

BPAC Members

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

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

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

Join the BPAC Zoom Meeting

Time: June 21, 2021 08:30 AM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/81178774440?pwd=bjJaeTZISVo1UnZHYU93R1c1SHBqQT09>

Meeting ID: 811 7877 4440

Passcode: 074888

One tap mobile

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FACE MASKS ARE ENCOURAGED, BUT ARE NOT REQUIRED

1. **CALL TO ORDER AND INTRODUCTIONS** (8:30 – 8:35)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – May 17, 2021** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – June 09, 2021** (8:45 – 8:50)
5. **DOWNTOWN ST. PETE (DTSP) MOBILITY STUDY** (8:50 – 9:20)
6. **MICROMOBILITY KNOWLEDGE EXCHANGE SERIES (KES)** (9:20 – 9:40)
7. **KENNETH CITY ATP** (9:40 – 9:55)
8. **POP-UP BIKE ART** (9:55 – 10:10)
9. **SPOTlight EMPHASIS AREAS UPDATE** (10:10 – 10:15)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
10. **BPAC BUSINESS** (10:15 – 10:20)
 - A. July Meeting Cancelled
 - B. Florida Bicycle Association (FBA)
 - C. Friends of the Pinellas Trail
11. **AGENCY REPORTS** (10:20 – 10:30)
12. **OTHER BUSINESS** (10:20 – 10:30)
 - A. Membership
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
13. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – JUNE 21, 2021

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

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

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3. Approval of the Minutes

SUMMARY

The meeting summary for the May 17, 2021 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – May 17, 2021

ACTION: Approval of the Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
MAY 17, 2021**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on May 17, 2021 at EpiCenter, St. Petersburg College, 13085 58th Street N., Clearwater, FL.

BPAC Members Present

Brian Smith, Chairman
Becky Afonso, Vice Chair
Daniel Alejandro
Julie Bond - Zoom
Dr. Lynn Bosco - Zoom
Joseph Camera
Kimberly Cooper
Scott Daniels - Zoom
David Feller – Zoom
Lyle Fowler - Zoom
Chip Haynes
Alan Johnson – Zoom
Charlie Johnson - Zoom
Jacob Labutka – Zoom
Derek Reeves
Joan Rice
Annette Sala – Zoom
Michael Siebel
Bert Valery - Zoom
Jim Wedlake

At Large Citizen Representative
North County Citizen Representative, Oldsmar
Largo Citizen Representative
CUTR
At Large Citizen Representative
Pinellas County Schools
St. Petersburg Citizen Representative
Friends of the Pinellas Trail
North County Citizen Representative, Oldsmar
PC Parks & Conservation Resources (PCR)
Clearwater Citizen Representative
South Beaches Citizen Representative
St. Petersburg Citizen Representative
PSTA
City of Pinellas Park
Pinellas County Public Works Traffic
At Large Citizen Representative
At Large Citizen Representative
North Beaches Citizen Representative
Seminole Citizen Representative

BPAC Members Absent

Lisa Charest
Tabitha Childress
Lucas Cruse
Win Dermody
Diane Friel
Deputy Eric Gibson
Edward Hawkes
Paul Kurtz
Caroline Lanford
Lauren Matzke
Ron Rasmussen

St. Petersburg Citizen Representative
City of Oldsmar
St. Petersburg Bicycle Pedestrian Coordinator
Clearwater Citizen Representative
City of Largo
Pinellas County Sheriff's Office
At Large Citizen Representative
At Large Citizen Representative
Pinellas County Planning Department
City of Clearwater
Pinellas Park Citizen Representative

Others Present

Alex Henry – Zoom
Stephanie Shealy - Zoom
Stephen Moriarty - Zoom
Katie Habgood - Zoom
Kyle Simpson - Zoom
Joy Hancock – Zoom
Tina Russo - Zoom

FDOT
Kittleson & Associates
City of Seminole Resident
Jacobs and Associates
City of St. Petersburg
Bike Florida
Pasco County

Alayna Delgado – Zoom
MJ Johnson - Zoom
Warren Willingham - Zoom
Jonathan Kuntz
Gina Harvey – Zoom
Alexis Ferguson – Zoom
Whit Blanton - Zoom
Jared Austin – Zoom
Chelsea Favero
Angela Ryan
Maria Kelly

City of Oldsmar
Guest
Citizen Guest
Pinellas County Public Works Traffic
Pinellas County Public Works Traffic
Pinellas County Public Works Traffic
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff

1. CALL TO ORDER

Chairman Brian Smith called the meeting to order at 8:30 a.m. and the attendees in the room introduced themselves. At that time, Chair Smith read a statement explaining the extenuating circumstances which allow in-person committee members to make a motion and allow those members participating by Zoom (all names identified above) to participate and vote due to the COVID-19 circumstances resulting in the inability for some committee members to attend in person. A motion was made by Mike Siebel that due to COVID-19 extenuating circumstances; some members are unable to join in person; therefore, these members are allowed to participate and vote by phone since a quorum is represented in-person. This motion was seconded by Derek Reeves and passed with a unanimous vote.

2. PUBLIC COMMENTS

There were no public comments provided.

3. APPROVAL OF MINUTES

The summary from the April 19, 2021 meeting was approved with one correction: item 11B which has been corrected to identify David Feller as Vice President of Friends of the Pinellas Trail.

4. FORWARD PINELLAS ACTIONS

Ms. Angela Ryan, Forward Pinellas Active Transportation Planner, reviewed the highlights of the Forward Pinellas Board meeting for May 12, 2021. The Board received a presentation from Jared Austin regarding a modification to the Transportation Improvement Program (TIP) adjusting the funds for the FY2021-2024 match to the Unified Planning Work Program (UPWP). Chelsea Favero shared a presentation on the Modification to the 2024/25 Long Range Transportation Plan and the Annual Adoption of Priorities. There was robust discussion among the board members, regarding an overpass at SR580 and a concern to move this project up on the priorities list. PSTA SunRunner project was discussed and updates will be forthcoming to this committee.

5. ADOPTION OF THE FY2021/22-2025/26 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Jared Austin, Forward Pinellas staff, shared a presentation on the FY2021/22 – 2025/26 Transportation Improvement Program (TIP) with the committee. Mr. Austin explained that Forward Pinellas is required to adopt a fiscal year (FY) 2021/22 – FY 2025/26 Transportation Improvement Program (TIP) by July 1, 2021 for Pinellas County to receive state and federal funding for transportation projects. Within the TIP, Forward Pinellas includes a number of transportation projects including projects from various local governments, the Pinellas Suncoast Transit Authority (PSTA), various local airports and the Port of St. Petersburg. Directly related to the Advantage Pinellas Long Range Transportation Plan (LRTP), projects must first be identified within the LRTP in order to receive state and federal dollars. Once funding becomes

available, the project is then moved into the TIP. Throughout the TIP, LRTP reference numbers are listed under each project to indicate where it appears in the LRTP... Funding is provided through the Florida Department of Transportation (FDOT) FY 2021/22 – 2025/26 Final Tentative Work Program. This is a five-year schedule of state and federally funded projects based on the TIP. Mr. Austin reviewed the list of new projects being added to the work program as well as those projects that had a change in status. Mr. Austin indicated he would send a web link for the interactive TIP map after the meeting to provide quick information on projects included in the TIP. Questions were taken and appropriately answered. Mike Seibel made a motion to recommend approval by the Forward Pinellas Board. This was seconded by Daniel Alejandro and passed with a unanimous vote.

6. 5th AVENUE NORTH LANE REPURPOSING

Ms. Stephanie Shealey with Kittleson and Associates provided an update to FDOT's Alt US 19/5th Avenue N Lane Repurposing Project. FDOT conducted a Speed Management Corridor Study in 2019. This study included those areas where the FDOT Complete Streets Context Classification of C2T and above, a posted speed limit within 5 mph of top of Florida Design Manual range or above, above a 6% zero-car household demographics and an elevated off-peak severity crash rate. The 5th Avenue N corridor from Tyrone Boulevard to Dr. Martin Luther King Jr. Street, was identified as a corridor of interest in Pinellas County. This corridor has one of the highest off-peak crash severity rates in District 7, especially between 16th Street North and Dr. Martin Luther King Jr. Street N. As part of that study, a proposed lane repurposing was suggested for this portion of the corridor, eliminating one of the westbound lanes and adding a two-way separated bicycle facility. Due to an upcoming restoration, resurfacing, and rehabilitation (RRR) project, the lane repurposing project can be implemented as part of the RRR project in 2024. Mr. Henry discussed the proposed improvements and took feedback on the proposed alternative. Additional improvements west of I-275 all the way to Tyrone Boulevard are being considered, such as filling in sidewalk gaps and intersection safety improvement. Questions were taken and appropriately answered.

7. MOVE SAFE PINELLAS

Mr. Johnathan Kuntz, Pinellas County Public Works (PCPW) Traffic, shared a presentation with the committee on the Move Safe Pinellas Multimodal Safety and Education Program. In 2020, there were 108 fatal crashes with 114 fatalities, and 42 of them were Bike/Pedestrian related. With funding supported by the Board of County Commissioners, the Move Safe Pinellas goal is to enhance multimodal safety in Pinellas County and reduce the number of bike/pedestrian crashes and the fatalities which occur. To achieve this, PCPW is engaging in active citizen and educational outreach, targeting behavioral changes to influence good safety habits, and evaluating high crash zones in the county for safety improvements. The objective is to inform and educate target audiences such as the following: at-risk homeless populations, individuals suffering from substance abuse, transportation challenged individuals, students who walk or bike to school as well as aftercare programs and summer camps. The mechanism for outreach will include educational materials, social media campaigns, bicycle helmet fittings, safety device distribution and building partnerships. For more information on this program, check out MoveSafe@PinellasCounty.org. Questions were taken and appropriately answered.

8. COMMITTEE COMPOSITION AND BYLAW CHANGES

Ms. Ryan addressed the committee regarding the continued review of the BPAC bylaws. Continual review of bylaws is necessary to ensure compliance with legal requirements; to update governing practices and ensure they remain technically sound; and to guide and educate the committee and the public. As a result of the review, staff identified several proposed changes to allow for committee equality and ensure consistency in citizen committees across the agency. The changes

will adjust BPAC membership, composition, and terms. Membership proposed changes would increase citizen membership to 25, adding one more St. Petersburg representative and one more Dunedin representative. Also proposed was the idea of a 'Legacy' group to keep existing committee members engaged in the Forward Pinellas process into the future. Comments, concerns, and suggestions were taken into consideration from the April 19, 2021 initial Bylaws review. Robust discussion regarding term limits resulted in an adjustment of the terms portion of the bylaws, which Ms. Ryan reviewed. Should a member's seat become available after 2 terms, the member can be reappointed for a 2-year extension if no interested party has presented themselves. Questions were taken and appropriately answered. Becky Afonso made a motion to recommend approval of the revised Forward Pinellas Bicycle Pedestrian Advisory Committee bylaws. This was seconded by Daniel Alejandro and passed with a 15 – 2 vote. Noted those opposing were Lynn Bosco and Kim Cooper.

10. SPOTLIGHT EMPHASIS AREAS UPDATE.

Regarding the US19 Frontage Road Analysis, FDOT presented potential strategies to the Forward Pinellas Board in May, and subsequently the recommendations will be taken to the Board at a later date. The proposed strategy of repurposing lanes for access of pedestrian and bicycling was innovative and well delivered by the BPAC. Discussions with the Board and FDOT on the interchanges north of Nebraska Road will be available in the fall. Regarding the Gateway Area Master Plan, the Partnership group had a meeting March 26th, and is working on developing a dashboard template to provide visual information for performance measures to show progress. Regarding Enhancing Beach Access, the current topic is the Arial Gondola Project. At the time of the meeting, it was reported that TBARTA was still in conversations with consultants regarding the contract. Ms. Favero added that with the adoption of the priority lists last month, the Waterborne Transportation priority project was added to the multimodal list.

11. BPAC BUSINESS

A. Gulf Coast Safe Streets Summit – SAVE THE DATE

The Gulf Coast Safe Streets Summit 2021 is scheduled for November 2, 3 & 4. Invitations have been sent out.

B. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso gave an update on the Florida Bicycle Association. May is National Bike Month and in the 3rd week in May the League of American Bicyclists recognizes a "bike week" which includes the "Bike to Workday" on Friday, May 21st. In the City of Oldsmar, a "Bike to Lunch" day was suggested with any City staff interested in participating receiving an additional 30 minutes for lunch travel time. Bike Walk Tampa Bay is hosting their Love to Ride bike month challenge. There is also a National Love to Ride Challenge. The association has one more virtual series coming up, on May 28th at noon titled "Biking Beyond" with Ms. Angela Ryan discussing *Commuting Tips and Tricks*. Regarding the legislative session update, the session officially ended on April 30th. The FBA "move over for people" initiative, SB 950, was waiting for the Governor's signature. The law would effectively result in the following: First, it would not allow motorists to pass cyclists in no passing zones. Second, it would allow cyclists riding as a group to go thru a stop sign a group, once an initial complete stop is made. Third, it would require more questions on the driver license test pertaining to bicyclists and pedestrians. More information on SB 950 is located on the www.fba.com website. Lastly, Becky mentioned FBA is considering moving the annual membership meeting in July to Broward County to allow the SB 950 sponsors to attend the meeting.

C. Friends of the Pinellas Trail

Mr. Dave Feller, Vice-President of the Friends of the Pinellas Trail, gave a brief update. There was an accident, resulting in fatalities, that occurred along Keystone Road on the Tri-County Trail last week that resulted in two bicycle deaths. Mr. Feller and Friends of the Pinellas Trail are asked the BPAC committee to start advocating for a guard rail to be installed at this part of the Trail, between Keystone Road and the Tri-County Trail, which is about a three mile stretch of highway.

At this time Charlie Johnson expressed his deep concern regarding the Keystone Road incident and suggested BPAC take some sort of action. Mr. Johnson suggested we write a recommendation to the appropriate department of Pinellas County that a study be done along Keystone Road to find out the feasibility of putting up a guard rail between Keystone Road and the Pinellas Trail. Mike Seibel made comment that upwards of 40% to 50% of McMullen Booth Road has barriers for bicyclists. He stated that a study is not needed, we need to hear from the engineering departments to find out what staff can do to look at the situation. Scott Daniels made note that we have many departments within the county to address this concern and action should be taken immediately today to expedite the situation to make sure this does not happen again. Ms. Favero reminded the BPAC members that they are an advisory committee to the Forward Pinellas Board, and it would be appropriate to ask the Forward Pinellas Board to request the County implement the measures decided upon today instead of going to the county. Becky Alfonso stated that this is motorist behavior, and something needs to be done regarding the motorist's behavior. Charlie Johnson made a motion that the BPAC write a very, very pointed and strong letter to the appropriate departments in Pinellas County Government to perform a study only along Keystone Road to try to mitigate the effects of traffic having access to the trail for about three miles. It was noted by the Chair that since Charlie Johnson was online, he cannot make the motion. It was then made by Mike Seibel, that the letter must go to the Forward Pinellas Board. Jim Wedlake seconded the motion and it passed with a unanimous vote.

12. AGENCY REPORTS

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

Ms. Joan Rice with Pinellas County Public Works (PCPW) Traffic provided updates to the current trail projects. The North Gap is proceeding with about 18 more months left to finish. Recently there was a final decision made on the Meadow Wood portion of the Pinellas Trail North Gap. Specifically, this section will be a widened sidewalk on the north side of the road. The South Loop project resulted in recent excitement as a result of a virtual public meeting regarding the section between Haynes Bayshore to 126th Avenue. The meeting resulted in the attendance of approximately 60 individuals. The Sunset Point Road to NE Coachman Trail section is scheduled for a walk-thru and will open in May, and the RRFB is operational at the Sunset Point Road and Pinellas Trail crossing. Additional work is being done to ensure this RRFB crossing is highly visible. And finally, the draft of the Trail Visioning Document is under review and will be shared in the near future. The Palm Harbor round-about, at Florida Avenue, will move away from the Pinellas Trail intersection due to needing room to accommodate the circle and RRFB's will be installed for bike/pedestrian crossings.

- **Clearwater Bicycle Pedestrian Program**

Ms. Lauren Matzke was not in attendance.

- **Largo Bicycle Pedestrian Program**

Ms. Diane Friel was not in attendance.

- **St. Petersburg Bicycle Pedestrian Program**

Mr. Kyle Simpson, St. Petersburg Transportation shared he had no updates.

- **Pinellas County Schools**

Mr. Joseph Camera, Pinellas County Schools, indicated that Summer Bridge will begin June 1st and run through August 15th.

- **FDOT District 7 Updates**

Mr. Henry, FDOT, shared nothing to update.

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

The next meeting of the PTSTF is July 13, 2021. The topic of discussion will be on the importance of this task force, the objectives, and the continuation of how the committee will move forward.

13. OTHER BUSINESS

A. Membership

It was recognized there was one opening for membership noted for the Health Department.

B. Correspondence, Publications, Articles of Interest

There were no comments regarding this item.

C. Suggestions for Future Agenda Topics

Mike Seibel shared that Kenneth City has been building a recreational trail and requested if it would be possible to get an overview of this project and see how it might tie into the future Joes Creek Trail project.

D. Other

Maria Kelly announced to the committee that the next meeting will be held in the 310 Court Street conference room.

Joy Hancock shared an announcement for Bike Florida that they are working with Bike Walk Tampa Bay to organize the First Annual Sunflower Bicycle Tour, which is a prostate bicycle tour on the Coast to Coast Trail, on October 21st – 24th, 2021. This event is for women only. This came from the Bike Walk Tampa Bay Women's Facebook Group; therefore, this group will be allowed first registration.

Ms. Ryan announced a thank you to Julie Bond with CUTR, as Bike Walk Tampa Bay has announced partnering with Forward Pinellas for the Gulf Coast Safe Street Summit. On November 5th, Bike Walk Tampa Bay will hold their 2021 Virtual Summit.

14. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:25 am. The next BPAC meeting is scheduled for Monday, June 21, 2021.

SUMMARY

The June 9, 2021 Executive Summary will be provided for your information. A staff member will review actions taken by the Forward Pinellas Board at that meeting.

ATTACHMENT(S): Executive Summary for June 9, 2021

ACTION: None Required, Informational Item Only

Board Meeting Summary & Action Sheet

June 9, 2021

Please note that this summary has not been approved as the official minutes of the board.

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The Forward Pinellas Board held this public meeting in person on June 9, 2021 at 1 p.m. in the Magnolia Room at Pinellas County Cooperative Extension. After a delay, the meeting began at 1:30 p.m. Due to a power outage, the Forward Pinellas Board Meeting was not televised and several items were postponed to the July meeting.

The board unanimously voted to defer all items on the current agenda to the July public meeting except items on consent and public hearing items.

The board unanimously adopted the FY 2021/22 – FY 2025/26 Transportation Improvement Program and committed to continued advocacy for full funding of all deferred projects on the Strategic Intermodal System, including the Westshore Interchange in Tampa and I-275 corridor improvements under Tampa Bay Next, back into FDOT's five year work program.

Forward Pinellas is required to adopt the fiscal year (FY) 2021/22 – FY 2025/26 Transportation Improvement Program (TIP) by July 15, 2021 for the county to receive state and federal funding for transportation projects.

The TIP incorporates priority projects identified within Advantage Pinellas, our Long Range Transportation Plan, adopted in 2019, as well as other projects covered in the FDOT work program. Priorities for funding in the TIP include projects such as the intersection improvement at Alt. US 19 at Curlew Rd., the roundabout at Palm Harbor Blvd. and Florida Ave., reconstruction of Gandy Blvd. from 4th St. to west of Gandy Bridge, the SR 60 Pedestrian Overpass, Pinellas Trail Loop, Drew Street improvements from Osceola Street to US 19, and capital funding for Pinellas Suncoast Transit Authority (PSTA) bus replacements.

Take a look at the [new Interactive TIP Map](#) to explore all the projects included in the adopted TIP.

- Secretary Gwynn provided an update on possible additional funding from federal relief funds. He is hopeful projects currently removed from FDOT's five year work program will be put back in later this year with the addition of federal funds included as part of the state's adopted budget, allowing other projects to be put into the queue for funding as well.
- Councilmember Allbritton clarified with staff the the Drew St. project was located from Osceola to US 19 and would be designed in 2022 and constructed in 2024.
- Councilmember Gabbard requested to work with FDOT later on the resurfacing of I-275 to improve operations at the approach to the Skyway toll plaza.

- Commissioner Long requested a commitment from FDOT on regional efforts, to which Secretary Gwynn confirmed that regional projects are a priority.
- Whit Blanton confirmed with FDOT that the transportation project from US 19 from Curlew Rd. to Tampa Rd., which had design and right-of-way funding cut from the FDOT work program, would be a priority during the allocation of relief funding. Mr. Blanton also requested the board make a commitment to actively advocate for all deferred items to be put back in FDOT's five year work program.

The board unanimously recommended approval of amendments to the Countywide Rules

The board recommended approval of amendments to the Countywide Rules to create a Senior Housing Bonus, revise and clarify the process for Countywide Plan Map adjustments, clarify public hearing procedures for amending the Countywide Plan Map, Countywide Plan Strategies, and Countywide Rules, and update definitions.

Action Sheet

June 9, 2021

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

- **Consent Agenda** (vote: 9-0)
Approved to include the following:
 - A. Approval of Minutes of the May 12, 2021 Meeting
 - B. Approval of Committee Appointments
 - C. Approval of Annual Transportation Disadvantaged Service Plan Updates
 - D. Approval of Amendment(s) to the Continuity of Operations Plan (COOP)
 - E. Approval of Interlocal Agreement for Complete Streets with City of Tarpon Springs for Diston Avenue
- **Adoption of the FY 2021/22 – FY 2025/26 Transportation Improvement Program**
Following a presentation by Forward Pinellas staff and public hearing, the board, in its role as the metropolitan planning organization, adopted the FY 2021/22 – FY 2025/26 Transportation Improvement Program. (roll call vote: 9-0)

Proposed Amendment(s) to the Countywide Rules

Following a presentation by Forward Pinellas staff and public hearing, the board, in its role as the Pinellas Planning Council, adopted a resolution recommending approval of the proposed amendments to the Countywide Rules and transmitting to the Countywide Planning Authority. (vote: 9-0)

5. Downtown St. Petersburg Mobility Study

SUMMARY

The Downtown St. Petersburg Mobility Study launched in 2020 with the goals of establishing a multimodal vision and a set of projects and programs to advance in an Action Plan to achieve that vision. Performance measures are being developed to help evaluate a series of projects and how they work together. The Study involves an extensive modeling effort to understand potential implications of the projects and how they work together.

In the summer and fall of 2020, public outreach was conducted to get early feedback to inform the study. Currently, the public can provide feedback through a survey at forwardpinellas.org/dtsp to provide thoughts on potential projects. Listening sessions are also being held in June 2021. Additional outreach will be conducted later this year on multiple scenarios that include the projects and their performance measures.

Forward Pinellas staff will provide an overview of the study, including the work that has been done to date, as well as provide an overview of the way the study is considering balancing the varied needs of the public.

ATTACHMENT(S): None

ACTION: None, information only

SUMMARY

Through its Knowledge Exchange Series (KES), Forward Pinellas works with local government partners to address emerging planning topics through applied research and best practices that guide the development of policy and regulatory practices. To date, these topics have included microbrewery development in downtown areas, addressing the challenges of developing “missing middle” housing and advancing urban agriculture. Micromobility transportation is the subject of the next KES topic.

“Micromobility” generally refers to a range of lightweight transportation devices operating at low speeds, typically up to 15 mph. These include electric bicycles as well as electric skateboards and scooters, although bicycles will not be addressed as part of this effort.

The rise of micromobility activity that has taken hold in many communities across the country demonstrates the emerging popularity of these devices. But while expanding recreational and economic opportunities, they have confronted local governments with significant regulatory challenges. Matters of placement, parking and speeds are some of the common issues local governments are faced with in the effort to regulate them in a manner that ensures the protection of public safety.

For this KES initiative, Forward Pinellas has developed “*A Guide to Micromobility in Pinellas County*” a research based practical application resource for local governments to consider when developing micromobility policy or regulatory codes in their communities. This has been developed in collaboration with local government partners and with assistance from the City of St. Petersburg and the City of Tampa. Forward Pinellas staff will provide an overview of the KES with emphasis on soliciting feedback from the committee on next steps.

ATTACHMENT(S): None

ACTION: None, Information only

7. Kenneth City ATP

SUMMARY

Forward Pinellas developed a new countywide Bicycle and Pedestrian Master Plan branded as *Advantage Pinellas: Active Transportation Plan*. This plan offers actionable, multimodal strategies to achieve improved bicycle and pedestrian mobility in Pinellas County. The planning effort was undertaken to identify current conditions, gaps, and opportunities for increasing active transportation options throughout the county. The new plan was developed in partnership with local agencies to create a safer and more accessible bicycle and pedestrian network.

The Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) provided invaluable insight and guidance during the development of the Active Transportation Plan. Recently, members of the BPAC requested an update in regard to multiuse trails and bike lanes within the vicinity of Kenneth City. As such, Forward Pinellas will provide a presentation focusing on existing plans for Kenneth City and the surrounding area. Specifically focusing on projects providing arterial networks within this area, such as the Joe's Creek Greenway and the Pinellas Trail. Additionally, other projects identified in the Active Transportation Plan which provide connectivity will be discussed.

ATTACHMENT(S): None

ACTION: None required, information only

8. Pop-Up Bike Art Project

SUMMARY

Each day in Pinellas County, on average two people are seriously injured or killed on our roadways. Forward Pinellas started Safe Streets Pinellas, a Vision Zero safety effort, to address the high rate of serious injuries and fatalities on our roadways. Vision Zero, a strategy employed by communities across the country and the world, radically redefines the idea of what transportation safety means: that not one person should be killed or seriously injured using our roadways. In a Vision Zero effort like Safe Streets Pinellas, diverse stakeholders must come together to think about and work toward creating a transportation system that is safe for everyone. The success of Safe Streets Pinellas depends on community involvement and collaboration with partner agencies.

On June 5th, the Safe Streets Pinellas effort collaborated efforts with the City of Largo on a small but meaningful memorialization public art project. Specifically, Forward Pinellas provided a pop-up art project which asked the public to take the “Safe Streets Pinellas Pledge” and collaborate on decorating a bike with flowers and other items. The pop-up art project was designed to draw attention to the need for improvements in roadway safety for pedestrians, cyclists, and motorists. BPAC committee member, Chip Haynes, graciously donated the bike for the event. The pop-up art project was well-received. Forward Pinellas will provide an overview of this event for the purpose of soliciting other innovative ideas to engage the public in meaningful ways to make roadway safety a priority throughout Pinellas County.

ATTACHMENT(S): None

ACTION: None required, information only

9. SPOTLight Emphasis Areas Update

SUMMARY

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

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

ATTACHMENT(S): None

ACTION: None Required; Informational Item Only

A. July Meeting is Cancelled

B. Florida Bicycle Association (FBA)

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

- Legislative Session
- Bike/Ped Proposals

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

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

11. Agency Reports

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

- Pinellas Trail Loop/Duke Energy Trail (North & South Gaps)
- Keystone Road Update
- Clearwater Bicycle Pedestrian Program
- Largo Bicycle Pedestrian Program
- St. Petersburg Bicycle Pedestrian Program
- Pinellas County Schools
- FDOT District 7
- Pinellas Trail Security Task Force (PTSTF) next meeting is July 13, 2021

ATTACHMENT(S): None

ACTION: None required, informational only

12. Other Business

A. Membership

There are currently five vacancies on the BPAC membership list. One for a Pinellas County Health Department representative. One seat for Clearwater, Dunedin, Pinellas Park and At Large representative.

ATTACHMENT: BPAC Membership List

B. Correspondence, Publications, Articles of Interest

E-scooter fees help fund protected bike lanes in downtown Miami – June 2021

House Stands Up for Seatless Elliptical Bikes – April 2022

How Much Exercise do get on an e-Bike – June 2021

Study: Complete Streets Lead to Better Crash Coverage – June 2021

Pinellas Trail Usage Report – April 2021

Pinellas Trail Usage Report – May 2021

Pinellas County Fatalities Report – June 1, 2021

C. Suggestions for Future Agenda Topics

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

D. Other

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

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

1. Lisa Charest (10/14/20)
2. Kimberly Cooper (10/13/99) (reappointed 5/9/18)
3. Charles Johnson (06/14/17)
4. Vacant

Clearwater Area

5. Chip Haynes (04/13/11)
6. Vacant
7. Win Dermody (03/12/14)

Dunedin Area

8. Vacant
9. Vacant

Pinellas Park and Mid-County

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

Largo Area

12. Daniel Alejandro (10/12/16)
13. Georgia Wildrick (08/16/06)

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

14. David Feller (07/11/18)
15. Becky Afonso (Vice Chair) (10/08/14)

At Large Area

16. Paul Kurtz (12/11/13)
17. Mike Siebel (03/14/12)
18. Brian Smith (Chairman) (12/12/12)
19. Lynn Bosco (11/14/12)
20. Stephen Moriarty (06/09/21)
21. Ed Hawkes (11/18/98)
22. Annette Sala (03/12/14)

Seminole Area

23. Jim Wedlake (05/12/10)

Beach Communities

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

Technical Support

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

Sheriff's Office /Police/Law Enforcement Representatives

1. Pinellas Park Police Dept.
2. St Petersburg Police Dept.
3. Largo Police Dept.
4. Sheriff's Office – Deputy Eric Gibson
5. Clearwater Police Dept.

Non-Voting Technical Support

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

*Dates signify appointment

BRIEF

E-scooter fees help fund protected bike lanes in downtown Miami

Published June 8, 2021

By Jason Plautz
Contributor

Dive Brief:

- Miami will add about three miles of protected bike and scooter lanes on busy downtown corridors as part of a new program partially funded by fees on electric scooters.
- Under a plan approved by the Miami-Dade Board of County Commissioners last week, the city will install concrete barriers along the new lanes and add pedestrian ramps to adjacent sidewalks. All pedestrian crossings in the affected area will also be upgraded to maximize visibility.
- The roughly \$2 million upgrades, construction of which has already started, will be partially funded by \$1 million from the city of Miami's micromobility fund. The remainder will be paid for with road impact fees.

Dive Insight:

Florida is home to some of the country's most dangerous cities for pedestrians, according to a Smart Growth America report. Critics have dinged Miami for not following through on a 2009 Bicycle Master Plan intended to "transform Miami into a bicycle friendly city," the vast majority of which has not been built.

The recently approved protected lanes will be installed along three miles of downtown streets, covering areas where there is already significant use of scooters and bikes by residents and visitors.

"This is extremely necessary. Miami drivers are not very safe. I've ridden a bike, I've ridden a scooter in downtown Miami and I feel unsafe on the roads," said Kevin Amézaga, executive director of the mobility group Miami Riders Alliance. "We acknowledge that in downtown Miami, cars cannot be the way we grow, but we need to give people safe alternatives."

The goal is to eventually build an extensive network of micromobility lanes — including bollards, concrete barriers and painted bike boxes — that would connect large parts of downtown, rather than simply adding lanes to a handful of streets, said Carlos Cruz-Casas, assistant director for mobility in the Miami-Dade County Department of Transportation and Public Works. The "proactive" effort, he said, will help create "a more inclusive transportation network" and also further the county's Vision Zero goals, which seek to eliminate traffic deaths and serious injuries by 2030.

"While we're looking back to understand the causes of collisions and crashes, we are also creating the infrastructure to prevent them so that we don't have to count statistics later on," he said. The department is moving at "a million miles an hour" to revamp the county's transportation network for safety and sustainability goals, he added.

Miami has seen several changes in micromobility over the past year. The county suspended use of shared vehicles during the COVID-19 pandemic, returning them to city streets in October 2020. The fleets were then suspended for a short period around the beginning of 2021 over concerns about underage riders and sidewalk clutter, the Miami Herald reported. The latter pause led

to new regulations about sidewalk clutter and distribution of vehicles throughout downtown, as well as new speed limits.

In the summer of 2020, commissioners debated using the micromobility fees to cover projected budget shortfalls because of the coronavirus pandemic, Miami Today News reported. Micromobility supporters, however, argued the money should remain siloed for revamping the long-overdue bike master plan and ultimately the budget deficit was lower than expected.

As scooters have become more popular and established transportation tools in cities, transportation departments around the country are rethinking their infrastructure plans to build dedicated lanes or paths that can accommodate them. Many cities — like Indianapolis, Atlanta and Santa Monica, California, — have required micromobility operators add fees or pay into infrastructure funds to pay for the new construction.

Recommended Reading:

SMART CITIES DIVE

Calls for safer streets intensify amid 45% spike in pedestrian deaths [↗](#)

SMART CITIES DIVE

As scooters go mainstream, infrastructure falls behind [↗](#)

House stands up for seatless elliptical bikes

Villages residents have received tickets for riding elliptical bikes.

The House unanimously passed a bill to remove a seemingly obscure biking regulation disallowing seatless bikes.

The legislation would make way for elliptical bicycles, one of the many ways cycling is experiencing a **boom in popularity** since the pandemic.

The bill (**HB 353**) had no debate during Thursday's floor session. Pedaling the bill (**SB 738**) is Rep. **Brett Hage**.

During the committee process, Hage said people in The Villages and other parts of Florida ride the standing bicycles. Hage said Villages' residents have received tickets for riding the elliptical bikes.

Florida's current law prohibits a person from operating a bicycle without a seat. They can only ride "upon or astride a permanent and regular seat."

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Tickets for the offense incur a \$15 penalty, plus court costs, which can end up costing a violator up to \$56.50.

Under the new bill, Floridians would legally be allowed to ride bicycles without seats if designed by the manufacturer to be ridden that way.

According to the bill's **analysis**, no other state prohibits a person from riding a bicycle without a seat except for California, though California state law did include the exception for

bikes designed by the manufacturer to be ridden without a seat.

The analysis also said the fiscal impact to municipalities would be the loss of revenue generate by citations.

The Senate is ready to take up companion legislation (**SB 738**) as soon as next week. That bill is sponsored by Sen. **Dennis Baxley**.



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Haley Brown



April 1, 2021



2 min

Brett Hage

Dennis Baxley

Elliptical Bikes

HB 353

House Bill 353

SB 738

Seatless Bikes

Senate Bill 738

Related Articles

HEADLINES

TECH

Data show tech workers moving to Miami – and fleeing San Francisco – during pandemic

Eric Lynn raises \$100K in first five days of Congressional campaign

Progressive firm nabs several internet domains for possible Aramis Ayala U.S. Senate bid



Haley Brown

Haley Brown is a capitol reporter for FloridaPolitics.com. Her background includes covering the West Virginia Legislature for a regular segment on WVVA-TV in Bluefield called Capitol Beat. Her reporting in southern West Virginia also included city issues, natural disasters, crime, human interest, and anchoring weekend newscasts. Haley is a Florida native. You can reach her at haleyibrown@gmail.com.

PREVIOUS

'Nothing to do with sound fiscal policy': Florida workers slam proposal to change retirement system

NEXT

Many inmates wary of COVID-19 vaccinations



2 comments



elaine nichols

📅 April 3, 2021 at 5:54 am

That's weird even for Florida.



Sandra Coffey

📅 April 5, 2021 at 8:53 am

LEAVE SB86 ALONE !! THESE OUTSTANDING STUDENTS OF FLORIDA HAVE
"EARNED" THIS SCHOLARSHIP !! DENNIS BAXLEY YOU ARE HURTING OUR
BRIGHTEST OF STUDENTS...WHY????

COMMENTS ARE CLOSED.

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How much exercise do you get on an e-bike?

Set your assistance level and an electric bike can make your ride as easy or as hard as you want. It's easy to think that an electric bike will do all the work for you and that you won't get the workout that you would on a pedal-only bike. But an e-bike is actually a great way to get fitter, as you can decide for yourself how much effort you want to put into your ride and select the e-bike's assistance level accordingly.

The [cardiovascular benefits](#) of cycling are well known and apply to electric bikes too, not only to self-powered bikes. Since you have to pedal before the e-bike's motor will kick in, you'll be getting a [decent workout](#) even with the motor's assistance on tap.

Typically, the highest level of support will add around 250% assistance from the motor to your own effort. If you're a novice, that's enough to make starts and hills easier and **to keep you rolling**.

How much exercise you get beyond that is up to you. If you're looking for more of a workout, it's easy to select a lower level of assistance - in Eco mode, Bosch's Active Line motors provide 40% extra input for example.

You can even switch the motor off completely and ride an electric bike like a normal bike for part of your ride. Most systems add minimal resistance when not in use, although the extra weight of the motor and battery make an e-bike heavier to accelerate and climb.

Research from Europe has shown that e-bike riders in cities typically ride a bit further and more often than riders of non-assisted bikes. With [fitness gains](#) closely linked to ride

frequency and distance ridden, that means that e-bike riders can match or exceed the fitness gains achieved by non-e-bike riders.

Meanwhile, researchers in Utah in the USA hitched up riders to heart rate monitors to measure their exercise levels. They found that e-bike commuters were more likely to leave their cars behind and ride their bikes than users of conventional bikes.

They found too that e-mountain bike riders were getting almost as much of a workout on an electric bike as when they rode a non-assisted MTB over the same route. They rode faster and with less perceived exertion.

Fitter e-bike riders are likely to keep up a pace [above 15.5mph/25kph](#) over much of their routes too. That's the speed at which the motor on an e-bike must [by law cut out](#) in much of the world except the US, where it can continue to provide assistance until 20mph. Any speed above this must be maintained purely by the rider's pedal power, so that the workout you'll get is similar to that on a normal bike.

The lower perceived exertion when riding an e-bike helps on hilly routes too. The extra assistance available to [climb the hills](#) means that an e-bike rider is likely to arrive at the top in better shape than someone climbing the same hill without assistance. So they may be better able to press on once they reach the top, rather than needing to ease up or stop to recover. That levelling out of effort means that they're likely to be able to ride longer and faster as well.

KEEPING RIDING

An electric bike will help you to keep riding and to keep up with fitter riders if you have health issues too.

The poster boy for the effect of riding an electric bike on your fitness is ex-pro and former yellow jersey wearer [Sean Yates](#), whose heart problems made riding a normal bike increasingly difficult. He found himself unable to ride as much as he wanted, sometimes

needing to be collected by car mid-ride, and that it would sometimes take him several days to recover.

Yates [took to a Ribble SL e](#) electric bike. Its motor can be hooked up to a heart rate monitor to regulate its power delivery so it kicks in when your heart rate exceeds a pre-set level, to avoid overexertion. His e-bike has allowed Yates to get out and continue to enjoy cycling. He's even back on a pedal powered Ribble SL too now, thanks to the improvement in his health.

Yates isn't the only ex-pro rider enjoying the benefits of Ribble's electric bikes. At age 90, [Brian Robinson](#), the first British rider to complete the Tour de France, is still out riding a Ribble Hybrid AL e around his native Yorkshire. Even the legendary Bernard Hinault has taken to an e-bike, riding the [Look E-765 Optimum](#).

So regardless of whether you're a novice or an experienced cyclist, you can fine-tune an electric bike to help you meet your fitness goals. With the lower perceived exertion, you're likely to ride further and more often too.

Study: Complete Streets Lead to Better Crash Coverage

- By [Jesse Coburn](#)
- [Jun 9, 2021](#)

•

Complete streets policies don't just reduce car crashes — they may even improve how those crashes are covered by the media.

That's one finding of a 2020 [study](#) by Nick Suarez, then a precocious junior at Bowdoin College in Maine, who analyzed 76 local news articles from 2018 and 2019 about crashes involving pedestrians and cyclists.

What he found was depressing, if perhaps unsurprising: fewer than 10 percent of those articles mentioned anything about the crash beyond its immediate details — the who, when and where. Instead, many stories featured the sort of victim-blaming that safe streets advocates have come to know and loathe (whether victims were wearing dark clothing or walking outside a crosswalk), and ignored systemic factors that lead to crashes (high speed limits, lackluster pedestrian and bike infrastructure, etc.).

As a result, readers could be left thinking that road violence is “just an accident” rather than the result of choices made by drivers and transportation officials.

But here's the good news, per Suarez: most of the articles that *did* present more holistic accounts of crashes came from media outlets in communities that had adopted or considered policies aimed at making roads safe for all users — not just drivers.

“When jurisdictions had complete streets policies, the crash reports coming out of there were more likely to be intertwined with those conversations of pedestrian safety as opposed to just this individual incident,” Suarez, 22, said in an interview. “There was a correlation there between complete streets policies that a municipality had and what the reports from that jurisdiction said.”

The more thoughtful articles contextualized crash details with information on infrastructure projects and transportation studies, pedestrian safety meetings, prior accidents and road safety legislation, said Suarez, who is beginning a master's program in urban planning at University of Southern California this fall.

Suarez's findings complement a robust body of academic literature showing how news reports on car crashes typically focus on the actions of pedestrians and cyclists instead

of drivers, omit relevant statistics, and ignore broader factors that may have played a role, like street design, policies and laws, and vehicle speed and weight.

One 2019 [study](#), which looked at 200 news articles about pedestrian and cyclist crashes in 2018, found nearly half of them referred to the incidents as “accidents,” which rhetorically downplays aspects of the collision that may have been preventable. Very few of them mentioned the number of other crashes in the area or how the road was designed.

[Another](#) study reviewed close to a decade of news stories about fatal crashes involving cyclists in a Florida county with particularly dangerous roads. There, too, most stories were “episodic rather than thematic, focusing on the traffic event and the parties involved in the crash, particularly the bicyclist,” the report reads. “Vocabulary, grammatical structure, and narrative framing of news reports largely functioned to remove blame from the motorist and to highlight the bicyclist’s actions.”

These tropes — which course through transportation reporting in communities nationwide and every day — impact how people see the issue of traffic violence. That became clear to the researchers behind a [2019](#) study who presented people with three versions of a news story about the same crash: one that focused on the pedestrian, another on the driver and a third that framed the crash thematically.

The results were decisive. Readers assigned more blame to the driver if they read the driver-focused version, and to “other” factors if they read the thematic version. The thematic version also increased support for pedestrian infrastructure.

“Seemingly trivial editorial differences have been shown to influence how readers make sense of a story,” the report’s authors wrote. “These changes also influence how readers would like policymakers to respond, in turn influencing which policies are implemented.”

The tendency of local crash reports in Maine to hew to these national trends is well known to Eliza Cress, an outreach and design manager for the Bicycle Coalition of Maine.

“The language surrounding the incidents is unfortunately biased in many cases,” she said.

That made Suarez’s findings on the dearth of good local coverage no surprise to Cress, but she said she valued the attention his study brought to “the power of talking about these things as the result of a larger system,” not just “as one offs.”

Adopting a more holistic approach to crash coverage might require only minor rhetorical changes, but it could have an outsized impact on how readers view the issue, Cress said.

“If people don’t see this as a problem that can be fixed, then there’s not going to be a lot of room to make improvements,” she said.

-

Pinellas Trail User Count Data Summary



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

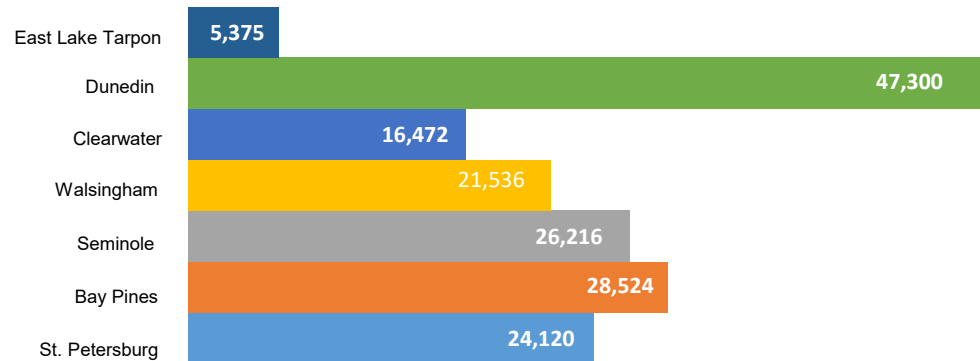
April 2021

30-Day Count Total: **169,543***
Daily Average Users: **5,651**

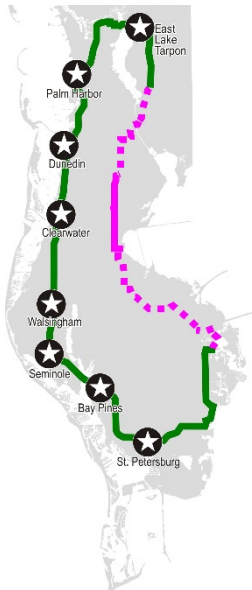
Highest Daily Totals:

- #1 – Saturday, April 3rd (Dunedin – 2,727)
- #2 – Sunday, April 4th (St. Petersburg – 1,374)
- #3 – Saturday, April 10th (East Lake Tarpon - 263)

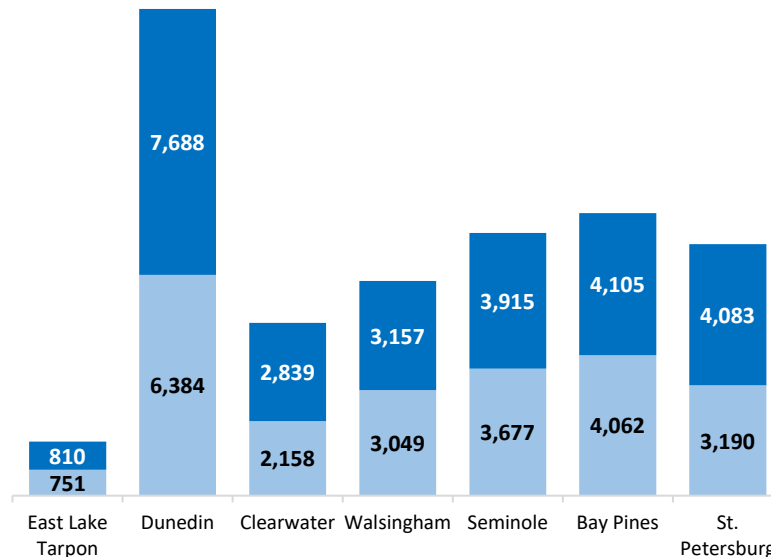
April Trail Users by Counter Location





Counter Locations



Weekday & Weekend Profile



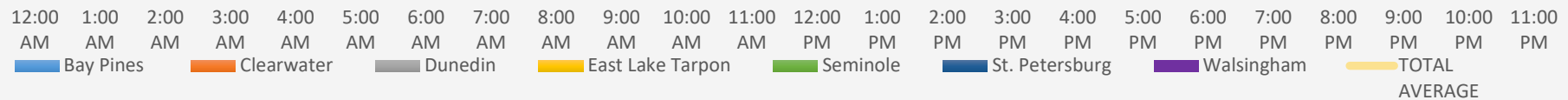
Trail User Mode Split

		
East Lake Tarpon:	20%	80%
Dunedin:	25%	75%
Clearwater:	23%	77%
Walsingham:	25%	75%
Seminole:	31%	69%
Bay Pines:	23%	77%
St. Petersburg:	30%	70%

Source: Forward Pinellas **April 2021**
National Weather Service: [April 2020](#)

*Technical issues with Palm Harbor counter resulting in several missing days of data

0



Pinellas Trail User Count Data Summary

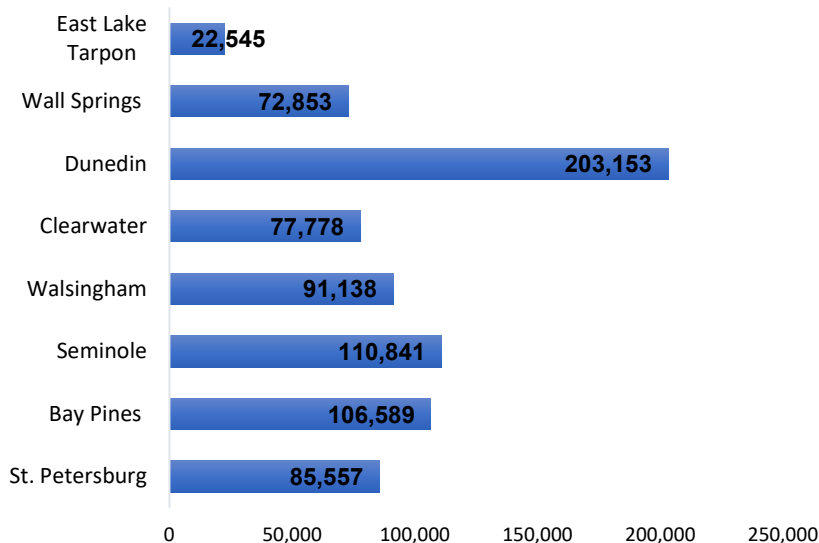
Automated Trail Counter Data Collection

Period: January – April, 2021 Data*

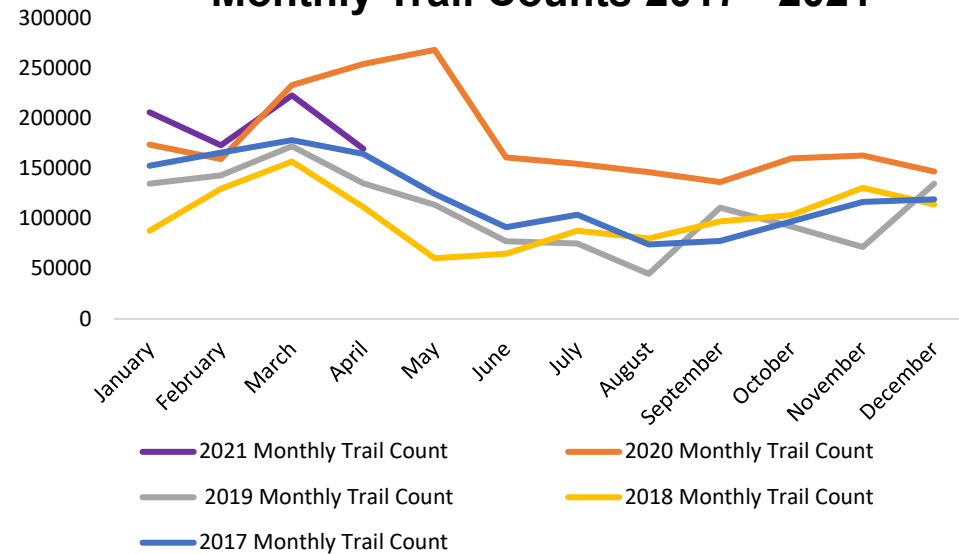


Jan-Apr, 2021 Total Count:
770,4547*

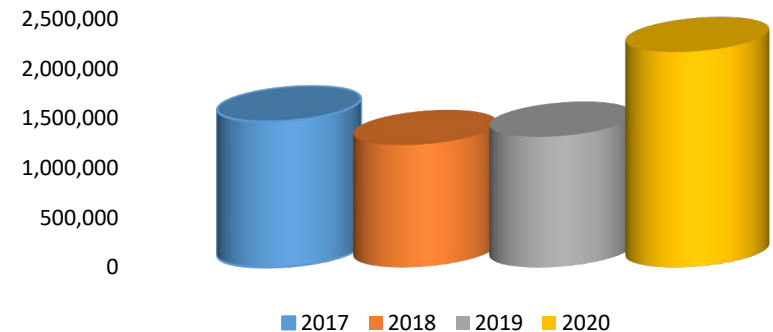
Year to Date Data Per Location



Monthly Trail Counts 2017 - 2021



Pinellas Trail Use 2017 – 2020**



Technical issues with Palm Harbor Trail Counter resulting in several missing days of data. **Technical issues with several counters in 2019 resulting in several missing days of data during 2019.

Pinellas Trail User Count Data Summary

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

May 2021

31-Day Count Total: ***168,237**

Daily Average Users: **5,427**

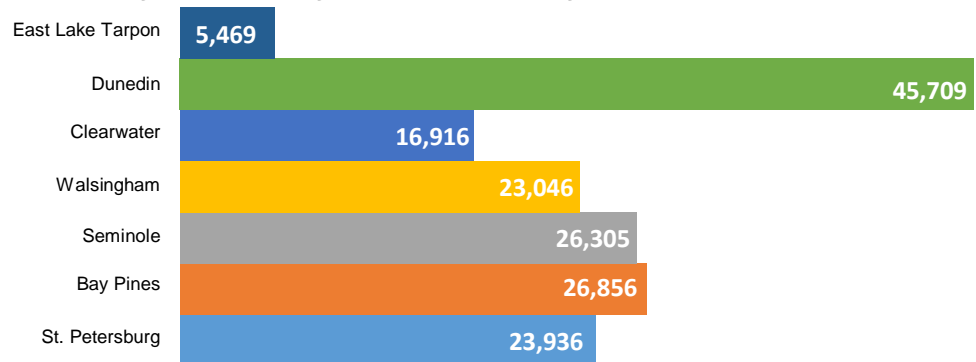
Highest Daily Totals:

#1 – Saturday, May 9th (Dunedin – 2,350)

#2 – Saturday, May 1st (St. Petersburg – 1,243)

#3 – Saturday, May 22nd (Seminole - 1,223)

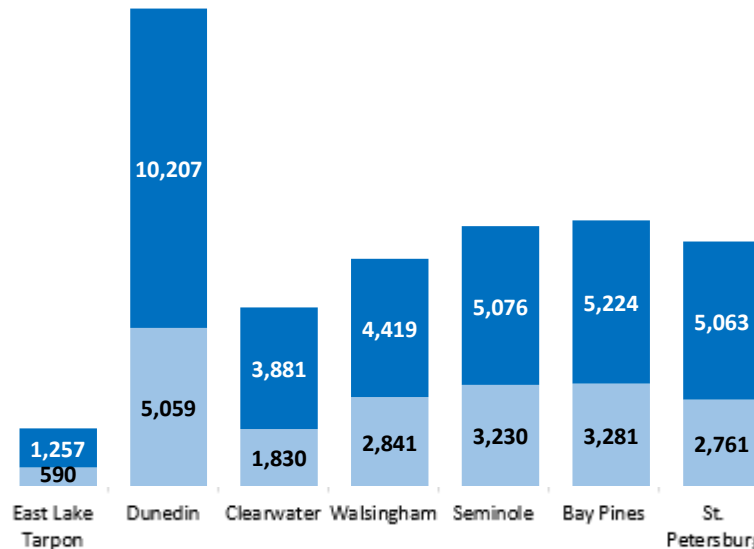
May Monthly Trail Use by Counter Location





Counter Locations



Weekday & Weekend Profile



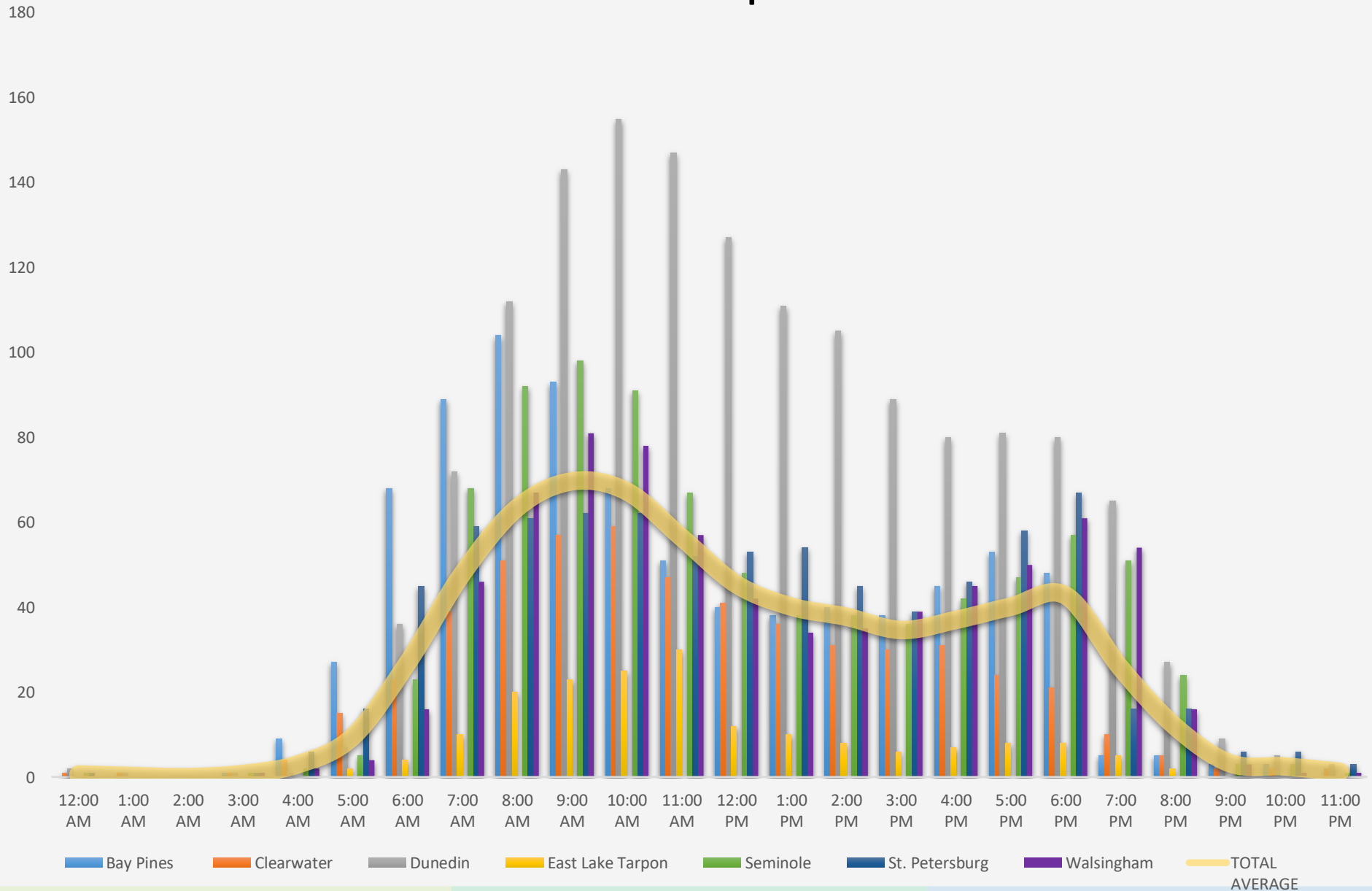
Trail User Mode Split

		
East Lake Tarpon:	12%	88%
Dunedin:	19%	81%
Clearwater:	18%	82%
Walsingham:	23%	77%
Seminole:	29%	71%
Bay Pines:	18%	82%
St. Petersburg:	26%	74%

Source: Forward Pinellas **May 2021**
National Weather Service: [May 2020](#)

*Palm Harbor counter technical issues, no data provided.

May 2021 Average Hourly Counter Report



Pinellas Trail User Count Data Summary

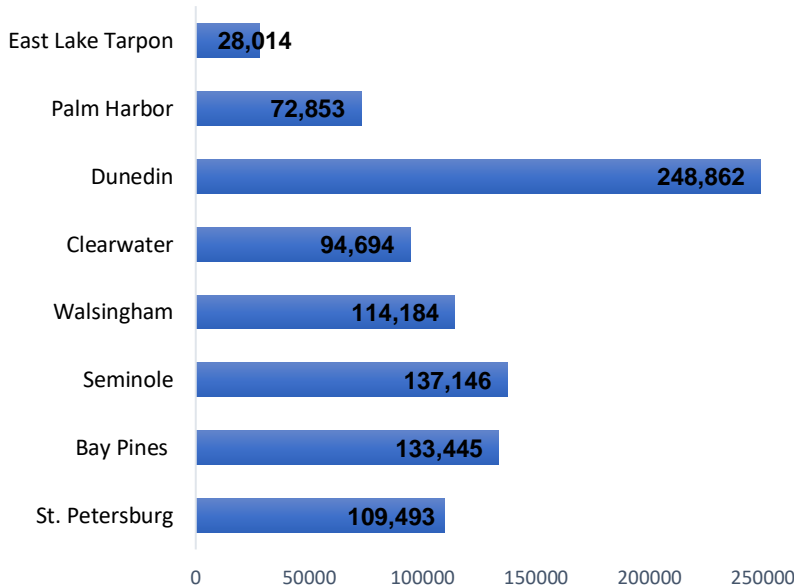
Automated Trail Counter Data Collection

Period: January – May 2021 Data*

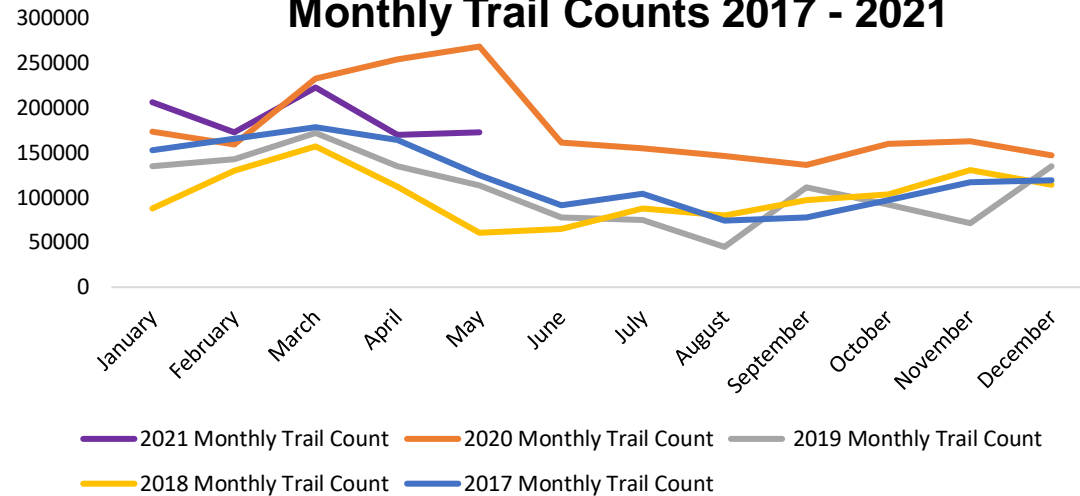


Jan-May 2021 Total Count:
939,031

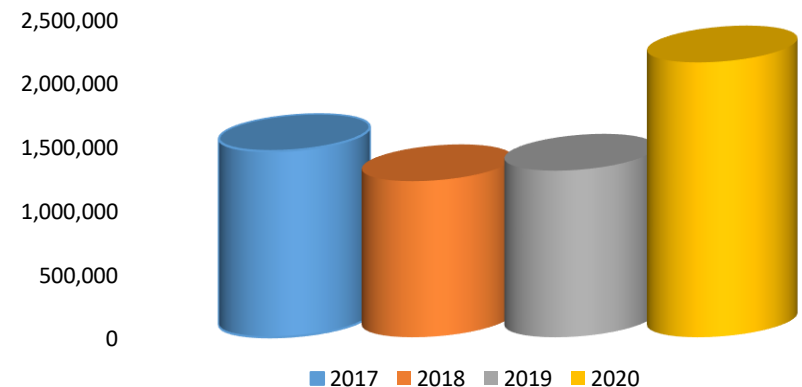
Year to Date Data Per Location



Monthly Trail Counts 2017 - 2021



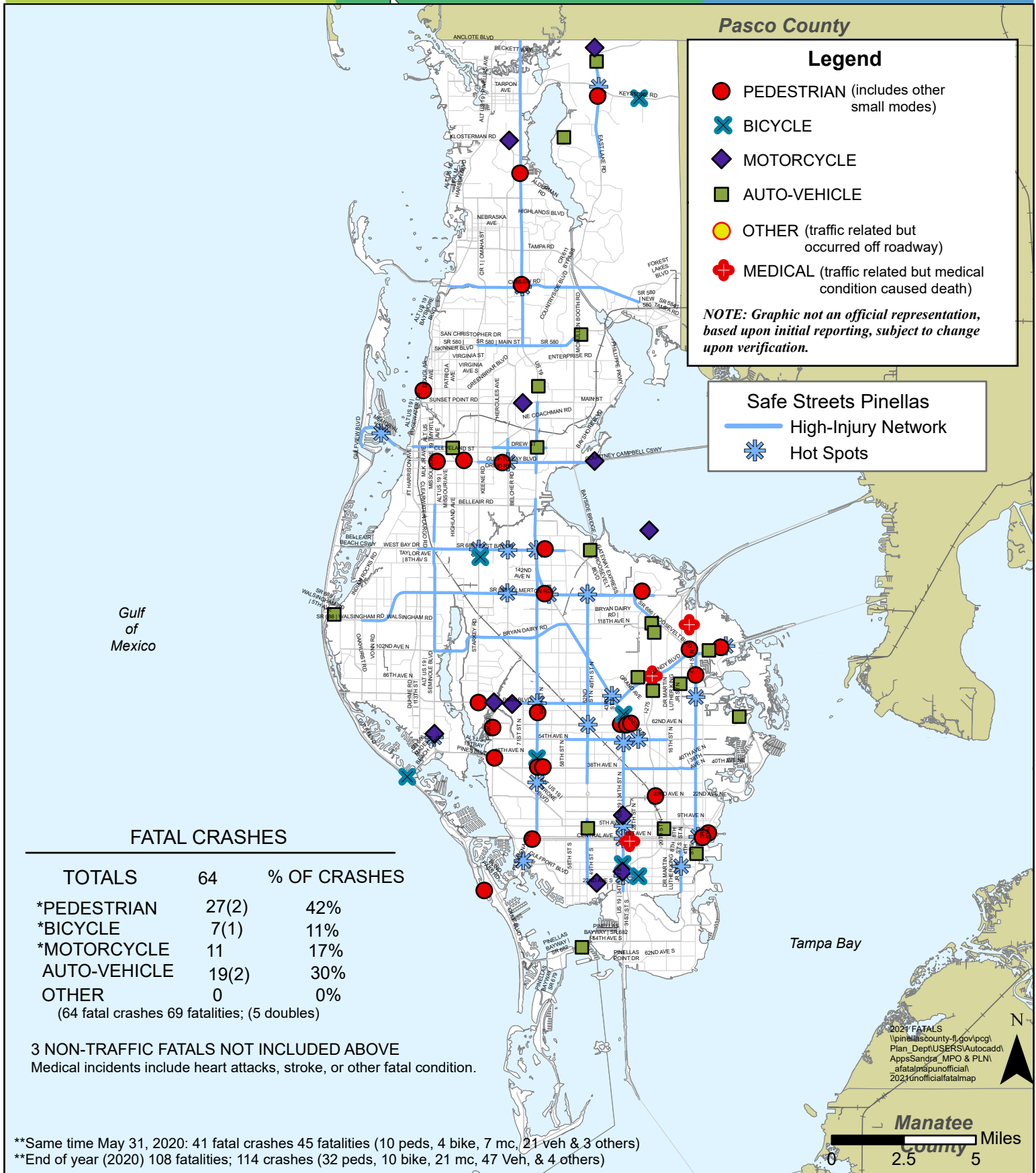
Pinellas Trail Use 2017 – 2020



* 2010 – 2016 Survey Data & 2017-2021 Counter Data. Technical issues with several counters in 2019 resulting in several missing days of data during 2019.

YEAR 2021
(thru May 31st)

Locations of Reported Traffic Fatalities



Data Source: Forward Pinellas, 2020. Map Produced: June 1, 2021.

\\pinellascounty-fl.gov\pcgl\Plan_Dept\USERS\Autocadd\AppsSandra_MPO & PLN\afatmapunofficial\2021unofficialfatalmap\2021fatalsmmapNEW.mxd

# CRASHES	DATAID	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIM	DHSMV	LEO	SEX/AGE
1	002F21	ULMERTON RD	IN FRONT OF 6363 ULMERTON	PED	1/6/2021	1	9:02PM	89358577	LARGO	M/59
1	004F21	34TH ST N	62ND AVE N	PED	1/8/2021	1	6:49AM	88425461	FHP	M/57
1	007F21	PARK ST N	CR 16 (S OF 46TH AVE N)	PED IN WC/DELAY	1/18/2021	1	6:52PM	88430141	FHP	M/68
1	012F21	COURT ST	JUST EAST OF MISSOURI AVE	PED/PED IN WC/DELAY	1/29/2021	2	7:26PM	24304614	CLW	M/37, M/59
1	013F21	ROOSEVELT BLVD/SR686	DODGE ST	PED/DELAY	1/30/2021	1	11:36PM	88451237	FHP	M/60
1	014F21	38TH AVE N	66TH ST	PED/DELAY	2/5/2021	1	8:27AM	24234848	SP	M/68
1	015F21	38TH AVE N	64TH ST N	PED	2/8/2021	1	1:10AM	24234920	SP	M/40
1	016F21	1ST ST N	4TH AVE N	PED/WC/DELAY	2/11/2021	1	9:33AM	24235101	SP	F/85
1	018F21	US HIGHWAY 19	CURLEW RD	PED	2/12/2021	1	8:30PM	88436801	FHP	M/61
1	021F21	US HIGHWAY 19	INNISBROOK DRIVE	PED	2/14/2021	1	7:55PM	88436805	FHP	M/65
1	022F21	HERON BLVD	WHISPERWOOD AVE N	PED/DELAY	2/14/2021	1	8:10PM	24235108	SP	M/65
1	023F21	E LAKE RD S	MAPLE TRCE	PED/OFFICER	2/17/2021	1	4:36PM	89358830	PCSO	M/30
1	024F21	ROOSEVELT BLVD/SR686	10000 BLOCK	PED	2/18/2021	1	7:41PM	24235171	SP	M/63
1	031F21	GULF TO BAY	S LAKE DR	PED	3/19/2021	1	10:20PM	24305307	CLW	M/45
1	032F21	4TH ST N	9000 BLOCK	PED	3/22/2021	1	1:30PM	24235992	SP	M/52
1	037F21	GULF TO BAY BLVD/2100 BLK	400 FT W OF BELCHER RD	PED/DELAY	4/5/2021	1	8:24PM	24305254	CLW	M/46
1	039F21	34TH ST N	62ND AVE N	PED	4/8/2021	1	7:20PM	24085309	PP	M/43
1	040F21	CENTRAL AVE	2000 BLOCK	PEDS/DELAY	4/9/2021	2	8:09PM	24236480	SP	M/61,F/61
1	041F21	STARKEY RD	PARK BLVD	PED/DELAY	4/12/2021	1	8:23PM	88474350	FHP	M/64
1	042F21	GANDY BLVD	SAN MARTIN BLVD	PED	4/15/2021	1	5:53AM	88451285	FHP	M/54
1	044F21	PARK ST N	NEAR 62ND ST	PED	4/23/2021	1	10:00PM	?	PCSO	F/62
1	047F21	EDGEWATER DR	UNION ST	PED/DELAY	4/30/2021	1	?	?	CLW	M/82
1	053F21	66TH ST N	70TH AVE N	PED/DELAY	5/7/2021	1	12:25AM	?	PP	M/33
1	055F21	SB US HIGHWAY 19	62ND ST N	PED/DELAY	5/11/2021	1	1:51AM	?	FHP	M/40
1	058F21	GULF BLVD 4400 BLK SPB	N. OF PUBLIC BEACH PARKING	PED/DELAY	5/13/2021	1	?	?	PCSO/SPB	M/77
1	060F21	PASEDENA AVE N	PINELLAS WAY N	PED	5/20/2021	1	10:02PM	242374431	SP	M/55
1	062F21	SB I 275	LANE APPROACHING 22ND AVE N	PED	5/21/2021	1	7:00PM	?	FHP	M/62
1	003F21	66TH ST N	42ND AVE N	BIKE	1/7/2021	1	8:16PM	88841439	FHP/KC	M/49
1	005F21	GULF BLVD	JUST N OF 150TH AVE	BIKE	1/14/2021	1	3:08PM	89358615	PCSO/MB	F/54
1	027F21	15TH AVE S	34TH ST S	BIKE	3/6/2021	1	8:03PM	24235574	SP	M/73
1	030F21	34TH ST N	74TH AVE N	BIKE/DELAY	3/17/2021	1	12:57PM	24085087	PP	M/77
1	048F21	18TH AVE S	25TH ST S	BIKE/DELAY	5/1/2021	1	4:09PM	24236975	SP	M/25
1	054F21	NB STARKEY RD	SOUTH OF EAST BAY DR	BIKE	5/10/2021	1	5:56AM	?	LARGO	M/?
1	057F21	KEYSTONE RD	MEADOWS DR	BIKE/DR & PASS	5/11/2021	2	5:50PM	?	FHP	M/ 58 F/50
1	009F21	CR 611	GREY OAKS BLVD	MC/DR	1/23/2021	1	5:22PM	88443104	FHP	F/65
1	017F21	44TH ST S	22ND AVE S	MC/DR/DELAY	2/11/2021	1	12:11PM	24234985	SP	F/20
1	034F21	PARK BLVD	75TH ST N	MC/DELAY	3/23/2021	1	5:58PM	24085137	PP	M/41
1	035F21	ALDERMAN RD	EAGLES NEST DR	MC/DR	3/27/2021	1	6:04PM	?	FHP	M/24
1	036F21	18TH AVE S	34TH ST S	MC/DR	4/5/2021	1	4:35PM	24236318	SP	M/28
1	038F21	?	?	MC/DR/DELAY	4/8/2021	1	11:52PM	?	?	?
1	046F21	COURTNEY CAMPBELL CSWY	DR KIRAN C PATEL BLVD	MC	4/24/2021	1	11:22PM	?	CLW	M/29
1	049F21	PARK BLVD	84TH LANE N	MC	5/4/2021	1	5:59AM	?	FHP	M/38
1	056F21	34TH ST N	1100 BLOCK	MC/SCOOTER/DELAY	5/11/2021	1	1:30PM	24237196	SP	M/59
1	064F21	SEMINOLE BLVD	54TH AVE N	MC	5/22/2021	1	12:30PM	?	PCSO	M/56
1	065F21	SUNSET POINT	WORLD PARKWAY	MC	5/22/2021	1	4:14PM	?	CLW	M/33
1	001F21	EAST LAKE RD	S OF TRINITY BLVD	VEH/DR	1/1/2021	1	6:32AM	85150864	FHP	F/22
1	006F21	US HWY 19	JUST N OF MCCORMICK DR	VEH/DR/DELAY	1/17/2021	1	4:22PM	?	CLW	F/75
1	010F21	118TH AVE N	IN THE 2200 BLK	VEH/DR/DELAY	1/23/2021	1	11:10PM	24234580	SP	M/31
1	011F21	CR 611/BAYSIDE BRIDGE	N OF ROOSEVELT BLVD/SR 686	VEH/PASS, MC/DR	1/24/2021	2	11:12PM	88436669	FHP	F/29, M/50
1	019F21	SR 580	JUST E OF MCMULLEN BOOTH	VEH/DR	2/13/2021	1	7:55AM	24304665	CLW	M/22
1	020F21	SB I 275	EXIT RAMP TO I 375	VEH/DR	2/14/2021	1	4:02PM	88401884	FHP	M/36
1	025F21	GRAND AVE N	28TH ST N	VEH/DR/DELAY	3/3/2021	1	3:00PM	24084989	PP	M/25
1	026F21	ROSER PARK DR S	4TH ST S	VEH/PASS, MC/DR	3/5/2021	2	7:00AM	24235572	SP	F/34, M/33
1	028F21	INDIAN ROCKS CSWY	EAST OF GULF BLVD	VEH/DR	3/8/2021	1	3:30AM	89358966	PCSO	M/44
1	029F21	DREW ST	BTW HIGHLAND AND CREST	VEH/DR	3/17/2021	1	12:41PM	24305013	CLW	M/19
1	043F21	US HIGHWAY 19	DREW ST	VEH/DR	4/20/2021	1	6:57PM	?	CLW	M/71
1	045F21	GANDY BLVD	OAK ST NE	VEH/PASS, MC/DR	4/24/2021	1	3:30PM	?	FHP	M/47
1	050F21	4TH AVE N	49TH ST N	VEH/DR/DELAY	5/4/2021	1	5:48PM	24237028	SP	M/58
1	051F21	CAPE RAY AVE NE	16TH ST NE	VEH/DR/DELAY	5/6/2021	1	3:11PM	24237065	SP	M/83
1	059F21	SB I 275	MM 28 NEAR GANDY BLVD	VEH/DR	5/18/2021	1	10:10PM	?	FHP	M/26
1	061F21	NB I 275	EXIT30 RAMP/ROOSEVELT BLVD	VEH/DR	5/21/2021	1	12:20AM	?	FHP	M/40
1	063F21	HIGHPOINT DR	CURVE NEAR MIRA VISTA DR	VEH/DR	5/22/2021	1	3:56AM	?	FHP	M/21
1	066F21	DR MLK ST N	8400 BLK	VEH/DR	5/23/2021	1	3:40PM	24237500	SP	M/66
1	067F21	PINELLAS BAYWAY	LEELAND ST S	VEH/PASS/DELAY	5/30/2021	1	2:45PM	?	SP	F/83
0	008F21	I 275 SB	28TH ST S/MM21	MED/VEH/DR	1/23/2021	0	10:31AM	88410577	FHP	M/51
0	033F21	117TH TERRACE N	AT 785	MED/VEH/DR/DELAY	3/22/2021	0	5:11PM	24235980	SP	M/62
0	052F21	CENTRAL AVE	3350 WALGREENS PHAR	MED/VEH/DR	5/6/2021	0	4:02PM	24237076	SP	M/60
64						69				
# CRASHES						# FATALS				

2021(5 doubles, 3 medicals)

NOTES:

2020 108 fatal crashes; (114 fatalities, 1 triple 4 doubles; 32 Peds, 10 bike, 21 motorcycle, 47 vehicle, 4 other)

2019 105 fatal crashes; 106 fatalities (1 double; 39 peds, 9 Bikes, 22 mc, 31 veh, 5 others)

2018 120 fatalities 115 crashes (5 doubles)/ (39 peds, 8 Bikes, 31 mc, 44 veh)

2017 116 fatalities 110 crashes (4 doubles and 1 triple) / (37 peds, 6 bikes, 30 mc, and 43 veh)

2016 117 fatalities110 crashes (3 triples and 1 double)

2015 104 fatalities102 crashes