



# Pinellas Trail and Sunset Point Road Crossing After Conditions Technical Memorandum

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## Appendices

Available through Forward Pinellas under separate files.



# 1.0 Introduction

## Background

AECOM conducted pedestrian and bicycle data collection at the Pinellas Trail and Sunset Point Road crossing to assess existing conditions and develop yield rates across all lanes. The Pinellas Trail was extended across Sunset Point Road and Rectangular Rapid Flashing Beacons (RRFBs) installed early 2020. The crossing is still relatively new to the community and the usage continues to increase.

Based on comments by residents as to the failure of vehicles to yield consistently, even with RRFBs activated, the County programed upgrades to crossing in late 2021. Highlights of the improvements included revising signage; restriping directional traffic on the Pinellas Trail; adding a second activation pole on each side of the Pinellas Trail; and installing new warning RRFBs (activated at time of crossing) over 120 feet prior to the crossing.

**Figure 1-1: Highlights of After Conditions Improvements – February 2022**



Data was collected as follows: *Before Conditions* June 2021 (6 AM to 9 PM) June 17<sup>th</sup> (Thursday) through June 20<sup>th</sup> (Sunday). *After Conditions* February 2022 (6 AM to 9 PM) February 17 (Thursday) through February 20 (Sunday) Pinellas Trail and Sunset Point Road.

- **Pinellas Trail Counts:** Pneumatic counters were placed on the north and south sides of the Pinellas Trail at the intersection of Sunset Point Road to collect 24-hour, 15-minute interval, bi-directional bicycle counts including bicycle speed.
- **Sunset Point Road:** Pneumatic counters were placed east and west of the Pinellas Trail crossing on Sunset Point Road to collect 24-hour, 15-minute interval traffic counts including speed, direction, and peak time reporting.
- **Pedestrian Movements:** Two MioVision cameras were installed facing north and south to record 24-hour, 15-minute interval counts of pedestrian and bicycle crossing activity and to develop yield rates.
- **Field Observations:** In-person field observations were conducted during the 4-day data collection period to supplement review of MioVision footage.

## 2: SUMMARY OF FINDINGS

### 2.1 Increased Trail Usage June 2021 to February 2022

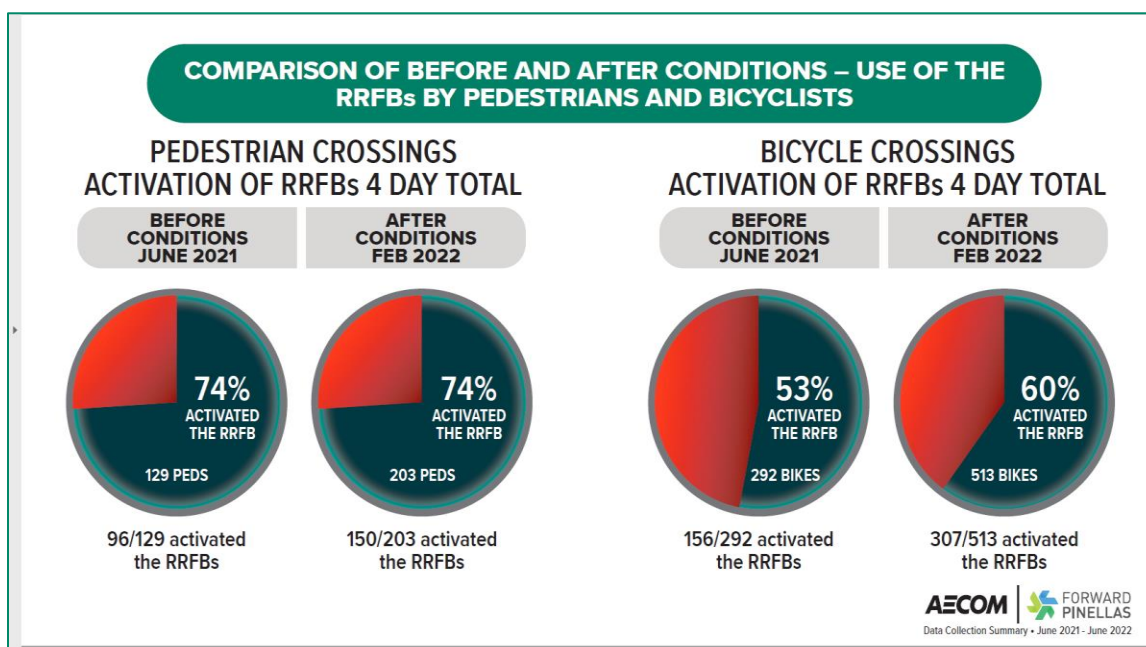
The before conditions crossing events totaled 431 over the 4-day period in June 2021. The after conditions crossing events totaled 716 over the 4-day period in February 2022.

A review of camera footage showed an increase of 74 pedestrian crossings and an increase of 221 bicycle crossings for a total increase of 295 crossing events in February 2022.

### 2.2 Comparison of Use of RRFBs June 2021 to February 2022

A comparison of the use of the RRFBs for both pedestrians and bicyclists is summarized in the graphic, **Figure 2-1**. Activation of RRFBs for pedestrians showed the same 74% usage for both months. Activation of RRFBs for bicyclists showed an increase usage from 53% to 60%.

**Figure 2-1 Comparison of Before and After Conditions, Use of the RRFBs by Pedestrians and Bicyclists**



## 2.3 Comparison of Findings – Before and After Conditions

*Note:* The two data collection events in June 2021 and February 2022 differed in crossing events and improvements. Thus, an exact comparison of yield rates cannot be drawn. However, AECOM used MioVision cameras both times to observe behavior to calculate yield rates by lane, by day, for all crossing events. This technical memorandum summarizes general findings.

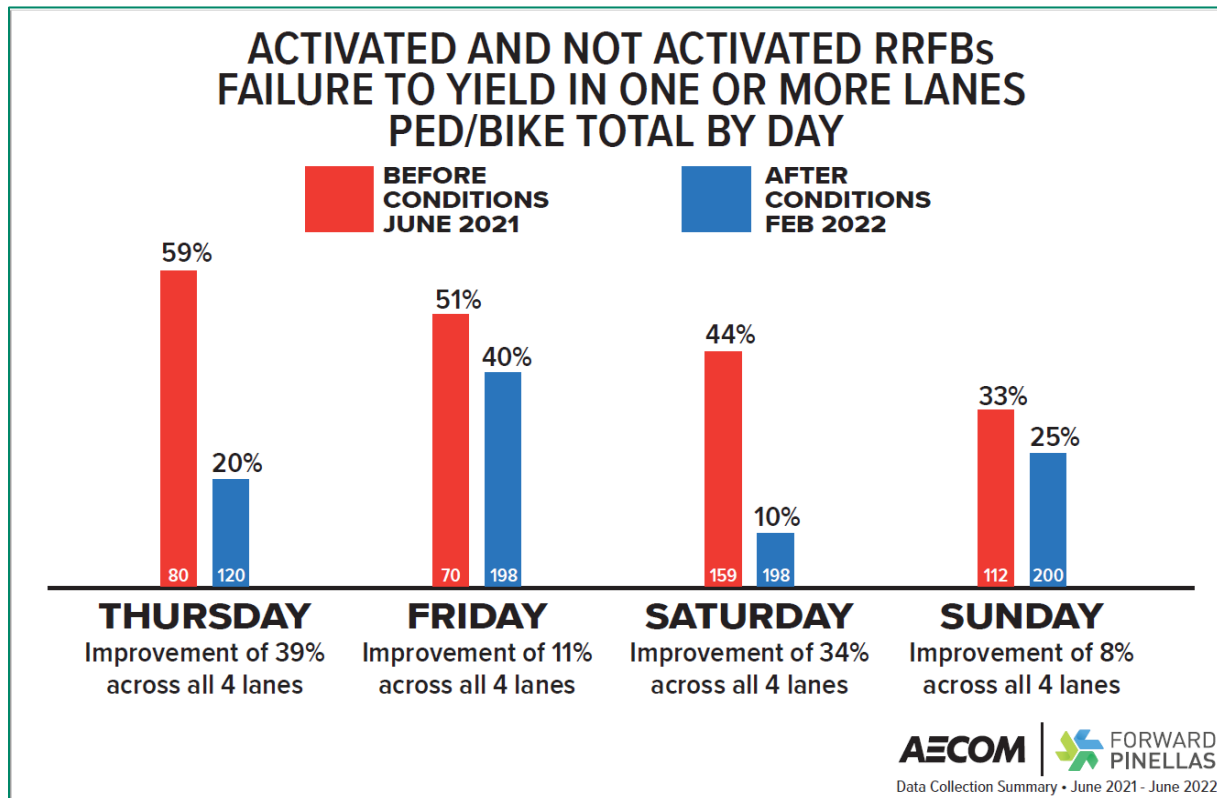
The calculations were also based on field observations by AECOM staff to support the MioVision camera footage as to how quickly a car could yield based on the pedestrian’s or cyclist’s actions. A combination of 4 days of camera footage review supported the overall findings of what AECOM observed in the field.

The percentages calculated by lane varied as the sample size varied based on how many cars were evident on the camera footage at the time of each crossing. For example, a yield rate per lane ranged from N/A, as no cars were present in a lane(s) at the time of crossing, to 100% indicating a car(s) was present in the lane and yielded or did not yield at the time of crossing. Forward Pinellas and AECOM coordinated on this level of detail prior to calculating and illustrating the yield rates by lane, as shown in Section 4, Data Reporting.

The following graphics summarize the overall comparison findings:

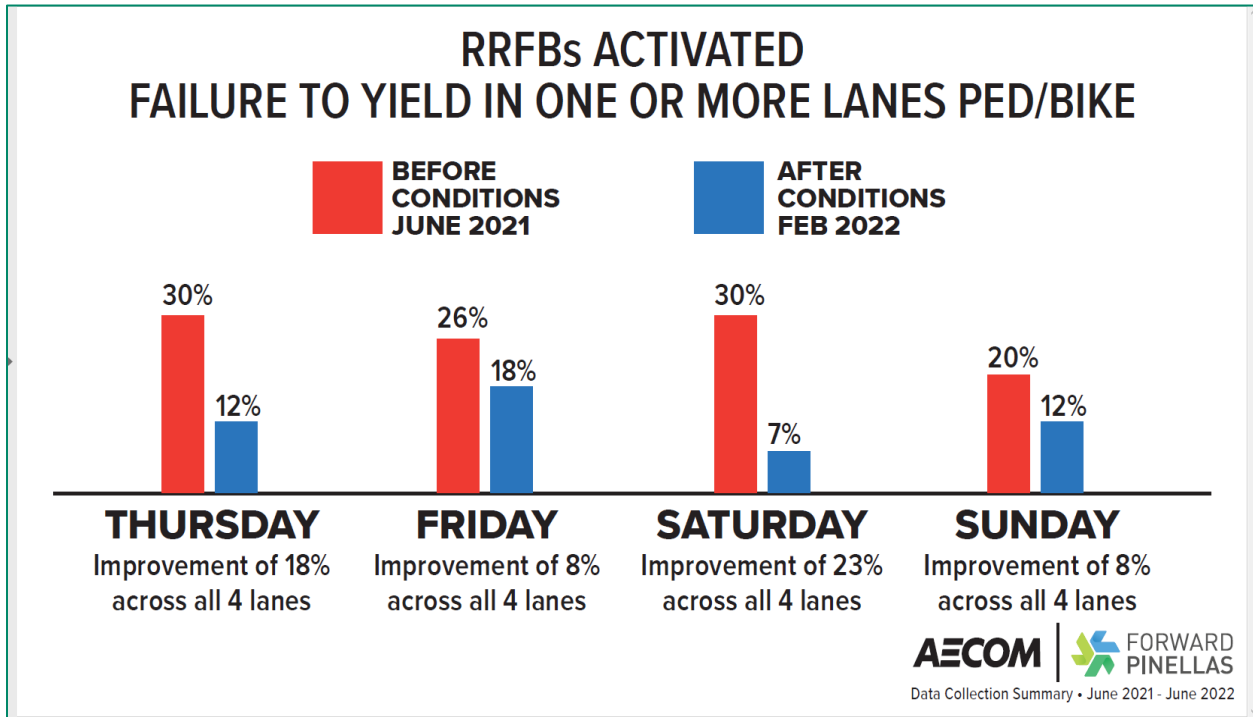
- Activated and Not Activated RRFBs: Failure to Yield in One or More Lanes Ped/Bike Total by Day
- RRFBs Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day
- RRFBs Not Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day

**Figure 2-2 Activated and Not Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day**

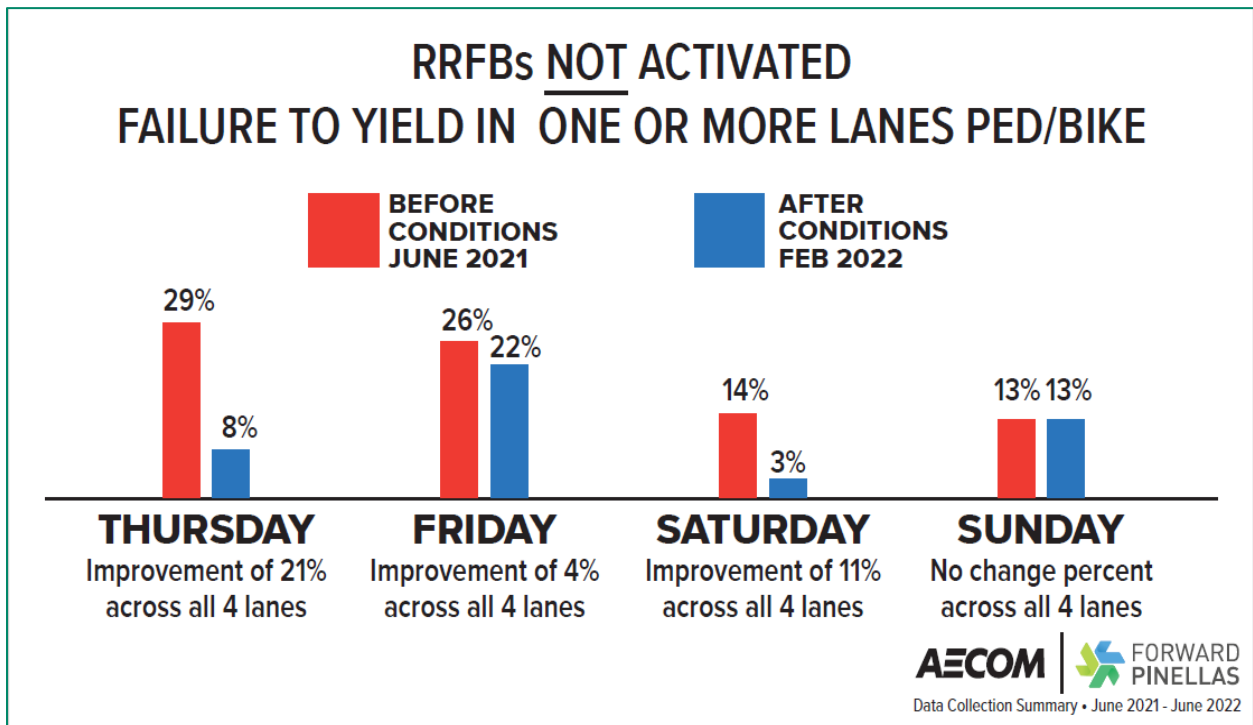




**Figure 2-3 RRFBs Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day**



**Figure 2-4 RRFBs Not Activated: Failure to Yield in One or More Lanes Ped/Bike Total by Day**



The findings indicated that activating the RRFBs improved the likelihood vehicles would yield for pedestrians and cyclists crossing at the Pinellas Trail and Sunset Point Road. Activating the

RRFBs in combination with watching for traffic to stop safely before crossing to the median and then across the next two lanes was visually confirmed as the safest experience.

## 2.4 Pinellas Trail and Sunset Point Roadway Improvements - After Conditions Aerials and Photos

The crossing is located on a four-lane divided section of Sunset Point Road with a posted speed of 40 MPH and includes a refuge median with the option to activate the RRFBs in the median, as well on the north side and south side of the Pinellas Trail. A signalized intersection is located in close proximity (to the east) of the crossing. Aerial views of the crossing are provided.

**Figure 2-5 Pinellas Trail and Sunset Point Road Crossing: Looking West**

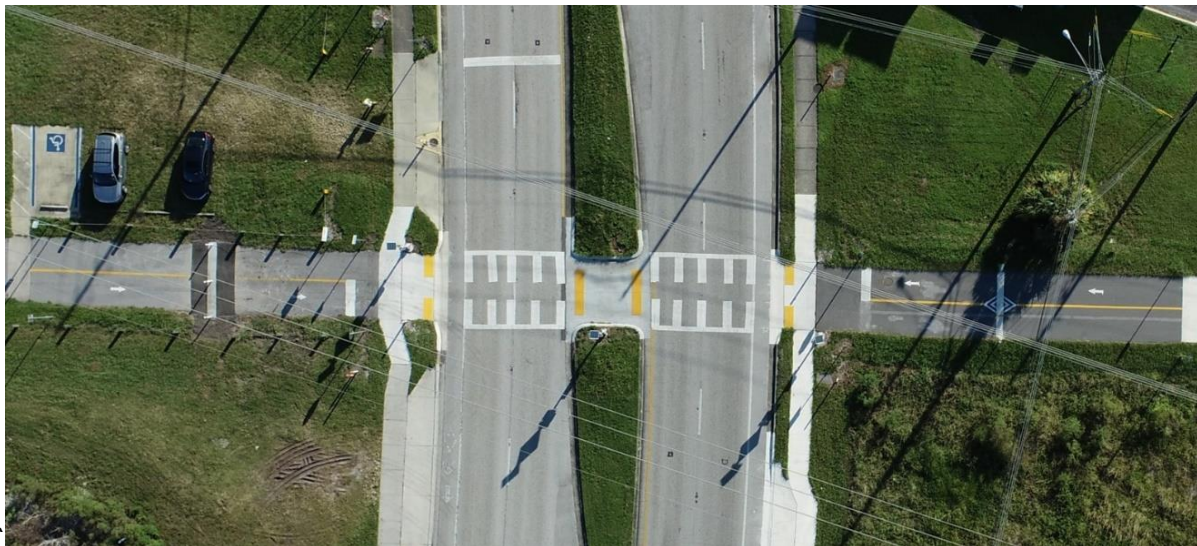


**Figure 2-6 Pinellas Trail and Sunset Point Road Crossing: Looking East**





**Figure 2-7 Pinellas Trail Striping Improvements: Right Lane Travel for all Users**



### 2.4.1 Additional Crossing Photos

**Additional RRFB Activation Pole – A Second Pole Added to Improve Access**





**Sunset Point Road – Warning RRFBs Added on Approaches to Trail Both West and East. In addition, the “Stop Here” Signs were Maintained within 40 feet of Crossing West and East.**



**Enhanced RRFBs Lighting**



## **2.5 Summary of Speed Findings – After Conditions**

In February 2022, no significant speeds were documented for either Sunset Point Road nor the Pinellas Trail that may have attributed to failure to yield rates. AECOM reviewed the crossing activity to determine if peak hour (congested) travel speeds impacted yield rates. It appeared from on-site observations that the speed of peak hour traffic was not a factor in yield rates as the heavier the traffic, the more likely vehicles were traveling slower and able to yield more

consistently. Pedestrians and cyclists were also more likely to activate the RRFBs and wait for a break in heavy traffic.

AECOM documented each crossing event for both pedestrians and cyclists over the 4-day period. The detailed Excel tables were provided to Forward Pinellas under separate file. AECOM reviewed the initial observations with Forward Pinellas prior to calculating yield rates using the same methodology from the before conditions in June 2021.

One note of difference between June of 2021 and February 2022 was the slight increase (less than 1% of all crossings over four days) in use of electric skateboards and scooters. For tracking yield rates, Forward Pinellas recommended AECOM log these crossings as “other.” The behavior for these types of modes was not exactly the same as a pedestrian nor a cyclist, and this “other” category will be explored further by Forward Pinellas under a separate project.



## 2.6 Summary for Pedestrian Crossings (4-Day Period)

For pedestrians, over a four-day period, AECOM documented (MioVision footage) approximately **74% of pedestrians activated** the RRFBs. In coordination with RRFBs activation, a **28% improvement in yield rates across all lanes** was determined for pedestrian crossings. Activating the RRFBs did not guarantee vehicles would yield across all lanes for a pedestrian, but it increased the likelihood of a safer crossing experience.

Teamed with in-person observations, a generalization can be made pedestrians were cautious when they navigated the crosswalk and more likely to physically signal to the approaching vehicles once the RRFBs were activated. Pedestrians were also more likely to wait for vehicles to stop before stepping into the crosswalk, thus improving the overall safety of the event. It appeared pedestrians were more at risk (simply as they were slower crossing than a cyclist) by distracted drivers who continued on through the crossing even though adjacent vehicles may have stopped in other lanes. Fortunately, no crashes occurred during the 4-day period.

## 2.7 Summary for Cyclists Crossings (4-Day Period)

For cyclists, over a four-day period, AECOM documented (MioVision footage) approximately **60% of cyclists activated the RRFBs**. With RRFBs activated, a **39% improvement in yield rates across all lanes** was calculated. Teamed with in-person observations, cyclists scanned for opportunities to cross as they approached Sunset Point Road. If no break was evident, they activated the RRFBs. If a break was evident, the cyclists tended to cross without stopping.

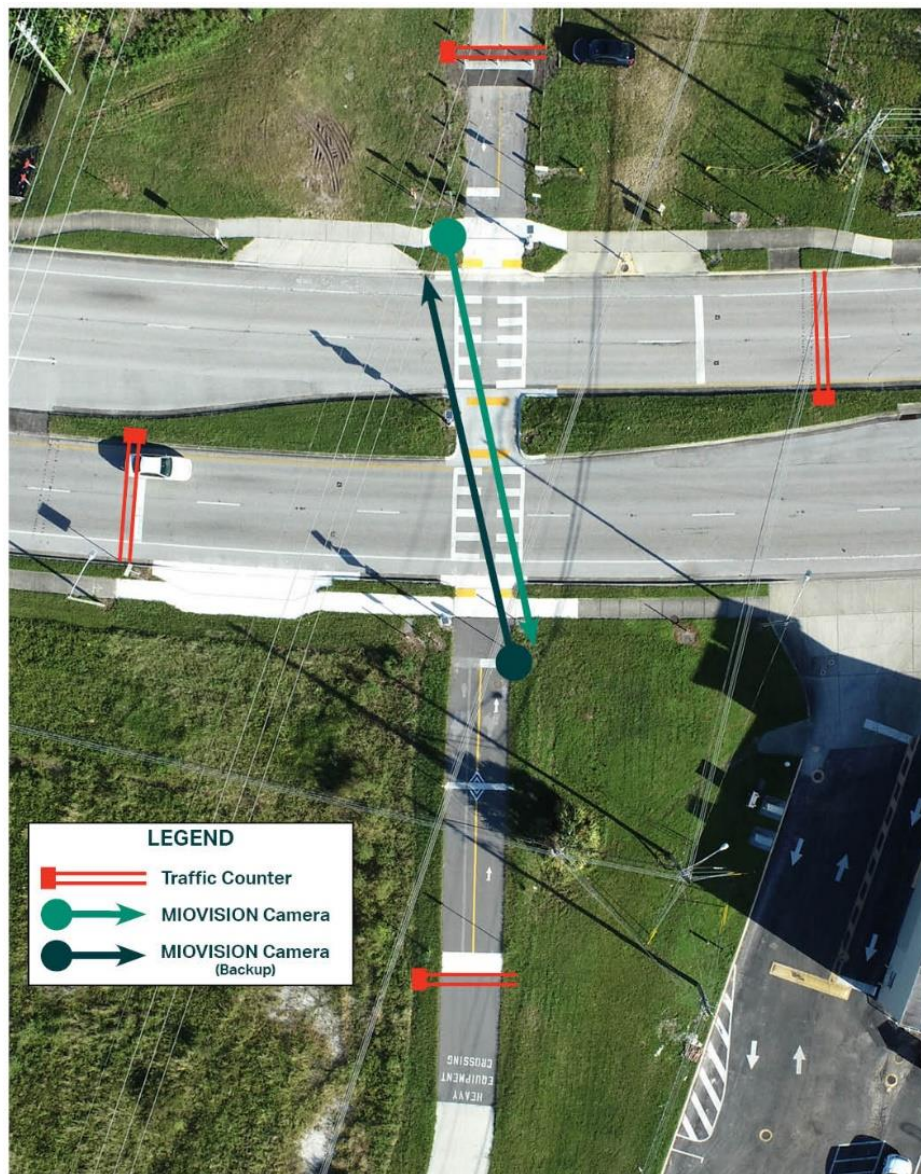


Cyclists activated the beacon more often when traffic was heavy. Cyclists in groups were more likely to activate the RRFBs and families cycling with children generally activated the RRFBs. Cyclists also assisted the vehicles with avoiding an incident by changing speed to avoid conflicts when crossing. As with pedestrians, cyclists activating the RRFBs increased the likelihood of vehicles yielding across all lanes and a safer crossing experience.

### 3.0 Equipment Installed

The project location map (**Figure 3-1**) depicts the location of the Pinellas Trail and Sunset Point Road crossing collected through drone footage in February 2022, after conditions, and illustrates the location of each piece of equipment.

**Figure 3-1: Pinellas Trail and Sunset Point Road Equipment Placement – After Conditions, February 2022**





### 3.1 Pneumatic Counters

Pneumatic counters were installed on the north and the south sides of the Pinellas Trail and on Sunset Point Road (east and west) for the 4-day data collection period of February 17 to 20, 2022. **Figures 3-2 and 3-3** illustrate an example of the location of the pneumatic counters and the counting box equipment on the Pinellas Trail and on Sunset Point Road.

**Figure 3-2: Pneumatic Counters on the Pinellas Trail and Sunset Point Road On Sunset Trail both NB and SB**



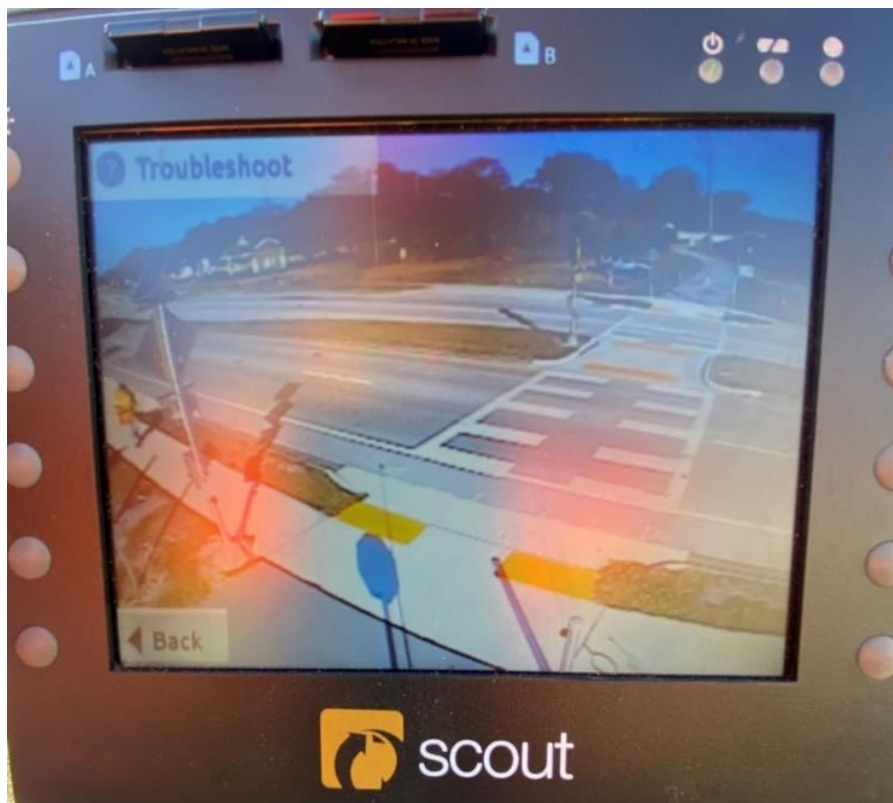
**Figure 3-3: Pneumatic Counters on the Pinellas Trail and Sunset Point Road On Sunset Point Road both EB and WB**



### 3.2 MioVision Camera Placement

Two MioVision cameras were installed on the north and south sections of the Pinellas Trail and Sunset Point Road. **Figure 3-4** illustrates an example of the MioVision camera placement.

**Figure 3-4: MioVision Camera on the Pinellas Trail at Sunset Point Road**



## 4.0 Data Reporting – After Conditions

### 4.1 Traffic Count Summary by Day

The posted speed along Sunset Point Road was 40 mph and the posted speed on the Pinellas Trail was 20 mph. Pneumatic traffic counters were placed on Sunset Point Road east and west of the crosswalk to collect vehicle volume, vehicle classification, and speed data for 24-hour, 15-minute interval traffic counts including speed, direction, and peak time reporting. Four days of data were collected. All agencies, such as the City of Clearwater and Duke Energy, with interest in this area were contacted prior to placing the equipment.

**Tables 4-1** and **4-2** are summaries of the speed data, including the 85<sup>th</sup> percentile speed of traffic for eastbound and westbound flow. A detailed report of traffic data in 15-minute intervals was provided to Forward Pinellas.

**Table 4-1 Sunset Point Road West of Pinellas Trail Station 1 Vehicle Speed Counts**

Eastbound					
	2/17/22 Thursday	2/18/22 Friday	2/19/22 Saturday	2/20/22 Sunday	Average Speed / Avg. Daily Volume
<b>85% SPEED (EB)*</b>	38	38	39	39	38.00
<b>VOLUME (EB) 24/hour</b>	13,496	14,270	11,927	9,096	13,231

\*Note: 85% speed represents 85% of traffic is traveling at this speed or lower. This number is utilized by traffic engineers to set speed limits and for traffic calming purposes.

**Table 4-2 Sunset Point Road East of Pinellas Trail Station 2 Vehicle Speed Counts**

Westbound					
	2/17/22 Thursday	2/18/22 Friday	2/19/22 Saturday	2/20/22 Sunday	Average Speed / Avg. Daily Volume
<b>85% SPEED (WB)*</b>	43	43	43	44	43.00
<b>VOLUME (WB) 24/hour</b>	14,108	14,747	12,026	8,976	13,627

\*Note: 85% speed represents 85% of traffic is traveling at this speed or lower. This number is utilized by traffic engineers to set speed limits and for traffic calming purposes.

#### 4.1.1 Summary Findings for Speed Data

A review of the speed data indicated that the 85<sup>th</sup> percentile speed averages ranged from 38 MPH (driving east) to 43 MPH (driving west), only slightly above the posted limit of 40 mph. AECOM reviewed the detailed report and observed traffic on various week and weekend days to assess speed and driver behavior. Speeding over the 85<sup>th</sup> percentile does not appear to contribute to pedestrian or bicycle crossing no yield rates. A signalized intersection is present to the east of the crossing, which may be contributing to the range of 38 to 43 mph.

### 4.2 Bicycle Count Summary by Day

Pneumatic traffic counters were placed on the Pinellas Trail north and south of Sunset Point Road to collect bi-directional bicycle volume and speed data for 24-hour, 15-minute interval bicycle counts including speed, direction, and peak time reporting. The speed data was collected to determine the 85<sup>th</sup> percentile speed of bicycle traffic.



Tables 4-3 and 4-4 are summaries of the bicycle count data. A detailed report of bi-directional bicycle count data in 15-minute intervals was provided to Forward Pinellas.

**Table 4-3 Pinellas Trail North of Sunset Point Road Station 3  
Bicycle Speed Counts – Posted Speed 20 MPH**

<b>Trail North of Sunset Point Road</b>				
	<b>2/17/22 Thurs.</b>	<b>2/18/22 Friday</b>	<b>2/19/22 Saturday</b>	<b>2/20/22 Sunday</b>
<b>85% SPEED (NB)*</b>	13	13	12	12
<b>VOLUME (NB) 24/hour</b>	79	68	67	102
<b>85% SPEED (SB)</b>	10	12	12	11
<b>VOLUME (SB) 24/hour</b>	72	71	72	107
<b>Total Daily Bicycles (North/South)</b>	151	139	139	209

Note: 85% speed represents 85% of traffic is traveling at this speed or lower.

**Table 4-4 Pinellas Trail South of Sunset Point Road Station 4  
Bicycle Speed Counts – Posted Speed 20 MPH**

<b>Trail South of Sunset Point Road</b>				
	<b>2/17/22 Thurs.</b>	<b>2/18/22 Friday</b>	<b>2/19/22 Saturday</b>	<b>2/20/22 Sunday</b>
<b>85% SPEED (NB)*</b>	11	11	9	11
<b>VOLUME (NB) 24/hour</b>	56	59	43	70
<b>85% SPEED (SB)</b>	13	13	13	13
<b>VOLUME (SB) 24/hour</b>	62	74	67	67
<b>Total Daily Bicycles (North/South)</b>	118	133	110	137

Note: 85% speed represents 85% of traffic is traveling at this speed or lower.

## 4.2.1 Summary Findings for Pinellas Trail Bicycle Data

*Note:* Not all cyclists crossed Sunset Point Road. Volumes on each side of the Trail (north verses south) were different due to the various travel patterns and access points used by the cyclists. A sidewalk and bicycle lane were present on both sides of Sunset Point Road and these facilities were used to also access the Trail. The in-person observations confirmed the various bicycle activity patterns.

A review of the speed data indicated that the 85<sup>th</sup> percentile speed averages ranged from 11 mph to 13 mph, below the posted limit of 20 mph. The average bicycle speed did not appear to contribute to crossing no yield rates.

## 4.3 Field Observations

AECOM conducted field observations on each day and reviewed the MioVision footage for all four days. The Trail crossing had a parking area on the north side of the Trail. This location provided a safe area for observing activity. No significant rain events occurred during the four days of counts collection.

### 4.3.1 Summary of Onsite Observation and MioVision Review – all Four Days

#### Generalized Pedestrian Behavior

- The new Trail striping directing all users to travel in the right lane and the presence of the additional activation pole on the right side provided all users with convenient access to a button.
- Pedestrians were more likely to activate the beacon regardless of light or heavy traffic, yet particularly during peak periods.
- Pedestrians often paused in the center median to visually check traffic and press the RRFB button in the middle again even if the RRFBs were still flashing.
- Pedestrians were generally more cautious, aware of traffic in all lanes and assisted the vehicles with avoiding conflicts by physically signaling their presence to the drivers.
- The RRFBs flashed for approximately 40 seconds. Pedestrians seemed comfortable with this range and did not hurry across. Pedestrians generally completed the crossing with time to spare, ranging from 10 to 15 seconds remaining.

#### Generalized Cyclist Behavior

- Cyclists were more likely to activate the RRFBs in heavy traffic; if riding as a group; and if riding with children. Cyclists activated the RRFBs if no visible break was evident as they approached the crossing.
- The new Trail striping directing all users to travel in the right lane and the presence of the additional activation pole on the right side provided all users, including cyclists with convenient access to a button. RRFBs activation by cyclists increased by 7%.
- Cyclists were more interested in maintaining motion when crossing, yet would slow down considerably or stop in the median if necessary.

#### Generalized Vehicular Behavior

- Lane changing maneuvers occurred more often during heavier traffic to avoid slowing down. A consistent issue in all lanes at all times of day. Drivers behind the closest approaching cars to the Pinellas Trail crossing were more likely to depart a lane to avoid slowing down. This behavior created an unsafe condition as the person crossing was not expecting this to occur.

- Based on visual observations, distracted driving appeared to be a significant factor in near misses in this area, occurring at different times of day and in all lanes.
- Eastbound traffic backed up at times (depending on signal or traffic flow) past the crosswalk, but generally did not impede the ability to cross. Eastbound drivers tended to be more aware of the crossing and more likely to yield as they were already slowing for the signal just past the Pinellas Trail crossing.

#### 4.4 Miovision Collection and Review

In order to determine the number of bicycles and pedestrians activating RRFs on Sunset Point Road at the Pinellas Trail, two Miovision cameras were installed facing north and south. These cameras collected information in 15-minute increments over four days and the information was provided to Miovision for processing including:

- Number of pedestrians crossing northbound and southbound, and
- Number of bicycles crossing northbound and southbound

The Miovision reporting for bicycle and pedestrian count data by day and time period in 15-minute intervals was provided to Forward Pinellas.

AECOM performed a QA/QC review of the four days of video from both angles to confirm the crossing activity reported by Miovision was correct. Additionally, AECOM reviewed the footage from both angles for all four days to determine activation of RRFs and the yield rates by lane and by direction for both pedestrians and cyclists.

#### 4.5 Yield Rate Calculations

As mentioned, AECOM's yield rate methodology was based on visual review of the camera footage and field observations. AECOM determined activity and the yield counts to the best extent possible based on the information provided on the camera and the behavior of the persons crossing.

The yield rate calculations considered several factors. For example, if the RRFs were activated and several vehicles were already in motion and within the 40 feet of the stop bar, the reviewer waited to count a no yield. The reviewer permitted approximately 3 to 5 seconds (depending on situation) for vehicles to yield before considering it a no yield.

If the RRFs were not activated, the reviewer watched for recognition of the drivers that a pedestrian or cyclist was attempting to cross. The combination of recognition by drivers in each lane and the actions of the pedestrians and cyclists were considered in determining a yield and no yield event. Some pedestrians and cyclists assessed conditions before crossing and did not show intent right away. This behavior was considered when determining a yield or no yield. Regardless of activation of the RRFs, the reviewer marked a vehicle as failing to yield if it proceeded through or stopped in the crosswalk when it was evident a person was initiating a crossing.

In addition, yielding vehicles were determined based on Florida Statute 316.130 7 (b) and this criteria was confirmed with the Forward Pinellas staff before developing the yield and no yield activity spreadsheet. Forward Pinellas was interested in developing a methodology that identified yield rates for each specific lane, as well as a general calculation for combined yield rates. The yielding percentage (or percentage of vehicles yielding to the pedestrians or bicycles in the crosswalk) was calculated based on criteria for each lane, as requested by Forward Pinellas staff.



Percentages for vehicles not yielding was computed by viewing the camera footage, identifying the total number of vehicles present on the MioVision footage during an active crossing, and counting the number of vehicles that yielded, as well as the number of vehicles that did not yield during an active crossing. The total not yielding was divided by the total number of vehicles, per lane, that approached the crosswalk while the pedestrian was in the crosswalk or stepped into the crosswalk and was upon half of the roadway upon which the vehicle was traveling or when the pedestrian approached so closely from the opposite half of the roadway.

Based on Florida Statute 316.130. 7 (b), "The driver of a vehicle at any crosswalk where signage so indicates shall stop and remain stopped to allow a pedestrian to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger."

An example of how a no yield rate was calculated for both June 2021 and February 2022 is provided by screen captures from the camera footage as described:

Scene 1: The bicyclist has activated the RRFBs crossing south to north.

**Figure 4-1 Bicyclist Crossing - No Yield Example Scene 1**



Scene 2: Two vehicles not counted, too close to stop within 3 to 5 seconds of activation

**Figure 4-2 Bicyclist Crossing No Yield Example Scene 2**



Scene 3: White SUV fails to yield in lane 4 EB, not counted as only 4 seconds passed.

**Figure 4-3 Bicyclist Crossing No Yield Example Scene 3**



Scene 4: Black SUV is not slowing in lane 4 WB, approximately 5 to 6 seconds passed with active RRFBs. Counted as no yield.

**Figure 4-4 Bicyclist Crossing No Yield Example Scene 4**



Scene 5: Black SUV fails to yield and continues through crosswalk, clearly not aware of cyclist.

**Figure 4-5 Bicyclist Crossing No Yield Example Scene 5**





Scene 6: Three vehicles yield (lanes 3 and 4 EB), 8 seconds passed – counted as yields.

**Figure 4-6 Bicyclist Crossing No Yield Example Scene 6**



**4.5.1 Additional photo examples of crossing events from February 2022.**

**Figure 4-7 Bicycle North Bound, No Yield, White Car EB Lane**



**Figure 4-8 Example of Skateboarder with Dog on Leash North Bound**

No Yield Grey Car WB – RRFB's Activated and Other Car Stopped



**Figure 4-9 Examples of Cyclists and Pedestrians Waiting at Least 6 Seconds with RRFBs Activated**

Distracted Drivers Fail to Yield.



**Figure 4-10 Example of Two Separate Crossing Events Using All 40 Seconds on RRFBs.**

Two Riders north bound activate RRFBs, complete crossing. While RRFBs still flashing, another rider south bound does not slow down and crosses. Luckily stopped cars remained stopped. They must have seen second cyclist visually.



**Figure 4-11 Stuck in the Median, RRFBs Flashing, Cars in Both Directions No Yield in Both Directions**





**Figure 4-12 Odd Behavior: U-Turn in Crossing, Sunday Morning**



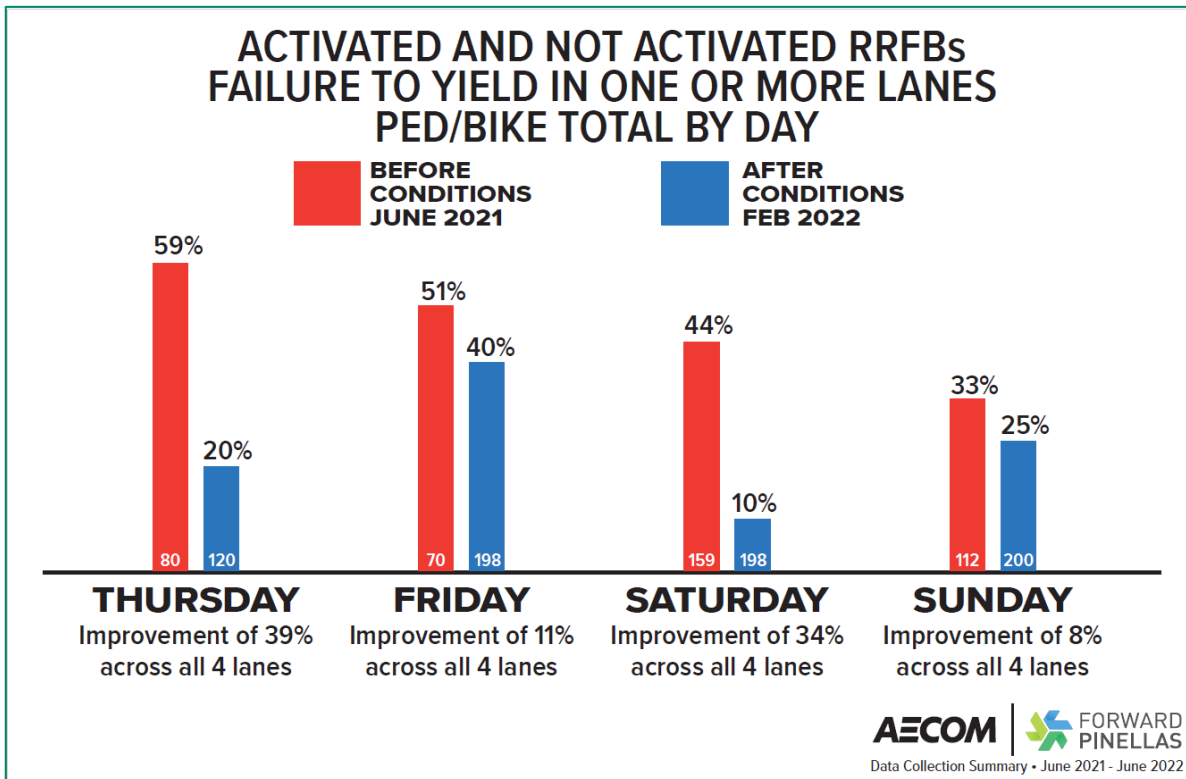
### 4.6 Yield Rate Review and Summary

Using the Miovision video footage, AECOM developed a summary of failure to yield across all four days, by lane and compared the two collection events.

#### 4.6.1 Summary of Yield Activity

Vehicles present at the time of the crossing were documented by lane and by direction as to whether they did yield or did not yield to pedestrians or cyclists. Yield rates were determined for both RRFBs activated and non-activated crossings. A detailed spreadsheet of the data was provided to Forward Pinellas.

**Figure 4-13 Activated and Not Activated RRFBs Failure to Yield Total by Day**



Figures 4-14 to 4-30 provide an illustration of the vehicle yield percentages by lane for pedestrians and bicyclists across all four days.

**Figure 4-14 Vehicles Not Yielding to Pedestrians – Button Activated – Feb 17**  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 17, 2022**  
**(6:00 AM to 8:00 PM)**  
**Button Activated**

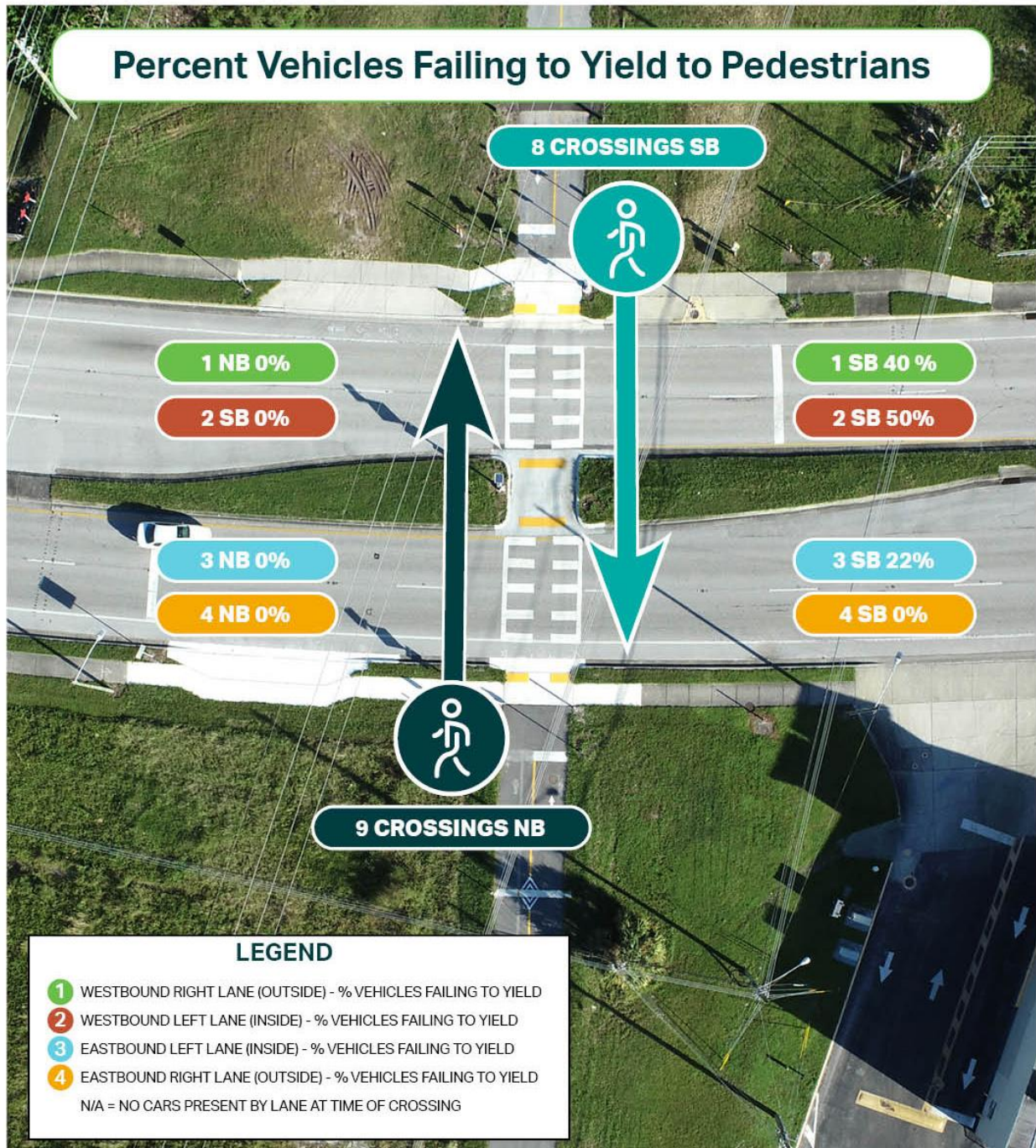




Figure 4-15 Vehicles Not Yielding to Pedestrians – Button Not Activated – Feb 17

# Pinellas Trail and Sunset Point Road Crossing By Lane - Total for the Day of February 17, 2022 (6:00 AM to 8:00 PM)

## Button NOT Activated

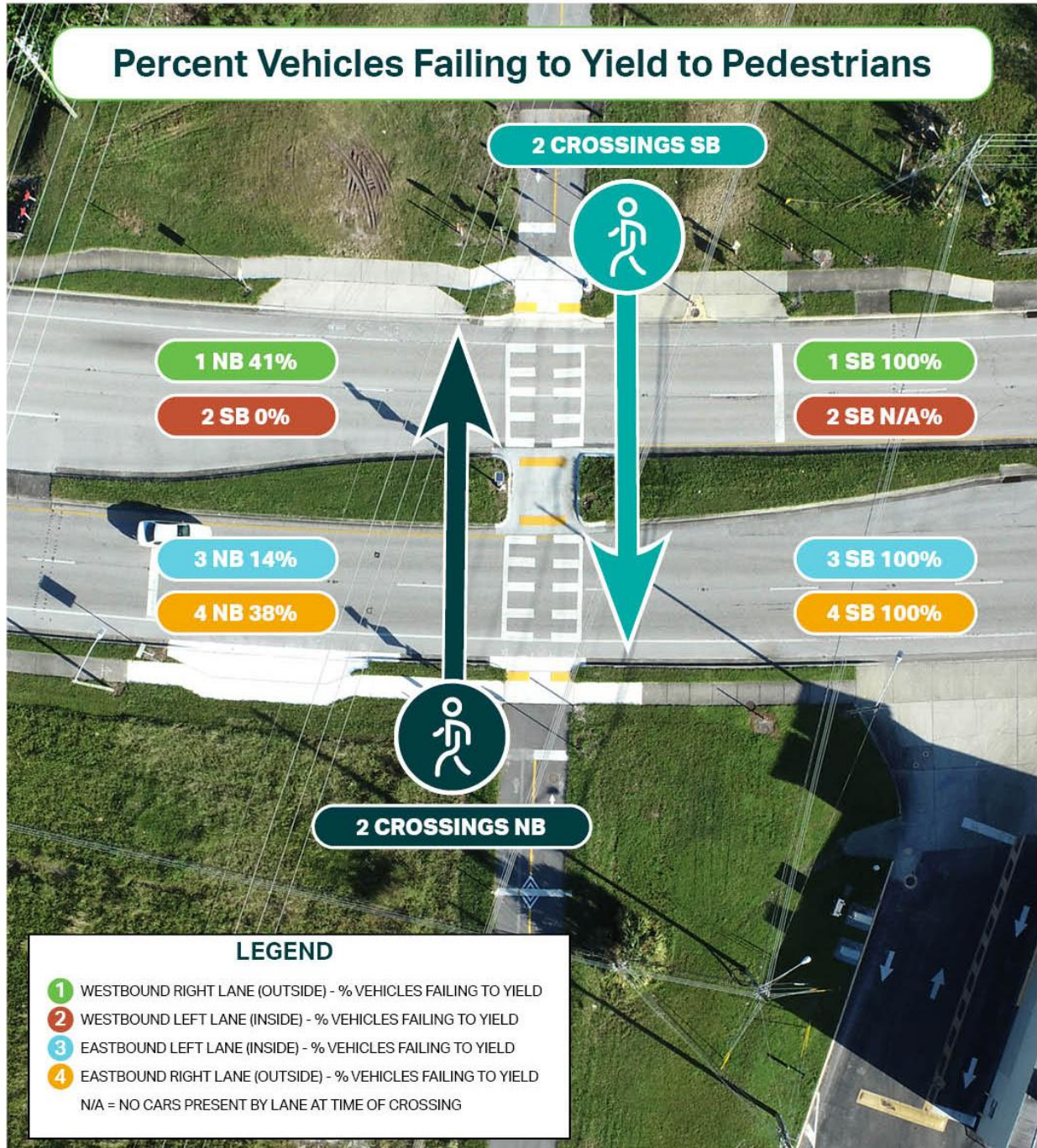




Figure 4-16 Vehicles Not Yielding to Pedestrians – Button Activated – Feb 18  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 18, 2022**  
 (6:00 AM to 8:00 PM)  
**Button Activated**

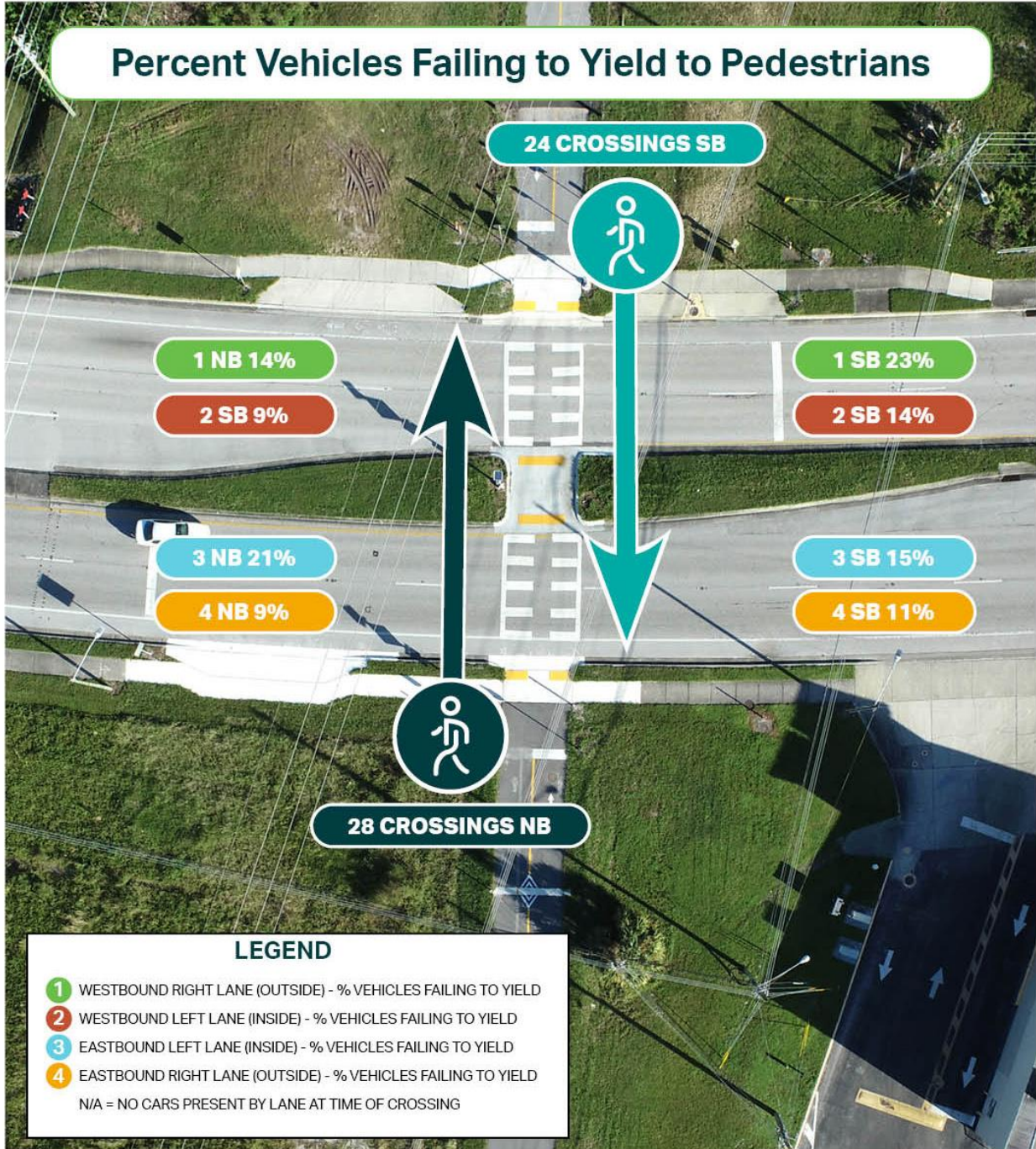




Figure 4-17 Vehicles Not Yielding to Pedestrians – Button Not Activated – Feb 18  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 18, 2022**  
 (6:00 AM to 8:00 PM)

**Button NOT Activated**

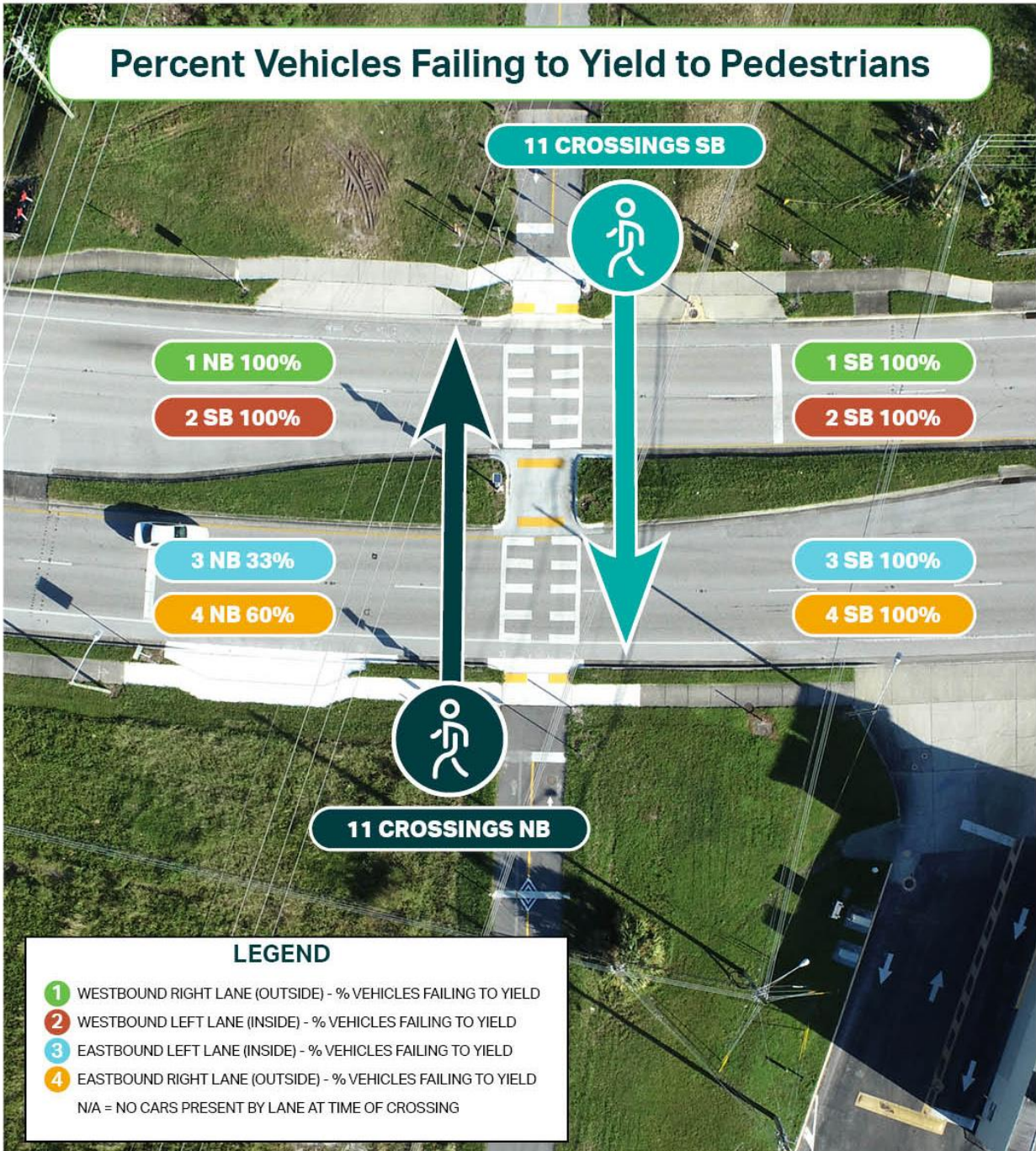




Figure 4-18 Vehicles Not Yielding to Pedestrians – Button Activated – Feb 19  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 19, 2022**  
 (6:00 AM to 8:00 PM)  
**Button Activated**

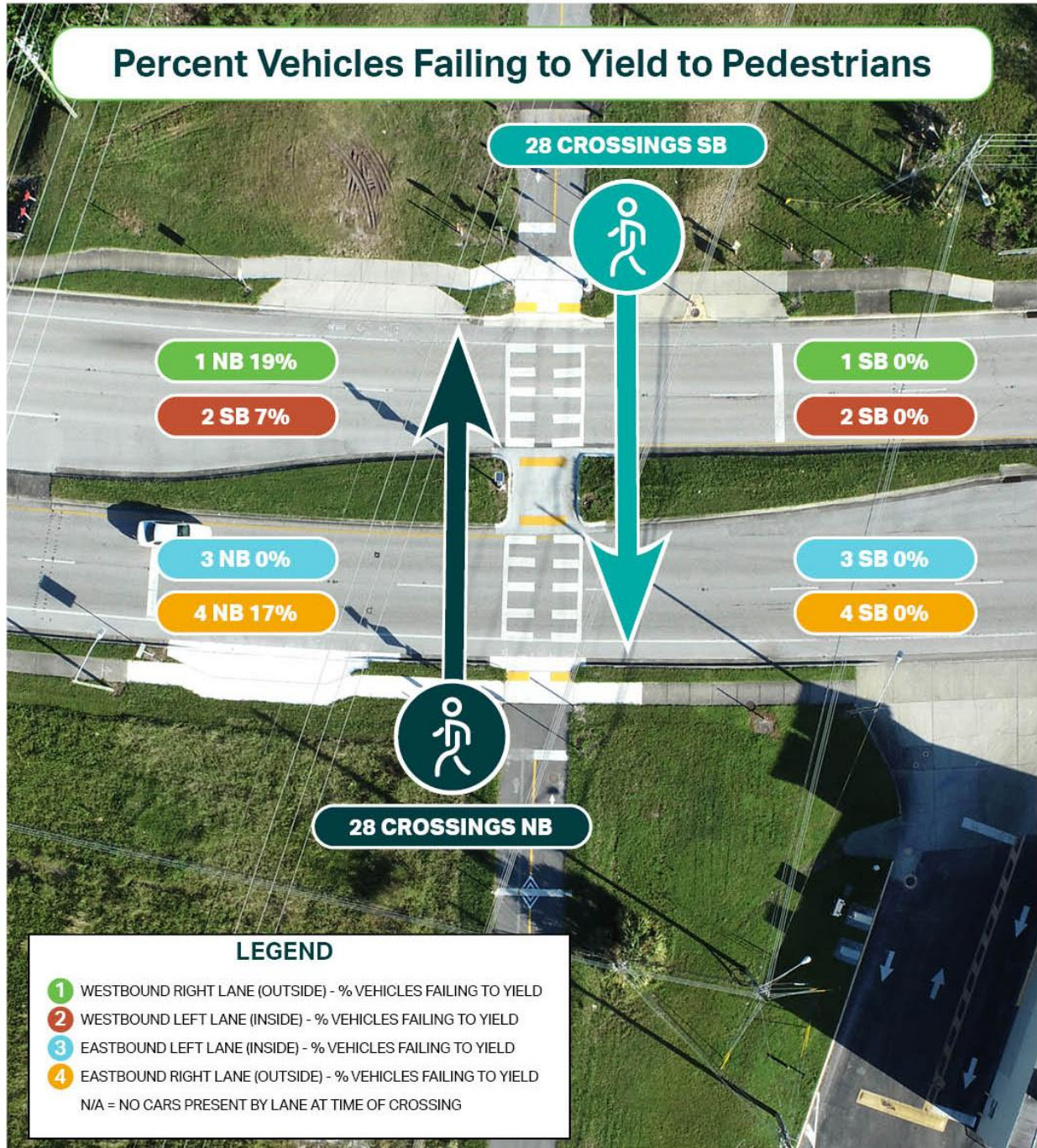




Figure 4-19 Vehicles Not Yielding to Pedestrians – Button Not Activated – Feb 19  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 19, 2022**  
 (6:00 AM to 8:00 PM)

**Button NOT Activated**

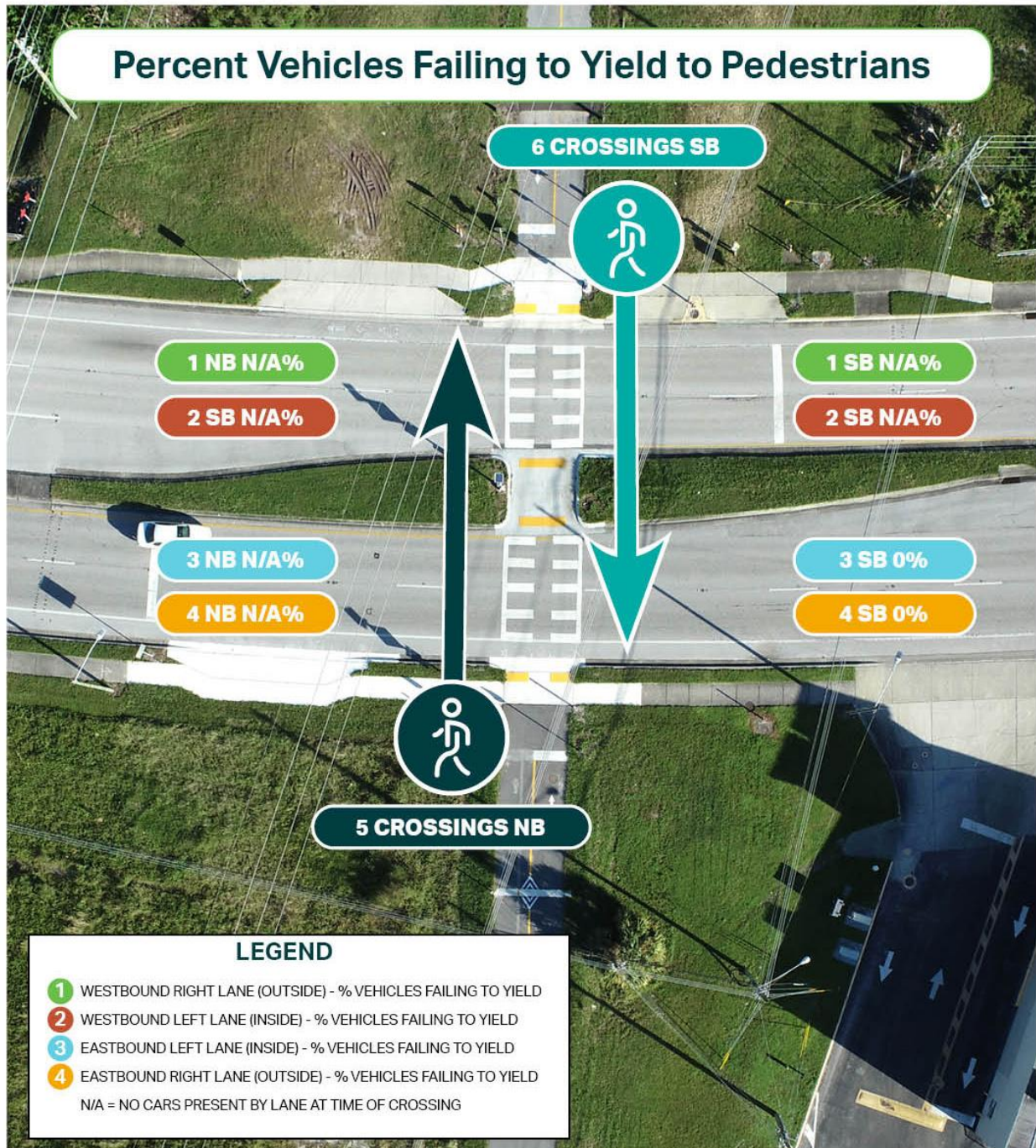




Figure 4-20 Vehicles Not Yielding to Pedestrians – Button Activated – Feb 20  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 20, 2022**  
 (6:00 AM to 8:00 PM)  
**Button Activated**

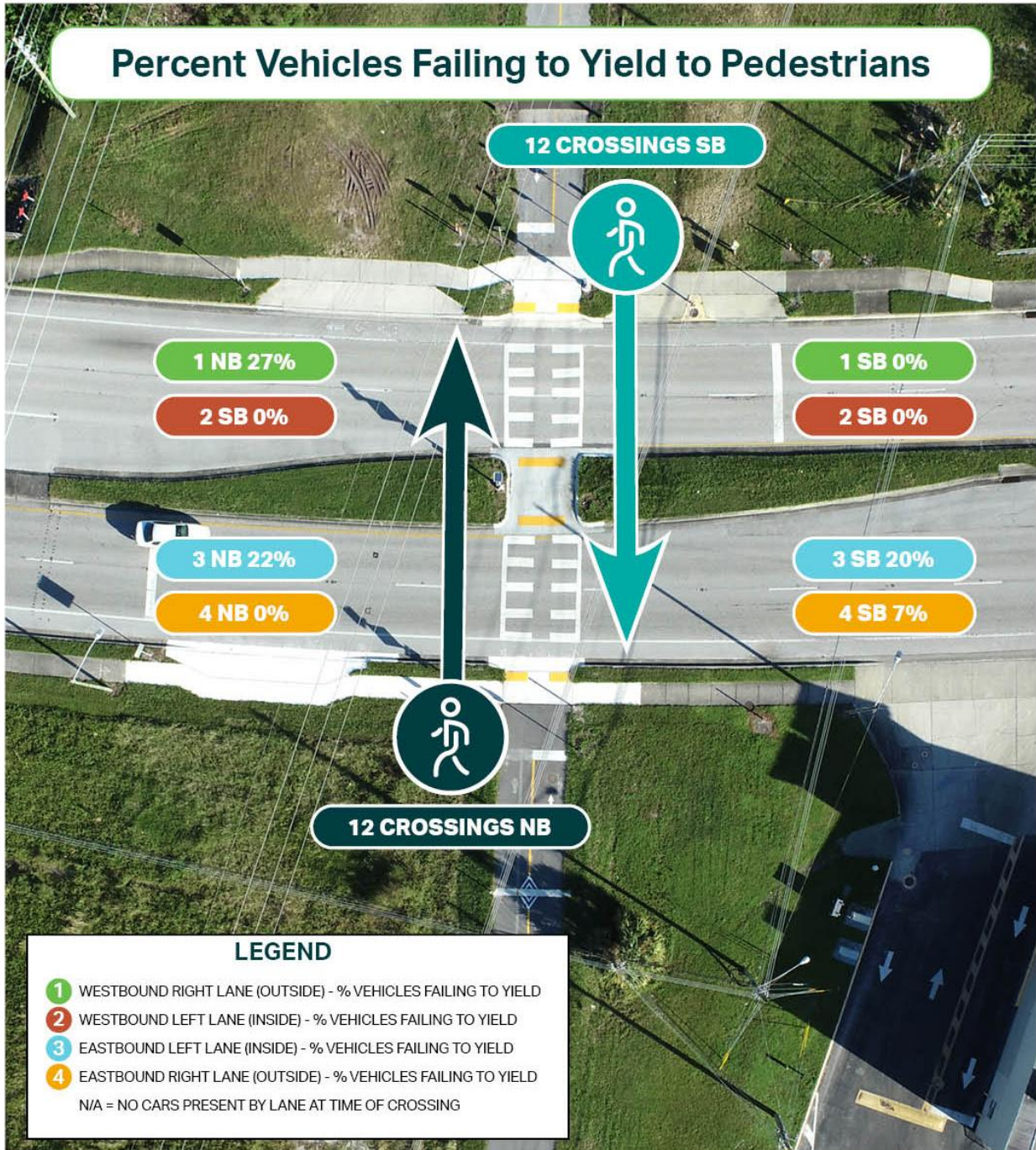




Figure 4-21 Vehicles Not Yielding to Pedestrians – Button Not Activated – Feb 20  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 20, 2022**  
 (6:00 AM to 8:00 PM)

**Button NOT Activated**

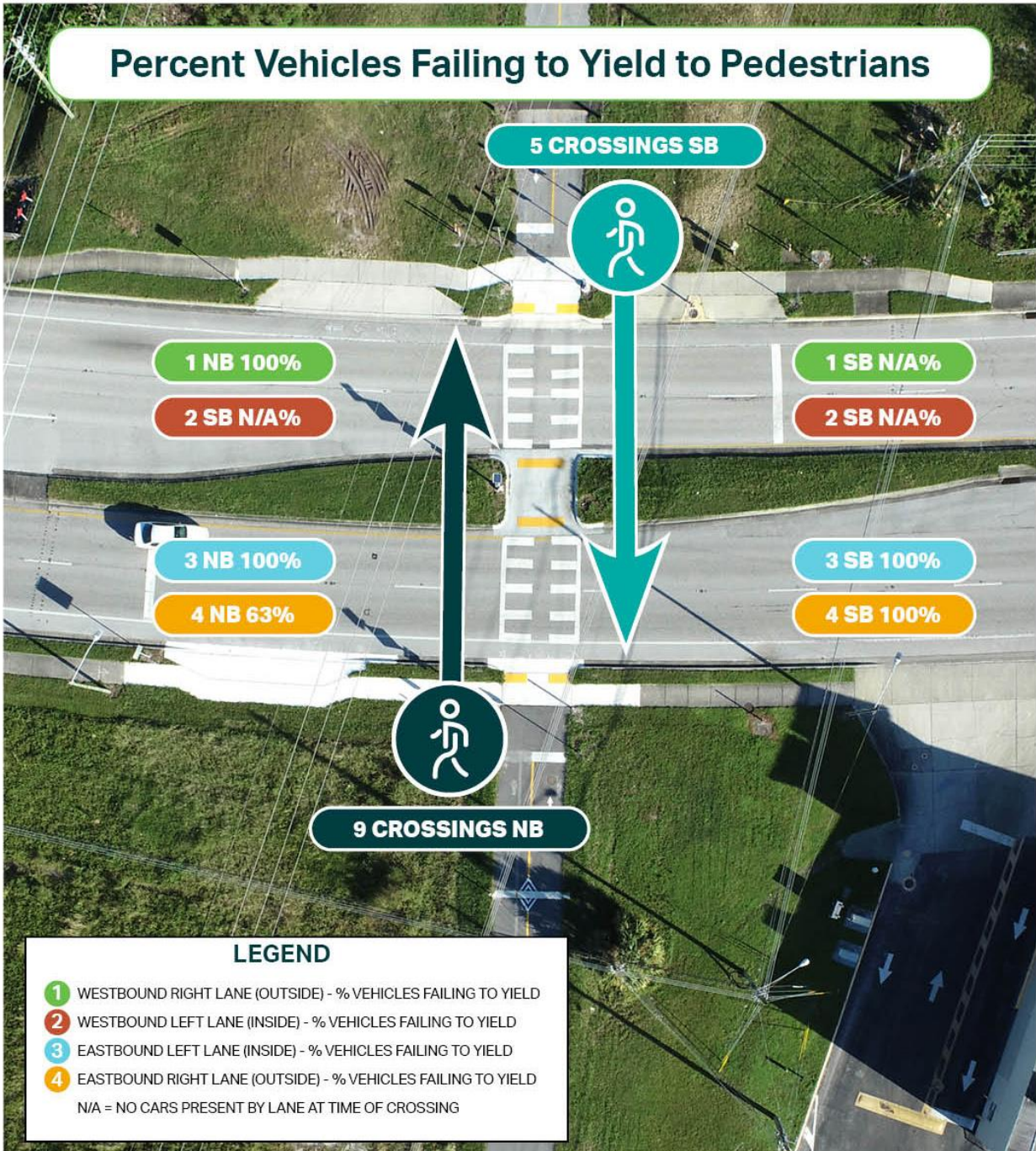




Figure 4-22 Vehicles Not Yielding to Bicycles – Button Activated – Feb 17

# Pinellas Trail and Sunset Point Road Crossing By Lane - Total for the Day of February 17, 2022 (6:00 AM to 8:00 PM)

## Button Activated

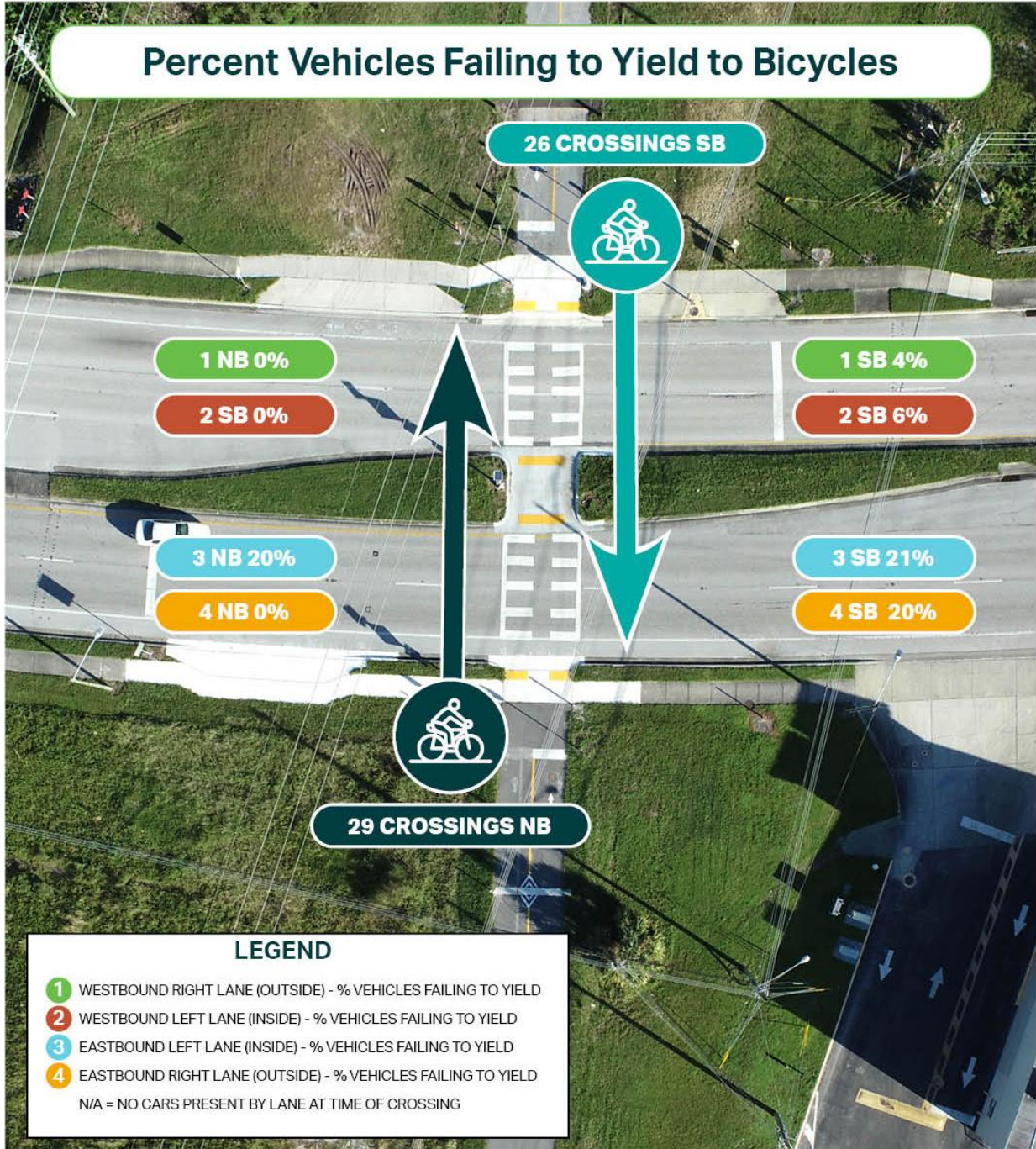




Figure 4-23 Vehicles Not Yielding to Bicycles – Button Not Activated – Feb 17  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 17, 2022**  
 (6:00 AM to 8:00 PM)

**Button NOT Activated**

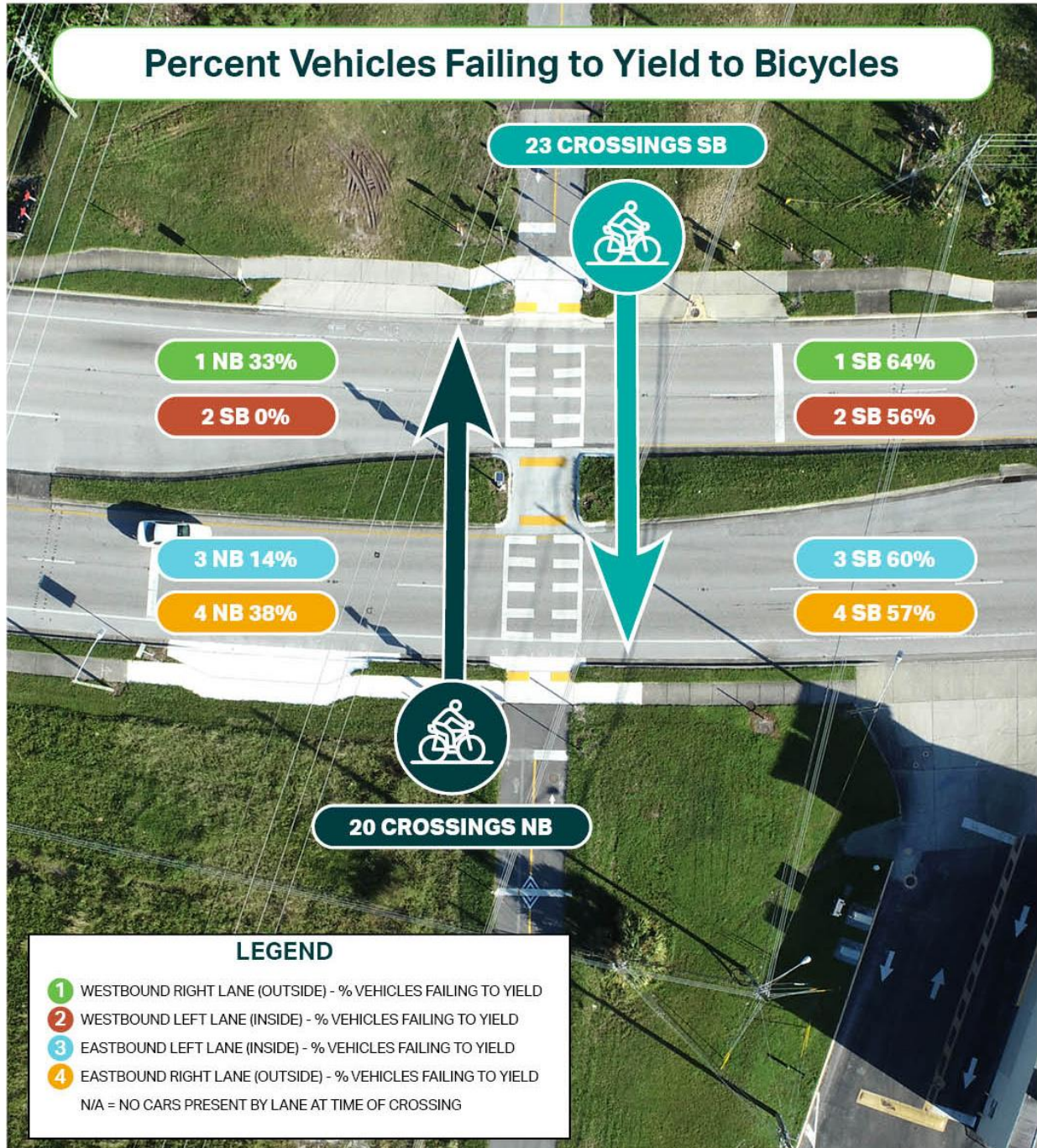




Figure 4-24 Vehicles Not Yielding to Bicycles – Button Activated – Feb 18

# Pinellas Trail and Sunset Point Road Crossing

## By Lane - Total for the Day of February 18, 2022

(6:00 AM to 8:00 PM)

### Button Activated

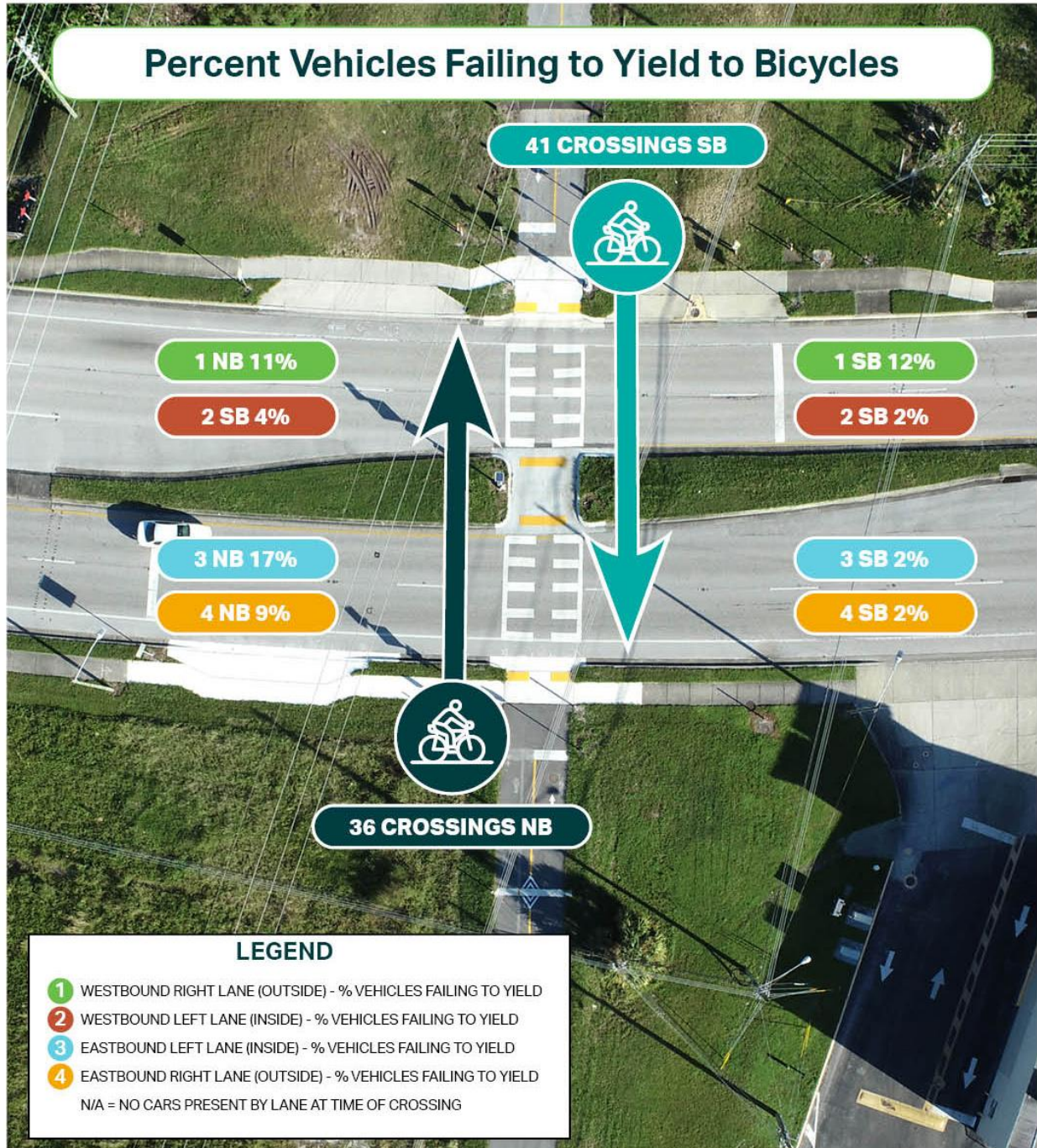




Figure 4-25 Vehicles Not Yielding to Bicycles – Button Not Activated – Feb 18  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 18, 2022**  
 (6:00 AM to 8:00 PM)

**Button NOT Activated**

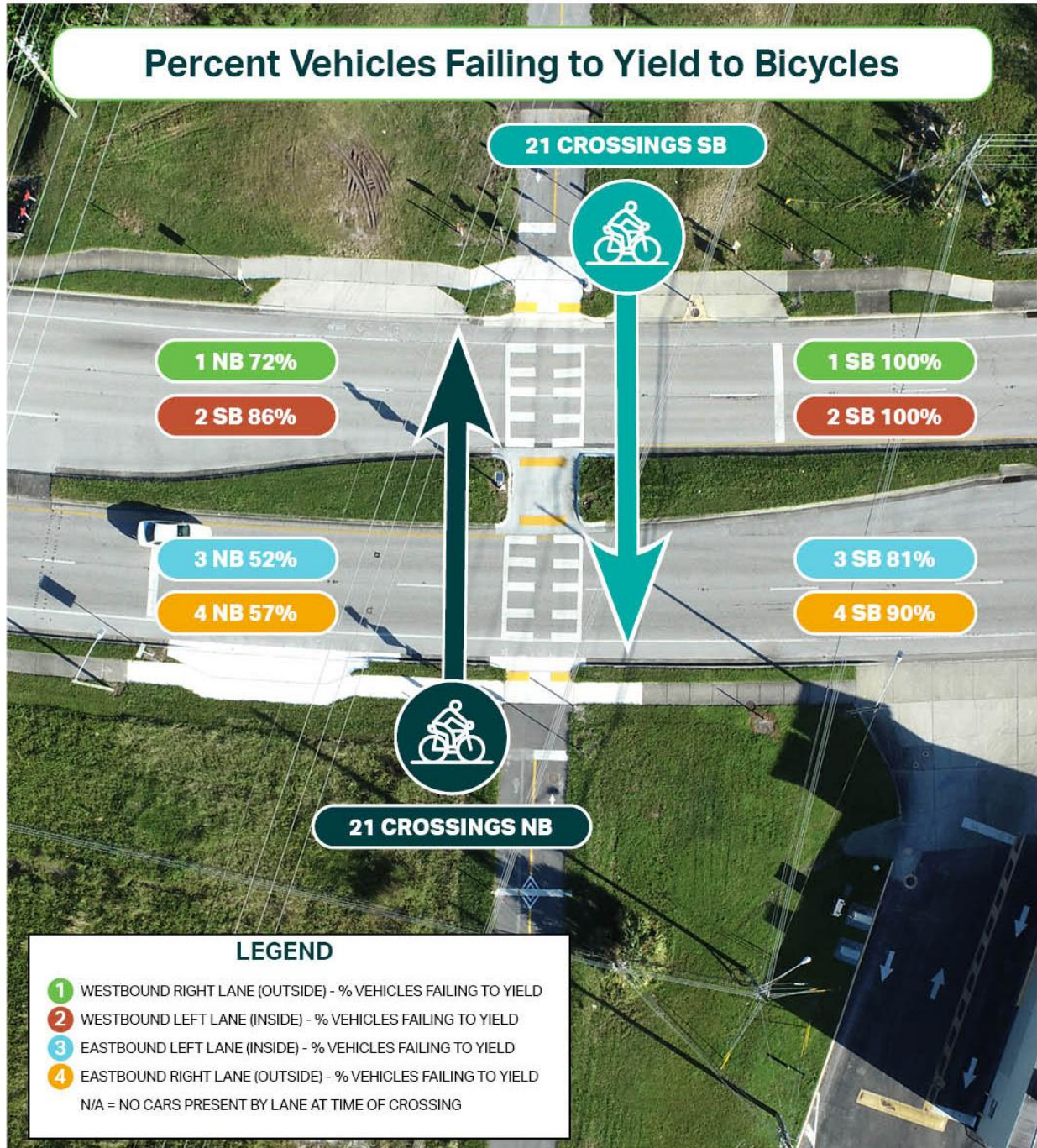




Figure 4-26 Vehicles Not Yielding to Bicycles – Button Activated – Feb 19  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 19, 2022**  
 (6:00 AM to 8:00 PM)  
**Button Activated**

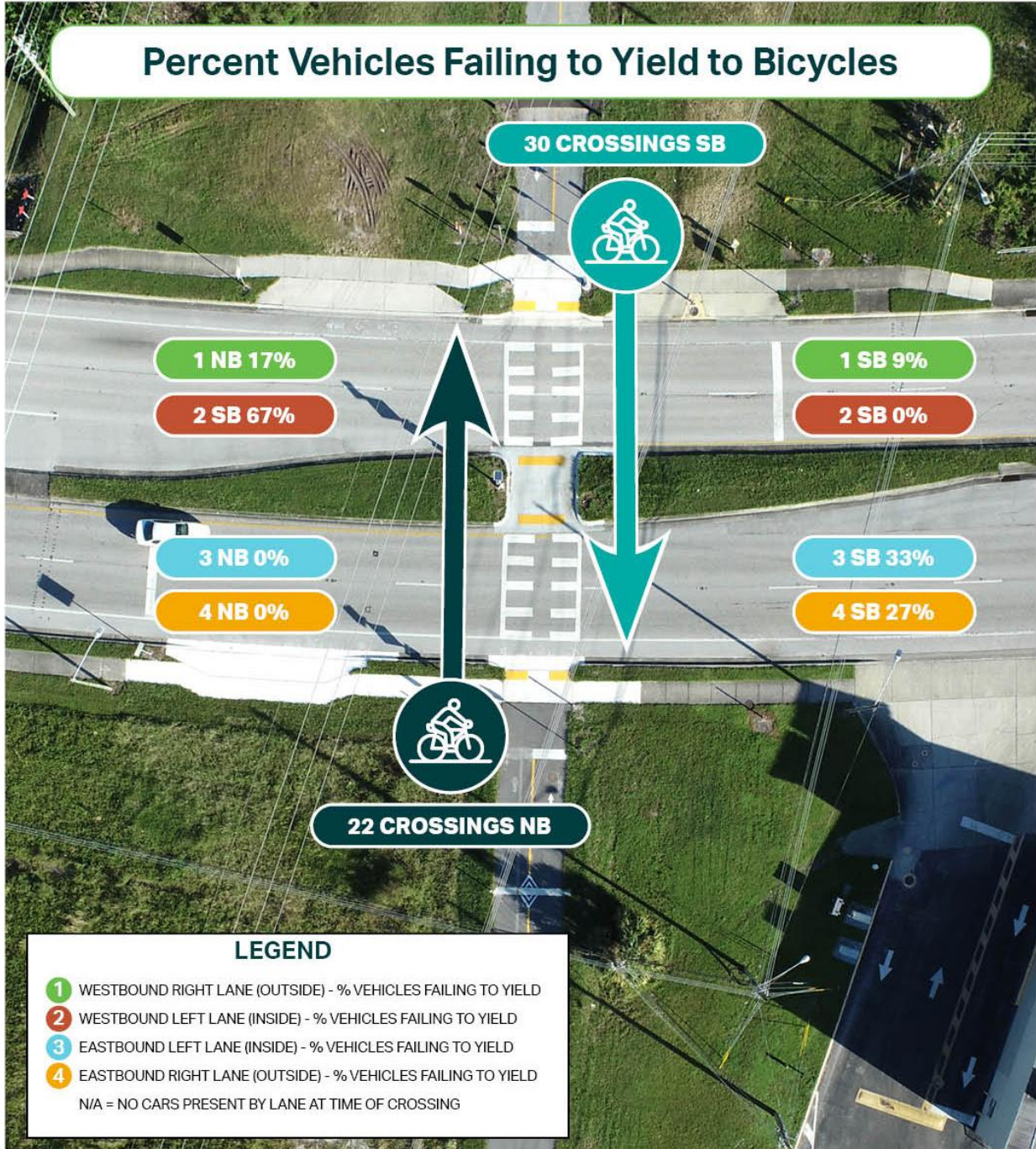




Figure 4-27 Vehicles Not Yielding to Bicycles – Button Not Activated – Feb 19  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 19, 2022**  
 (6:00 AM to 8:00 PM)

**Button NOT Activated**

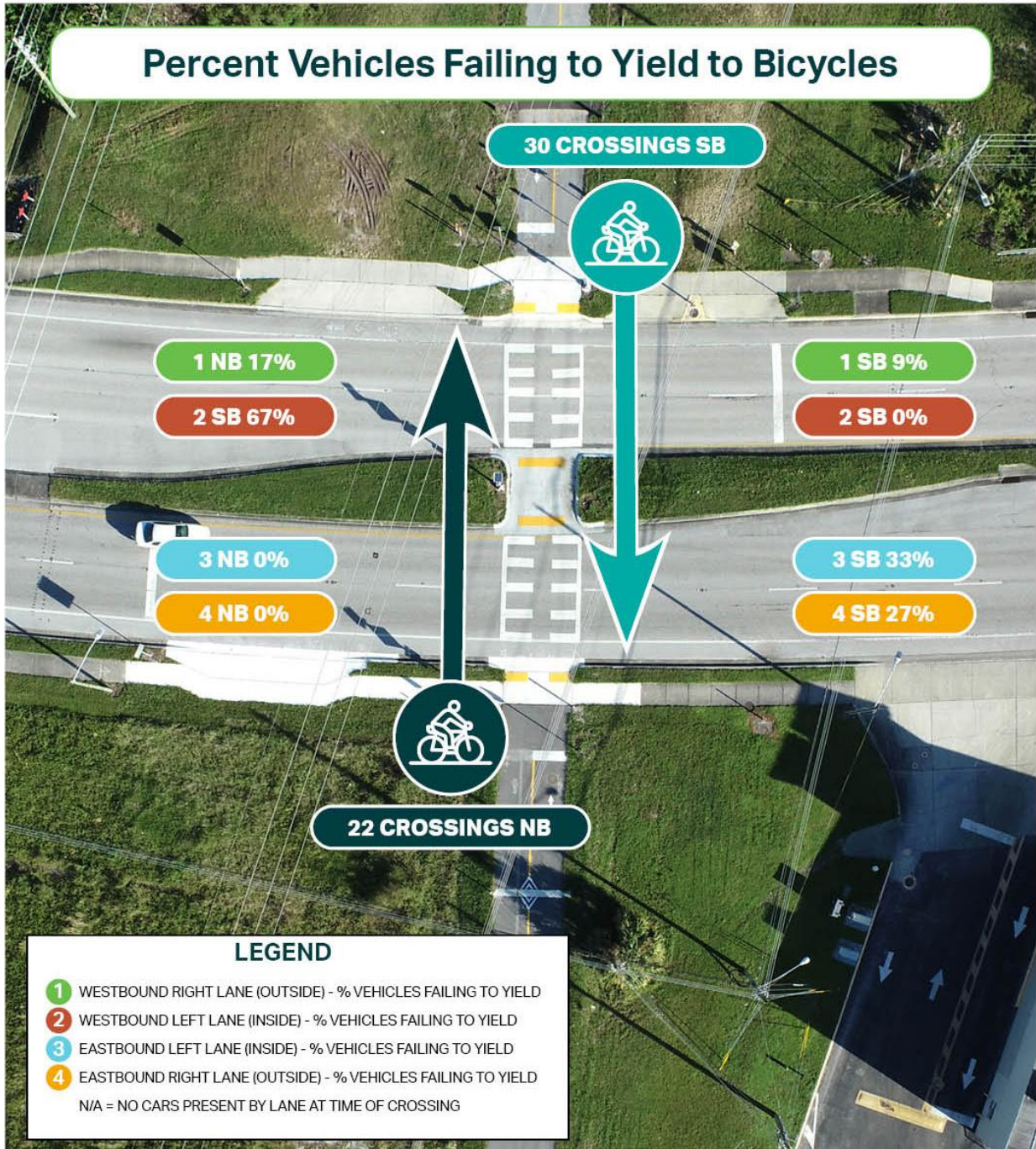




Figure 4-29 Vehicles Not Yielding to Bicycles – Button Activated – Feb 20

# Pinellas Trail and Sunset Point Road Crossing

## By Lane - Total for the Day of February 20, 2022

(6:00 AM to 8:00 PM)

### Button Activated

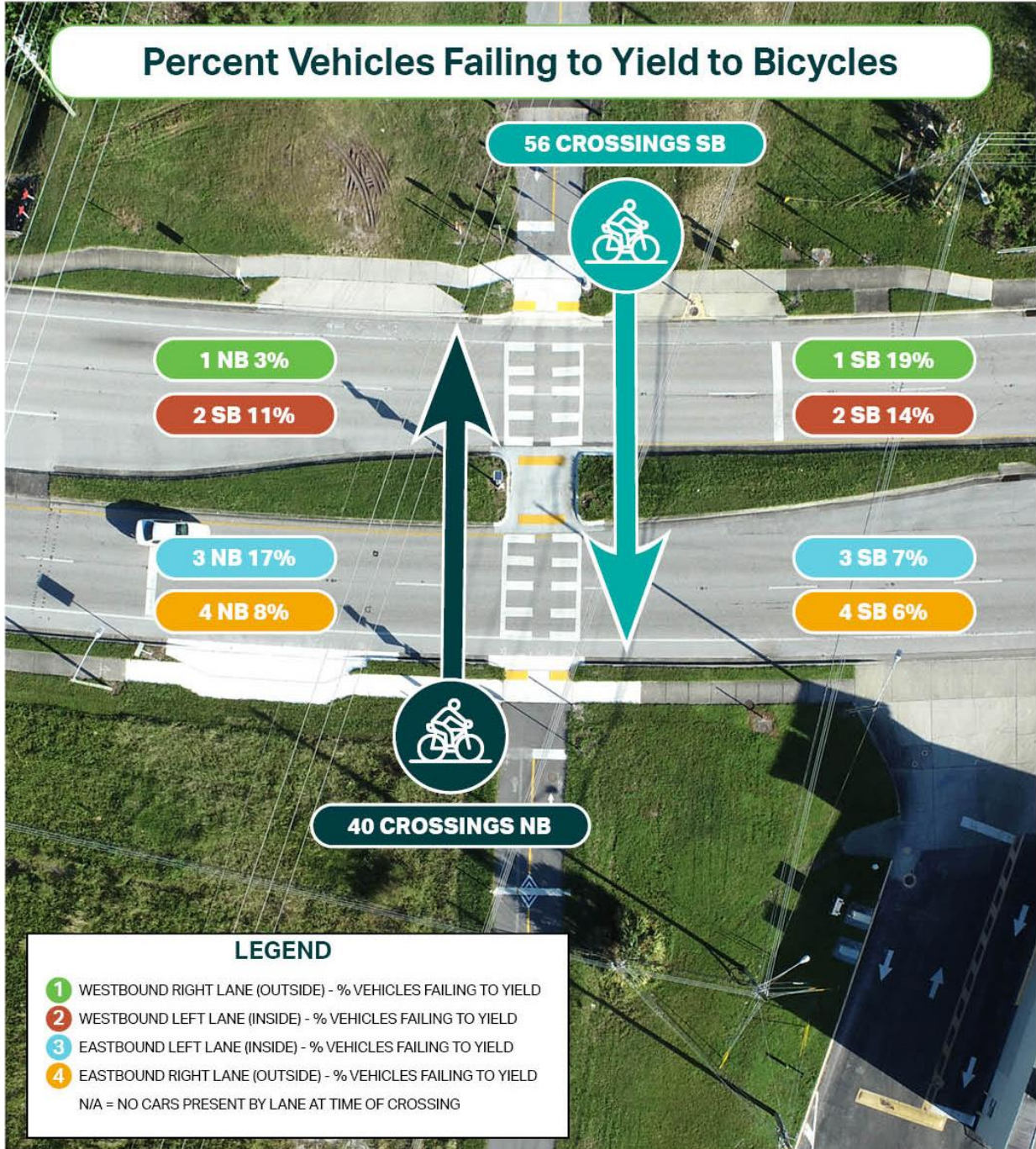




Figure 4-30 Vehicles Not Yielding to Bicycles – Button Not Activated – Feb 20  
**Pinellas Trail and Sunset Point Road Crossing**  
**By Lane - Total for the Day of February 20, 2022**  
 (6:00 AM to 8:00 PM)

**Button NOT Activated**

