



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

June 26, 2023 – 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 – 8:50)
 - A. **Forward Pinellas Board Summary**
 - B. **SPOTLight Emphasis Areas**
 - C. **Other**
5. **CITY OF ST. PETERSBURG** (8:50 – 9:10)
6. **COMMITTEE ROLES AND RESPONSIBILITIES** (9:10 – 9:25)
7. **TRAIL SURVEY RESULTS** (9:25 – 9:40)
8. **BPAC BUSINESS** (9:40 – 10:00)
 - A. Friends of the Pinellas Trail
9. **AGENCY REPORTS** (10:00 – 10:10)
10. **OTHER BUSINESS** (10:10 – 10:30)
 - A. Cancellation of the July Meeting
 - B. Membership
 - C. Correspondence, Publications, Articles of Interest
 - D. Suggestions for Future Agenda Topics
 - E. Other
11. **ADJOURNMENT**

NEXT BPAC MEETING – AUGUST 21, 2023

Join Zoom Meeting for Public viewing and comment only

<https://us02web.zoom.us/j/81695341605?pwd=QjVGMVFwOEVpWm9EZFLb3FuWIhEQT09>

Meeting ID: 816 9534 1605

Passcode: 124790

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Bicycle Pedestrian Advisory Committee – June 26, 2023

3. Approval of Minutes



SUMMARY

The meeting summary for the May 15, 2023, meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – May 15, 2023

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
MAY 15, 2023**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on May 15, 2023, at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

BPAC Members Present

Brian Smith, Chairman	North County Citizen Representative
Paul Zagami, Vice Chair	Beach Communities Citizen Representative
Daniel Alejandro	Largo Citizen Representative
Maika Arnold	St. Petersburg Bicycle Pedestrian Coordinator
Deputy Eric Brown	Pinellas County Sheriff's Office
Gordon Brown	St. Petersburg Citizen Representative
Darby Bryant	City of Pinellas Park
Joseph Camera	Pinellas County Schools
Whitney Clark	City of Largo
Scott Daniels	Friends of the Pinellas Trail
Kathy Gademer	City of Dunedin
Charlie Guy	St. Petersburg Citizen Representative
Gloria Lepik-Corrigan	Clearwater Citizen Representative
Donovan Nickell	Seminole Citizen Representative
Joan Rice	Pinellas County Public Works Traffic
Annette Sala	At Large Citizen Representative
Stuart Schwartzreich	St. Petersburg Citizen Representative
Eric Sorenson	At Large Citizen Representative
Steve Thomas	Dunedin Citizen Representative
Heather Vernillo	North County Citizen Representative
Lara Wojahn	At Large Citizen Representative
Peter Wray	Beach Communities Citizen Representative
Avera Wynne	Clearwater Citizen Representative

BPAC Members Absent

David Chase	Pinellas Park Citizen Representative
Julie Bond	CUTR
Ron Englert - Zoom	Dunedin Citizen Representative
Lyle Fowler - Zoom	PC Parks & Conservation Resources (PCR)
Fernando Gutierrez - Zoom	Clearwater Citizen Representative
Caroline Lanford	City of Tarpon Springs
Jayne Lopko	City of Clearwater
Keely Murphy	St. Petersburg Citizen Representative
James Phillips - Zoom	PSTA

Others Present

Jensen Hackett - Zoom	FDOT
Devan Deal - Zoom	PSTA
Matt Jackson - Zoom	City of Oldsmar
Jeff Gow	Commissioner, City of Dunedin
John Rieman	Pinellas County Public Works Traffic
Richard Moseley - Zoom	Guest

Dave Z - Zoom	Guest
Sharon Calvert - Zoom	Guest
Max McCann – Zoom	Guest
Jim Wedlake - Zoom	Friends of the Pinellas Trail
Valerie Brookens – Zoom	Forward Pinellas Staff
Ariane Martins	Forward Pinellas Staff
Jared Austin	Forward Pinellas Staff
Kyle Simpson	Forward Pinellas Staff
Chelsea Favero	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER

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

2. PUBLIC COMMENTS

Sharon Calvert spoke via Zoom opposing the bi-directional cycle track under construction on the northbound side of the Bayway in Tierra Verde. She would like the BPACs help in making a change to only single direction bike lanes on the Bayway. Mr. Mosely came in late to make public comment regarding the Bayway and it was shared that this information was already received and commented on at the beginning of the meeting.

3. APPROVAL OF MINUTES

The summary from the April 17, 2023 meeting was approved with no corrections.

4. FORWARD PINELLAS ACTIONS & SPOTLIGHT

Kyle Simpson, Forward Pinellas staff, reviewed the May 10, 2023, Forward Pinellas Board summary. The Board approved the scope for the Public Participation component of the LRTP, a web-based gamification outreach platform, which will run through the life of the project. The Board also approved the Planning Support Services Consultant selection. The Board approved FY 2022/23-2026/27 TIP amendments and modifications. The Board also adopted the Performance Targets for pavement and bridge condition and travel time reliability measures. The Apportionment Plan alternatives were brought to the board for their review and will come back to the board at the July meeting for additional discussion and approval.

For SPOTLight, a Waterborne Transportation Subcommittee meeting is scheduled for May 26, 2023. An earmark was included in the state budget for the City of Clearwater to potentially restart the Clearwater Ferry service. Regarding the TEILS project, Jared Austin, Forward Pinellas staff, shared that the Countywide Plan changes related to the TEILS work will go the board for adoption in July.

5. ANNUAL ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ariane Martins, Forward Pinellas staff, shared a presentation on the Annual Adoption of the FY 2023/24-2027/28 Transportation Improvement Program. The TIP is a federally required document Forward Pinellas must adopt by July 15, 2023 for the county to receive state and federal funding for transportation projects. The TIP contains project descriptions, schedules

and corresponding funding allocations regarding scheduled transportation improvement projects for FDOT, the 25 local governments of Pinellas County, the Pinellas Suncoast Transit Authority (PSTA), local airports and the Port of St. Petersburg. Projects must be adopted into the Long-Range Transportation Plan in order to be eligible for state and federal funding. Summary tables included in the agenda packet summarize projects included in the FDOT 2023/24-2027/28 Work Program. Ms. Martins reviewed the summary tables noting that shaded areas indicate a modification from last year's tables, such as a change in limits, improvement type or a change to the project's timeline. Gloria Lepik-Corrigan made a motion to recommend approval of the FY 2023/24 – FY 2027/28 TIP. This was seconded by Scott Daniels and passed with a unanimous vote. Questions were taken and appropriately answered.

6. ADOPTION OF THE TRANSPORTATION PRIORITY LISTS

Ms. Favero shared information on the Draft 2023 Priority List. Forward Pinellas adopts the project priority lists for the Transportation Improvement Program (TIP) on an annual basis. These lists are used for the allocation of federal funding and once approved, are used by the Florida Department of Transportation (FDOT) in the development of its Five-Year-Work Program. When a project appears on the priority list, it stays on the list until it is completed. Each list was presented separately and is summarized as follows:

1) Multimodal Priority List is the most expansive list which includes roadway, transit, bicycle and pedestrian projects. It is the broadest in terms of the types of funding available. The top part of the list consists of funded projects, and the bottom includes the unfunded projects. The project scoring process was shared. If a project appears shaded, that indicates that there was a change to the project's status from the last update, such as the project being completed, advanced due to funding received or that it is currently underway. Projects were reviewed and questions were taken and appropriately answered. Daniel Alejandro made a motion to recommend approval of the Multimodal Priority List. This was seconded by Gordon Brown and passed with a unanimous vote.

2) Transportation Alternatives (TA) Program Priority List is limited to projects that address bicycle and pedestrian travel and infrastructure to improve nondriver access to transit. This is a federal grant program administered by FDOT, however the MPO does have some discretion in how it is set up. The minimum project cost allowable is \$300,000 and the maximum project award is \$3 million. A call for projects from local governments was issued and each local government was permitted to apply for up to three projects. Like the Multimodal Priority list, shaded projects indicate a change to the project since the last list was presented. Projects were reviewed and questions were taken and appropriately answered. Heather Vernillo made a motion to recommend approval of the Transportation Alternatives Program Priority List. This was seconded by Stuart Schwartzreich and passed with a unanimous vote.

7. ACTIVE TRANSPORTATION PLAN

Mr. Simpson shared an overview of the Active Transportation Plan and highlighted the four projects that were recently advanced for state and federal funding consideration. The Active Transportation Plan was adopted in February 2020 by the Forward Pinellas Board. This plan updated the original Bicycle Pedestrian Master Plan, focusing on strategic locations around the county to better connect bike and pedestrian networks countywide. Fourteen projects have been identified, ten corridors and four overpasses, that Forward Pinellas would be able to fund through 2045. For one of the first projects recently advanced, Forward Pinellas has partnered

with Pinellas County, the Cities of Clearwater and Safety Harbor on a bike facility from Alt. 19 to Downtown Safety Harbor. The Sunset Point Road/Main Street Project is an 8.2-mile bike boulevard with sections of trail and pedestrian crossings; the second project advanced is a St. Petersburg trail extension. The Salt Creek Trail Extension will be a 4.6-mile extension connecting 22nd Avenue S, along Salt Creek, to 3rd and 4th Streets, as well as connecting into bike facilities planned on 18th Avenue S. The third project advanced is a trail overpass at Gandy/ 4th Street North that will tie into the future Pinellas Trail Loop. The fourth project advanced and tying into the future Pinellas Trail Loop is the 28th Street/Roosevelt Overpass. Questions were taken and appropriately answered.

8. BPAC BUSINESS

A. Friends of the Pinellas Trail (report given at the beginning of the meeting)

Scott Daniels, Friends of the Pinellas Trail shared the first in-person meeting since the pandemic will take place June 6, 2023 at the Largo Library at 6:00 pm in Jenkins Room C. Friends is always looking for volunteers and provided a phone number, 727-487-1221, for citizens to either volunteer time, share information and ideas, and ask questions. Friends also has an exciting Facebook page and if there are any questions or concerns to share, please send an email to friends@thepinellas.org.

B. Overview of the Idaho Stop Law

Mr. Simpson shared information with the committee on the Idaho Stop Law. In 1982, the State of Idaho passed a law allowing bicyclists to treat stop signs as a yield sign and red stop lights as a stop sign, if there are no conflicting movements. Since 2017, eight other states have adopted similar laws. In 2022, the National Highway Traffic Safety Administration (NHTSA) developed a safety brief showing that bicyclists and pedestrians exert more care and attention before crossing red signals than green signals. A naturalistic study of bicyclists in Florida's Tampa Bay area found that bicyclists highly complied with general traffic rules (88.1% in the daytime, 87.5% at night). Studies of "Safety in Numbers" show motorists drive more cautiously, and bicyclists are safer on roads when traveling with a higher volume of bicyclists.

C. 2023 Legislative Session Update

Mr. Simpson shared information with the committee on the 2023 Legislative Session. **SB 106** – Florida Shared-Use Nonmotorized Trail Network, was signed by the Governor, increasing the annual SUNTrail funding from \$25M to \$50M annually, a onetime \$200M in nonrecurring funds to plan, design and construct projects on the SUNTrail Network. The bill also called for FDOT to create and install wayfinding signage for the SUNTrail System. **HB 657** – Enforcement of School Zone Speed Limits, if passed will allow cameras to be used in school zones for enforcement violations involving driving more than 10 mph over the speed limit 30 minutes before school starts or the 30 minutes after school ends and/or during the school day. Counties or municipalities must pass an ordinance to use the cameras. **SB 766** – Enforcement of School Bus Passing Infraction, if passed will allow school districts to install and operate cameras on school buses to enforce stopping laws. High-visibility reflective signage must be posted on the rear of each school bus and there is a mandatory 30-day public awareness campaign before starting the program. Additional information on all of the Bills is available upon request.

9. AGENCY REPORTS

- **Pinellas Trail Loop/Duke Energy Trail (North & South Gaps)**
Ms. Joan Rice shared an update on the Pinellas Trail Loop, that design is continuing the Haines Bayshore and 126th Ave sections. Both are scheduled for construction in 2024–2026. This summer, the bridge over the Lake Tarpon Canal should begin. There are many sidewalk projects around the county scheduled. Sidewalks on both sides of Starkey Road between Ulmerton and East Bay are being installed.
- **Clearwater Bicycle Pedestrian Program**
No one in attendance.
- **St. Petersburg Bicycle Pedestrian Program**
Ms. Maika Arnold, St. Petersburg Transportation, shared she is the new Bicycle Pedestrian Coordinator and will present an update at the next meeting.
- **Largo Bicycle Pedestrian Program**
Whitney Clark shared there are no updates.
- **Oldsmar Bicycle Pedestrian Program**
No one in attendance.
- **Pinellas Park Bicycle Pedestrian Program**
Ms. Darby Bryant shared there are no updates.
- **Dunedin Bicycle Pedestrian Program**
Kathy Gademer shared there are no updates.
- **Tarpon Springs Bicycle Pedestrian Program**
No one in attendance
- **Pinellas County Schools (PCS)**
Joe Camera shared that Summer Bridge runs from June 5th – June 29th. At last month's meeting, a member questioned that a student was getting picked up by the school bus at a bar. It was determined that the school bus stop was in front of a bar establishment, and the student was using the overhang to shelter from inclement weather.
- **FDOT District 7 Updates**
Jensen Hackett shared that there are no additional updates.

10. OTHER BUSINESS

- A. **Moving the June meeting from June 19th to June 26th due to government holiday.**
- B. **Membership**
- D. **Correspondence, Publications, Articles of Interest**
There were no comments regarding this item.

E. Suggestions for Future Agenda Topics

D. Other

Mr. Steve Thomas shared that first, the Sheriff's Office is aware of young people's reckless behavior on the Pinellas Trail in Dunedin. Second, he wanted to introduce a motion regarding the keep right, pass left traffic flow policy for the entire Pinellas Trail. The motion as stated, " I make a motion that this committee advise Forward Pinellas and Pinellas County that they formally adopt a general "Keep Right, Pass Left" traffic flow policy for the entire Pinellas Trail, with approved exceptions. This committee further advises that Pinellas County instructs County staff to place the appropriate signs and trail markings as soon as possible, but prior to the next tourist season. I further move that this committee also advises Forward Pinellas and Pinellas County that areas of the Pinellas Trail with higher pedestrian traffic, such as Dunedin, be allowed to maintain the previous trail traffic flow of two-way pedestrian traffic on the east side and two-way bike traffic on the west side (in Dunedin, this would run from Union to Curlew). I further move that the speed limit be reduced from 20 mph to 10 mph from Scotland to Skinner and that bikers be required to walk their bikes across Main Street." Mr. Simpson explained that from a procedural point of view, this committee is an advisory committee to the Forward Pinellas Board, not Pinellas County and as such, does not tell the County what to do with Trail that they maintain. Procedurally, if the BPAC were to adopt a motion, it would need to be to the Forward Pinellas board, requesting that the board communicate with Pinellas County. However, the agency typically defers to its local jurisdictions on how they manage things. Chair Smith responded that proper procedures need to be followed and if not done the correct way, situations could be made worse. The committee recognizes and is sensitive to the issue, but this may not be the way to address it. Pinellas County Traffic Engineering is already looking into this issue. Gloria Lepik-Corrigan suggested a sub-committee to look into this and address the Forward Pinellas Board of the findings. Chair Smith suggested that the committee make a motion recognizing this as an issue about the change of policy on staying to the right and recommend the MPO get a status report about what the policy is. Ms. Favero shared that staff would not be comfortable having a motion go to the Forward Pinellas board that asks the local government to investigate the operations of one of their facilities, especially to that level of detail. County staff is available on the committee, and it is appropriate to go right to the Board of County Commissioners if any member would like to make a formal comment, but Forward Pinellas does not typically get into local government operations. Mr. Thomas inquired about trail jurisdiction. Ms. Rice, Pinellas County Public Works, commented that the Pinellas Trail belongs to Pinellas County. The Parks Department decided on the "keep right" rule based on industry best practices and have asked the Public Works department to sign and stripe it. However, Dunedin does play a part in the Trail, and they are formulating their own plan as to what they want to see on the Trail in their jurisdiction and referred to Commissioner Gow of Dunedin and Kathy Gademer, City of Dunedin Representative. Ms. Gademer shared there are no definitive answers as of this date, but they are considering a 10mph speed limit through downtown Dunedin. Ms. Rice also shared that some of the requests made are being already being looked at but have not been formally brought to the BPAC yet. Chair Smith shared that there is an agreement between Pinellas County and the City of Dunedin as to their upkeep of the Pinellas Trail in their jurisdiction. He suggested the committee request a status report of what the County is currently doing with the keep right program, what is the priority and how quickly is it happening. Mr. Thomas then

withdrew his motion for a lack of a second. Gloria Lepik-Corrigan made a motion to request the status update from Forward Pinellas staff on the implementation of the keep right markings on the trail. This was seconded by Stuart Schwartzreich and passed with a unanimous vote.

Mr. Peter Wray shared Wednesday, May 17th, 2023 is the Ride of Silence (ROS), being hosted by the St. Petersburg Bike Club. The Ride will begin at the North Shore Aquatic Complex on North Shore Dr. NE at 6:00 pm. A second ROS will take place in Dunedin organized by the Suncoast Cycling Club, to begin at 6:30 pm. Participants are asked to meet at the Caladesi Publix parking lot. It was questioned if it is possible to form a subcommittee to discuss a very simple dashboard to show how this committee is making progress. It was also requested if it is possible to see something every month on progress of reaching the agency's vision zero goal. It was noted that as a community, Pinellas County is sliding backwards.

Because the meeting was over the time allowed, a motion was made to extend the meeting time by five minutes. Gordon Brown made the motion to extend by five minutes. This was seconded by Avery Wynn and passed with a unanimous vote. The meeting time was extended.

Mr. Gordon Brown inquired as to the process for community vetting of projects at least as a conceptual state of design in terms of what, where and how big? When does that begin and is that a part of our process? Mr. Simpson shared that FDOT, and Pinellas County have public input, and public involvement processes. There is always an opportunity for the public to weigh in on the projects.

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:42 am. The next BPAC meeting is scheduled for Monday, June 26, 2023.

A. Forward Pinellas Board Summary

Due to unforeseen circumstances, the Forward Pinellas Board Meeting for June was cancelled.

ATTACHMENT: None

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

C. Other

SUMMARY

A representative from the City of St. Petersburg will provide updates on the City's work on areas of interest to the BPAC, including Complete Streets projects and a new bike share system.

ATTACHMENT(S): None

ACTION: None.

6. Committee Roles and Responsibilities



SUMMARY

Forward Pinellas staff will provide an overview of the roles and responsibilities of the BPAC, as an advisory committee to the Forward Pinellas Board. As a Metropolitan Planning Organization, Forward Pinellas has specific roles and responsibilities based on state and federal law, with a primary focus on planning and programming federally funded capital projects. The presentation will cover areas and topics that Forward Pinellas does, and does not, have authority over.

ATTACHMENT(S): Committee Roles and Responsibilities presentation.

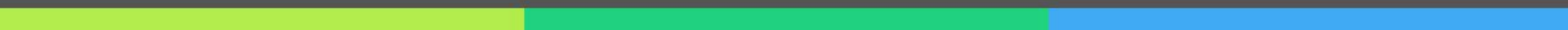
ACTION: None.



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Committee Roles and Responsibilities

June 2023 BPAC





What is Forward Pinellas?

MPO

Countywide transportation
planning

Pinellas Planning Council

Countywide land use authority

Single Governing Board

13 local elected officials

25 Local Governments

Partners include cities, County, 2
transit agencies and SCTPA

What are MPOs?

- Established under the Federal-Aid Highway Act of 1962
 - Era of mass construction of the Interstate System
 - Required for urbanized areas with >50,000 residents
 - Continuing, cooperative, and comprehensive planning process
- Manage the transportation planning processes to ensure a shared vision for a region's future
- Establish priorities for federal and state funding



Forward Pinellas as the Pinellas County MPO

- The Pinellas MPO was established in 1977 following the passage of the Federal Highway Act of 1974.
- The Pinellas County MPO operates in accordance with Federal Law (23 USC 134 and 135) and Chapter 339.175, Florida Statutes
- The MPO develops plans, policies and priorities that guide local decision-making on transportation issues.



F.S. 339.175 Metropolitan Planning Organization

- Each MPO shall, in cooperation with the department, develop:
 - A long-range transportation plan
 - An annually updated TIP
 - Must be formally reviewed by the technical and citizens' advisory committees, and approved by the MPO
 - An annually updated UPWP
 - A congestion management system
 - A long-range transportation plan
- Each MPO shall appoint a technical advisory committee
- Each MPO shall appoint a citizens' advisory committee



Forward Pinellas Committees

Technical
Coordinating
Committee (TCC)

Citizens
Advisory
Committee
(CAC)

Bicycle
Pedestrian
Advisory
Committee
(BPAC)

School
Transportation
Safety
Committee
(STSC)

Pinellas Trail
Security Task
Force (PTSTF)*

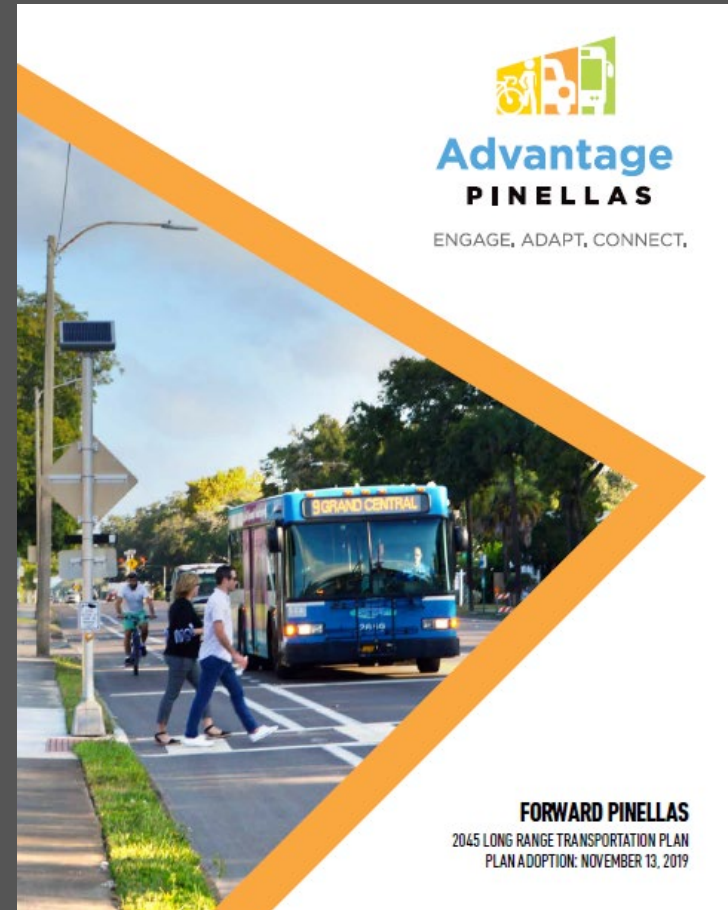
Planners
Advisory
Committee
(PAC)

Local
Coordinating
Board (LCB)



Major Projects and Functions

- Long Range Transportation Plan (LRTP)
- Existing LRTP, Advantage Pinellas, has a 2045 horizon
 - Identifies needs, fiscal plan
 - Updated every five years
 - Dedicates 100% of flexible funds to bike, ped, transit, and safety projects



Major Projects and Functions

- Active Transportation Plan
- Priority bicycle/pedestrian projects that will be funded through 2045 with Forward Pinellas funds



Major Projects and Functions

- Transportation Improvement Program (TIP)
 - Shows annual activity for five-year period
 - Fiscally constrained financial plan
 - Must be listed to get FHWA or FTA funds
 - Updated twice per year



What Forward Pinellas Does

- Develop long-range goals and objectives for the transportation system in Pinellas County
- Plan for and prioritize federally-funded transportation projects
- Facilitate coordination and collaboration between local and regional partners
- Serve as a resource for local government partners



Forward Pinellas Does Not:

- Own, operate, or maintain any transportation facility
- Dictate how transportation facilities are operated or maintained
- Direct locally-funded transportation projects



The Forward Pinellas BPAC:

- Advises the Forward Pinellas Board on matters related to countywide bicycle and pedestrian networks
- Supports development and implementation of the Active Transportation Plan
- Helps identify and advance capital projects related to bicycle and pedestrian transportation



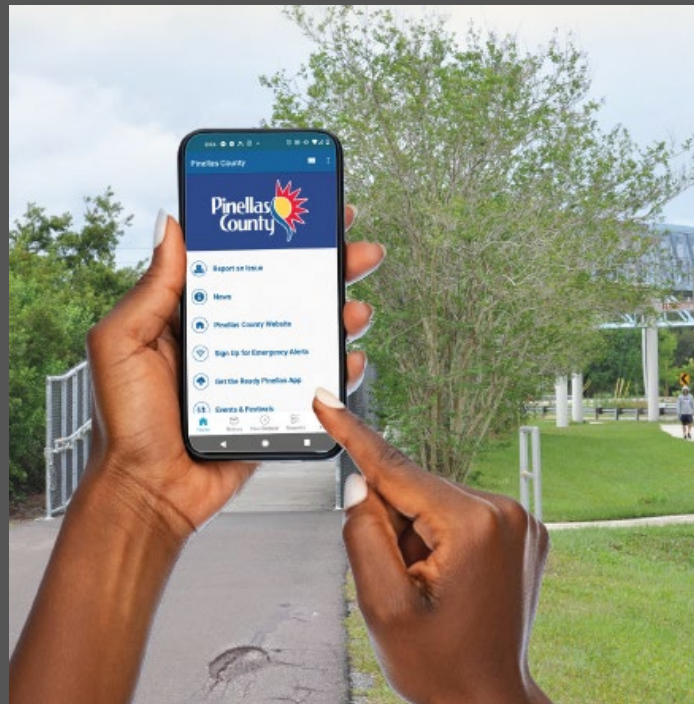
Who controls Operations and Maintenance?

- State Roads
 - On-street facilities – FDOT
 - Trails – local jurisdiction
- County Roads – Pinellas County Public Works
- Local roads – the local jurisdiction
- The Pinellas Trail – Pinellas County Parks and Conservation Resources, with assistance from Pinellas County Public Works
 - Local agencies are responsible for trail roadway crossing traffic control
- All other trail facilities – the local agency the trail is located in, unless it's along a State or County roadway
 - Druid and Ream Wilson Trails are operated and maintained by the City of Clearwater
 - Dunedin Causeway Trail is operated and maintained by Pinellas County since it's along a County Road



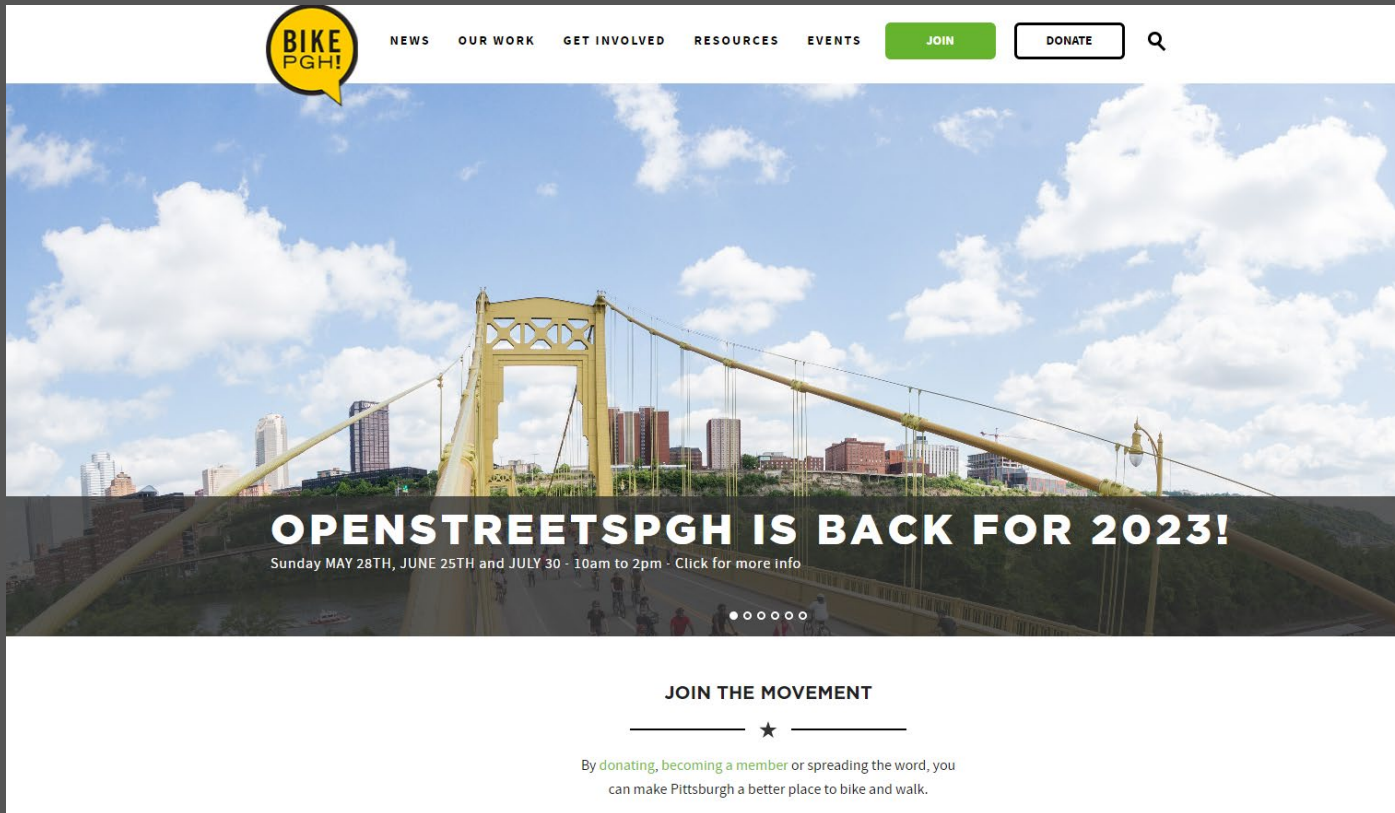
Who to contact with operation or maintenance issues:

- See Click Fix
- Local agency help desks / “311”
- Local or county elected officials
- Local agency staff



Local and Regional Opportunities

- Advocacy
- Local funding



The screenshot shows the homepage of the Bike PGH! website. At the top left is the logo, a yellow speech bubble with "BIKE PGH!" inside. To the right of the logo is a navigation menu with links for "NEWS", "OUR WORK", "GET INVOLVED", "RESOURCES", and "EVENTS". Further right are two buttons: a green "JOIN" button and a white "DONATE" button with a search icon to its right. The main banner features a large photograph of the yellow PPG Place suspension bridge over the city skyline. Overlaid on the bottom of the photo is the text "OPENSTREETSPGH IS BACK FOR 2023!" in white, with "Sunday MAY 28TH, JUNE 25TH and JULY 30 - 10am to 2pm - Click for more info" below it. A row of five small white circles is positioned below the text. Below the banner is a white section with the heading "JOIN THE MOVEMENT" centered, flanked by horizontal lines and a star icon. At the bottom of this section is the text: "By donating, becoming a member or spreading the word, you can make Pittsburgh a better place to bike and walk."





FORWARD
PINELLAS
Integrating Land Use & Transportation

Questions?

Kyle Simpson
ksimpson@forwardpinellas.org



7. Trail Survey Results



SUMMARY

The Pinellas Trail User Survey is administered every four-to-five years. Results from the survey are used to track trends over time and inform decision making on future land use and transportation projects. The results also assist operating agencies in prioritizing resources to maintain strengths and address weaknesses along existing trail segments. The most recent User Survey was conducted in May 2023, with the collection of survey responses both online and in person. Forward Pinellas staff will provide a summary of the results from this year's survey.

ATTACHMENT(S): Survey results: [2023 Pinellas Trail User Survey Results \(arcgis.com\)](https://arcgis.com)

ACTION: None.



2023 Pinellas Trail User Survey Results

June 1, 2023

About Us

Forward Pinellas is a land use and transportation planning agency. We guide integrated transportation and land use solutions that sustain economic value by connecting the communities of Pinellas County and the Tampa Bay region.

The agency is charged with addressing countywide land use and transportation concerns, as both the Pinellas Planning Council and Pinellas County Metropolitan Planning Organization. Forward Pinellas not only provides a forum for countywide decision-making on transportation and land use issues, but also assists Pinellas County's 24 cities and unincorporated Pinellas County with technical support, regional coordination and policy advice and guidance.

The Pinellas Trail User Survey is administered every four-to-five years. Results from the survey are used to track trends over time and inform decision making on future land use and transportation projects. The results also assist operating agencies in prioritizing resources to maintain strengths and address weaknesses along existing trail segments.

2023 Pinellas Trail User Survey Turnout



Locations of in-person survey outreach on Friday, March 24th and Saturday, March 25th, 2023.

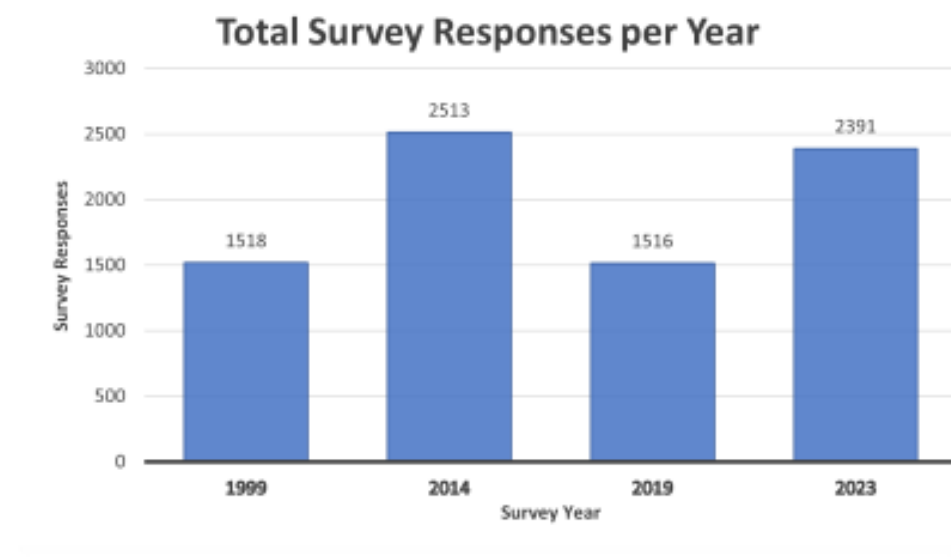
The **2023 Pinellas Trail Survey** was available online from March 9th, 2023, to April 6th, 2023. The survey was advertised on over 25 signs placed along the Pinellas Trail, through social media, and by an in-person outreach push with staff and volunteers on Friday, March 24th and Saturday, March 25th at five locations along the trail from St. Petersburg to Palm Harbor (Wall Springs Park, Downtown Dunedin, John S. Taylor Park, Seminole City Park, and 1st Avenue South at 8th Street in Downtown St. Petersburg).

There was a collected total of 2,391 online and in-person responses for the

2023 survey. Over 95% of the surveys collected in 2023 were completed online, compared to less than half in 2019. Spanish versions of the online and paper surveys were available.

Past and present survey trends

The total number of survey responses have fluctuated each survey year. The total responses for each recent survey year are depicted to the left. For the 2023 survey, there was a large push on online responses through the frequent posted signage. It should be noted that there was not an available online component for the 1999 or 2014 surveys.

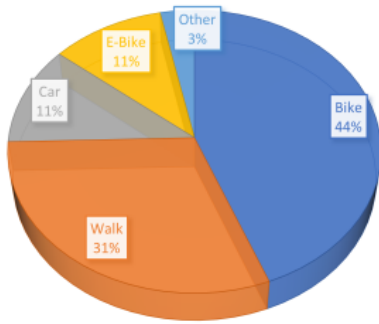


Breakdown of the total survey responses per each survey year.

2023 Pinellas Trail Survey Responses

1: How did you get to the trail today?

There was a total of 2,388 responses for this question which inquires how the respondent travelled to the trail that day. People who biked to trail made up 44% of respondents (1,052 respondents) while 31% walked (728), 11% travelled by car



Breakdown of responses for question: "How did you get to the trail today?"

(272), 11% came to the trail on an electric bike (258), and 3% chose another means of transportation (78).

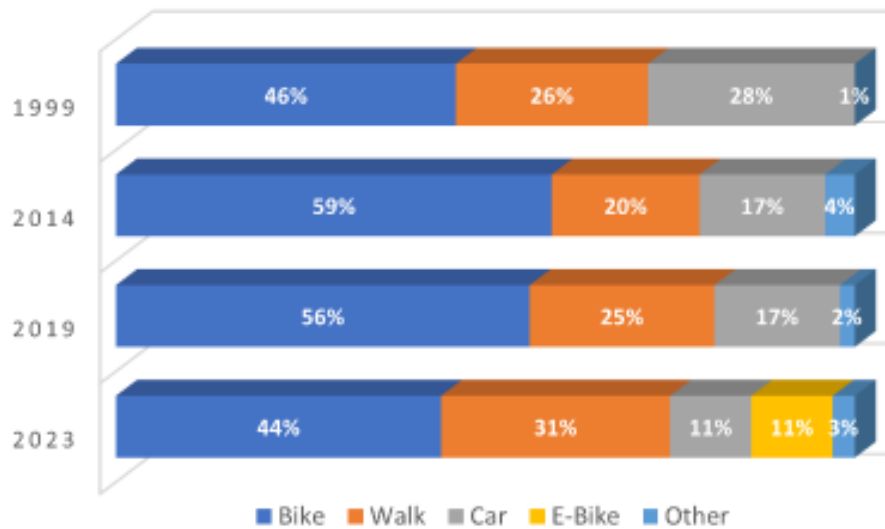
The most popular "Other" responses included running (24 respondents), other battery powered device (19), multiple means of transportation (11), lives on the trail (8), or were not on the trail that day (5).

Less frequent "Other" responses included recumbent trike (4), rollerblade (2), SunRunner (1), scooter (1), motorized wheelchair (1), motorcycle (1), and jump rope (1).

Past and present survey trends

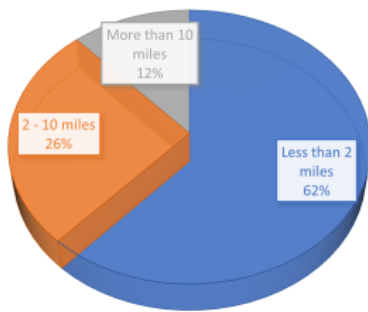
Throughout the survey years, biking is consistently the most used method to arrive to the trail on, while the number of people driving to the trail has decreased.

It is important to note that this is the first time the Pinellas Trail Survey included a separate "E-Bike" and "Bike" option. When these two categories are combined, the number of respondents using a form of bicycle to access the trail is consistent with previous years.



Breakdown of current and past year responses for question: "How did you get to the trail today?"

2: How far did you travel to access the trail?



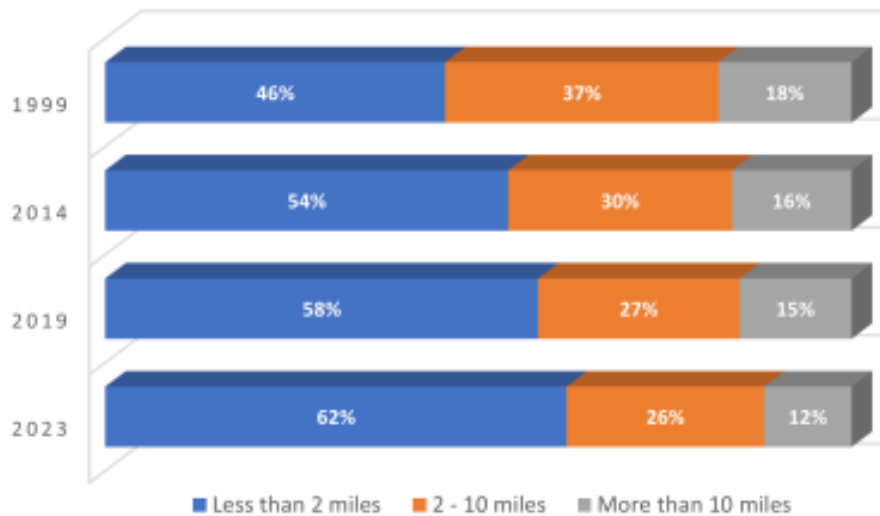
Breakdown of responses for question: "How far did you travel to access the trail?"

There was a total of 2,386 responses for this question which assesses how far the respondent traveled to the trail. Most respondents traveled less than 2 miles to access the trail (62%), followed by 2-10 miles (26%) and more than 10 miles (12%).

This shows that although there is a large local usage of the trail, the trail is a countywide and regional destination.

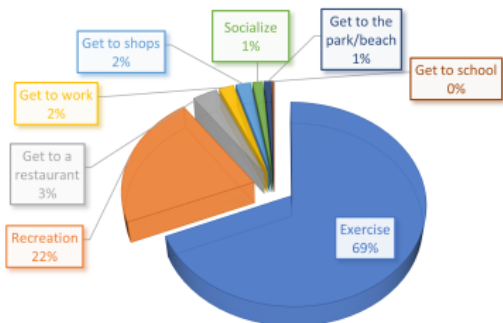
Past and present survey trends

Since 1999, the number respondents who travel less than 2 miles to access trail has steadily increased, while those traveling 2-10 miles and more than 10 miles have decreased.



Breakdown of current and past year responses for question: "How far did you travel to access the trail today?"

3: What is your primary reason for using the trail?

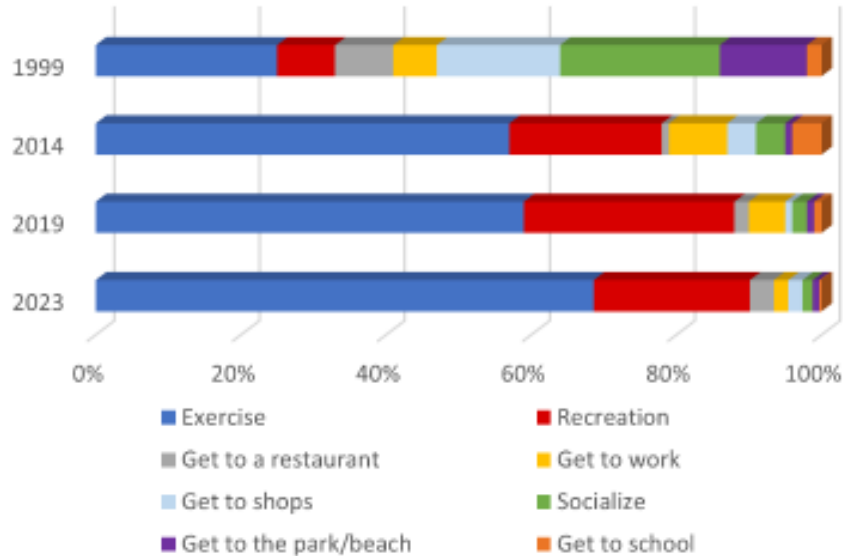


Breakdown of responses for question: "What is your primary reason for using the trail?"

A total of 2,385 respondents answered this question regarding how they typically use the trail. The largest majority of respondents report primarily using the trail for exercise 69% (1,637 respondents). 22% primarily use the trail for recreation purposes (513), 3% use the trail to get to a restaurant (79), 2% each for getting to work (47) and getting to shops (47), 1% for socializing (33) and 1% for getting to the park/beach (23). Only 0.25% (6) respondents primarily use the trail to get to school.

Past and present survey discussion

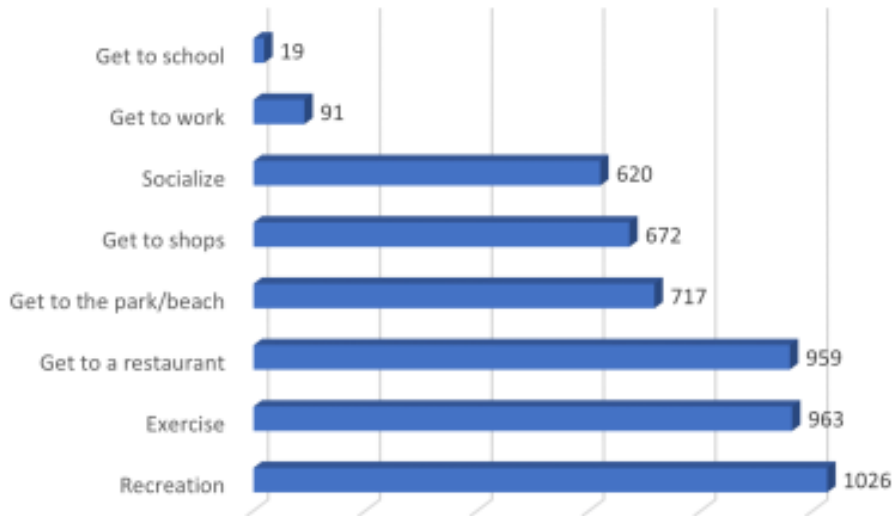
Consistent with past surveys, exercise has remained the most popular reason for using the trail, followed by recreation.



Breakdown of current and past year responses for question: "What is your primary reason for using the trail?"

4: What additional ways do you use the trail?

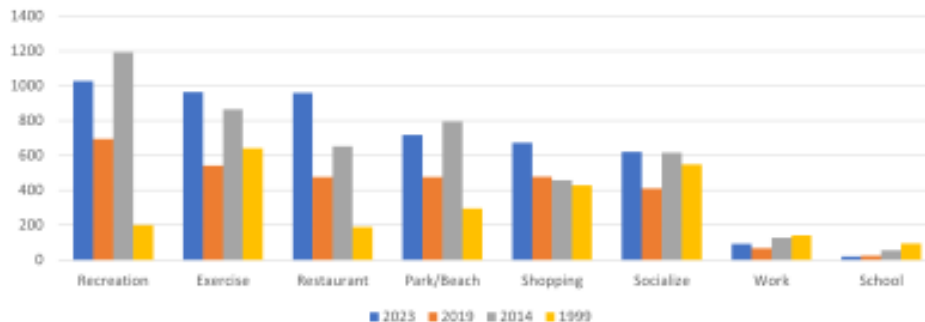
This survey question inquired for what other reasons respondents used the trail. Multiple responses were encouraged from respondents for this question. There was a total of 5,067 responses gathered from 2,299 respondents. 45% of respondents also use the trail for recreation purposes, 42% use the trail for exercise, 42% use the trail to access a restaurant, 31% use the trail to get to the park/beach, 29% use the trail to get to shops, 27% use the trail to socialize, 4% use the trail to get to work, and 1% use the trail to get to school.



Breakdown of total count of multiple responses for question: "What additional ways do you use the trail?"

Past and present survey discussion

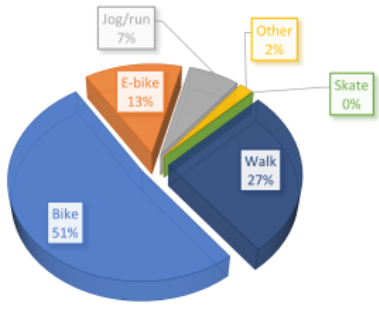
Although each survey year gathered differing amounts of responses, there is a general consensus. Recreation holds the highest percentage of responses since 2014. Work and school hold the least use throughout each survey year.



Breakdown for current and past survey years for question: "What additional ways do you use the trail?"

5: How do you typically travel on the trail?

There was a total of 2,386 responses recorded for this survey question. 51% of the respondents typically travel by bike (1,229), 27% walk (636), 13% travel by E-Bike (310), 7% jog or



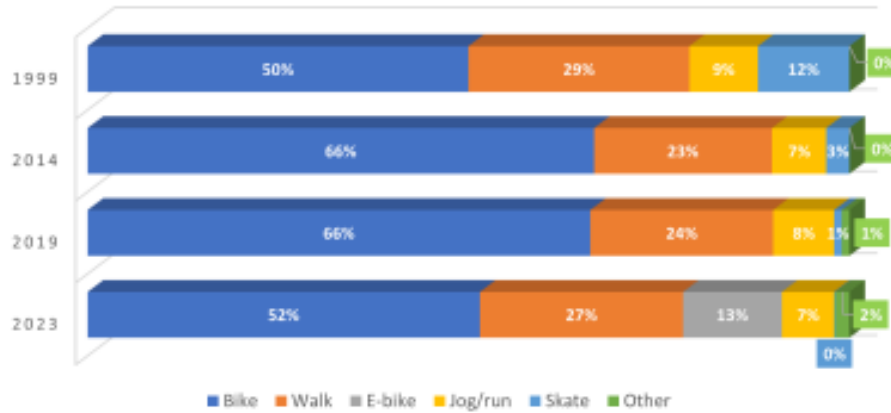
Breakdown of responses for question: "How do you typically travel on the trail?"

run (163), 2% use another method of travel (45), and 0.13% skate (3).

Past and present survey trends

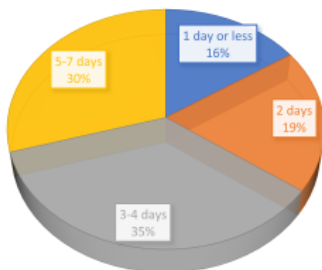
Consistent with past years surveys, bicycling remains the most popular mode of transportation on the trail for respondents. Since this year's survey included a separate "E-Bike" and "Bike" option.

When these two categories are combined, the number of respondents using a form of bicycle on the trail is consistent with previous years.



Breakdown of past and present year responses for question: "How do you typically travel on the trail?"

6: How many days per week do you typically use the trail?



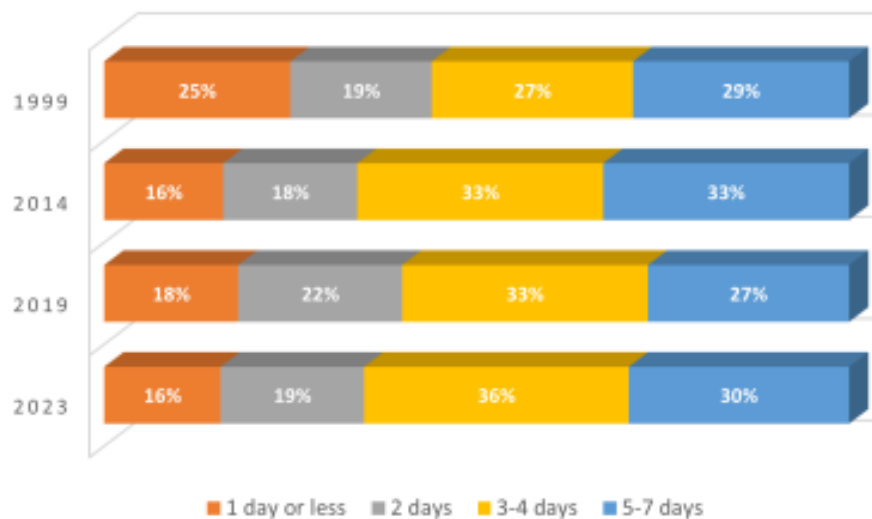
The was a total of 2,381 responses to this question. Of those respondents, 16% are present on the trail for one day or less per week (372 respondents), 19% use it for at least two days per week (459), 35% use it for three to four

Breakdown of responses for question: "How many days per week do you typically use the trail?"

days per week (846), and 30% use the trail for five to seven days a week (704).

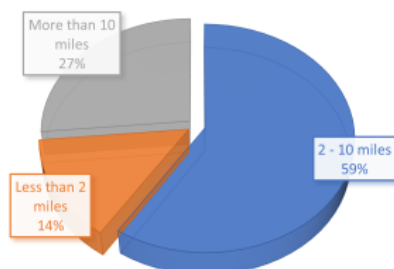
Past and present survey trends

Through the comparison of past survey years, we can see that most respondents use the trail at least two days per week. This shows how essential trails are for everyday travel in Pinellas County.



Breakdown of past and present year responses for question: "How many days per week do you typically use the trail?"

7: How far (one-way) do you typically travel on the trail?



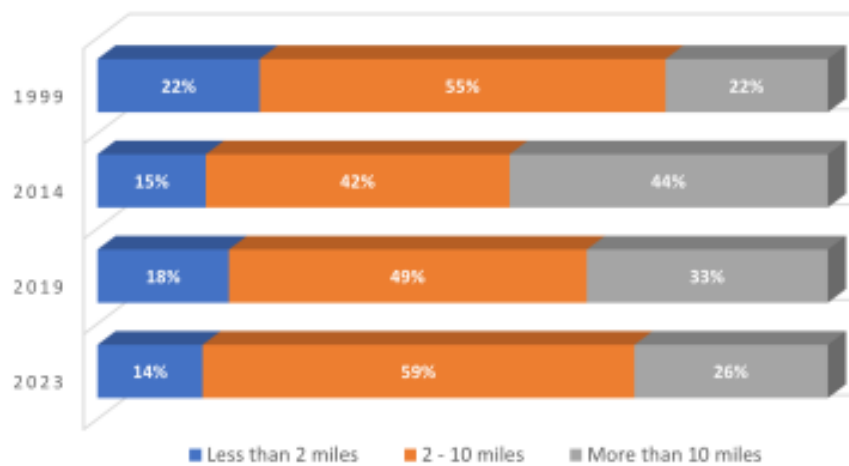
There was a total of 2,383 responses for this question asking about the typical travel distance one way on the trail. The majority of respondents, 59%, traveled 2-10 miles one way (1,409 respondents), followed by 27% going

Breakdown of responses for question: "How far (one-way) do you typically travel on the trail?"

more than 10 miles (631), and then 14% going less than two miles (343).

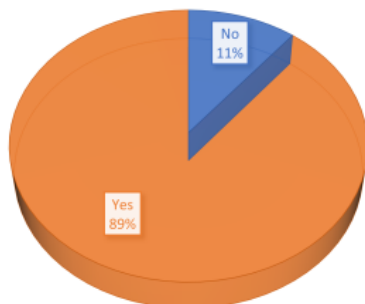
Past and present survey trends

Based on past data, the breakdown of how far people travel typically follows the same pattern. For each year except for 2014, the majority of respondents travel 2-10 miles on the trail one way. In 2014, the majority was more than 10 miles (44%) with 2-10 miles in close second (42%).



Breakdown of past and present year responses for question: "How far (one-way) do you typically travel on the trail?"

8: Would you use more trails countywide if they were available?



2,379 respondents answered if they would use any additional trails if they were added. Most respondents, 89%, responded they would use more trails countywide (2,122) while 11% responded they would not (257).

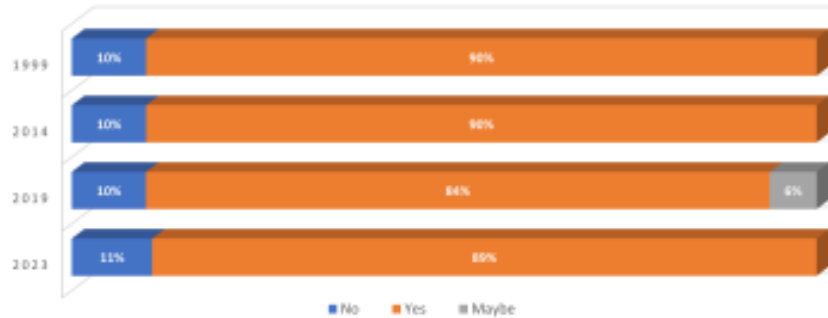
Breakdown of responses for question: "Would you

Past and present survey trends

use more trails countywide if they were available?"

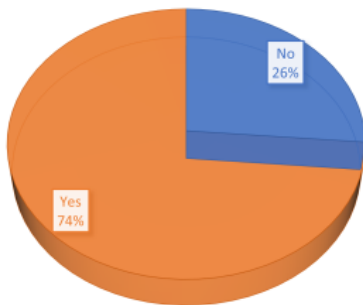
This question has remained highly consistent throughout each survey

year. 1999, 2014, and 2019 all have a "No" response rate of 10%. In 2023, those who said they would not use additional trails increased by less than 1%.



Breakdown of past and present year responses for question: "Would you use more trails countywide if they were available?"

9: Overall, do you feel safe on the trail?



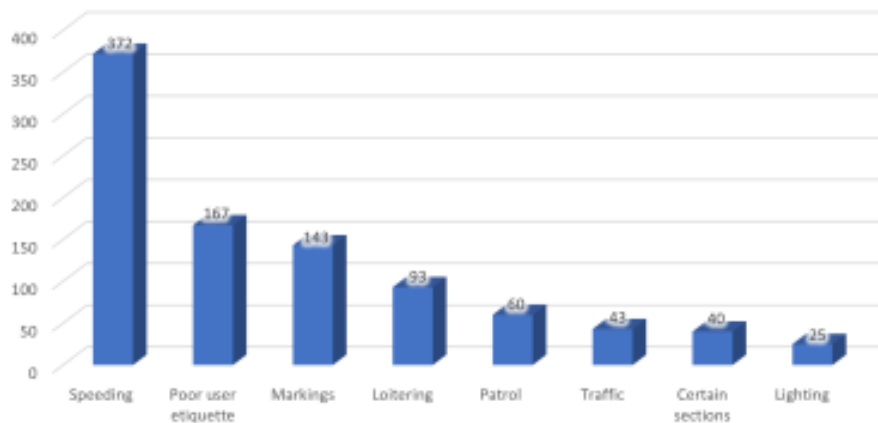
Breakdown of responses for question: "Overall, do you feel safe on the trail?"

There were 2,381 submissions for this question inquiring on the respondents' feelings of safety on the trail. 74% of respondents (1,754) report feeling safe on the trail while 26% (627) reported not feeling safe.

If a respondent reported not feeling safe, they were encouraged to share why in an open-ended text box. 98% of respondents that indicated they did not feel safe on the trail provided additional context on their concerns (614). Responses were grouped into general themes and are depicted in the chart below.

In previous surveys, most safety concerns were related to road crossings or crime. While these concerns were still noted

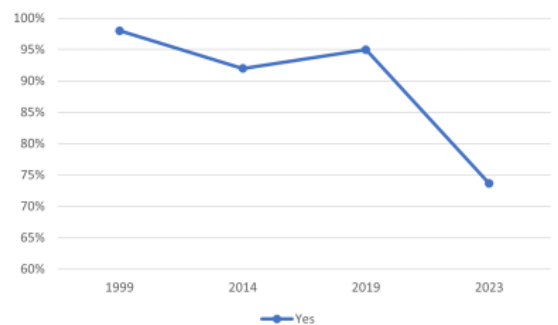
in the 2023 survey, the largest concern identified was the speed of other users on the trail, with 61% of the "no" respondents identifying it as an issue. 27% of "no" respondents indicated poor user etiquette on the trail as a concern, and 23% indicated changing of the pavement markings as a safety concern (143). The survey coincided with the beginning of Pinellas County's project to restripe the trail from separate bicycle and pedestrian lanes to stay right except to pass operations, and the condition of pavement markings across the trail varied throughout the survey window. 15% of respondents indicated loitering of youth or homeless individuals as a safety concern. 10% indicated the desire for an increased law enforcement presence on the trail. 7% indicated concerns related to trail roadway crossings and 4% indicated a need for additional lighting.



Response breakdown for written explanations for question: "Overall, do you feel safe on the trail?"

Past and present survey trends

In comparison to the past three surveys, the 2023 survey was the first time less than 90% of respondents reported generally feeling safe on the trail. Based on the open-ended responses, the increasing number of E-Bikes, decline in social etiquette, and

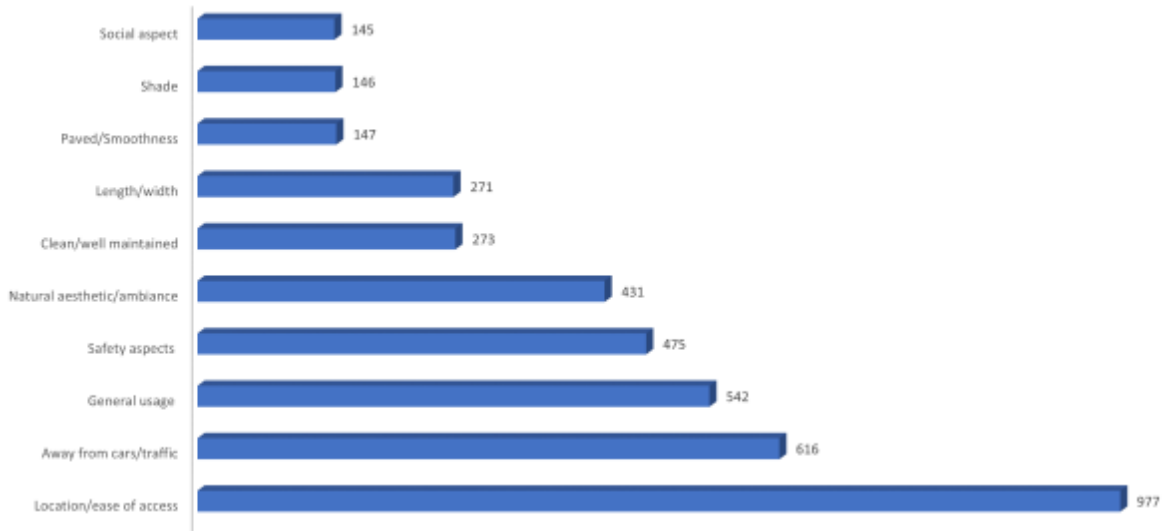


Breakdown of past and present year responses for users who generally feel safe on the trail.

the ongoing trail restriping work by Pinellas County are the leading safety concerns.

10: What do you like about the trail?

This question allowed survey respondents to openly express their thoughts through a short-written explanation. These responses were then organized into categories for each topic the respondent touched on. There was a total of 2,234 respondents to this question who produced 4,023 individual responses. 44% of responses mentioned how they liked the location, ease of access, and accessibility of the trail. 28% of responses noted the trails position away from motor vehicle traffic. 24% of responses generally described the trail with a positive adjective or by stating that they enjoyed everything about the trail. 21% of responses noted safety features on the trail, such as enhanced crosswalks or overpasses. 19% of responses noted natural aesthetic and ambiance. 7% of responses noted the cleanliness and maintenance of the trail. 7% of responses noted the existing length and width of the trail as positive attributes. 4% of responses noted the smoothness of the trail, the shade along the trail, and the overall social aspect.

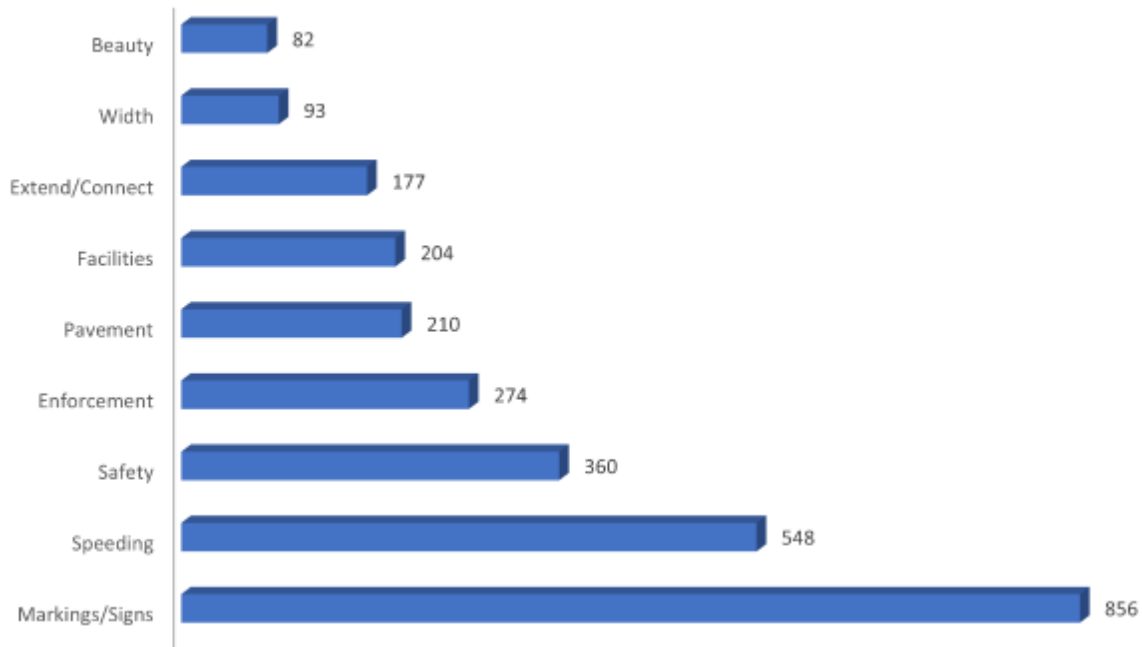


Response breakdown for written explanations for question: "What do you like about the trail?"

11: What would you like to see improved on the trail?

This survey question assessed what users would like to see improved on or around the trail through an open-ended written response. There was a total of 2,050 people who responded to this question and their responses were broken into 2,804 individual comments, which were organized into general categories. 42% of the responses identified improvements to signage and pavement markings. The survey period coincided with the beginning of Pinellas County's project to restripe the trail from separate bicycle and pedestrian lanes to stay right except to pass operations, and the condition of pavement markings across the trail varied throughout the survey window. 27% of responses related to perceived speeding by trail users. 18% of respondents noted increased or more consistent intersection crossing treatments. 13% of users wished to see more enforcement of the trail rules and speed limit through stationed trail monitors or police. 10% wished to see improvements of the pavement surface, as well as more upkeep or the addition of bathrooms, water stations, and trash cans along the trail. 9% of respondents

would like to see additional trails throughout the county, and 5% noted the need for additional width of the trail. Finally, 4% of the respondents wanted an increase in the beauty along the trail which included additional shade trees and less trash along the trail.



Response breakdown for written explanations for question: "What would you like to see improved on the trail?"

12: Residency status



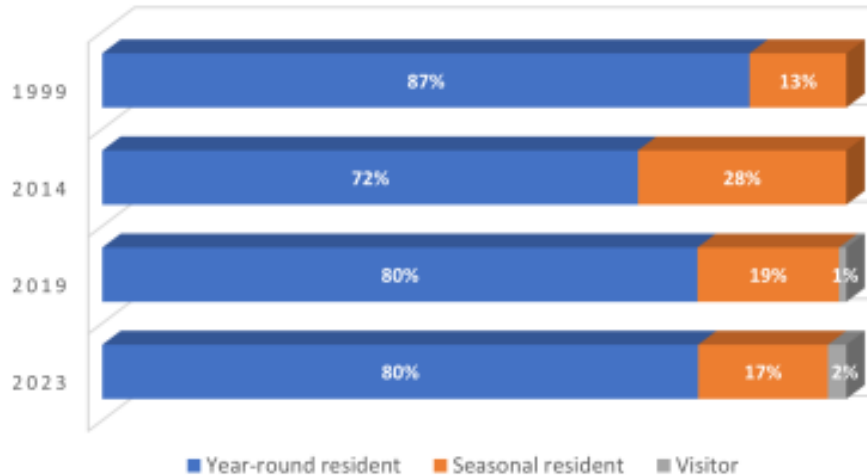
Breakdown of responses for question: "Residency status?"

There was a total of 2,381 respondents who provided their residency status. 80% responded that they are year-round residents, 17% of respondents are seasonal, and 3% of respondents were visiting Pinellas County.

Past and present survey trends

This question data is relatively consistent through the past survey years with year-round

residents as a consistent majority. There was a slight spike in the seasonal residents in 2014 after a low in 1999 but that value has evened out in the past two surveys. A "Visitor" option was added beginning with the 2019 survey.



Breakdown of past and present responses for question: "Residency status?"

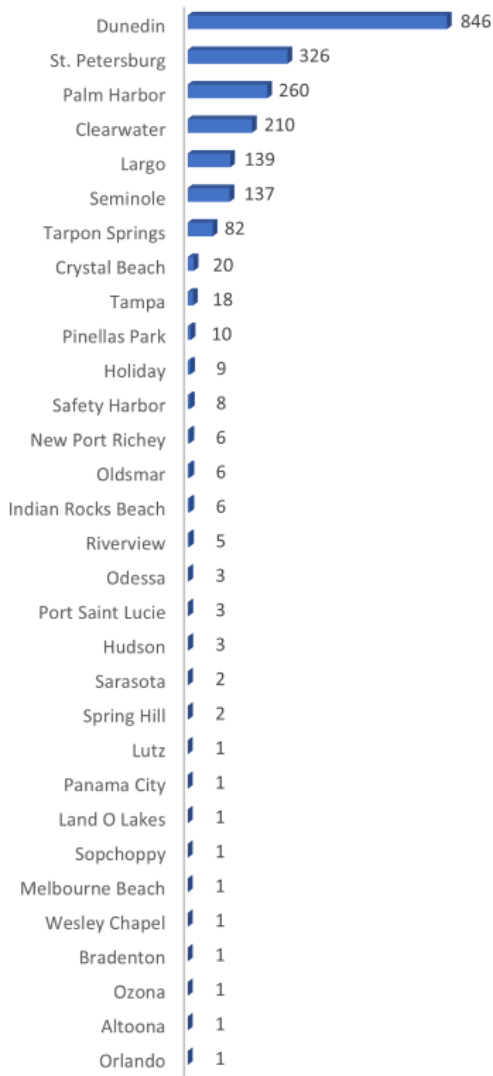
13: Home zip code

There was a total of 2,372 responses for this survey question on the respondents' home zip code. 89% of those responses were from those who provided a Florida zip code (2,111). The 261 other responses were either out of state or in another country (11%). Total breakdown and abundance are shown fully in the charts below.

In-state residency

Of the 2,111 zip code responses located in Florida, most were from Dunedin (40%), St. Petersburg (15%), and Palm Harbor (12%). There was a total of 31 cities represented in the zip codes provided, with most being local to the Tampa Bay area.

Past and present survey trends



In the 2019 survey, the most common zip codes were from Dunedin, Largo, St. Petersburg, and Palm Harbor.

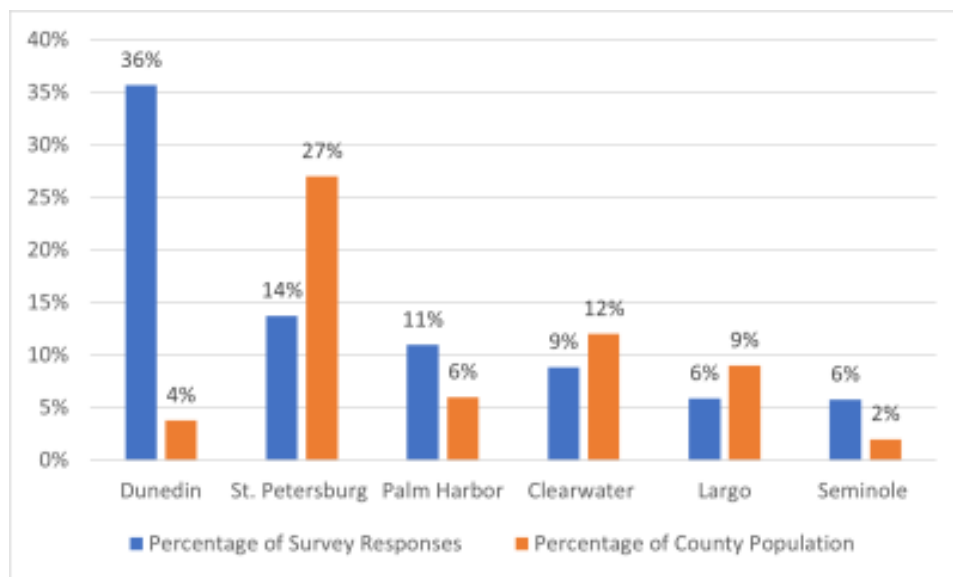
Countywide Demographics

When looking at county demographics, residents from northern Pinellas County are overrepresented in the responses received. Respondents with a Dunedin zip code represent 36% of the collected surveys, but Dunedin has just 4% of the total county population.

In contrast, respondents with a St. Petersburg zip code represent 14% of the collected surveys, but St. Petersburg has 27% of the total county population.

While zip code boundaries do not always exactly match municipal boundaries, the overrepresentation of Dunedin and underrepresentation of St. Petersburg are far greater than any differences in the boundaries between zip code and municipal boundaries.

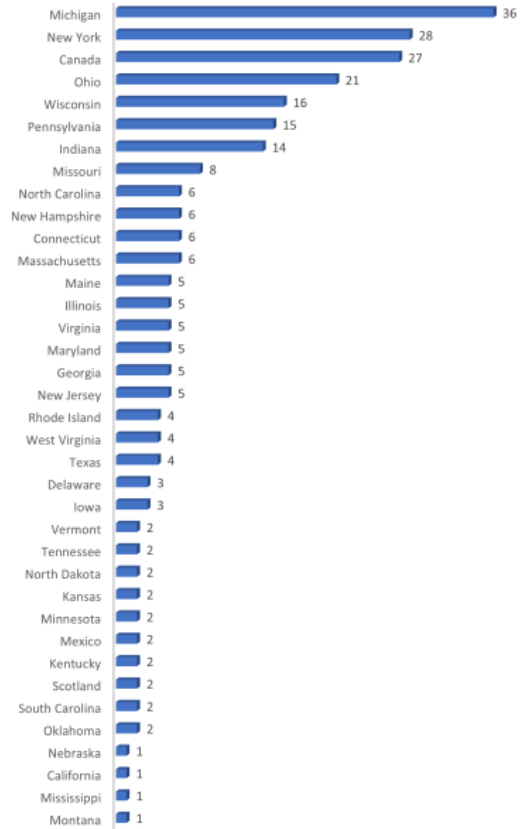
Breakdown of respondent zip codes from Florida.



Survey responses by zip code vs. population from the 2020 Census.

Out of state/foreign residency

From the 261 respondents to this questions who provided a zip code that was anywhere other than Florida made up 37 unique locations. The three most popular out of state locations were found to be Michigan (13%), New York (11%), and Canada (10%).

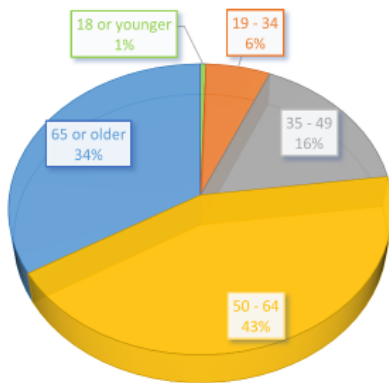


Breakdown of respondent zip codes not from Florida.

Past and present survey trends

The 2019 trail survey found the most reoccurring out of state residencies to be Pennsylvania, New York, and Ohio.

14: Age

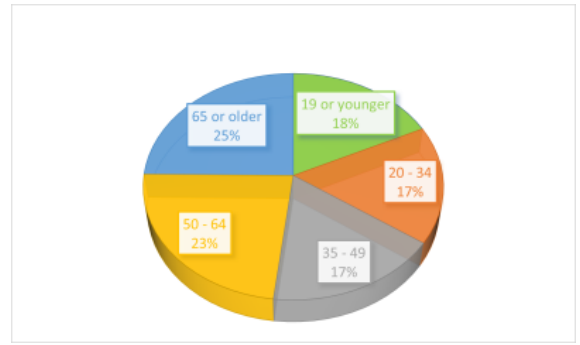


Breakdown of responses for question: "What is your age?"

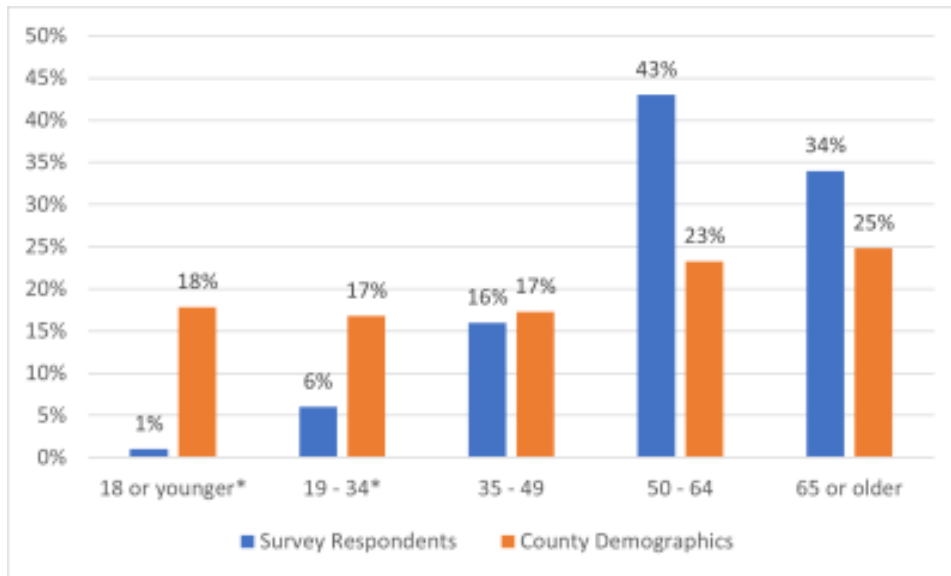
There was a total of 2,378 collected answers for respondents' age. Most respondents were at least 50 years old. 43% of the responses were from people 50-64 years old (1,103 respondents) followed by 34% being 65 years or older (800). Those who were age 35-49 at the time of the survey made up 16% of responses (16%). Only 6% of respondents were 19-34 years old (142) and 1% were 18 years of age or younger (12).

Older residents are overrepresented in the survey compared to county demographics based on the United States Census

Bureau 2021 American Community Survey (ACS) 5-year estimates. 77% of survey respondents are at least 50 years old, while only 48% of Pinellas County residents are 50 or older. The largest discrepancy is from residents less than 35 years old. 18% of the county population is 19 years old or less, while only 1% of respondents were 18 or younger. 17% of county residents are 19-34 years old, while only 6% of respondents were within that age range.



Pinellas County Demographics (2021 ACS 5-year estimate).

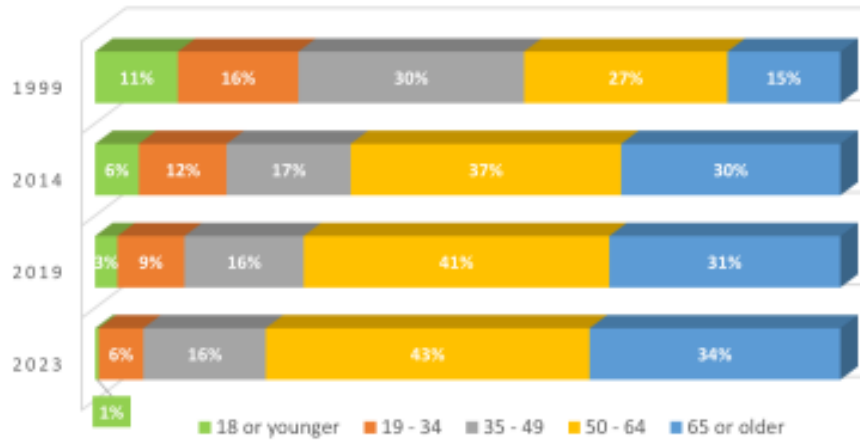


Survey respondent age vs. county demographics from the 2021 ACS 5-year estimate.

*County Demographics data represents 19 or younger and 20 - 34.

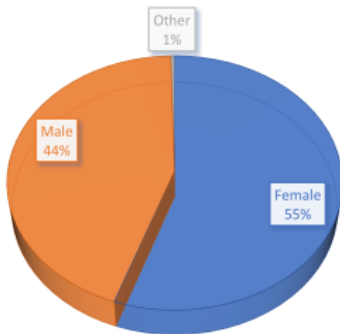
Past and present survey trends

Since the 1999 survey the average age of survey respondents has increased with each survey, with a significant decline in the number of respondents from the 18 or younger and 19-34 age groups. While the average age of Pinellas County residents has increased since 1999, the increase in the average age of survey respondents has far exceeded the change in county age demographics.



Breakdown of past and present survey responses for question: "What is your Age?"

15: Gender

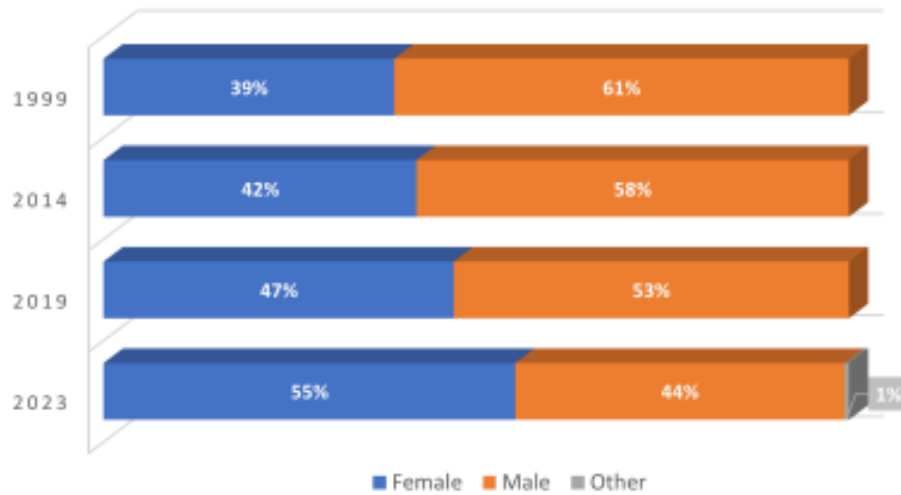


Breakdown of responses for question: "What is your gender?"

The final question on the 2023 Pinellas Trail Survey was to define the respondent's gender. There was a total of 2,375 individual responses to this question. 55% of the respondents identify as female (1,314), 44% identify as male (1,051), and 1% responded as other (10).

Past and present survey trends

The 2023 survey was the first to include an additional answer choice for the respondents' gender. Since the 1999 survey the proportion of female respondents has steadily increased, and in 2023 represented 55% of survey respondents.



Breakdown of past and present survey responses for question: "What is your gender?"

Summary

Overall, the 2023 Pinellas Trail User Survey shows a bright future for trails in Pinellas County. Since 1999, the distance traveled to access the trail and the number of people driving to the trail has reduced. Respondents noted the ease of access to the trail as one of its top qualities. Most people would use trails more often if they were available, showing there is support for extending the trail network throughout Pinellas County.

The ongoing project by Pinellas County to update signage and pavement markings along the trail should help address some of the concerns related to those items. Forward Pinellas will continue to collaborate with partners throughout Pinellas County on roadway and street crossing safety.



A. 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. Information on the Friends of the Pinellas Trail is available at FriendsOfThePinellasTrail.org.

Bicycle Pedestrian Advisory Committee – June 26, 2023

9. Agency Reports



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

- Pinellas Trail Loop/Duke Energy Trail (North & South Gaps)
- Clearwater Bicycle Pedestrian Program
- 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. Cancellation of the July Meeting

Cancel the July 17, 2023 meeting

B. Membership

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

ATTACHMENT: BPAC Membership List

C. Correspondence, Publications, Articles of Interest

Pinellas Trail Usage Report – April 2023

Pinellas Trail Usage Report – May 2023

Pinellas County Fatalities Report - May 26, 2023

Update from Pinellas County on Pinellas Trail restriping and signage work

D. Suggestions for Future Agenda Topics

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

E. 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. 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. Steve Thomas (05/10/23)

Pinellas Park and Mid-County

10. David Chase (03/09/22)
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. Vacant
17. Vacant
18. Vacant
19. Lara Wojahn (02/08/23) (Treasure Island)
20. Eric Sorenson (09/14/22) (Clearwater)
21. Vacant
22. Annette Sala (03/12/14) (St. Petersburg)

Seminole Area

23. Donovan Nickell (01/11/23)

Beach Communities

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

Technical Support

1. County Traffic Department (Joan Rice – representative; Gina Harvey and John Rieman – alternates)
2. Pinellas County Planning Department (Scott Swearngen – representative)
3. PSTA (James Phillips – representative; Devan Deal – alternates)
4. City of Clearwater (Jayme Lopko - representative, Lauren Matzke - representative)
5. City of St. Petersburg (Maika Arnold – representative; Elisabeth Staten - 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 (Darby Bryant – 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)
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 Eric Brown
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

Pinellas Trail User Count Data Summary

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

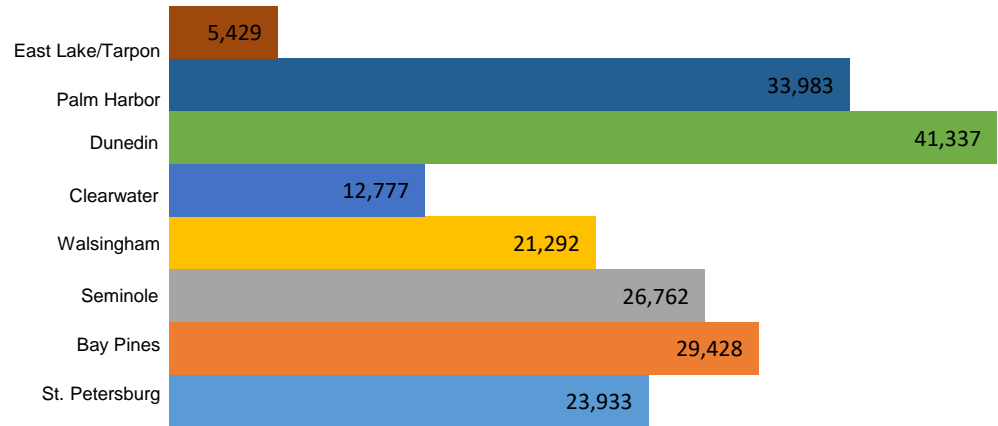
April 2023

30-Day Count Total: 194,941
Daily Average Users: 6,498

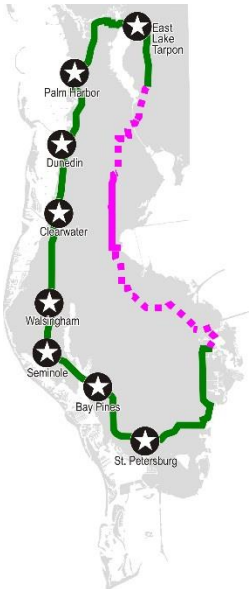
Highest Daily Totals:

- #1 – Saturday, April 1st (Dunedin – 2,621)
- #2 – Saturday, April 1st (Palm Harbor – 1,694)
- #3 – Sunday, April 2nd (Bay Pines – 1,453)

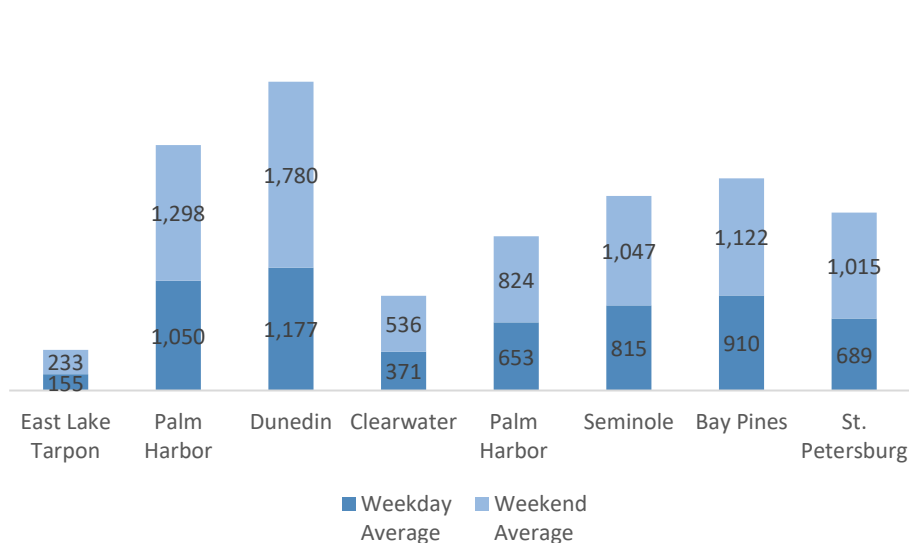
April Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile

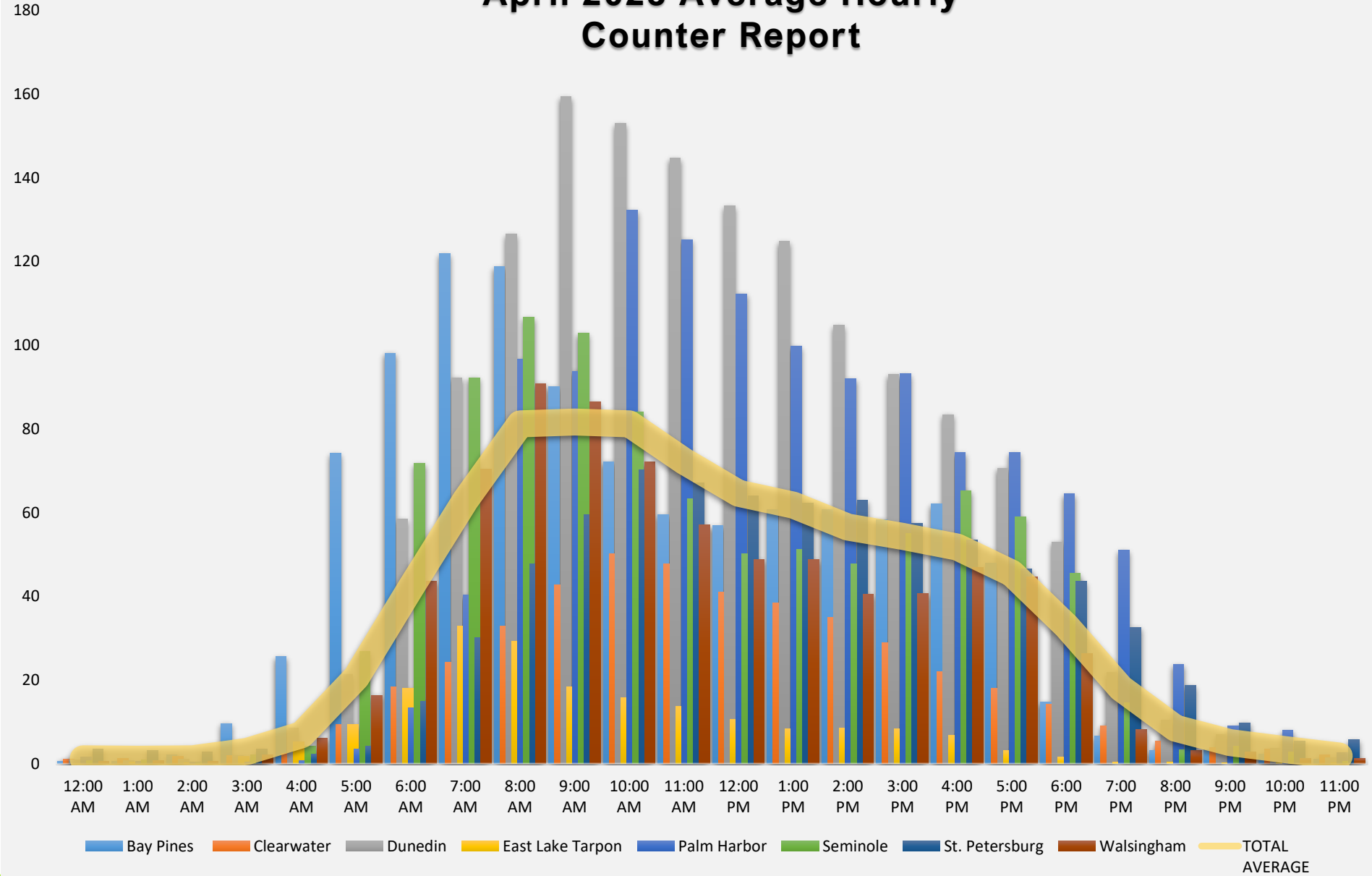


Trail User Mode Split

Counter Location	Walking (%)	Bicycling (%)
Palm Harbor	18%	82%
Dunedin	11%	89%
Clearwater	33%	67%
Walsingham	21%	79%
Seminole	30%	70%
Bay Pines	18%	82%
St. Petersburg	30%	70%
East Lake/Tarpon	11%	89%

Source: Forward Pinellas April 2023

April 2023 Average Hourly Counter Report



Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

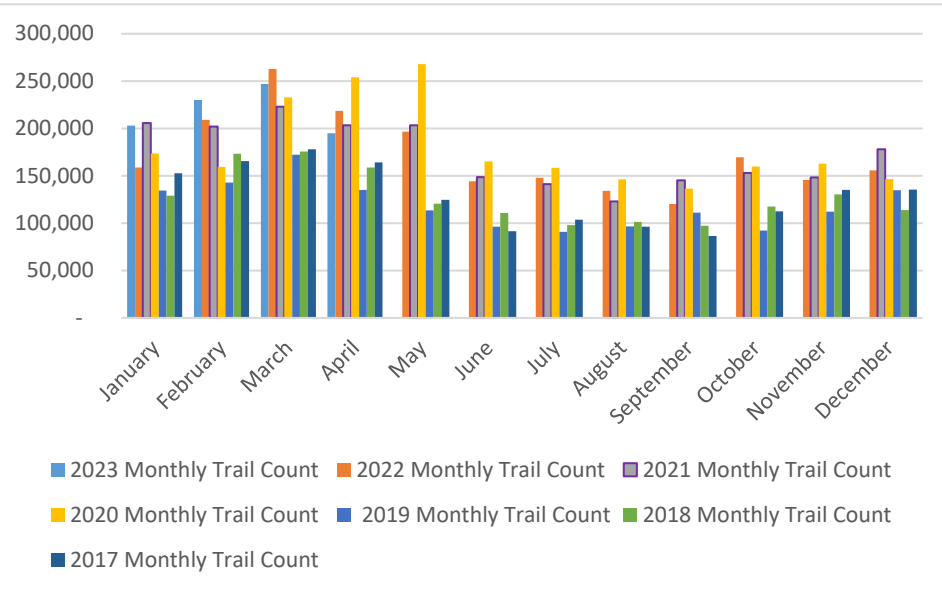
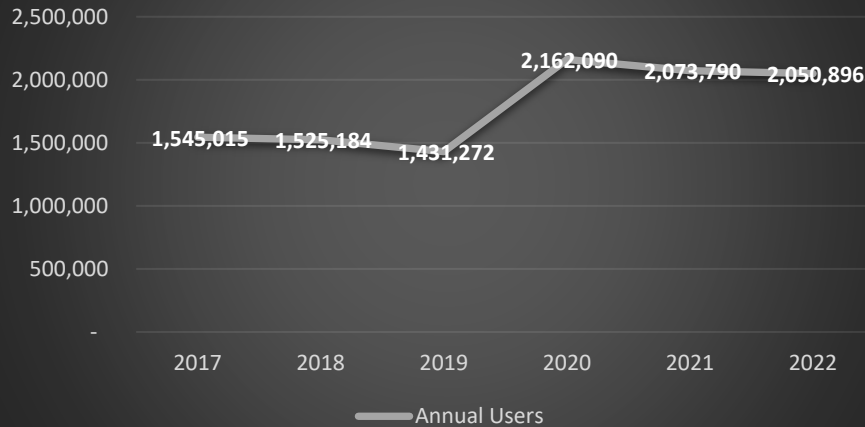
Period: April 2017 - April 2023 Data



**2023 Total Count:
874,570**

Monthly Trail Counts 2017 - 2023

Pinellas Trail Use 2017 - 2022



Pinellas Trail User Count Data Summary

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

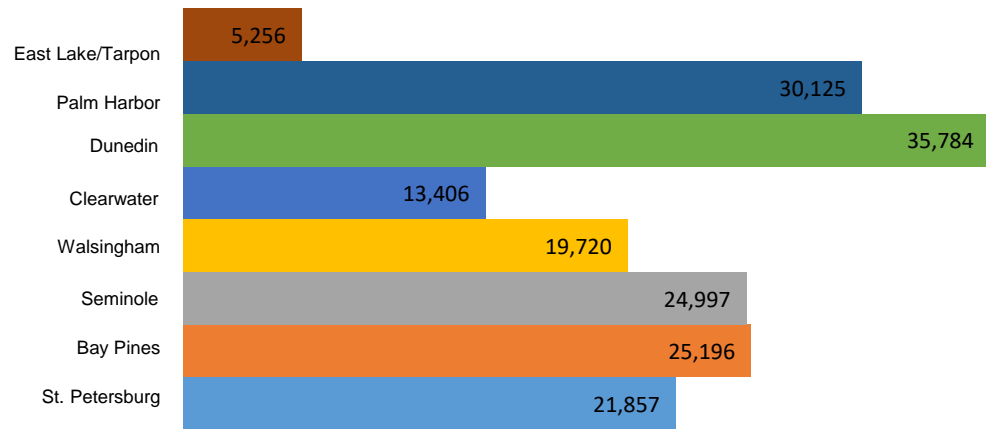
May 2023

31-Day Count Total: 176,341
Daily Average Users: 5,688

Highest Daily Totals:

- #1 – Saturday, May 27th (Dunedin – 2,158)
- #2 – Saturday, May 6th (Palm Harbor – 1,406)
- #3 – Monday, May 29th (St. Petersburg – 1,151)

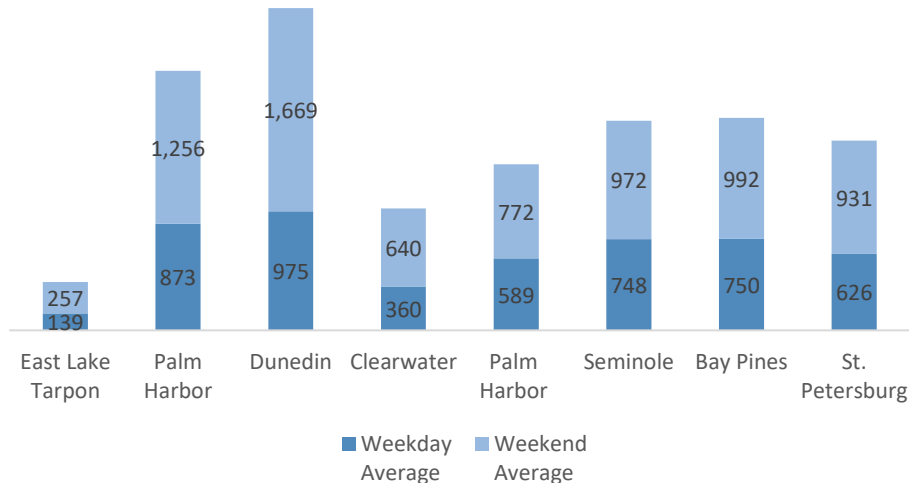
May Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile

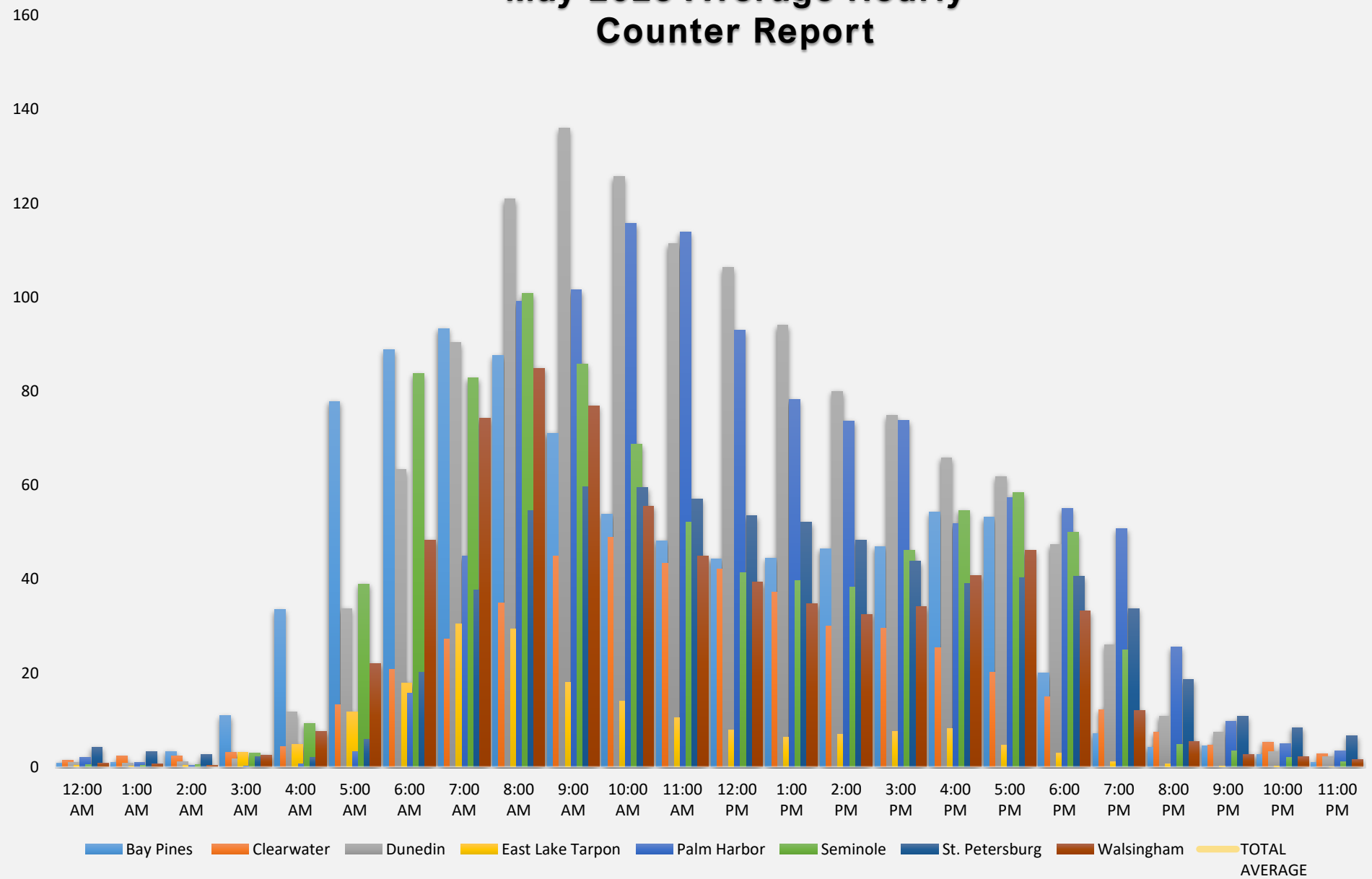


Trail User Mode Split

Counter Location	Walking (%)	Bicycling (%)
Palm Harbor	17%	83%
Dunedin	7%	93%
Clearwater	29%	71%
Walsingham	16%	84%
Seminole	28%	72%
Bay Pines	14%	86%
St. Petersburg	24%	76%
East Lake/Tarpon	9%	91%

Source: Forward Pinellas May 2023

May 2023 Average Hourly Counter Report



Pinellas Trail User Count Data Summary

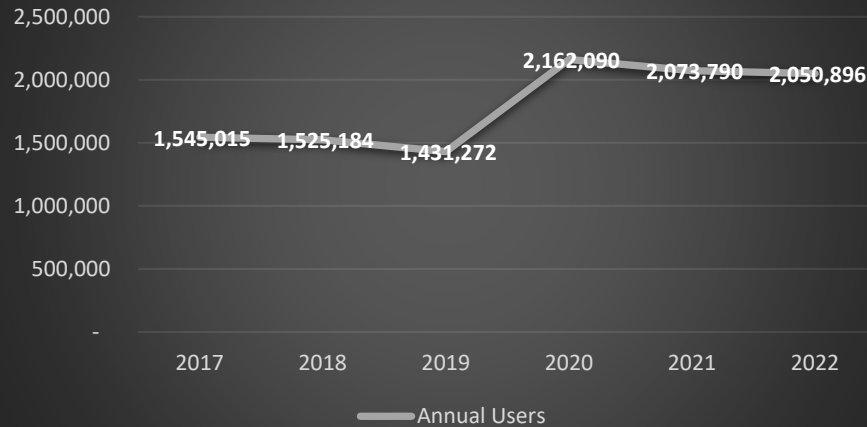
Automated Trail Counter Data Collection

Period: January 2017 – May 2023 Data

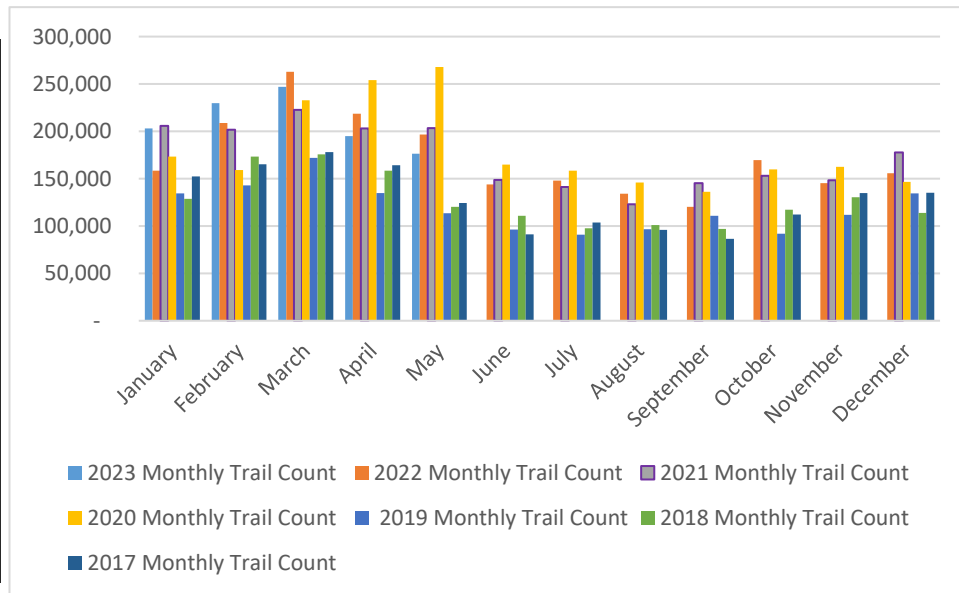


**2023 Total Count:
1,050,911**

Pinellas Trail Use 2017 - 2022



Monthly Trail Counts 2017 - 2023





Important: due to changes to Florida Statutes, starting March 1, 2023, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), will implement a 60-day delay in the sharing of Florida Traffic Crash Report documents and data to comply with the updated statute. **The fatal crashes shown on this map were obtained from media resources and is not an official reflection of crash records.**

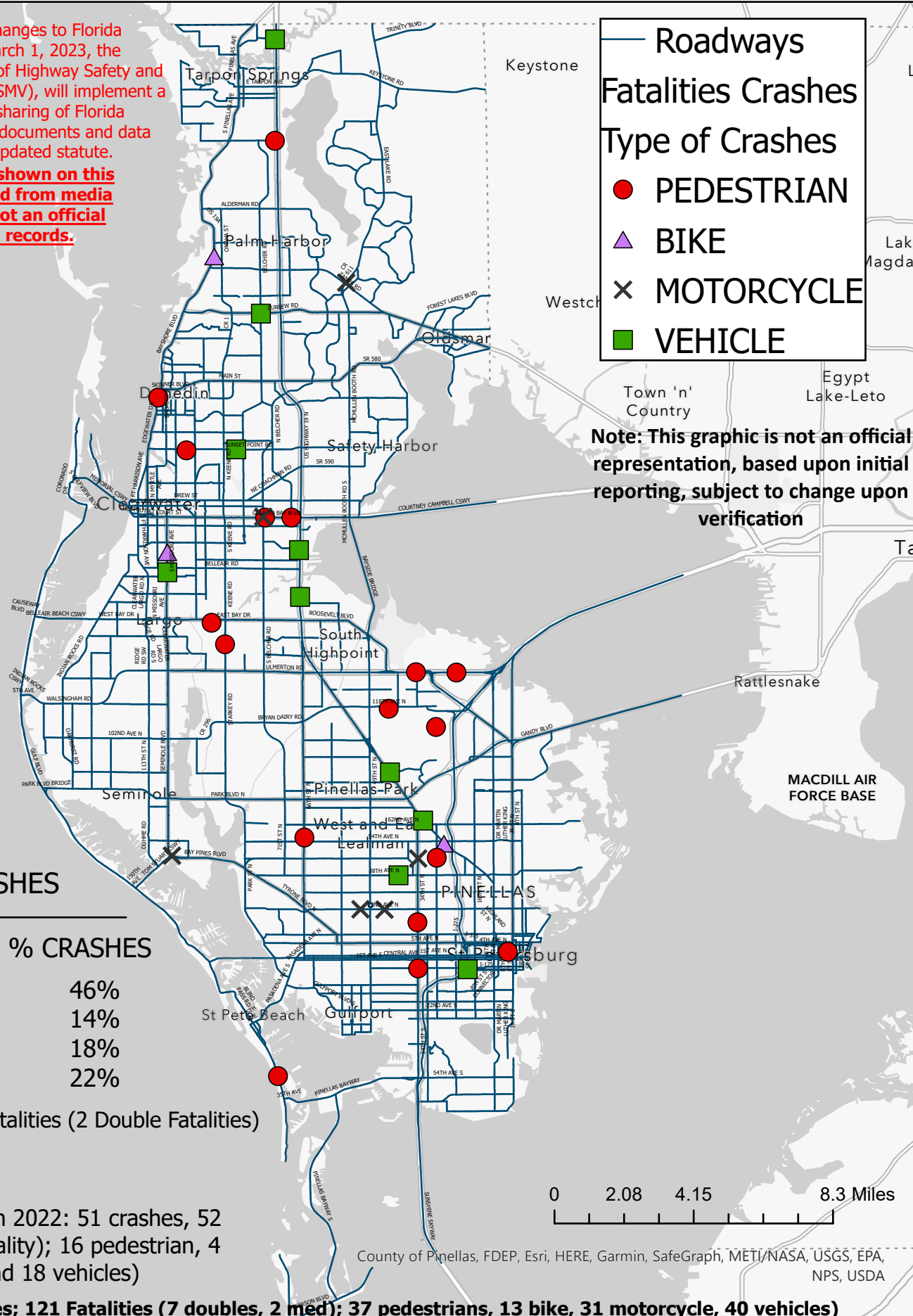
— Roadways

Fatalities Crashes

Type of Crashes

- PEDESTRIAN
- ▲ BIKE
- × MOTORCYCLE
- VEHICLE

Note: This graphic is not an official representation, based upon initial reporting, subject to change upon verification



FATAL CRASHES

TOTALS	45	% CRASHES
PEDESTRIAN	21	46%
BIKE	6	14%
MOTORCYCLE	8	18%
VEHICLE	10	22%

45 Fatal Crashes; 47 Fatalities (2 Double Fatalities)

**Same time May 26th 2022: 51 crashes, 52 fatalities (1 double fatality); 16 pedestrian, 4 bike, 13 motorcycle and 18 vehicles)

End of 2022: 114 Crashes; 121 Fatalities (7 doubles, 2 med); 37 pedestrians, 13 bike, 31 motorcycle, 40 vehicles)

Keep Right Status Update
Pinellas Trail
June 2023

The original impetus for Keep Right on the Pinellas Trail in 2014 was when Parks and Conservation Resources Department had sole administration of the Trail and saw the need for a more easily understood modicum of use in “stay right except to pass”. Stay Right is a standard recommended by the National Rails to Trails Conservancy.

Since 2014, some signs were changed, and the webpage was updated. The remaining signs and pavement markings have been in a steady state of decline until funding was established for 2023 and 2024 fiscal years. In these two years, the remaining 180 trail intersections will be brought up to the new standard. Funding for the materials and County manhours is \$430,00 each of the two years.

As of June 2023, all the pavement markings have been painted black but 19 intersections along the Duke Energy Trail south of Enterprise Road. Pavement resurfacing, pavement markings and changes to the trail bollards have been started in the City of Dunedin working north. New signage has been started in Tarpon Springs moving south.