-2020 actual and target
Average Annual Fatalities	117.8	97.40	+20.9%
Average Annual Serious Injuries	935.8	895.14	+4.54%
Average Annual Fatality Rates	1.406	1.18	+19.15%
Average Annual Serious Injury Rates	11.163	10.55	+5.81%
Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries	207.2	206.60	+0.29%

Table 2: Percent Change of 2016-2020 Performance Measures from Previous Years

Performance Measures	% change from 2015-2019 average	% change from 2010-2014 average
Average Annual Fatalities	+0.9%	+16.2%
Average Annual Serious Injuries	-8.1%	-23.2%
Average Annual Fatality Rates	+2.1%	+10.5%
Average Annual Serious Injury Rates	-7.3%	-26.8%
Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries	-3.8%	+3.5%

**6. Multimodal Accessibility Index Knowledge Exchange
Series Update**

SUMMARY

In its role as the Pinellas Planning Council (PPC), Forward Pinellas evaluates proposed amendments to the Countywide Plan Map on a monthly basis. One of the key criteria for the approval of these proposed map amendments is that they meet the transportation standard outlined by the Countywide Rules. This standard focuses on the potential impacts of proposed future land use map category changes on the existing level of service (LOS) of adjacent roadways. In addition, most local governments consider the existing roadway LOS when planning for new transportation investments. Due to the limitations of using a roadway performance measure that is focused on automobile travel, Forward Pinellas has worked over the past several months to develop a new methodology referred to as the Forward Pinellas Multimodal Accessibility or “MAX” Index. This approach considers various multimodal performance criteria beyond vehicular travel conditions and is more appropriate for an urban, redeveloping county. This new index is intended to replace the traditional roadway LOS standard as the primary means of evaluating transportation impacts of proposed Countywide Plan Map amendments.

In early 2021, Forward Pinellas formed a subcommittee of land use and transportation planners to help develop and review the methodology incorporated in the MAX Index. After the methodology was developed in consultation with the subcommittee, and with consultant support from Renaissance Planning Group, Forward Pinellas provided an overview of the index to several local government planning directors and staff. These conversations provided valuable thoughts, insights, and feedback and will be used to modify the index to better meet local needs as well as develop comprehensive balancing criteria for map amendments that do not meet the scoring threshold.

Forward Pinellas staff will provide an overview of the MAX Index and answer questions from subcommittee members.

ATTACHMENT(S): None

ACTION: None required; informational item only

SUMMARY

For the past year, Forward Pinellas has been conducting an equity assessment of agency operations and planning activities. The goal is to ensure the Forward Pinellas mission to “provide leadership to align resources and plans that help to achieve a compelling vision for Pinellas County, our individual communities and our region” is both inclusionary and equitable.

As part of this assessment, Forward Pinellas has conducted research, stakeholder engagement, and analysis for the development of a forward-looking strategic plan to enhance equity within Forward Pinellas staff, governance, and committee structure, as well as Forward Pinellas work products. Additionally, the equity assessment has researched the systems, policies, and practices that have resulted in inequity, particularly among ethnic minorities, in Pinellas County.

In conjunction with this research, Forward Pinellas has developed a series of draft actions to ensure that agency planning efforts are inclusive and result in equitable outcomes for the entire community. A Forward Pinellas staff member will provide an update on the findings of this assessment as well as an overview of the draft action items to solicit committee feedback.

ATTACHMENT(S): None

ACTION: None required; informational item only

Summary:

In 1990, the first section of the Pinellas Trail opened to connect the cities of Largo and Seminole. Due to the work of dedicated citizens, elected officials and local governments, the Pinellas Trail now extends 47-miles from Tarpon Springs to St. Petersburg. The Pinellas Trail passes through eight cities and several unincorporated communities where it provides economic, recreational and transportation benefits within Pinellas County.

Through funding made available from the Centers of Disease Control in 2016, electromagnetic and infrared sensors have been installed along the Trail to accurately and consistently count users, differentiate between pedestrians and bicyclists, and log the day, time and direction of travel. These automated trail counters have been installed in eight different sections of the Pinellas Trail.

The value of the trail counters has been immeasurable as they have provided a more efficient system of data collection and of reporting. The data helps to inform taxpayers, elected officials, and other stakeholders of the widespread use of the trail. The trail count data also informs Forward Pinellas' efforts to make bicycling and walking safe and healthy transportation options in Pinellas County. Additionally, trail user counts assist in obtaining transportation grants and community support for regional trails.

Counter data is collected monthly at all eight Pinellas Trail Count Stations. Monthly Summary Reports include total user counts, the daily averages, highest daily totals, totals per count station, average weekday and weekend use, and total distribution by mode (pedestrians/bicyclists). The Automatic Trail Counters Pinellas Trail 2021 Summary will be presented to the Committee.

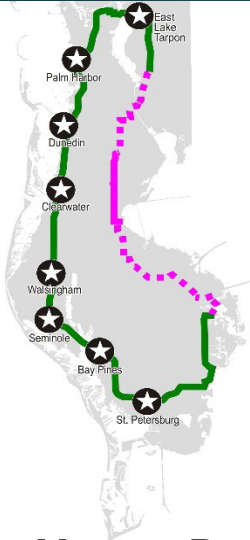
ATTACHMENTS: 2021 Report Summary (to be distributed at the meeting)

ACTION: None Required; informational item only

Pinellas Trail User Count Data Summary

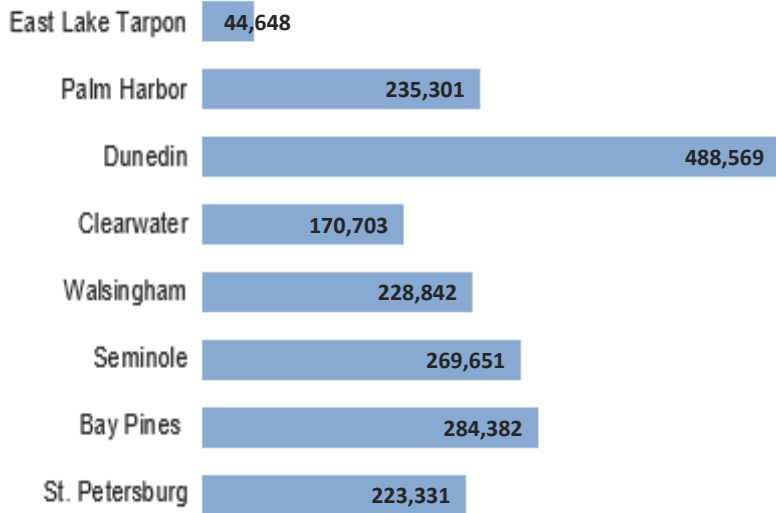
Automated Trail Counter Data Collection

Period: January – December 2021 Data*

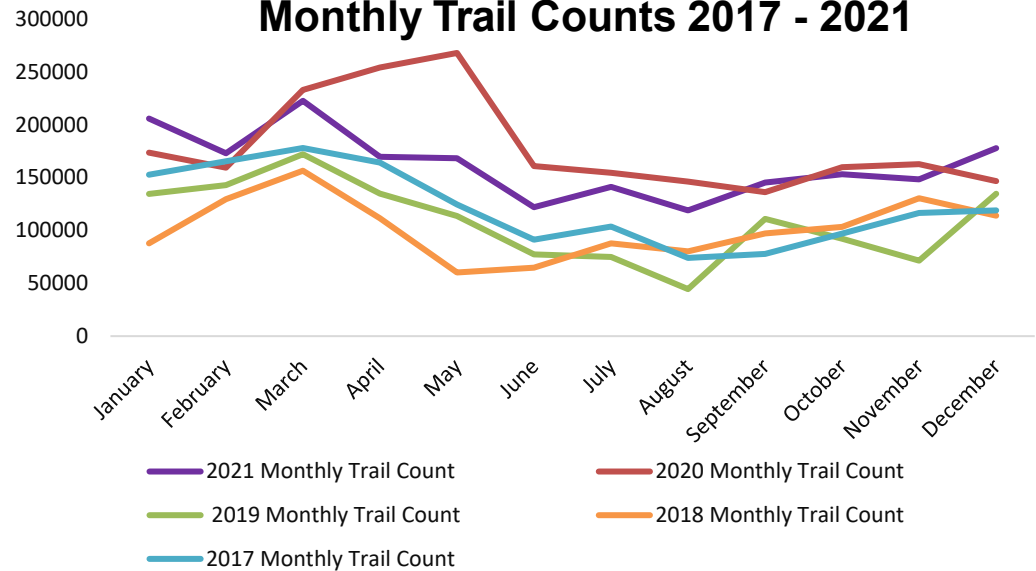


**2021 Total Count:
1,945,427***

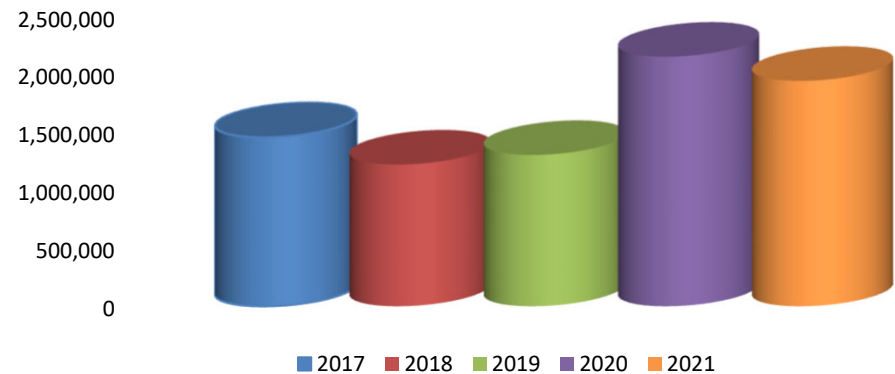
Year to Date Per Counter Location



Monthly Trail Counts 2017 - 2021



Pinellas Trail Use 2017 - 2021



*Technical problems with Palm Harbor and East Lake Tarpon counters resulted in several missing months of data.

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 / TIELS
- Enhancing Beach Access

ATTACHMENT(S): None

ACTION: None Required; Informational Item Only

A. Tri-County BPAC Meeting

The Tri-County BPAC Meeting will be held on March 10, 2022 in Oldsmar. Location is forthcoming

B. Bike Your City Group Ride

Bike Your City will be held in Gulfport on March 18, 2022, with an approximate 10 mile group ride. Details to follow shortly

C. Florida Bicycle Association (FBA)

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

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

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

11. Agency Reports

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

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

The January 11, 2022 PTSTF Agenda is attached for your information.

ATTACHMENT(S): PTSTF January 11, 2022 Agenda

ACTION: None Required, informational Item Only



PINELLAS TRAIL SECURITY TASK FORCE (PTSTF) MEETING AGENDA

January 11, 2022 - 9:00 a.m.

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

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

FACE MASKS WILL BE ENCOURAGED BUT NOT REQUIRED

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – October 12, 2021**
3. **PINELLAS TRAIL SPEED STUDY**
 - Pinellas County Trail Rules on Speeding
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. **OTHER BUSINESS**
 - Future Meeting Topics:
 - Trail Planning
 - Trail Operations
 - Trail Enhancements
 - Electric Bikes and Electric Scooters

9. ADJOURNMENT

- **Notice to Law Enforcement Representatives – If you are unable to attend the meeting, please e-mail your Incident/Offense Report to Angela Ryan at aryan@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 – APRIL 12, 2022

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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.

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Pinellas Trail Security Task Force – January 11, 2022

2. Approval of Minutes – October 12, 2021



SUMMARY

The summary minutes of the October 12, 2021 Pinellas Trail Security Task Force meeting are attached.

ATTACHMENTS: Pinellas Trail Security Task Force Summary Minutes – October 12, 2021

ACTION: Approval of the October Meeting Summary

**PINELLAS TRAIL SECURITY TASK FORCE
MEETING SUMMARY
OCTOBER 12, 2021**

The following is a summary of the October 12, 2021 Forward Pinellas - Pinellas Trail Security Task Force meeting, which was held virtually, via Zoom platform. The Security Task Force meets at least quarterly during the year.

IN ATTENDANCE

Officer Ron Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coord.
Officer Michael Hughbanks	St. Petersburg Police Department
Deputy Terrance Fallahee	Pinellas County Sheriff's Office
Lynn Abbott	Pinellas County Public Safety Services
Chief Ranger Carol Gray	Pinellas County Parks and Conservation Resources
Vanessa Boback	Pinellas County Animal Control
Lucas Cruse	City of St. Petersburg Bicycle Pedestrian Coordinator
Joan Rice	Pinellas County Public Works Traffic Division
Jim Wedlake	Pinellas Trail Auxiliary Ranger
Scott Daniels	Friends of the Pinellas Trail
David Feller	Friends of the Pinellas Trail
Stuart Schwartzreich	Pinellas Trail Auxiliary Ranger
Clive Bailey	Guest - Silver Rider
Alexis Boback	Forward Pinellas Staff
Angela Ryan	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.

2. APPROVAL OF MEETING SUMMARY – July 13, 2021

The summary from the July 13, 2021 meeting was approved with one correction, Item 6a, Sherriff's Deputy Fallahee gave the report.

3. PRESENTATION: PTSTF STRATEGIC PLANNING DISCUSION

Ms. Angela Ryan, Forward Pinellas staff, shared a presentation on the results of the committee survey sent out to the law enforcement affiliates of the Pinellas County municipalities and other members associated with the Pinellas Trail Security Task Force. The purpose of the survey was to generate feedback on agenda topics, meeting duration and frequency, and overall committee purpose. In pursuit of designing meetings which are meaningful and informational for committee members, the survey results were utilized to generate an open forum discussion. In regard to the survey question, "what meaningful topics would members like included in the agenda" over 60% of members shared they would like the meetings to predominantly mimic the existing meeting content. Furthermore, the majority of members supported the member report initiatives surrounding the Pinellas Trail, Pinellas Trail community activities and trail count data, as well as the park ranger, law enforcement and agency reports. Committee members suggested retaining the existing content on the Pinellas Trail construction and maintenance activities and including

new information on Pinellas Trail rules as established by Pinellas County. Planning virtual meetings and adding additional meeting reminders were prominent ideas to encourage meeting participation, as well as quarterly meetings being the preferred frequency. With respect to virtual meetings, comments were made about in-person meetings being more effective, however, the suggestion to hold alternate in-person and virtual meetings was the preferred strategy. Questions were taken and appropriately answered.

4. QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER

Chief Ranger Carol Gray, Parks and Conservation Resources (PCR) provided the following reports. First, on July 31st, a Park Ranger contacted Clearwater PD regarding five men loitering and laying on the Pinellas Trail in the area of A Street. Second, on August 5th, at the US19 and Pinellas Trail underpass in Tarpon Springs, a subject was camping or sleeping on the trail. The subject left after a verbal warning. Third, on August 30th, two subjects were sleeping and loitering and became aggressive after a verbal warning. Tarpon Springs PD responded and issued a trespass warning. Fourth, on September 7th in Dunedin, adjacent to 1292 Bay Shore Boulevard, there were signs of illegal camping. In response, trash was removed, and vegetation was trimmed. Fifth, on September 8th, in the Azalea area just south of 58th Street near Pinellas Trail marker 102, there were signs of illegal camping; as a result, trash and debris was removed. Sixth, on September 15th in the Belleair-Largo area, north of Ponce de Leon, remnants of illegal camping were removed from the area in close proximity to Pinellas Trail marker 404. Seventh, on September 25th in the Largo area, north of Rosery Road, there was a bike crash involving a cargo style rental bike in which EMS responded. Eighth, on October 1st in Clearwater at Grant Street, there was illegal dumping, and the City of Clearwater was notified via their online program, "SeeClickFix" hotline and the trash was removed.

5. LAW ENFORCEMENT AND AGENCY REPORTS

A. Sheriff's Office

Deputy Terrance Fallahee reported that for Q3, the Sheriff's Office responded to 86 events. A majority of the reports were due to an abandoned/illegally parked vehicle. In addition, there were three pedestrian versus vehicle crashes at Skinner Boulevard and the Pinellas Trail at the location of the passive detection Rectangular Rapid Flashing Beacon. Joan Rice with Pinellas County Public Works noted that PCPW is conducting a video monitoring of this trail crossing, noting that bicyclists and vehicles have been observed travelling through the intersection with little caution.

B. Belleair

Belleair PD submitted a report that was shared with the members by Ms. Ryan. It was reported that a subject ran from their police jurisdiction using the Pinellas Trail where the individual was ultimately apprehended. Also, it was reported that two suspicious individuals were identified on the Pinellas Trail after dark when the Trail is closed. Lastly, there was one vandalism event in which the Belleair PD aided with the investigation.

C. Clearwater

No one attended from Clearwater.

D. Gulfport

No one attended from Gulfport.

E. Largo

Officer V. Tran of the Largo PD submitted a report that was shared with the members by Ms. Ryan. In Q3, there was a total of thirteen PD calls. On July 21st a robbery occurred, and a victim was pushed off an e-bike by several juveniles. The juveniles took the e-bike, while the victim sustained minor injuries from the fall. Four juveniles were apprehended shortly thereafter, and the e-bike was returned to the victim. This incident occurred in the area of West Bay Drive and the Pinellas Trail.

F. St. Petersburg

Officer Hughbanks shared that this was his first meeting and an opportunity to see what information is needed and shared for the PTSTF meetings. He reported that most of the Pinellas Trail PD calls were traffic related; however, there was one commercial burglary creating some activity of directive patrols on the Trail. He is looking forward to attending the next meeting and providing additional Trail related data.

G. Tarpon Springs

Officer Anthony Boone was not in attendance.

H. Animal Services

Sergeant Vanessa Boback was in attendance for Animal Services, and reported that on September 1st there was a reported dog bite between 49th Street S and 58th Street S. The area was patrolled for ten days and Animal Control was unable to locate the dog.

I. Public Safety Services

Ms. Lynn Abbott, Pinellas County EMS & Fire Administration, indicated in Q3 there were 50 total calls with 44 unique events related to the calls. In breaking down the calls, there were three falls, four motor vehicle crashes, six bike and motor vehicle incidences and 16 bike incidences. Furthermore, due to no fault of the Pinellas Trail infrastructure or operation, there were three assaults, two overdoses, one mental health call, and nine sick calls. Lastly, there were six cancellations due to bad addresses or no patient found, and 15 refusals for assistance.

J. Pinellas County Risk Management

James Abaka was not in attendance but sent in a report that Risk Management will be completing their 2nd Trail Safety inspection on November 2nd & 3rd.

K. Volunteer Patrol Programs and Updates

Chair Wolfson stated that a minimal number of volunteers are back, but they are trying to get things back to baseline. Currently, park ranger volunteers are working in the phased return when said volunteer can conduct their work remotely and report to reporting sites. In community conversation, the volunteer director hopes to see the volunteers come back full-time. All volunteer rangers are required to conduct a training orientation upon returning. Auxiliary Ranger Stu Schwartzreich made note that on the physical Trail, there has been less graffiti.

6. AUTOMATIC TRAIL COUNTERS

Ms. Angela Ryan, Forward Pinellas staff, reviewed the counter reports for June, July and August 2021. The trends for these three months are similar for the trends being seen for the rest of the year in that high use continues, with the highest use along the Dunedin section of the Pinellas Trail. Questions were taken and appropriately answered.

8. REPORT ON TRAIL CONSTRUCTION ACTIVITY

Ms. Rice shared that since the last meeting there are no new updates to the construction activity on the Pinellas Trail and opened the floor to questions. In regard to an inquiry on the North Gap, Ms. Rice stated that construction continues with another year to finish. In regard to a question on the pedestrian overpass located near Tampa Road, the proposed work will require a new bid and contractor which will be out on bid shortly. Ms. Rice explained that in a response to public feedback reporting some poor human behavior on trails in Pinellas County, the Pinellas County Public Works department has implemented a "Trail Courtesy Campaign" underway through the fall and early winter. Specifically, there are eight weeks of social media and website notifications, as well as signs along the Pinellas Trail reminding people to be more courteous. Each week there are different signs with different reminders.

9. REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES

Scott Daniels, Friends of the Pinellas Trail, provided a brief update. First, Mr. Daniels informed the committee there has been great feedback regarding the new Facebook page and organization website from people who use the Pinellas Trail. Second, on September 28th, the Friends of the Pinellas Trail hosted a successful, well-attended community meeting using the Zoom platform with several speakers and guests to discuss happenings with The Pinellas Trail.

10. OTHER BUSINESS

Jim Wedlake, Auxiliary Ranger spoke, requested support from the Sheriff's Office, stating that with more a variety of vehicles and devices on the trails, negative attitudes from wide ranging trail users has created a problem. He indicated that collectively, the rangers feel that a greater visible presence by the Sheriff's Office could go a long way in helping to alter these attitudes; and he formally requested that the Sheriff's Office have more visible patrols. Mr. Wedlake also requested a response or feedback from the Sheriff's Office on the availability of additional patrols. Deputy Fallahee commented that there are patrols on the Trail with a visible presence in vehicles and on bike. There are two patrols in the north county and five patrols in the south county.

Lucas Cruse with the City of St. Petersburg shared the following updates. First, trail counters located near Tropicana Field are collecting data and additional counters are going online in the Tyrone area in St. Petersburg. Second, he stated that a new St. Petersburg bike map is available in paper form and on the website. Third, the current construction project at 31st Street and I-275, has resulted in the City working with FDOT to add a new signal, bike lanes and RRFB's. He stated that the public should look for changes to the area around the Dali Museum with green markings and trail reconfigurations. Fourth, the SunRunner Project is progressing with additional bus stop stations being constructed. Fifth, bike lanes have been added to Central Avenue. Sixth, the "Halloween on Central" event is on October 31st from 12:00 – 5:00 pm. Lastly, he has informed the committee park rangers that Coast to Coast Trail use has increased.

A question arose about businesses adjacent to the Trail and permitting these businesses Trail access points. Joan Rice responded that PCPW is working on what would be needed to allow these access points.

Ms. Ryan also commented that the eight trail counters Forward Pinellas has on the Trail have been able to be used to collect speed data and with this data a speed analysis has been conducted using a multitude of factors. Ms. Ryan will present the research on the speed study at the next PTSTF meeting.

11. ADJOURNMENT

Chairman Wolfson adjourned the meeting at 10:12 a.m. The next PTSTF meeting is scheduled for January 11, 2022.

Summary

Responding to comments received from citizens, Forward Pinellas staff recently conducted a speed study on the Pinellas Trail. Specifically, the agency has received comments regarding the concern that bikes, e-bikes, and e-scooters are surpassing the 20 mile per hour (mph) trailspeed limit and may be causing unsafe trail conditions.

The speed study included data collected from seven fixed trail counters located on the Pinellas Trail during February, March and April of 2021. These months were selected for analysis due to the high volume of trail users to provide the highest concentration of data. Furthermore, the data showed that cyclists represented an average of 70% of use at the seven trail counters which provided a significant depth of data for analysis. The analysis spans across six speed bands ranging from 0-30 mph, and includes total trail usage per speed band by location, total users going 20 mph+ by location, and peak weekday and weekend usage hours. In general, the percentage of people going 20 mph+ was less than 1%, with a deviation at the East Lake trail counter where 3.6% of trail users were travelling over 20 mph.

Forward Pinellas staff will provide a presentation on this study and identify next steps. Following this presentation, staff will facilitate a conversation with the committee on the Pinellas County rules regarding speeds on the Trail.

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

SUMMARY

This item will include the monthly data summary reports for the automatic trail counters along the Pinellas Trail. Note that average hourly data has been included with the reports.

ATTACHMENT: Pinellas Trail User Count Data Summary Reports:

- September 2021
- October 2021
- November 2021

ACTION: No Action Required, informational item only

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
September 1st – 30th (30 days)

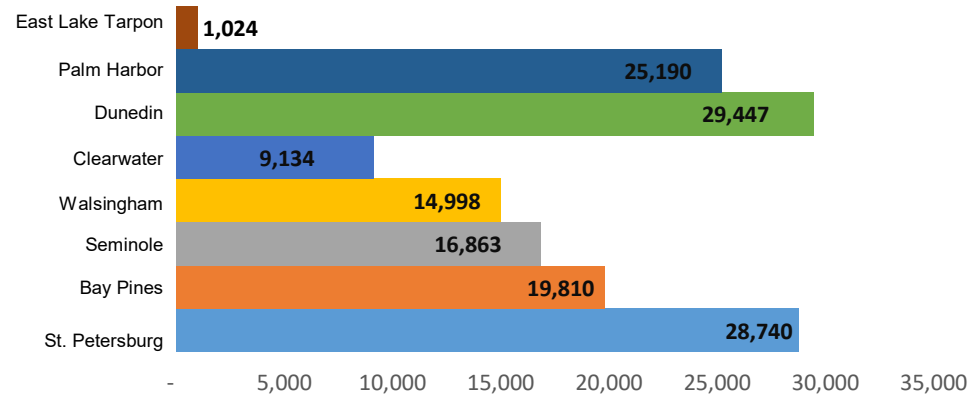
September 2021

30-Day Count Total: **145,206**
Daily Average Users: **4,840**

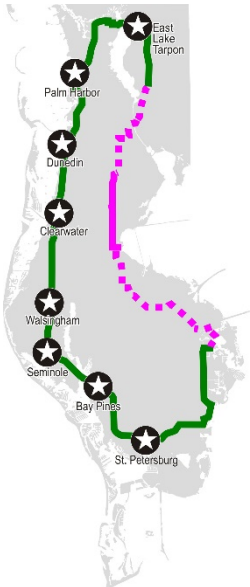
Highest Daily Totals:

- #1 – Saturday, September 25th (St. Petersburg – 1,941)
- #2 – Saturday, September 4th (Dunedin – 1,905)
- #3 – Sunday, September 5th (Palm Harbor – 1,414)

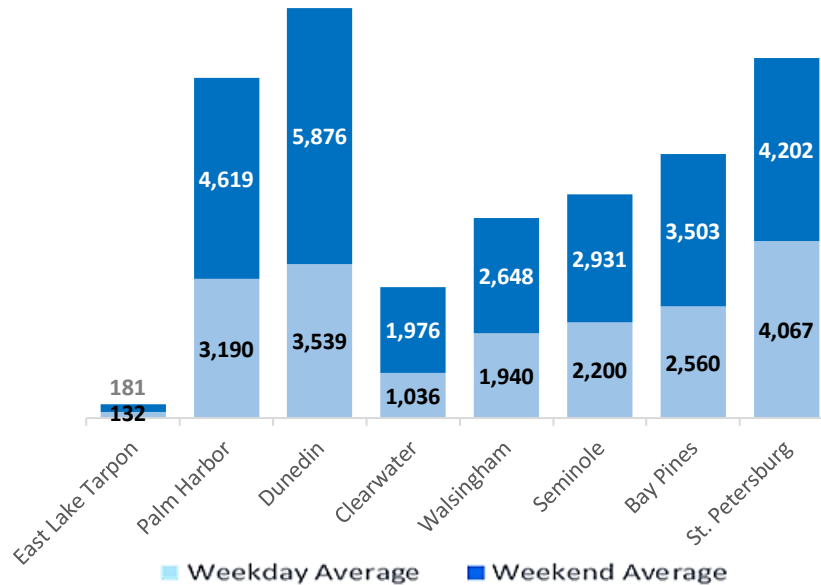
September Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile

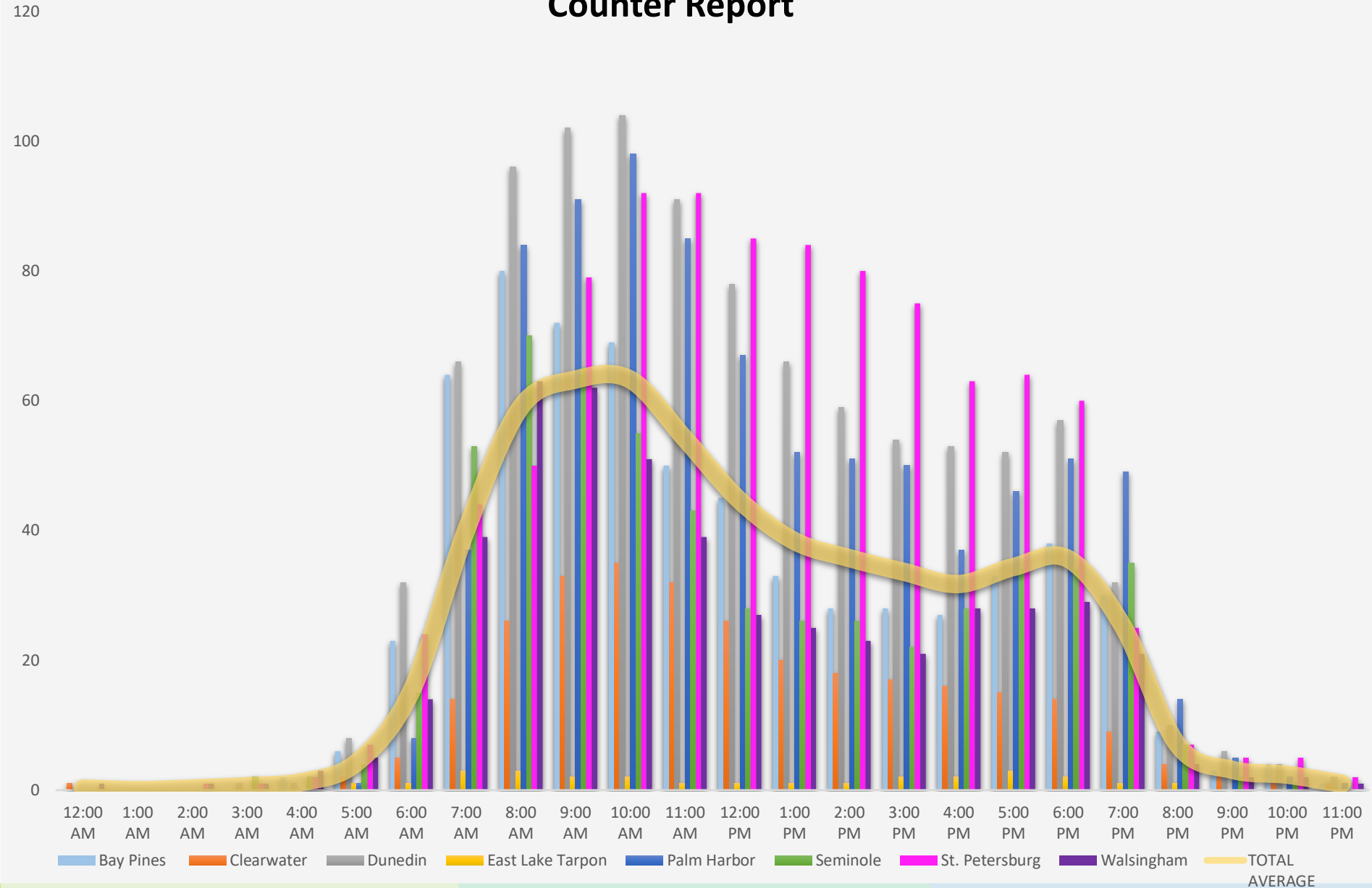


Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
East Lake Tarpon:	1%	99%
Palm Harbor:	20%	80%
Dunedin:	16%	84%
Clearwater:	1%	99%
Walsingham:	7%	93%
Seminole:	18%	82%
Bay Pines:	16%	84%
St. Petersburg:	53%	47%

Source: Forward Pinellas *September 2021*
National Weather Service: [September 2021](#)

September 2021 Average Hourly Counter Report



Pinellas Trail User Count Data Summary

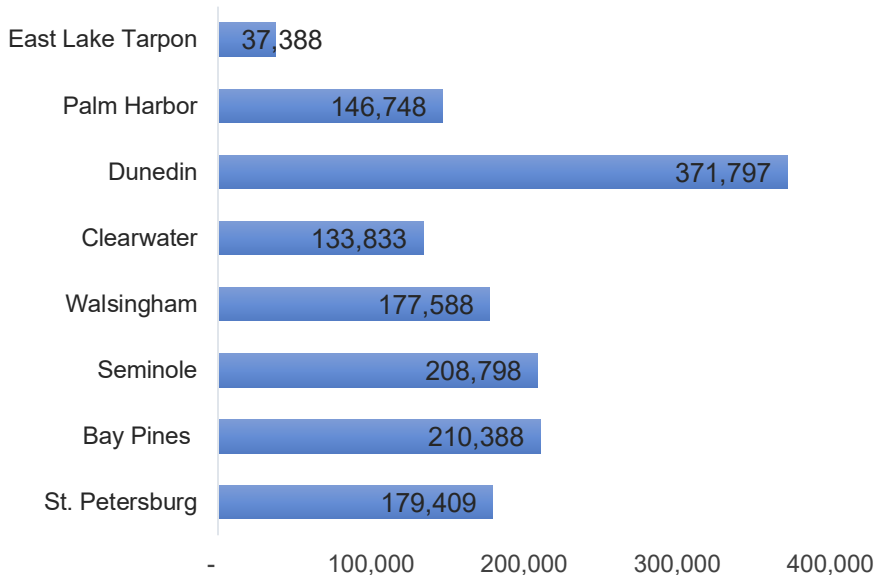
Automated Trail Counter Data Collection

Period: January – September, 2021 Data*

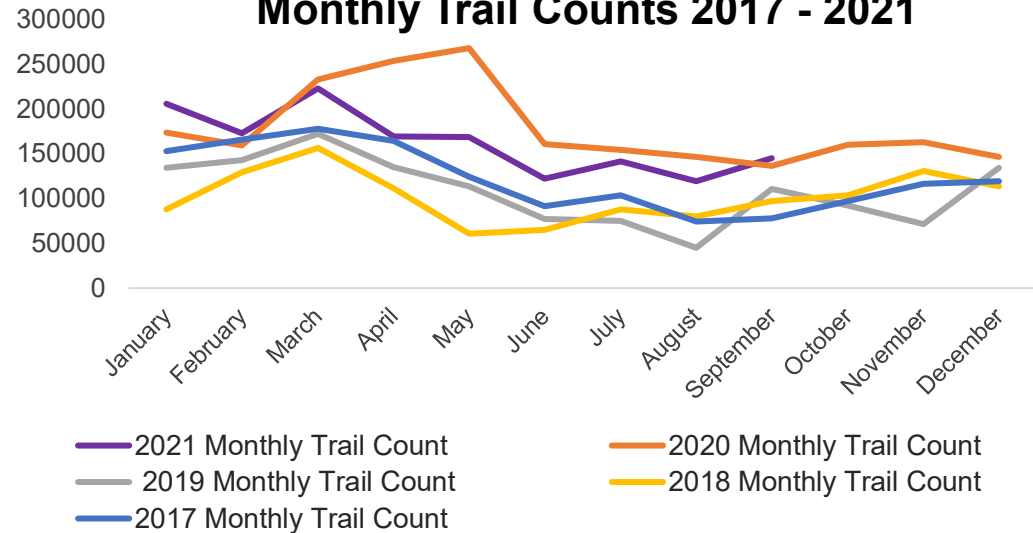


January-September 2021
Total Count:
1,465,949

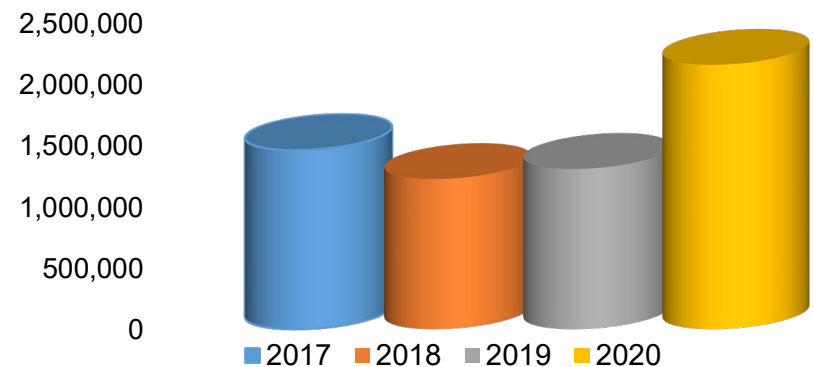
Year to Date Data Per Location



Monthly Trail Counts 2017 - 2021



Pinellas Trail Use 2017 – 2020



* Technical issues with several counters in 2019, 2020 and 2021 resulting in several missing days of data.

Pinellas Trail User Count Data Summary

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

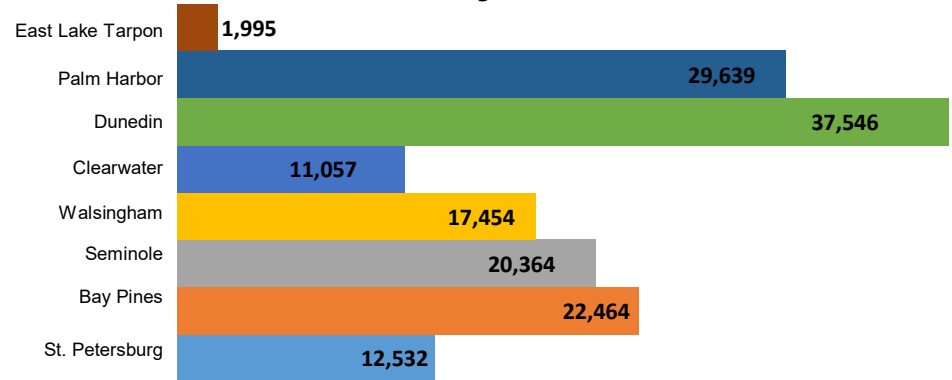
October 2021

31-Day Count Total: **153,051**
Daily Average Users: **4,937***

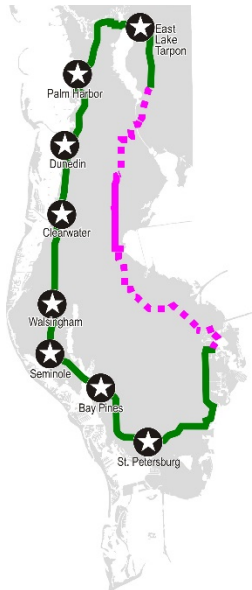
Highest Daily Totals:

- #1 – Saturday, October 9th (Dunedin – 2,005)
- #2 – Sunday, October 17th (Palm Harbor – 1,539)
- #3 – Saturday, October 23rd (St. Petersburg – 807)

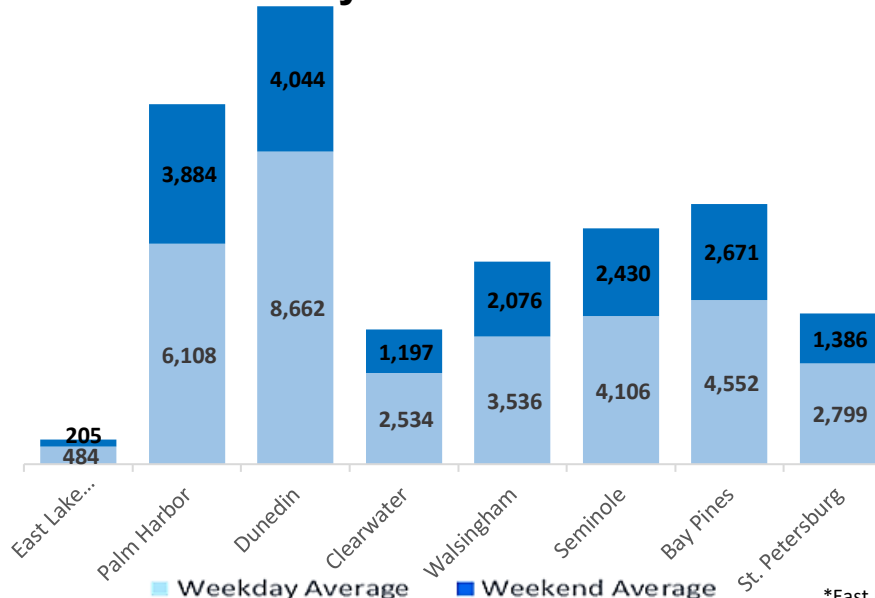
October Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Pedestrian	Cyclist
Palm Harbor:	19%	81%
Dunedin:	15%	85%
Clearwater:	2%	98%
Walsingham:	8%	92%
Seminole:	21%	79%
Bay Pines:	16%	84%
St. Petersburg:	43%	57%

Source: Forward Pinellas *October 2021*
National Weather Service: [October 2021](#)

*East Lake Tarpon Counter provided only partial count for cyclists in October 2021.

Pinellas Trail User Count Data Summary

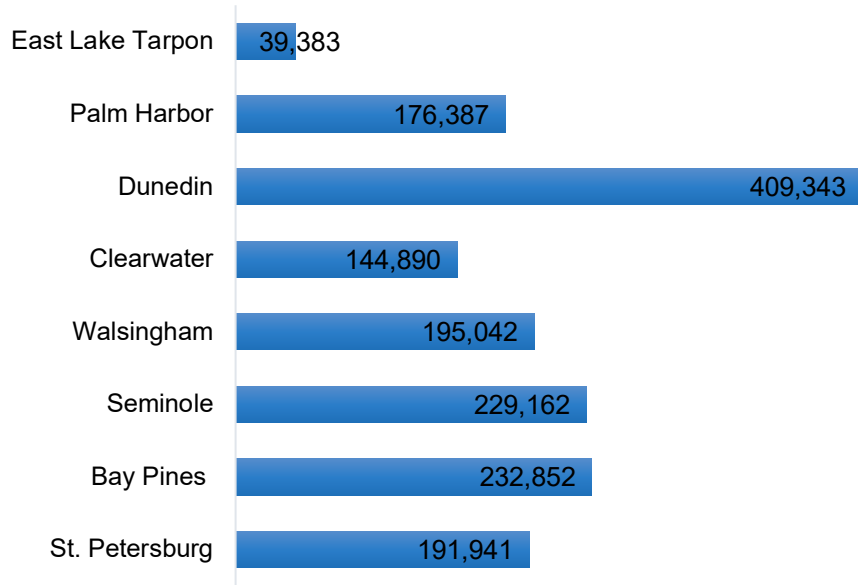
Automated Trail Counter Data Collection

Period: January – October 2021 Data*

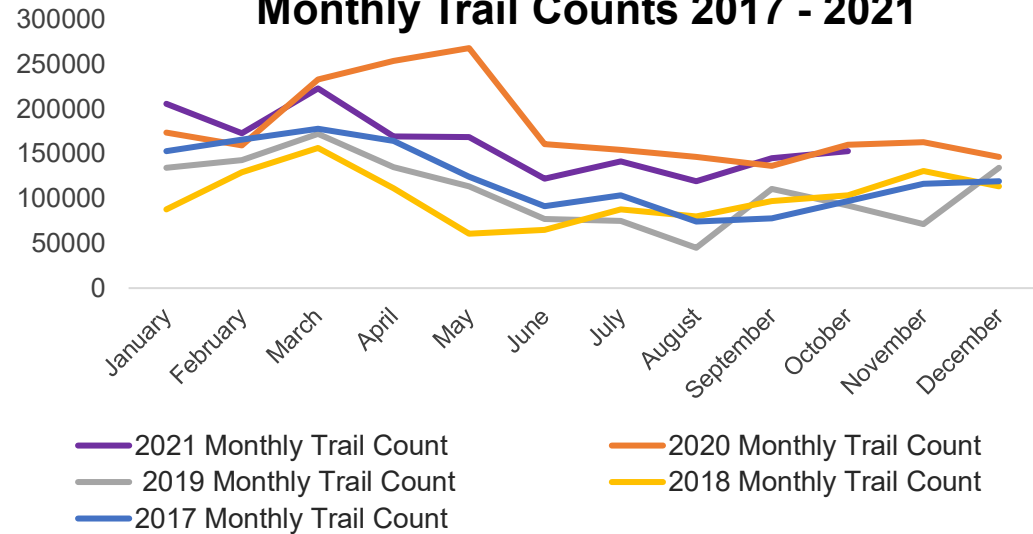


**January-October 2021
Total Count:
1,619,000**

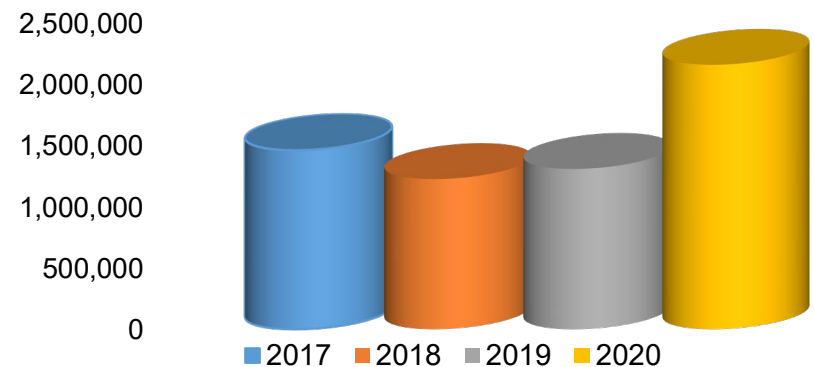
Year to Date Data Per Location



Monthly Trail Counts 2017 - 2021



Pinellas Trail Use 2017 – 2020



* Technical issues with several counters in 2019, 2020 and 2021 resulting in several missing days of data.

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
November 1st – 30th (30 days)

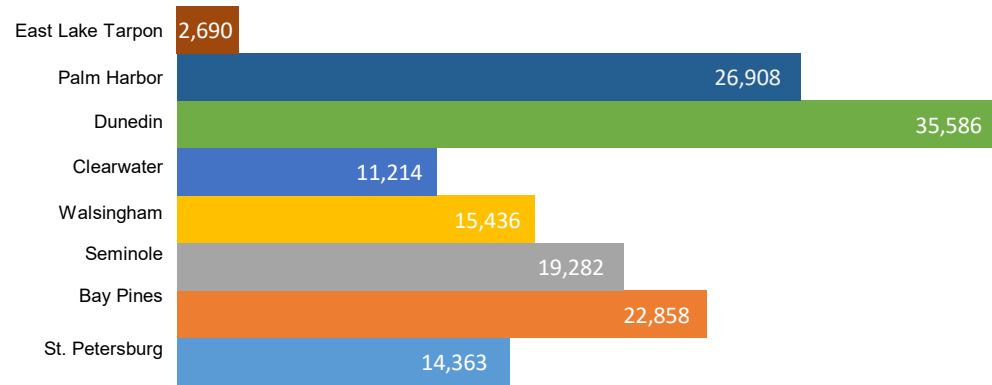
November 2021

30-Day Count Total: **148,337**
Daily Average Users: **4,939***

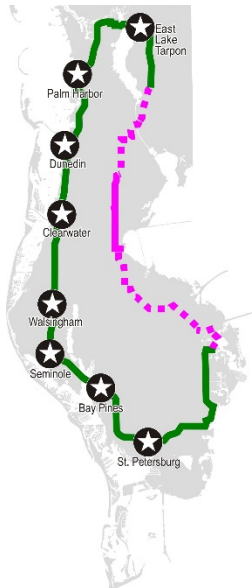
Highest Daily Totals:

- #1 – Saturday, November 26th (Dunedin – 1,813)
- #2 – Sunday, November 7th (Bay Pines – 1,366)
- #3 – Saturday, November 6th (Palm Harbor – 1,235)

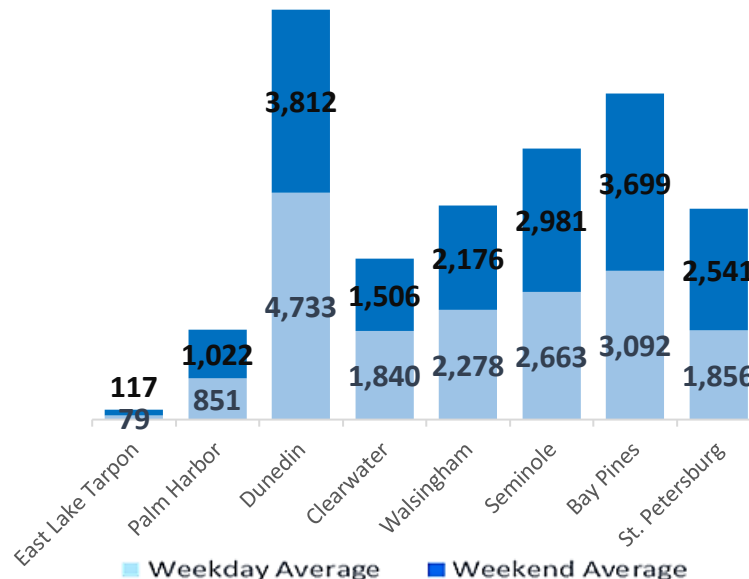
November Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



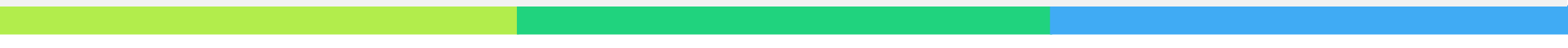
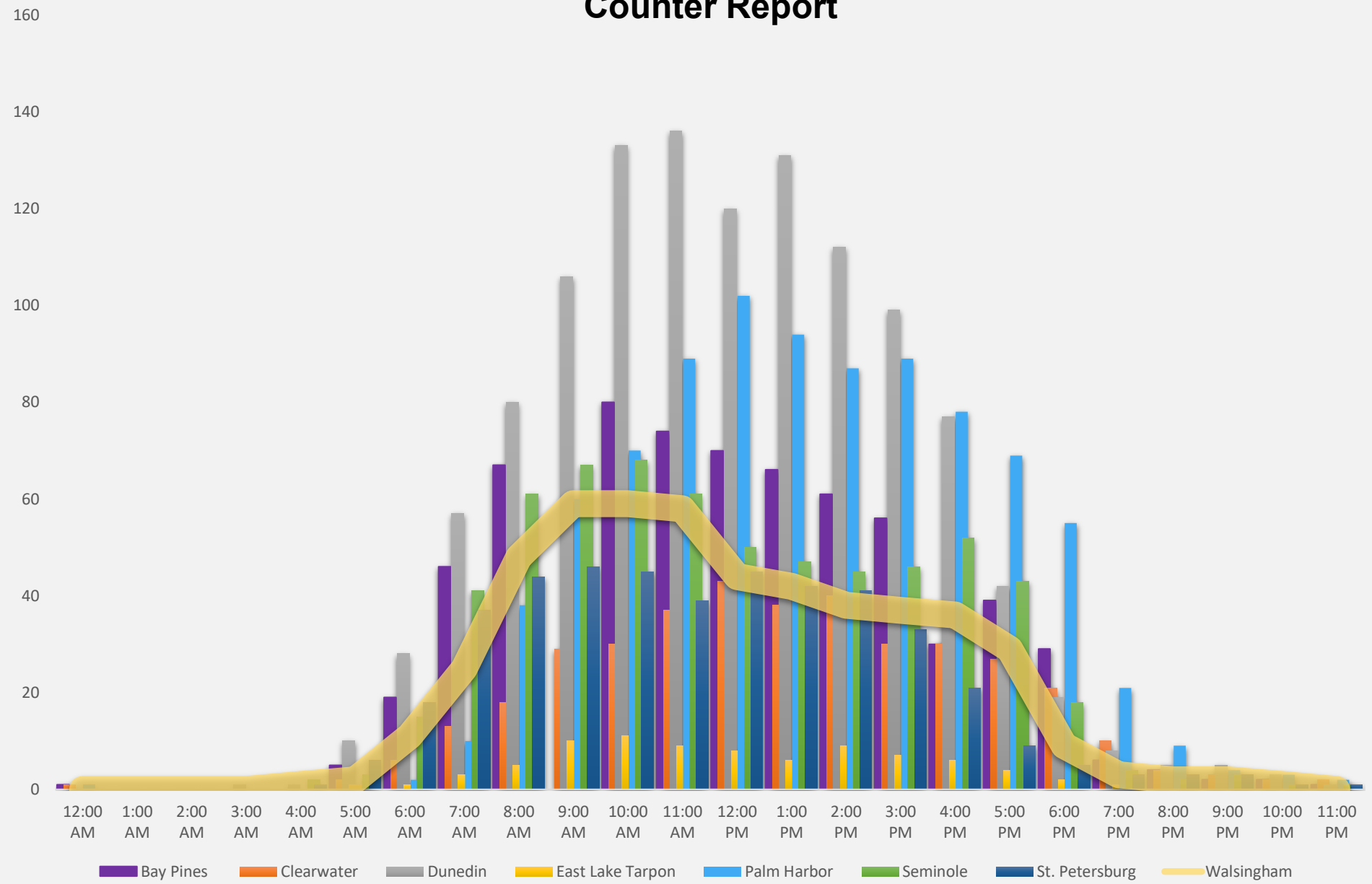
Trail User Mode Split

Counter Location	Walking (Pedestrian)	Cycling (Bicycle)
Palm Harbor:	20%	80%
Dunedin:	18%	82%
Clearwater:	4%	96%
Walsingham:	8%	92%
Seminole:	25%	75%
Bay Pines:	25%	75%
St. Petersburg:	19%	81%

Source: Forward Pinellas *November 2021*
National Weather Service: [November 2021](#)

*East Lake Tarpon Counter did not provide count data for cyclists in November 2021.

November 2021 Average Hourly Counter Report



Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

Period: January – November 2021 Data*

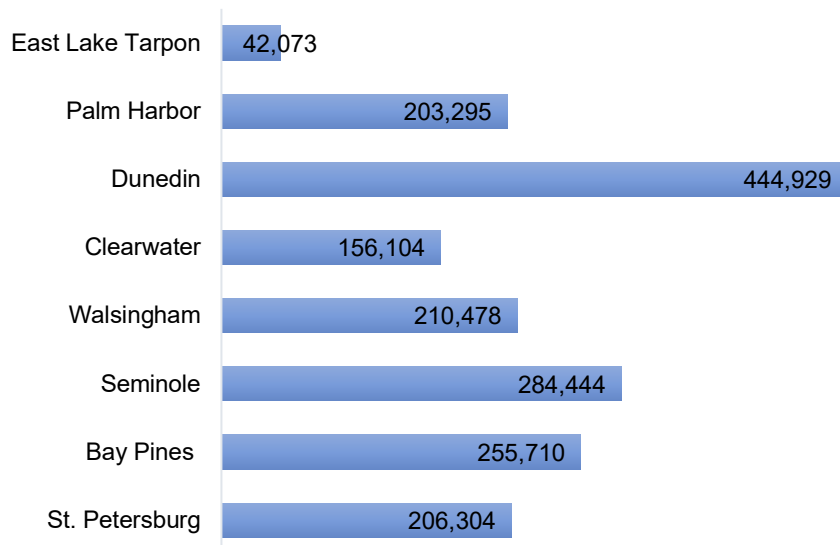


January-November 2021

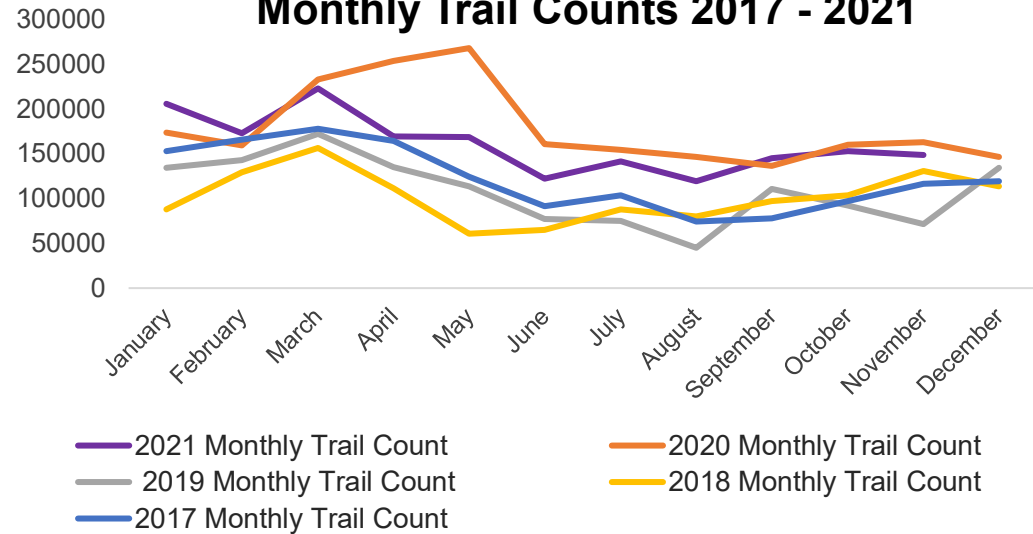
Total Count:

1,767,337

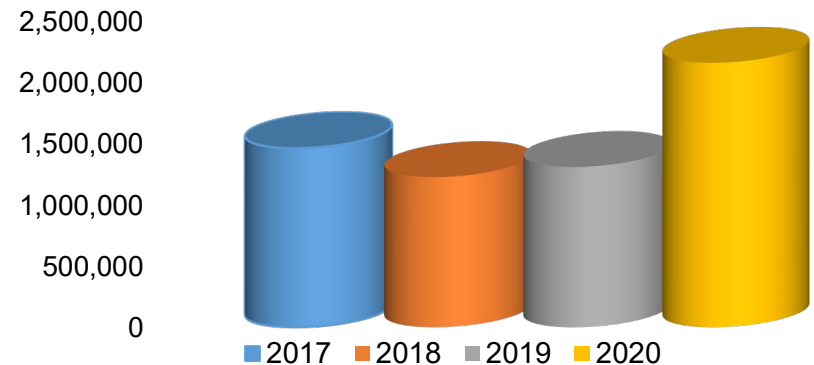
Year to Date Data Per Location



Monthly Trail Counts 2017 - 2021



Pinellas Trail Use 2017 – 2020



* Technical issues with several counters in 2019, 2020 and 2021 resulting in several missing days of data.

Pinellas Trail Security Task Force – January 11, 2022

7. Trail Construction Activity Report



TRAIL CONSTRUCTION PROJECTS JANUARY 2022

Pinellas Trail North Loop Gap Countryside	Enterprise Rd to Chesnut Sr. Park; SUN Trail; Construction underway, Est. Complete Fall 2022 (link)
Pinellas Trail South Loop Phase 3 & 4	Haines Bayshore to Ulmerton Rd to 126th Ave; Segment of South Loop has will receive SUN Trail and FDOT Funding; Design in 2022; Construction 2024
71st Street Trail Connector	Pinellas Trail to 38th Avenue N; Design 2022, Construction 2024
San Martin Bridge & Trail connection	Bridge Replacement; Design 2022; Construction 2024
Courtney Campbell Trail Overpass	Trail Overpass at S.R. 60/Bayshore Blvd; SUN Trail; Design Underway; Construction 2024
Howard Frankland Bridge Trail	FDOT include trail with new bridge construction; Design-Build Project; Construction underway; Est. late completion 2025 (link)
Gandy Bridge Trail	FDOT to include trail with new bridge construction; PD&E Study Underway
Harn Boulevard Overpass	Pedestrian Overpass; Construction Underway; Est. Completion 2023 (link)
Bayway Trail South	SR 679/Pinellas Bayway from north of Bunces Bridge to north of Madeira Circle. New two-way bicycle lane. Design underway; Est. construction start 2022
Oldsmar Trail Phase 6	Douglas Rd (Stevens Avenue to Race Track Rd) Design complete; Est. Construction end of 2020; section from Hayes Rd to Stevens Avenue postponed.

10. Other Business

A. Correspondence, Publications, Articles of Interest

E-Scooters and E-Bikes Safety Challenges

Guidance for Safer Bike Facilities

WHO Decade Road Safety Plan

B. Suggestions for Future Agenda Topics

- Trail Planning
- Trail Operations
- Trail Enhancements
- Electric Bikes and Electric Scooters

C. Other

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

The New York Times

As E-Scooters and E-Bikes Proliferate, Safety Challenges Grow

A surge in electric-powered mobility devices during the pandemic is likely to become a

By Winnie Hu and Chelsia Rose Marcus

Oct. 11, 2021

The coronavirus pandemic has upended many of the familiar routines that make up everyday urban life, bringing tectonic shifts in office culture, classroom learning and online shopping.

Now it is transforming the way people move around the nation's largest city. A boom in electric-powered mobile devices is bringing what is likely to be a lasting change and a new safety challenge to New York's vast and crowded street grid.

The devices have sprouted up all over. Office workers on electric scooters glide past Manhattan towers. Parents take [electric bikes](#) to drop off their children at school. Young people have turned to electric skateboards, technically illegal on city streets, to whiz through the far corners of New York.

Though many of these riders initially gave up their subway and bus trips because of the lower virus risk of traveling outdoors, some say they are sticking with their e-mobility devices even as the city begins to move beyond the pandemic.

"I use the scooter for everything, it's really convenient," said Shareese King, 41, a Bronx resident who deleted the Uber app from her phone after she started running her errands on an electric scooter.

Electric bikes, scooters and other devices are in many cases made for urban life because they are affordable, better for the environment, take up little, if any, street space for parking and are just fun to use, said Sarah M. Kaufman, the associate director of the Rudin Center for Transportation Policy and Management at New York University.

"In cities, many people understand there is a right-size vehicle for getting around — and that's human size — you don't need to put out an S.U.V.'s worth of carbon emissions just to go to work," she said.

Across the nation, cities have increasingly embraced electric bikes and scooters as a way to get more people out of cars and fill the gap in urban transportation systems for trips that are too far to walk but too close for the subway or bus, according to transportation officials and experts.

Even before the pandemic, electric scooter share programs had spread to over 100 cities, including Los Angeles, Washington and Atlanta, since 2017, according to the [National Association of City Transportation Officials](#). Total rides surged 130 percent to 88.5 million in 2019 from 38.5 million the year before.

Many cities saw scooter ridership soar during the pandemic. Seattle's [scooter share program](#) has grown to 1.4 million rides since beginning just over a year ago. In Portland, Ore., rides nearly doubled to 762,812 this year through September from 385,422 rides for the same period in 2020.

Still, the e-mobility boom has brought significant safety challenges to New York's already congested streets. At least 17 people have been killed while riding electric mobility vehicles this year, according to city officials. Revel, which operates an electric moped share program in the city, voluntarily shut it down for a month last year after three riders were killed.

E-mobility crashes have also killed three pedestrians this year, including the actress Lisa Banes, who was [knocked down by a hit-and-run scooter rider on the Upper West Side](#).

Many pedestrians and cyclists complain about e-bike and e-scooter riders who speed, ride on sidewalks and run red lights and go the wrong way on streets.

"The e-bikes, they don't mind which way they have to go, how they go, where they go, even if they go on the sidewalk or the opposite way on a street," said Jacqueline Aybar, 53, who recently had a near miss with an e-bike in a Queens crosswalk. "Now when you're crossing the street, it's not just looking for a car, you have to look to see if any bike is coming."

City and state officials have scrambled to keep up with the rapid e-mobility expansion. Most e-bikes and e-scooters only became legal on city streets last year, though delivery workers have long ridden them. Unlike cars, they are not registered or licensed or required to have insurance or cited by automatic speeding cameras.

Editors' Picks

Other kinds of e-mobility devices are illegal, including skateboards, unicycles, hoverboards and Segways.

"I know there is a concern and a perception about the safety of new forms of e-mobility devices," said Hank Gutman, the city transportation commissioner. "That is an issue we are looking at."

City officials said they have installed more protected bike lanes, launched a [public education campaign](#) about which e-mobility devices are legal and set strict safety guidelines and closely monitored the city's first e-scooter share pilot program in the Bronx.

The [city speed limit](#) is up to 25 m.p.h. for e-bikes and 15 m.p.h. for e-scooters. Riders are required to stay off sidewalks and are allowed to travel in bike lanes and on those streets that have a top speed of up to 30 m.p.h. They must stop at red lights, go in the same direction as traffic and yield to pedestrians.

While the overall numbers of electric bikes and scooters in New York are not tracked, many companies and stores have reported increasing sales. [Unagi](#), a high-end electric scooter company, has seen a tenfold increase in its New York City sales and subscription plans, which provide personal scooters for \$49 a month.

[Chartior](#), in SoHo, has sold thousands of its premium electric scooters and gets about 60 calls a day for new orders, its owner, Ben Hen, said.

At Bicycles NYC on the Upper East Side, some customers saved up money during the pandemic they would have spent on Metro Cards to buy an electric bike, said Sajari Hume, a sales manager. The store sells up to 10 electric bikes a month.

In the Bronx, George Diaz bought a \$550 electric scooter last year to avoid being exposed to the virus on a crowded bus commute. Now he takes it whenever he can. “It saves me money,” said Mr. Diaz, 28. “I’m not around so many people.”

As e-mobility has boomed, city officials have sought to increase access to low-cost rides. The Bronx [e-scooter share program](#) started in August with three companies — Bird, Lime and Veo — and has already surpassed 175,000 rides.

Lime started the second electric moped program in the city in April, which has been used for nearly 200,000 trips. The Revel program has seen nearly 4 million trips since March 2020, the company said.

Citi Bike, the bike-share program, has 4,500 e-bikes that are used up to three times more often per day than pedal-only bikes. E-bike rides have more than doubled to 6.7 million this year from 2.7 million rides in all of 2020.

“For someone like me, who’s not necessarily an athlete, the e-bikes can give you a bit of power,” said Emily Collins, 30, who started riding e-bikes during the pandemic.

But the influx of electric bikes and scooters has also brought more conflict to the streets at a time when [traffic deaths have risen](#) to the highest level in nearly a decade because of more cars, more speeding and reckless driving.

Jose Cortes, who has been using an e-bike to make DoorDash deliveries since March after losing his job at a deli, was hit by a driver in Brooklyn. “I worry all the time,” said Mr. Cortes, 39, who fractured his collarbone.

Samuel I. Schwartz, a former city traffic commissioner, said the city needed a comprehensive plan to address the e-mobility boom. “The streets were not made for the

e-mobility vehicles,” he said. “We have to look at this systematically and not just single out e-bikes and e-scooters. We have to redefine our streets.”

City officials are testing the electric scooters in the northeast Bronx by providing up to 3,000 stand-up and sit-down e-scooters, unlocked through phone apps. Each scooter starts at \$1 and costs either 30 or 39 cents per minute depending on the company, with discounts for low-income residents. Scooters are parked in designated corrals or on sidewalks.

The city requires program users to be at least 18 years old, and to complete safety training and pass a safety quiz on the app.

Some residents complain that people ride on sidewalks, fight over the scooters and leave them everywhere. “I think they bring more problems to the community,” said Awilda Torres, 76, a retired hospital worker.

But others count on the scooters.

Tyasia Washington, 29, rides one from her home to the closest subway station, where she boards a train to her marketing job in Manhattan. “It’s a long walk,” she said.

Ms. King, the scooter convert, said she would like to see even more scooters. After parking one outside a grocery store, she came out five minutes later to find that someone else had rented it.

“I had to start walking until I found another one,” she said.

Winnie Hu is a reporter on the Metro desk, focusing on transportation and infrastructure stories. She has also covered education, politics in City Hall and Albany, and the Bronx and upstate New York since joining The Times in 1999. [@WinnHu](#)

CENTER FOR TRANSPORTATION STUDIES

New guidance will help designers create safe, effective bike facilities

October 25, 2021

Many cities across the US are rapidly adding separated bike lanes (SBLs) to their transportation networks. The popularity of these specialized pathways has increased because of their many benefits: reducing crash risk, increasing safety and comfort, and encouraging more people to use bicycles as transportation.

Despite the growing demand for SBLs, current design guidance was incomplete. In a recent research project, U of M researchers filled gaps in SBL design guidance and provided engineers and policymakers with much-needed information for making critical decisions on bicycle infrastructure installations and improvements. The project was sponsored by the Minnesota Local Road Research Board and the Minnesota Department of Transportation.

“The results of this project provide substantial information that will help planners and designers to create the safest and most effective bicycle facilities in a wide range of urban contexts,” says Paul Oehme, City of Lakeville public works director and the project’s technical liaison.

The research team was led by John Hourdos, director of the U’s Minnesota Traffic Observatory. The team began by gathering, reviewing, and synthesizing existing SBL guidance to determine critical knowledge gaps. Next, the researchers conducted interviews to gather additional information: They interviewed planners and designers to learn about their challenges (particularly focusing on safety, comfort, and connectivity), transit drivers about their experiences and challenges with SBLs, and the leaders of bicycle advocacy organizations for their perspectives on bicycle users’ experience. Finally, they surveyed hundreds of Minnesota bicyclists to gather their perceptions of safety and comfort with different SBL designs and their input on winter riding and winter lane maintenance.

The project findings validated existing guidance that strongly emphasizes the SBL as the highest-quality bikeway facility available. “Our research confirmed that the majority of potential cyclists prefer design options that maximize separation from vehicles,” Hourdos says. “The implication is that designs that reduce risk by maximizing separation are also most likely to promote new demand: More cyclists lead to more new facilities.”

In addition, the bike user survey revealed important information about key differences among cyclists. “People who cycle are not a monolithic group,” says Greg Lindsey, a professor with the Humphrey School of Public Affairs and the project’s co-investigator. “Some are confident and fearless in traffic, but many others are interested but concerned. Designers should cater to these concerned riders whenever possible to foster greater demand, and keep in mind that people who cycle prefer to minimize interactions with traffic between their origin and destination.”

The bike user survey also shed light on the challenges of wintertime cycling. Icy roads were the most common reason for not riding in winter; ice was an even bigger concern than fresh, unpacked snow. Because people who cycle prefer to ride on clear and dry pavement, prioritizing lane clearance during winter could be the most important maintenance practice for increasing SBL use during the winter.

The report provides four “tradeoff matrixes” to help designers balance objectives and manage complex contexts when designing SBLs. The matrixes include separation buffer design, the design of mixing zones, tradeoffs related to combinations between barrier and mixing-zone designs, and the design of bus stops.

Ultimately, the project showed that SBL design is a highly local and context-specific infrastructure issue, and that there is no one best SBL design. “The need for separation is the guiding concept, but all else is context,” Lindsey says. “As designers brainstorm, they are making trade-offs among constraints while exercising the enormous flexibility that exists within the still-evolving design guidance for bicycle networks.”

Writer: Megan Tsai

WHO kicks off a Decade of Action for Road Safety

28 October 2021
Departmental news

Reading time: 3 min (747 words)

WHO is kicking off the Decade of Action for Road Safety 2021-2030 today in Geneva, with the ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030. WHO and the UN regional commissions, in cooperation with other partners in the UN Road Safety Collaboration, have developed a Global Plan for the Decade of Action, which is released today.

Globally, over 3500 people die every day on the roads, which amounts to nearly 1.3 million preventable deaths and an estimated 50 million injuries each year – making it the leading killer of children and young people worldwide. As things stand, they are set to cause a further estimated 13 million deaths and 500 million injuries during the next decade, particularly in low- and middle-income countries. These unacceptable numbers, both in absolute and relative terms. Road traffic crashes have remained a major cause of death globally, even though every one of those deaths and injuries is preventable.

“The loss of lives and livelihoods, the disabilities caused, the grief and pain, and the financial costs caused by road traffic crashes add up to an intolerable toll on families, communities, societies and health systems,” said Dr Tedros Adhanom Ghebreyesus, WHO Director-General, “So much of this suffering is preventable, by making roads and vehicles safer, and by promoting safe walking, cycling and greater use of public transport. The Global Plan for the Decade of Action for Road Safety lays out the practical, evidence-based steps all countries and communities can take to save lives.”

Recognizing the importance of the problem and the need to act, governments from around the world declared unanimously – through UN General Assembly Resolution 74/299 – the Decade of Action for Road Safety 2021-2030 with the explicit target to reduce road traffic deaths and injuries by at least 50% during that period.

“One of the best ways to save and improve lives is to make our streets safer -- but that work often doesn't get the attention it deserves,” said Michael R. Bloomberg, founder of Bloomberg LP and Bloomberg Philanthropies and WHO Global Ambassador for Noncommunicable Diseases and Injuries. “Bloomberg Philanthropies has been working

to improve road safety since 2007 by strengthening laws, increasing enforcement, redesigning streets, and using data. I'm glad to say that the WHO's ambitious global plan for road safety includes many of the strategies that we've used to save lives, and it will help encourage governments around the world to make road safety the high priority it should be."

This Global Plan describes the actions needed to achieve that target. This includes accelerated action to make walking, cycling and using public transport safe, as they are also healthier and greener modes of transport; to ensure safe roads, vehicles and behaviours; and to guarantee timely and effective emergency care. It is aimed to inspire countries, including governments and partners to act boldly and decisively, using the tools and knowledge gained from the last Decade of Action to change course.

"More than 50 million people have died on the world's roads since the invention of the automobile. This is more than the number of deaths in World War One or some of the worst epidemics." says Dr Etienne Krug, the Director of the Department of the Social Determinants of Health. "It is time to put in action what we know works and shift to a much safer and healthier mode of transport. This new plan will lead countries onto a more sustainable path."

The Global Plan outlines recommended actions drawn from proven and effective interventions, as well as best practices for preventing road trauma. It should be used as a blueprint to inform and inspire national and local plans that are tailored to local contexts, available resources and capacity. The Global Plan is aimed not only at senior policy-makers, but also other stakeholders who can influence road safety, such as civil society, academia, the private sector and community and youth leaders.

NOTE TO EDITORS:

The Global Plan for the Decade of Action for Road Safety 2021-2030 will be formally presented on 28 October 2021, during a virtual event to be held from 14:00 to 15:00 Geneva time. This event will provide an opportunity for the WHO Director-General and road safety stakeholders from national and municipal governments, NGOs, and youth groups to make brief remarks on its importance as a tool for preventing road traffic deaths and injuries. To join, register in advance at: <https://bit.ly/3uZpYYB> The event will be held in English.

A. Membership

There are currently three vacancies on the BPAC membership list. One for Largo, one for Clearwater, one for Pinellas Park/Mid-County and one for the Health Department.

ATTACHMENT: BPAC Membership List

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Unequal Boom Bicycles Increasingly Status – January 2022

Pinellas Trail Usage Report – October 2021

Pinellas Trail Usage Report – November 2021

Pinellas County Fatalities Report – December 28, 2021

C. Suggestions for Future Agenda Topics

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

D. Other

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

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

1. Lisa Charest (10/14/20)
2. Kimberly Cooper (10/13/99) (reappointed 5/9/18)
3. John Austin (11/10/21)
4. Megan Basnett (09/08/21)

Clearwater Area

5. Gloria Lepik-Corrigan (09/08/21)
6. Fernando Gutierrez (01/12/22)
7. Vacant (03/12/14)

Dunedin Area

8. Russ Hilton (09/08/21)
9. Neil Wicks (11/10/21)

Pinellas Park and Mid-County

10. Ronald Rasmussen (12/13/06)
11. Vacant

Largo Area

12. Daniel Alejandro (10/12/16)
13. Vacant

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

14. Becky Afonso (Vice Chair) (10/08/14)
15. Brian Smith (Chairman) (12/12/12)

At Large Area

16. Paul Kurtz (12/11/13)
17. Todd Bogner (11/10/21)
18. Paul Zagami (01/12/22)
19. Charlie Guy (01/12/22)
20. Stephen Moriarty (06/09/21)
21. Ed Hawkes (11/18/98)
22. Annette Sala (03/12/14)

Seminole Area

23. Jim Wedlake (05/12/10)

Beach Communities

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

Technical Support

1. County Traffic Department (Joan Rice – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (vacant – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Reid Powers – alternates)
4. City of Clearwater (Lauren Matzke - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Diane Friel – representative; Taylor Hague - alternate)
7. City of Oldsmar (Alayna Delgado – representative, Tatiana Childress – alternate)
8. City of Pinellas Park (Derek Reeves – representative)
9. Pinellas County School System (Joseph Camera- representative, Autumn Westermann- alternate)
10. Pinellas County Health Department (Vacant – representative)
11. Friends of the Pinellas Trails (Scott Daniels – representative)
12. CUTR (Julie Bond - representative)

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

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

*Dates signify appointment

Unequal cycling boom: Bicycles are increasingly turning into status symbols

10 January 2022



Credit: Pixabay/CC0 Public Domain

In 2018, city dwellers in Germany with a high level of education (Abitur) cycled 70 minutes per week on average, twice as much as in 1996. For residents of less urban areas without Abitur, however, hardly anything changed over this period. City dwellers with high education now cycle three times as long as those living in rural areas with lower education.

Sociologist Dr. Ansgar Hudde at the University of Cologne's Institute for Sociology and Social Psychology (ISS) explored the connection between bicycle mobility and [educational level](#), evaluating more than 800,000 journeys made by more than 55,000 respondents. The data comes from the German Mobility Panel (MOP) and the Socio-Economic Panel (SOEP) for the years 1996 to 2018, as well as the BMVI study "Mobility in Germany 2017." His findings are summarized in two articles published in the *Journal of Transport Geography*.

The sociologist attributes a large part of the cycling boom to rising education levels. "The data show a strong correlation between bicycle mobility and education level," said Hudde. "There are more and

more people with higher education, and they are increasingly cycling. Both trends are currently continuing steadily." With regard to [city dwellers](#), Dr. Ansgar Hudde also studied why people with a higher degree of education use bicycles more often than people with lower education levels. One partial explanation is that people with a college degree are somewhat more likely to live in bicycle-friendly cities and neighborhoods.

However, thorough statistical analysis of the data made it clear that educational differences are also evident within cities and neighborhoods.

"Individuals with a college degree are nearly 50 per cent more likely to use bicycles than those without a [college degree](#), holding factors such as age, gender, and place of residence constant in the analysis. Overall, the results clearly indicate that it is the educational level itself that leads to more bicycling," Hudde said.

Therefore, Hudde explored the question of why the level of education influences whether and how much people cycle. Previous research has shown that people do not choose their means of transport only according to cost or travel time. Rather, they also choose it according to what it symbolizes and what message it sends to third parties. An expensive car can express a lot of wealth and professional success, but little health or environmental awareness. "With the bicycle, it's exactly the opposite. People with higher educational qualifications usually do not run the risk of being perceived as poor or professionally unsuccessful—even if they are on the road with an inexpensive bike. Rather, they can gain status by cycling if they show themselves to be modern, health-conscious, and environmentally aware," Hudde explained. "In contrast, [people](#) with a lower level of [education](#) might be more likely to use an expensive car as a status symbol to show that they have 'made it'."

The findings have far-reaching social implications.

People with lower [education levels](#) are more likely to have less financial resources and, on average, poorer health. As an inexpensive and healthy means of transportation, cycling could mitigate such inequalities—but the opposite is true today. Many cities are promoting cycling and redistributing road space from cars to bikes. At the moment, however, these measures primarily benefit the more highly educated. Dr. Ansgar Hudde sums up, "If policymakers succeed in making [cycling](#) attractive to all, it will mean more livable cities, better health, more environmental protection, and less social inequality."

More information: Ansgar Hudde, The unequal cycling boom in Germany, *Journal of Transport Geography* (2021). DOI: [10.1016/j.jtrangeo.2021.103244](https://doi.org/10.1016/j.jtrangeo.2021.103244)

Provided by University of Cologne

APA citation: Unequal cycling boom: Bicycles are increasingly turning into status symbols (2022, January 10) retrieved 14 January 2022 from <https://phys.org/news/2022-01-unequal-boom-bicycles-increasingly-status.html>

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Pinellas Trail User Count Data Summary

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

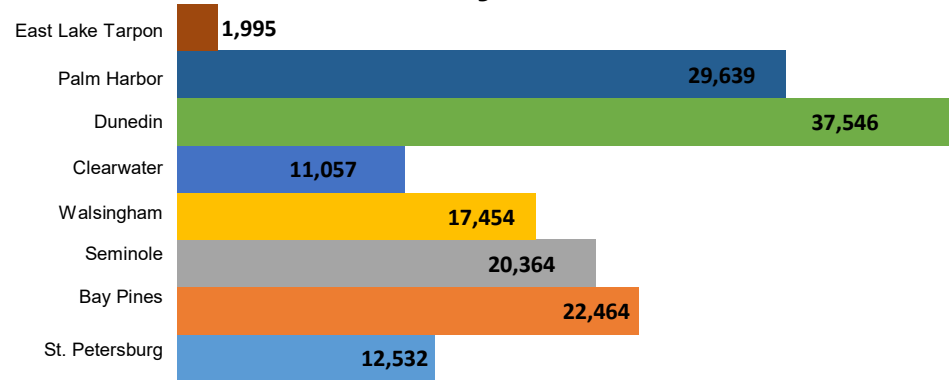
October 2021

31-Day Count Total: **153,051**
Daily Average Users: **4,937***

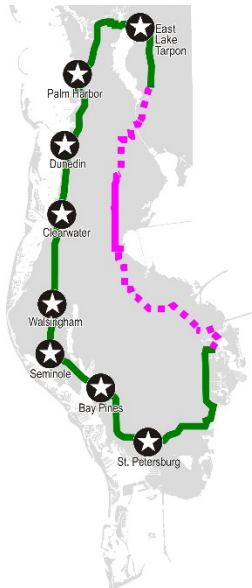
Highest Daily Totals:

- #1 – Saturday, October 9th (Dunedin – 2,005)
- #2 – Sunday, October 17th (Palm Harbor – 1,539)
- #3 – Saturday, October 23rd (St. Petersburg – 807)

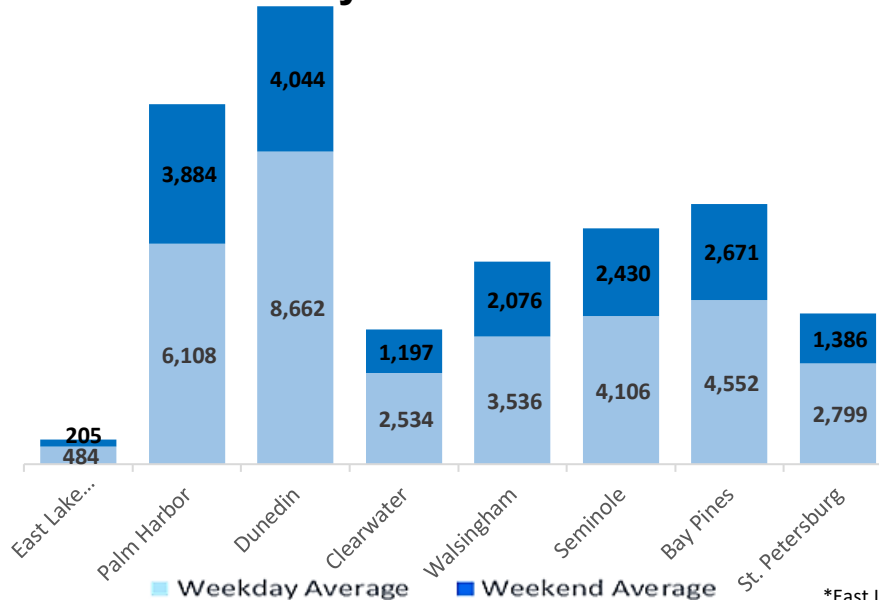
October Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Pedestrian	Cyclist
Palm Harbor:	19%	81%
Dunedin:	15%	85%
Clearwater:	2%	98%
Walsingham:	8%	92%
Seminole:	21%	79%
Bay Pines:	16%	84%
St. Petersburg:	43%	57%

Source: Forward Pinellas *October 2021*
National Weather Service: [October 2021](#)

*East Lake Tarpon Counter provided only partial count for cyclists in October 2021.

Pinellas Trail User Count Data Summary

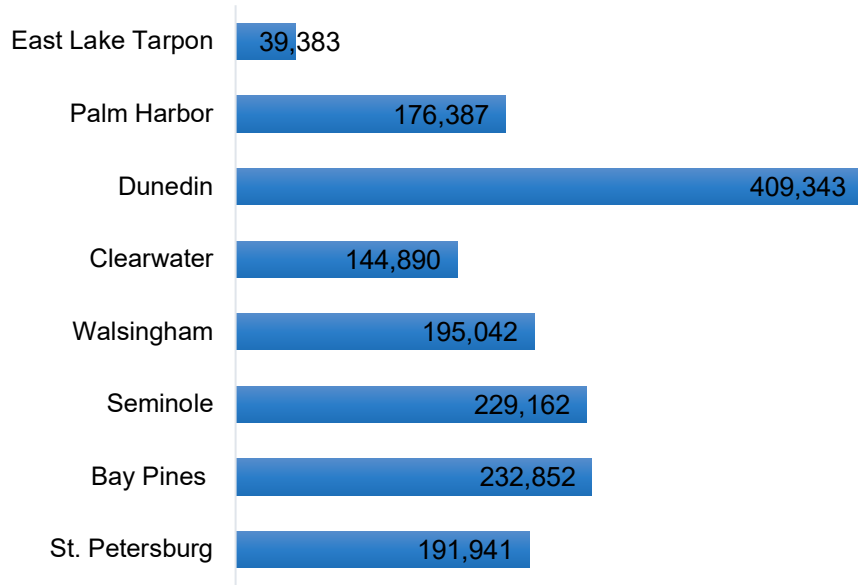
Automated Trail Counter Data Collection

Period: January – October 2021 Data*

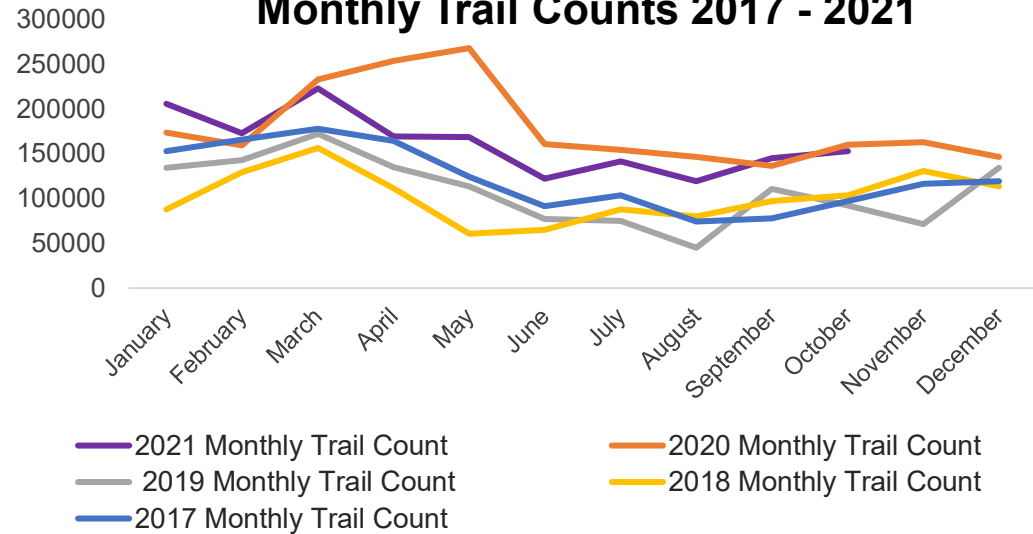


**January-October 2021
Total Count:
1,619,000**

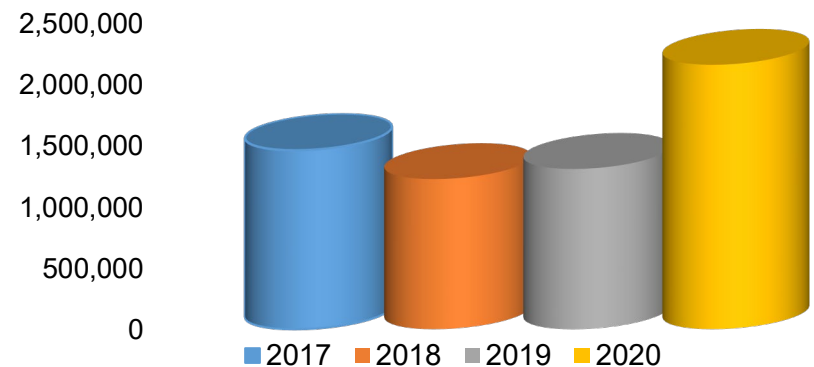
Year to Date Data Per Location



Monthly Trail Counts 2017 - 2021



Pinellas Trail Use 2017 – 2020



* Technical issues with several counters in 2019, 2020 and 2021 resulting in several missing days of data.

Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:
November 1st – 30th (30 days)

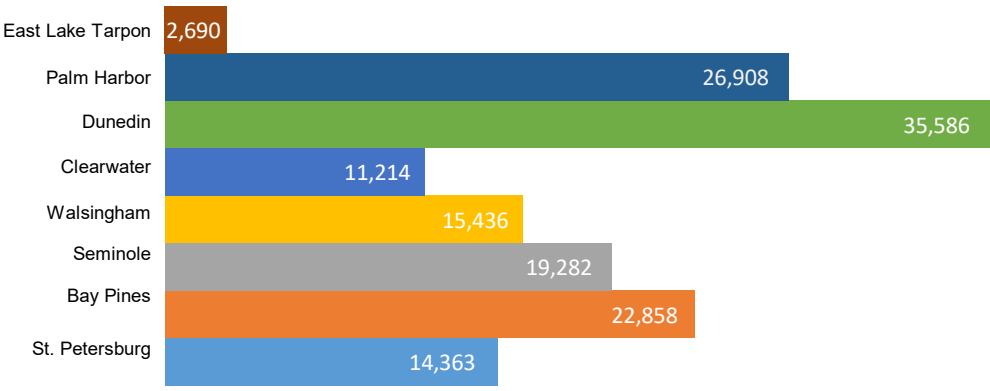
November 2021

30-Day Count Total: **148,337**
Daily Average Users: **4,939***

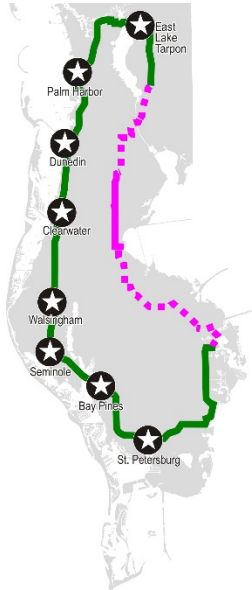
Highest Daily Totals:

- #1 – Saturday, November 26th (Dunedin – 1,813)
- #2 – Sunday, November 7th (Bay Pines – 1,366)
- #3 – Saturday, November 6th (Palm Harbor – 1,235)

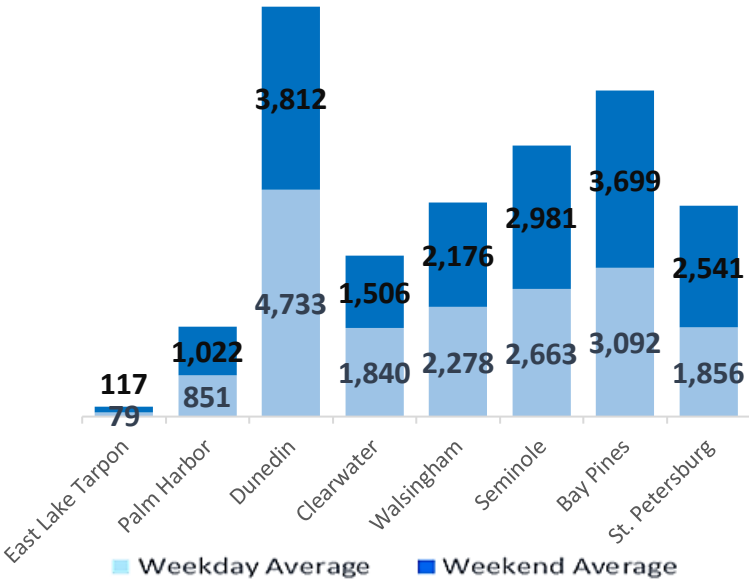
November Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



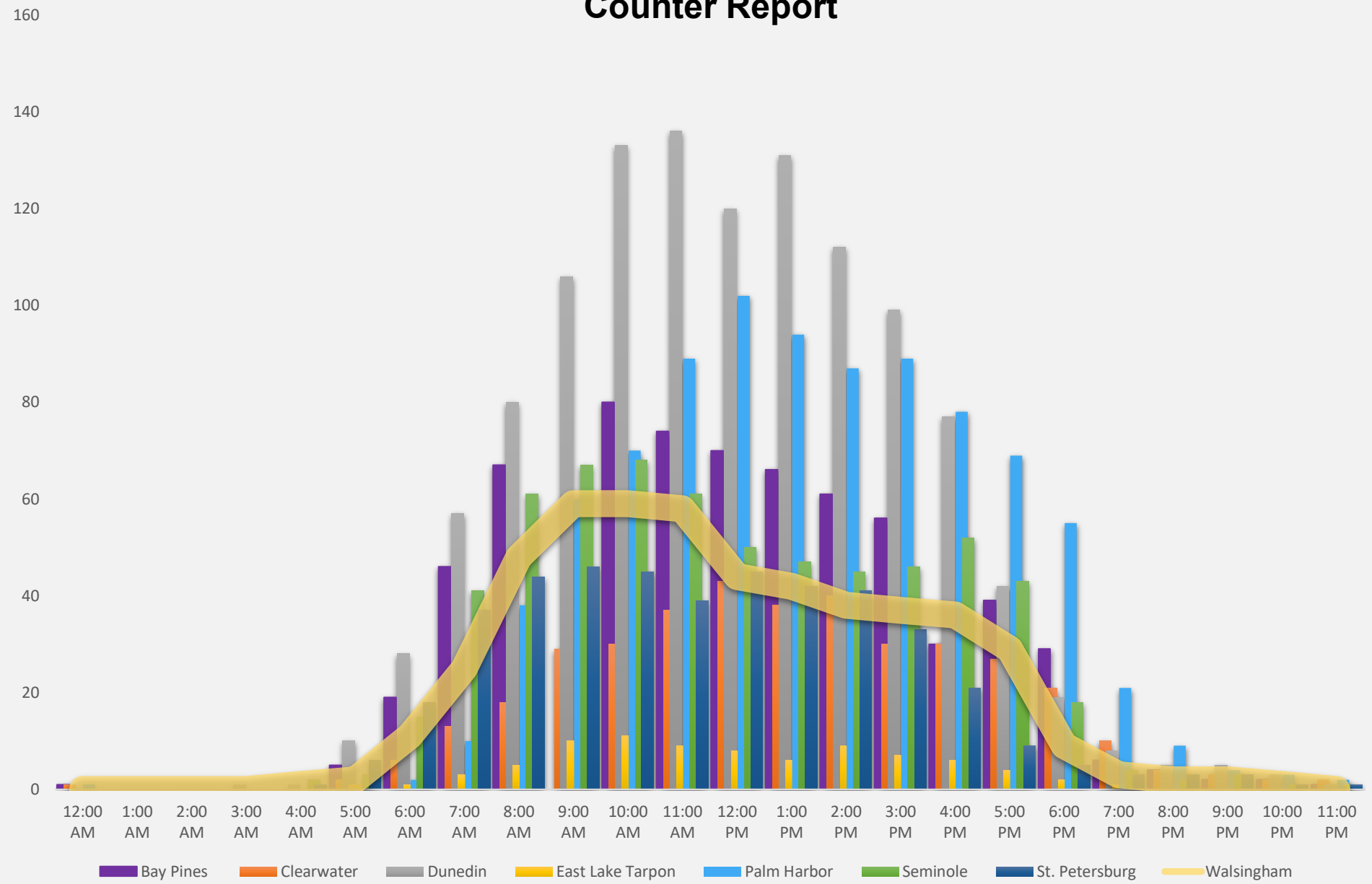
Trail User Mode Split

Counter Location	Walking (Pedestrian)	Cycling (Bicycle)
Palm Harbor:	20%	80%
Dunedin:	18%	82%
Clearwater:	4%	96%
Walsingham:	8%	92%
Seminole:	25%	75%
Bay Pines:	25%	75%
St. Petersburg:	19%	81%

Source: Forward Pinellas *November 2021*
National Weather Service: [November 2021](#)

*East Lake Tarpon Counter provided only partial count for cyclists in October 2021.

November 2021 Average Hourly Counter Report



Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

Period: January – November 2021 Data*

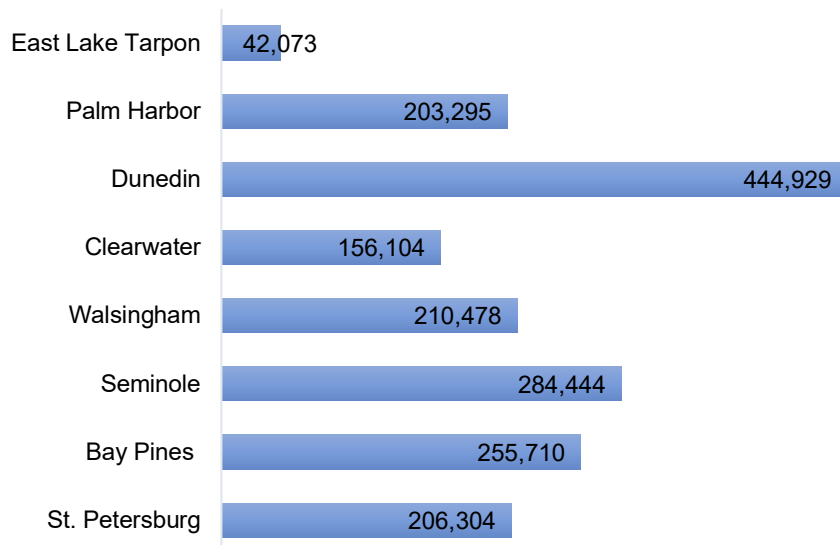


January-November 2021

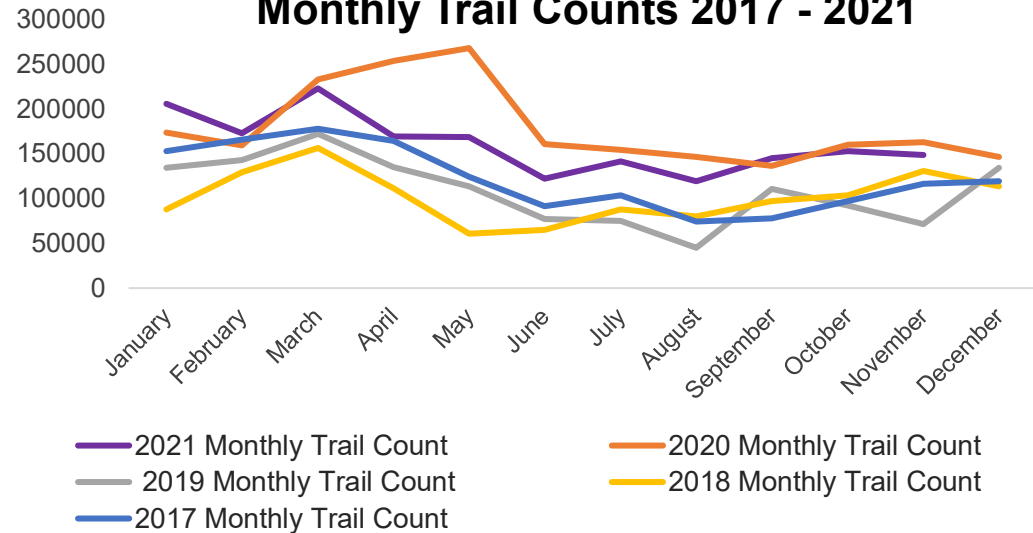
Total Count:

1,767,337

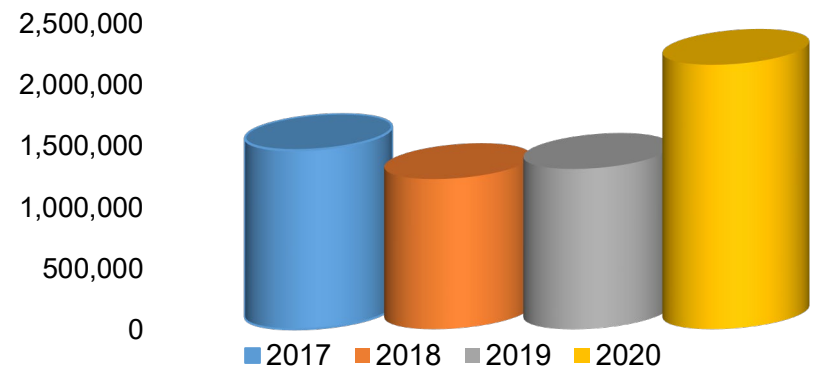
Year to Date Data Per Location



Monthly Trail Counts 2017 - 2021

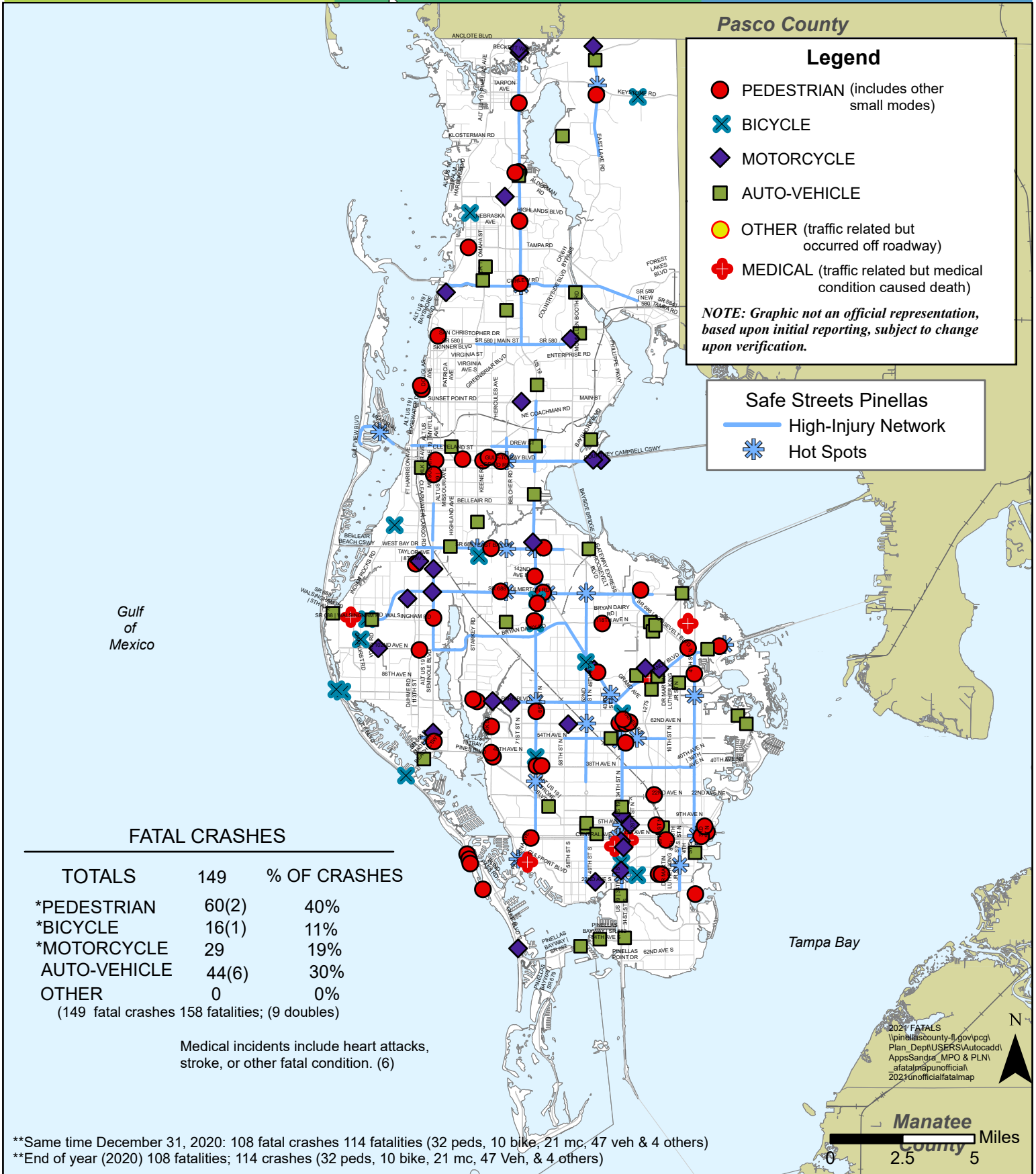


Pinellas Trail Use 2017 – 2020



* Technical issues with several counters in 2019, 2020 and 2021 resulting in several missing days of data.

Locations of Reported Traffic Fatalities



**Same time December 31, 2020: 108 fatal crashes 114 fatalities (32 peds, 10 bike, 21 mc, 47 veh & 4 others)
 **End of year (2020) 108 fatalities; 114 crashes (32 peds, 10 bike, 21 mc, 47 Veh, & 4 others)

