



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

October 16, 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. **FALL UPDATE OF THE TRANSPORTATION IMPROVEMENT PROGRAM** (8:50 – 9:10)
6. **TRENDS AND CONDITIONS REPORT** (9:10 – 9:25)
7. **DRAFT TENTATIVE WORK PROGRAM** (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. Membership
 - B. Cancel December Meeting
 - C. Correspondence, Publications, Articles of Interest
 - D. Suggestions for Future Agenda Topics
 - E. Other
11. **ADJOURNMENT**

NEXT BPAC MEETING – November 20, 2023

Join Zoom Meeting for Public viewing and comment only

<https://us02web.zoom.us/j/81695341605?pwd=QjVGMVFwOEVpWm9EZFLb3FuWlhEQT09>

Meeting ID: 816 9534 1605

Passcode: 124790

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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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Bicycle Pedestrian Advisory Committee – October 16, 2023

3. Approval of Minutes



SUMMARY

The meeting summary for the September 18, 2023, meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – September 18, 2023

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
SEPTEMBER 18, 2023**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on September 18, 2023, at 310 Court Street, 1st Floor Conference Room, Clearwater, FL.

BPAC Members Present

Brian Smith, Chairman	North County Citizen Representative
Daniel Alejandro	Largo Citizen Representative
Maika Arnold	St. Petersburg Bicycle Pedestrian Coordinator
Gordon Brown	St. Petersburg Citizen Representative
Joseph Camera	Pinellas County Schools
Scott Daniels	Friends of the Pinellas Trail
Ron Englert	Dunedin Citizen Representative
Kathy Gademer	City of Dunedin
Charlie Guy	St. Petersburg Citizen Representative
Gloria Lepik-Corrigan	Clearwater Citizen Representative
Joan Rice	Pinellas County Public Works Traffic
Annette Sala	At Large Citizen Representative
Eric Sorenson	At Large Citizen Representative
Heather Vernillo	North County Citizen Representative

BPAC Members Absent

Julie Bond	CUTR
Deputy Eric Brown	Pinellas County Sheriff's Office
David Chase	Pinellas Park Citizen Representative
Whitney Clark - Zoom	City of Largo
Fernando Gutierrez	Clearwater Citizen Representative
Matt Jackson	City of Oldsmar
Caroline Lanford	City of Tarpon Springs
Jayne Lopko	City of Clearwater
Keely Murphy	St. Petersburg Citizen Representative
Donovan Nickell - Zoom	Seminole Citizen Representative
James Phillips	PSTA
Derek Reeves	City of Pinellas Park
Stuart Schwartzreich	St. Petersburg Citizen Representative
Steve Thomas	Dunedin Citizen Representative
Lara Wojahn	At Large Citizen Representative
Peter Wray - Zoom	Beach Communities Citizen Representative
Avera Wynne	Clearwater Citizen Representative
Paul Zagami, Vice Chair	Beach Communities Citizen Representative

Others Present

Jensen Hackett - Zoom	FDOT Bike Ped Coordinator
Emmeth Duran	FDOT
Ginger Regalado - Zoom	FDOT Bike Ped Project Manager
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Jim Wedlake - Zoom	Friends of the Pinellas Trail
Alexis Hall	Forward Pinellas Staff
Whit Blanton	Forward Pinellas Staff

Chelsea Favero
Kyle Simpson
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.

2. PUBLIC COMMENTS

No public comment

3. APPROVAL OF MINUTES

The summary from the August 21, 2023 meeting was approved with no corrections.

4. FORWARD PINELLAS ACTIONS & SPOTLIGHT

Kyle Simpson, Forward Pinellas staff, reviewed the September 13, 2023, Forward Pinellas Board summary. The Board approved the Complete Streets Concept Plan agreement with the City of Largo. The Board also approved the Advantage Pinellas Active Transportation Plan update and the Forward Pinellas Strategic Business Plan which highlights our priorities as an organization and what the agency will focus on over the next few years.

For SPOTLight it was noted that there were no new updates since last reporting.

5. LRTP OUTREACH UPDATE

Chelsea Favero, Forward Pinellas staff, shared an update with the committee on the Long-Range Transportation Plan (LRTP) Outreach project. Advantage Pinellas is the countywide long range transportation plan for Pinellas County that integrates future land use. Public outreach is the cornerstone for the development of the LRTP. Adopted by the Board in November 2019, the long-range transportation plan is required to be developed every five years to account for changes in transportation needs, land uses and shifting regional travel patterns and any demographic changes that may have occurred. Projections show where population growth and travel patterns may occur out to 2050 and public input is needed, as to what kinds of projects Forward Pinellas should be prioritizing to support that growth. The Advantage Pinellas Participation Challenge, www.AdvantagePinellas2050.org, is the platform chosen to solicit public outreach. Staff will be attending public events and holding focus groups with members of the public to bring the Challenge to the public. Staff attended Gecko Fest in Gulfport a few weeks ago where they talked with people and asked them to share their thoughts about transportation in Pinellas County via a QR code that brought them to this platform. Participants must register to participate and can earn raffle tickets for drawings at the end of each phase. The more interaction a person has on the website or at public events or focus groups, the more raffle tickets that can be earned. Questions were taken and appropriately answered.

6. SR 679 PINELLAS BAYWAY CYCLE TRACK

Mr. Emmeth Duran, Florida Department of Transportation (FDOT), shared information with the committee on the Pinellas Bayway Cycle Track. The Florida Department of Transportation (FDOT) recently completed construction of a 1.5-mile, two-way cycle track on the east side of SR 679 through Tierra Verde. The curb-protected cycle track was constructed as part of a regular resurfacing project. The cycle track closed a gap in the trail network that extends from Ft. De Soto Park and the Skyway Fishing Pier on the south to the Pinellas Trail on the north. The project was included in the Forward Pinellas Active Transportation Plan and builds upon trail connections recently completed to the north by FDOT and the City of St. Petersburg. Prior conditions included buffered bike lanes and twelve-foot travel lanes. Current conditions include a separated two-way cycle track on the east side and a separated one-way bike lane on the west side. FDOT also reminded members that September 17 – 23, 2023 is Child Passenger Safety Week. Questions were taken and appropriately answered.

7. ACTIVE TRANSPORTATION PLAN UPDATE

Mr. Simpson presented the Active Transportation Plan to the committee, sharing that in 2019, Forward Pinellas developed its current Active Transportation Plan (ATP) in conjunction with the Advantage Pinellas Long Range Transportation Plan (LRTP) process. Like the LRTP, the ATP identified a desired trail and bicycle facility network throughout Pinellas County, and then used a scoring system to develop a cost feasible list for projects through 2045. Forward Pinellas committed to funding ten corridors (\$62 million) and four overpasses (\$24 million) with its flexible funding over the life of the plan. Since development and adoption of the ATP, multiple corridors and overpasses have advanced for design and construction, while some need to be amended due to constraints identified after initial development of the plan. In conjunction with the ongoing Advantage Pinellas LRTP work with a 2050 planning horizon, Forward Pinellas intends to work with Fehr & Peers, one of its General Planning Consultants, to update the plan and extend the planning horizon from 2045 to 2050. Questions were taken and appropriately answered.

8. BPAC BUSINESS

A. Friends of the Pinellas Trail

Scott Daniels, Friends of the Pinellas Trail passed out the new Friends of the Pinellas Trail business cards with mailing address, website address and a phone number that will take a recorded message. He also shared his personal phone number with members to help with shorter time delays when reporting a problem. The new Trail Guide is available for \$5.00. 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 friendsofthepinellas.org.

9. AGENCY REPORTS

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

Ms. Joan Rice shared an update on the Pinellas Trail Loop. The guard rail project at Keystone Road has begun. The Lake Tarpon Canal Bridge should begin construction in 2024. In the south gap, the section between Haines Bayshore and Ulmerton is in design and some construction should begin in 2024 and some in 2026. The McKay Creek Trail is in design and the Joes Creek Greenway Trail & Stormwater Management is also in design. There are also several sidewalk projects including 42nd Avenue, 22nd Avenue S,

Mehlenbacher Road, Starkey Road and 52nd Avenue underway. Several Trail intersection projects have been completed. The new “No Unauthorized Motor Vehicles” sign is currently going up along the Trail.

- **Clearwater Bicycle Pedestrian Program**

No one in attendance

- **St. Petersburg Bicycle Pedestrian Program**

Ms. Maika Arnold, St. Petersburg Transportation, shared that the city recently submitted an application to renew the Bicycle Friendly status with the League of American Bicyclists. The Fall 2023 application review is currently underway and as part of that, the League is conducting a survey and could like to hear from everyone about their experiences biking in St. Petersburg https://www.surveymonkey.com/r/BFC_Fall23.

- **Largo Bicycle Pedestrian Program**

Whitney Clark shared that there are no updates.

- **Oldsmar Bicycle Pedestrian Program**

No one in attendance.

- **Pinellas Park Bicycle Pedestrian Program**

No one in attendance

- **Dunedin Bicycle Pedestrian Program**

Kathy Gademer shared that a roundabout is going in on Skinner Blvd. It is currently in 60% design completion with wider than normal sidewalks. An eight-to-ten-foot sidewalk is under construction in front of Casa Tina’s on Main Street near the Trail.

- **Tarpon Springs Bicycle Pedestrian Program**

No one in attendance

- **Pinellas County Schools (PCS)**

Joe Camera shared that are no updates.

- **FDOT District 7 Updates**

Jensen Hackett shared that FDOT is currently working with Central Office on the application process for SUNTrail funding and the MPO will be notified when it is available.

- **Parks**

Lyle Fowler shared that Carol Gray, Chief Ranger, has transferred internally to Group 2 and Kent Cleveland has been promoted to Chief Ranger for Group 6 which includes the Pinellas Trail.

10. OTHER BUSINESS

B. Membership

C. Correspondence, Publications, Articles of Interest

There were no comments regarding this item.

D. Suggestions for Future Agenda Topics

E. Other

Notification regarding vacancies has been sent out.

Suggestion for an agenda item for the next BPAC meeting regarding the Dunedin Causeway Bridge signs and if there are any alternatives to them.

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:01 am. The next BPAC meeting is scheduled for Monday, October 16, 2023.

4. Forward Pinellas Actions

A. Forward Pinellas Board Summary

The October 11, 2023, Executive Summary is provided for your information. A staff member will summarize actions taken by the Forward Pinellas Board at the meeting.

ATTACHMENT: Executive Summary for October 11, 2023 (will arrive separately by email)

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

Every fall, Forward Pinellas updates the Transportation Improvement Program (TIP) to include the most recent transportation work programs of the various local governments in the county. Forward Pinellas historically includes the transportation projects in adopted local government capital improvement programs to provide citizens, businesses, and other public agencies with a comprehensive report of the scheduled transportation projects throughout Pinellas County.

Besides the work program tables of the various local governments, the Fall Update document includes the Pinellas Suncoast Transit Authority (PSTA) and Federal Transit Administration (FTA) Section 5310 Grant Program allocations.

In addition, the Fall Update also includes the Pinellas County Capital Improvement Program (CIP) and budget. It is the most extensive local government work program contained in the TIP. The summary tables representing the transportation section of the CIP are attached. The summary tables include information on the location, project number, status of the projects, and any changes from the previous year's work program. The shaded items are projects that have changed since the prior year.

While the summary tables provide some information on the Pinellas County projects, more information is available on their CIP viewer, available here: <https://pinellas-egis.maps.arcgis.com/apps/dashboards/9876d4b348514f2eae4d6423b169f9bb>.

ATTACHMENT(S):

- Summary Table and Map of Bridges, Sidewalks and Trails
- Summary Table and Map of Major Transportation Projects and ATMS/ITS

ACTION: Recommend approval of the Fall Update of the Transportation Improvement Program FY 2023/24 – FY 2027/28.

Table 12- Summary Table of Bridges, Sidewalk, and Trail Projects in the 2022-2028 Pinellas County Capital Improvement Program

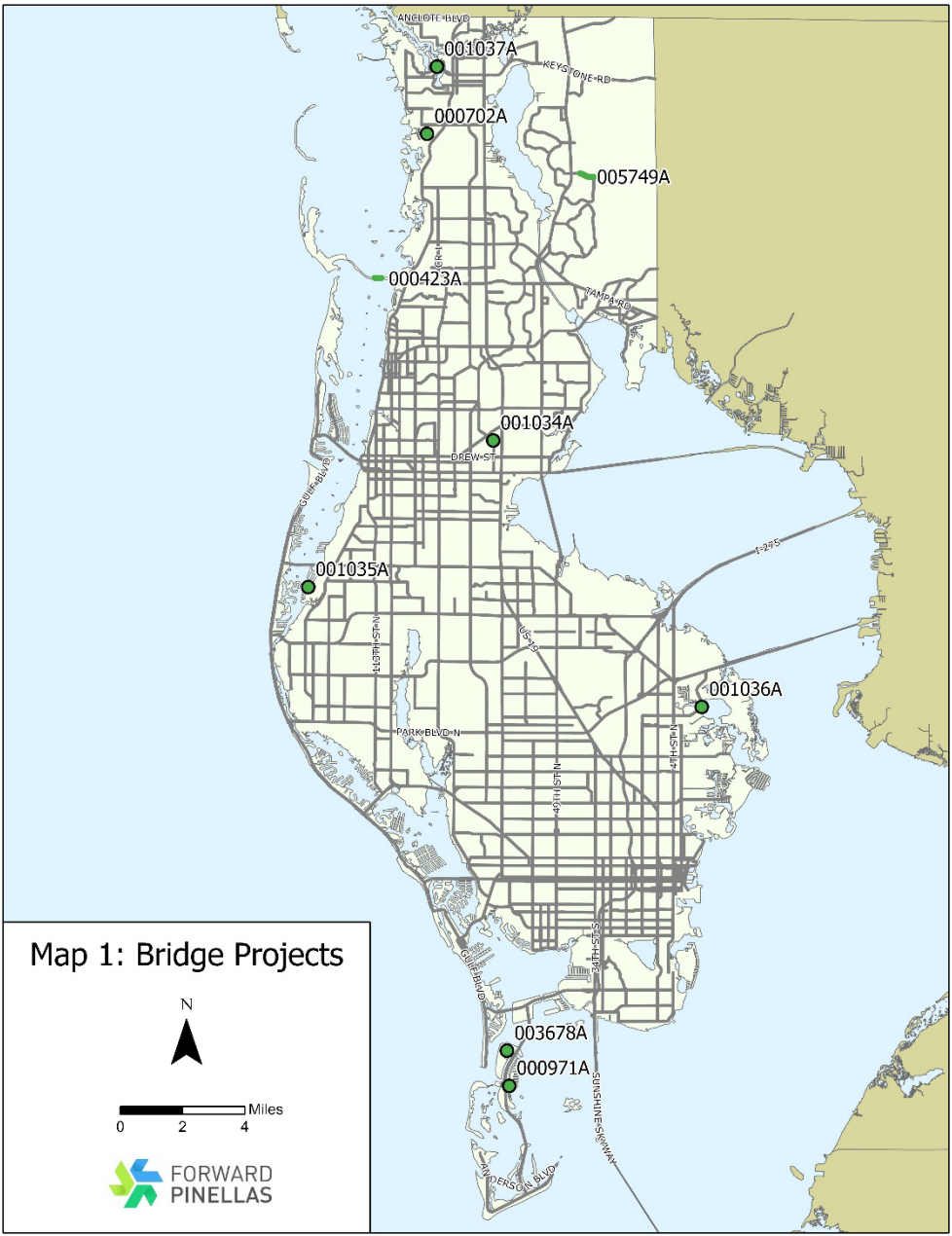
Project Number	Location	Project Description	Status
4116A Map 3: Bike Lane and Trail Projects	Joe’s Creek Trail and Stormwater Management	Trail and Drainage Improvements	Design Underway CST 2026
5752A Map 3: Bike Lane and Trail Projects	Pinellas Trail Loop Phase 5 – San Martin Blvd – Macoma Dr to Gandy Blvd	Trail	Design 2024
6030A Map 2: Sidewalk Projects	Highpoint: Russell Ave Connection	Sidewalk Improvement	CST 2024
5749A Map 1: Bridge Projects	Ridgemoor Blvd Bridge	Bridge Replacement	CST 2025
2232A Map 2: Sidewalk Projects	Indian Rocks Rd (Phase 2B) from Kent Dr to 8 th Ave SW	Sidewalk and Drainage Improvements	CST 2024
087A*	22 nd Ave S from 58 th St S to 34 St S	Sidewalk and Roadway Improvement	CST Underway
2128A Map 2: Sidewalk Projects	42nd Avenue from 35th Street N to 46th Street N	Drainage and Sidewalk Improvements	CST Underway
2927A*	46th Ave. N. from 49th St. N. to 55th St. N.	Sidewalk Improvements	CST 2024
3883A Map 3: Bike Lane and Trail Projects	Pinellas Trail Loop (Duke Energy) South Gap from 126 th Ave to Ulmerton	Shared Use Bike Path/Trail	Design Underway CST 2024
4539A Map 2: Sidewalk Projects	71 st St N Sidewalk Improvement from 38th Ave. N. to 54th Ave. N.	Sidewalk Improvements	Design Underway CST 2025
702A Map 1: Bridge Projects	Crosswinds Dr Bridge over Crosswinds Canal	Bridge Replacement	CST Underway
1034A Map 1: Bridge Projects	Old Coachman Rd over Alligator Creek	Bridge Replacement	Construction 2024
1035A Map 1: Bridge Projects	Oakwood Dr over Stephanie’s Channel	Bridge Replacement	CST Underway
1036A Map 1: Bridge Projects	San Martin Blvd over Riviera Bay	Bridge Replacement	Design Underway CST 2026
1037A Map 1: Bridge Projects	Beckett Bridge	Bridge Replacement	CST 2024
*423A Map 1: Bridge Projects	Dunedin Causeway Bridge Project	Bridge Construction	Design Underway CST 2026

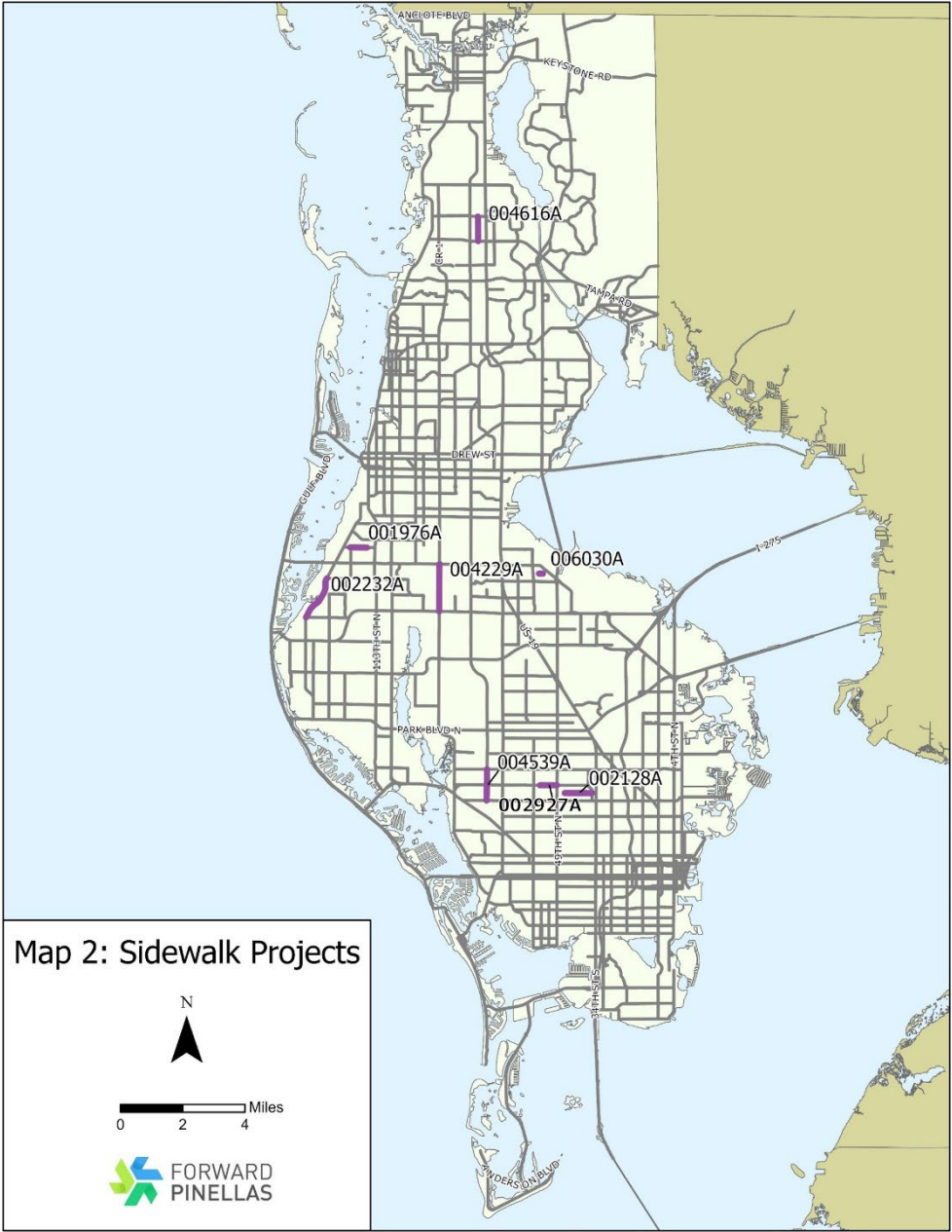
Project Number	Location	Project Description	Status
967C Map 3: Bike Lane and Trail Projects	Pinellas Trail North Gap – Tampa Rd to E Lake Rd S – Bridge over Lake Tarpon Outfall Canal	Shared Use Bike Path/Trail	CST 2024
971A Map 1: Bridge Projects	13 th Street / Sands Point Drive Bridge	Bridge Replacement	Design Underway CST 2025
1976A Map 2: Sidewalk Projects	Mehlenbacher Road from Palm Avenue to the Pinellas Trail	Sidewalk Improvements	CST Underway
3678A Map 1: Bridge Projects	Madonna Blvd over Pine Key Cutoff Bridge #154700	Bridge Replacement	Design Underway CST 2025
3883B Map 3: Bike Lane and Trail Projects	Pinellas Trail South Gap – Ulmerton Rd to Haines Bayshore	Shared Use Bike Path/Trail	Design Underway CST 2026
4229A Map 2: Sidewalk Projects	Starkey Rd. from Ulmerton Rd to East Bay Drive	Sidewalk Improvements	CST Underway
4616A Map 2: Sidewalk Projects	Riviere Rd. from Tampa Rd. to Nebraska Ave.	Sidewalk Improvements	Design Underway CST 2025
6023A Map 3: Bike Lane and Trail Projects	McKay Creek Greenway Trail	Shared Use Bike Path/Trail	Design Underway CST 2024

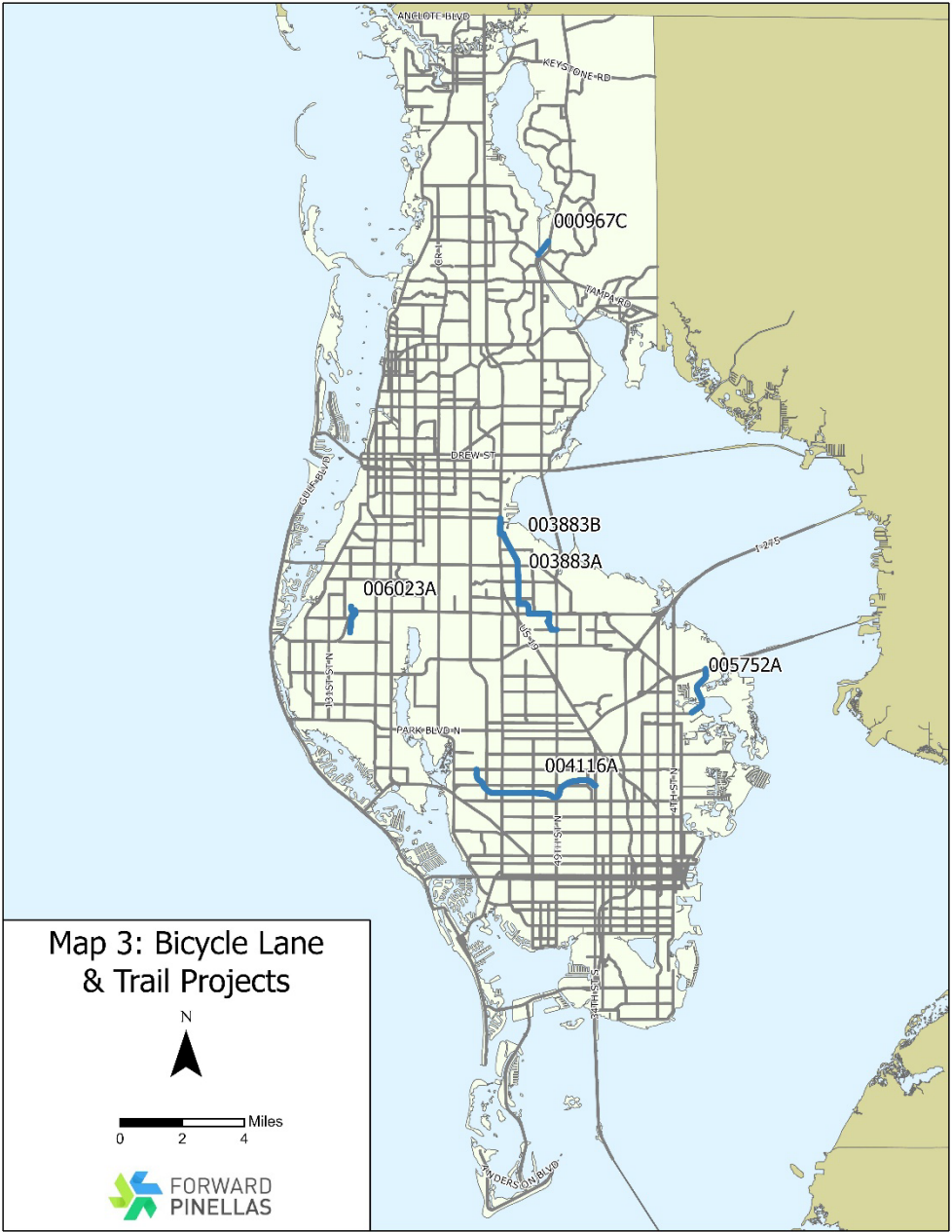
*Project is not mapped on Pinellas County Work Program maps

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 22/23 – 2027/28 Pinellas County Capital Improvement Program (CIP) compared to the FY 2021/22 – 2026/27 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.







**Map 3: Bicycle Lane
& Trail Projects**

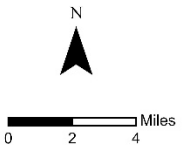


Table 13 - Summary Table of Major Transportation and ATMS projects in the 2022-2028 Pinellas County Capital Improvement Program

Project Number	Location	Project Description	Status
3897A Map 4: Roadway Projects	Anclote Rd	Roadway, Drainage and Sidewalk Improvement	Preliminary Design
05208A Map 4: Roadway Projects	Keystone Road and Eastlake Road	Emergency Access Improvement	Design 2024 CST 2025
5209A Map 4: Roadway Projects	Ridgemoor Blvd from East Lake Road to Pine Ridge Blvd	Access Management Safety Improvement	Design Underway CST 2026
5210A Map 4: Roadway Projects	Guardrail along Keystone Road – East Lake Road to Hillsborough County Line	Safety Improvement	CST Underway
5539A Map 5: ATMS/ITS and Intersection Projects	49 th St at 46 th Ave N	Intersection Improvement	Design Underway CST 2024
3914A Map 4: Roadway Projects	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.	Design Underway, CST 2027
097A Map 4: Roadway Projects	62 nd Ave N from 49 th St N to 34 th St N	Sidewalk and Roadway Improvements	Design Underway, CST 2028
2063A Map 4: Roadway Projects	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 2024

2105A*	Starkey Road roadway improvement from Bryan Dairy Road to Ulmerton Road	Roadway improvements to include turn lanes, drainage, bicycle lanes, and sidewalks.	Design 2027
2109A Map 5: ATMS/ITS and Intersection Projects	Whitney Rd at Wolford Rd	Intersection Improvements	CST 2024
Project Number	Location	Project Description	Status
2069A Map 5: ATMS/ITS and Intersection Projects	62 nd Avenue N & 25 th Street N	Intersection Improvements	CST Underway
3862A Map 4: Roadway Projects	Belleair Road	Complete Streets Improvements	Preliminary Design
3877A Map 4: Roadway Projects	Sunset Point Rd. from Highland Avenue to Keene Rd	Roadway Improvements	Preliminary Design, CST 2028
3880A Map 4: Roadway Projects	102nd Ave from 137th St to 113th St	Roadway Improvements	Design Underway CST 2025
3882A Map 4: Roadway Projects	54th Ave. N. from 49th St. N. to 34th St. N.	Roadway Improvements	Design Underway, CST 2026
3884A Map 4: Roadway Projects	Highland Ave (CR 375) from Belleair Rd (CR 464) to E. Bay Dr (CR 686)	Roadway Improvements	Preliminary Design, CST 2026
4182A Map 4: Roadway Projects	Nebraska Ave from Alt US 19 to West Lake Rd	Roadway Improvement	Design Underway CST 2024
3879A Map 4: Roadway Projects	East Lake Rd (CR 611) from Tampa Rd (CR.752) to Trinity Blvd. (CR 966)	Roadway Improvements	PD&E 2024

4540A Map 4: Roadway Projects	West Bay Complete Streets project from the Belleair Bridge to Clearwater-Largo Road	Complete Streets Improvements	Design Underway, CST 2024
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Project Number	Location	Project Description	Status
2180A Map 4: Roadway Projects	62nd Ave. N. from 49th St. N. to 66 th St. N.	Facilities Enhancements	Preliminary Design
2131A Map 4: Roadway Projects	46th Ave N from 49th St N. (CR 611) to 38th St N	Sidewalk Improvements	Design Underway, CST 2024
2925A Map 4: Roadway Projects	126 th Ave N from 34 th St to US 19	Roadway, sidewalk and trail Improvements	PD&E
2540A Map 5: ATMS/ITS and Intersection Projects	Belcher Rd at SR 60/Gulf-to-Bay Blvd	Intersection Improvement	Preliminary Design, CST 2028
087A Map 4: Roadway Projects	22nd Ave S - 58th St S to 34th St S	Sidewalk and Roadway Improvement	CST 2024 (This is a duplicate to page 1)
4543A Map 5: ATMS/ITS and Intersection Projects	ATMS Alderman Road	ATMS Improvements	CST 2025
4544A Map 5: ATMS/ITS and Intersection Projects	ATMS 113 th Street	ATMS Improvements	CST 2027

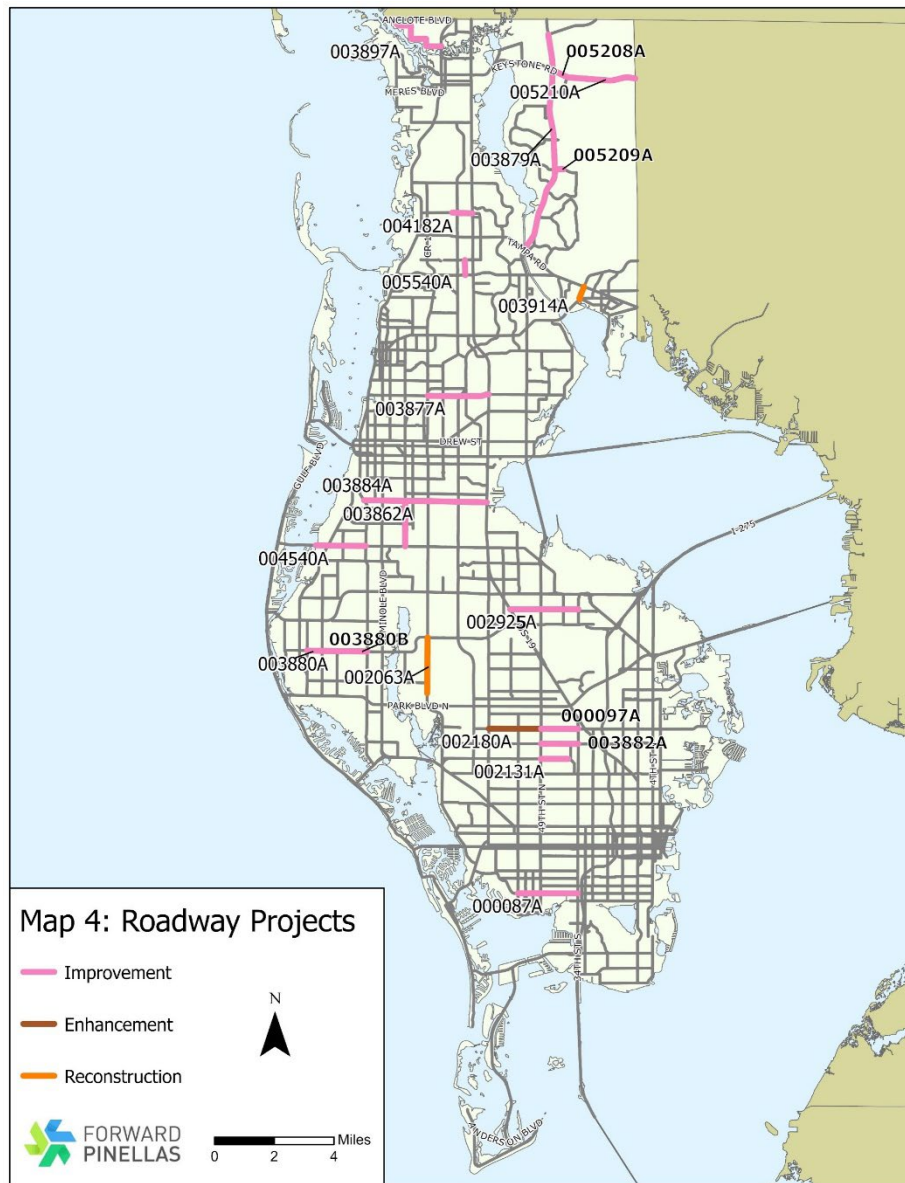
Project Number	Location	Project Description	Status
2131A*	46th Ave N from 49th St N. (CR 611) to 38th St N.	Roadway Improvements	CST 2024 (This is a duplicate to previous page)

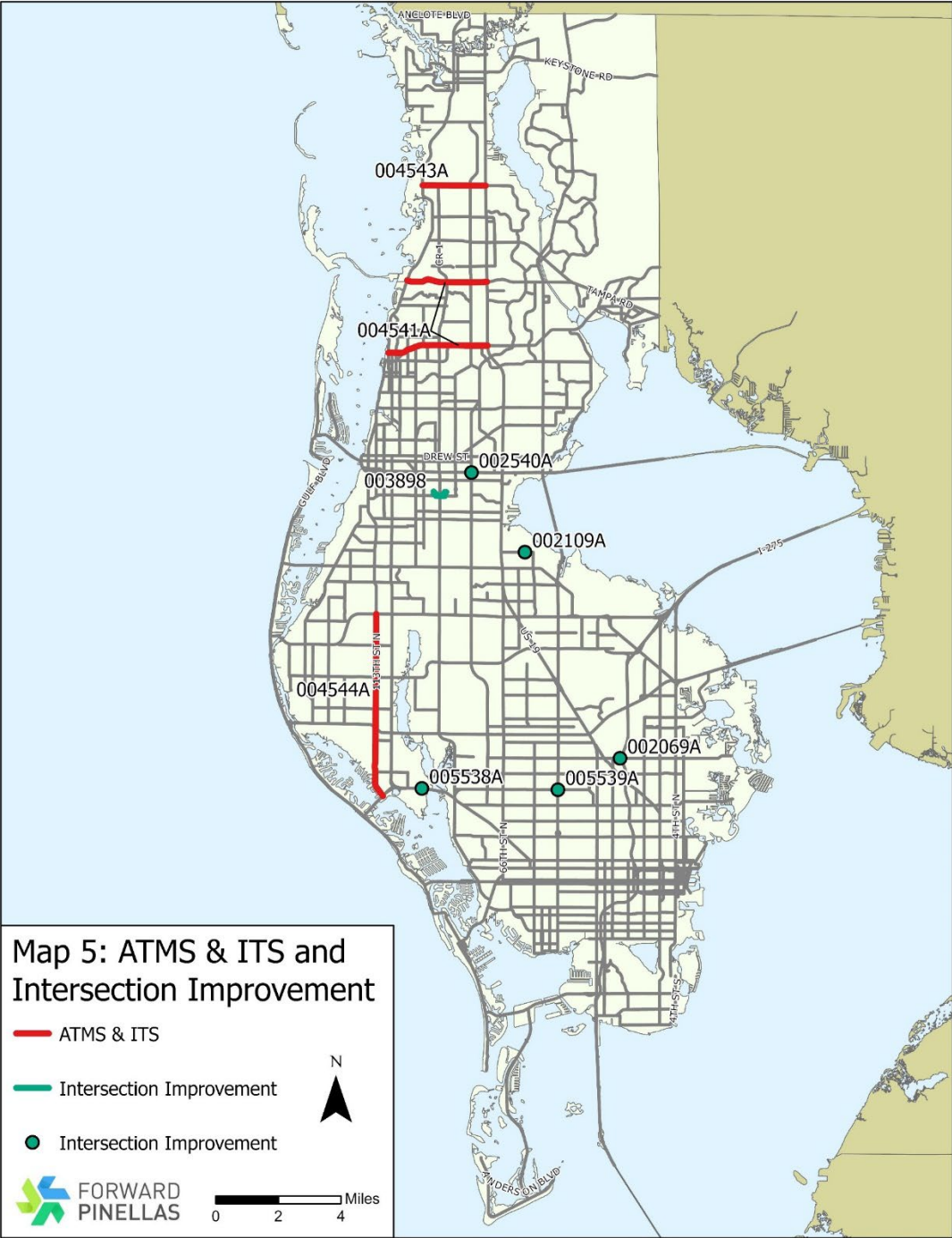
3880B Map 4: Roadway Projects	102nd Ave 113th to 125th St	Roadway Improvements	Preliminary Design
4541A Map 5: ATMS/ITS and Intersection Projects	ATMS North County Phase 2 (ATMS along SR 580 and SR 586 from Alt 19 to US 19)	ATMS Improvements	Design Underway, CST 2024
5538A Map 5: ATMS/ITS and Intersection Projects	Bay Pines Blvd and 95 th St N.	Intersection Improvements	Design Underway, CST 2025
5540A Map 4: Roadway Projects	Fisher Rd. from Curlew Rd to CR 39	Roadway Improvements	Design 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 2022/23 – 2027/28 Pinellas County Capital Improvement Program (CIP) compared to the adopted FY 2021/22 – 2026/27 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.





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.

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

ATTACHMENT(S): Draft Trends and Conditions Report

ACTION: None required; informational item only

DRAFT

October 2023



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Countywide Trends & Conditions Report

Pinellas County, FL



Developed by Forward Pinellas in its role
as the Metropolitan Planning Organization
and Planning Council for Pinellas County



Integrating Land Use & Transportation



Adapt – Build – Connect

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This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities. Neither FDOT nor this project will deny the benefits of, exclude from participation in, or subject anyone to discrimination the basis of race, color, national origin, age, sex, disability, or family status.

Funding for this report may have been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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INTRODUCTION

Pinellas County, Florida has nearly one million residents and 25 local governments. The county is made up of diverse and unique communities found nowhere else in Florida. Forward Pinellas is a government organization charged with addressing countywide land use and transportation concerns in Pinellas County. It was created by a Special Act unifying the Pinellas Planning Council (focused on land use planning) and the Pinellas County Metropolitan Planning Organization (focused on transportation planning) into one organization. This unification recognizes that land use and transportation planning do not exist independently but have a relationship in which each influences the other. Land use and transportation both play a key role in the local and regional economy, quality of life, environment and community character.

This report provides a high-level snapshot of countywide land use and transportation trends and conditions in Pinellas County, Florida. This report is based upon transportation and land use data collected from a variety of resources, including Forward Pinellas, Federal, State and local agencies. Transportation data includes highlights of the Forward Pinellas Congestion Management Process (CMP) and usage and crash data related to roads, transit, sidewalks, trails and bike lanes. Generally, data from 2022 is used along with a five-year timeframe for comparison, whenever available. For year-to-year monitoring and reporting purposes, this report only includes data up until December 2022.

Pinellas County, Florida

The Pinellas Transportation System

46 centerline miles of Strategic Intermodal System corridors

589 centerline miles of monitored roadways

67 miles of existing Pinellas Trail Loop

233 miles of existing bike lanes/sharrows

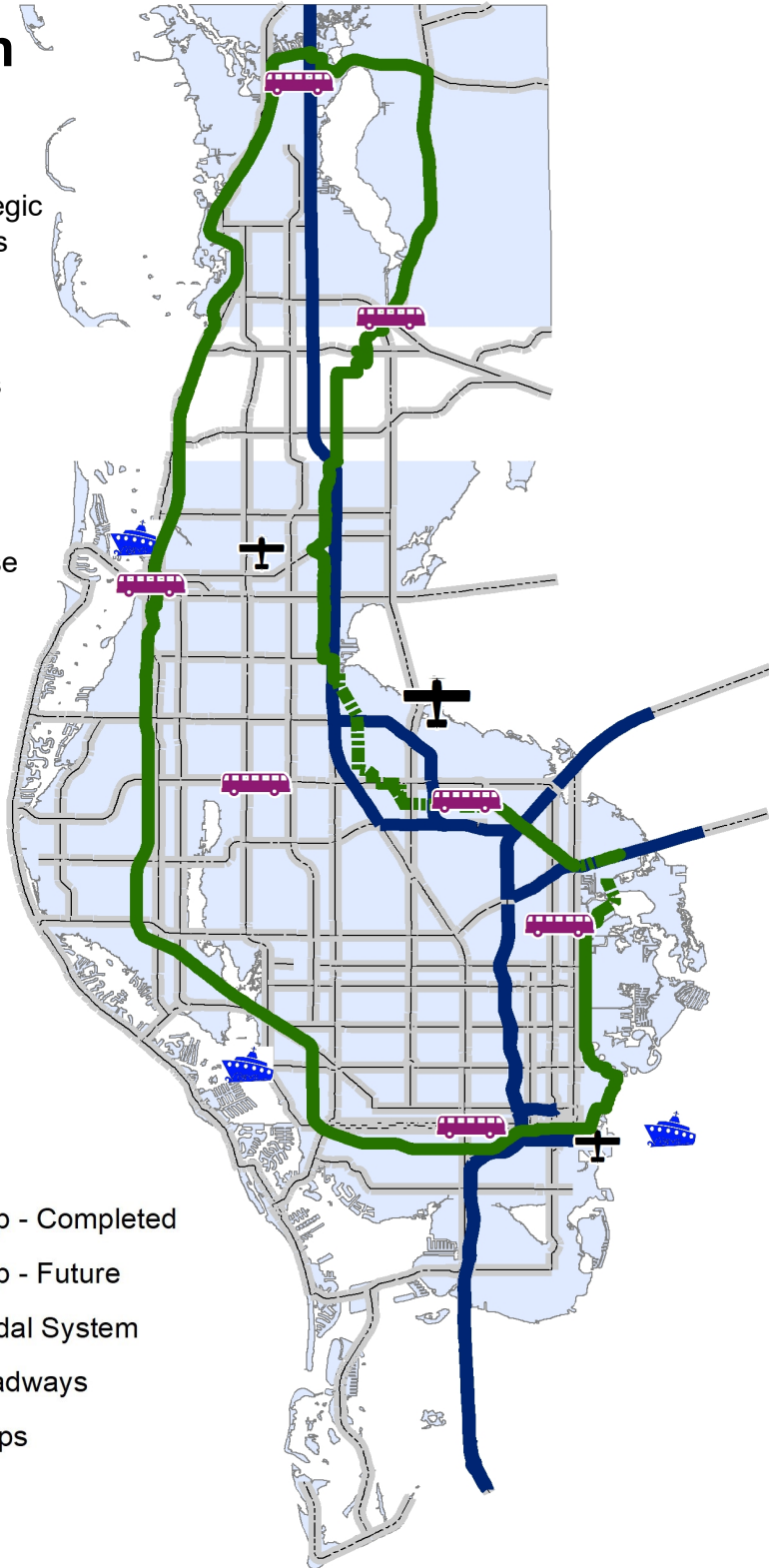
168.5 miles miles of multiuse trails

53 local & regional bus routes

3 airports

3 ferry service providers

-  Pinellas Trail Loop - Completed
-  Pinellas Trail Loop - Future
-  Strategic Intermodal System
-  Other Arterial Roadways
-  Regional Bus Stops
-  Airports
-  Ferries

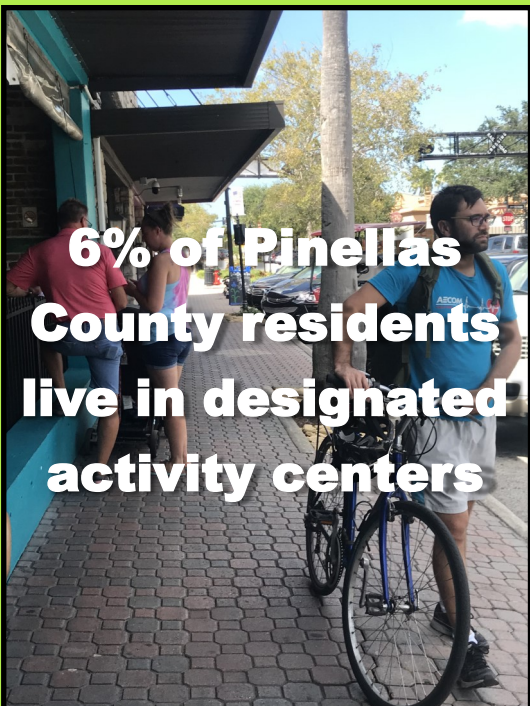




COORDINATING LAND USE AND TRANSPORTATION



Transportation and land use planning do not exist independently, but have a relationship in which each influences the other.



6% of Pinellas County residents live in designated activity centers

Source (both pages): American Community Survey, 2017-2021 and Forward Pinellas, 2023.



Land use and transportation have traditionally been treated as separate planning fields. But land use decisions affect the transportation system and can increase options for people to access destinations, goods, services, and other resources to improve the quality of their lives. In turn, transportation decisions affect land use development demand, choices, and patterns.

The Forward Pinellas *Countywide Plan for Pinellas County* integrates land use and transportation planning by guiding new population and job growth into activity centers such as historic downtowns, and multimodal corridors where walking, biking and transit are supported. A concentration of different uses allows residents to commute to work or school, visit neighbors, shop for daily needs, and travel to special events as easily as possible without an automobile. In 2019, Forward Pinellas updated the Countywide Plan to allow local governments more flexibility to develop these important places. About 6% of Pinellas residents live in designated activity centers, compared with 4% in 2015.

To maximize the number of people who live and work within convenient reach of transit, activity centers and multimodal corridors should concentrate higher-density residential, office, and retail development within easy walking distance (1/4 to 1/2 mile) of transit stops. Land use patterns that support walking, biking and transit use include an interconnected street network designed to make travel distances as short and direct as possible, with buildings oriented near the sidewalks and parking relegated to the rear of the property, to minimize conflicts with automobiles.

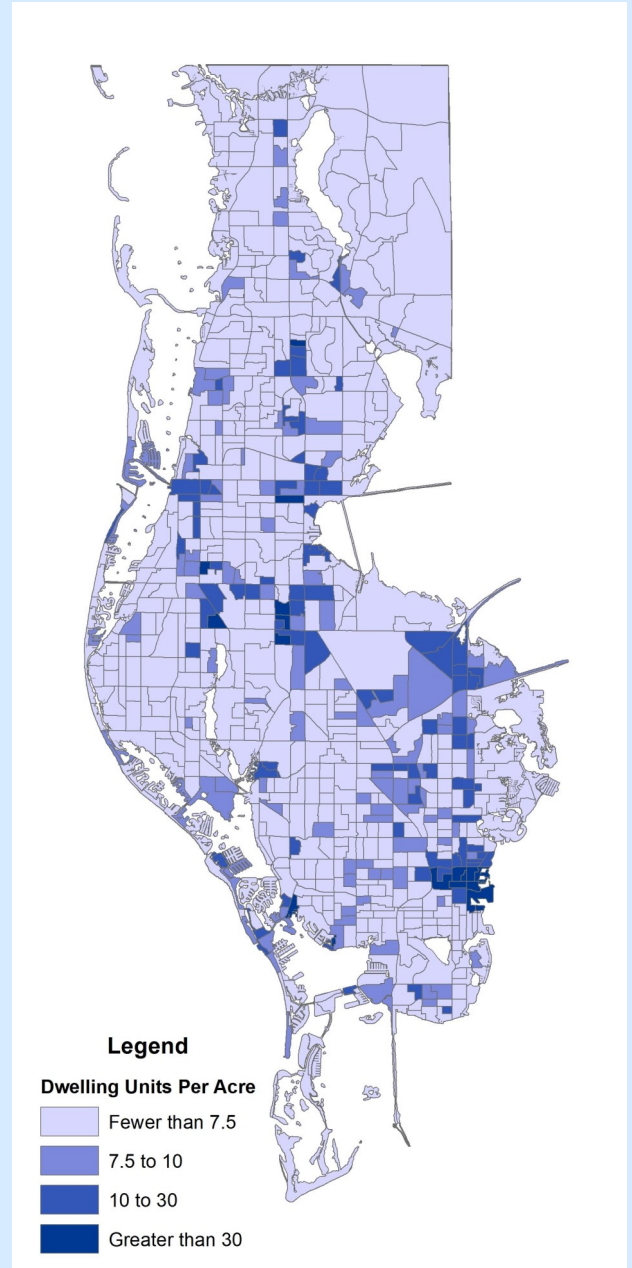
Pinellas County, Florida

As depicted on the map at right, about 18% of Pinellas households live in Census block groups with average residential densities that could, with appropriate urban design, support frequent bus service or better, an increase from 13% in 2015. These locations provide opportunities for developing new centers, corridors, and other transit-supportive places.

Forward Pinellas offers both technical assistance and grants to help local governments meet these goals. One example of such a grant program is the Complete Streets Program. Complete Streets are those that are designed and operated to enable safe access for everyone, including pedestrians, bicyclists, public transportation users and motorists. Under this approach, even small projects can be an opportunity to make meaningful improvements. Each year, Forward Pinellas solicits Complete Streets projects from our local government partners and evaluates them based on their ability to bring about transformative land use change surrounding the transportation corridor. Since 2017, the Forward Pinellas Complete Streets Program has made available more than \$8.7 million in funding to local governments for the construction and planning of streets that enable safe access for pedestrians, bicyclists, public transportation users and motorists.



Transit-Supportive Residential Densities (Average by Census Block Group)



* Based on residential land acreage within each block group. Density ranges represent typical minimums needed to support transit types, with appropriate urban design.

Transportation connectivity and planned redevelopment are integral to the economic success of the Tampa Bay region.



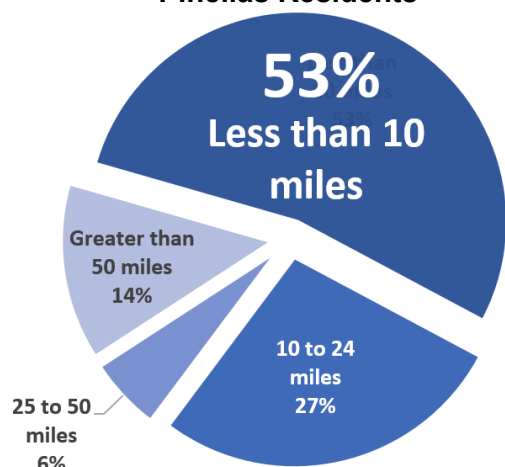
Economic Development

Transportation and land use decisions create the framework within which communities grow, influencing development, economic prosperity and quality of life. Forward Pinellas' Long Range Transportation Plan and Countywide Plan both share the goal of supporting and furthering economic development and employment opportunities within Pinellas County. Forward Pinellas also promotes opportunities for public-private partnerships, improving roadway operations, travel options and access to and from major activity centers.

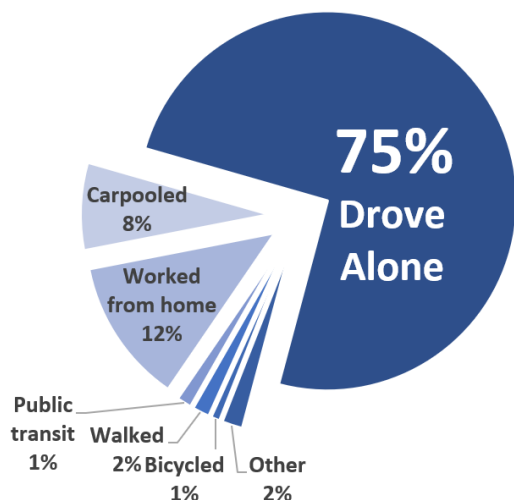
Commuting to and from work is the largest component of many residents' travel, and offers significant opportunities for improving transportation choices. More than half of Pinellas County residents live less than 10 miles from their workplace, and nearly 35% of jobs in the county are within 1/2 mile of the Pinellas Trail. Land use planning can provide for residents and workplaces to be located closer to one another, with densities and land use patterns that support multimodal travel, while improved transportation infrastructure and services connect the areas where demand is greatest.



Distance to Work for Pinellas Residents



Means of Transportation to Work for Pinellas Residents



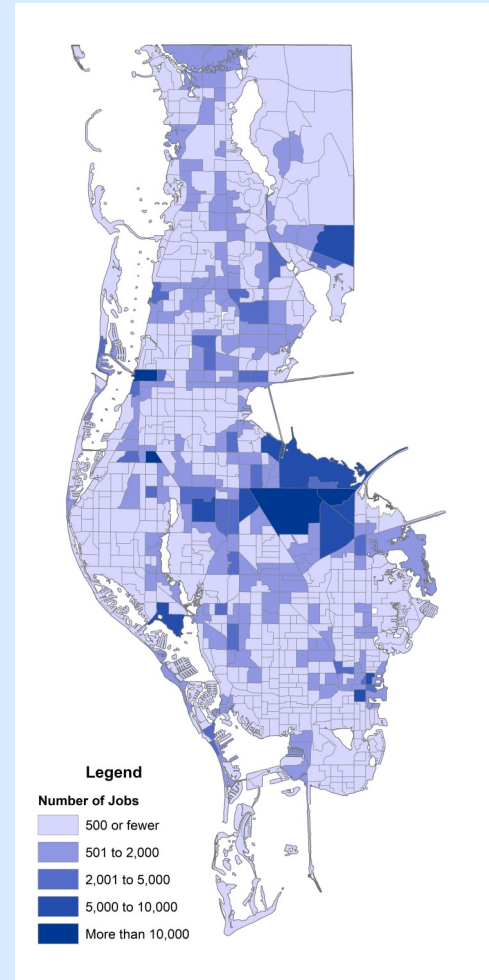
Source: American Community Survey, 2021 & LODES, 2020.

Pinellas County, Florida

Although a majority of Pinellas County residents (75%) still commute alone in private vehicles, increasing numbers of employees are working from home. 12.4% of residents now work from home (up from 10% report last year and 8% the year before that) based upon 2021 American Community Survey five-year estimates. The most recent Census one-year estimate for 2021 is that 21.4% of residents are now working from home. The same trend is occurring nationally, as working from home increased from 6% in 2019 to 18% in 2021 nationally.

Improving transit, bicycle and pedestrian infrastructure can provide other options for commuters, particularly for those traveling shorter distances. With 96% of jobs within 1/2 mile of a bus stop, increasing the frequency of bus service along routes serving large numbers of housing and jobs could make this mode of travel a more viable option for commuters traveling less than ten miles to work. Encouraging future population and job growth to locate within activity centers and along multimodal corridors will also allow transportation infrastructure to be placed as efficiently as possible.

Distribution of Jobs by Census Block Group



Source: American Community Survey, 2017—2021 & LODES, 2020 Excludes residents working from home.



Source: U.S. Census Bureau LODES, 2017; Pinellas Suncoast Transit Authority, 2019

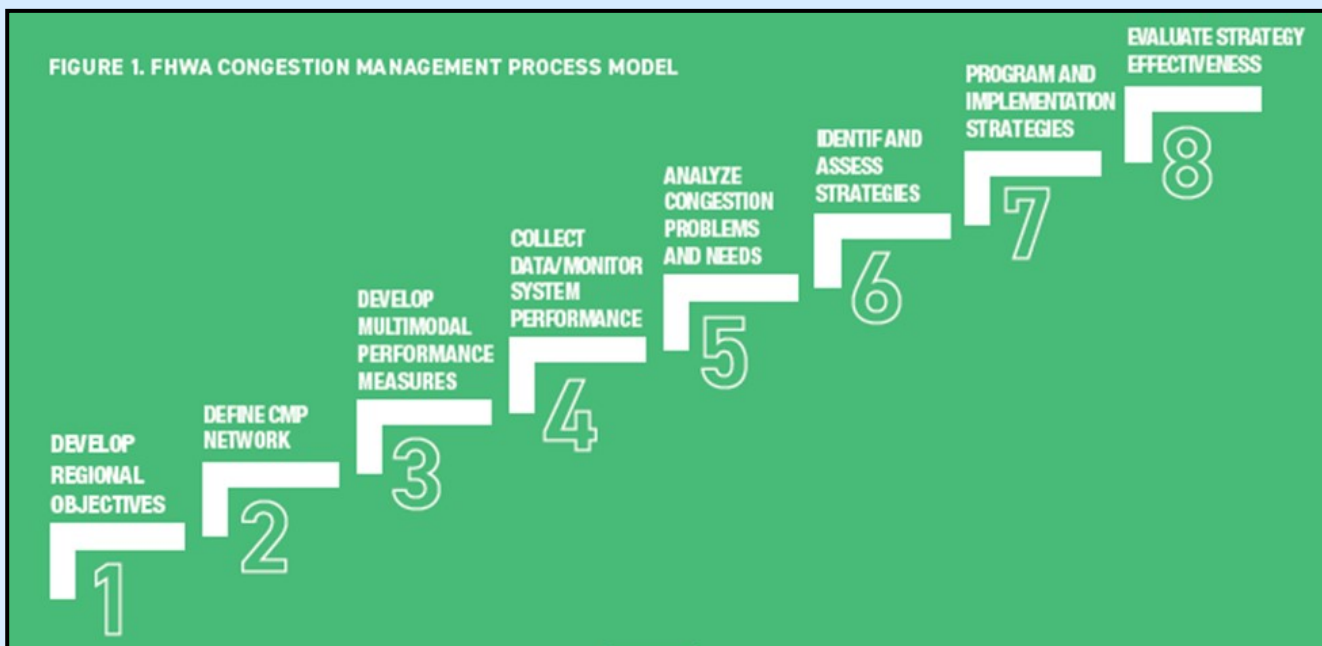


MANAGING CONGESTION



The Congestion Management Process (CMP) approach emphasizes the need for a broader range of lower cost strategies aimed at enhancing systemwide mobility and regional connectivity rather than addressing congestion through a process aimed at identifying needs for road building or expansion. The term “congestion” in the transportation world implies stopped or stop-and-go traffic, slow travel speeds and prolonged travel times. Traditionally, roadway expansion has been considered a primary remedy for congestion. However, this outdated approach fails to consider harmful effects on multimodal roadway users, high costs of roadway expansion, and limited undeveloped land, especially on a peninsula like Pinellas County.

Forward Pinellas implements a Congestion Management Process (CMP), which involves a performance-based planning process that hinges on quantifying the causes of congestion and monitoring them over time. Forward Pinellas’ CMP update process, as outlined by the Federal Highway Administration (FHWA) and illustrated in Figure 1 below, follows the policies and procedures in the currently adopted Congestion Management Process Policies and Procedures Manual (available on our website at forwardpinellas.org). This manual describes the process used to respond to federal and state CMP requirements and closely follows the recommended eight step process identified in Congestion Management Process: A Guidebook, published by the U.S. Department of Transportation/Federal Highway Administration.

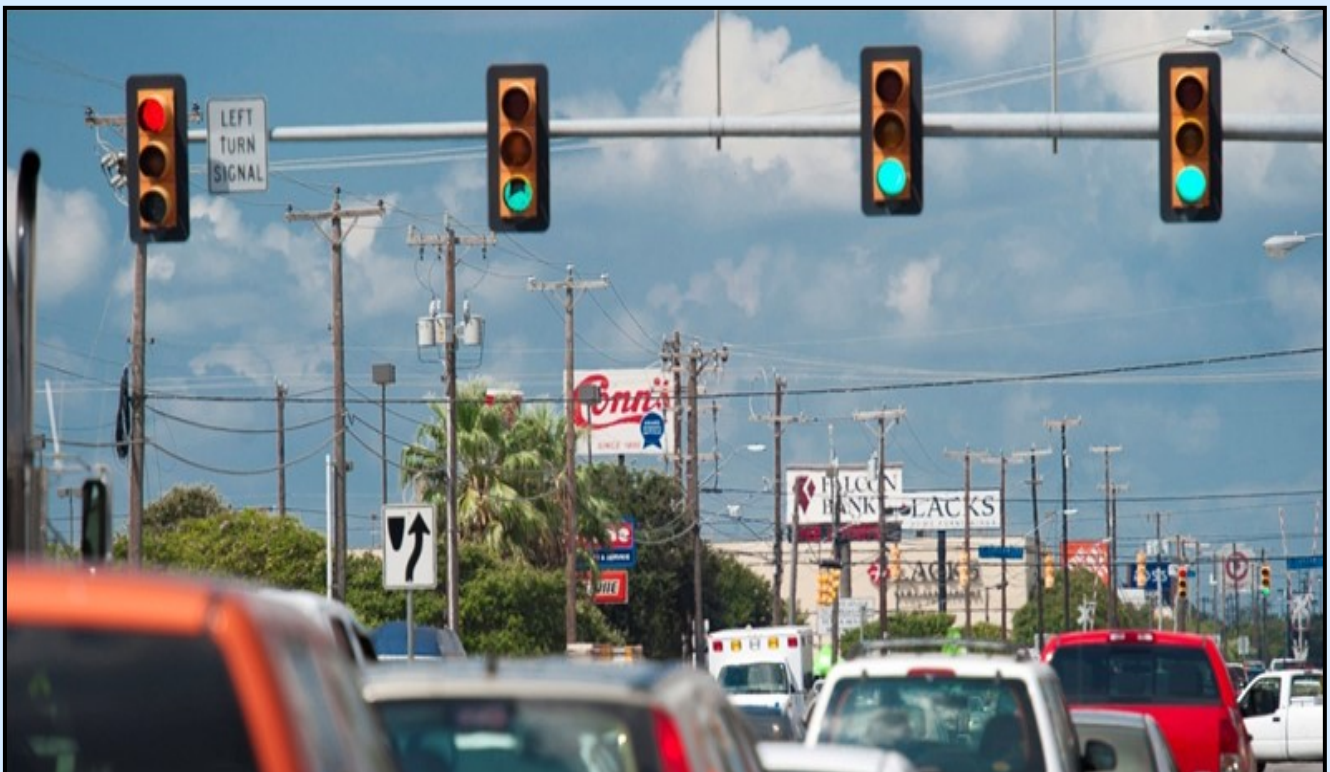


Pinellas County, Florida

This section of the Countywide Trends and Conditions Report will evaluate Congestion based on the methodology used in the CMP. Congestion in this context can be broken down into three elements: Reliability, Mobility, and Accessibility. Reliability refers to consistency of travel time on a corridor during different times. Mobility refers to network performance as it relates to recurring congestion, while accessibility is a more holistic measure that accounts for other factors in addition to roadway congestion. The progress of congestion management in Pinellas County is devaluated by tracking performance measures in each of these elements, as seen in the following subsections.

Reliability

Travel time reliability is defined by FHWA as “a measure of the consistency or dependability in the travel time of a trip, or time to traverse a road segment, as experienced in different hours of the day and days of the week.” For example, a roadway segment that is congested daily is a segment that is considered reliably slow. On the other hand, if traveling that route sometimes takes five minutes and other times thirty minutes, then that route may be considered unreliable.

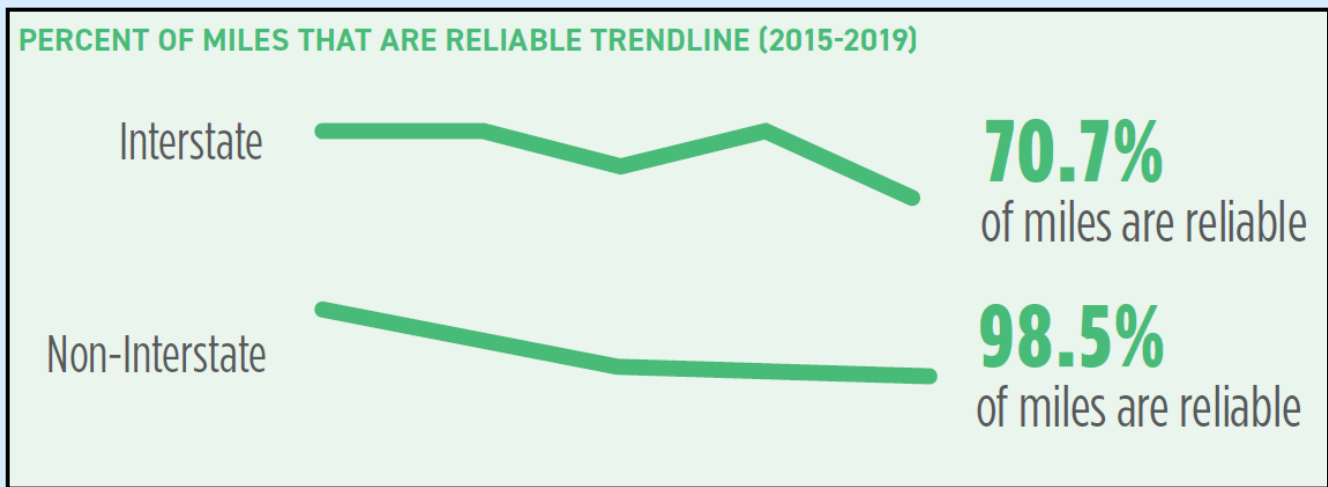




MANAGING CONGESTION

Reliability

The CMP uses Level of Travel Time Reliability (LOTTR) to measure reliability of roads on the network. This measure compares the ratio of 80th percentile travel times to 50th percentile travel time for a specific time period. Roadway segments are considered reliable if the LOTTR is less than 1.50, meaning the 80th percentile travel time is more than 50% greater than the 50th percentile travel time. Based on this analysis, 70.7% of centerline miles and 98.5% of non-state miles in Pinellas County were found to be reliable in 2019, as compared to the previous years. Reliability data for more recent years are not yet available at the time this document was published.



The map on the following page shows system roadways colored by LOTTR. Road segments in the darkest reds include the 20 least reliable segments in the CMP Network for LOTTR, which are also listed in the table on the next page. 4th Street, I-275, East Lake Road, Memorial Causeway, and SR 686 all have multiple segments that are in the 20 least reliable segments, with scores ranging from 1.9 to 2.5. This is not inclusive of all unreliable segments, defined as LOTTR greater than 1.5. Rather, it includes the 20 highest LOTTR scores.

Pinellas County, Florida

Pinellas County 2023 Level of Travel Time Reliability (LOTRR) by Segment



Esri, NASA, NOAA, USGS, County of Pinellas, FDEP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA



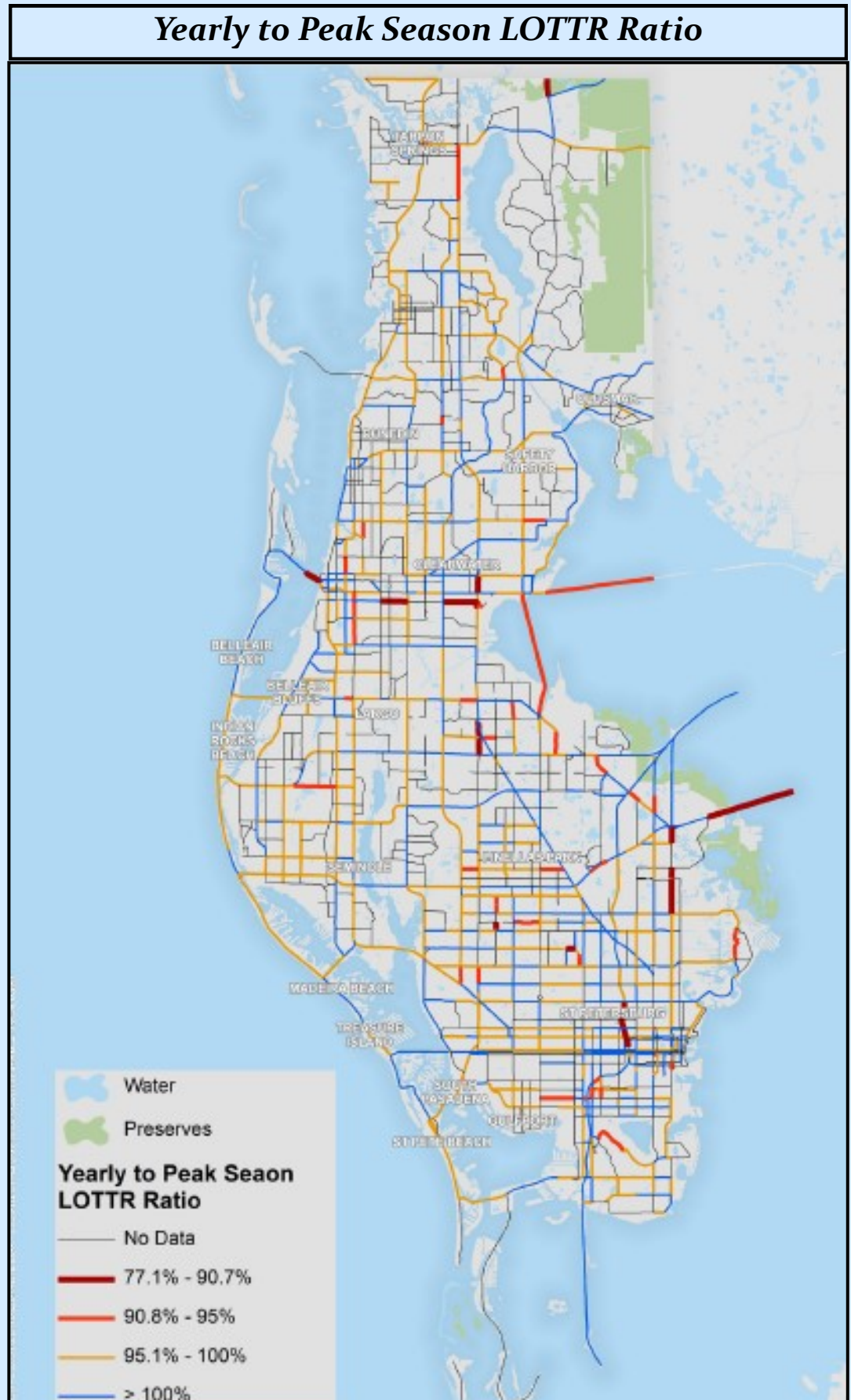
MANAGING CONGESTION

Top 20 Least Reliable Segments

ID	ON STREET	FROM STREET	TO STREET	TOTAL CRASHES
1	GANDY BLVD	I-275 WEST RAMPS	I-275 EAST RAMPS	2.5
2	I-275	GANDY BLVD	SR 686 ROOSEVELT BLVD	2.5
3	I-275	SR 686 ROOSEVELT BLVD	DR ML KING JR ST N	2.3
4	EAST LAKE RD	TRINITY BLVD	OLD E LAKE EXT	2.3
5	EAST LAKE RD	OLD E LAKE EXT	PASCO CO LINE	2.3
6	SR 688 ULMERTON RD	FEATHER SOUND DR	I-275	2.2
7	MEMORIAL CSWY	ISLAND WAY	MEMORIAL CSWY LARGE BRIDGE W END	2.2
8	MEMORIAL CSWY	CLEARWATER BEACH ROUNDABOUT	MEMORIAL CSWY SMALL BRIDGE W END	2.2
9	MEMORIAL CSWY	MEMORIAL CSWY SMALL BRIDGE W END	ISLAND WAY	2.2
10	2ND ST N	4TH AVE N	5TH AVE N	2.2
11	4TH ST N	99TH AVE N	GANDY BLVD	2.0
12	EAST LAKE RD	KEYSTONE RD	TRINITY BLVD	2.0
13	4TH ST N	KOGER BLVD	GANDY BLVD	2.0
14	4TH ST N	94TH AVE N	KOGER BLVD	2.0
15	4TH ST N	78TH AVE N	83RD AVE N	2.0
16	4TH ST N	62ND AVE N	72ND AVE N	2.0
17	4TH ST N	72ND AVE N	77TH AVE N	2.0
18	CR 296 CONNECTOR	GATEWAY EXPRESS	BRYAN DAIRY RD 118TH AVE N	1.9
19	I-275	4TH ST N	PINELLAS SHORELINE	1.9
20	SR 686 EAST BAY DR	69TH ST N	US 19	1.9

Pinellas County, Florida

In addition to LOTTR, the overall LOTTR was compared to the LOTTR in the peak season months between November and April. This performance measure identifies segments that are less reliable during the peak tourism season. Segments that have a ratio less than 100% are less reliable in the peak season compared to the entire year. The map on this page shows the yearly to peak season LOTTR ratio. The top 20 segments are shown in the darkest red. 4th St N (5 segments) has the greatest number of segments that are in the list of the top 20 least reliable segments. 66th Street North has the lowest yearly to peak season LOTTR ratio at 77.1 percent, which means that the segments are about 23 percent less reliable during the peak tourism season relative to annual travel time analysis.





Advantage Pinellas Objectives

Advantage Pinellas is the long range transportation plan for Pinellas County. Objectives from the plan are included for reference to demonstrate consistency between the long-range plan and the Congestion Management Process (CMP).

Advantage Pinellas Objective 2.1:

Improve the performance of the transportation system through more efficient use of existing facilities and investments in technology.

Advantage Pinellas Objective 4.5:

Improve roadway and intermodal operations for the efficient movement of goods.

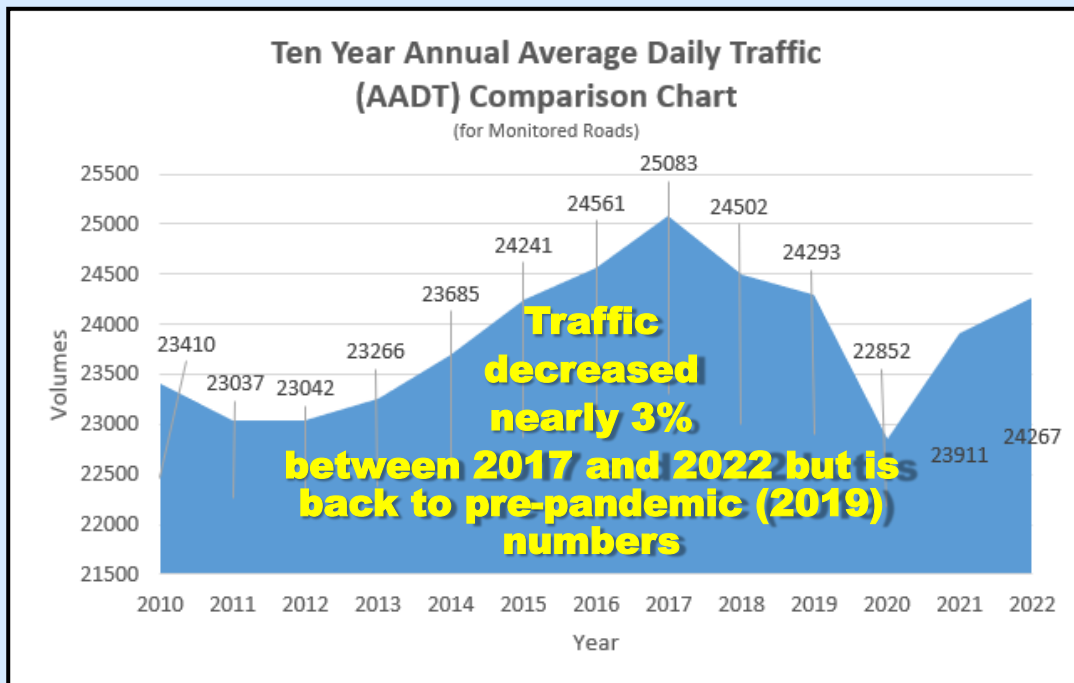
MANAGING CONGESTION



Mobility

Mobility is generally defined as the ability to travel without the hindrance of recurring congestion and refers to roadway performance. This section will focus on vehicular mobility. Traffic in 2022 has increased since the pandemic, and has returned to 2019 levels. This can

be seen in the chart below, which shows Average Annual Daily Traffic across all roadway segments in the network from 2010-2021. This traffic volume information is collected from traffic counters by Forward Pinellas and the Florida Department of Transportation (FDOT) and local governments. Volume-to-Capacity (V/C) Ratio is a traditional method of assessing vehicular congestion and measures empirical traffic volumes divided by roadway capacity. Segments with values over 1.0 are considered congested. The map on the following page shows roadways that are considered congested based on V/C Ratio, in both 2017 and 2021. The chart below shows the AADT over the past 10 years for monitored roads throughout Pinellas County. Countywide, the AADT decreased approximately 5% between 2017 and 2022.



Pinellas County, Florida

What is Volume-to-Capacity Ratio?

Volume-to-Capacity is a measurement of traffic volumes compared to the capacity of the road during an average day.

The map on this page identifies roadways in Pinellas County that are congested. Congested roadways are defined as roadways that have a volume-to-capacity ratio of 1.0 or higher. Roadways with mild congestion have a volume-to-capacity ratio between .85 and .99.

Pinellas County 2023 Volume to Capacity Ratio Map

Note: V/C is volume of automobiles compared to the capacity of road with 1.0 representing the estimated full capacity of the road.



Road Congestion in years 2019 and 2022 where V/C exceeds 1.0

- Congestion 2022
- Congestion 2019



Data Source: Forward Pinellas. Map produced July 2023



MANAGING CONGESTION



Level-of-Service assigned to roadways shows performance level, from A-F, with A being the best and F being the worst. The 2022 Level of Service Map on the following page shows Level-of-Service on network roadways. There are, however, limitations to using V/C Ratio and Level-of-Service as sole measures of congestion. These methods assume that movement of vehicles is the highest priority, and therefore ignores other road users. It also leads to continued addition of capacity, higher speeds, and sprawling development patterns. Annually, Pinellas County has about 15 million visitors. Tourists tend to visit most during the fall and winter months when it's no quite so hot. Locals know that tourist season also brings with it additional traffic congestion. But, it also brings significant economic benefits. The economic impact of tourism in 2022, for example, was \$2,495,167,641. The percentage increase in economic impacts of tourists between 2017 and 2022 are in the chart below.

Economic Impact of Tourism in Pinellas County (2017 – 2022)

	2017	2022	% increase	
Tourism’s Economic Impact:	\$2,235,165,611	\$2,495,167,641	11.6%	
Direct Visitor Spending:	\$1,435,985,075	\$1,497,959,201	4.3%	
Tourism Industry Payroll:	\$725,550,774	\$786,437,547	8.4%	
Tax Revenues Generated:	\$69,890,368	\$93,546,346	33.8%	

Source: [Visitor Profile Study](#) | [Industry Partner Site \(visitstpeteclearwater.com\)](#)

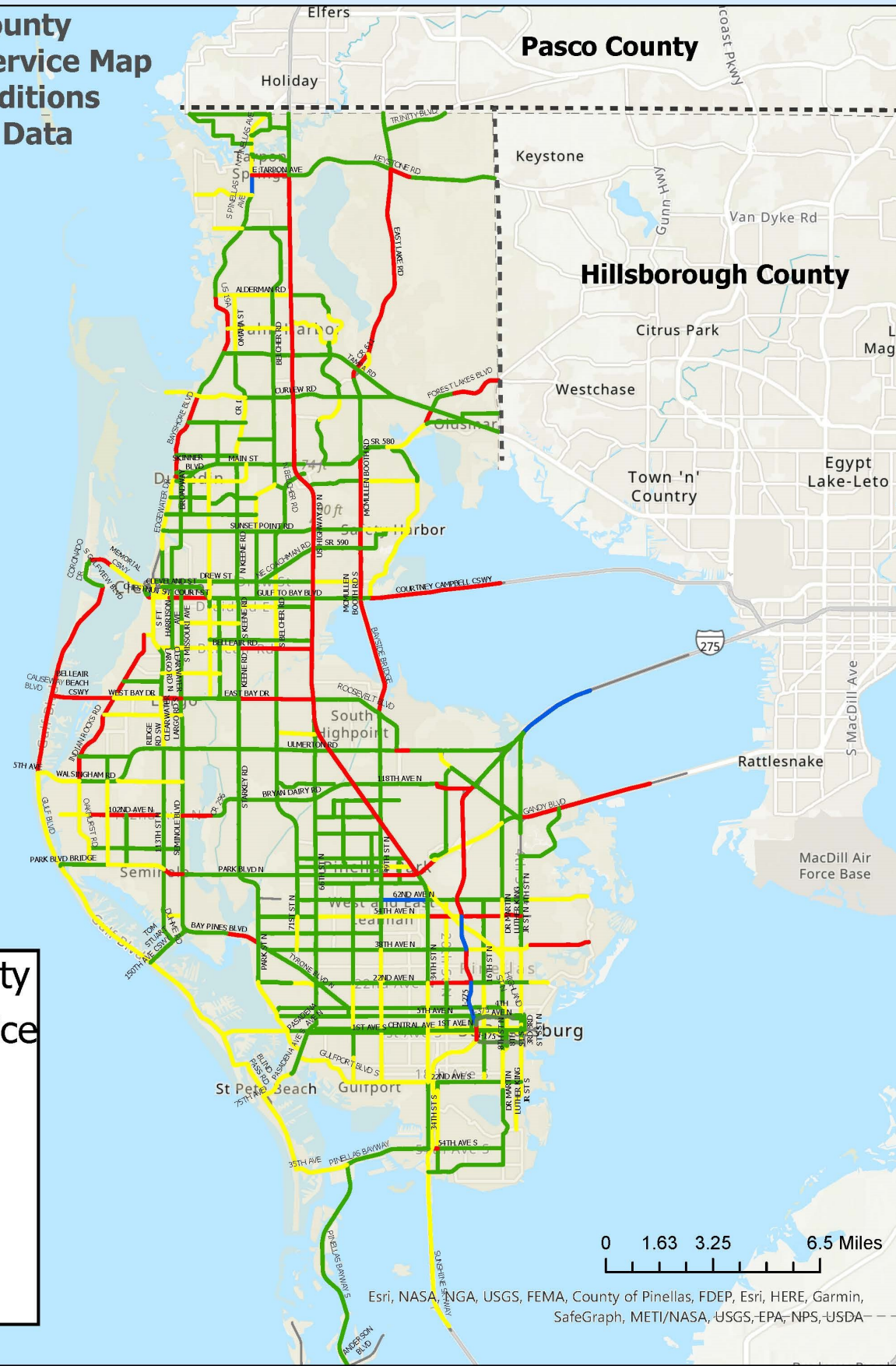
Pinellas County, Florida

Pinellas County 2023 Level of Service Map Existing Conditions 2022 Base Data



**Pinellas County
Level Of Service**

- B
- C
- D
- E
- F



Esri, NASA, NOAA, USGS, FEMA, County of Pinellas, FDEP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA



ENHANCING MULTIMODAL OPTIONS

Forward

Pinellas' goal is to facilitate the enhancement of the county's land use that's coordinated with a multimodal transportation system. This goal is stated in both our Long Range Transportation Plan and Countywide Plan and reflected in our day-to-day operations.

Opportunities for adding capacity to roadways are severely limited due to a variety of factors including availability of land and funding; high right-of-way costs; concern about impacts on neighborhoods, including compatibility issues, property values and environmental concerns; and a commitment to seeking alternative solutions to congestion mitigation, such as transportation system and demand management, wherever possible and practical.

Mobility generally refers to one's ability to travel without recurring congestion. To meet the county's mobility challenges and to support quality of life, it has become increasingly important for Forward Pinellas and its partners to maximize the potential of all transportation modalities, including transit, pedestrian and bicycle, as well as the efficient movement of vehicles. Expanding modal alternatives to roadways for travel and transport, and improving the efficiency of vehicle traffic through technology, help to reduce traffic congestion.

Forward Pinellas' goal is to facilitate the enhancement of the county's land use that's coordinated with a multimodal transportation system. This goal is stated in both our Long Range Transportation Plan and Countywide Plan and reflected in our day-to-day operations. To this end, we consider all modes in the planning, design and construction of transportation projects. We coordinate and collaborate with transportation partners, the public and other stakeholders to provide for multimodal options for local and regional travel.

Pinellas County, Florida

ENHANCING MULTIMODAL OPTIONS



Providing a balanced and integrated multimodal transportation system for local and regional travel is a goal embedded in Forward Pinellas' transportation and land use planning.



Modal options such as public transit, bicycling, and walking provide an alternative to travel by personal automobile. Shifts to these modes of travel from personal automobiles provide alternatives to traveling in congested conditions and can alleviate congestion to some extent. Consideration of alternative modes of travel is important, particularly in areas oriented to those modes. Performance measures accounting for modal options include mode share, transit ridership, and other metrics.

In the Forward Pinellas 2021 *Congestion Management Plan Technical memorandum 2: Performance Measures*, transit metrics were analyzed using data from the National Transit Database. Transit agencies throughout the country report data to the Federal Transit Authority (FTA) yearly. Data from the National Transit Database (NTD) includes ridership, revenue miles, and population, among other metrics.



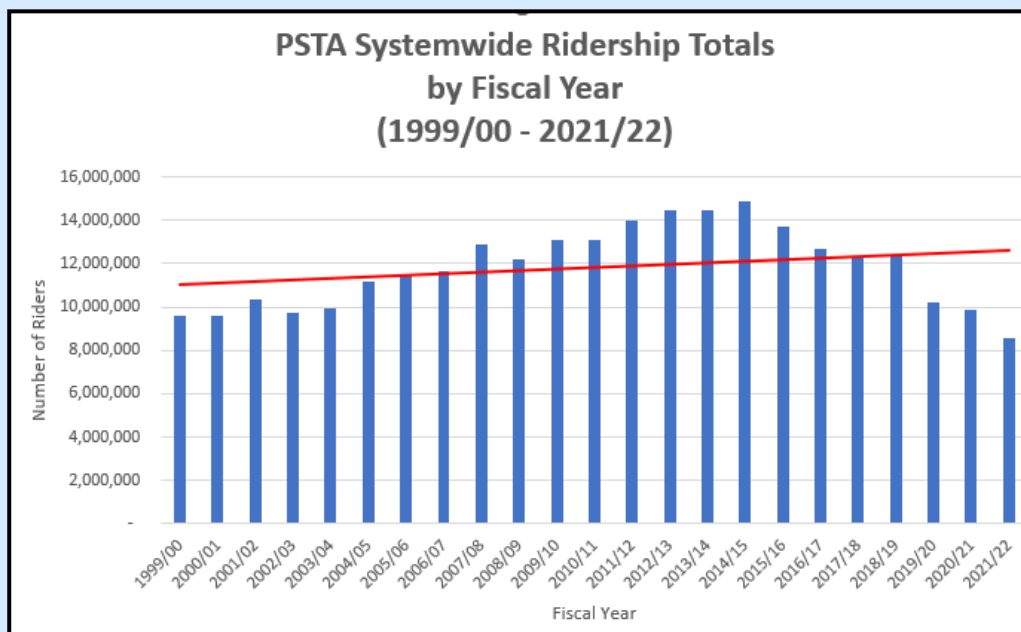
ENHANCING MULTIMODAL OPTIONS

Transit

Transit is an important part of any multimodal transportation system for both local and regional travel. Local and regional transit services are operated by the Pinellas Suncoast Transit Authority (PSTA). The majority of the county is served by the PSTA system, which operates more than 53 bus, trolley, and shuttle circulator routes. On most routes, departure times (headways) are one hour apart, although some routes with high ridership operate more frequently. Major bus terminals are located at Park Street in downtown Clearwater and Central Plaza in St. Petersburg. Designated park-and-ride lots are located in Largo and St. Petersburg.

A period of rising ridership occurred during the two decades between fiscal year (FY) 1992/93 and 2014/15, which results in an overall increasing ridership trend line in the chart below. Systemwide ridership, however, has steadily declined since it peaked in FY 2014/15 at 14,898,887. PSTA’s systemwide ridership total for FY 2021/22 reached a new low at 8,566,532, which is the lowest ridership since the 1990s. The last time ridership was this low was in FY 1995/96 when it was 8,142,361.

The year-over-year decreases in ridership since FY 2014/15 have occurred due to fare increases and service reductions implemented by PSTA and to other factors affecting ridership at transit agencies across the country. These include fewer shopping trips, more telecommuting, transportation network companies, lower gas prices and increased car ownership. Ridership decreases also occurred due to the COVID-19 pandemic. PSTA has implemented a first/last mile service to help get riders to and from the fixed route network, as well as an overnight program for transportation disadvantaged customers who need to get to and from work when fixed route service is not running.



Pinellas County, Florida

Advantage Pinellas Objectives

Advantage Pinellas Objective 3.3:

Provide better transit access to those who are transit-dependent, including low-income elderly and/or disabled people who do not have access to a vehicle.

Advantage Pinellas Objective 5.1:

Coordinate and collaborate with transportation partners to provide for multi-modal options for local and regional travel.

Advantage Pinellas Objective 6.2:

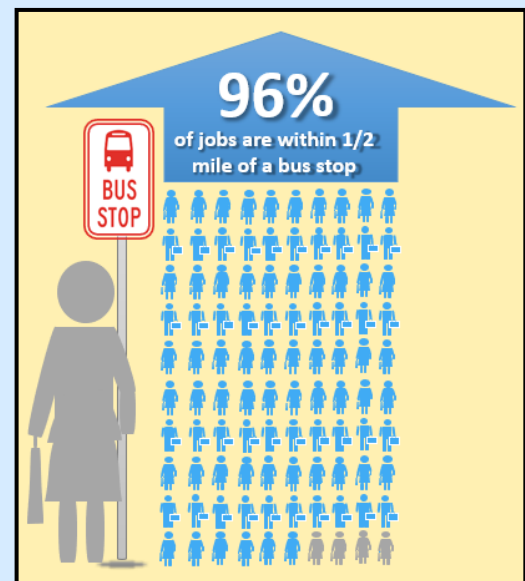
Increase transit mode share and overall ridership by providing frequent, fast and reliable service.

ENHANCING MULTIMODAL OPTIONS

Transit

Consistent with Advantage Pinellas Objective 3.3, PSTA provides transit access via its Transportation Disadvantaged program to people who are transit dependent, including low-income, elderly and disabled individuals without access to a vehicle. The Transportation Disadvantaged program is a state-funded program that provides reduced cost countywide transportation for people unable to transport themselves or purchase transportation due to physical or mental disability, income status or age. The “transportation disadvantaged” include older adults, persons with disabilities, at-risk children, and low income individuals.

For now, 96% of jobs are within 1/2 mile of a bus stop in Pinellas County. This percentage may decrease soon, as PSTA intends to eliminate low ridership routes such as Route 90 (S. St. Pete to St. Pete Beach) and Route 58 (Bryan Dairy) and reduce frequency on others such as Route 52LX. PSTA also plans to incrementally increase fares for its paratransit service called PSTA Access (formerly known as DART). More information about PSTA’s services is available online at <https://www.psta.net/programs/>.





Bicycle & Pedestrian Infrastructure



It is widely recognized that walking and bicycling are beneficial alternatives to private automobile travel. In addition to allowing greater mobility for residents, encouraging these modes produces less air pollution than automobiles and improves health outcomes by encouraging residents to engage in higher levels of physical activity. These modes of travel are encouraged through the development of distinct, yet complementary and interdependent networks of sidewalks, bike lanes, and trails.

Many areas in the county were developed prior to the 1970s, before sidewalks were routinely required to be installed as part of the land development process. Forward Pinellas advocates for the expansion of the county's sidewalk network to fill in gaps on the major road network, and encourages local governments to identify and fill gaps on local streets. Based on centerline miles, approximately 44% of all roads and streets, or 1,739 roadway miles, had sidewalk coverage in 2020. Major roads had approximately 83% sidewalk coverage in 2020, up from 80% since 2016.



Bicycle lanes are on-road facilities designated for use by cyclists only, and can be added during routine resurfacing or restriping projects if sufficient pavement width is available. Based on centerline miles within the CMP network, approximately 21% of major roadways, or about 233 miles, currently have bike lane coverage.

Trails are standalone, paved corridors that provide a corridor for the exclusive use of non-motorized transportation. Pinellas County has a total of approximately 168.5 miles of multiuse trails. The backbone of the local trail system is the popular Pinellas Trail Loop, shown on the following pages.



Pinellas County, Florida

Advantage Pinellas Objectives

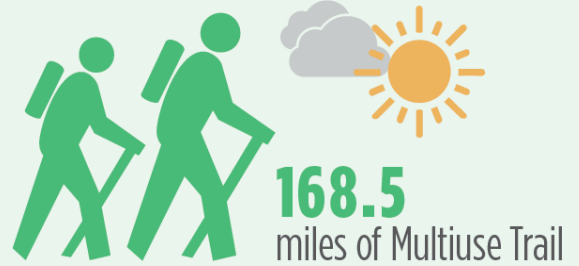
Advantage Pinellas Objective 1.1:

Create 20-minute neighborhoods that support walking and bicycling as a realistic travel choice for daily activities.

Advantage Pinellas Objective 3.4:

Make the transportation network safer for all users through community and engineering design, public policy, law enforcement, education and funding

TOTAL MILES OF MULTIUSE TRAIL



The county also contains a network of local community trails, many of which connect to the Pinellas Trail. The countywide trail network not only includes 67 existing miles of the Pinellas Trail Loop, but also numerous miles of existing community trails constructed collectively by the 25 local governments within Pinellas County with a total of approximately 168.5 miles of multiuse trails countywide. About 35% of Pinellas County households are located within 1/2 mile of a multiuse trail.)

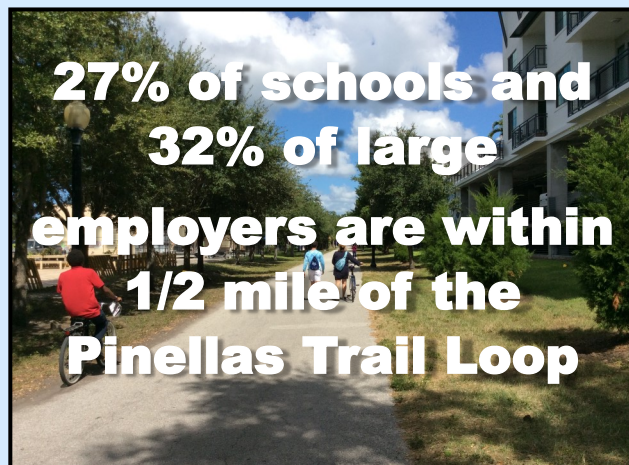
Data collected by eight automated trail counters on the Pinellas trail reported 2,050,896 trail users in 2022. While this is a slight decrease from 2020 (2,162,090) and 2021 (2,073,790), it still represents a 43% increase since 2019 (1,431,272), the last full data year prior to the pandemic. Currently, automated trail counters are only in use on the Pinellas Trail Loop and are not yet in use throughout the rest of the countywide trail network.



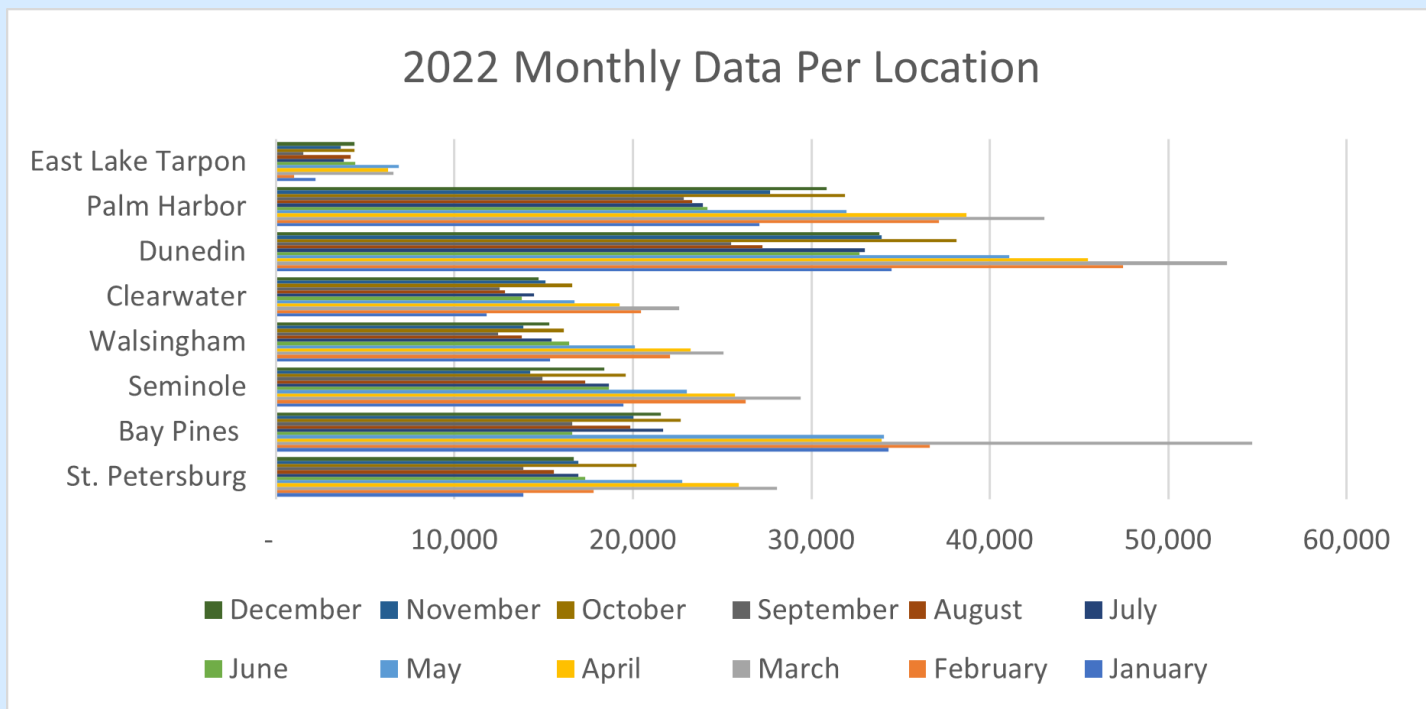


Pinellas Trail Loop

Forward Pinellas is working with our local government and FDOT partners to complete the 75-mile trail known as the Pinellas Trail Loop. As of 2022, most of the Pinellas Trail Loop (67 miles, or 89%) has been constructed (up from 64 miles/84% last year). Unconstructed gaps still exist within the portions shown in the map on page 30. The Loop connects low-income and minority areas, major employers, institutions of higher education and vocational training, schools and many other community resources through a transportation network that provides a safe and comfortable option for people traveling without an automobile. 100 schools (27%) and 263 large employers (32%) are within 1/2 mile of the Pinellas Trail Loop.



Source: Pinellas County and Forward Pinellas, 2022 Large employers are those with 100 or more employees.

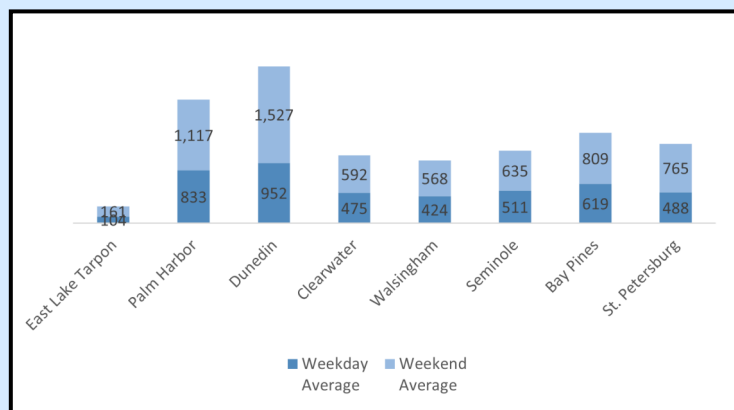
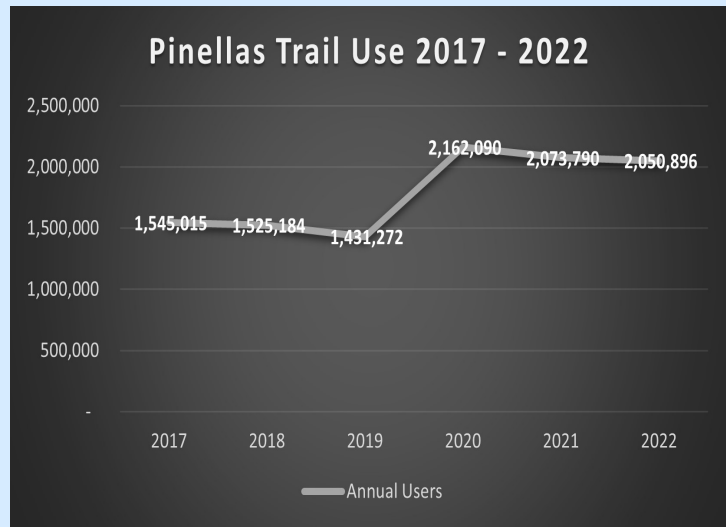


Pinellas County, Florida

The completed Loop provides a regional connection to the Courtney Campbell Causeway Trail, a non-motorized bicycle and pedestrian facility that crosses Tampa Bay, connecting to the Tampa and Hillsborough County trail networks. In addition, the Pinellas Trail Loop is part of the Florida Coast-to-Coast Trail, an uninterrupted trail that, when complete, will span the entire width of the State of Florida from St. Petersburg to Titusville.

The Pinellas Trail Loop:

- Provides economic opportunities by connecting residents, workers and tourists with employment, commercial and recreational destinations.
- ◆ Provides low-income and minority neighborhoods with enhanced connections to transit, schools, commercial centers, employment and recreational facilities.
- ◆ Decreases adverse environmental impacts on air quality by providing non-motorized transportation options.
- ◆ Fosters a safe, connected and accessible transportation system throughout Pinellas County.
- ◆ 35% of all jobs in Pinellas County are within 1/2 mile of the Pinellas Trail.

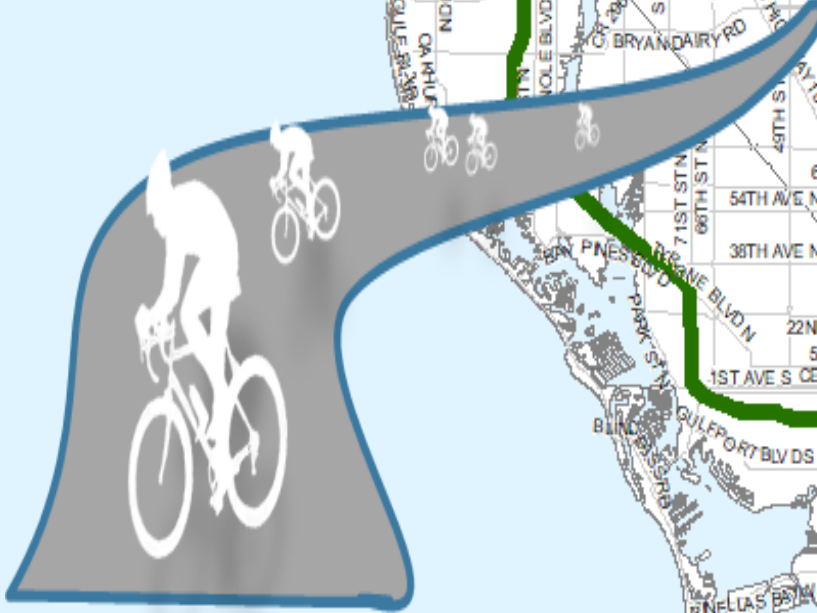


89% COMPLETED

67 existing miles of the 75 miles Pinellas Trail Loop have been completed and 8 miles not yet constructed

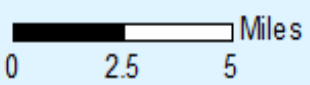
Legend

- Existing Trails
- Trail Gaps



168.5 MILES OF Multiuse TRAILS

(not including the Pinellas Trail Loop)



Pinellas County, Florida



Pinellas

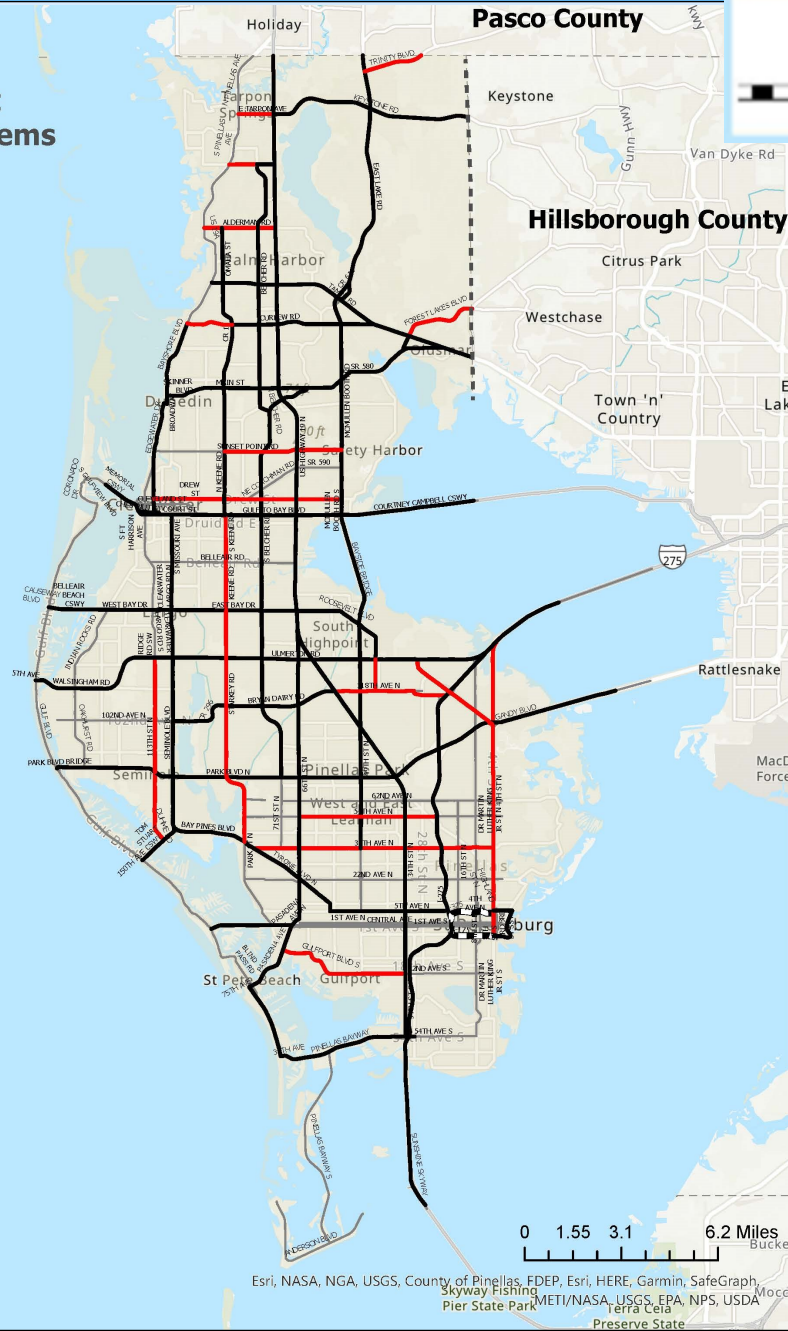
County operates a leading Advanced Transportation Management System/Intelligent Transportation System (ATMS/ITS) that integrates a network of smart technology to enhance mobility for all road users and improve traffic flow. Wireless communication, including radio and mobile phones, and connected smart devices, including Bluetooth sensors and closed-circuit television (CCTV) cameras are used to detect and transmit data between the County's Traffic Management Center, transportation infrastructure, transit, vehicles, pedestrians, and bicyclists. The interconnected transportation system works cohesively to optimize signal patterns, control traffic flow, improve safety and enhance mobility.

Pinellas County 2023 Intelligent Transportation Systems Map



ITS Corridors
Corridors

- Completed
- Planned
- Underway





Waterborne Transportation



Ferries and water taxis are increasingly being used to help meet the region's transportation needs. The Clearwater Ferry is a private-sector ferry that operates three

routes connecting Clearwater Beach with downtown Clearwater and the City of Dunedin.

Other private-sector providers include the Pelican St. Pete and Hubbard's. Although these are advertised more as tour boats, they provide transportation from Fort DeSoto to Egmont and Shell Keys, with up to five trips a day during peak season. Funded via a public-private partnership, the Cross-Bay Ferry operates between downtown St. Petersburg to downtown Tampa. Service was impacted by the pandemic, decreasing from 51,658 passengers during the 2019/20 season to just 38,718 during 2020/21. During the 2021/22 season, however, ridership increased to a record-breaking 62,130 passengers. In 2022/23, ridership increased again to 72,000 riders, and in April 2023, the ferry celebrated its 300,000 rider since the debut of its service in 2016.

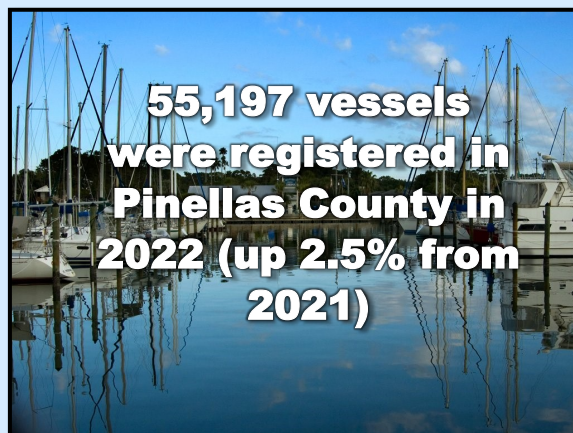


The Forward Pinellas Waterborne Transportation Committee meets quarterly and brings local government partners together to discuss the status and potential opportunities for supporting and expanding waterborne transportation options throughout Pinellas County. Staff from PSTA and Forward Pinellas have been working together researching integration of waterborne transportation into the public transportation network. Next steps include finalizing recommendations and a system plan vision and incorporating the system plan vision into a Waterborne Transportation section in the long-range transportation plan.



Personal watercraft are also a part of the multimodal transportation system. According to the Florida Department of Highway Safety and Motor Vehicles, there were 55,197 vessels registered in Pinellas County in 2022 the second-highest of all Florida counties. This is a 2.5% increase compared to

2021. The Pinellas County Property Appraiser's Office has identified 58 marinas in the county, and 88 boat ramps have been inventoried by the Florida Fish and Wildlife Conservation Commission. The Pinellas County Parks and Conservation Resources Department has also identified 79 miles of locally designated canoe/kayak paddling trails in Pinellas County waters, including 46 miles of the statewide Florida Circumnavigational Saltwater Paddling Trail.



Pinellas County, Florida

ENHANCING SAFETY

Safety Performance Measures

The Fixing America's Surface Transportation (FAST) Act requires performance-based, multimodal planning processes to address the safety challenges on the U.S. transportation system. The FAST Act authorizes FHWA to establish safety performance measures. Forward Pinellas began reporting on these safety performance measures in its *Traffic Crash Trends and Conditions Report*, and continues to report on safety performance measures, which are summarized in the tables and infographics in the pages that follow.



Pinellas County Safety Performance Measures	2017	2018	2019	2020	2021	2022	2017-2021 Average	2018-2022 Average	Percent Change (from 2017-21 Avg. to 2018-22 Avg.)
Number of Motor Vehicle Serious Injury Crashes	799	954	677	665	687	592	756	715	↓ 5.4%
Number of Motor Vehicle Fatal Crashes	116	119	104	113	151	113	121	120	↓ 0.8%
Number of Serious Injury Crashes of Bicycle/Pedestrian Users	173	184	145	132	185	129	164	155	↓ 5.5%
Number of Bicycle/Pedestrian Fatalities	42	43	52	43	71	50	50	52	↑ 4.0%
Number of Serious Injury Crashes per *Vehicle Miles Traveled (VMT)	33.96	40.82	27.89	27.39	26.78	26.78	31	30	
Number of Fatalities per *Vehicle Miles Traveled (VMT)	4.93	5.06	4.40	5.35	5.67	5.67	5	5	

* per 1,000,000 Vehicle Miles Traveled (VMT)

Notes: Unless cited otherwise, statistics that do not report a percent increase or decrease represent the five-year rolling average from 2016 to 2020. Percent increases or decreases are the rounded percent increase or decrease between the five-year rolling average for 2015 through 2019 and the five-year rolling average for 2016 through 2020 for crash data in Pinellas County, Florida as reported in the Forward Pinellas Crash Data Management System. Crash data includes parking lot crashes. Serious injury crashes in the Forward Pinellas CDMS are "incapacitating injuries" and do not include "non-incapacitating injuries" or "possible injuries".



Florida's Strategic Highway Safety Improvement Plan (SHSP) Performance Measures

Another element of transportation safety planning is the SHSP. The Florida Department of Transportation (FDOT) developed their SHSP in collaboration with the Departments of Education, Health, Highway Safety and Motor Vehicles, and the Florida Highway Patrol, dozens of traffic safety organizations, cities and counties, as well as private sector businesses. This effort resulted in a statewide, data-driven plan that addresses the "4-E's" of safety: engineering, enforcement, education and emergency response.

Florida's SHSP goal is to achieve at least a five percent annual reduction in the actual number of fatal and serious injury crashes in seven focus areas that are defined below.

- **Aggressive Driving** - Aggressive driving occurs when a driver has committed two or more of the following actions: failed to yield right-of-way, failed to keep in the proper lane, followed too closely, ran a red light, ran a stop sign, passed improperly, exceeded the posted speed limit, disregarded other road markings, operated a motor vehicle in an erratic or reckless manner, or who disregarded other traffic signage.
- **Intersection Crash** - A crash in which the first harmful event occurs within the limits of an intersection.
- **Vulnerable Road Users** - Pedestrians, bicyclists or motorcyclists.
- **Lane Departure Crash** - A crash where the driver's vehicle impacted a utility pole, light support, traffic sign/signal support, tree, mailbox, guardrail, fence, ditch, culvert, concrete traffic barrier, cable barrier, bridge trail, bridge pier or support. This definition also includes any vehicle sideswipe or rollover.
- **Impaired Driving** - A crash involving a person who is suspected of drug or alcohol use or is under the influence of medication.
- **At-Risk Drivers** - A crash involving a 15 to 19-year-old person or person 65 years old or older.
- **Distractions Driving** - A crash resulting from the driver being distracted by electronic communication devices (cell phones, etc.), other electronic devices (navigation device, DVD player, etc.), other distraction inside the vehicle, external distraction (outside the vehicle), texting or general inattentiveness.

Pinellas County, Florida

The hard work and dedication of safety partners in implementing the SHSP continues to pay off. Crashes are down for most SHSP categories in Pinellas County. Improvements are needed, however, for fatal crashes involving lane departures (up 19.2% on average) and fatal intersection crashes (up 10.6%).

STRATEGIC HIGHWAY SAFETY PLAN FOCUS AREAS	2017	2018	2019	2020	2021	2022	2017-2021 Avg.	2018-2022 Avg.	Percent Change (from 2017-21 Avg. to 2018-22 Avg.)
Serious Injury Crashes Due to Aggressive Driving	19	23	26	20	33	33	24	27	12%
Serious Injury Crashes Involving Vulnerable Users	271	323	247	229	287	223	271	262	-4%
Lane Departure Serious Injury Crashes	112	159	119	127	114	109	126	126	-0.5%
Serious Injury Crashes Due to Driver Impairment	88	105	89	78	90	37	90	80	-11%
Serious Injury Crashes Involving At-Risk Drivers	262	352	241	242	258	223	271	263	-3%
Serious Injury Crashes Due to Distracted Driving	106	103	66	60	60	42	79	66	-16%
Serious Injury Intersection Crashes	239	345	235	217	222	295	252	263	-0.4%
Fatal Crashes Due to Aggressive Driving	18	12	10	11	14	16	13.0	12.6	-3.1%
Fatal Crashes Involving Vulnerable Users	68	74	73	61	105	79	76	78	2.9%
Lane Departure Fatal Crashes	12	16	19	22	30	31	20	24	19.2%
Fatal Crashes Due to Driver Impairment	42	35	24	32	56	26	38	35	-8.5%
Fatal Crashes Involving At-Risk Drivers	38	51	49	44	62	50	49	51	4.9%
Fatal Crashes Due to Distracted Driving	8	10	10	10	10	5	10	9	-6.3%
Fatal Intersection Crashes	26	45	22	32	35	43	32	35	10.6%

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Trends in Florida (2017 - 2022)

Florida is one of the most populous states in the country according to the latest population estimates from the U.S. Census Bureau, and the population is projected to continue to increase in the foreseeable future. Increases in population and licensed drivers are contributing factors to the overall increase in motor vehicle use. The table below shows corresponding increases in the number of traffic crashes, injuries and fatalities in Florida during the same time frame.

Although the average number of total motor vehicle crashes and total injuries decreased slightly at the statewide level, total fatalities are up 2.4% on average. Vulnerable users continue to make up a disproportionate number of total fatalities with the total number of pedestrian fatalities up more than two percent and total bicycle fatalities up twelve percent on average.

To reduce the number of fatalities, there must be a continued focus on taking additional steps to improve traffic safety, including the strengthening of traffic laws, enhancing enforcement, expanding educational outreach and continuing to develop engineering solutions whenever feasible. The Florida Department of Transportation’s (FDOT) 2021 - 2025 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads.

FLORIDA TRENDS	2017	2018	2019	2020	2021	2022	5 Year Rolling Avg. (2017-2021)	5 Year Rolling Avg. (2018-2022)	5 Year Rolling Avg. Percent Change
Total Motor Vehicle Crashes ¹	401,318	341,331	402,725	341,331	401,496	391,901	377,640	375,757	-0.5%
Total Injuries ¹	253,928	212,535	255,249	212,535	252,938	249,352	237,437	236,522	-0.4%
Total Fatalities ¹	3,093	3,104	3,192	3,347	3,731	3,490	3,293	3,373	2.4%
Total Pedestrian Crashes ¹	9,392	8,106	9,752	8,106	9,565	10,016	8,984	9,109	1.4%
Total Pedestrian Fatalities ¹	650	714	735	714	831	765	729	752	3.2%
Total Bicycle Crashes ¹	6,656	5,949	6,678	5,949	6,403	7,132	6,327	6,422	1.5%
Total Bicycle Fatalities ¹	117	163	156	163	195	212	159	178	12.0%



¹ <https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>

Pinellas County, Florida

Trends in Pinellas County (2017 - 2022)



In 2022, a total of 25,467 motor vehicle crashes were reported in Pinellas County. This is down 4% compared to 26,614 in 2021. So, the total number of crashes reduced 4% between 2021 and 2022, but what about the overall trend? As seen in the table below, the most recent five-year average number of total crashes is 26,743. This is down 3.4% compared to the previous five-year average. So, the overall trend is that we have had 3.4% fewer crashes on average.

The 25,467 reported crashes in Pinellas County in 2022 resulted in 121 fatalities (down from 151 in 2021 and a total of 2,944 injuries (up from 2,932 injuries in 2021). On average, the overall trend is a 3.4% decrease in the total number of motor vehicle crashes and a decrease of nearly 8% in the total number of injuries. The number of fatalities, however, increased by nearly 1% on average. That said, the number of fatalities decreased nearly 20% between 2021 and 2022. There were 151 fatalities in 2021 and 121 fatalities in 2022.

PINELLAS COUNTY TRENDS	2017	2018	2019	2020	2021	2022	5 Year Rolling Avg. (2017- 2021)	5 Year Rolling Avg. (2018- 2022)	Percent Change
Total Motor Vehicle Crashes	30,194	29,656	28,854	23,126	26,614	25,467	27,689	26,743	-3.4%
Total Injuries	4,443	4,229	4,099	3,292	2,932	2,944	3,799	3,499	-7.9%
PC Total Fatalities	116	119	104	113	151	121	121	122	0.8%
Total Pedestrian Crashes	563	601	764	606	647	668	636	657	3.3%
Total Pedestrian Fatalities	38	37	43	33	54	37	41	41	-0.5%
Total Bicycle Crashes	687	761	649	626	656	738	676	686	1.5%
Total Bicycle Fatalities	4	6	9	10	17	13	9	11	19.6%
Total Motorcycle Crashes	587	592	511	455	487	496	526	508	-3.5%
Total Motorcycle Fatalities	26	28	21	18	27	29	24	25	2.5%

Notes: Unless cited otherwise, statistics that do not report a percent increase or decrease represent the five-year rolling average from 2018 to 2022. Percent increases or decreases are the rounded percent increase or decrease between the five-year rolling average for 2017 through 2021 and the five-year rolling average for 2018 through 2022 for crash data in Pinellas County, Florida as reported in the Forward Pinellas Crash Data Management System. Crash data includes parking lot crashes. Serious injury crashes in the Forward Pinellas CDMS are "severe injuries" and do not include "non-severe injuries" or "possible injuries".



Vulnerable Road User Crashes

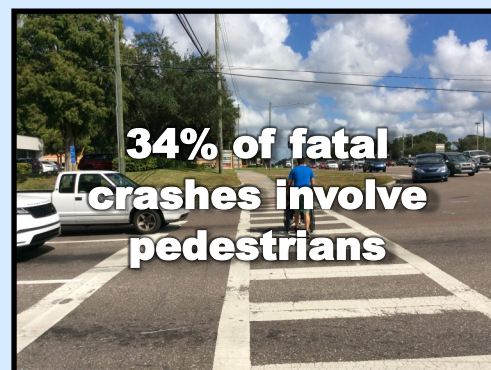


- “Vulnerable Road Users” include bicyclists, pedestrians and motorcyclists.
- Fatal vulnerable road user crashes increase nearly 3% from an average of 76 per year to an average of 78 per year.
- The number of vulnerable user fatal crashes decreased from 105 in 2021 to 79 in 2022.
- Of the 593 serious injuries in 2022, 223 involved vulnerable users (38%).



Pedestrian Crashes

- On average, 657 crashes per year involve pedestrians (up 3.3% from last year’s average of 636).
- An average of 41 fatal crashes per year involved pedestrians, which is 34% of all traffic fatalities. The number is down half a percent from last year on average.
- In 2022, there were 65 serious injury crashes involving pedestrians.



Bicycle Crashes

- The average total number of bicycle crashes per year (including both fatal and non-fatal crashes) increased from 676 to 686 per year (a 1.51% increase).
- On average, fatal bicycle crashes account for 9% of all fatal crashes.
- There are 11 fatal crashes per year involving bicyclists on average (up from an average of 9 last year).
- In 2022, there were 64 serious injury crashes involving bicyclists.



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Pinellas County, Florida

Motorcycle Crashes

- The average number of motorcycle crashes per year decreased 3.46% from a five-year average of 526 (for 2017 to 2021) to 508 (for 2018-2022).
- On average, 2% of all crashes involve motorcycles
- On average, approximately 20% of all fatal crashes involve motorcycles. This is 1 out of 5 fatal crashes, which is a significant improvement over 1 out of 4 in previous years.
- In 2022, there were 94 serious injuries involving motorcycles.



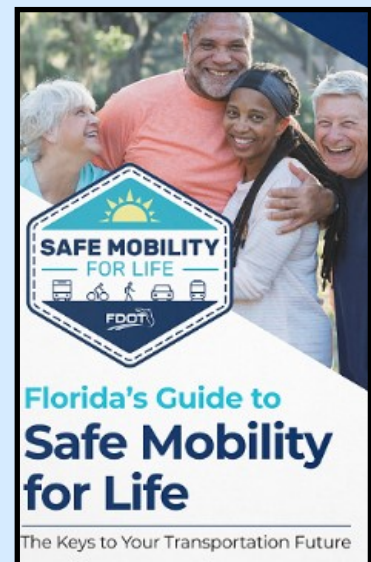
Teen Driver Crashes

- There were 2,557 crashes involving teens in 2022 compared to 2,703 in 2021. On average, there are 2,514 teen crashes per year (down 1% from 2,550 last year).
- On average, 9.4% of all crashes involved teen drivers.
- An average of 7.4 fatal crashes per year involved teen driving (down from 8). 6% of all traffic-related fatalities involved teen drivers (down from 7%)
- Parents can rescind a minor's driver license
- If a teen receives a moving violation conviction with a Lerner's License, they have one more year before they can obtain an Operator's License.
- Teens must be in compliance with school attendance or they will be ineligible to obtain or maintain their license.
- More information on teen driver safety in Florida is available online at <https://www.flhsmv.gov/safety-center/driving-safety/teen-drivers/>

Crashes Involving Aging Drivers

Older adults are living and driving longer than ever before, and Florida has the largest number of aging road users in the nation.

- 35% of all fatal crashes involve aging drivers (up from 33%).
- The number of crashes involving aging drivers decreased from an average of 6,432 to 6,680 (nearly 4% decrease since last year).
- An average of 43 fatal crashes per year involved aging drivers (up from an average of 40 last year or a 6% increase).
- A wealth of information to help Florida's aging road users is available at SafeMobilityFL.com.
- Order a FREE copy of Florida's Guide to Safe Mobility for Life. The guide helps aging drivers understand the impacts aging has on safe driving and plan for the day they may no longer be able to drive.





Impaired Driving Crashes

- There were 26 fatal crashes involving impaired drivers in 2022 (down significantly from 56 in 2021). The five-year average is currently 35 per year (down 8.5% from last year).
- There were 37 serious injury crashes involving impaired drivers in 2022 (down significantly from 90 in 2021). The five-year average is currently 80 per year (down 11% from last year).
- Nearly 4% of all crashes involve impaired driving, and approximately 30% of all fatal crashes.



Aggressive Driving Crashes



Aggressive driving occurs when a driver has committed two or more of the following actions: speeding, failure to yield right-of-way, improper or unsafe lane changes, improper passing, following too closely or the failure to obey traffic control devices (stop signs, yield signs, traffic signals, railroad grade cross signals, etc.).

- Nearly one out of every ten traffic fatalities in Pinellas County involved aggressive driving.
- An average of 12.6 or 10% fatal crashes per year involve aggressive driving (down 3%).

Distracted Driving Crashes



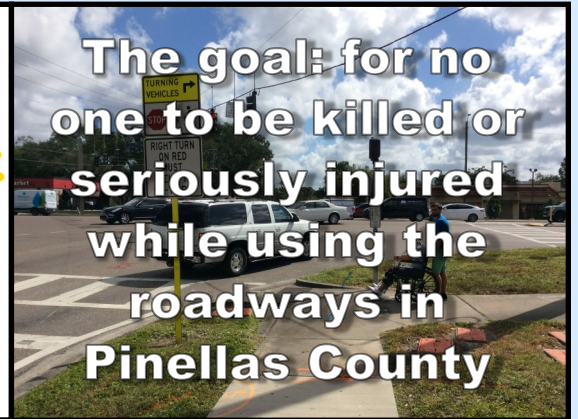
Distracted driving is defined as a crash resulting from the driver being distracted by electronic communication devices (cell phones, etc.), other electronic devices (navigation device, DVD player, etc.), other distraction inside the vehicle, external distraction (outside the vehicle), texting or general inattentiveness.

- Distractions resulting from a driver’s cell phone, navigation device, external distraction, general inattentiveness or other activity are responsible for an average of 3,112 crashes per year, 66 serious injury crashes and 9 fatalities.
- 11% of all crashes involve distracted driving.
- 8% of all fatal crashes involve distracted driving (an average of 9 fatal crashes per year).
- An average of 66 serious injury crashes occur annually that involve distracted driving.

Pinellas County, Florida

WHAT'S BEING DONE?

Safe Streets Pinellas is a collaborative effort to create a transportation system that is safe for everyone. Forward Pinellas started Safe Streets Pinellas, a Vision Zero safety effort. Vision Zero is a safety strategy employed by communities across the country and



the world. Vision Zero is a transportation safety philosophy based upon the principal that loss of life is not an acceptable price to pay for mobility. Vision Zero exists to eliminate roadway deaths and serious injuries for all users of the transportation system with a proactive, preventative approach. It recognizes that humans make mistakes, so the transportation system should be designed to minimize the consequences of human error.

The goal of Safe Streets Pinellas is for no one to be killed or seriously injured while using the roadways in Pinellas County. One of the first steps in the process of making our streets safer is understanding more about our problems. Forward Pinellas uses detailed collision analysis to learn more about the crashes on our roadways. Forward Pinellas looks at factors such as the location of collisions, time of day, ages of those involved, and whether or not driving under the influence was a factor. Such analysis helps us to better understand what is happening and how we can address the problems. We've put together a Story Map that helps us dive deeper into where our more serious problems may be. If you're interested in data and details, we encourage you to explore the Story Map.

Throughout the course of Safe Streets Pinellas, Forward Pinellas worked with a diverse set of stakeholders in the community to develop a Safe Streets Action Plan to guide the implementation of safety projects throughout Pinellas County as we strive towards zero. The task force included stakeholders such as citizens, engineers, Emergency Management, the business community, the transportation disadvantaged, the Florida Department of Transportation, the sheriff's office, planners, school officials, healthcare professionals, transit administrators and elected officials. Forward Pinellas and its partners are exploring how Vision Zero will work in Pinellas County via potential demonstration project, engineering and non-engineering countermeasures and testing various performance measures.



Integrating Land Use & Transportation



Adapt – Build – Connect

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Funding for this report may have been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

SUMMARY

The Florida Department of Transportation (FDOT) District 7 is developing the Five-Year Tentative Work Program for Fiscal Years 2024/25 through 2028/29. The Work Program outlines the federal- and state-funded transportation projects for the next five years that include the new projects introduced in the new fifth year (2028/29). Development of the Tentative Work Program considers the project priorities adopted annually by Forward Pinellas and becomes a major part of the MPO's Transportation Improvement Program.

A public website is available to receive public comments on the Draft Tentative Work Program, with comments due by November 13, 2023. Furthermore, an Open House will also be held on October 26th from 9 a.m. to 6 p.m. at the FDOT District 7 office. More information on the Draft Tentative Work Program can be found at www.fdot.gov/wp/h/district7. FDOT staff will provide an overview of the highlights included in the Draft Tentative Work Program.

At the time of agenda mailout, the Work Program Highlights were not yet available to Forward Pinellas. Those items will be emailed separately as soon as they become available, in advance of the meeting.

ATTACHMENT(S):

- Tentative Work Program Flyer
- FDOT Draft Tentative Work Program Pinellas Project Highlights

ACTION: Review and comment on the FDOT Five-Year Tentative Work Program

FIVE-YEAR WORK PROGRAM

FISCAL YEAR 2025 TO FISCAL YEAR 2029

Participate in
District 7's **Five-Year
Work Program On-Line
Public Hearing** that begins
October 23, 2023

www.FDOT.gov/WPPH/District7
to view proposed FDOT projects

Or join us at our **Open House**

October 26, 2023
9am to 6pm

FDOT D7 Office
11201 N. McKinley Dr.
Tampa, FL 33612



www.FDOT.gov/WPPH/

Comments are due
by **November 13, 2023**

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 Roger Roscoe, at (813) 975-6411, (800) 226-7220 or email: roger.roscoe@dot.state.fl.us.

Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con el señor Manuel Flores, al teléfono (813) 975-4248 o correo electrónico manuel.flores@dot.state.fl.us.



Pinellas County Projects

DRAFT Tentative Work Program FY 2025 - 2029

10/8/2023

*INFORMATION SUBJECT TO CHANGE

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
P	444244-1	SR 687/4TH ST NORTH FROM SR 694/GANDY BLVD TO BIG ISLAND GAP BRIDGE	BIKE PATH/TRAIL	CST	ADV	\$4,102k	2025	CARU SU	Advanced from 2026
P	445681-1	SR 590/DREW ST FROM N OSCEOLA AVE TO US 19	URBAN CORRIDOR IMPROVEMENTS	CST	DEFER	\$15,089k	2026	CARU SU	Construction funding pending results of study
P	449398-2	SR 60/GULF TO BAY BLVD AT OLD COACHMAN ROAD	BIKE PATH/TRAIL	CST	ADD	\$57k	2025	DDR	Pinellas County LAP project
P	451096-1	ALT US 19/SEMINOLE BLVD/ N MISSOURI AVE AT E BAY DR/W BAY DR	INTERSECTION IMPROVEMENT	PE	DEFER	\$245k	2026	SU	Deferred PE to align with Construction in FY 2028
P	440093-2	PINELLAS TRAIL LOOP - PH 3 FROM ULMERTON RD TO BELLEAIR RD	BIKE PATH/TRAIL	CST	DEFER	\$6,006,902	\$2,026	SU	Deferred CST from FY 2025 Requested by local agency
P	451098-1	ALT US 19/SEMINOLE BLVD AT WALSINGHAM RD	INTERSECTION IMPROVEMENT	PE	DEFER	\$246k	2026	SU	Deferred PE to align with Construction in FY 2028
1	439338-7	PINELLAS COUNTY FY 2029-2030 UPWP	TRANSPORTATION PLANNING	GRANT	ADD	\$1,953k \$600k	2029	PL SU	FHWA Planning funds for MPO
3	446142-1	PSTA - FHWA SURFACE TRANSPORTATION PROGRAM	PURCHASE VEHICLES/EQUIPMENT	CAP GRANT	ADD	\$1,500k	2029	SU	
4	452899-1	1ST AVE S BIKEWAY IMPROVEMENTS-VARIOUS LOCATIONS FROM 2ND ST TO 7TH ST	INTERSECTION IMPROVEMENT	CST	ADD	\$284k	2029	SU	City of St. Petersburg LAP Project
5	452897-1	SALT CREEK TRAIL EXT- VARIOUS LOCATIONS	BIKE PATH/TRAIL	PE CST	ADD	\$838k \$2,680k	2027 2029	SU	City of St. Petersburg LAP Project
6	450566-2	SIDEWALK GAP DESIGN - PINELLAS COUNTY	SIDEWALK	PE	ADD	\$1,250k	2025-2029	DDR	

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
6	450969-1	PINELLAS COUNTY SIDEWALK GAPS VARIOUS LOCATIONS - Phase I	SIDEWALK	CST	ADV	\$1,684k	2025	TA	Advanced from FY 2028
6	450969-2	PINELLAS COUNTY SIDEWALK GAPS VARIOUS LOCATIONS - Phase II	SIDEWALK	CST	ADD	\$1,274k	2028	CARU	
6	450969-3	PINELLAS COUNTY SIDEWALK GAPS VARIOUS LOCATIONS - Phase III	SIDEWALK	CST	ADD	\$1,701k	2029	SU	
10	449109-1	I-275 (SR 93) FROM N OF 38TH AVE N TO N OF 4TH ST N	ADD LANES & RECONSTRUCT	CST	ADD	\$339,682k	2025	SIS	Moving Florida Forward Project
10	449109-2	I-275 (SR 93) FROM N OF I-375 TO N OF 38TH AVE N	ADD LANES & RECONSTRUCT	PE ROW	ADV	\$12,081K \$19,000K	2025 2025	SIS	Advanced from FY 2033
12	436697-2	SR 699/GULF BLVD FROM PARK BLVD TO WALSINGHAM ROAD	SIDEWALK	PE	ADD	\$1,400k	2029	SU	
16	453887-1	I-175 FROM I-275 TO 4TH ST S	CORRIDOR/SUBAREA PLANNING	PLANNING	ADD	\$800k	2025	SU	FDOT managing study
18	453872-1	3RD ST N/S & 4TH ST N/S FROM 5TH AVE S TO 5TH AVE N	INTERSECTION IMPROVEMENT	PE	ADD	\$1,132k	2029	SU	
19	433799-1	US 19 (SR 55) FROM S OF CR 95 TO PINE RIDGE WAY W	INTERCHANGE (NEW)	ROW	DELETE	(\$28,661k)	>2029	SIS	Project funding moved out of Work Program (>2029) - SIS reprioritization
22	440093-4	PINELLAS LOOP -PH 5 FROM SAN MARTIN BLVD TO MACOMA DRIVE	BIKE PATH/TRAIL	CST	ADD	\$4,724k	2028	SUN TRAIL	Pinellas County LAP project
25	433797-1	US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD	ADD LANES & RECONSTRUCT	ROW	DELETE	(\$13,359k)	>2029	SIS	Project funding moved out of Work Program (>2029) - SIS reprioritization
26	433796-1	US 19 (SR 55) FROM S OF TIMBERLANE RD TO S OF LAKE ST	ADD LANES & RECONSTRUCT	ROW	DELETE	(\$19,846k)	>2029	SIS	Project funding moved out of Work Program (>2029) - SIS reprioritization
33	450673-1	78TH AVE N FROM 49TH ST TO US 19	URBAN CORRIDOR IMPROVEMENTS	PE	ADD	\$1,500k	2029	SU	Pinellas Park Project FDOT designing & constructing

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
P TA	451520-1	46TH ST N FROM 38TH AVENUE N TO 54TH AVENUE N	URBAN CORRIDOR IMPROVEMENTS	PE CST	ADV ADD	\$300k \$767k	2027 2029	TA	Pinellas County LAP Project PE advanced from FY 2028 CST added
1 TA	450603-1	JOES CREEK TRAIL (46TH AVE) FROM 46TH ST N TO 34TH ST N	BIKE PATH/TRAIL	PE	ADD	\$130k	2029	TA	Pinellas County LAP project
2 TA	450606-1	SUNSET WAY FROM 67TH TO COREY AVE & BEACH PLAZA FROM 67TH TO 71ST AVE	URBAN CORRIDOR IMPROVEMENTS	PE	ADD	\$436k	2029	TA	City of St. Pete Beach LAP Project
3 TA	452905-1	PINELLAS TRAIL NEIGHBORHOOD CONNECTIONS- VARIOUS LOCATIONS	BIKE PATH/TRAIL	PE CST	ADD	\$263K \$999k	2025 2027	TA	City of St. Petersburg LAP Project
	452614-1	I-275 AT SR 686 (ROOSEVELT BLVD)	LANDSCAPING	CST	ADD	\$3,229k	2026		
	443666-1	SR 699/GULF BLVD FROM N OF 192ND AVE TO SR 688/5TH AVE/WALSINGHAM RD	RESURFACING	PE CST	ADD	\$1,106k \$5,454k	2025 2027		
	447919-1	US 92/SR 687 FROM 5TH AVENUE S TO 29TH AVENUE N	RESURFACING	PE CST	ADD	\$816k \$5,515k	2025 2027		
	447921-1	SR 688 FROM E OF INDIAN ROCKS RD FROM W PALM AVE	RESURFACING	PE CST	ADD	\$548k \$7,745k	2025 2027		
	449153-1	I-275 FROM NORTH OF MAXIMO POINT BRIDGES TO SOUTH OF 54TH AVE S	RESURFACING	PE CST	ADD	\$1,130k \$5,508k	2025 2027		
	449212-1	US 92/SR 687/4TH ST N & S FROM 5TH AVE N TO 5TH AVE S	RESURFACING	PE CST	ADD	\$778k \$3,224k	2026 2028		
	451238-1	US 92/SR 600/GANDY BLVD FROM BRIGHTON BAY BLVD TO GANDY BRIDGE	RESURFACING	PE CST	ADD	\$1,018k \$5,324k	2025 2027		
	451287-1	US 19/SR 55 FROM S OF TAMPA RD TO S OF LIVE OAK ST	RESURFACING -RIDE ONLY	CST	ADD	\$22,496k	2026		
	438785-1	SUBSTRUCTURE REPAIR I-275 HOWARD FRANKLAND BRIDGE SB #150210	BRIDG REPAIR/REHAB	CST	DEFER	\$9,083k	2027		Deferred from FY 2025 - moved to higher priority

MPO #	FPID	Project Description	Work Mix	Phase	Action	\$	Funded FY	Fund	Comments
	445834-1	PINELLAS COUNTY MOVABLE REPAIRS BRIDGE #150030 & 150135	BRIDGE REPAIR/REHAB	CST	DEFER	\$1,828k	2026		Deferred from FY 2025 - moved to higher priority
	447376-1	22ND ST N FROM 5TH AVE S TO 1ST AVE N	URBAN CORRIDOR IMPROVEMENTS	PE	DEFER	\$351k	2026		City of St. Petersburg LAP Project Deferred from FY 2025 Requested by local agency
	447746-1	PINELLAS COUNTY VARIOUS LOCATIONS CULVERTS SUBSTRUCTURE REPAIR	BRIDGE REPAIR/REHAB	PE CST	DELETE	(\$550k) (\$761k)	>2029		Project funding moved out of Work Program (>2029) - maintenance reprioritization
	447747-1	US 19A/SR 595 OVER LONG BAYOU SUBSTRUCTURE REPAIR	BRIDGE REPAIR/REHAB	PE CST	DELETE	(\$350k) (\$57k)	>2029		Project funding moved out of Work Program (>2029) - maintenance reprioritization
	450586-1	I-275/SUNSHINE SKYWAY BRIDGE EXPANSION JOINT/BEARING REPLACEMENT	BRIDGE -REPAIR/REHAB	CST	ADD	\$4,345k	2025		
	451183-1	BEAM AND SUBSTRUCTURE REPAIR -PINELLAS COUNTY VARIOUS LOCATIONS	BRIDGE -REPAIR/REHAB	PE CST	ADD	\$250k \$1,256k	2027 2028		
	452736-1	SR 679 OVER BUNCES PASS BRIDGE #150243	BRIDGE -REPAIR/REHAB	CST	ADD	\$482k	2025		
	452125-2	SR 586/CURLEW RD FROM US 19 TO COUNTRYSIDE BLVD	DRAINAGE IMPROVEMENTS	PE CST	ADD	\$850K \$7,823K	2027 2029		
	452608-1	US 19 FRONTAGE ROAD FROM 5TH STREET TO N OF SEVILLE BLVD	DRAINAGE IMPROVEMENTS	PE CST	ADD	\$344K \$976K	2028 2029		
	437553-1	SR 595/N MYRTLE AVE AT RR CROSSING 626815-H N OF HART TO N OF MAPLE ST	RAILROAD CROSSING	CST	DEFER	\$241k	2027		Deferred CST from FY 2025
	445507-5	INTERSTATE WWVDS AT VARIOUS RAMPS -PHASE III DEPLOYMENT IN PINELLAS	SIGNING/PAVEMENT MARKINGS	CST	ADD	\$580k	2026		
	439517-1	SR 699/GULF BLVD FROM TOM STUART CAUSEWAY TO 153RD AVE	TRAFFIC SIGNAL UPDATE	PE	ADD	\$490k	2029		

A. Friends of the Pinellas Trails

A representative from Friends of the Pinellas Trail may take this opportunity to provide an update. Information on the Friends of the Pinellas Trail is available at FriendsOfThePinellasTrail.org.

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. Membership

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

ATTACHMENT: BPAC Membership List

B. Cancel the December Meeting

C. Correspondence, Publications, Articles of Interest

Pinellas County Fatalities Report thru September 27, 2023

Pinellas Trail Data – August 2023

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. Vacant

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

Seminole Area

23. Donovan Nickell (01/11/23)

Beach Communities

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

Technical Support

1. County Traffic Department (Joan Rice – representative, John Rieman and Gina Harvey– alternates)
2. Pinellas County Planning Department (Scott Swearngen – representative)
3. PSTA (James Phillips – representative; Devan Deal – alternate)
4. City of Clearwater (Jayme Lopko - representative, Lauren Matzke - representative)
5. City of St. Petersburg (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, Jim Wedlake - alternate)
13. CUTR (Julie Bond - representative)

Sheriff's Office /Police/Law Enforcement Representatives

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

Non-Voting Technical Support

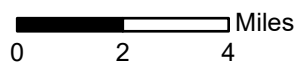
14. FDOT (Jensen Hackett - representative)
15. County Parks and Conservation Resources (Lyle Fowler – representative; Spencer Curtis – alternate)

*Dates signify appointment

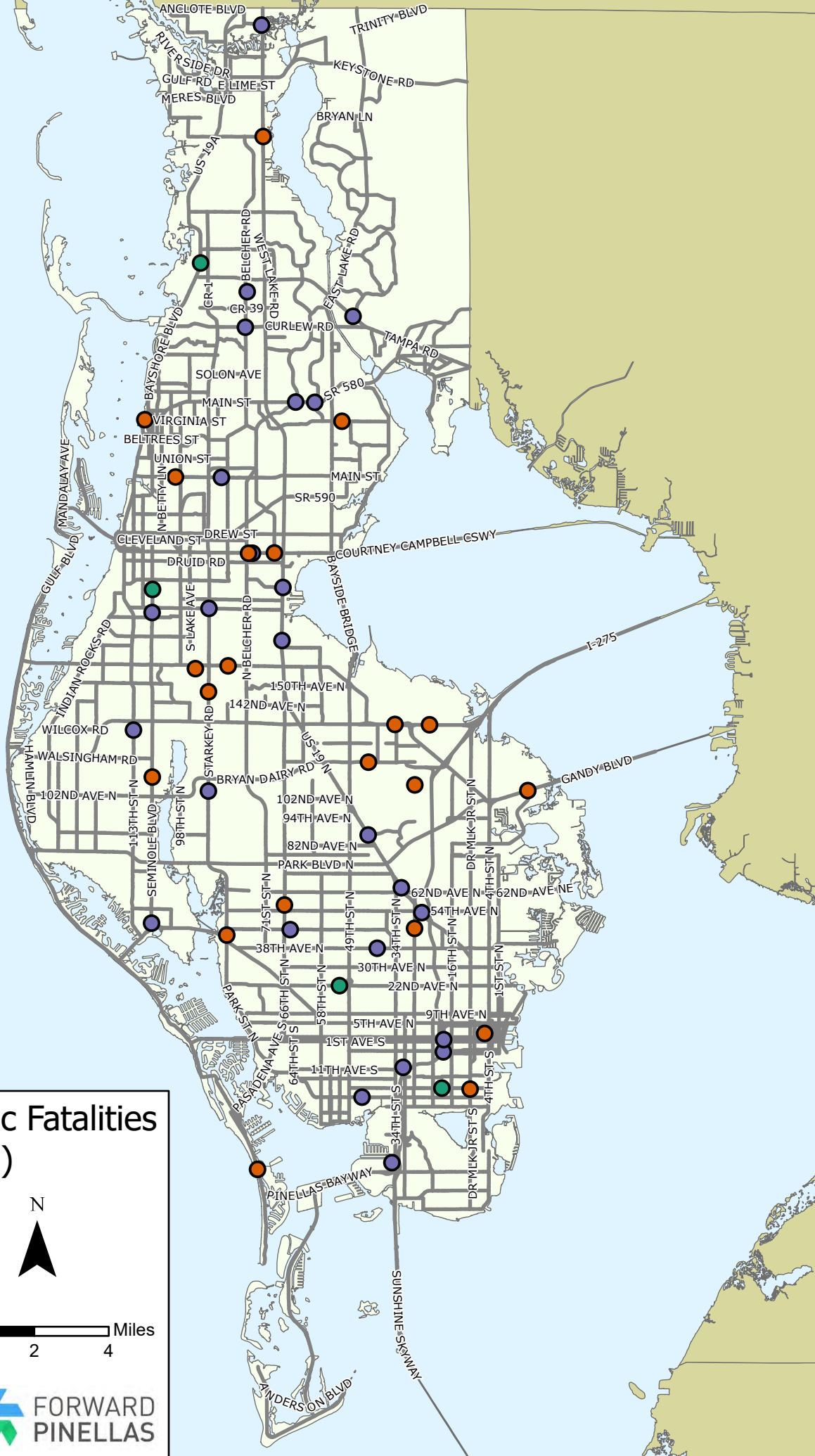
2023 Reported Traffic Fatalities (as of September 27)

Crash Type

- Bicycle
- Pedestrian
- Vehicle



Data Source: Forward Pinellas, 2023.
Map Produced: September 27, 2023.

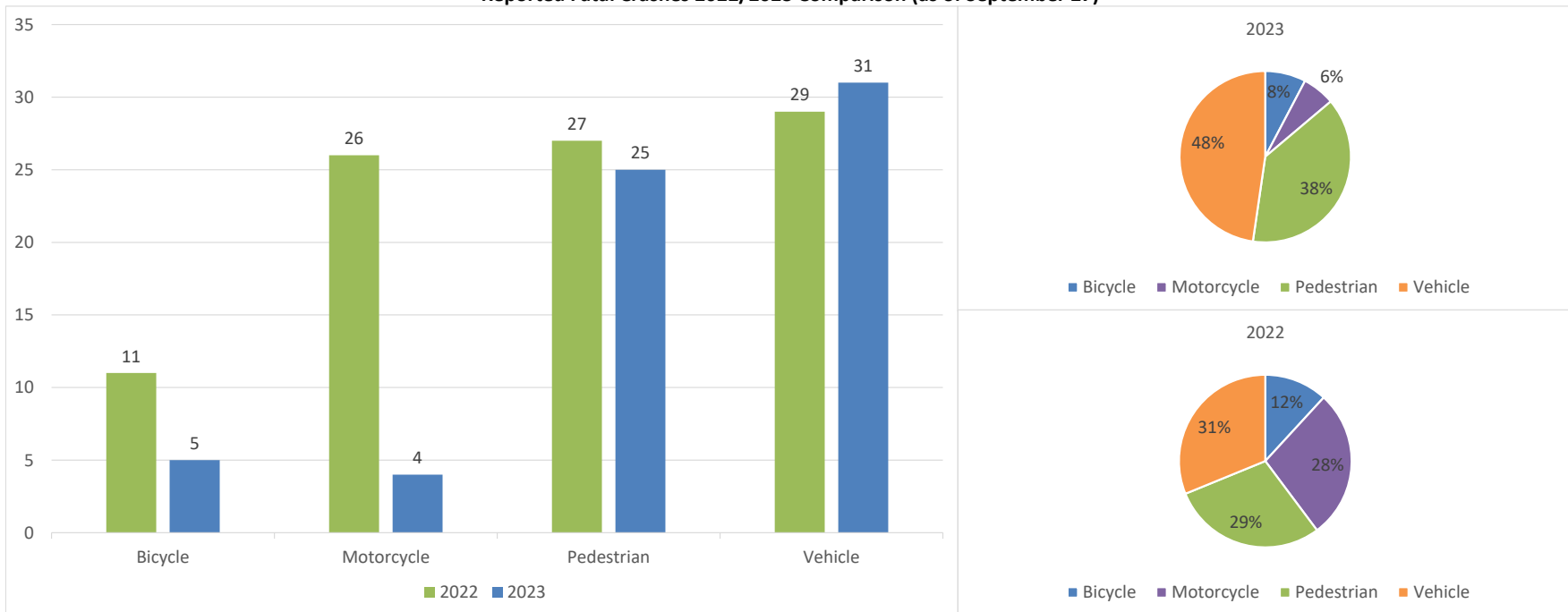


Crash Number	Fatalities	Date	Time	Type	On Street	Intersecting Street	Jurisdiction	Driver Age	Driver Sex
89363225	2	1/3/2023	6:13 PM	Pedestrian	Gulf Blvd	45th Ave	St. Pete Beach	51	Female
89363249	1	1/7/2023	6:49 PM	Pedestrian	Edgewater Dr	Main St	Dunedin	52	Female
25121505	1	1/10/2023	3:09 PM	Vehicle	S 50th Ave	None	St. Petersburg	67	Female
25121683	1	1/16/2023	7:26 PM	Vehicle	38th Ave N	40th St N	St. Petersburg	62	Male
25433239	1	1/19/2023	4:25 PM	Bicycle	S Missouri Ave	Bayview Dr	Clearwater	27	Female
25493525	1	1/19/2023	6:21 PM	Vehicle	S Missouri Ave	Kingsley St	Largo	74	Female
25045864	1	1/23/2023	4:49 PM	Vehicle	Haines Rd N SB	53rd Ave N	Unincorporated	35	Female
25121999	1	1/29/2023	12:34 AM	Pedestrian	28th St N	109th Ave N	St. Petersburg	20	Male
25433330	1	1/30/2023	8:20 AM	Vehicle	Sunset Point Rd	Barrington Dr W	Clearwater	26	Male
25122000	1	1/30/2023	6:32 PM	Bicycle	22nd Ave N	52nd St N	St. Petersburg	47	Female
25122007	1	2/1/2023	7:15 AM	Pedestrian	9th St S	18th Ave S	St. Petersburg	33	Male
25493627	1	2/4/2023	6:19 PM	Pedestrian	Starkey Rd	12th Ave SE	Largo	81	Female
25433438	1	2/7/2023	9:17 PM	Pedestrian	Gulf To Bay Blvd	S Belcher Rd	Clearwater	Unknown	Unknown
25062604	1	2/11/2023	9:43 PM	Pedestrian	SR 686 (Ulmerton Rd)	34th St N	Unincorporated	52	Male
89600474	1	2/13/2023	7:50 PM	Pedestrian	SR 688 (Ulmerton Rd)	Feather Sound Dr	Clearwater	29	Male
25073441	2	2/16/2023	3:14 AM	Vehicle	I-175 WB Off Ramp	I-275 (SR 93)	St. Petersburg	35	Male
25433558	1	2/17/2023	7:22 AM	Pedestrian	Gulf To Bay Blvd	Coachman Rd S	Clearwater	35	Male
25122714	1	2/28/2023	7:03 PM	Bicycle	18th Ave S	19th St S	Largo	26	Male
25185044	1	3/6/2023	4:56 PM	Vehicle	US 19 N	None	Tarpon Springs	44	Male
89619181	1	3/9/2023	10:47 AM	Bicycle	US Alt 19 (Palm Harbor Blvd)	Ohio Ave	Unincorporated	33	Female
25493899	1	3/9/2023	5:36 PM	Vehicle	US 19 N	Whitney Rd	Largo	86	Male
89363823	1	3/9/2023	9:09 PM	Pedestrian	Enterprise Rd E	Fernery Ln	Safety Harbor	41	Male
24907580	1	3/12/2023	8:26 PM	Vehicle	I-275 NB Off Ramp	31st St S	Unincorporated	22	Female
25493937	1	3/14/2023	8:26 AM	Pedestrian	Judy Lee Dr	Lake Judy Lee Dr	Largo	38	Male
25067318	1	3/16/2023	10:09 PM	Pedestrian	CR 296 (118th Ave N)	43rd St N	Unincorporated	77	Male
89385756	1	3/20/2023	8:17 AM	Pedestrian	Mirror Lake Dr N	5th St N	St. Petersburg	33	Female
25433861	1	3/22/2023	6:30 PM	Vehicle	Gulf To Bay Blvd	Belcher Rd S	Clearwater	50	Female
25738741	2	3/26/2023	7:39 PM	Vehicle	US 19 N	Gateway Centre Blvd N	Pinellas Park	25	Male
25904342	1	3/28/2023	4:55 AM	Pedestrian	US 19 N	E Klosterman Rd	Tarpon Springs	Unknown	Unknown
25433981	1	3/28/2023	5:00 AM	Pedestrian	Sunset Point Rd	Flora Rd	Clearwater	Unknown	Unknown
89627505	1	3/29/2023	5:47 AM	Vehicle	I-275	I-175	Unincorporated	57	Male
89581705	1	3/29/2023	6:35 AM	Pedestrian	SR 693 (66th St N)	56th Ave N	Unincorporated	20	Male
25016315	1	4/4/2023	2:48 AM	Vehicle	46th Ave N	Villas Of Willow Lake	Kenneth City	57	Male
89615424	1	4/4/2023	9:01 PM	Pedestrian	CR 681 (28th St N)	46th Ter N	Unincorporated	54	Male
89363825	1	4/5/2023	10:46 PM	Vehicle	Belcher Rd	Curlew Rd	Dunedin	18	Male
25434090	1	4/8/2023	3:59 PM	Vehicle	SR 580	Countryside Blvd	Clearwater	67	Male
89363874	1	4/11/2023	11:03 PM	Vehicle	SR 595 SB	50th Ave N	Seminole	57	Male
89615433	1	4/12/2023	8:06 PM	Vehicle	SR 689 (Haines Rd N)	64th Ave N	Unincorporated	65	Male
89364067	1	4/13/2023	9:19 PM	Vehicle	Old Oak Cir	Belcher Rd	Unincorporated	51	Male
25494289	1	4/29/2023	12:34 AM	Pedestrian	East Bay Dr	None	Largo	26	Female
25434374	1	5/8/2023	12:15 PM	Vehicle	SR 580	Landmark Dr	Clearwater	81	Female
25954723	1	5/13/2023	3:32 PM	Vehicle	22nd Ave S	45th St S	St. Petersburg	20	Male
89364060	1	5/16/2023	7:49 AM	Vehicle	CR 752	East Lake Woodlands Pkwy	Oldsmar	19	Male
25434552	1	5/18/2023	11:22 PM	Vehicle	US 19 N	None	Clearwater	46	Male
25969486	1	5/27/2023	8:41 PM	Vehicle	Keene Rd	Belleair Rd	Largo	38	Female
89660153	1	6/20/2023	9:57 PM	Vehicle	Starkey Rd	Bryan Dairy Rd	Unincorporated	26	Male
89655559	1	7/1/2023	5:57 PM	Pedestrian	CR 1 (Park St)	CR 16	Unincorporated	65	Male

Crash Number	Fatalities	Date	Time	Type	On Street	Intersecting Street	Jurisdiction	Driver Age	Driver Sex
25969749	1	7/4/2023	8:43 AM	Vehicle	113th St N	130th Ave N	Largo	88	Male
89660161	1	7/4/2023	9:04 PM	Pedestrian	US 92 (Gandy Blvd)	San Martin Blvd NE	Unincorporated	48	Female
89664543	1	7/7/2023	3:19 PM	Pedestrian	US Alt 19 (Seminole Blvd)	110th Ave N	Unincorporated	45	Male
Unknown	1	7/29/2023	3:04 AM	Bicycle	66th St N	Unknown	Pinellas Park	26	Female
Unknown	1	7/30/2023	2:35 AM	Pedestrian	US 19 N/34th St	46th Ave N	St. Petersburg	56	Male
Unknown	1	7/30/2023	8:53 PM	Motorcycle	Ulmerton Rd	Wilcox Rd/130th Ave N	Unincorporated	22	Female
Unknown	1	7/30/2023	5:00 PM	Vehicle	4th St	Unknown	St. Petersburg	Unknown	Unknown
Unknown	1	8/8/2023	4:45 AM	Pedestrian	Ulmerton Rd/SR 688	34th St N	St. Petersburg	71	Male
Unknown	1	8/18/2023	9:52 AM	Pedestrian	49th St N	140th Ave N	Clearwater	76	Male
Unknown	1	8/22/2023	2:22 PM	Vehicle	US 19 N	Anderson Park	Tarpon Springs	79	Male
Unknown	1	9/4/2023	8:30 PM	Pedestrian	18th Ave S	25th St	St. Petersburg	Unknown	Unknown
Unknown	1	9/6/2023	11:00 AM	Vehicle	Dr. Martin Luther King Jr. St N	58th Ave N	St. Petersburg	65	Male
Unknown	1	9/1/2023	12:30 PM	Vehicle	126th Ave N	113th St N	Largo	Unknown	Unknown
Unknown	1	9/7/2023	4:10 AM	Motorcycle	4th St N	I-275 NB On Ramp	St. Petersburg	22	Male
25957433	1	9/23/2023	7:01 PM	Motorcycle	9th Ave N	49th St N	St. Petersburg	25	Female
25957391	1	9/21/2023	11:42 PM	Vehicle	37th Ave S	6th St S	St. Petersburg	55	Male
25957390	1	9/21/2023	8:21 PM	Motorcycle	34th Ave N	34th St N	St. Petersburg	34	Male
Unknown	1	9/16/2023	4:30 AM	Vehicle	I-275 SB Off Ramp	54th Ave N	St. Petersburg	36	Female

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

Reported Fatal Crashes 2022/2023 Comparison (as of September 27)



Pinellas Trail Count Data Summary

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

August 2023*

31-Day Count Total: 128,016

Daily Average Count: 4,130

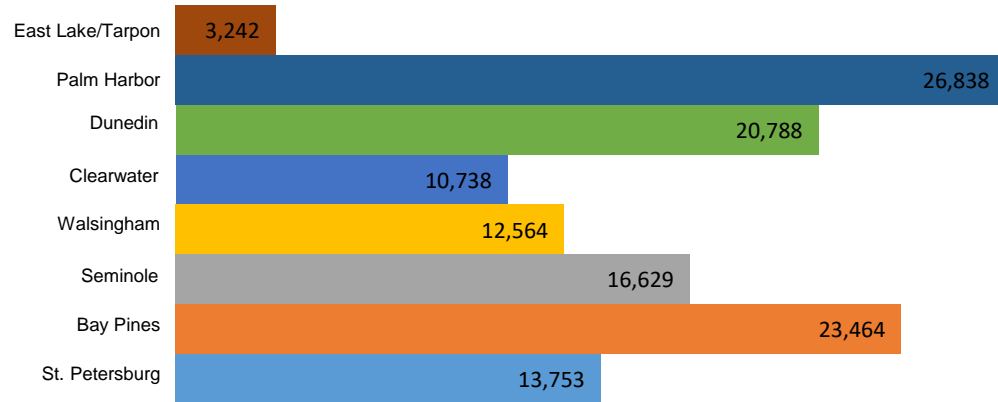
Highest Daily Totals:

#1 – Saturday, August 5th (Dunedin – 1,202)

#2 – Saturday, August 26th (Seminole – 793)

#3 – Saturday, August 26th (Bay Pines – 698)

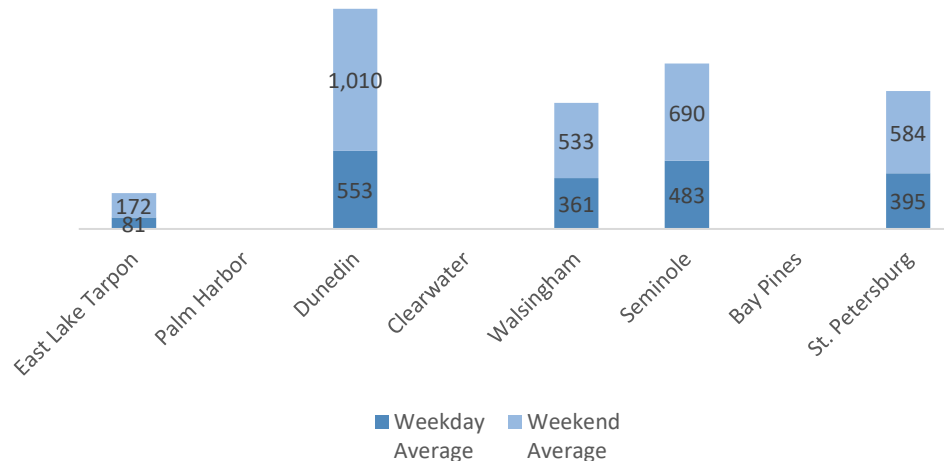
August Totals by Counter Location



Counter Locations



Weekday & Weekend Profile*



Trail User Mode Split*

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
Palm Harbor	N/A	N/A
Dunedin	1%	99%
Clearwater	N/A	N/A
Walsingham	8%	92%
Seminole	22%	78%
Bay Pines	N/A	N/A
St. Petersburg	12%	88%
East Lake/Tarpon	8%	92%

Source: Forward Pinellas August 2023

Pinellas Trail Count Data Summary

Automated Trail Counter Data Collection

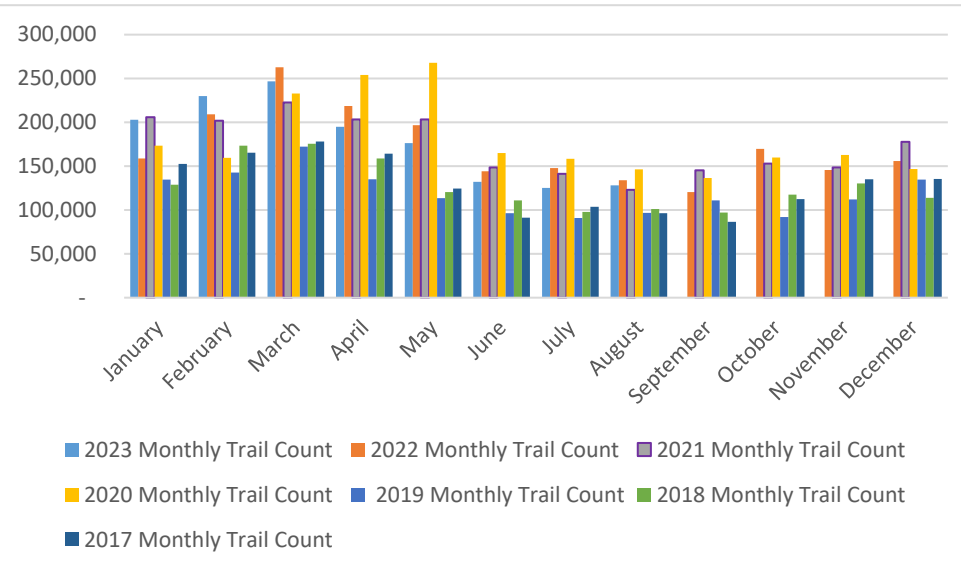
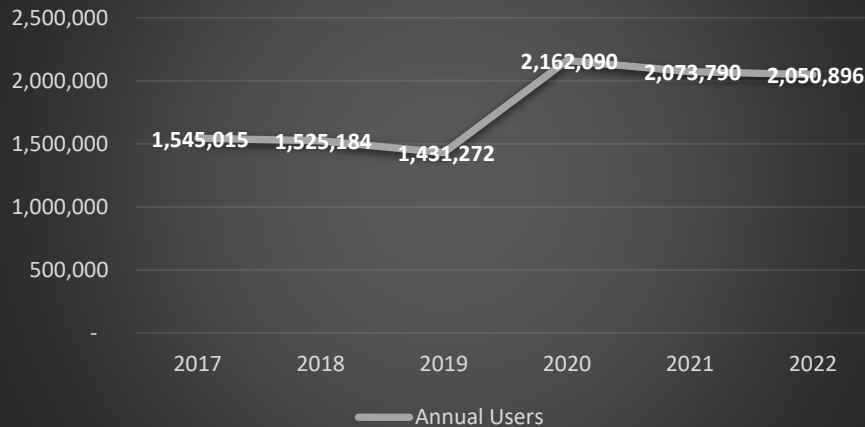
Period: January 2017 – August 2023 Data



**2023 Total Count:
1,436,085**

Monthly Trail Counts 2017 - 2023

Pinellas Trail Counts 2017 - 2022



Note:

- *Due to technical issues with the Palm Harbor, Clearwater, and Bay Pines counters, historical data was used to develop monthly count estimates through a linear regression formula. Daily, hourly, and mode split data is not available.
- Data in this report represents total counts from each count station located along the Pinellas Trail system. Each datapoint does not necessarily represent a unique trail user.