

## **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, 1<sup>st</sup> Floor Conference Room, Clearwater**. Please note that Maria Kelly ([mkelly@forwardpinellas.org](mailto:mkelly@forwardpinellas.org)) will need confirmation from those of you who will be attending in person, so that a quorum can be confirmed. If you confirm and cannot make it, please reach out to her so that a back-up can be found. Without a quorum, we cannot vote in the Zoom attendees.

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

Topic: Bicycle Pedestrian Advisory Committee Meeting 8:30 – 10:30 am  
Time: October 18, 2021 Eastern Time (US and Canada)

Join Zoom Meeting

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

**Meeting ID: 811 7877 4440**

**Passcode: 074888**

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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 – AUGUST 16, 2021** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY** (8:45 – 8:50)
5. **FALL UPDATE OF THE FY2021/22 – FY2025/26 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** (8:50 – 9:00)
6. **DRAFT TENTATIVE WORK PROGRAM** (9:00 - 9:15)
7. **SR 60 AND BELCHER INTERSECTION** (9:15 – 9:30)
8. **TRAIL CROSSING CONSISTENCY** (9:30 – 9:40)
9. **TRENDS AND CONDITIONS REPORT** (9:40 – 9:55)
10. **SPOTlight EMPHASIS AREAS UPDATE** (9:55 – 10:05)
  - A Vision for U.S. Highway 19 Corridor
  - Gateway Area Master Plan
  - Enhancing Beach Community Access
11. **BPAC BUSINESS** (10:05 – 10:15)
  - A. Florida Bicycle Association (FBA)
  - B. Friends of the Pinellas Trail
  - C. Tri-County BPAC Meeting Update
12. **AGENCY REPORTS** (10:15 – 10:25)
13. **OTHER BUSINESS** (10:25 – 10:30)
  - A. Membership
  - B. Correspondence, Publications, Articles of Interest
  - C. Suggestions for Future Agenda Topics
14. **ADJOURNMENT** (10:30)

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

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

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**3. Approval of the Minutes**

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**SUMMARY**

The meeting summary for the September 20, 2021 meeting is attached for review and approval.

**ATTACHMENT(S):** BPAC Meeting Summary – September 20, 2021

**ACTION:** Approval of the Meeting Summary



**FORWARD PINELLAS  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY  
SEPTEMBER 20, 2021**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on September 20, 2021 at 310 Court Street, 1<sup>st</sup> Floor Conference Room, Clearwater, FL.

**BPAC Members Present**

Brian Smith, Chairman	At Large Citizen Representative
Daniel Alejandro	Largo Citizen Representative
Megan Basnett	St. Petersburg Representative
Joseph Camera	Pinellas County Schools
Kimberly Cooper	St. Petersburg Citizen Representative
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Scott Daniels	Friends of the Pinellas Trail
Lyle Fowler - Zoom	PC Parks & Conservation Resources (PCR)
Diane Friel - Zoom	City of Largo
Edward Hawkes	At Large Citizen Representative
Russ Hilton	Dunedin Representative
Alan Johnson – Zoom	South Beaches Citizen Representative
Charlie Johnson	St. Petersburg Citizen Representative
Jacob Labutka – Zoom	PSTA
Gloria Lepik-Corrigan	Clearwater Representative
Caroline Lanford	Pinellas County Planning Department
Lauren Matzke – Zoom	City of Clearwater
Steve Moriarty	At Large Citizen Representative
Ron Rasmussen	Pinellas Park Citizen Representative
Derek Reeves	City of Pinellas Park
Joan Rice - Zoom	Pinellas County Public Works Traffic
Annette Sala – Phone	At Large Citizen Representative
Jim Wedlake – Phone	Seminole Citizen Representative

**BPAC Members Absent**

Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Julie Bond	CUTR
Lisa Charest	St. Petersburg Citizen Representative
Win Dermody	Clearwater Citizen Representative
Deputy Eric Gibson	Pinellas County Sheriff's Office
Paul Kurtz	At Large Citizen Representative
Bert Valery	North Beaches Citizen Representative

**Others Present**

Jeff Gow	Dunedin Commissioner
Mike Zinn – Zoom	FDOT
Ginger Regalado – Zoom	FDOT
Sgt. Mark Eastty – Zoom	Florida Highway Patrol
Brian Pessaro – Zoom	TBARTA
Gina Harvey – Zoom	Pinellas County Public Works Traffic
Alayna Delgado – Zoom	City of Oldsmar
Whit Blanton – Zoom	Forward Pinellas Staff

Alexis Boback – Zoom  
Angela Ryan  
Maria Kelly

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 regarding allowing committee members present to make a motion to allow those members participating by Zoom (all names identified above) to participate and vote due to extenuating circumstances existing that make it impossible for some committee members to attend in person. A motion was made by Scott Daniels that due to Covid-19 extenuating circumstances exist preventing members from joining in person; therefore, they would be allowed to participate and vote by phone since a quorum is represented in person. The motion was seconded by Ron Rasmussen and passed with a unanimous vote.

## **2. PUBLIC COMMENTS**

Ms. Kimberly Cooper shared her concerns about the lack of education regarding bicycling safety. Specifically, she described an incident where her friend who is a bicyclist was hit while in the bike lane by another bicyclist who was not properly outfitted for afterhours bike riding.

## **3. APPROVAL OF MINUTES**

The summary from the August 16, 2021, meeting was approved with no corrections. At that time, Chair Smith announced that Ms. Georgia Wildrick and Mr. Mike Siebel had submitted resignations from the committee. He then welcomed new committee members, Russ Hilton, Megan Basnett and Gloria Lepik-Corrigan.

## **4. FORWARD PINELLAS ACTIONS**

Ms. Angela Ryan, Forward Pinellas Active Transportation Planner, reviewed the highlights of the Forward Pinellas Board meeting for September 8, 2021. Specifically, the Forward Pinellas Board approved the amendments to the TIP to include awarding Pinellas County \$4.6 million in grant awards for a “Connected Community” project to expand transportation technology solutions along US 19 and SR 60. The Board also approved three amendments to the Countywide Plan Map. Ms. Ryan provided relevant project updates discussed at the Board meeting which includes the following: expansion of the entrance to Honeymoon Island State Park to be completed by March 2022, which will improve safety and manage congestion along Causeway Blvd; Forward Pinellas is collaborating on a safety study on Gulf Blvd. with the City of St. Pete Beach; and improvements to the crosswalk with a Rectangular Rapid Flashing Beacon (RRFB) at the crossing of the Duke Energy Trail at Sunset Point Road in Clearwater. Ms. Ryan also discussed feedback from the Board regarding the Legislative Workshop held on August 11, 2021. Specifically, the Legislative Workshop was positively received by Florida Legislators and a number of legislators have pledged to work more closely with Pinellas local governments during the 2022 legislative session. Lastly, Ms. Ryan discussed the notification to the Board that the Forward Pinellas Executive Director would be drafting a letter to the Florida Legislature dissuading the restriction of mid-block crossings and RRFB’S due to the damaging impacts this would have on safety and equity throughout Pinellas County.

## **5. AERIAL TRANSIT PRESENTATION**

Mr. Brian Pessaro with TBARTA shared a presentation with the committee on the Pinellas Aerial Gondola Feasibility Study, which is examining two potential corridors/routes in the cities of St. Petersburg and Clearwater for Aerial Gondola Transit. The purpose and intent of the study’s report

is to provide TBARTA, Forward Pinellas, the City of St. Petersburg and the City of Clearwater with sufficient information to decide whether to continue consideration of one, both or neither corridor. Currently, the study is looking to see if there is enough information and resources to conduct a detailed environmental assessment and subsequently a design/build contract. The Clearwater study area is from Downtown Clearwater to Clearwater Beach, via the Memorial Causeway. The St. Petersburg study runs from the Warehouse Arts district to the St. Peter Pier. Mr. Pessaro provided a presentation on the project timeline, overall project concepts, and next steps. Questions were taken and appropriately answered.

## **6. PINELLAS TRAIL VISIONING STUDY**

Ms. Joan Rice, Pinellas County Public Works (PCPW), shared updates on the Pinellas Trail Visioning Study and the Courtesy Campaign beginning this fall. The Trail Visioning Study is nearly completed, and the project objective is to create a visioning plan which meets the current and future needs of the Pinellas Trail and the communities using the Trail. The Visioning Study included collaboration with several stakeholders of the Pinellas Trail (e.g., municipalities, County departments, , the Friends of the Pinellas Trail, and the public). Stakeholders were asked for feedback on opportunities and challenges to address over the next 30 years. A survey was sent out in early January/February 2021 and over 2,000 people responded. The draft report covers maintenance, design standards, signage, amenities, and safety. Regarding the survey results, the top amenities people would like to increase include restroom and water stations, more signage and mile markers, maps, and wayfinding. Trail user survey respondents said they would use an app on their phone and would use the trail more if there were safer crossings. Next steps are to incorporate the comments received from stakeholders, prioritize improvements, implementation, develop funding strategies and finalize the report. One of the items discovered through the survey was comments about people being rude on the Pinellas Trail. As such, for 8-weeks this fall, there will be signs along the Pinellas Trail to encourage positive behavior modification. Additionally, educational information will be to the Pinellas County Public Works (PCPW) website and each week a new topic will be featured beginning with the concept of, "be nice". Additional signage will be distributed throughout the trail with maps and wayfinding. Questions were taken and appropriately answered

## **7. SHEFF'S ENFORCEMENT ACTIVITY**

Sergeant Mark Eastty of the Pinellas County Sheriff's Office (PSCO) provided information to the committee regarding current roadway related enforcement initiatives within the PSCO jurisdiction. PSCO is dedicated to keeping the traffic ways of Pinellas County safe by having a full service traffic enforcement program. For the benefit of the committee, Sergeant Eastty focused on two specific programs, the Selective Traffic Enforcement Program (STEPS) and the Driving Under Influence (DUI) unit. These units are funded by two grants obtained by the PSCO. The Strategic Policing through Education Enforcement for Drivers (SPEED) grant allows data related to crashes, speed and aggressive driving to be analyzed. Based on the data, four to six deputies establish speed enforcement, as well as bicycle/pedestrian enforcement and education, in specific high crash areas. The second grant, the DUI enforcement grant, gives extra money to allow more deputies to be out on the road during the night-time hours to arrest impaired drivers. Another grant the PSCO applies for each year is the Bicycle/Pedestrian grant which allows extra deputies in areas with a high volume of bike/pedestrian related crashes to help enforce and educate not only drivers, but cyclists and pedestrians as well. One of the main focuses for this program is at beaches because education is key to the tourists, especially relating to the use of crosswalks. These grants have provided more deputies, and have been applied for again for FY2021/22. After the presentation, one committee member inquired about the correlation with speed and crashes during COVID-19. Specifically, the data relating to crashes increasing as a result of speeding due

to less traffic on the roadways. Sergeant Eastty responded that during the pandemic, enforcement staff was temporarily assigned to other responsibilities however, enforcement deputies have returned to monitoring roadway safety. Questions were taken and appropriately answered.

## **8. SPOTLIGHT EMPHASIS AREAS UPDATE.**

Ms. Ryan provided an overview of the SPOTLight Emphasis areas, as follows. First, regarding the US19 Frontage Road Safety Action Plan, in May the FDOT took several alternative concepts to the Forward Pinellas Board, which are being considered for the 11.5 mile corridor. After FDOT conducted considerable public outreach and meetings with municipalities along US19, FDOT found positive feedback on widening the sidewalks along the corridor for multimodal use. FDOT will bring the Forward Pinellas Board and committees an update on the concepts being considered as part of the study sometime later in 2021 or early 2022. Second, in regard to the Gateway Maser Plan, the Forward Pinellas team received a prestigious award from the American Planning Association (APA) regarding their work on the Gateway Master Plan, additionally, the new Gateway dashboard is available through the Forward Pinellas website. Lastly, regarding enhancing beach access, the Honeymoon Island entryway construction project is scheduled to be complete in March 2022.

## **9. BPAC BUSINESS**

### **A. Florida Bicycle Association (FBA)**

Vice-Chair Becky Afonso was unable to attend. Ms. Ryan shared that members should consider taking the new bicycle safety quiz on the FBA website and to please share the quiz broadly.

### **B. Friends of the Pinellas Trail**

Mr. Scott Daniels shared that the Friends of the Pinellas Trail would be hosting a Virtual Community Conversation webinar on Thursday, September 28, 2021, from 6:00 – 7:30 pm, along with several Pinellas County divisions, Forward Pinellas and other supporting stakeholders.

## **10. 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. Specifically, that the North Gap construction was ongoing and the section on East Lake Road would be soon completed. The South Gap project completed an alignment review and the scoping review had been initiated. Ms. Rice also provided an update in regard to the Keystone Road guardrail project. Specifically, that the design plans for the guard rails had been completed and the County is waiting for additional funding to begin implementation.

### **• Clearwater Bicycle Pedestrian Program**

Ms. Lauren Matzke had to leave early, and Ms. Ryan provided an email update on her behalf. Ms. Matzke indicated she would bring the Ft. Harrison Complete Streets Project to the committee for a second time if they are interested, and she was collaborating with the Gulf Coast Safe Street Summit on the development of a Walking Audit of the North Greenwood Neighborhood. Ms. Ryan reminded the committee that registration for the GCSSS was still open.

### **• Largo Bicycle Pedestrian Program**

Ms. Diane Friel was not in attendance.

- **St. Petersburg Bicycle Pedestrian Program**

Mr. Lucas Cruse, St. Petersburg Transportation shared the following updates. First, there is a new bike map in development which will be available in print and on the St Petersburg website. Second, the SunRunner construction was continuing to proceed well. Third, there will be an open streets event held on October 31<sup>st</sup> called "Halloween on Central", which would happen from MLK Street to 28<sup>th</sup> Street from 12:00 – 5:00 pm. Lastly, Mr. Cruse indicated that a request had been submitted for night use of the Pinellas Trail and a need for lighting, and that St. Petersburg staff would collaborate with Ms. Rice on the Visioning Study for consideration of this request.

- **Pinellas County Schools (PCS)**

Mr. Joseph Camera, Pinellas County Schools, shared that PCS had been working with FDOT regarding the pedestrian bridge at Bay Cove Apartments and that the project was nearing construction. Mr. Camera explained PCS was collaborating with FDOT as there are seven buses which use the area for transporting children to school. PCS was also working to reduce car lines that are add to congestion on the main thoroughfares by changing the car line locations within the school properties. A query was made by a member asking if PSTA has an agreement with PCS regarding passes for high school kids to ride the PSTA buses to school. Discussion generated and the query was addressed.

- **FDOT District 7 Updates**

Mr. Alex Henry is no longer with FDOT District 7. A new representative will be announced.

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

The next meeting of the PTSTF is October 12, 2021. The meeting will take place at the EMS Building on Ulmerton Road. Discuss future agenda topics for PTSTF and attendance efforts.

## **11. OTHER BUSINESS**

### **A. Membership**

It was recognized there are opening for St. Petersburg, Dunedin, Clearwater and Pinellas Park/Mid-County and an At-Large.

### **B. Correspondence, Publications, Articles of Interest**

There were no comments regarding this item.

### **C. Suggestions for Future Agenda Topics**

No other suggestions for future agenda topics.

### **D. Other**

The next Tri-County meeting is scheduled for September 29, 2021 hosted by Hillsborough County. This is a virtual meeting.

## **12. ADJOURNMENT**

Chairman Smith adjourned the meeting at 10:12 am. The next BPAC meeting is scheduled for Monday, October 18, 2021.

**Bicycle Pedestrian Advisory Committee – October 18, 2021**  
**4. Forward Pinellas Executive Summary – October 13, 2021**



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**SUMMARY**

The October 13, 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 October 13, 2021 – the summary will be sent in a separate email

**ACTION:** None Required, Informational Item Only

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## **SUMMARY**

Each year in the Fall Forward Pinellas updates its Transportation Improvement Program (TIP) to include the recently adopted transportation work programs of the local governments. Although metropolitan planning organizations are only required to provide information on federal- and state-funded transportation projects, Forward Pinellas has historically included the transportation projects in adopted local government capital improvement programs through its annual fall update. This provides citizens, businesses and other public agencies that reference the TIP with a more comprehensive report of scheduled transportation projects located throughout Pinellas County.

Pinellas County's transportation work program is adopted each year as part of its Capital Improvement Program (CIP). It is the largest local government work program contained in the TIP. Summary tables representing the transportation section of the CIP are attached. The summary tables include information on the status of the projects and any changes that have occurred from the previous year's work program. Projects that have changed since the prior year are shaded. Also included are the work program tables of the various local governments, local airports, Port of St. Petersburg, Pinellas Suncoast Transit Authority (PSTA) and Federal Transit Administration (FTA) Section 5310 Grant Program allocations. Pending approval by the Forward Pinellas Board on November 10th, the attached maps and tables will be included in the TIP.

## **ATTACHMENT(S):**

- Summary Table of Pinellas County Major Transportation/Advanced Transportation Management System (ATMS) Projects
- Maps of Pinellas County Major Transportation/Advanced Transportation Management System (ATMS) Projects
- Summary Table of Pinellas County Bridge, Sidewalk and Trail Projects
- Maps of Pinellas County Bridge, Sidewalk and Trail Projects
- Pinellas County, Local Government and Agency Capital Improvement Program Tables

**ACTION:** Recommend board approval of the Fall update to the Transportation Improvement Program

**Table 1 Summary Table of Bridges, Sidewalk, and Trail Projects in the 2021-2027 Pinellas County Capital Improvement Program**

<b>Project Number</b>	<b>Location</b>	<b>Project Description</b>	<b>Status</b>
967A <b>Sidewalks/Trails Map 2, Project 7</b>	Pinellas/Duke Energy Trail Extension North Loop Gap	Shared Use Bike Path/Trail	CST Underway
2232A <b>Sidewalks/Trails Map 2, Project 2</b>	Indian Rocks Rd (Phase 2) from Wilcox Rd to 8 <sup>th</sup> Ave SW	Sidewalk	Design Underway
*087A	22 <sup>nd</sup> Ave S from 58 <sup>th</sup> St S to 34 St S	Sidewalk	Design Underway
*146A	Gulf Blvd Improvements from SR 60 at Clearwater Beach to Pass-A-Grille Beach	Improvements include pedestrian crosswalks and streetlights	CST Underway
2128A <b>Sidewalks/Trails Map 2, Project 1</b>	42nd Avenue from 35th Street N to 46th Street N	Drainage and Sidewalk Improvements	Design Underway
2927A <b>Sidewalks/Trails Map 2, Project 3</b>	46th Ave. N. from 49th St. N. to 55th St. N.	Sidewalk Improvements	Design Underway, Construction FY21
3883A <b>Sidewalks/Trails Map 2, Project 4</b>	Pinellas Trail Loop (Duke Energy) South Gap from Haines Bayshore to San Martin Bridge	Shared Use Bike Path/Trail	Design Underway
3885A <b>Sidewalks/Trails Map 2, Project 5</b>	Virginia Ave. Sidewalk Improvements from CR 1 to N. Hercules Ave.	Sidewalk Improvements	Design FY23
4539A <b>Sidewalks/Trails Map 2, Project 6</b>	Belcher Rd. Sidewalk Improvement from 38th Ave. N. to 54th Ave. N.	Sidewalk Improvements	Design FY23
702A <b>Bridges Map 1, Project 5</b>	Crosswinds Dr Bridge over Crosswinds Canal	Bridge Replacement	CST Underway
1034A <b>Bridges Map 1, Project 1</b>	Old Coachman Rd over Alligator Creek	Bridge Replacement	Design Underway, Construction FY22
1035A <b>Bridges Map 1, Project 2</b>	Oakwood Dr over Stephanie's Channel	Bridge Replacement	Construction FY22
1036A <b>Bridges Map 1, Project 3</b>	San Martin Blvd over Riviera Bay	Bridge Replacement	PD&E Study Phase
1037A <b>Bridges Map 1, Project 4</b>	Beckett Bridge	Bridge Replacement	Design Phase



<b>Project Number</b>	<b>Location</b>	<b>Project Description</b>	<b>Status</b>
*423A	Dunedin Causeway Bridge	Bridge Replacement PD&E Study	Design Phase

\*Project is not mapped on Pinellas County Work Program maps

Notes:

- 1) FPN = Federal Project Number; DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); CST = Construction; PE = Preliminary Engineering; PD&E = Project Development and Environment; SRTS = Safe Routes to School.
- 2) Shaded projects indicate changes in the FY 21/22 – 2026/27 Pinellas County Capital Improvement Program (CIP) compared to the FY 2020/21 – 2025/26 CIP. The status column summarizes changes from the previous year.
- 3) This project summary table does not include projects such as drainage work, landscaping, railroad crossings and routine maintenance and repairs.
- 4) Federal Project Numbers (FPN) have been added, where applicable, as a cross-reference to the FDOT State Work Program. Some projects may appear in both the local and state work programs due to funding sources from both local and state government.

**Table 2 Summary Table of Major Transportation and ATMS projects in the 2021-2027 Pinellas County Capital Improvement Program**

<b>Project Number</b>	<b>Location</b>	<b>Project Description</b>	<b>Status</b>
3914A <b>Major Transportation Map 2, Project 2</b>	Forest Lakes Blvd Phase III - From Tampa Rd. to SR 580	A study to widen Forest Lake Boulevard between SR 580 and SR 584 (Tampa Road) upgrading the typical section from two lane undivided to four lane with a center two-way left turn lane and bike lanes.	PE Underway
*297A/ FPN 4338801	Gateway Expressway/118 <sup>th</sup> Ave N/CR 296 (Future SR 690) from US 19 (SR 55) to E of 28 <sup>th</sup> St N	New Road/Bridge Construction 0 to 4 lanes	CST Underway
1018A <b>Major Transportation Map 1, Project 1</b>	Betty Lane at Sunset Point Road	Intersection Improvements	CST Underway
3322A <b>Major Transportation Map 2, Project 4</b>	Sunset Point Rd Road Rehabilitation from Kings Highway to Keene Road	Roadway Improvements	CST Underway
1023A <b>Major Transportation Map 1, Project 2</b>	131 <sup>st</sup> St N at 82 <sup>nd</sup> Ave N and 86 <sup>th</sup> Ave N	Intersection Improvements	CST Underway
097A <b>Major Transportation Map 4, Project 9</b>	62 <sup>nd</sup> Ave N from 49 <sup>th</sup> St N to 34 <sup>th</sup> St N	Roadway Improvements,	PE Underway
2063A <b>Major Transportation Map 2, Project 1</b>	Starkey Road reconstruction & widening from Flamevine to Bryan Dairy Road	Road reconstruction and widening from 4 lanes divided to 6 lanes divided. Pond construction, storm pipe upgrade, traffic signalization and pavement markings.	CST FY22-FY24
*2105A	Starkey Road roadway improvement from Bryan Dairy Road to Ulmerton Road	Roadway improvements to include turn lanes, drainage, bicycle lanes, and sidewalks.	Acquisition FY22

<b>Project Number</b>	<b>Location</b>	<b>Project Description</b>	<b>Status</b>
2109A <b>Major Transportation Map 1, Project 4</b>	Whitney Rd at Wolford Rd	Intersection Improvements	CST Deferred to FY22
*1177A	Lakeshore Estates	Roadway and Drainage Improvements	CST Underway
*1177B	Lakeshore Estates Phase 2	Roadway and Drainage Improvements	CST Underway
2069A <b>Major Transportation Map 1, Project 3</b>	62 <sup>nd</sup> Avenue N & 25 <sup>th</sup> Street N	Intersection Improvements	CST FY22
2702A <b>Major Transportation Map 3, Project 5</b>	67 <sup>th</sup> Street N. from 48 <sup>th</sup> Ave N to 50 <sup>th</sup> Avenue N, and 67 <sup>th</sup> Street N. from 54 <sup>th</sup> Avenue N. to south Dead End	Roadway Improvements	CST Underway
3862A <b>Major Transportation Map 3, Project 7</b>	Belleair Road	Complete Streets Improvements	Design FY23
3876A <b>Major Transportation Map 1, Project 6</b>	49th St N. (CR 611) at 70th Ave N.	Intersection Improvements	Design Underway
3877A <b>Major Transportation Map 3, Project 8</b>	Sunset Point Rd. from Highland Avenue to Keene Rd	Roadway Improvements	PE FY22
3880A <b>Major Transportation Map 4, Project 2</b>	102nd Ave from 137th St to 113th St	Roadway Improvements	Design Start: FY21
3882A <b>Major Transportation Map 4, Project 3</b>	54th Ave. N. from 49th St. N. to 34th St. N.	Roadway Improvements	Preliminary Engineering
3884A <b>Major Transportation Map 4, Project 4</b>	Highland Ave (CR 375) from Belleair Rd (CR 464) to E. Bay Dr (CR 686)	Roadway Improvements	Design deferred to FY22
4182A <b>Major Transportation Map 4, Project 5</b>	Nebraska Ave from Alt US 19 to West Lake Rd	Roadway Improvement	PE Phase

<b>Project Number</b>	<b>Location</b>	<b>Project Description</b>	<b>Status</b>
4200A <b>Major Transportation Map 4, Project 6</b>	Gulf Blvd Improvements – Penny IV	Roadway Improvements	CST Underway
3879A <b>Major Transportation Map 4, Project 1</b>	East Lake Rd (CR 611) from Tampa Rd (CR.752) to Trinity Blvd. (CR 966)	Roadway Improvements	PE FY21
4540A <b>Major Transportation Map 4, Project 7</b>	West Bay Complete Streets project from the Belleair Bridge to Clearwater-Largo Road	Complete Streets Improvements	Design Start FY21
*3898A	Lakeview and Keene Rd Drainage Improvements	Intersection Improvements	Design Underway, Construction FY23
2132A <b>Major Transportation Map 3, Project 3</b>	40th St N. (CR641) from 40th Ave N to Lown St N.	Roadway Improvements	Goes with #002131A (sidewalk only)
2180A <b>Major Transportation Map 3, Project 4</b>	62nd Ave. N. from 49th St. N. to 66 <sup>th</sup> St. N.	Facilities Enhancements	Study Phase
2086A <b>Major Transportation Map 3, Project 1</b>	Paving Huston Lane and Pinecrest Drive	Roadway Improvements	Construction Scheduled for FY22
*2932A	Crystal Beach Paving and Drainage Improvements	Roadway Improvements	Design Phase. Construction scheduled for late FY21
2131A <b>Major Transportation Map 3, Project 2</b>	46th Ave N from 49th St N. (CR 611) to 38th St N	Roadway Improvements	Design Phase Underway
2925A <b>Major Transportation Map 3, Project 6</b>	126 <sup>th</sup> Ave N from 34 <sup>th</sup> St to US 19	Roadway and Intersection Improvements	PD&E Study Phase
2540A <b>Major Transportation Map 1, Project 5</b>	Belcher Rd at SR 60/Gulf-to-Bay Blvd	PD&E Study	PD&E Study Phase
087A <b>Major Transportation Map 4, Project 8</b>	22nd Ave S - 58th St S to 34th St S	Roadway Improvement	Design Phase Underway

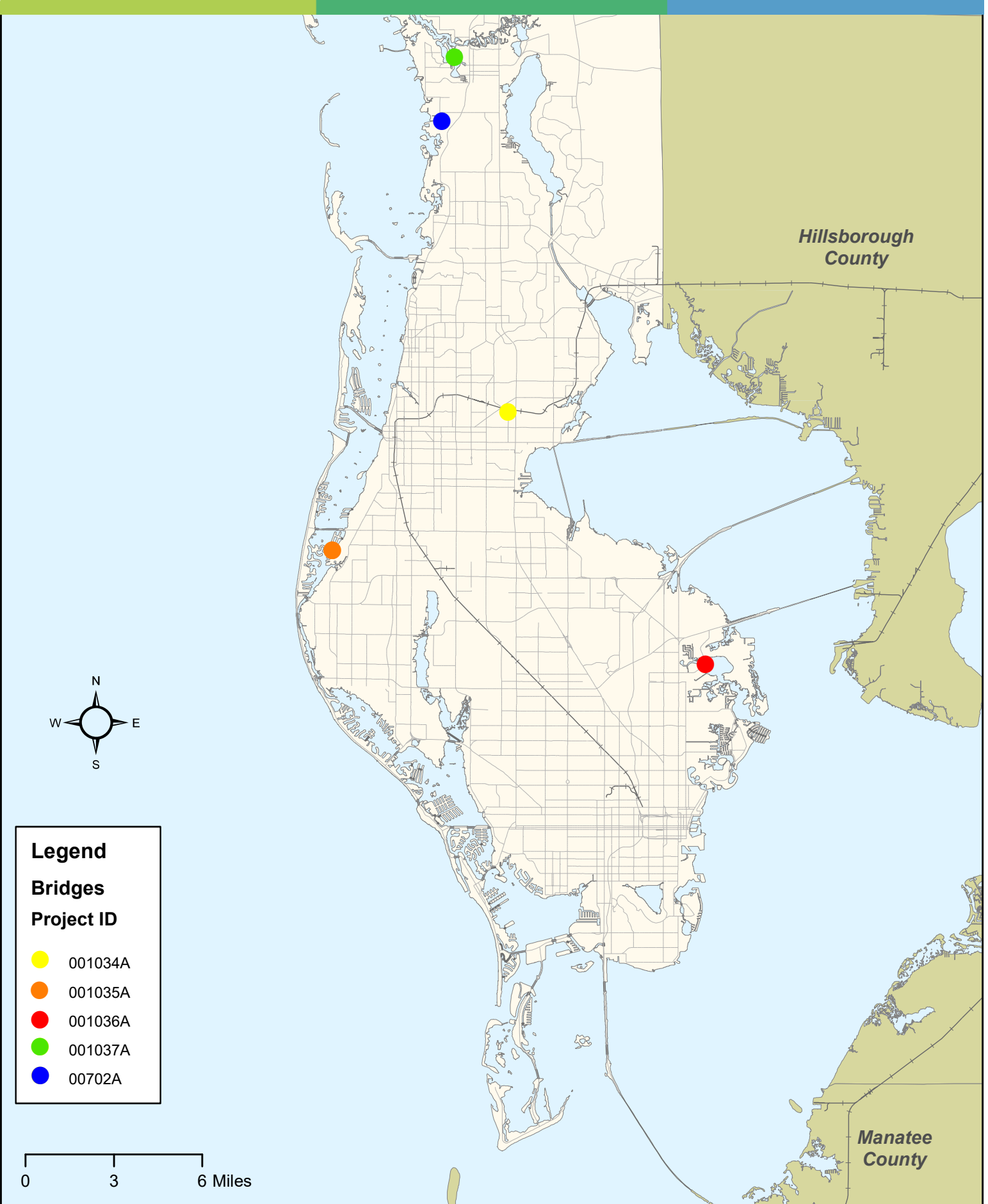
Project Number	Location	Project Description	Status
4542A <b>Major Transportation Map 2, Project 5</b>	ATMS Drew Street	ATMS Improvements	Design FY23
4543A <b>Major Transportation Map 2, Project 6</b>	ATMS Alderman Road	ATMS Improvements	Future Project. Grant funding requested from FDOT
4544A <b>Major Transportation Map 2, Project 7</b>	ATMS 113 <sup>th</sup> Street	ATMS Improvements	Design FY24
2598A/ FPN 4348911 <b>Major Transportation Map 2, Project 3</b>	Alt US 19 S (SR 595) from SR 60 to 34th St S	ITS Improvements	CST Underway
*2599A	Downtown St. Petersburg ATMS	ATMS Improvements	Design Underway
*2601A	ATMS (Phase 3) Expansion	ATMS Improvements	CST Underway

\*Project is not mapped on Pinellas County Work Program maps

Notes:

- 1) FPN = Federal Project Number; CST = Construction; PE = Preliminary Engineering; PD&E = Project Development & Environment Study
- 2) Shaded projects indicate changes in the FY 2021/22 – 2026/27 Pinellas County Capital Improvement Program (CIP) compared to the adopted FY 2020/21 – 2025/26 CIP. The status column summarizes changes from the previous year.
- 3) This project summary table does not include projects such as drainage work, railroad crossings and routine maintenance and repairs.
- 4) Regarding 297A, the Gateway Expressway project will ultimately provide a partially-controlled access facility connecting I-275 (SR 93) to US Highway 19 and I-275 (SR 93) to the Bayside Bridge via an elevated tolled expressway.
- 5) Federal Project Numbers (FPN) have been added, where applicable, as a cross-reference to the FDOT State Work Program. Some projects may appear in both the local and state work programs due to funding sources from both local and state government.

Pinellas County Work Program  
FY 2021-2027  
Bridges, Sidewalks and Trails  
Map 1 of 2



Hillsborough County

Manatee County

**Legend**

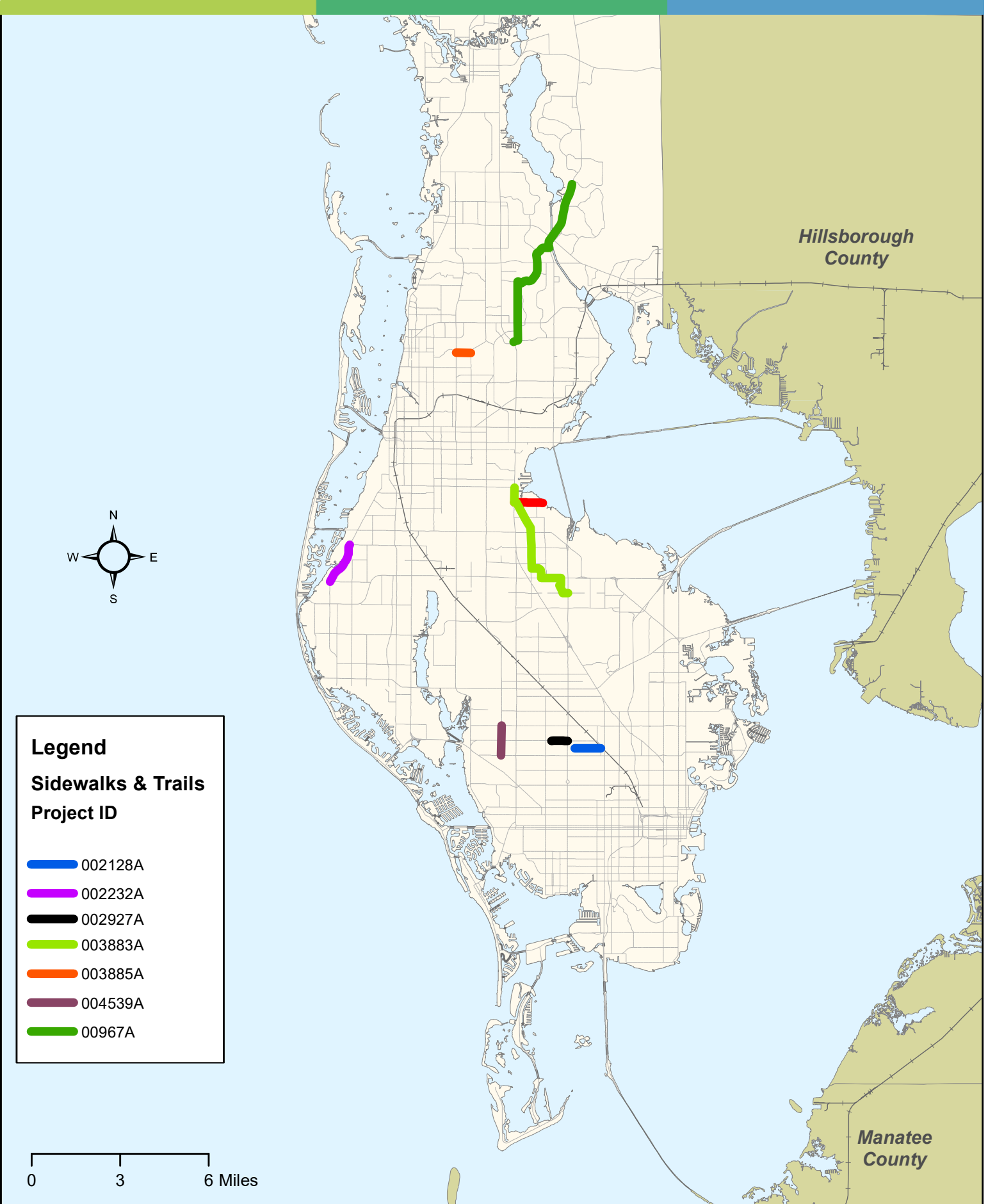
**Bridges**

**Project ID**

- 001034A
- 001035A
- 001036A
- 001037A
- 00702A

0 3 6 Miles

Pinellas County Work Program  
FY 2021-2027  
Bridges, Sidewalks and Trails  
Map 2 of 2

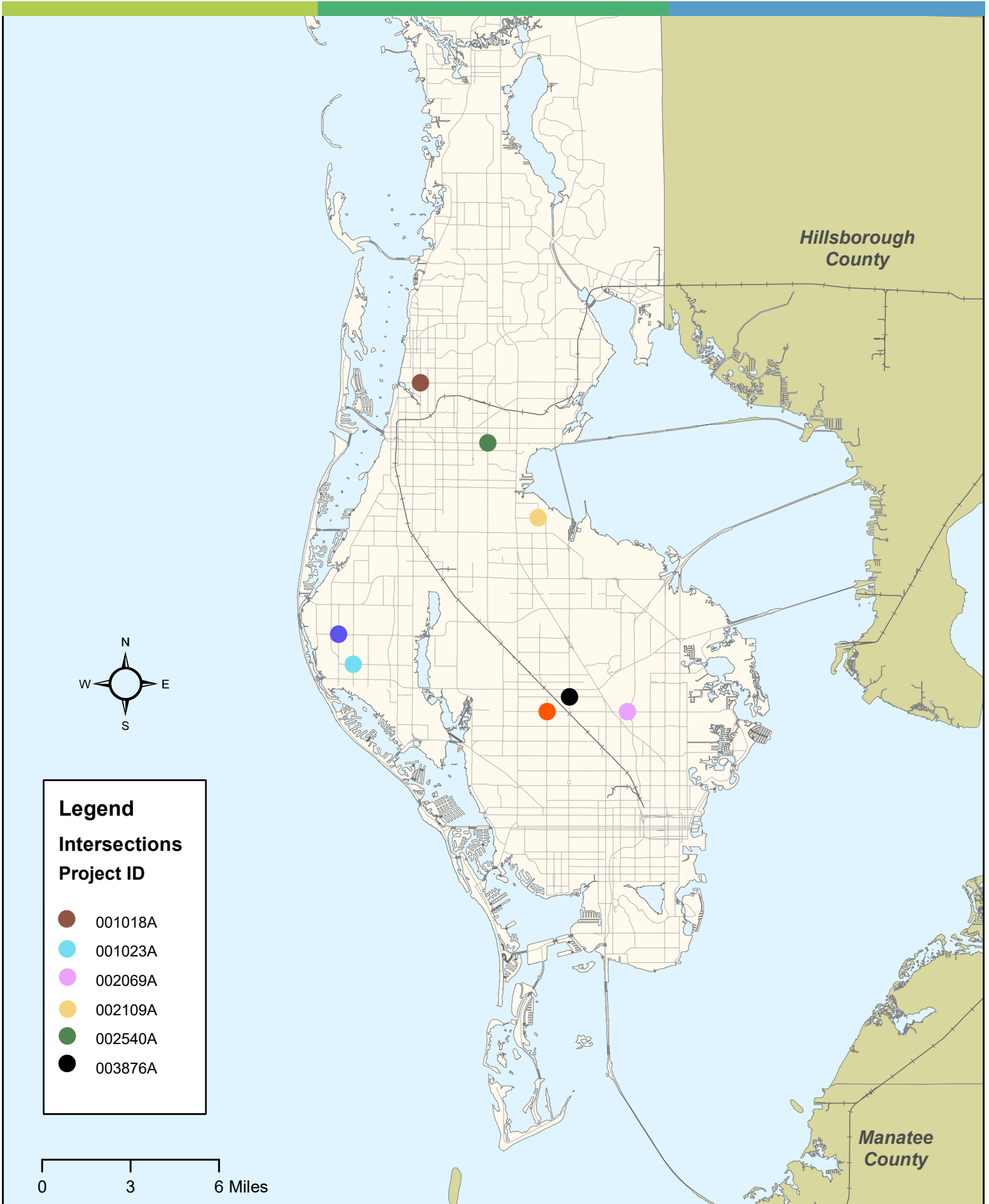


**Legend**

**Sidewalks & Trails  
Project ID**

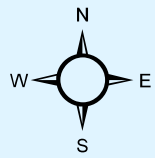
-  002128A
-  002232A
-  002927A
-  003883A
-  003885A
-  004539A
-  00967A

Pinellas County Work Program  
FY 2021-2027  
Major Transportation and ATMS Projects  
Map 1 of 4





Pinellas County Work Program  
FY 2021-2027  
Major Transportation and ATMS Projects  
Map 2 of 4



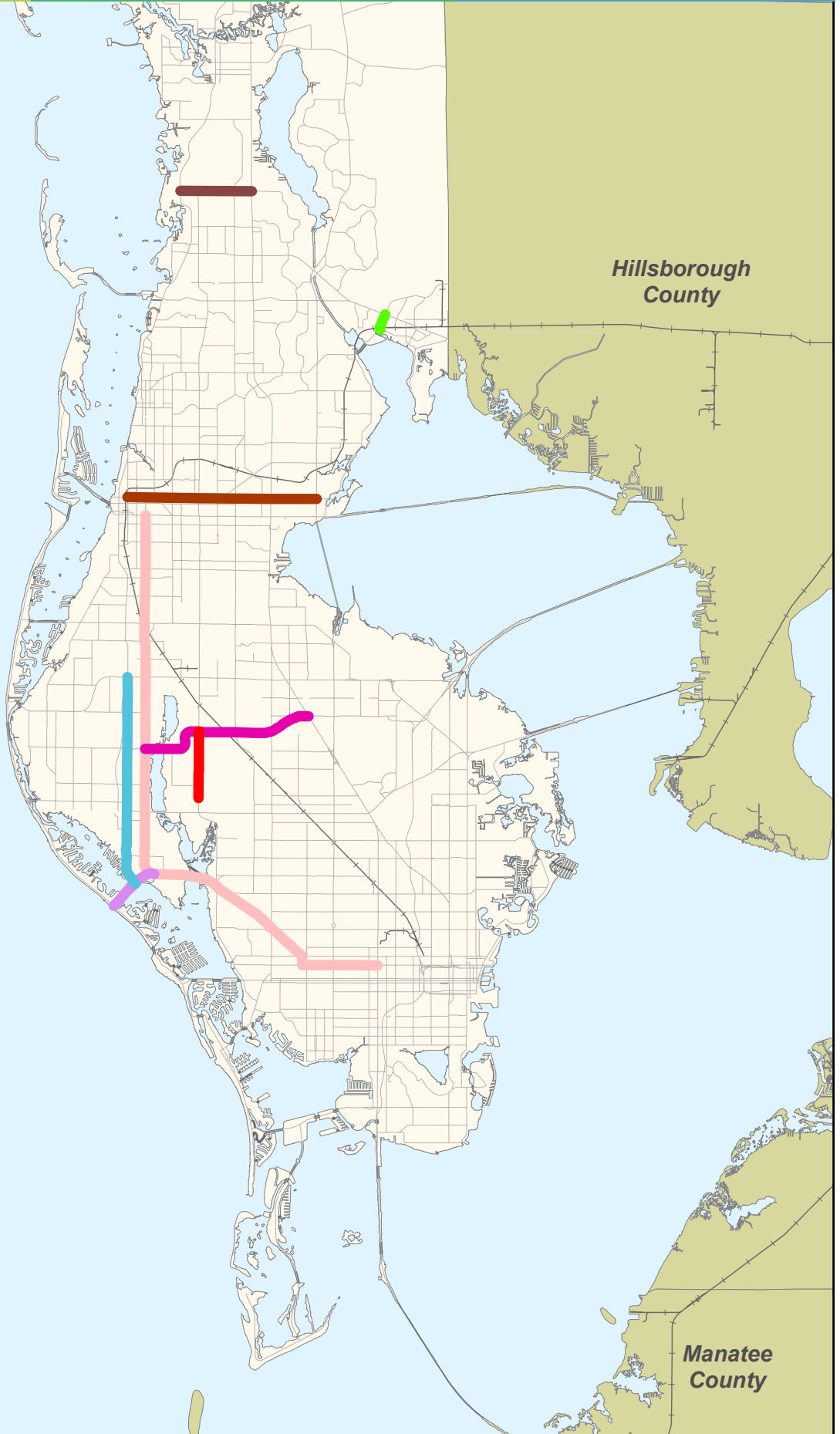
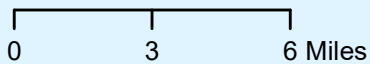
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**Road Reconstruction**  
**Project ID**

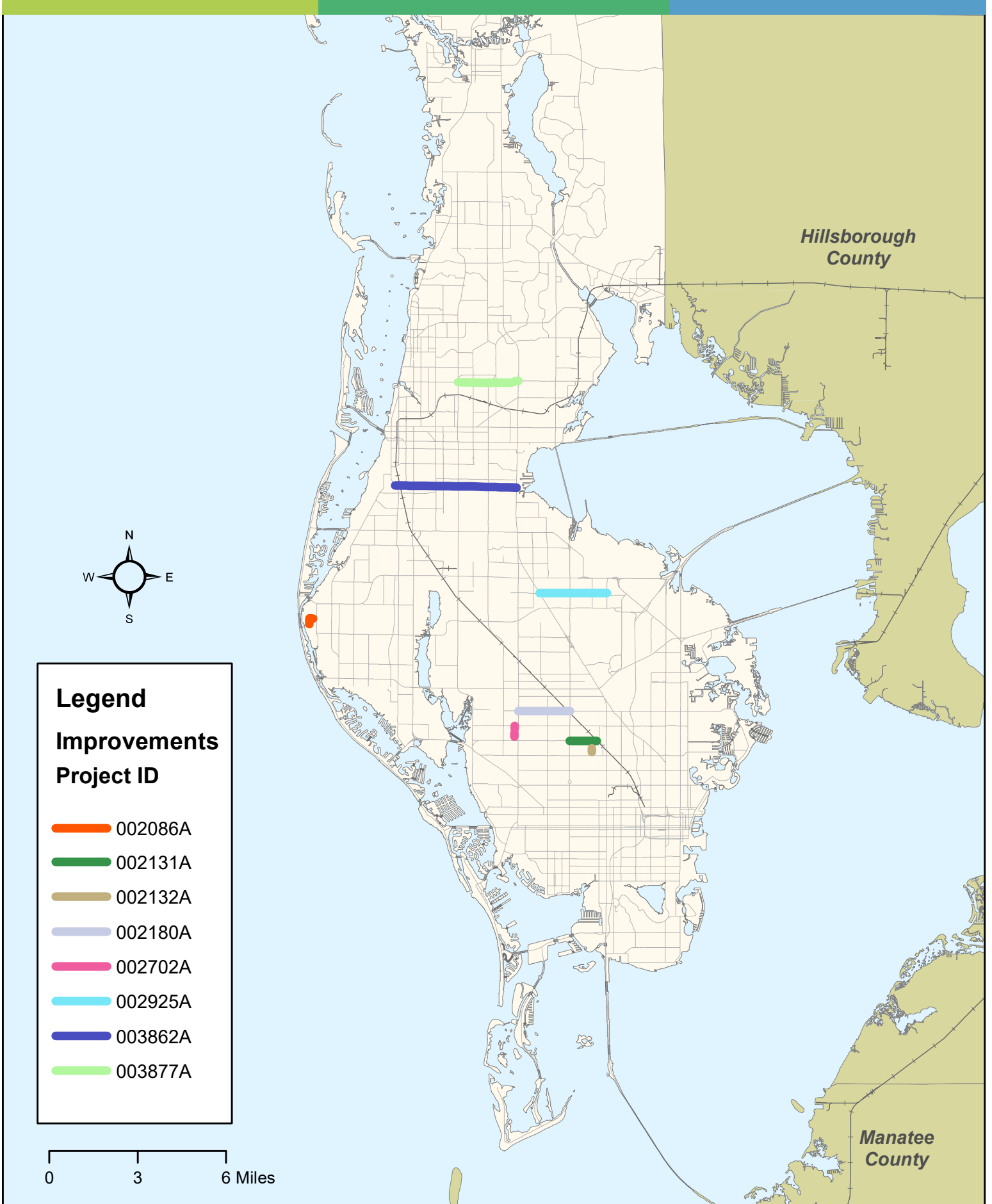
- 002063A
- 003914A

**ATMS/ITS**  
**Project ID**

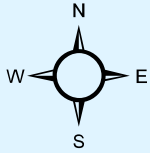
- 002598A
- 00322A
- 004542A
- 004543A
- 004544A



Pinellas County Work Program  
FY 2021-2027  
Major Transportation and ATMS Projects  
Map 3 of 4



Hillsborough  
County



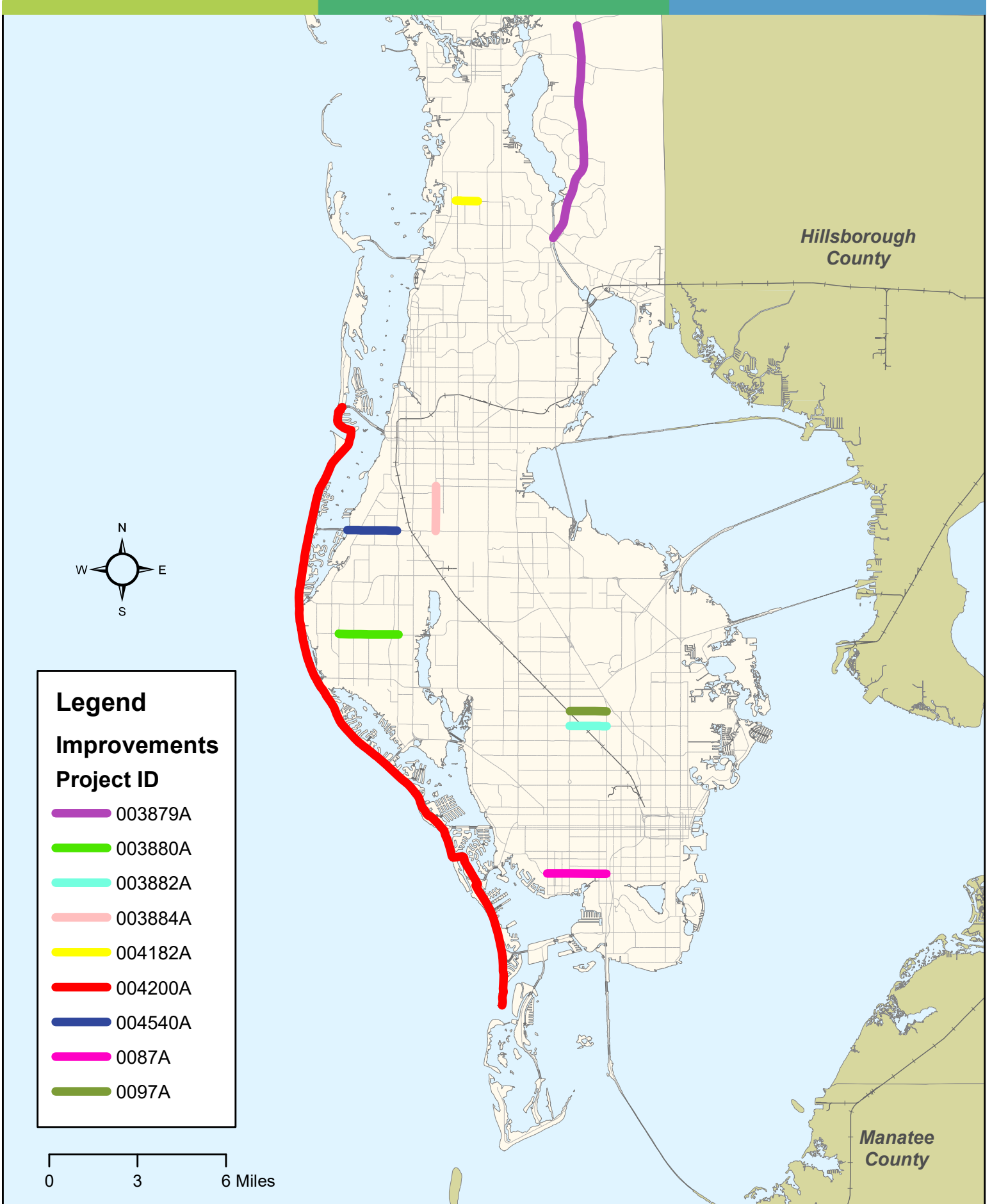
**Legend**  
**Improvements**  
**Project ID**

-  002086A
-  002131A
-  002132A
-  002180A
-  002702A
-  002925A
-  003862A
-  003877A

0 3 6 Miles

Manatee  
County

Pinellas County Work Program  
FY 2021-2027  
Major Transportation and ATMS Projects  
Map 4 of 4



**Legend**  
**Improvements**  
**Project ID**

- 003879A
- 003880A
- 003882A
- 003884A
- 004182A
- 004200A
- 004540A
- 0087A
- 0097A

0 3 6 Miles

**6. Draft Tentative Work Program**



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**SUMMARY**

The Florida Department of Transportation (FDOT) District 7 Office has developed the Five-Year Tentative Work Program for Fiscal Years 2022/23 through 2026/27. The Tentative Work Program outlines the state and federally-funded transportation projects for the next five years.

The Tentative Work Program is developed in collaboration with adjacent FDOT Districts, Central Office, and the Turnpike Enterprise. During the development phase, funding is examined, project scenarios are analyzed, and any impacts are evaluated before being presented for public comment. Two weeks before the beginning of the legislative session, the Tentative Work Program is submitted to the Florida Legislature, the Executive Office of the Governor, the Florida Transportation Commission, and the Department of Economic Opportunity for review.

Mr. Jensen Hackett, FDOT, will present the project highlights for Pinellas County in the Tentative Work Program.

**ATTACHMENT(S):** None

**ACTION:** BPAC to recommend MPI approval of the Draft Five Year Tentative Work Program FY 22- FY 26.

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**SUMMARY**

Pinellas County Public Works, in coordination with FDOT, is conducting a Project Development and Environmental (PD&E) Study on the evaluation of operational and safety improvement alternatives for the intersection of Belcher Road (County Road 501) and Gulf to Bay Boulevard (State Road 60) in Clearwater. The existing intersection is experiencing significant queueing and delay. These operational issues will only worsen as the traffic volumes continue to increase in the years to come.

The following alternatives that are currently being considered:

1. No build
2. Expanded traffic signal
3. Single point urban interchange
4. Median U-turn

County Staff will share the Alternatives Public Meeting PowerPoint presentation that includes a video of how the Median U-turn alternative would work.

**ATTACHMENT(S):** None

**ACTION:** None, information only

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## **SUMMARY**

The Florida Coast to Coast Trail (C2C) is a continuous paved multi-use trail across the state of Florida from the Gulf of Mexico to the Atlantic Ocean, the first state trail of its kind in the United States. Once completed, the C2C Trail will provide a continuous, linear multi-use trail extending about 250 miles from the Gulf of Mexico to the Atlantic Ocean linking Demens Landing Park in St. Petersburg to Merritt Island Wildlife Refuge and Cape Canaveral National Seashore near Titusville. This regional system provides connectivity to numerous other existing trails and destinations, extending beyond the C2C Trail.

In 2020, the Florida Department of Transportation (FDOT) initiated a planning level assessment of existing traffic control measures at unsignalized road and trail intersections (trail crossings) along more than 90 miles of the existing contiguous C2C Trail through Pinellas, Pasco and Hernando Counties within FDOT District Seven. This assessment focused on the westernmost 90 miles of the existing C2C Trail from downtown St. Petersburg to west of Brooksville.

The purpose of the study is based on the fact that existing C2C Trail segments in the were built between 1990 and 2020. When the existing trail segments were initially constructed, traffic control measures (like stop signs) were placed primarily on the trail approaches to intersecting roadways and driveways. Over time, development patterns and design guidelines changed, and trail volume increased, raising the need to reexamine priority assignment and determine if changes to traffic control are justified. As such, each unsignalized trail crossing in the study area was evaluated to assess and recommend the most appropriate traffic control measure.

In June 2021 FDOT provided a draft report of its findings for interagency and stakeholder comment. Forward Pinellas staff has been a stakeholder on this project and will provide an overview of the draft report and highlight main findings.

**ATTACHMENT(S):** None

**ACTION:** None, information only

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**SUMMARY**

Forward Pinellas' *Countywide Trends and Conditions Report* provides an annual snapshot of the county's transportation system, including roads, trails, sidewalks, bike lanes, and transit services. In addition, the report provides data on economic and land use activity, waterborne transportation and emerging technologies. The report serves as a tool to evaluate progress toward achieving the objectives of the Long Range Transportation Plan, identify improvements to address safety concerns and congestion problems, inform transportation safety studies and transportation project design, and target law enforcement activities related to safety.

The Trends and Conditions report will be sent under separate cover.

This agenda item will include a brief presentation by Forward Pinellas staff.

**ATTACHMENT(S):** None

**ACTION:** None, information only

**10. SPOTLight Emphasis Areas Update**

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**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



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**A. 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](http://floridabicycle.org).

- Legislative Session
- Bike/Ped Proposals

**B. 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

**C. Tri-County BPAC Meeting Update**

**12. Agency Reports**

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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 October 12, 2021

**ATTACHMENT(S):** None

**ACTION:** None required, informational only

**13. Other Business**

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**A. Membership**

There is currently one vacancy on the BPAC membership list, and it is for the Largo seat.

**ATTACHMENT:** BPAC Membership List

**B. Correspondence, Publications, Articles of Interest**

*Enforcement Aimed Road Safety -The Patch – September 2021*

*Fact Sheet -C2C Crossings Traffic Control Study – September 2021*

*Transit Planners Public Health Streets Blog – September 2021*

*With Children Back in Schools Roadway Safety - Washington Post – September 2021*

*Pinellas Trail Usage Report – August 2021*

*Pinellas County Fatalities Report – September 30, 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. Megan Basnett (09/08/21)

**Clearwater Area**

5. Gloria Lepik-Corrigan (09/08/21)
6. Vacant
7. Win Dermody (03/12/14)

**Dunedin Area**

8. Russ Hilton (09/08/21)
9. Vacant

**Pinellas Park and Mid-County**

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

**Largo Area**

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

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

14. Becky Afonso (Vice Chair) (10/08/14)
15. Jared Carter (09/08/21)

**At Large Area**

16. Paul Kurtz (12/11/13)
17. Vacant
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 (Alayna Delgado – representative, Tatiana Childress – alternate)
8. City of Pinellas Park (Derek Reeves – representative)
9. Pinellas County School System (Joseph Camera- representative, Autumn Westermann- alternate)
10. Pinellas County Health Department (Vacant – representative)
11. Friends of the Pinellas Trails (Scott Daniels – representative)
12. CUTR (Julie Bond - representative)

**Sheriff's Office /Police/Law Enforcement Representatives**

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

**Non-Voting Technical Support**

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

\*Dates signify appointment

## **Enforcement Effort Aimed At Keeping Pinellas Park Roads Safe**

Starting Wednesday, Pinellas Park police will be out in force on the city's streets as part of a high-visibility enforcement effort.



**D'Ann Lawrence White**, Patch Staff

Posted Mon, Sep 20, 2021 at 10:55 am ET

Replies (2)

Enforcement efforts will focus on areas in the city that have the most accidents involving pedestrians and bicyclists. (Pinellas Park Police)

**PINELLAS PARK, FL —** Starting Wednesday, Pinellas Park police will be out in force on the city's streets as part of a high-visibility enforcement effort to improve safety for pedestrians and bicyclists.

The enforcement effort will run from Sept. 22 to May 13, 2022.

Pinellas County ranks in the top 25 counties in the state for traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists.

Enforcement efforts will focus on areas in the city that have the most accidents involving pedestrians and bicyclists.

The project is being funded through a contract with the University of North Florida in partnership with the Florida Department of Transportation's focused initiative to improve pedestrian and bicycle safety.

**Find out what's happening in Pinellas Beaches with free, real-time updates from Patch.**

Let's go!

This effort aims to increase awareness of and compliance with traffic laws that protect the safety of pedestrians and bicyclists. Police officers will focus primarily on educating drivers, pedestrians and bicyclists.

However, warnings or citations may be given, depending on the circumstances. This includes bicyclists who fail to ride in the direction of traffic and use lights when riding at night and pedestrians who don't use crosswalks or intersections, obey pedestrian signals or aren't visible to drivers at night.



## Why Transit Planners Need to Talk About Public Health

- By [Kea Wilson](#)
- [Sep 22, 2021](#)

Baltimore is failing to deliver quality transit to the predominantly low-income neighborhoods of color that need it most, a new report from public health researchers argues — and the analysis they used to identify those areas could serve as template for other cities committed to mobility justice, too.

In a [bar-setting new report](#), a coalition of researchers from the Johns Hopkins Bloomberg School of Public Health and the Baltimore Transit Equity Coalition examined which Charm City neighborhoods are most in need of expanded and reliable transit service. But rather than look only at conventional measures of transit equity — like the number of stops within reach of the average resident, or the average commute time for bus riders — the team revealed a far more granular picture of the universe of public health metrics that expanded transit access can help improve.

The team painstakingly scored each of the 653 census block groups based on five separate indicators of air pollution, along with a raft of health indicators (such as rates of asthma, low birth weight, and COVID-19), and even a broad range of “Social Vulnerability Indicators” like access to affordable housing, disability status, household language access, and more. The highest overall scores indicated a neighborhood whose residents could potentially benefit the most from transit investment; neighborhoods with lower scores, by contrast, were doing relatively well.

Mapped out, the neighborhoods with the highest scores were almost identical to the neighborhoods in the footprint of Baltimore’s [“Black Butterfly,”](#) to quote the famous term coined by Dr. Lawrence Brown, where high concentrations of low-income, BIPOC residents have been pushed into a handful of neighborhoods, thanks to the enduring legacies of [redlining](#) and other forms of institutional racism. The areas with the *least* need, conversely, were located in Baltimore’s “White L”, the L-shaped land mass that runs along the city’s harbor and central core, flanked by the butterfly’s wings.

But even within the footprint of the Butterfly, researchers found 46 neighborhoods whose needs were particularly urgent — and in a city like Baltimore, where transit funding is scarce and a relatively high proportion of the city either relies on shared modes or [struggles to meet the costs of car ownership](#), those differences matter..

“Ideally, we’d invest in all of the neighborhoods that have been historically redlined,” said Dr. Megan Latshaw, associate scientist at Johns Hopkins and the lead author on the study. “But we don’t necessarily have the resources to do that. So if political leaders have to make tough decisions about where to invest, we want them to consider not just things like ridership and which communities are living within easy proximity of a bus stop, but also which communities have higher levels of negative health outcomes, in part because they don’t have access to the reliable, efficient transit they need.”

Maryland transportation planners don’t exactly have a reputation for prioritizing historically disadvantaged neighborhoods. In 2015, Gov. Larry Hogan [infamously cancelled](#) a long-awaited light rail extension that would have connected the historically redlined areas across east and west Baltimore — in an ironic twist, it was actually called the Red Line — diverting \$736 million in state funds to [road-widening](#) projects in the predominantly White surrounding counties and forcing the DOT to return [nearly a billion dollars in federal grants](#) in the process.

Even at the city level, Latshaw says local planners probably don’t have access to the data they’d need to truly prioritize investment in the neighborhoods that are suffering the most.

“We don’t know much about how they analyze this stuff, because it’s not a very transparent process,” she added. “But we do know they haven’t done the level of analysis that we did. We know, for instance, that the last updates they made to transit in Baltimore looked at average distance to bus stops, but not at what we call origin-to-destination times, which is how long it actually takes you to get where you’re going.”

Latshaw says even her team’s uniquely thorough analysis doesn’t tell the whole whole story of what it’s like to get around in Baltimore — because the public data they had access to didn’t, either. Thanks to a [paucity of meaningful metrics](#), the team was forced to omit stats on transit riders’ exposure to traffic violence — a particularly critical measure in a city with some of the [worst sidewalks in the nation](#) — and also they couldn’t account for levels of crime, police brutality, and other safety concerns. But she hopes future researchers will find creative ways to paint a more comprehensive picture in the future.

“We don’t just want transit that gets people where they need to go in a short amount of time,” she said. “We also want them to get there safely — in every sense of the word.”

Via [Johns Hopkins](#)



Latshaw says making holistic safety and equity data easily available would go a long way towards integrating public health into the transit planning process. But in a perfect world, good metrics wouldn't just be easy to find — agencies would be *required* to reference them anytime they built something new, and face real consequences if they, for instance, decided to send millions in badly-needed urban transit funding to expand suburban highways.

Indeed, that possibility might become a reality if the Democrats succeed in passing their \$3.5-trillion budget measure. The House Transportation and Infrastructure Committee's segment of the mega-bill included a [\\$10-billion program](#) specifically earmarked for improving the mobility of historically disadvantaged communities, which most advocates expect will be funneled primarily to transit.

But the big question is how, exactly, Washington will set parameters on which communities will qualify for the funds — a tricky analysis that Latshaw hopes public health researchers can help perform. And even if the budget measure fails, she hopes that the paper will inspire other advocates to push their transportation leaders to view transit planning through a public health lens, especially during the pandemic.

“It can't be repeated enough that the majority of people who we consider essential workers during this pandemic also [rely on transit](#),” Latshaw said. “Whether it's hospital workers or grocery store employees, these are these people who we rely on to keep us moving forward as a society. Our system is failing them, but it doesn't have to.”

## With children back in schools, safety advocates seek to protect young walkers and cyclists

Nancy Pullen-Seufert says protecting children in a pandemic also can help keep them safer on foot and on a bike.

Nancy Pullen-Seufert is the director of the National Center for Safe Routes to School and a senior research associate for the Highway Safety Research Center at the University of North Carolina. (UNC Highway Safety Research Center)

By

Katherine Shaver

September 24, 2021 at 9:04 a.m. EDT

With millions of students recently returning to classrooms, some schools are seeing heavier traffic congestion as more parents drive children to avoid crowded buses.

Safety advocates who tout the health and environmental benefits of children walking and biking to school say they can navigate the additional traffic more safely using some of the same pandemic-era measures that increase social distancing.

Staggering dismissal times to reduce hallway crowding — and letting walkers and cyclists leave first — can give children on foot and bike a head-start on, and more space from, vehicles.

Opening back entrances to allow more room to access school buildings can provide neighborhoods behind schools a more direct walk or bike route. Dropping off children farther from campuses can free up jammed school parking lots while providing children and parents a way to build more walking into their day.

They cite school systems like Arlington Public Schools, which worked to make walking safer around 16 elementary schools last spring after cutting school bus service in some areas to limit bus capacities. School and county officials did “walk audits” of surrounding neighborhoods to spot potential safety hazards that needed correcting and provided families with maps of the safest routes.

Nancy Pullen-Seufert is the director of the National Center for Safe Routes to School, which coordinates the annual Walk to School Day, this year on Oct. 6. Pullen-Seufert, also a senior research associate for the University of North Carolina’s Highway Safety Research Center, spoke with The Washington Post about how the pandemic has reframed efforts to improve pedestrian and bike safety for schoolchildren.

**The Post:** How has the pandemic changed thinking around school travel?

ADVERTISING

**Pullen-Seufert:** I think it depends on the community a bit. In some places, we’re seeing parents responding to concerns about covid by, if they have the option, driving kids to school. In other places, we’re hearing from families who are saying, “Gosh, we did more walking and biking when we were learning from home, and we realized the school trip isn’t as far as we thought,” or “We’re realizing we really liked having that extra physical activity, and we want to create some new habits around that.” We’ve seen cities prioritize sidewalk improvements and construction in places that allow for more connection between schools and neighborhoods. We’ve seen cities that have made temporary changes to their streets, either by removing a traffic lane and using cones to create more space for walking or by closing streets or limiting vehicle access to streets near a school.

Cities are making covid-era street changes permanent. Some are facing pushback.

**The Post:** In Arlington, the school system tried to help kids walk and ride to school more safely last spring because it wanted to reduce the number of children on buses. Can you talk about that?

**Pullen-Seufert:** The Arlington school district has been amazing in thinking about all the ways they want to provide options for students, particularly around walking and biking. They expanded some of their walk zones so that more students from a little further away who wouldn't necessarily have access to a school bus would have safer options for walking and biking. First, they went out and did "walk audits" to identify safety concerns and make improvements to those. They did some enhancements to crosswalks and added locations for crossing guards. On one of their higher-speed roads [Carlin Springs Road], they [temporarily] repurposed one of their traffic lanes to create more space for people to walk and bike. They also used changeable message signs to remind people that students are back to school and they're walking and biking. I think they're doing things to make changes to the built environment but at the same time are trying to change the culture around how we get around and what is expected. [Full bus service was restored for this school year, a school district official said.]

**The Post:** How has the fact that more people have been able to work from home or have more flexible work schedules during the pandemic affected the way children get to school? For example, do some parents have more time to walk their child to school rather than having to get them to a bus so they can leave for work?

**Pullen-Seufert:** We're seeing it both ways. We have families who maybe have had a chance to do more walking when everyone was at home and realized this is something they wanted to build into their lives and continue when their student returned to the classroom. Certainly more flexible work schedules for people working from home is part of that. It's sort of a reset of how we think about travel. We also have lots and lots of people who are essential workers. We still have to figure out ways to support their students in getting to school.

*7 ways the ride to the office might be different this fall*

**The Post:** What, in general, are the biggest impediments to more children walking or biking to school?

**Pullen-Seufert:** I think the number one [challenge] is really around the built environment, the fact that we've created streets that are more inviting for driving than they are for walking. We are recognizing the fact that we need to think about moving people and not just moving cars, so it's creating more space for walking and biking and creating more protected crossings. I also think about vehicle speeds. When we think about risk of serious injury and death, the faster a vehicle is going, the more likely the pedestrian is to not survive the crash. And, of course, it takes the driver longer to stop. We know parents get very concerned about allowing children to walk where they see high traffic volumes and high speeds. We also need to create access to transit and safe routes between transit stops and schools.

**The Post:** What are some of the fastest, easiest and cheapest ways that school or community leaders can make walking and cycling safer?

**Pullen-Seufert:** Schools can open up their back gates if they can, provide crossing guards and add more crossings to make it easier for students and families to come from a variety of directions to access the school. They can also work with the city to use traffic cones, paint or bollards to create more space for walking and create a physical and visual barrier between where people are driving and where people are walking. One of the other things we've seen during the pandemic is temporary infrastructure improvement projects. I was talking with someone in a community in Indianapolis that got a grant from their department of health to paint a bike lane in front of their school and to add another crosswalk because they wanted students [walking and on bicycles] to be able to access a different school entrance than their motor vehicle traffic.

*Amid pandemic, e-cycling flourishes and gets seriously competitive*

**The Post:** You previously mentioned that children in communities of color and lower-income neighborhoods are reflected more highly in crash statistics. Why is that?

**Pullen-Seufert:** We certainly see communities of color more highly represented in low-income neighborhoods, and we know that low-income neighborhoods tend to lack the same walking and

biking infrastructure that higher-income areas have. We also know that low-income neighborhoods are more likely to have a high-speed street running through them, which is obviously a safety concern. Communities of color can have lower average incomes. Sometimes that's because people are working more than one job, so there's less time for parent supervision or for being able to spend time walking to school with a child.

**The Post:** How do you correct these disparities for children in lower-income neighborhoods and communities of color?

**Pullen-Seufert:** I think it has to do with where we prioritize our resources. We need to be sure that we're first looking where there is greatest risk. It also involves making sure we're asking community members, "What are your concerns, and how would you like to be able to use your street?"

*How the pandemic and a renewed focus on equity could reshape transportation*

**The Post:** What else should people be thinking about or doing to make school travel safer, especially during a pandemic?

**Pullen-Seufert:** I'd say people should consider all of their options. If they have to drive, can they drive part of the way and walk the remainder of the route? Drivers should please drive slowly and yield to people who are walking and biking. They can also ask their school district and their school, "What are you doing to help protect my child who is riding the school bus?" I also think we want to connect with neighbors and ask how we can band together to support students using active travel to get to school or walk to public transit or their school bus stop.

Updated September 30, 2021

### **Transportation, infrastructure and the pandemic**

By [Katherine Shaver](#)

Katherine Shaver is a transportation and development reporter focusing on urban/suburban planning issues and construction of Maryland's light-rail Purple Line. Since joining The Washington Post in 1997, she also has covered crime, courts, education and local government. [\\_Twitter](#)

# Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:  
August 1<sup>st</sup> – 31<sup>st</sup> (31 days)

## August 2021

31-Day Count Total: **118,949**

Daily Average Users: **3,837**

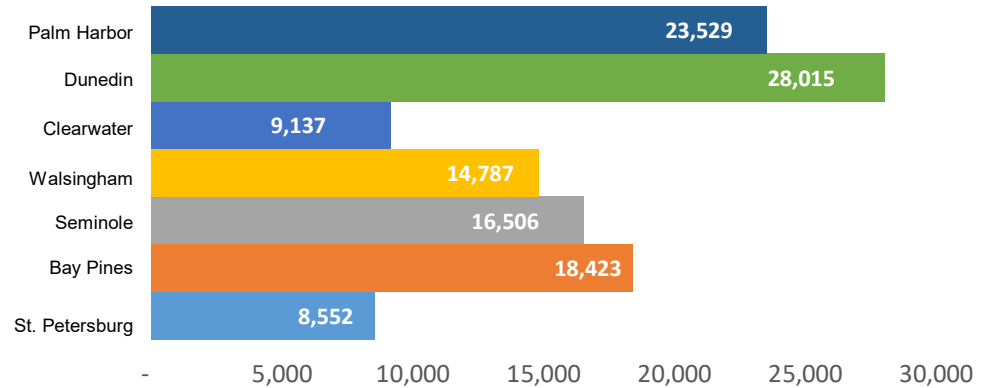
Highest Daily Totals:

#1 – Sunday, August 8<sup>th</sup> (Dunedin – 1,625)

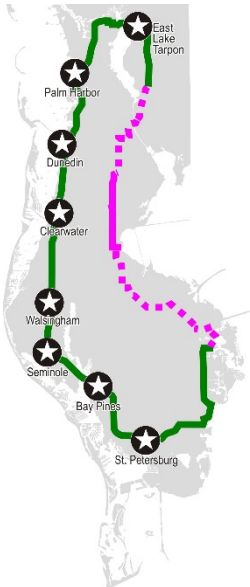
#2 – Saturday, August 7<sup>th</sup> (Bay Pines – 1,000)

#3 – Saturday, August 21<sup>st</sup> (Clearwater – 539)

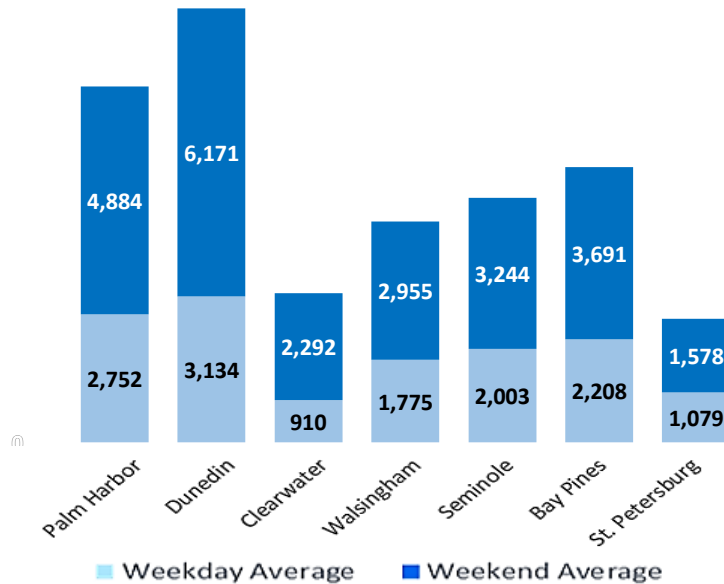
## August Trail Users by Counter Location




## Counter Locations



## Weekday & Weekend Profile



## Trail User Mode Split



Counter Location	Pedestrian (%)	Cyclist (%)
Palm Harbor:	20%	80%
Dunedin:	15%	85%
Clearwater:	3%	97%
Walsingham:	9%	91%
Seminole:	19%	81%
Bay Pines:	13%	87%
St. Petersburg:	17%	83%

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



# Pinellas Trail User Count Data Summary

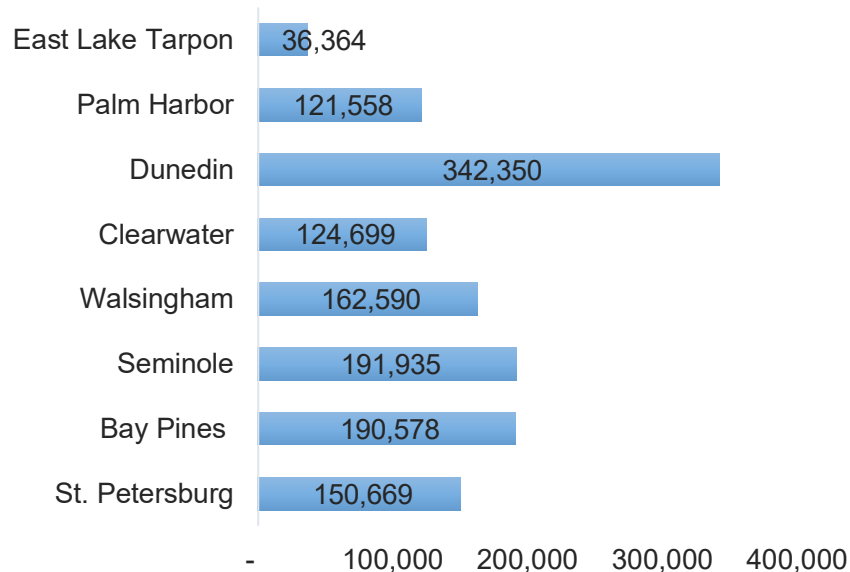
Automated Trail Counter Data Collection

Period: January – August, 2021 Data\*

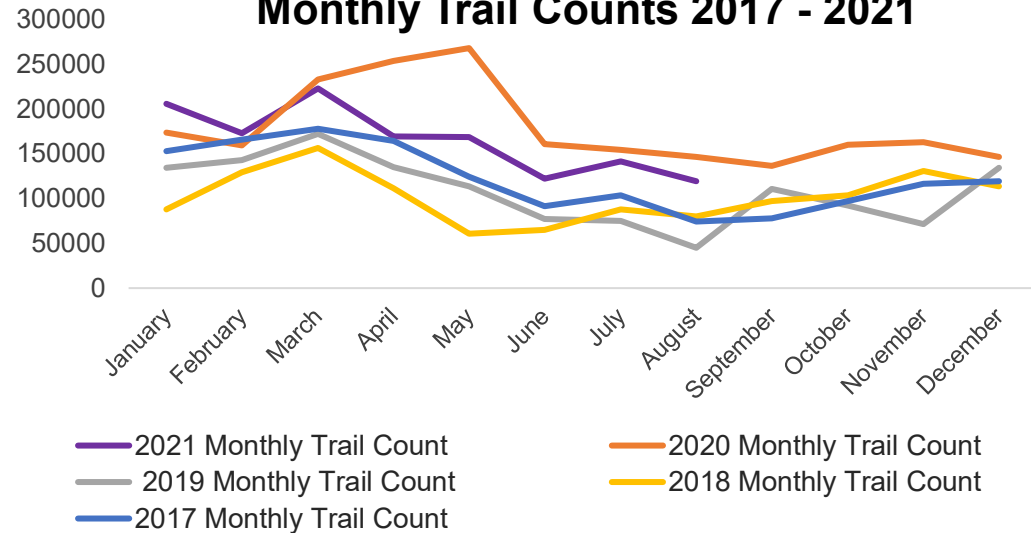


**January-August, 2021 Total Count:  
1,320,743**

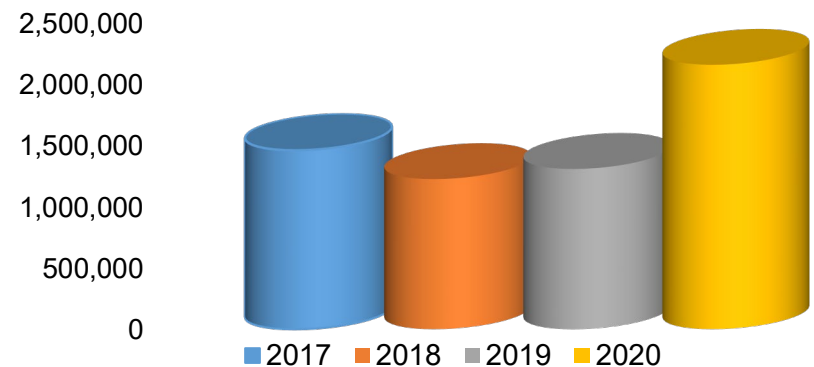
## Year to Date Data Per Location



## Monthly Trail Counts 2017 - 2021

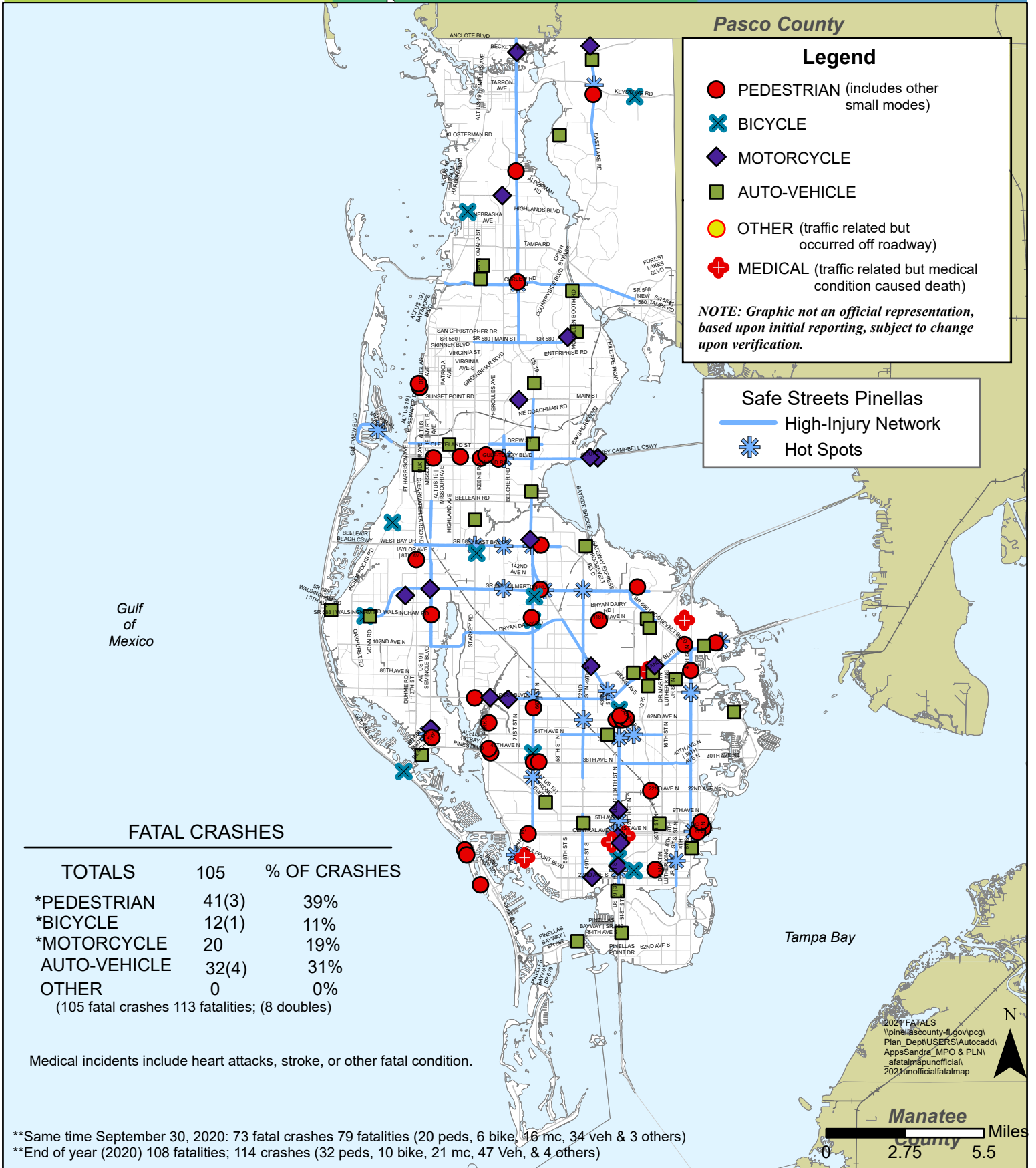


## Pinellas Trail Use 2017 – 2020



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

# Locations of Reported Traffic Fatalities



Data Source: Forward Pinellas, 2020. Map Produced: September 30, 2021.

\\pinellascounty-fl.gov\pcgl\Plan\_Dept\USERS\Autocadd\Apps\Sandra\_MPO & PLN\afatalmapunofficial\2021unofficialfatalmap\2021fatalsmapNEW.mxd



# CRASHES	DATAID	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIME	DHSMV	LEO	SEX/AGE
1	002F21	ULMERTON RD	IN FRONT OF 6363 ULMERTON	PED	1/6/2021	1	9:02PM	89358577	PCSO	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	90TH AVE N	PED	3/22/2021	1	1:30PM	24235992	SP	M/52
1	036F21	118TH AVE N	44TH ST N	PED	3/31/2021	1	11:29AM	24085205	PP	F/54
1	038F21	GULF TO BAY BLVD/2100 BLK	400 FT W OF BELCHER RD	PED/DELAY	4/6/2021	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	041F21	CENTRAL AVE	21ST ST S	PEDS/DELAY	4/9/2021	2	8:08PM	24236480	SP	M/61,F/61
1	042F21	STARKEY RD	PARK BLVD	PED/DELAY	4/12/2021	1	8:23PM	88474350	FHP	M/64
1	043F21	GANDY BLVD	SAN MARTIN BLVD NE	PED	4/15/2021	1	5:53AM	88451285	FHP	M/54
1	045F21	PARK ST N	NEAR 62ND ST	PED	4/23/2021	1	10:05PM	89359382	PCSO	F/62
1	050F21	EDGEWATER DR	UNION ST	PED/DELAY	4/30/2021	1	?	?	CLW	M/82
1	056F21	66TH ST N	69TH AVE N	PED/DELAY	5/7/2021	1	12:26AM	24085512	PP	M/33
1	058F21	SB US HIGHWAY 19	62ND AVE N	PED/DELAY	5/11/2021	1	1:46AM	88469089	FHP	M/40
1	062F21	GULF BLVD 4400 BLK SPB	N. OF PUBLIC BEACH PARKING	PED/DELAY	5/13/2021	1	9:00PM	89359589	PCSO/SPB	M/77
1	065F21	PASADENA AVE N	PINELLAS WAY N	PED	5/20/2021	1	10:02PM	24237431	SP	M/55
1	067F21	SB I 275	LANE APPROACHING 22ND AVE N	PED	5/21/2021	1	6:58PM	88477000	FHP	M/62
1	077F21	US ALT 19	UNION ST	PED	6/8/2021	1	6:13PM	24305972	CLW	M/82
1	078F21	GULF TO BAY BLVD	S ORION AVE	PED/SKATEBOARD	6/10/2021	1	1:57AM	24306258	CLW	M/26
1	080F21	GULF BLVD	AT 10182	PED	6/13/2021	1	9:51PM	89359717	PCSO/TI	M/52
1	081F21	PARK ST N	46TH AVE N	PED/DELAY	6/16/2021	1	5:40AM	88492723	FHP	M/?
1	085F21	GULF TO BAY BLVD	S AURORA AVE	PED	6/23/2021	1	3:30AM	24306247	CLW	M/24
1	090F21	SEMINOLE BLVD	WALSINGHAM RD	PED	7/10/2010	1	5:11AM	88508210	FHP	M/53
1	093F21	US HIGHWAY 19	118TH AVE N	PED	7/13/2021	1	12:19AM	24539699	PP	F/53
1	095F21	18TH AVE S	19TH ST S	PED	7/14/2021	1	10:17PM	24238675	SP	M/54
1	096F21	CLEARWATER LARGO RD	8TH AVE SW	PED	7/18/2021	1	11:13PM	24432974	LA	M/34
1	099F21	GULF BLVD	99TH AVE	PED	8/7/2021	1	10:27PM	89360074	PCSP	F/47
1	104F21	SEMINOLE BLVD	AT 5316 AREA	PED	8/28/2021	1	11:29PM	89360191	PCSO	M/44
1	105F21	34TH ST N	62ND AVE N	PED/DELAY	8/29/2021	1	8:10PM	24540027	PP	M/61
1	109F21	6TH AVE N	4TH ST N	PED/DELAY	9/17/2021	1	2:52PM	24240155	SP	F/61
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	051F21	18TH AVE S	25TH ST S	BIKE/DELAY	5/1/2021	1	4:09PM	24236975	SP	M/25
1	057F21	STARKEY RD	SOUTH OF EAST BAY DR	BIKE/DELAY	5/10/2021	1	5:55AM	24432474	LARGO	M/?
1	060F21	OSCEOLA RD	GOLF VIEW DR	BIKE	5/11/2021	1	1:41PM	87552155	BEL	M/79
1	061F21	KEYSTONE RD	MEADOWS DR	BIKE/DR & PASS	5/11/2021	2	5:48PM	88428117	FHP	M/ 58; F/50
1	073F21	66TH ST N	118TH AVE N	BIKE/DELAY	5/28/2021	1	6:08PM	24539408	PP	M/35
1	083F21	WALSINGHAM RD	OVVAL DR	BIKE/DELAY	6/20/2021	1	12:13PM	24432767	LA	M/60
1	089F21	US ALT 19	DELAWARE AVE	BIKE	7/8/2021	1	4:39PM	88538335	FHP	F/63
1	091F21	66TH ST N	SOUTH OF ULMERTON RD	BIKE	7/10/2021	1	9:02PM	24432898	LA	M/?
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	WESTLAKE BLVD	MC/DR	3/27/2021	1	6:00PM	88268515	FHP	M/24
1	037F21	18TH AVE S	34TH ST S	MC/DR	4/5/2021	1	4:35PM	24236318	SP	M/28
1	040F21	COURTNEY CAMPBELL CSWY	DAMASCUS RD	MC/DR/DELAY	4/8/2021	1	11:52PM	24305687	CLW	M/46
1	047F21	COURTNEY CAMPBELL CSWY	DAMASCUS RD	MC	4/25/2021	1	11:20PM	24305457	CLW	M/29
1	052F21	PARK BLVD	84TH LANE N	MC	5/4/2021	1	5:59AM	88498508	FHP	M/38
1	059F21	34TH ST N	11TH AVE N	MC/SCOOTER/DELAY	5/11/2021	1	1:32PM	24237196	SP	M/59
1	063F21	118TH ST N	129TH AVE N	MC/DELAY	5/14/2021	1	16:19PM	88467122	FHP	M/34
1	069F21	SUNSET POINT	WORLD PARKWAY	MC	5/22/2021	1	4:14PM	24306096	CLW	M/33
1	070F21	SEMINOLE BLVD	54TH AVE N	MC	5/22/2021	1	12:29PM	89359681	PCSO	M/56
1	072F21	US HIGHWAY 19	CENTRAL AVE	MC	5/24/2021	1	6:35PM	24432592	LARGO	M/28
1	074F21	US HIGHWAY 19	46TH ST N	MC	5/31/2021	1	8:35PM	24539484	PP	M/67
1	079F21	ULMERTON RD	SEMINOLE BLVD	MC/DELAY	6/12/2021	1	10:29PM	24432726	LA	M/60
1	094F21	SR 580	720FT WEST OF CHARLES	MC	7/13/2021	1	9:38AM	24306409	CLW	M/58
1	101F21	5TH AVE S	34TH ST S	MC/DR	8/14/2021	1	8:49PM	24239437	SP	M/28
1	107F21	US HIGHWAY 19	SOUTH OF BECKETT WAY	MC/DR	9/8/2021	1	11:10PM	24651694	TS	M/28
1	108F21	US HIGHWAY 19	NORTH OF ROOSEVELT BLVD	MC/DR/DELAY	9/11/2021	1	2:30PM	?	LA	M/45
1	110F21	SB I-275	GANDY BLVD	MC/PASS/DELAY	9/19/2021	1	12:21PM	?	FHP	F/49
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	4:22AM	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	044F21	US HIGHWAY 19	DREW ST	VEH/DR	4/20/2021	1	6:57PM	24305417	CLW	M/71
1	046F21	GANDY BLVD	OAK ST NE	VEH/PASS, MC/DR	4/24/2021	1	3:30PM	88487174	FHP	M/47
1	048F21	I275	INTERCHANGE AT 54TH AVE S	VEH/DR	4/28/2021	1	12:48PM	88268517	FHP	M/60
1	049F21	I275	MM28	VEH/DR	4/28/2021	1	3:15PM	88312128	FHP	M/77
1	053F21	4TH AVE N	49TH ST N	VEH/DR/DELAY	5/4/2021	1	5:48PM	24237028	SP	M/58
1	054F21	CAPE RAY AVE NE	16TH ST NE	VEH/DR/DELAY	5/6/2021	1	3:11PM	24237065	SP	M/83
1	064F21	SB I 275	MM 28 NEAR GANDY BLVD	VEH/DR	5/18/2021	1	10:27PM	88492539	FHP	M/26
1	066F21	NB I 275	EXIT30 RAMP/ROOSEVELT BLVD	VEH/DR	5/21/2021	1	12:20AM	88312129	FHP	M/40
1	068F21	HIGHPOINT DR	CURVE NEAR MIRA VISTA DR	VEH/DR	5/22/2021	1	3:52AM	88319008	FHP	M/21
1	071F21	DR MLK ST N	8400 BLK	VEH/DR	5/23/2021	1	3:40PM	24237500	SP	M/66
1	075F21	PINELLAS BAYWAY	LEELAND ST S	VEH/PASS/DELAY	6/2/2021	1	2:43PM	24237703	SP	F/83
1	082F21	US ALT 19	DUMHE RD	VEH/DR	6/18/2021	1	8:31AM	88498549	FHP	M/54
1	084F21	30TH AVE S	34TH ST S	VEH/DR	6/20/2021	1	2:30PM	24238624	SP	F/84
1	087F21	CR 1	MANNING RD	VEH/DR	7/3/2021	1	9:50AM	88493295	FHP	F/39
1	088F21	WALSINGHAM RD/SR 688	137TH AVE N	VEH/DR	7/8/2021	1	5:56PM	24432880	LA	F/57
1	092F21	US HIGHWAY 19	NORTH OF NURSERY RD	VEH	7/12/2021	1	9:38AM	24306386	CLW	M/79
1	097F21	MCMULLEN BOOTH RD	SOUTH OF TAMPA RD	VEH/PASS	7/23/2021	1	7:35AM	?	FHP	M/84
1	098F21	TYRONE SQUARE BLVD N	NORFOLK ST N	VEH/2 PASS	7/30/2021	2	12:52PM	24239480	SP	M16/F1
1	100F21	SR 60	PROSPECT AVE S	VEH/PASS	8/10/2021	1	11:59PM	24306720	CLW	F/28
1	102F21	54TH AVE N	43RD ST N	VEH/DRS UNBORN	8/23/2021	1	5:41AM	?	FHP	?/UNBORN
1	103F21	KEENE RD	SOUTH OF ROSERY RD	VEH/DR;VEH/PASS/DELAY	8/23/2021	2	10:14AM	24433195	LA	F/40,F/79
1	106F21	MANNING RD	HERMOSA DR	VEH/PASS/DELAY; PED	9/3/2021	2	10:15PM	88537608	FHP	M/43; F/69
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	055F21	CENTRAL AVE	3350 WALGREENS PHAR	MED/VEH/DR	5/6/2021	0	4:02PM	24237076	SP	M/60
0	076F21	EMERSON AVE S	37TH ST S	MED/VEH/DR/DELAY	6/3/2021	0	6:13PM	24237756	SP	M/57
0	086F21	PASADENA AVE S	AT 1238 PASADENA AVE S	MED/VEH/DR	6/28/2021	0	8:46PM	89359781	PCSO	M/54
105						113				
# CRASHES						# FATALS				

2021(8 doubles, 5 medicals) Reports needing verified

NOTES:  
2020 108 fatal crashes; (114 fatalities, 1 triple 4 doubles; 32 Peds, 10 bike, 21 motorcycle, 47 vehicle, 4 other)  
2019