



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

January 22, 2024 – 8:30 a.m.

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

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS** (8:30 – 8:35)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes* (8:35 – 8:40)
3. **APPROVAL OF MEETING SUMMARY** (8:40 – 8:45)
4. **FORWARD PINELLAS UPDATES** (8:45 – 8:55)
 - A. **Forward Pinellas Board Summary**
 - B. **SPOTLight Emphasis Areas**
 - C. **Other**
5. **TIP AMENDMENT** (8:55 – 9:05)
6. **SAFETY PERFORMANCE MEASURES** (9:05 – 9:20)
7. **DUNEDIN CAUSWAY** (9:20 – 9:40)
8. **PROPOSED REGIONAL MPO** (9:40 – 9:55)
9. **ACTIVE TRANSPORTATION PLAN UPDATE** (9:55 – 10:05)
10. **BPAC BUSINESS** (10:05 – 10:15)
 - A. Friends of the Pinellas Trail
11. **AGENCY REPORTS** (10:15 – 10:25)
12. **OTHER BUSINESS** (10:25 – 10:30)
 - A. Membership
 - i. Attendance
 - ii. Sunshine laws
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
13. **ADJOURNMENT**

NEXT BPAC MEETING – FEBRUARY 26, 2024

Join Zoom Meeting for Public viewing and comment only

<https://us02web.zoom.us/j/83128163621?pwd=Zk93aHE0NTF3d21KZ1lpSUJRU3dvQT09>

Meeting ID: 831 2816 3621

Passcode: 503528

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3. Approval of Minutes



SUMMARY

The meeting summary for the November 20, 2023, meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – November 20, 2023

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
NOVEMBER 20, 2023**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on November 20, 2023, at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

BPAC Members Present

Brian Smith, Chair	North County Citizen Representative
Gordon Brown	St. Petersburg Citizen Representative
Ron Englert	Dunedin Citizen Representative
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Kathy Gademer	City of Dunedin
Charlie Guy	St. Petersburg Citizen Representative
Gloria Lepik-Corrigan	Clearwater Citizen Representative
Jayne Lopko	City of Clearwater
Joan Rice	Pinellas County Public Works Traffic
Eric Sorenson	At Large Citizen Representative
Stuart Schwartzreich	St. Petersburg Citizen Representative
Elisabeth Staten	St. Petersburg Bicycle Pedestrian Coordinator
Heather Vernillo	North County Citizen Representative
Juli Worthington	At Large Citizen Representative
Avera Wynne	Clearwater Citizen Representative
Paul Zagami, Vice Chair	Beach Communities Citizen Representative

BPAC Members Absent

Daniel Alejandro	Largo Citizen Representative
Julie Bond	CUTR
Joseph Camera	Pinellas County Schools
David Chase	Pinellas Park Citizen Representative
Whitney Clark	City of Largo
Scott Daniels	Friends of the Pinellas Trail
Fernando Gutierrez	Clearwater Citizen Representative
Matt Jackson	City of Oldsmar
Caroline Lanford	City of Tarpon Springs
Keely Murphy	St. Petersburg Citizen Representative
Donovan Nickell	Seminole Citizen Representative
Deputy Dan Nocera	Pinellas County Sheriff's Office
James Phillips	PSTA
Derek Reeves	City of Pinellas Park
Annette Sala	At Large Citizen Representative
Lara Wojahn	At Large Citizen Representative
Peter Wray	Beach Communities Citizen Representative

Others Present

Commissioner Jeff Gow	City of Dunedin
Kristin Ehrlich	St. Petersburg Resident Guest
Rob Feigel	Forward Pinellas Staff
Whit Blanton	Forward Pinellas Staff
Kyle Simpson	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER

Chair Brian Smith called the meeting to order at 8:30 a.m. and the attendees in the room introduced themselves.

2. PUBLIC COMMENTS

No Public Comment

3. APPROVAL OF MINUTES

The summary from the October 16, 2023 meeting was approved with no corrections.

4. FORWARD PINELLAS ACTIONS & SPOTLIGHT

Kyle Simpson, Forward Pinellas staff, reviewed the November 8, 2023, Forward Pinellas Board summary. The Board received the Draft Tentative Work Program from FDOT, and they approved Whit Blanton, Forward Pinellas Executive Director, to send a letter to FDOT requesting the department fully fund all existing projects before adding new projects to the Work Program. The Board also approved the Fall Update of the Transportation Improvement Program.

Regarding the SPOTLight Emphasis areas, PSTA and the City of Clearwater received a Service Development Grant from the state to help pay for the operation of waterborne ferry services between Downtown Clearwater, Clearwater Beach, and Dunedin. Regarding US19, in the Spring of 2024 there will be discussion on how the intersections will look in Palm Harbor and Tarpon Springs in the future, whether there will be overpasses or at grade intersections. Regarding Brightline, there have been discussions indicating that if Brightline comes to Tampa, the Tampa Station would be around the Hillsborough Community College campus in Ybor City.

Regarding the Regional Tri-County BPAC meeting held on November 6th at the public library in Safety Harbor, Hillsborough County, Pasco County and Pinellas County try to meet three times a year to share what projects the different counties are working on and to support cross-county trail connections. Pasco County usually hosts the meeting in February/March, Hillsborough County hosts in June/July and Pinellas County hosts in November. Members were encouraged to attend the meetings. Chair Smith suggested designating three or four members to attend the meetings and report back to the BPAC.

5. COMPLETE STREETS GRANT APPLICATIONS

Mr. Simpson shared a presentation on the Complete Streets Grant applications. Now in its eighth year, the Complete Streets Grant Program provides annual allocations for concept planning and construction projects. This year, up to \$150,000 is available for concept planning projects and up to \$1.5 million is available for construction projects. Forward Pinellas released a Call for Projects in the summer of 2023 and the submittal deadline for the grant program was October 6th, 2023. Forward Pinellas received two applications for concept planning funding and one application for construction funding. The applications received are:

- Pinellas County request for \$95,000 for the Downtown Palm Harbor, West Florida Avenue Corridor Enhancement and Parking Project
- City of St. Petersburg request for \$100,000 for the 31st Street Planning Study
- City of St. Petersburg request for \$1,500,000 to construct Curb Extensions in the Grand Central District.

A subcommittee was established with Forward Pinellas staff and agency stakeholders from the Planners Advisory Committee and Technical Coordinating Committee to review the applications and develop recommendations for funding. After review, the subcommittee felt the Palm Harbor application did not meet the intent of the Complete Streets program and will recommend concept funding for the 31st Street Planning Study and construction funding for the St. Petersburg curb extensions for the Grand Central District. This recommendation will go before the Board in early 2024. The concept planning funds will become available in July 2024 and the construction project will be added to the fifth year of FDOT Work Program. Questions were taken and appropriately answered.

Charlie Guy requested to make a public comment at this time, regarding BPAC guest/applicant Kristin Ehrlich, who presented a study to the City of St. Peterburg regarding the ability to tie the Deuces Live 22nd Street safely to 31st Street, connecting underneath the I-275 underpass and join with the Skyway Bridge.

Ms. Ehrlich shared she lives along 31st Street S in the Lakewood Estates neighborhood. She got involved in the Mayor's BPAC meetings as a citizen when she noticed there was confusing signaling on 31st Street S as to whether the trail was a large piece of roadway or if the trail was the bike lane on the road. It turns out that the city had improperly marked this section as a trail, and it did not meet the standards to be one. She made a presentation to the bike committee and met with the city on some ideas, not with just this portion of the road, but also connecting Pinellas Point to the Grand Central District. Also, connecting the Lakewood Estates neighborhood area to the Pinellas Trail.

6. COMPLETE STREETS BEFORE AND AFTER STUDIES

Mr. Simpson shared information with the committee on how the previous Complete Streets Projects, that were awarded funding from the Complete Streets Grant Programs, are progressing. The first Complete Street construction project that Forward Pinellas funded is currently under construction on 34th Street/US 19 from 30th Avenue S to 54th Avenue S, a trail/sidewalk segment. To measure the land use side as well as the transportation side of the impact of the project, in late 2022, a transportation consultant went out to 34th Street and captured four days of 12-hour video data collection at multiple intersections, showing vehicular volume turning movement at the intersection as well as the number of bicyclists and pedestrians using this intersection, vehicular speed data, transit travel time and land use and economic data. Three years post construction, the same data will be collected and compared to 2022 data.

Additional projects have been advancing through the FDOT Work Program and are planned to go under construction in early 2024. Each City was awarded \$1 million to provide complete streets treatments along the following corridors:

- Rosery Road (Largo, FL) - from Missouri Avenue to Eagle Lake Park (awarded in 2018)
- Skinner Blvd (Dunedin, FL) - from Alternate 19 to Bass Blvd to Main Street (awarded in 2019)
- St. Petersburg Drive (Oldsmar, FL) - from Bayview Blvd to Dartmouth Ave (awarded in 2018)

Pre-data collection will be done before construction begins. Questions were taken and appropriately answered.

Ms. Ehrlich commented on the cut-thru at 34th/31st Street under I-275, that the city submitted a request to put up cameras for observation and FDOT pushed back stating privacy issues. She was wondering if this could be addressed in a planning capacity.

7. TRANSPORTATION ALTERNATIVES APPLICATIONS

Mr. Robert Feigel, Forward Pinellas staff, shared a presentation on the Transportation Alternatives (TA) Program that uses federal funds to construct pedestrian and bicycle projects, as well as infrastructure to improve non-driver access to transit. Local governments may submit up to three project applications for projects with estimated costs between \$300,000 and \$3,000,000. The application process includes scoring and ranking criteria for projects being considered. Three applications from St. Petersburg are being considered for funding:

- 9th Avenue N from County Club Road to SR595/Tyrone Blvd – 1.87-mile 6 ft. sidewalk gaps.
- Lakewood Trail along Fairway Avenue S from 35th Terrace S to Alcazar Way – 8 ft. to 10 ft. concrete trail segments.
- St. Pete Warehouse Arts District Sidewalk Gaps – 24th Street, Emerson Avenue S, 25th Street and 6th Avenue S. From 28th Street to 22nd Street S, sidewalk gaps, north and south side.

The review process and scoring were reviewed, and all three projects may be added to the TA Priority list assuming applications are complete and there are no major objections. Questions were taken and appropriately answered.

8. ELECTION OF CHAIR AND VICE CHAIR

At this time, Mr. Simpson recognized Brian Smith for his service of ten years as Chair to the BPAC with a small token. Members were then asked for nominations to elect a Chair and a Vice Chair. Gloria Lepik-Corrigan nominated Paul Zagami as Chair. This was seconded by Charlie Guy and passed with a unanimous vote. Gordon Brown was nominated by Charlie Guy as Vice Chair. This was seconded by Gloria Lepik-Corrigan and passed with a unanimous vote.

9. BPAC BUSINESS

A. Friends of the Pinellas Trail

Stuart Schwartzreich filled in for Scott Daniels, noting nothing new to report since the last meeting.

10. AGENCY REPORTS

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

Ms. Joan Rice shared an update on the Pinellas Trail Loop. There is nothing new to report. There is still work on the design of the South Gap and construction is still planned for 2026. The bridge that spans the Lake Tarpon outfall canal is slated to begin construction in the Spring of 2024. The overpass at Bayshore/SR60 connecting to the Courtney Campbell Causeway will run behind the Chamber of Commerce building on the north side of SR60, and once connected to the south side, will branch off to run both east

and west.

- **Clearwater Bicycle Pedestrian Program**

Jayne Lopko shared there were no updates.

- **St. Petersburg Bicycle Pedestrian Program**

Ms. Elisabeth Staten, St. Petersburg Transportation, shared St. Petersburg is looking for a new bike/ped coordinator, and no other updates.

- **Largo Bicycle Pedestrian Program**

No one in attendance.

- **Oldsmar Bicycle Pedestrian Program**

No one in attendance.

- **Pinellas Park Bicycle Pedestrian Program**

No one in attendance

- **Dunedin Bicycle Pedestrian Program**

Kathy Gademer shared that the Casa Tina sidewalk improvements are now completed. Dunedin is currently planning a Beltnes Street, Safe Streets and Roads 4 All project. There will be a public meeting on December 11th at 5:30 pm at City Hall, to share comments from the walking audit. A condo association inquiry came in regarding information on any programs that offer free or reduced-price permanent bike racks.

- **Tarpon Springs Bicycle Pedestrian Program**

No one in attendance

- **Pinellas County Schools (PCS)**

No one in attendance

- **FDOT District 7 Updates**

No representative for FDOT in attendance.

11. OTHER BUSINESS

- A. Chair Smith shared information on the direction markers inquiry from October's meeting. Chair Smith met with Paul Cozzie, Parks Director, and Joan Rice with Public Works to define the approach to directional markings on the Pinellas Trail concerning keeping to the right. They have come up with a proposal to add more signage along the Trail, especially those areas that are more than a half mile or more in length. Directional arrows will be marked on the pavement in each direction to help remind trail users to keep right.

Mr. Simpson also shared that the Pinellas Trail Security Task Force (PTSTF) will hold a Targeted High Visibility Enforcement Day on Saturday, February 17, 2024, where staff will be working with all law enforcement jurisdictions throughout Pinellas County that have enforcement responsibility on the Pinellas Trail, to have officers out on the Trail from 8:00 to 12:00, for not only enforcement, but educational opportunities as well.

Mr. Simpson added the Rails to Trails Conservancy will be holding a free webinar, the link is included in the agenda packet, Wednesday November 29th, on How to Advocate for Walking, Biking, and Trail Funding Best Practices.

Gloria Lepik-Corrigan inquired about having an instructive agenda item on legislation and the legislative process in the State of Florida to answer questions on when does the legislative session begin, when should we contact our representatives on issues we are advocating for? Mr. Simpson reminded the committee if there is a “hot” legislative item that would affect the BPAC, staff would bring it to their attention for feedback.

Whit Blanton, Executive Director, shared that the legislative delegation is meeting November 29th and there is a bill that has been filed related to the PSTA Special Act that would change the governing structure of PSTA and prohibit them from every looking at a lane elimination for transit. The bill would also eliminate their ability to operate rail transit. This bill requires a unanimous vote of support from the Pinellas Legislative Delegation to move forward. Forward Pinellas tracks all bills relating to planning and transportation. There is one now called “put it down Florida” which is basically no active use of a cell phone while operating a vehicle. Mr. Blanton would like to bring an update to the BPAC in January of the status of the bills relating to transportation and bike/ped.

B. Membership

Paul Zagami reminded members there are five vacancies and to please check around to see if anyone is interested in joining.

C. Correspondence, Publications, Articles of Interest

There were no comments regarding this item.

D. Suggestions for Future Agenda Topics

12. ADJOURNMENT

Chair Smith adjourned the meeting at 10:22am. The next BPAC meeting is scheduled for Monday, January 22, 2024.

4. Forward Pinellas Actions



A. Forward Pinellas Board Summary

The January 10, 2024, Executive Summary is provided for your information. A staff member will summarize actions taken by the Forward Pinellas Board at the meeting.

ATTACHMENT: Executive Summary for January 10, 2024 (distributed separately)

B. SPOTLight Emphasis Areas

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, TIELS Study and Enhancing Beach Access

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The Forward Pinellas Board held this public meeting in person on January 10, 2024, at 1 p.m. in the Palm Room at the Pinellas County Communications Building.

The board endorsed the Regional Transportation Priorities.

Chelsea Favero of Forward Pinellas presented the Regional Transportation Priorities to the board, including the 2024 Transportation Management Area Top Priorities and the Sun Coast Transportation Planning Alliance (SCTPA) Regional Transportation Priority Project List.

Discussion:

- Mayor Julie Bujalski noted there are relatively few projects in Pinellas County compared to Hillsborough County on the lists. Whit Blanton added that the projects included are deemed of regional significance, are very well defined, and just need funding. Notable recent examples from this list have included the Gateway Expressway and the SunRunner.
- Chair Janet Long inquired if attention is being paid to north-south connections between counties, particularly to the north and south of the Skyway Bridge, which can form traffic bottlenecks. Whit Blanton shared the I-275 projects will apply all the way down to 54th Ave South, which will help operating issues on the north end, in travelling into St. Petersburg from the Skyway Bridge. The Sarasota-Manatee MPO covers the area to the south of the bridge, and they are members of the SCTPA, which provides an avenue to continued discussion.

The board unanimously approved the Advantage Alt 19 plan and recommendations.

In June 2022, Forward Pinellas began work on an Advantage Pinellas Investment Corridor Transition Plan to develop a mobility, safety, and redevelopment strategy for Alternate US 19. Kimley-Horn and Forward Pinellas staff provided an overview of the completed Advantage Alt 19, or the *Advantage Alt 19: Investing in People and Places along the Alternate US 19 Corridor*, plan and recommendations. The redevelopment vision featured in the plan encourages the incorporation of enhanced transit service and other multimodal transportation options to link jobs, job training, and workforce housing.

Discussion:

- Sharon Calvert of Tierra Verde shared a public comment that she considers the project to be financially risky considering the Pinellas Suncoast Transit Authority's (PSTA's) finances, which are shared in the public record.

- Commissioner Brian Scott and Whit Blanton clarified the board’s approval today approves this as a planning document and it does not represent commitment to particular projects or funding.
- Whit Blanton further added that this is a development plan overall, not only a transportation plan. Specific projects would only move forward after extensive technical analysis and public outreach.
- Mayor Julie Bujalski also shared, from her experience sitting on the PSTA Board for nine years, the PSTA budget has not indicated a lack of funds leading to a future of insolvency but rather is a conservative presentation of the budget. She noted PSTA may want to revisit how the budget is displayed to the public to prevent future misunderstanding.
- Mayor Julie Bujalski stressed the need to attend to tourism traffic along such corridors.
- Chair Janet Long noted that public officials would benefit in learning about the lengthy funding process transportation projects must move through.

The board approved the Complete Streets Grant Program Awards.

Kyle Simpson presented the recommendations for the Complete Streets Grant Program Awards. Now in its eighth year, the Complete Streets Grant Program provides annual allocations for concept planning and construction projects. The recommendations were as follows:

- \$100,000 to the City of St. Petersburg for the 31st Street Planning Study
- \$1,500,000 to the City of St. Petersburg for the Grand Central District Curb Extensions.

Discussion:

- David Ballard Geddis Jr. provided a public comment expressing his belief and concern that the equity in his home would be levied to pay for Complete Streets projects.
- Sharon Calvert provided a public comment that she desires more details be provided to the public.

The board recommended approval of the following amendments to the Countywide Plan Map.

- Case CW 24-01 – A request from the City of Clearwater to amend 0.54 acres of property located at 210 Meadow Lark Lane from Residential Low Medium to Public/Semi-Public. The applicant is requesting the proposed amendment to use the site as a softball field for Calvary Christian High School. As Calvary Christian High School’s athletic facilities have expanded over time, properties have been annexed and incorporated into the main parcel, future land use and zoning amendments have been approved to ensure the overall property would have a consistent designation.
- Case CW 24-02 – A request from Pinellas County to amend 0.19 acres of property located at 4685 Park Street from Residential Low Medium to Retail & Services. The site is currently vacant

and was historically used as a towing yard. The applicant wishes to use the property for a recreational vehicle and boat storage use.

- Case CW 24-03 – A request from the City of St. Petersburg to amend 0.41 acres of property located at 200 66th St. N from Office to Multimodal Corridor. The current use of the property is as a single-family home. The purpose of the proposed amendment is to allow for the redevelopment of the property to support up to nine townhomes with the potential for retail or other permitted mixed uses.

Forward Pinellas staff provided an update on the Housing Action Plan.

Linda Fisher provided this bi-monthly briefing, which included information about Accessory Dwelling Units (ADUs) – what they are, how they are beneficial to the community, how to prevent them from becoming vacation rentals, and other common community concerns.

Discussion:

- Commissioner Gina Driscoll inquired if the dashboard to track countywide projects would include all development, including private. Linda clarified that it would.
- Commissioner Eric Gerard noted that he sits on the advisory council for the Area Agency on Aging of Pasco-Pinellas, Inc., and at each meeting they receive reports on housing insecurity of seniors. They received 2,000 calls last year about this issue. He requests we pay attention to access to housing for seniors, such as adding a specific category for them. Linda advised that data breakdowns by age will be included in reporting.
- Mayor Julie Bujalski shared the City of Dunedin’s experience with ADUs. Approximately 15 years ago, the city wrote into their rules that someone dwelling in an ADU had to be a relative, and short-term rentals are solely designated to a certain area of the city that are more tourism centric. She does not anticipate those to change.
- Councilmember Driscoll shared that St. Petersburg has made some great progress with ADUs using incremental changes over time. Roughly 5-6 years ago, the city reduced the minimum lot size, which resulted in more lots being used for ADUs. In 2017, 23 permits were pulled for ADUs, whereas in 2022 there was 86.
- Mike Eisner, a commissioner from Tarpon Springs, offered public comment to say these sorts of dwellings could work only if there is close oversight and enforcement of rules and regulations related.
- Commissioner Gerard noted ADUs are being encouraged in Largo. They held a Housing for All session where ADUs were discussed in length. Possibilities of mitigating the use of them as vacation rentals entails requiring the property owner to live in the main house or the ADU itself and including incentives in the contract so it is not used as a rental. He added that ADUs are a great opportunity in cases to keep elderly parents nearby, rather than them going into a senior care facility or risking homelessness.

- Mayor Julie Bujalski added that people in the City of Dunedin who do have ADUs are typically not renting them affordably.

The Board recognized outgoing BPAC Member Brian Smith.

Over the past last 10 years, Brian Smith has been the chair of Forward Pinellas’s Bicycle and Pedestrian Advisory Committee (BPAC). Brian has previously served as the MPO Planning Director and the PPC Director, amongst other roles with the county. He has done an excellent job in leading both technical and non-technical members in BPAC. He will continue working with the Florida Greenways and Trails Foundation.

The Board recognized outgoing Board Member Jarrod Buchman.

Board Member Jarrod Buchman resigned from his position as councilmember for the City of Oldsmar and is departing from the Forward Pinellas Board. Andrew Knapp will be replacing him starting at the February board meeting.

The board appointed the Commissioner Brian Scott to the Metropolitan Planning Organization Advisory Council (MPOAC) Governing Board as a second alternative.

SPOTlight Update

Executive Director Whit Blanton provided the following updates:

- Enhancing Beach Access – A report that was completed earlier this year has been distributed that provides analysis of the turnaround at the end of the Causeway Blvd. at the entrance of Honeymoon Island State Park. The study showed the turn around is not functional as currently designed because back-ups occur when people arrive at the end of the turn around and only then realize they must pay for entry to the park. Forward Pinellas will have a call with the County and park staff to discuss the report’s findings.
- Gateway Area – Forward Pinellas is about to kick off a survey of the business and employers in the area. The scope of services has been developed and approved by the Department of Transportation. Forward Pinellas is waiting on the department to put the funding in place to kick off the project.
- Waterborne Transportation – Forward Pinellas is working with the City of Clearwater on the docking agreement for the ferry at the marina to determine how it will affect PSTA’s pending procurement for the \$655,000 grant which was recently awarded. Whit Blanton also has a meeting planned with Brian Lowack of Visit St. Petersburg-Clearwater to talk further about

potential financial participation of the County's tourism tax. The target timeline is to have an operating program sometime after October of this year.

Other Items

- PSTA Report: PSTA now oversees the vanpool services contract that was previously overseen by TBARTA.
- Regional Activities Report: Executive Director Whit Blanton shared the following regarding the regional MPO merger:
 - A letter was sent to Secretary Gwynn requesting the initial startup expense of \$500,000, including procuring a management consultant and an independent legal advisor.
 - Options for board governance will be discussed at the next TMA Leadership Group meeting. At that meeting, Forward Pinellas staff will also provide examples of how other MPOs have set up their board and advisory committees.
- Legislative Update (not an exhaustive list):
 - Senate Bill 1092 is a broad transportation bill with significant impacts to MPOs. It would require FDOT to review each MPO's long range transportation plan (LRTP) for productive traffic flow and connectivity of people and freight. If a plan is found to be unsatisfactory it would be returned to the MPO for revision. It also would require FDOT to set quality performance metrics and a minimum acceptable score to rate each MPO service to its community (e.g., managing traffic congestion, utilization rate of multimodal transportation facilities). An MPO that does not achieve a minimum score could be taken over by the FDOT and restructured.
 - Senate Bill 1487 would make changes to PSTA's board structure and require the board to approve items by 2/3 majority vote.
 - Senate Bill 1226 is a bill that directs the DOT to preserve a rail corridor with a right of way along I-4 between Tampa and Orlando to be used for advanced multimodal planning.
 - House Bill 1275 and Senate Bill 1506 would direct the DOT to develop a strategic infrastructure investment plan to address freight mobility infrastructure including rail, airports, and seaports.
 - House Bill 1440 would raise the penalty of street racing, or anyone driving 30 mph over the speed limit, to a felony.
 - Senate Bill 386 would reduce the parking requirements for affordable housing if at least 75% are affordable and near a major transportation hub.
 - Mayor Bujalski expressed concern for the City of Dunedin over a recently passed state law that will allow golfcarts to operate on sidewalks adjacent to state highways only if they yield to pedestrians.
- Regarding the Carbon Reduction Program funding, the State of Florida has told the USDOT that they will not comply with setting targets for greenhouse gas emission reductions and in developing a carbon reduction plan. This effectively makes the state ineligible for \$320 million

from the federal Infrastructure Law. Multiple projects in the Forward Pinellas Work Program could have made use of those funds.

- Public Comment:
 - Sharon Calvert expressed her desire for more detailed public records and public engagement opportunities, beyond FDOT requirements, for planned projects, citing the Tierra Verde Cycle Track and 34th St. Lane elimination project.
 - David Ballard Geddis Jr. expressed his concern over water supply governance.
- The Forward Pinellas Board will hold a workshop on February 14th at 10am in the Palm Room of the Pinellas County Communications Building.

Action Sheet
January 10, 2024

At its January 2024 meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 10-0)
Approved to include the following:
 - A. Approval of Minutes of the November 8, 2023 Meeting
 - B. Approval of Committee Appointments
 - C. Approval of and Authorization to Distribute Annual Report
 - D. Acceptance of FY23 Year-End Financial Report
 - E. Approval of Scope and Fee for Advantage Alt 19 City of Largo Implementation

- **Countywide Plan Map Amendment(s)**
Following a presentation by Emma Wennick, Forward Pinellas staff, and public hearing, three cases were recommended for approval:
 - 1. Case CW 24-01 – City of Clearwater (vote: 10-0)
 - 2. Case CW 24-02 – Pinellas County (vote: 10-0)
 - 3. Case CW 24-03 – City of St. Petersburg (vote: 10-0)

- **Board Endorsement of Regional Transportation Priorities**
Following a presentation by Chelsea Favero, Forward Pinellas staff, the board, in its role as the metropolitan planning organization, endorsed the regional transportation priorities of the Tampa Bay Transportation Management Area (TMA) Leadership Group and the Sun Coast Transportation Planning Alliance (SCTPA). (vote: 10-0)

- **Acceptance of Plan and Approval of Recommendations on Advantage Alt 19**
Following a presentation by Jared Schneider of Kimley-Horn, the board accepted the final Plan and approved the recommendations for Advantage Alt 19. (vote: 10-0)

- **Complete Streets Grant Program Awards**
Following a presentation by Kyle Simpson, Forward Pinellas staff, the board, in its role as the metropolitan planning organization, approved the Complete Streets Grant Program awards. (vote: 10-0)

- **Appointment to the MPOAC**
Following an introduction of this item by the executive director, Commissioner Brian Scott volunteered to serve as an alternate on the MPOAC. Subsequently, the board, in its role as the metropolitan planning organization, affirmed his appointment to replace former board member Jarrod Buchman. (vote: 10-0)

Bicycle Pedestrian Advisory Committee – January 22, 2024

5. Proposed Amendments to the Transportation Improvement Program (TIP)

SUMMARY

The Florida Department of Transportation (FDOT) is requesting that Forward Pinellas, in its role as the metropolitan planning organization, approve an amendment to the Transportation Improvement Program (TIP). This amendment will not affect any other projects in the TIP.

FPN 452125-1, SR 586/Curlew Road from East of Landmark Drive to Tampa Road:

This amendment is to change the scope limit of the project. As the project has been progressing forward, FDOT decided that the western limit of the project should be moved east by 0.385 miles, decreasing the total project length to 1.088 miles instead of the original 1.473 miles. For the project to continue to receive funding, the project limits in the TIP must match the project exactly, triggering this amendment.

ATTACHMENT(S):

- 452125-1 STIP Page
- 452125-1 TIP Table

ACTION: To recommend that the Forward Pinellas Board approve the TIP Amendment.

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment
 FY2023/24 - 2027 /28

STIP Amendment Number:

** This STIP is in an MPO Area **

TIP Page Number: Attached

On Wednesday, February 14, 2024, the Forward Pinellas Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: TBD)

This document has not been approved

Metropolitan Planning Organization Chairman or Designee
Forward Pinellas

This document has not been approved

FDOT District Representative or Designee District 07

This document has not been approved

Federal Aid Management Manager or Designee

This document has not been approved

Federal Authorization

STIP amendment criteria:

G - Major Scope Change due to Termini Change

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

E - The MPO is not in an air quality non-attainment or maintenance area.

This project is not subject to the requirements of 23 CFR 667, where repair and reconstruction was required from two or more permanent emergency events at this location.

Project Name **452125-1: SR 586/CURLEW RD FROM EAST OF LANDMARK DR TO TAMPA RD**

Status	ITEM	Ver	Description	< FY 2024	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	> FY 2028	All Years
Original STIP	452125 1	AD	SR 586/CURLEW RD FROM COUNTRYSIDE BLVD TO TAMPA RD HARDIE PIPE REPLACEMENT MANAGED BY FDOT								
		DDR PE		876,778	300	0	0	0	0	0	877,078
		DIH PE		5,287	713	0	0	0	0	0	6,000
		DS PE		9,142	0	0	0	0	0	0	9,142
		ACPR CST		0	6,700,000	0	0	0	0	0	6,700,000
		DDR CST		0	1,648,942	0	0	0	0	0	1,648,942
		DIH CST		0	80,400	0	0	0	0	0	80,400
Proposed Project	452125 1	AM	SR 586/CURLEW RD FROM COUNTRYSIDE BLVD TO TAMPA RD HARDIE PIPE REPLACEMENT MANAGED BY FDOT								
		DDR PE		877,411	68,373	0	0	0	0	0	945,784
		DIH PE		5,894	5,013	0	0	0	0	0	10,907
		DS PE		14,653	0	0	0	0	0	0	14,653
		ACPR CST		0	7,370,000	0	0	0	0	0	7,370,000
		DDR CST		0	978,942	0	0	0	0	0	978,942
		DIH CST		0	80,400	0	0	0	0	0	80,400
Funding Source After Change	190437 2	AD	PROTECT GRANT PROGRAM MANAGED BY FDOT *SIS*								
		ACPR CST		0	6,943,706	0	2,484,847	3,020,447	5,000,000	79,380,573	96,829,573
	254479 1	AD	INHOUSE CONTINGENCY MANAGED BY FDOT								
		DIH CST		0	1,384,176	253,399	1,312,753	2,916,635	3,105,474	0	8,972,437
	254488 5	AD	STATE HIGHWAY CONSTRUCTION CONTINGENCY MANAGED BY FDOT								
		DDR CST		0	482,042	503,252	280,728	209,785	133,488	0	1,609,295
	254572 1	AD	CEI CONSTRUCTION CONTINGENCY DISTRICT WIDE, PHASE 62 MANAGED BY FDOT								
		DDR CST		0	221,653	1,500,000	83,257	352,816	1,000,000	0	3,157,726
Funding Source Balance Before Change				6,751	9,103,950	2,256,651	4,161,585	6,499,683	9,238,962	79,380,573	110,648,155
Funding Source Balance After Change					9,031,577	2,256,651	4,161,585	6,499,683	9,238,962	79,380,573	110,569,031
Net Change to Funding Source				-6,751	-72,373						-79,124
Proposed Project Before Change				891,207	8,430,355						9,321,562
Proposed Project After Change				897,958	8,502,728						9,400,686
Net Change to Project				6,751	72,373						79,124
Net Change to Funding Source				-6,751	-72,373						-79,124
Net Change to Proposed Project				6,751	72,373						79,124
Net Change to STIP											

Notes:

STIP Added on: 12/14/2023; By: Kelsey Olinger; Of: FI DOT
 STIP Updated on: 12/14/2023; By: Kelsey Olinger; Of: FI DOT

The development of this application has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The reports generated from this application do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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 2023, the board adopted a series of targets for each of the safety-related performance measures, each slightly aspirational in nature. MPOs are required to review these targets on an annual basis to evaluate progress towards meeting each one. Crash data statistics for 2022 have been made available by the state and Forward Pinellas staff has evaluated the data. It has been determined that there is a downward trend in the number of serious injury crashes, the serious injury crash rate and bicycle and pedestrian fatalities and serious injuries, but there was an increase in fatal crashes and the fatal crash rate. The downward trend for pedestrian and bike fatalities and serious injuries was enough to meet the previously adopted target and necessitate that a new target be set. The new target uses the same methodology utilized for the previous targets set in 2019 and 2023. Given that there is still progress to be made toward achieving the targets set last year for the other measures, staff is recommending that these 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, as well as discuss the methodology utilized to set the new targets for bicycle and pedestrian serious injuries and fatalities.

ATTACHMENT(S): 2024 Safety Performance Measures Summary Report

ACTION: Recommend board approval of Safety Performance Targets

2024 Forward Pinellas Safety Targets Summary

Table 1: Comparison between 2018-2022 Data and Adopted Targets

Performance Measures	2018-2022	2023 Targets	% diff between 2018-2022 actual and target
Average Annual Fatalities	125.8	97.4	22.6%
Average Annual Serious Injuries	797.2	657.3	17.5%
Average Annual Fatalities Rate	1.537	1.18	23.2%
Average Annual Serious Injuries Rate	9.732	7.9	18.8%
Average Annual Pedestrian and Bike Fatalities and Serious Injuries	200.2	206.6	-3.2%

In the 2018-2022 data year, one safety performance measure met the targets set by Forward Pinellas. Besides the serious injury crashes and rates targets changing last year, the targets for the remaining performance measures have remained the same since 2019. This year, pedestrian and bike fatalities and serious injuries have achieved the adopted target. Meanwhile, the serious injury crashes and rates continue to demonstrate a downward trend, while the fatality crashes and rates continue to increase incrementally.

Table 2: Proposed 2024 Targets

Performance Measures	2018-2022	Propose 2024 Targets	% diff between 2018-2022 actual and target
Average Annual Fatalities	125.8	97.4	22.6%
Average Annual Serious Injuries	797.2	657.3	17.5%
Average Annual Fatalities Rate	1.537	1.18	23.2%
Average Annual Serious Injuries Rate	9.732	7.9	18.8%
Average Annual Pedestrian and Bike Fatalities and Serious Injuries	200.2	187.2	6.90%

Forward Pinellas staff is recommending retaining the targets set for the four measures that have not yet been met. For the bike and pedestrian injury measures, staff is recommending a new target, that utilizes the same methodology set in 2019. For the most recent five-year period, the percent difference between the highest and lowest year was calculated and applied to the most recent year of data (2018-2022). This resulted in a recommended 6.9% decrease in pedestrian and bike fatalities and serious injuries.

Bicycle Pedestrian Advisory Committee – January 22, 2024

7. Dunedin Causeway

SUMMARY

The Dunedin Causeway provides the only land access to Honeymoon Island State Park and is a popular destination. The Causeway, which is owned by Pinellas County, features a multiuse trail that connects the Honeymoon Island State Park trail system to the Pinellas Trail. While the trail is typically built to current standards, there are three pinch points at the two tidal bridges and drawbridge on the Causeway where the trail width reduces to six feet. These pinch points have resulted in conflicts between people on bicycles and people walking. While the three bridges are scheduled to be replaced by Pinellas County, the County recently prohibited bicycle riding on the sidewalk of the drawbridge span until the new bridge is constructed. Pinellas County staff will present on the existing conditions of the Causeway, the rationale behind the bicycle riding prohibition for the drawbridge sidewalk, and the plans for the new bridges.

BPAC member Ron Englert has requested agenda time to speak on this item and will propose alternative operating conditions for the drawbridge sidewalk for consideration by the BPAC.

ATTACHMENT(S): Additional material from BPAC member Ron Englert

ACTION: None required, as desired by the Committee.

THIS REPORT ON THE DUNEDIN
CAUSEWAY SIGNS ORDERING
BICYCLISTS TO DISMOUNT IS
PRESENTED BY RON ENGLERT, A
PRIVATE CITIZEN MEMBER OF
THE BPAC
WHO RESIDES IN DUNEDIN.

DUNEDIN CAUSEWAY TRAIL DISMOUNT SIGNS OVER THE DRAWBRIDGE

The Dunedin Causeway drawbridge was constructed in 1963. Until 2022 there were signs on the drawbridge and the two other bridges telling bicyclists to “YIELD TO PEDESTRIANS.” The signs mirror a Florida statute stating that bicyclists have the same right to use a sidewalk as pedestrians but must yield to pedestrians. The “YIELD” signs remained in place for 59 years. The drawbridge span itself is only about 130 ft. long.

The path narrows from 10 ft. at S1 to 6 ft. just before the drawbridge span as shown on the attached Exhibit. I measured the width at the draw span itself and it is 6.5 ft. wide.

In March of 2022 Pinellas County removed the YIELD signs and replaced them with signs ordering bicyclists to dismount and walk over all three of the bridges. In a March 8, 2022 message from James Cannon, a Pinellas County engineering specialist supervisor, to Tom Washburn, the Pinellas County Traffic Division Director, he stated that Dunedin had delegated the issue to the County and that cost was a factor in not mounting the Dismount signs on the bridge itself. After repeated inquiries, I was unable to confirm that Dunedin had delegated the issue to the County.

After a lot of negative feedback about the signs, the County removed the Dismount signs from the 1st and 3rd bridges and replaced them with YIELD signs. At the same time the County moved the Dismount signs from S2 to S1 as shown on the attached Exhibit, a distance of about 420 ft further down the slope on each side of the drawbridge (the attachment is copied from the County GIS system as are all measurements mentioned except the path width measurements as noted), only one side was used for illustration purposes as I couldn't fit the whole bridge on a single sheet of paper.

The signs are confusing to bicyclists. First because there is no indication of just where to dismount. Do you dismount at the Dismount sign or at the sidewalk on the bridge span? The Dismount signs say “dismount and walk bicycle on sidewalk over bridge.” The sidewalk on the drawbridge itself is about 130 ft. from one end to the other which is really not that long of a walk.

I've seen a facebook user post that stated that they interpret the Dismount signs as requiring a dismount only on the draw span itself. This interpretation makes sense since leading up to the sidewalk on both sides of the drawbridge is asphalt paving which I would label a trail, not a sidewalk. In fact the trail is 10 ft. wide up to point S1 on the attachment. Forward Pinellas labels the trail as a Community Trail as does the official Pinellas County map of greenways within it's boundaries.

I'm not positive but I believe that the County wants bicyclists to dismount at the present sign (S2), and walk to the corresponding sign on the other side which is a distance of 2,075 ft. That is nearly 4/10 of a mile which is a pretty long distance to push a bike. It's even more taxing for those on an e-bike, a trike or a recumbent bike. If you continue reading you'll see that Mr. Washburn's main concern was to limit the speed of bicycles on the downslope, not the upslope. If my belief is correct, then bicyclists are being required to walk twice as far as necessary to address Mr. Washburn's concern.

Adding to the confusion is the fact that there are no signs indicating where a bicyclist can get back on a bike. Are bicyclists supposed to look backward to see the dismount sign facing the other way before remounting?

In addition to bicyclist's confusion, the signs also create unnecessary conflicts with pedestrians. A fairly recent Facebook post recounted that a group of pedestrians stopped a bicyclist and refused to allow the bicyclist to continue on a part of the bridge that the pedestrians thought required a dismount. Technically that is an assault and one of the more heated conflicts caused by the Dismount signs that was reported on Facebook.

Shortly after the Dismount signs went up I started contacting various governmental agencies to determine why they had been put up. I was told by James Cannon, that the County had received a lot of complaints about speeding bicyclists. As the County would not volunteer how many or what type of complaints it had received, I had to file a public records request with the County to get it to divulge the number and identity of the complainants. The public records request revealed that over the past couple of years only one person had complained. ONE PERSON! That person attended a Pinellas County Commission meeting on January 11, 2022 to complain about, among other things, bicyclists on the bridges. That same person placed a call to Tom Washburn, on January 24, 2022 and left a message for him claiming to have been hit 19 times since 2020 on the Causeway bridges. 19 TIMES!

Within a few months after that citizen's call to Mr. Washburn the Dismount signs were put in place. The speed at which the County put up the Dismount signs is remarkable considering that it took the County 10 years to implement the change the traffic pattern on the Trail to "keep right, pass left" while the Dismount signs went up within about 3 months after a complaint by one citizen.

No police reports have been filed regarding any bicycle/pedestrian crashes on any of the Causeway bridges. Furthermore, no KSI (killed or seriously injured) events were noted in the September 2021 Collision Analytics report prepared for Forward Pinellas by Fehr-Peers seeking to determine the places where pedestrian, bicycle and motorcycle accidents most often occur.

When the Dismount signs were installed, the County did not remove the YIELD signs. The same citizen who made the earlier complaint left a message with Tom Washburn on June 17, 2022 asking that the YIELD signs be removed because when confronted, bicyclists were claiming to yield to pedestrians instead of walking. Subsequently the YIELD signs were removed. The same citizen had earlier called PCSO Terrance Fallahee to complain about the YIELD signs and stating she had talked to the Commissioners.

When I first talked to the County about the Dismount signs I was told I can always ride on the road. A May 10, 2022 email from Pinellas County Sheriff Officer Terrance Fallahee to Joan Rice, who is employed in Multi-Modal Safety with Pinellas County Traffic Planning, stated that a perhaps unintended consequence of the Dismount signs was:

"a very large number of bicyclists are now riding over the bridges in the roadway. I see this as a traffic hazard, especially over the grated surface of the draw bridge."

Presumably Joan Rice realized the dangerous effect of encouraging bicyclists to ride in the road and expressed her reservations to Mr. Washburn as his email to her dated June 16, 2022 states in pertinent part:

"Thanks Joan – bikes are allowed on the road so I'm not sure there is anything we can do to prevent it."

In a voicemail message to Mr. Washburn Dated May 5, 2022 Mr. Duran and Ms. Delgado of FDOT also expressed concern about the Dismount signs on the bridges.

The Wall Street Journal in a September 2018 article labeled Pinellas as the most dangerous county in the United States for bicyclists. A study by the Federal Department of Transportation, Federal Highway Administration stated that "Most serious and fatal bicyclist crashes occur at non-intersection locations." Here is the website for the study: <https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>. The Dismount signs are not at an intersection. They do encourage bicyclist behavior which fits squarely within the most dangerous type of road section described in the study. Even without the study it is simple common sense that by placing the Dismount signs the County is encouraging bicyclist behavior that is not safe.

The County's statement that bicyclists can always ride on the road is misleading in another respect. It presumes that riding the road or walking the bridge is a yes or no decision. It's not. A great many bicyclists have decided not go to Honeymoon Island or to the Dunedin Causeway rather than ride in the road or walk their bike.

During a recent BPAC meeting a presentation by Chelsea Favero of Forward Pinellas indicated that multi-modal planning focused in part on infrastructure to allow access without using a car to destinations including medical offices, grocery stores, restaurants, parks, etc.. The Dismount signs show a trend in the opposite direction. Honeymoon Island State Park is the most visited state park in all of Florida. The Dismount signs effectively prevent a great many bicyclists, probably in the thousands, from going to this oft-visited park.

The public records request I filed with the County also asked for any data collected, meeting minutes or studies done with respect to bicycle/pedestrian problems on the Causeway. No such data was collected and no study was ever done that produced a public record. I also reviewed minutes of the Forward Pinellas BPAC meetings and its Pinellas County Security Task Force (which is used to monitor safety issues on the Pinellas Trail...the Dunedin Causeway Trail is a spur of the Pinellas Trail) from 2020 to the present. There was no mention of any safety issues with bicycle/pedestrian interactions on the Dunedin Causeway

After many complaints about the Dismount signs, Tom Washburn had someone put up a game cam to gauge (I think) how many bicyclists were riding in the traffic lanes. The camera or cameras were put up over the slow season, i.e., July or August. I don't know the outcome of that. But since it was the slow season and there was no comparable data collected before the signs were put up the value of any data collected is probably not a good measure of how the Dismount signs affected bicyclist behavior.

After the Dismount signs were moved from S1 to S2 I asked Mr. Washburn why the Dismount signs had been removed from the 1st and 3rd bridges but not the draw bridge. His response was that he was concerned about the speed of bicyclists on the down slopes. At one point during a conversation with me he conceded that the signs were probably not necessary on the up slope. That same consideration was mentioned in a June 16, 2022 message from Mr. Washburn to Joan Rice. The inference is that the width of the path from S1 and the corresponding sign on the other side is not so much a concern because the hill itself was something of a speed regulator. Even so bicyclists are being forced to walk up to 2,075 ft. when the only real concern is the speed of bicycles over less half that distance while being threatened with a \$100 + ticket.

I filed similar public record requests with the City of Dunedin. The response was that the City had no records at all of meetings, complaints or anything having to do with the Dismount signs.

With no data having been collected, no police reports of bicycle/pedestrian crashes, no study having been done and only one complaint from one person to justify the Dismount signs, the lack of objective justification for the Dismount signs is astounding. Especially because the Yield signs were deemed sufficient for over 60 years.

I think it is abundantly clear that the County did not put much thought into deciding to put the Dismount signs up. First they were placed at S1 but left the former Yield signs in place. Later it removed the Dismount signs from the first and third bridges. Still later it moved the Dismount signs further down the slope.

Better solutions to the perceived problem would be:

1. The pre-existing yield signs were about 12" x 18" and in black and white which made them somewhat inconspicuous. Replacing the Dismount signs with more visible YIELD signs like the one shown on the attachment would certainly draw more attention and is of a type that is expressly supported by a Florida Statute. The Dismount signs are not authorized by any Florida Statute and in fact contradict a Florida Statute that gives bicyclists the same right to use sidewalks as pedestrians (the statute also directs bicyclists to yield to pedestrians).

The prior YIELD signs worked on the Causeway for over 60 years with no record of any problems justifying a change. The legality of the Dismount signs was questioned briefly in a message from Marq Caughell, Public Works Communications Coordinator for Pinellas County Public Works dated April 15, 2022 in which he mentioned similar signs on the Belleair Causeway. I've included an attachment comparing the Dunedin Causeway to the Belleair Causeway showing that they are not at all similar.

2. Reverse the order of the Dismount signs by moving them to the S1 point on each down slope of the Causeway and adding language to the effect that dismount is not required if no pedestrians are present. S1 is the point from which the path is 10 ft. in width to the bottom of the hill.

3. Replace the Dismount signs with signs ordering bicyclists to dismount, stop or walk when pedestrians are present. I can't imagine a safety concern from moving bicycles if nobody is walking across the bridge.

4. Place a bollard or other obstruction which effectively requires bicyclists to dismount or tiptoe, thereby slowing speeds on the down slopes.

5. At the very least, signs should be placed advising bicyclists where they are expected to dismount and when they are permitted to remount. Attached is a picture of a sign which I took while riding in another state which clearly states where a bicyclist can remount after passing through a dismount area.



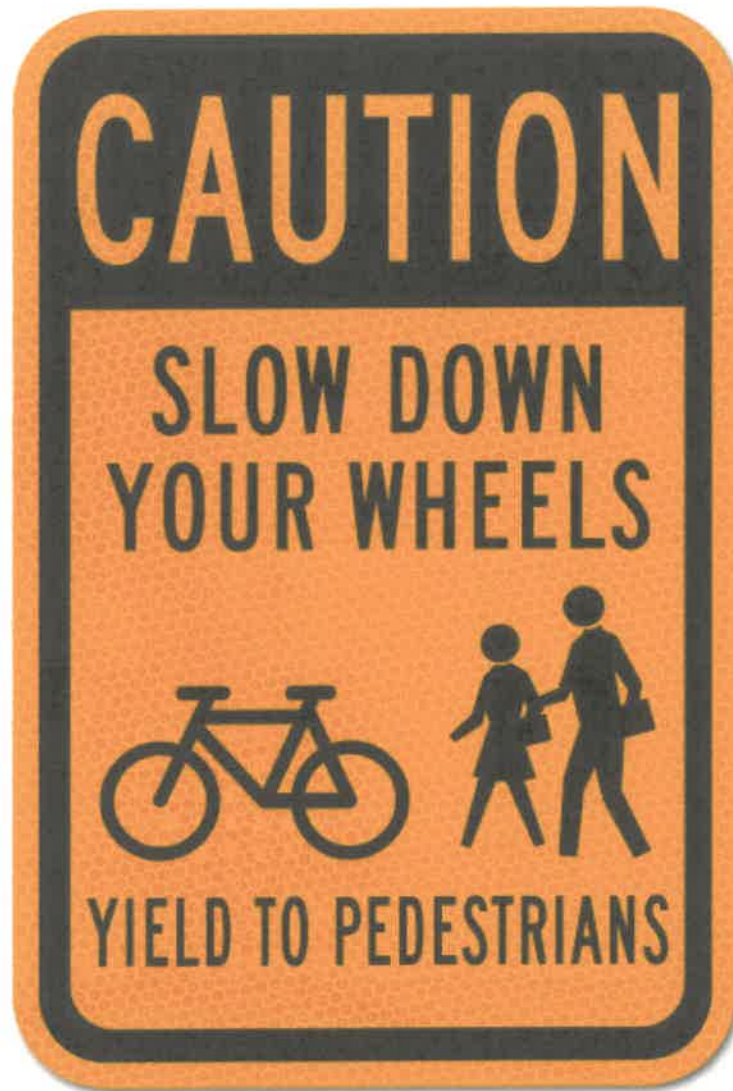
Dunedin Causeway bridge (east side)

Distance over draw span itself is about 130 ft.

S2 is current sign placement. Distance to corresponding sign on west side is 2,075 ft.

S1 is original sign placement. Distance to corresponding sign on west side is 1,250 ft.

Blue diagonal is 10 foot width of path after which path narrows to 6 feet (6.5 feet over draw span).



AVAILABLE IN 24" x 30"



BIKE RIDING
IS ALLOWED
PAST THIS
POINT

RESOLUTION

Resolved that the BPAC urges Pinellas County to reconsider whether the signs ordering bicyclists to dismount are necessary and/or whether other means of addressing concerns of safety of pedestrians are available which do not have such a strong deterrent effect on bicyclists wishing to access the Dunedin Causeway and Honeymoon Island.

Bicycle Pedestrian Advisory Committee – January 22, 2024**8. Proposed Regional MPO**

SUMMARY

Federal law requires that each urban area with a population greater than 50,000, as determined by the US Census, be represented by a metropolitan planning organization (MPO) to bring local input to the allocation of state and federal transportation funding and to the overall transportation planning process. Since their original designations, the MPOs of Pinellas, Hillsborough and Pasco have grown together and the transportation networks of the three counties have been functioning as one, regional unit, instead of three separate ones.

Given the regional nature of our transportation system, the MPOs of Pinellas, Hillsborough and Pasco counties have been expanding coordination efforts throughout the years, regularly exploring opportunities to improve the efficiency of the network through coordinated planning.

In 2023, as the MPOs discussed even more coordination opportunities, the Legislature requested that the MPOs officially explore the feasibility of merging the three into a single regional MPO for the Tampa Bay area. The report submitted to the Legislature can be found here: <https://suncoasttpa.org/regional-plans/tampa-bay-mpo/>.

Forward Pinellas staff will provide an overview of that effort and discuss the next steps in the process with the committee.

ATTACHMENT(S): N/A

ACTION: None required; informational item only

Bicycle Pedestrian Advisory Committee – January 22, 2024

9. Active Transportation Plan Update

SUMMARY

In 2019, Forward Pinellas developed its current Active Transportation Plan (ATP) in conjunction with the Advantage Pinellas Long Range Transportation Plan (LRTP) process. Like the LRTP, the ATP identified a desired trail and bicycle facility network throughout Pinellas County, and then used a scoring system to develop a cost feasible list for projects through 2045. Forward Pinellas committed to funding ten corridors (\$62 million) and four overpasses (\$24 million) with its flexible funding over the life of the plan.

Since development and adoption of the ATP, multiple corridors and overpasses have advanced for design and construction, while some need to be amended due to constraints identified after initial development of the plan. In conjunction with the ongoing Advantage Pinellas LRTP work with a 2050 planning horizon; Forward Pinellas is working with Fehr. & Peers, one of its general planning consultants, to update the plan and extend the planning horizon from 2045 to 2050. Forward Pinellas staff will provide a summary of the work completed to date and an updated project timeline.

ATTACHMENT(S): N/A

ACTION: None required; informational item only.

A. Friends of the Pinellas Trails

A representative from Friends of the Pinellas Trail may take this opportunity to provide an update. Information on the Friends of the Pinellas Trail is available at [FriendsOfThePinellasTrail.org](https://www.FriendsOfThePinellasTrail.org).

11. Agency Reports

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

- Pinellas County Bicycle Pedestrian Program
- Clearwater Bicycle Pedestrian Program
- St. Petersburg Bicycle Pedestrian Program
- Largo Bicycle Pedestrian Program
- Oldsmar Bicycle Pedestrian Program
- Pinellas Park Bicycle Pedestrian Program
- Dunedin Bicycle Pedestrian Program
- Tarpon Springs Bicycle Pedestrian Program
- Pinellas County Schools
- FDOT District 7

ATTACHMENT(S): None

ACTION: None required; informational item only

A. Membership

There are currently six vacancies on the BPAC membership list: one for Dunedin, one for Largo, two for Pinellas Park/Mid-County, and two At Large seats.

As a reminder for the new year, the BPAC Bylaws state that any member that misses three or more consecutive meetings or four meetings within a twelve-month period will be terminated.

As an advisory committee to the Forward Pinellas board, BPAC members are subject to Florida Sunshine Law requirements.

- **ATTACHMENT:** BPAC Membership List, BPAC Bylaws, Sunshine Law FAQ from the State Attorney General: [Frequently Asked Questions](#) | [My Florida Legal](#)

B. Correspondence, Publications, Articles of Interest

- Pinellas County Fatalities Report thru December, 2023
- Pinellas Trail Data – October and November 2023
- 49th Street South Community Walking Audit on January 22, 2024, from 2pm – 4pm and 5:30pm – 8:00pm as part of the Safe Streets and Roads For All (SS4A) project. The audits will begin at the Gulfport Community Center, 1617 49th Street South, Gulfport, FL 33707.
- 2024 Florida Legislative Session Update
- Targeted Enforcement Day on the Pinellas Trail – Saturday, February 17th from 9am – 12pm.
- People for Bikes “The Best New U.S. Bike Lanes of 2023”
<https://www.peopleforbikes.org/news/the-best-new-u.s.-bike-lanes-of-2023>

C. Member Comments

Members may bring up any topic for discussion that was not covered on the agenda.

BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP LIST

Voting

St. Petersburg Area (St. Pete/Gulfport/So Pasadena/Tierra Verde)

1. Stuart Schwartzreich (05/11/22)
2. Keely Murphy (03/08/23)
3. Gordon Brown (04/12/23)
4. Charlie Guy (01/12/22)

Clearwater Area

5. Gloria Lepik-Corrigan (09/08/21)
6. Fernando Gutierrez (01/12/22)
7. William "Avera" Wynne (06/08/22)

Dunedin Area

8. Ron Englert (02/08/23)
9. Vacant

Pinellas Park and Mid-County

10. Vacant
11. Vacant

Largo Area

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

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

14. Heather Vernillo (08/10/22)
15. Brian Smith (Chairman) (12/12/12)

At Large Area

16. Eric Sorenson (09/14/22) (Clearwater)
17. Lara Wojahn (02/08/23) (Treasure Island)
18. Julie Worthington (10/11/23) (Clearwater)
19. Annette Sala (03/12/14) (St. Petersburg)
20. Kristin Ehrlich (01/10/24) (St. Petersburg)
21. Vacant
22. Vacant

Seminole Area

23. Donovan Nickell (01/11/23)

Beach Communities

24. Peter Wray (02/08/23)
25. Paul Zagami (Vice-Chair) (01/12/22)

Technical Support

1. County Traffic Department (Joan Rice – representative, John Rieman and Gina Harvey– alternates)
2. Pinellas County Planning Department (Scott Swearngen – representative)
3. PSTA (James Phillips – representative; Devan Deal – alternate)
4. City of Clearwater (Jayme Lopko - representative, Lauren Matzke - representative)
5. City of St. Petersburg (Elisabeth Staten – representative; Cheryl Stacks - alternate)
6. City of Largo (Whitney Clark – representative; Diane Friel - alternate)
7. City of Oldsmar (Matt Jackson – representative, Tatiana Childress – alternate)
8. City of Pinellas Park (Tiffany Menard – representative, Derek Reeves – alternate)
9. City of Dunedin (Kathy Gademer – representative, James Cunningham – alternate)
10. City of Tarpon Springs (Caroline Lanford – representative)
11. Pinellas County School System (Joseph Camera- representative, Autumn Westermann- alternate)
12. Friends of the Pinellas Trails (Scott Daniels – representative, Jim Wedlake - alternate)
13. 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 Dan Nocera
5. Clearwater Police Dept.

Non-Voting Technical Support

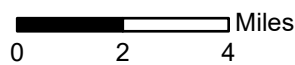
14. FDOT (Jensen Hackett - representative)
15. County Parks and Conservation Resources (Lyle Fowler – representative; Spencer Curtis – alternate)

*Dates signify appointment

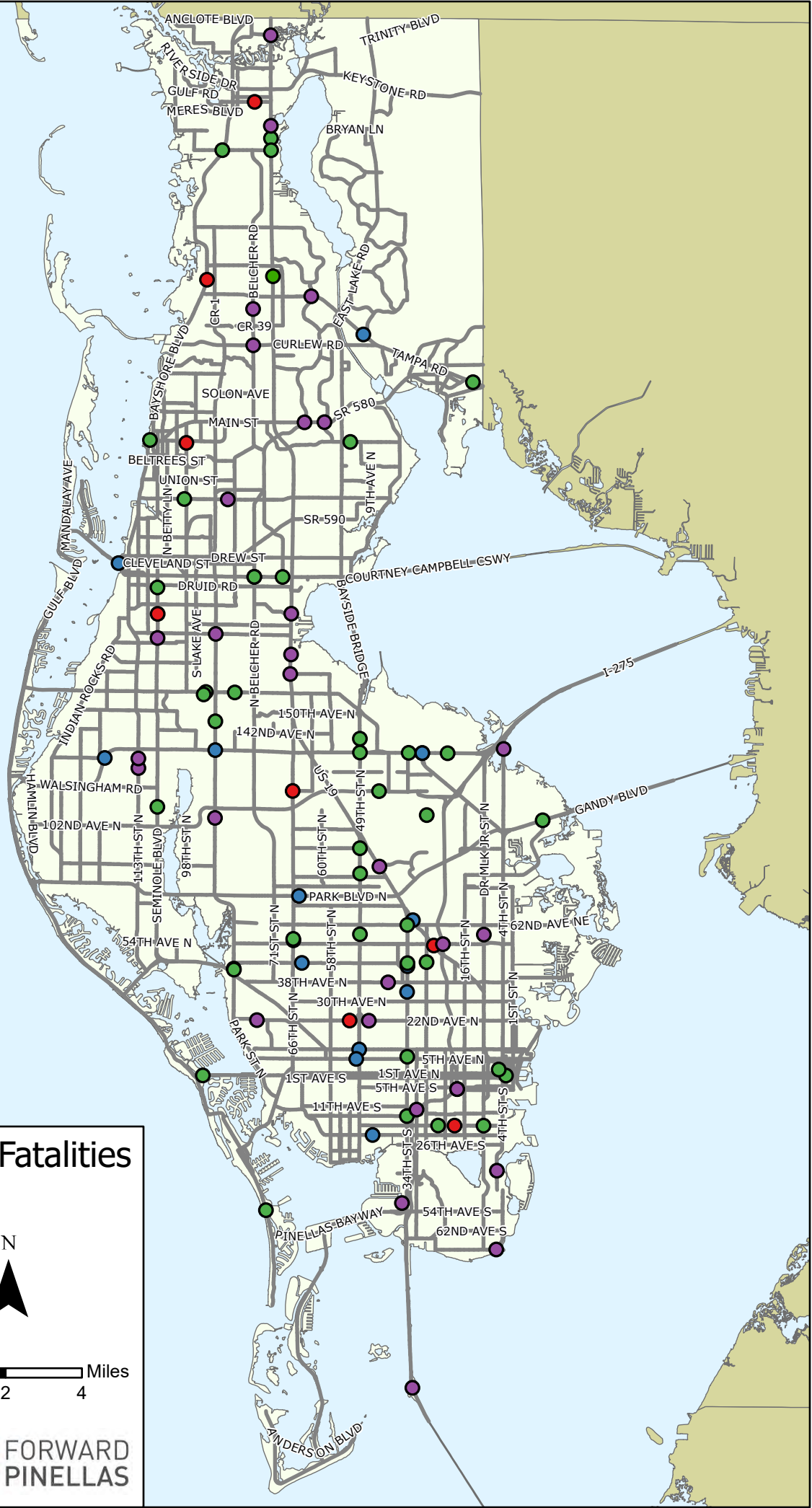
2023 Reported Traffic Fatalities (as of December 31)

Crash Type

- Bicycle
- Motorcycle
- Pedestrian
- Vehicle



Data Source: Forward Pinellas, 2023.
Map Produced: January 9, 2024.



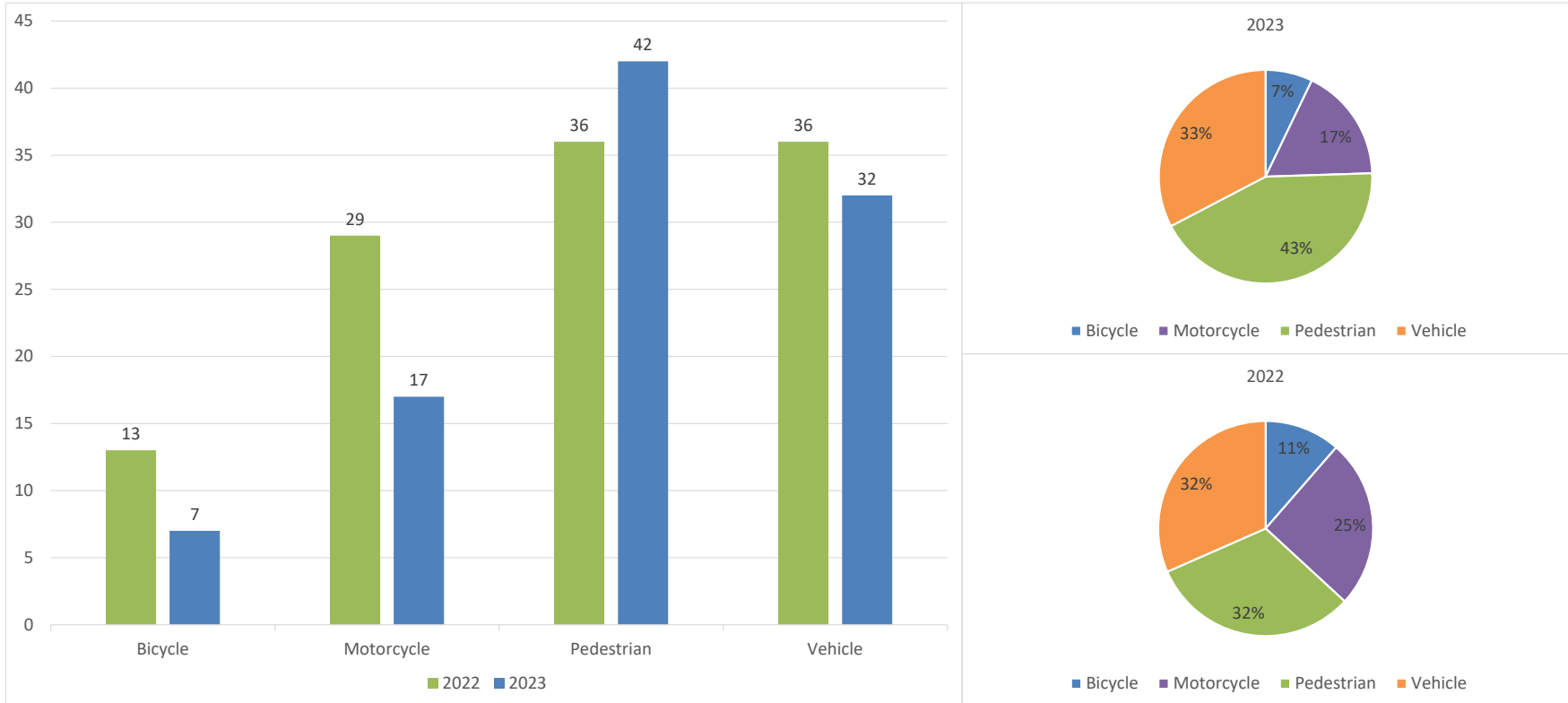
Crash Number	Fatalities	Date	Time	Type	On Street	Intersecting Street	Jurisdiction	Driver Age	Driver Sex
89363225	2	1/3/2023	6:13 PM	Pedestrian	Gulf Blvd	45th Ave	St. Pete Beach	51	Female
89363249	1	1/7/2023	6:49 PM	Pedestrian	Edgewater Dr	Main St	Dunedin	52	Female
25121505	1	1/10/2023	3:09 PM	Vehicle	S 50th Ave	None	St. Petersburg	67	Female
25121683	1	1/16/2023	7:26 PM	Vehicle	38th Ave N	40th St N	St. Petersburg	38	Female
25433239	1	1/19/2023	4:25 PM	Bicycle	S Missouri Ave	Bayview Dr	Clearwater	27	Female
25493525	1	1/19/2023	6:21 PM	Motorcycle	S Missouri Ave	Kingsley St	Largo	74	Female
25045864	1	1/23/2023	4:49 PM	Vehicle	Haines Rd N SB	53rd Ave N	Unincorporated	35	Female
25016220	1	1/26/2023	9:16 PM	Motorcycle	SR 686/Roosevelt Blvd	SR 688/Ulmerton Rd	Unincorporated	19	Male
25121999	1	1/29/2023	12:34 AM	Pedestrian	28th St N	109th Ave N	St. Petersburg	20	Male
25433330	1	1/30/2023	8:20 AM	Vehicle	Sunset Point Rd	Barrington Dr W	Clearwater	26	Male
25122000	1	1/30/2023	6:32 PM	Bicycle	22nd Ave N	52nd St N	St. Petersburg	47	Female
25122007	1	2/1/2023	7:15 AM	Pedestrian	9th St S	18th Ave S	St. Petersburg	33	Male
25493627	1	2/4/2023	6:19 PM	Pedestrian	Starkey Rd	12th Ave SE	Largo	81	Female
25433438	1	2/7/2023	9:17 PM	Pedestrian	Gulf To Bay Blvd	S Belcher Rd	Clearwater	Unknown	Unknown
25062604	1	2/11/2023	9:43 PM	Pedestrian	SR 686/Ulmerton Rd	34th St N	Unincorporated	52	Male
89600474	1	2/13/2023	7:50 PM	Pedestrian	SR 688/Ulmerton Rd	Feather Sound Dr	Clearwater	29	Male
25073441	2	2/16/2023	3:14 AM	Vehicle	I-175 WB Exit	I-275/SR 93	St. Petersburg	35	Male
25433558	1	2/17/2023	7:22 AM	Pedestrian	Gulf To Bay Blvd	Coachman Rd S	Clearwater	35	Male
25122714	1	2/28/2023	7:03 PM	Bicycle	18th Ave S	19th St S	Largo	26	Male
89617269	1	3/6/2023	1:11 PM	Pedestrian	US Hwy 19	Publix Parking Lot	Unincorporated	33	Female
25185044	1	3/6/2023	4:56 PM	Vehicle	US Hwy 19	Beckett Way	Tarpon Springs	44	Male
89619181	1	3/9/2023	10:47 AM	Bicycle	US Alt 19/Palm Harbor Blvd	Ohio Ave	Unincorporated	33	Female
25493899	1	3/9/2023	5:36 PM	Vehicle	US Hwy 19	Whitney Rd	Largo	86	Male
89363823	1	3/9/2023	9:09 PM	Pedestrian	Enterprise Rd E	Fernery Ln	Safety Harbor	41	Male
24907580	1	3/12/2023	8:26 PM	Vehicle	I-275 NB Exit	31st St S	Unincorporated	22	Female
25493937	1	3/14/2023	8:26 AM	Pedestrian	Judy Lee Dr	Lake Judy Lee Dr	Largo	38	Male
25067318	1	3/16/2023	10:09 PM	Pedestrian	CR 296/118th Ave N	43rd St N	Unincorporated	77	Male
89385756	1	3/20/2023	8:17 AM	Pedestrian	Mirror Lake Dr N	5th St N	St. Petersburg	33	Female
25433861	1	3/22/2023	6:30 PM	Motorcycle	Gulf To Bay Blvd	Belcher Rd S	Clearwater	50	Female
25738741	2	3/26/2023	7:39 PM	Vehicle	US Hwy 19	Gateway Centre Blvd N	Pinellas Park	25	Male
25904342	1	3/28/2023	4:55 AM	Pedestrian	US Hwy 19	E Klosterman Rd	Tarpon Springs	Unknown	Unknown
25433981	1	3/28/2023	5:00 AM	Pedestrian	Sunset Point Rd	Flora Rd	Clearwater	Unknown	Unknown
89627505	1	3/29/2023	5:47 AM	Vehicle	I-275	I-175	Unincorporated	57	Male
89581705	1	3/29/2023	6:35 AM	Pedestrian	SR 693/66th St N	56th Ave N	Unincorporated	20	Male
25016315	1	4/4/2023	2:48 AM	Motorcycle	46th Ave N	Villas Of Willow Lake	Kenneth City	57	Male
89615424	1	4/4/2023	9:01 PM	Pedestrian	CR 681/28th St N	46th Ter N	Unincorporated	54	Male
89363825	1	4/5/2023	10:46 PM	Vehicle	Belcher Rd	Curlew Rd	Dunedin	18	Male
25434090	1	4/8/2023	3:59 PM	Vehicle	SR 580	Countryside Blvd	Clearwater	67	Male
89363874	1	4/11/2023	11:03 PM	Motorcycle	SR 595 SB	50th Ave N	Seminole	57	Male
89615433	1	4/12/2023	8:06 PM	Motorcycle	SR 689/Haines Rd N	64th Ave N	Unincorporated	65	Male
89364067	1	4/13/2023	9:19 PM	Vehicle	Old Oak Cir	Belcher Rd	Unincorporated	51	Male
25494289	1	4/29/2023	12:34 AM	Pedestrian	East Bay Dr	None	Largo	26	Female
25955237	1	5/6/2023	2:15 AM	Pedestrian	34th St S	15th Ave S	St. Petersburg	38	Female
25434374	1	5/8/2023	12:15 PM	Vehicle	SR 580	Landmark Dr	Clearwater	81	Female
25954723	1	5/13/2023	3:32 PM	Motorcycle	22nd Ave S	45th St S	St. Petersburg	20	Male
25955236	1	5/15/2023	8:39 PM	Pedestrian	34th St N	6th Ave N	St. Petersburg	39	Female
89364060	1	5/16/2023	7:49 AM	Motorcycle	CR 752	East Lake Woodlands Pkwy	Oldsmar	19	Male
25434552	1	5/18/2023	11:22 PM	Vehicle	US Hwy 19	None	Clearwater	46	Male

Crash Number	Fatalities	Date	Time	Type	On Street	Intersecting Street	Jurisdiction	Driver Age	Driver Sex
25969486	1	5/27/2023	8:41 PM	Vehicle	Keene Rd	Belleair Rd	Largo	38	Female
25955163	1	6/3/2023	6:30 PM	Pedestrian	3rd St N	Central Ave	St. Petersburg	23	Female
89660153	1	6/20/2023	9:57 PM	Vehicle	Starkey Rd	Bryan Dairy Rd	Unincorporated	26	Male
89655559	1	7/1/2023	5:57 PM	Pedestrian	CR 1/Park St	CR 16	Unincorporated	65	Male
25969749	1	7/4/2023	8:43 AM	Vehicle	113th St N	130th Ave N	Largo	88	Male
89660161	1	7/4/2023	9:04 PM	Pedestrian	US 92/Gandy Blvd	San Martin Blvd NE	Unincorporated	48	Female
89664543	1	7/7/2023	3:19 PM	Pedestrian	US Alt 19/Seminole Blvd	110th Ave N	Unincorporated	45	Male
25969817	1	7/17/2023	10:23 PM	Vehicle	Frontage Rd	Haines Bayshore Rd	Largo	40	Female
25435139	1	7/18/2023	12:38 AM	Pedestrian	S Missouri Ave	Jasmine Way	Clearwater	22	Male
25956180	1	7/20/2023	4:50 PM	Vehicle	22nd Ave N	46th St N	St. Petersburg	58	Male
25739605	1	7/29/2023	3:13 AM	Bicycle	66th St N	118th Ave N	Pinellas Park	26	Female
89677720	1	7/30/2023	2:35 AM	Pedestrian	US 19 N	46th Ave N	Unincorporated	56	Male
25956293	1	7/30/2023	4:55 AM	Vehicle	4th St S	Bay Vista Park	St. Petersburg	Unknown	Unknown
89663052	1	7/30/2023	8:53 PM	Motorcycle	SR 688/Ulmerton Rd	130th Ave N	Unincorporated	22	Female
89643656	1	8/8/2023	4:45 AM	Pedestrian	SR 688/Ulmerton Rd	34th St N	Unincorporated	71	Male
89655585	1	8/13/2023	6:59 PM	Vehicle	SR 595/Bay Pines Blvd	Seahorse Dr	Unincorporated	57	Male
89364721	1	8/18/2023	9:52 AM	Pedestrian	49th St N	140th Ave N	Unincorporated	75	Male
25904553	1	8/22/2023	3:19 PM	Vehicle	US Hwy 19	Wood Hill Dr	Tarpon Springs	79	Male
25970155	1	9/1/2023	12:34 PM	Vehicle	113th St N	126th Ave N	Largo	84	Male
25957025	1	9/4/2023	8:28 PM	Pedestrian	18th Ave S	Walton St S	St. Petersburg	26	Male
25957054	1	9/6/2023	11:11 AM	Vehicle	Dr. Martin Luther King Jr. St N	58th Ave N	St. Petersburg	65	Male
25970184	2	9/7/2023	5:31 PM	Pedestrian	East Bay Dr	20th St SE	Largo	73	Unknown
24907586	1	9/7/2023	4:20 AM	Motorcycle	SR 687/4th St N	SR93/I-275 NB Entrance	St. Petersburg	22	Male
25904580	1	9/9/2023	3:00 AM	Pedestrian	US 19 N	Sun Valley Blvd	Tarpon Springs	44	Male
25739815	1	9/12/2023	5:12 AM	Motorcycle	65th St N	Park Blvd N	Pinellas Park	31	Male
24993867	1	9/12/2023	11:13 AM	Motorcycle	US 19 N/34th St N	44th Ave N	Unincorporated	Unknown	Unknown
89706162	1	9/16/2023	4:22 AM	Vehicle	I-275 SB Entrance	54th Ave N	St. Petersburg	36	Female
25957390	1	9/21/2023	8:21 PM	Motorcycle	34th Ave N	34th St N	St. Petersburg	34	Male
25957391	1	9/22/2023	11:42 PM	Vehicle	37th Ave S	6th St S	St. Petersburg	55	Male
25957433	1	9/23/2023	7:01 PM	Motorcycle	9th Ave N	49th St N	St. Petersburg	25	Female
89364810	1	9/29/2023	11:52 PM	Pedestrian	Tampa Rd	Burbank Rd	Oldsmar	68	Female
25739955	1	10/3/2023	10:24 PM	Pedestrian	49th St N	95th Ave	Pinellas Park	Unknown	Unknown
89369416	1	10/4/2023	6:07 AM	Vehicle	Laurel Rd	Magnolia Rd	Belleair	70	Male
89705288	1	10/20/2023	11:41 PM	Pedestrian	CR202/54th Ave N	CR681/28th St N	Unincorporated	37	Female
89364972	1	10/26/2023	10:27 PM	Bicycle	Patricia Ave	Virginia St	Dunedin	Unknown	Unknown
25970525	1	10/30/2023	7:35 PM	Motorcycle	Starkey Rd	Ulmerton Rd	Largo	Unknown	Unknown
25958375	1	11/3/2023	11:21 PM	Vehicle	22nd Ave N	76th St N	St. Petersburg	57	Female
89365024	1	11/11/2023	8:30 PM	Pedestrian	108th Ave	R Bar and Grille	Treasure Island	Unknown	Unknown
89747355	1	11/16/2023	3:53 PM	Vehicle	CR 752/Tampa Rd	Lake St. George Dr	Unincorporated	58	Male
89692402	1	11/16/2023	9:24 PM	Pedestrian	W Klosterman Rd	Alt US 19/S Pinellas Ave	Unincorporated	Unknown	Unknown
89365087	1	11/21/2023	4:31 PM	Motorcycle	Park St N	CR 16	Unincorporated	Unknown	Unknown
89727376	1	11/21/2023	8:47 PM	Pedestrian	SR 693/66th St N	56th Ave N	Unincorporated	42	Female
26210736	1	11/21/2023	9:30 PM	Pedestrian	49th St N	83rd Ter N	Pinellas Park	Unknown	Unknown
89740323	1	11/28/2023	6:48 PM	Pedestrian	CR 611/49th St N	58th Ave N	Unincorporated	Unknown	Unknown
89644108	1	12/1/2023	9:05 PM	Pedestrian	US-19 N	62nd Ave N	Pinellas Park	33	Male
25958944	1	12/3/2023	10:50 AM	Motorcycle	22nd Ave N	66th St N	St. Petersburg	56	Female
Unknown	1	12/4/2023	2:15 PM	Bicycle	E Martin Luther King Jr. Dr	North Ave	Tarpon Springs	66	Male
89687464	3	12/6/2023	10:46 PM	Vehicle	I-275/SR 93	Mile Marker 13	St. Petersburg	22	Male

Crash Number	Fatalities	Date	Time	Type	On Street	Intersecting Street	Jurisdiction	Driver Age	Driver Sex
25959063	2	12/9/2023	2:21 PM	Pedestrian	4th St N	72nd Ave N	St. Petersburg	21	Male
Unknown	1	12/31/2023	11:40 PM	Vehicle	US 19 N	E Klosterman Rd	Unincorporated	20	Male

Note: Due to Florida Statute changes, as of March 1, there is a 60-day delay in the sharing of crash data from FLHSMV. As such, listed crashes occurring in August or later were obtained from unofficial media sources and are not displayed on the map. These crash listings will be updated as official data becomes available.

Reported Fatal Crashes 2022/2023 Comparison (as of December 31)



Pinellas Trail Count Data Summary

Automated Trail Counter Data Collection Period:
October 1st-31st

October 2023*

31-Day Count Total: 170,021

Daily Average Count: 5,485

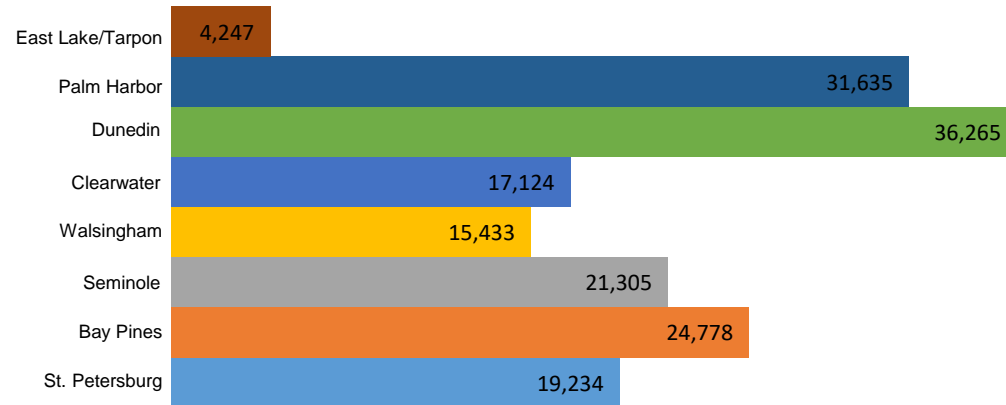
Highest Daily Totals:

#1 – Saturday, October 21st (Dunedin – 2,022)

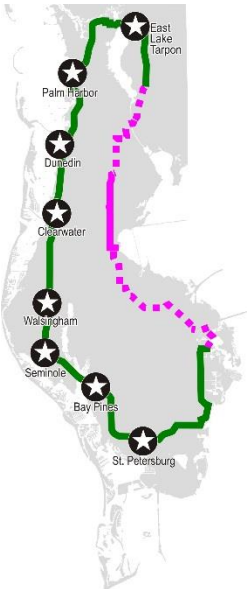
#2 – Saturday, October 21st (Palm Harbor – 1,423)

#3 – Saturday, October 21st (St. Petersburg – 974)

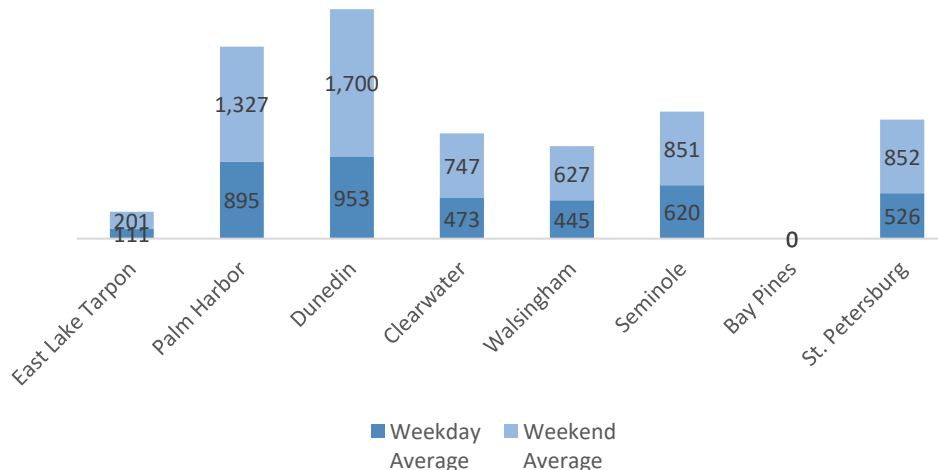
October Totals by Counter Location*



Counter Locations



Weekday & Weekend Profile*

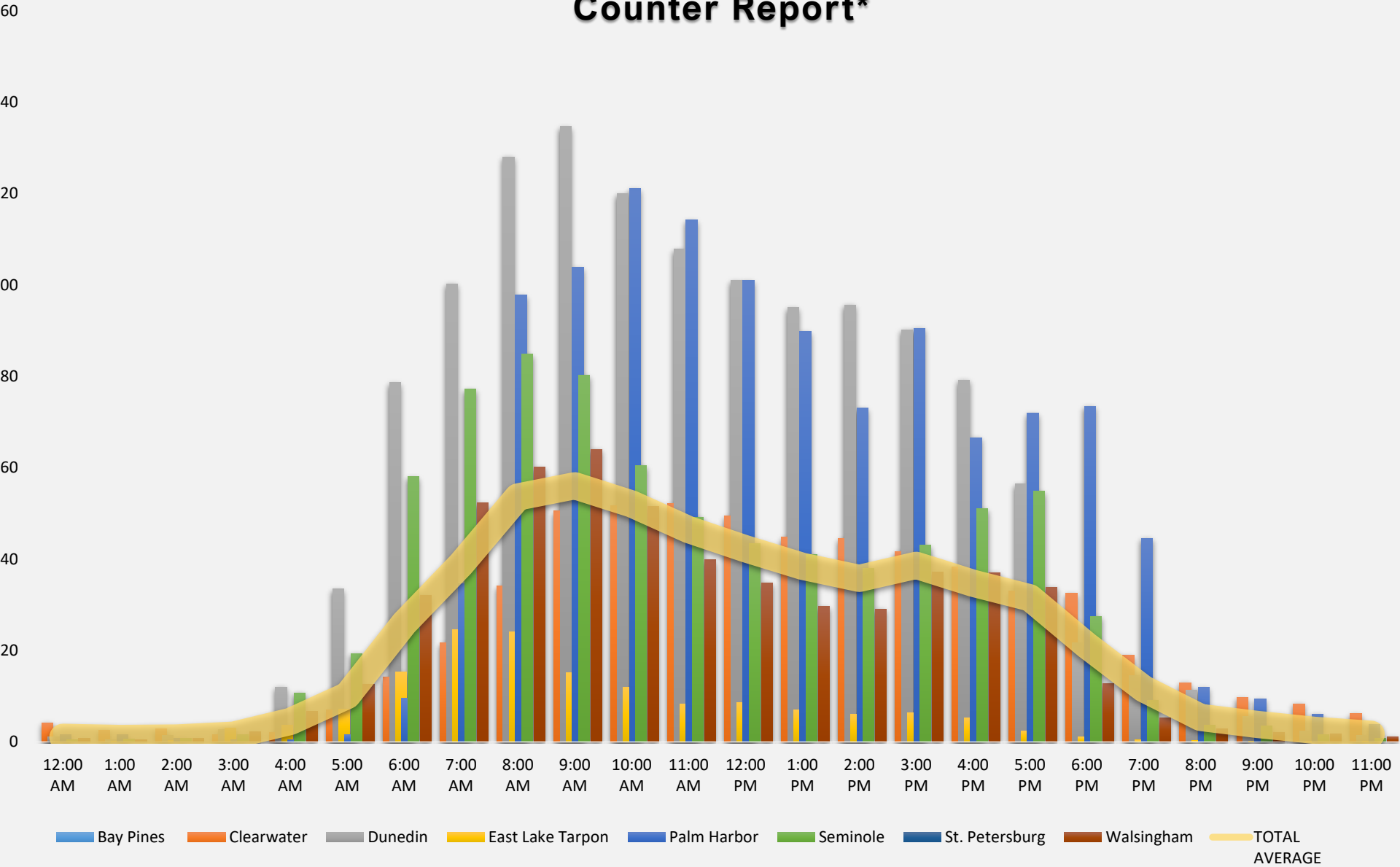


Trail User Mode Split*

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
Palm Harbor	28%	72%
Dunedin	16%	84%
Clearwater	68%	32%
Walsingham	5%	95%
Seminole	25%	75%
Bay Pines	N/A	N/A
St. Petersburg	N/A	N/A
East Lake/Tarpon	7%	93%

Source: Forward Pinellas October 2023

October 2023 Average Hourly Counter Report*



Pinellas Trail Count Data Summary

Automated Trail Counter Data Collection

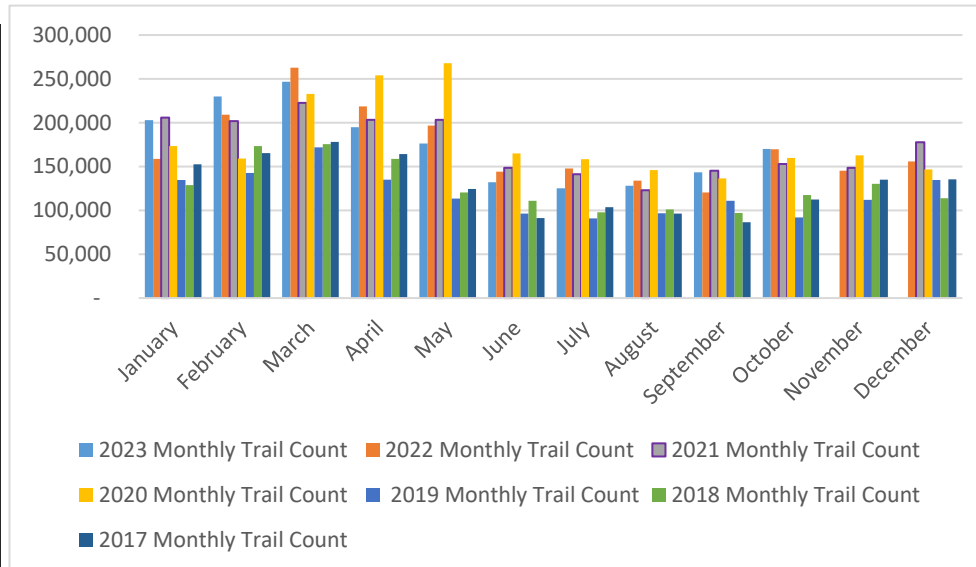
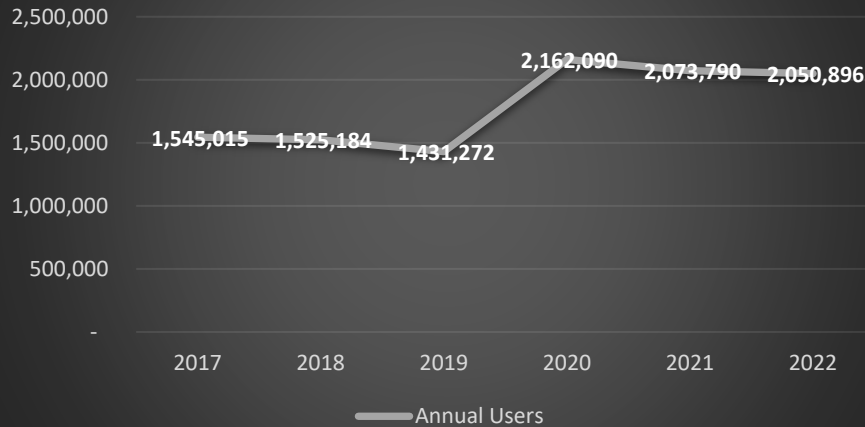
Period: January 2017 – October 2023 Data



**2023 Total Count:
1,749,457**

Monthly Trail Counts 2017 - 2023

Pinellas Trail Counts 2017 - 2022



Note:

- *Due to technical issues with the Bay Pines counters, a monthly estimate was produced based on historical data. Due to technical issues on October 1st at Clearwater and October 28-31 at St. Petersburg, daily averages from October 2023 were used to cover data gaps.
- Data in this report represents total counts from each count station located along the Pinellas Trail system. Each datapoint does not necessarily represent a unique trail user.

Pinellas Trail Count Data Summary

Automated Trail Counter Data Collection Period:
November 1st-30th

November 2023*

30-Day Count Total: 162,718

Daily Average Count: 5,424

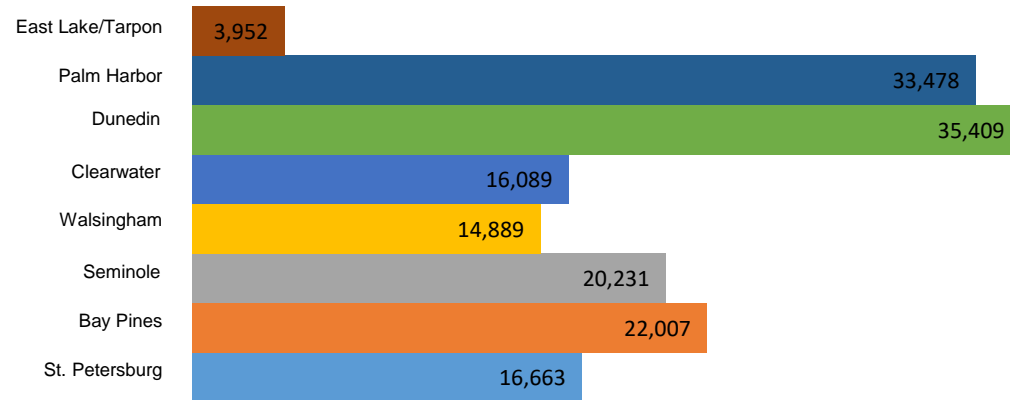
Highest Daily Totals:

#1 – Saturday, November 11th (Dunedin – 2,321)

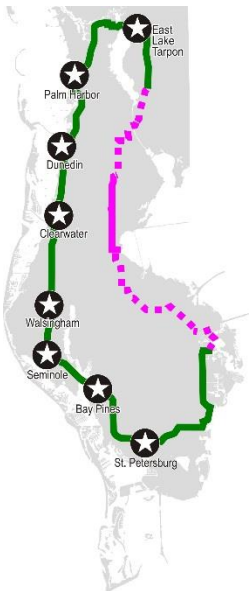
#2 – Sunday, November 19th (Palm Harbor – 2,048)

#3 – Sunday, November 19th (Seminole – 1,007)

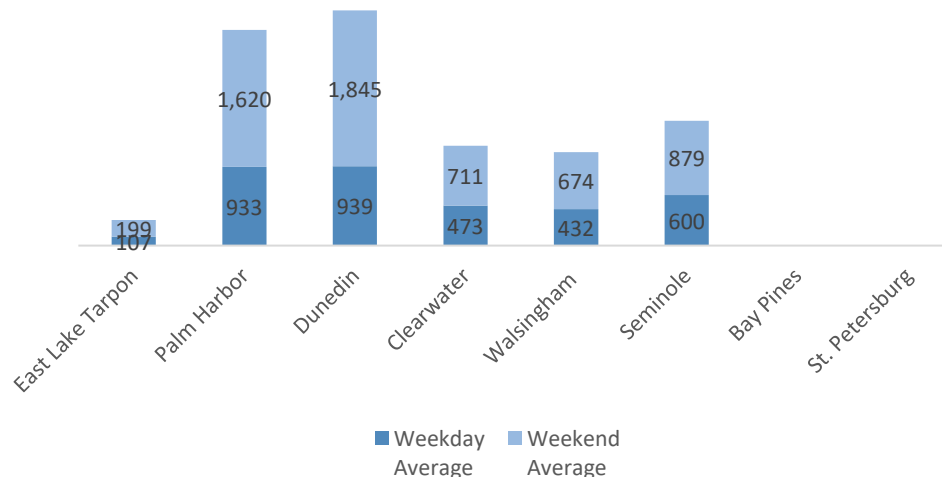
November Totals by Counter Location*



Counter Locations



Weekday & Weekend Profile*



Trail User Mode Split*

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
Palm Harbor	31%	69%
Dunedin	17%	83%
Clearwater	66%	34%
Walsingham	6%	94%
Seminole	26%	74%
Bay Pines	N/A	N/A
St. Petersburg	N/A	N/A
East Lake/Tarpon	9%	91%

Source: Forward Pinellas November 2023

Pinellas Trail Count Data Summary

Automated Trail Counter Data Collection

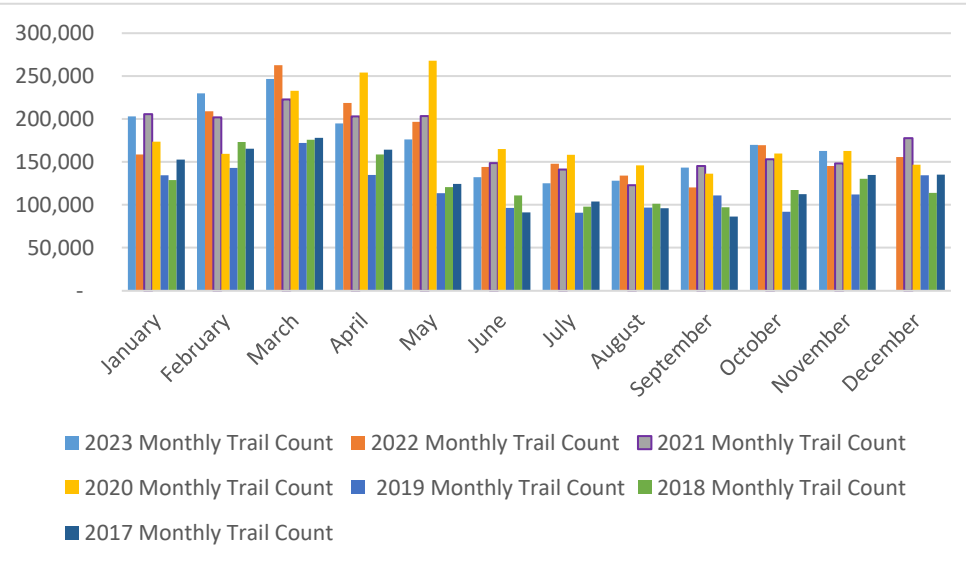
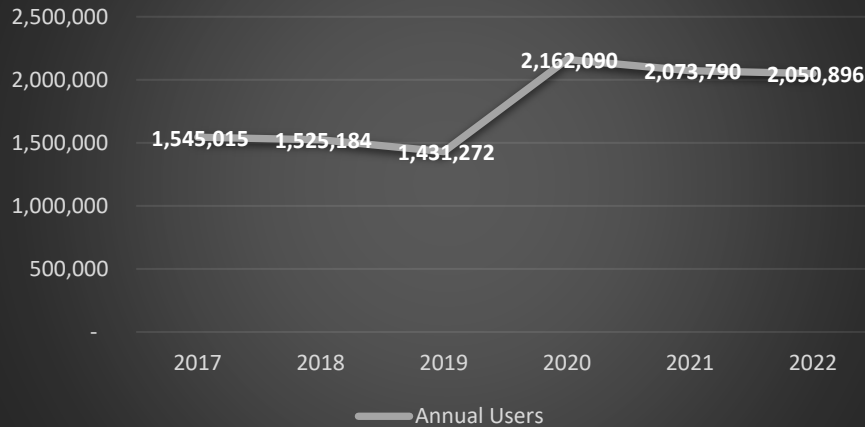
Period: January 2017 – November 2023 Data



**2023 Total Count:
1,912,175**

Monthly Trail Counts 2017 - 2023

Pinellas Trail Counts 2017 - 2022



Note:

- *Due to technical issues with the Bay Pines and St. Petersburg counters, monthly estimates were produced based on historical data and daily/hourly data is not available.
- Data in this report represents total counts from each count station located along the Pinellas Trail system. Each datapoint does not necessarily represent a unique trail user.