



BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

January 30, 2017 – 8:30 a.m.
310 Court Street, 1st Floor Conf. 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. **APPROVAL OF MINUTES – NOVEMBER 21, 2016** (8:35 – 8:40)
3. **FORWARD PINELLAS ACTIONS – DECEMBER 14, 2016 and JANUARY 11, 2017** (8:40 – 8:45)
4. **FDOT BICYCLES ON LIMITED ACCESS FACILITIES PILOT PROJECT** (8:45 – 9:10)
5. **COMPLETE STREETS PROGRAM APPLICATIONS** (9:10 – 9:40)
6. **SPOTlight EMPHASIS AREAS UPDATE** (9:40 – 9:45)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
7. **BPAC BUSINESS** (9:45 – 9:55)
 - A. Florida Bicycle Association (FBA)
 - B. Pinellas Trails, Inc.
 - C. Gulf Boulevard Crosswalks in Indian Rocks Beach
 - D. Regional Summit, January 23, 2017
 - E. Tri-County BPAC, January 17, 2017
8. **AGENCY REPORTS** (9:55 – 10:05)
9. **OTHER BUSINESS** (10:05 – 10:15)
 - A. Membership
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
10. **ADJOURNMENT** (10:15)

NEXT BPAC MEETING – FEBRUARY 27, 2017

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

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

BPAC – January 30, 2017

2. Approval of Minutes



SUMMARY

The meeting summary for the November 21, 2016 meeting is attached for review and approval.

ATTACHMENT: BPAC Meeting Summary – November 21, 2016

ACTION: Approval of Meeting Summary

PINELLAS COUNTY
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
November 21, 2016

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on November 21, 2016 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

BPAC Members Present

Brian Smith, Chairman	At Large Citizen Representative
Daniel Alejandro	Largo Citizen Representative
Lynn Bosco	At Large Citizen Representative
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Kimberly Cooper	St. Petersburg Citizen Representative
Felicia Donnelly	Clearwater Bicycle Pedestrian Coordinator
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Byron Hall	Pinellas Park Citizen Representative
Edward Hawkes	At Large Citizen Representative
Chip Haynes	Clearwater Citizen Representative
Steve Lasky	At Large Citizen Representative
Charles Martin	Dunedin Citizen Representative
Anthony Matonti	TBARTA
Casey Morse	Pinellas County Public Works
Jim Parent	South Beaches Citizen Representative (St. Pete Beach)
Michael Siebel	At Large Citizen Representative
Bert Valery	North Beaches Citizen Representative (Indian Rocks Beach)
Jim Wedlake	Seminole Citizen Representative
Georgia Wildrick	Largo Citizen Representative
Robert Yunk	At Large Citizen Representative
Jacob Labutka	PSTA

BPAC Members Absent

Becky Afonso	North County Citizen Representative, Oldsmar
Julie Bond	CUTR
Valerie Brookens	City of Largo
Charlene Cobb	Sunstar Paramedics
Megan Carmichael	Department of Health – Pinellas
Win Dermody	Clearwater Citizen Representative
Tom Ferraro	North County Citizen Representative
Eric Gibson	Pinellas County Sheriffs Office
Paul Kurtz	At Large Citizen Representative
Tom McGinty	School System Representative
Geri Raja, Vice Chair	South County Citizens Representative
Ron Rasmussen	Pinellas Park Citizen Representative
Annette Sala	At Large Citizen Representative
Camille Soleil	St. Petersburg Citizen Representative

Others Present

Doron Smith	Pinellas County Citizen
Alex Henry	FDOT District 7 Bicycle Pedestrian Safety Specialist
Dr. Jan Hirschfield	Pinellas Trails, Inc.
Sarah Ward	Forward Pinellas Staff
Rodney Chatman	Forward Pinellas Staff
Whit Blanton	Forward Pinellas Staff
Susan Miller	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER & INTRODUCTIONS

Chairman Brian Smith, At Large Citizen Representative, called the meeting to order at 8:30 a.m. Those in attendance introduced themselves.

2. APPROVAL OF MINUTES

The summary from the October 17, 2016 BPAC meeting was approved as provided in the agenda packet.

3. FORWARD PINELLAS ACTIONS

Mr. Rodney Chatman, Forward Pinellas (FP) Division Manager, reviewed the actions from the Board's November 9, 2016 meeting as provided at the meeting. The Board approved the Florida Department of Transportation (FDOT TIP amendment that related to the Honeymoon Island Trail Spur, which incorporates this project into the DOT work program. The Board did hear the presentation for the PD & E study for the San Martin Bridge replacement and trail alignment project, and the Board deferred action to allow the consultant to go out and meet with four neighborhood groups and city council before coming back to FP Board for recommended action. The Board also authorized staff to draft a letter to FDOT to recommend including accommodations for bike, pedestrian and transit users in association with the TBX project.

4. SUN TRAIL PROGRAM

Chairman Smith updated the committee on the funding from SUN Trails Program. The SUN Trail network, of which all the funded projects are a part, consists of paved multi-use trails for bicyclists and pedestrians that are separated from vehicle roadway traffic. Combined funds from 2015 and 2016, totaling \$50 million was used to fund various trail projects with Pinellas County receiving \$7.1 million. FDOT designated \$5.7 million in design/build funding to Pinellas County to close a gap in the Duke Energy Trail between Chestnut Park and Enterprise Road, a key part of completing the Pinellas Trail Loop around the county. Chairman Smith added that the trail could also be funded through the Penny for Pinellas sales tax. The western gap connecting Pinellas County to Pasco County, via the Coast to Coast Trail, should be completed by March 2017. Pasco County should also complete construction of their gap by March 2018. Questions were taken and appropriately answered.

5. COAST TO COAST TRAIL TERMINUS DESIGNATION

Mr. Anthony Matonti, Senior Planner and Project Coordinator with TBARTA, presented a recommendation to extend the Coast to Coast Trail terminus. The Multi-Use Trail Committee (MUTC) had recommending Forward Pinellas advisory committees to have the Coast to Coast Trail end at the St. Petersburg Pier, which is currently under construction to rebuild. He said the Pinellas Trail ends on the southern portion at Demens Landing and TBARTA MUTC would like to extend the Pinellas Trail a few blocks north to connect it with a community trail to bring the end of the Coast to Coast Trail to a significant landmark. Felicia Donnelly, City of Clearwater, expressed concern that "loop" was left out on the map description of The Pinellas Trail, as it should be define as the Pinellas Tail Loop. Ms. Donnelly also expressed her desire for Clearwater Beach to be considered as a terminus for the Coast to Coast Trail, stating that other municipalities may also like to be considered. Ms. Donnelly recommended a "letter of no objection" be drafted and brought to the Forward Pinellas Board for approval before a decision is made. Ms. Georgia Wildrick, Largo Citizen Representative, stated she received a phone call from Valerie Brookens of the City of Largo, to make the BPAC aware that Largo is opposed to this plan from St. Petersburg. It was suggested that each city be able to make a terminus of their own.

The BPAC noted to recommend to the MPO to recommend to the state that on the maps showing the Pinellas Trail, that the state recognize the Pinellas Trail in both corridors of the Coast to Coast and the Southwest Coastal Regional Trail as the Pinellas Trail Loop on all maps graphically. In addition to that, if a jurisdiction wants to be recognized as a destination along the loop, they should be recognized. Motion was made by Bert Valery and seconded by Kimberly Cooper and passed unanimously.

Mr. Matonti also announced that TBARTA is teaming up with Florida Greenways and Trail Foundation and Council, Lee Health and the Sarasota Metropolitan Planning Organization (MPO) to host a Gulf Coast Regional Trail Summit January 23rd in Venice, Florida. Lunch will be provided by Lee Health. If you are interested in attending, contact Anthony Matonti at 813-282-8200.

6. COMPLETE STREETS, ST. PETERSBURG

Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, updated the committee on the City of St. Petersburg Complete Streets policy to consider all modes of transportation in their future projects. He noted the new separated bike facility around First Street down to Fifth Avenue S. completing a loop and connecting USF and Dali Museum to the Pier. He also made mention that Central Avenues' new share lane markings from the water to First Street allows bicycles to use the full lane and the Share-Ride Bike program is progressing nicely. Mr. Cruse shared that St. Petersburg is creating a new committee called the Complete Streets Committee to include city department members as well as community citizen members in an effort to get city departments more involved in the community and working with the citizens. He stated, the Complete Streets Implementation Plan consultant agreement has been approved and the next step is use this platform to aide in setting the city's complete street project priorities over the next 10 years. The goal is one year on developing the implementation plan.

7. FRED MARQUIS PINELLAS TRAIL AUTOMATIC COUNTER PLAN

Susan Miller, Forward Pinellas staff, gave a presentation on the Partnership to Improve Community Health (PICH) program in which the City of St. Petersburg and Forward Pinellas received grant awards from the Florida Department of Health. This program was developed in an effort to promote exercise and healthy living, especially in those locations where health care is not easily accessible. These funds were used to focus on removing barriers to county parks and the Pinellas Trail by installing of wayfinding signs to local parks. Bicycle repair stations and trail counters along the Pinellas Trail to make the trails more easily accessible by the surrounding communities. The counters will allow us to estimate usage and bicycle and pedestrian mode splits of trail users. Since this project is in its early stages, we only have the count of people using the trail and the direction traveled.

8. SPOTlight Emphasis Areas Update

Mr. Chatman updated the committee on the SPOTlight Emphasis Areas. The Waterborne Transportation Technical Forum was a great success on November 3rd. It was well attended and a great deal of information was covered. We will be working with our land use planners on a few action items that came out of the forum. One of those items being the development of a model ordinance to regulate water ferry's and taxies due to very little guidance on land development regulations and how these types of transportation operations should be treated. We will also be working with DEP (??) on changes to their guidelines only covers two classifications of waterborne transportation, commercial operation or recreational use. Since water ferry's and water taxies are neither, we have an opportunity for discussions.

9. BPAC BUSINESS

A. Cancellation of the December 2016 meeting

The December BPAC meeting has been cancelled. Enjoy your holiday and travel safely. Next meeting is January 30th, 2017.

B. Tri-County BPAC 2017 Meeting

Hillsborough County will be hosting the Tri-County BPAC meeting on January 17th, 2017. There is no location given as of yet. We will notify the BPAC as soon as that information is made available

C. 2017 Meeting Schedule for Forward Pinellas and Advisory Committees

The 2017 meeting schedule was provided for Forward Pinellas and the Advisory Committees. January and February committee meetings have been moved to accommodate important dates and events.

D. TIP Amendment - Honeymoon Island State Park Spur Trail

FDOT was able to use money from the Transportation Alternatives (TA) Program Funds to fund the Honeymoon Island State Park Spur Trail to allow it to be included in the Pinellas County FY 2015/16–2019/20 Transportation Improvement Program (TIP). The trail will allow bike/ped travel from motor vehicles inside the park. Mr. Edward Hawkes, At Large Citizen Representative, suggested a letter of thanks be sent to of FDOT for its efforts in getting

this project funded. He also pointed out that they are currently working all construction around the turtle population in the park.

E. Florida Bicycle Association (FBA)

Current information on the FBA was distributed to the committee. There were no other comments.

F. Pinellas Tail Inc.

The quarterly meeting was held at the County Traffic Facility on November 2nd with a tour of the facility. The Norquist Family had a bench named for them in Largo. Northwest Collision Company was able to partner with Pinellas Trails and fund a shelter. A location has not been named yet. An agreement with Pinellas County and Pinellas Trails has been generated, identifying who is Pinellas Trails and how they operate, awaiting reply from Pinellas County. A policy statement is also needed for donated monies and how they should be invested to receive the best return. Remember Honor and Support 911 Survivors (RHS) supported a bike ride from the beginning of the trail at John Chestnut Park to Demons Landing. They were shown the trail counters and the bike share program in St. Petersburg. Friends of the Pinellas Trail has a Facebook page. Please check it out. Watch for the picnic meeting in the spring.

10. AGENCY REPORTS

Updated information was provided for the following items:

- **Tri-County Trail / Starkey Wilderness Trail & Brooker Creek Trail**
Ms. Casey Morse, Pinellas County Public Works, reported still looking at March/April for completion of the Tri-County Trail. A retired Buc's player was sited riding the trail in this area.
- **Court Street / Chestnut Street Railroad Crossing**
Ms. Miller reported that RRFB's have not yet been modified at this location. Modification is needed so that the user can see the flashing of the RRFB prior to the traffic approaching.
- **Elfers Trail Spur**
Mr. Chatman reported that work is underway with the county and city to stabilize the trail at Elfers trail. The work is going well and work should be wrapped up by the next meeting.
- **Belleair Road / U.S. Highway 19 Trail Crossing**
Ms. Miller reported that FDOT sent information in that the crosswalks will be moved for a better line of sight for the trail crossing. Mr. Jacob Labutka with PSTA reported that bus stops will cannot be moved at this time due to high traffic risks for rear-end crashes.
- **Orange Street Overpass**
Ms. Miller stated the Orange Street overpass span-replacement project is currently stalled. Ms. Miller will update as information becomes available. Mr. Lyle Fowler, PC Parks & Conservation Resources, stated this project is to purchase and install just the spans, and the bridge supports would remain the same. This project has not yet advertised, it is stalled in county procurement pending the old bridge plans.
- **St. Petersburg Bike Share Program**
Mr. Cruse updated the committee on the Bike Share program. He said there were 10 stations and 100 green demo bikes available for public use. New bikes will arrive mid-January, and will determine the official program launch date. He added that charter memberships are still available.

11. OTHER BUSINESS

A. Membership

There are two vacancies for St. Petersburg. Staff is coordinating with Mr. Cruse to fill these vacancies.

B. Correspondence, Publications, Articles of Interest

There were no comments regarding the correspondence, publications and articles of interest.

C. Suggestions for Future Agenda Topics

There were no suggestions for future agenda items brought up during this time.

D. Other

Mr. Chip Haynes, Clearwater Citizen Representative, shared with the committee that he was approached by the City of Clearwater and asked to lead bicycle rides out of Roth Norton Recreation Center on S. Martin Luther King. He accepted and put together the Coaster Brake Club appealing to 55+, active adult riders for a low-impact, low-tech ride of about 6 miles round trip. The first ride is November 29th at 9:30. Each Tuesday of the month there will be a different route. Mr. Haynes will be available to help other municipalities establish the same.

Mr. Bert Valery, Beach Community Representative, reminded the committee of their obligation for the Indian Rocks Beach crosswalks and wanted to know where the request stands. Pinellas County has maintenance jurisdiction over this area of Gulf Boulevard and county policy mandates: "cross walks at uncontrolled intersections must have pedestrian counts." This is consistent with the traffic engineering manual and an engineer must certify and sign off on those crosswalk installations. It must be warranted that a crosswalk is needed based on pedestrian counts. Chairman Smith recommended working with the municipalities to justify installing crosswalks.

12. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:33am. The next meeting is scheduled for Monday, January 30th, 2017.

BPAC – January 30, 2017

**3. Forward Pinellas Actions – December 14, 2016 and
January 11, 2017**



SUMMARY

The December 14, 2016 and January 11, 2017 Action Sheets are provided for your information. A staff member will review actions taken by the Forward Pinellas Board at those meeting.

ATTACHMENT: Action Sheets – December 14, 2016 and January 11, 2017

ACTION: None Required, Informational Item Only



Executive Summary, 12.14.16 Board Meeting

Happy holidays! The full agenda for the meeting, the meeting video, and a short list of actions that the board took this month are all on [our website](#).

- Forward Pinellas recognized outgoing and incoming board members for the new year
 - Safety Harbor Commissioner Cliff Merz (representing Oldsmar, Safety Harbor and Tarpon Springs), Belleair Commissioner Tom Shelly (representing the Inland Communities), and Dunedin Mayor Julie Bujalski (representing PSTA) all finished their terms this month
 - They will be replaced in January by, respectively, Oldsmar Mayor Doug Bevis, South Pasadena Commissioner Lari Johnson, and Clearwater Vice Mayor Bill Jonson
 - We are grateful to Commissioner Merz, Commissioner Shelly, and Mayor Bujalski for their service, and we look forward to working with the new board members
- Forward Pinellas also announced its new Executive Committee for 2017
 - County Commissioner John Morroni will be serving as the board's chair, Clearwater Councilmember Doreen Caudell as vice chair, Indian Rocks Beach Commissioner Cookie Kennedy as treasurer, and County Commissioner Dave Eggers as secretary
 - We thank our outgoing Chairman and St. Petersburg Councilmember Jim Kennedy for his past two years of service as chair
- FDOT representative Brian Beaty presented the department's Draft Tentative Work Program for fiscal year 2017-218 through fiscal year 2021-2022 as it relates to Pinellas County
 - The work program aligns closely with the multimodal priority list the Forward Pinellas board adopted in September
 - Some of the projects slated for FDOT funding:
 - Central Avenue Bus Rapid Transit
 - Harn Boulevard to First Street overpass
 - Interchange at Gandy Boulevard and Brighton Bay Boulevard NE
 - Tierra Verde Bridge replacement, also including construction of Bayway South Trail
 - Treasure Island Causeway Trail west of Causeway Boulevard
 - Construction for US 19 Interchange at Curlew Road (slated for 2021)

- Especially for the Tierra Verde, Treasure Island Causeway Trail, and northern US 19 projects, board members asked FDOT that they be involved in getting information about the projects out to members of the community as early as possible
- The board approved the scope of services for the Gateway/Mid-County Master Plan, presented by the Forward Pinellas executive director. Forward Pinellas will be working with FDOT and local governments to fund the project
- Mayor Bujalski updated the board on recent PSTA activities, which included PSTA and HART working on an inter-local agreement to more closely align operations and improve efficiencies
- The City of Clearwater presented its proposed new US 19 Activity Center Zoning District Standards as part of its amended Land Development Code
 - The new code favors a higher-quality mix of uses, pedestrian accessibility, and development that promotes economic opportunity
 - The board expressed support for the plan and noted appreciation for the collaborative spirit in which the code was developed and the code's adherence to the Countywide Plan



Executive Summary, 1.11.17 Board Meeting

The first Forward Pinellas Board meeting of the new year was held this Wednesday. The full agenda for the meeting and the meeting video are on [our website](#).

- The board appointed its representatives for the year to the Transportation Management Area (TMA) Leadership Group, the collaborative group comprised of membership from Pasco, Hillsborough, and Pinellas MPOs. This year's representatives are County Commissioner Dave Eggers, Clearwater Councilmember Doreen Caudell, and Dunedin Commissioner John Tornga, with St. Petersburg Councilmember Jim Kennedy as the alternate.
- The board welcomed new members Oldsmar Mayor Doug Bevis (representing Oldsmar, Safety Harbor and Tarpon Springs), South Pasadena Commissioner Lari Johnson (representing the Inland Communities), Clearwater Vice Mayor Bill Jonson (representing PSTA), and Pinellas County Commissioner Ken Welch
 - Ken Welch returns to the board to fill the seat previously held by County Commissioner Karen Seel, who leaves the board after two decades of service. She spoke about her continuing commitment to the future of regionalizing transportation, including membership on TBARTA and working behind-the-scenes to provide input on the issues. She mentioned the Gateway Express and the PSTA/HART work program as examples of the area's future.
 - We thank Commissioner Seel for her service and look forward to continuing to benefit from her regional leadership on transportation.
- The Forward Pinellas Board will be holding a work session for 2017 on March 31 to discuss SPOTlight areas, performance-based planning, and a strategic communications plan. Details will be forthcoming.
- Pinellas Park Councilwoman Patti Johnson was honored for her recent Elected Official of the Year award from the Florida Commission for the Transportation Disadvantaged. Councilwoman Johnson is and the chair of the Forward Pinellas Local Coordinating Board, which oversees the local Transportation Disadvantaged Program. Congratulations!
- Forward Pinellas has received six applications for its Complete Streets program.
 - Those projects are:
 - 54th Avenue North Concept Plan, Pinellas County
 - Drew Street Concept Plan, City of Clearwater
 - Rosery Road Concept Plan, City of Largo
 - South St. Petersburg East-West Concept Plan, City of St. Petersburg

- First Avenue Northeast Construction Project, City of Largo
 - 34th Street South Construction Project, City of St. Petersburg
 - The Technical Coordinating Committee will see presentations from local governments at its January 25 meeting, and the Forward Pinellas Board is anticipated to approve recommended projects for funding at its March meeting.
- Pinellas County Transportation Division Director Ken Jacobs gave an update on the county's Intelligent Transportation System (ITS) and Advanced Traffic Management System (ATMS).
 - ATMS is the new computerized signal system being installed along our main roadways.
 - ITS is a suite of other technologies that involve enhancing signal operations, better managing incidents, and providing traveler information
 - ITS began in 1999, has centralized control with local cooperation
 - Includes dynamic message signs, CCTV cameras at intersections, and signal management
 - A website specific to the system is in the works
 - Residents can report problems with the system by calling (727) 464-8926
 - Adaptive control is new signal management technology - it is more responsive to changes in traffic situation and a "smarter" system. Can vary from day to day and hour to hour.
 - Has been installed on some major roadways and is being installed on Pinellas County roadways now, including Park Boulevard, 66th Street, and Bryan Dairy
 - Phase three of the project looks to fill gaps between the adaptive systems that have already been installed, and will be under construction by 2018
 - Results in average reduction of 10 to 13 percent in travel times
- The board heard about the state's MPOAC legislative priorities and positions and provided guidance on what priorities members felt were most important and relevant to Pinellas County.
- FDOT District Seven Secretary Paul Steinman introduced the new District Seven Director of Transportation Development, Bill Jones.
- Bill Jonson gave an update from PSTA, which included a PSTA board retreat on January 13 to discuss a performance measurements system and the collaboration with HART, among other topics.

SUMMARY

During the 2012 Florida Legislative session, Legislators established a pilot program in Florida Statute 316.091 to study the feasibility of allowing bicycles to travel on limited access bridges. Prior to this legislation, bicycles were prohibited from operating on limited access roadways or bridge sections.

Three pilot corridors were selected:

1. Pineda Causeway (SR 404) in Cape Canaveral National Seashore (Brevard County)
2. William Lehman Causeway (SR 856) in Aventura/Sunny Isles Beach (Miami-Dade County)
3. Julia Tuttle Causeway (I-195), Miami/Miami Beach (Miami-Dade County)

The three corridors were modified in 2012-2013 to add bicycle lane pavement markings and signs indicating bicycle travel was now permitted. The study period officially completed in 2015 and a report documenting the findings was produced by FDOT Central Office. The study recommended extending the pilot program for another two years to provide more opportunity for long-term observations and data collection. No new corridors will be added during this time.

Mr. Christopher Speese, District Bicycle/Pedestrian Coordinator will present a summary of the study and be available to take questions.

ATTACHMENT: FDOT Bicycles on Limited Access Facilities Pilot Project Final Report, August 2015

ACTION: None required; informational item

**FDOT Bicycles on Limited Access Facilities
Pilot Project
FINAL REPORT
August 2015**



Prepared By:

**Florida Department of Transportation
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FDOT Bicycles on Limited Access Facilities Pilot Project FINAL REPORT August 2015



Prepared By:

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Appendices

- A. Florida Statute 316.091
- B. Selection Criteria – Facility Evaluation Matrix
- C. Typical Sections / Plans / Concept Plans
- D. Bicycle Count Data
- E. Collision Summaries and Diagrams
- F. Enforcement Input
- G. Operational Analysis Research Study by University of North Florida
- H. Project Cost Information

Bicycles on Limited Access Facilities Pilot Project

EXECUTIVE SUMMARY

During the 2012 Florida legislative session, Legislators established a pilot program in Florida Statute 316.091, to study the feasibility of allowing bicyclists to travel on limited access bridges. The law required that the Florida Department of Transportation (FDOT) establish a two year pilot program, in three separate urban areas, allowing bicycle access on highway approaches and bridge segments of limited access highways crossing bodies of water. Prior to this legislation, bicycles were prohibited from operating on limited access roadways or bridge sections.

In selecting the pilot projects, FDOT was required to consider the population within five miles of the highway approach and bridge segment, lack of bicycle access by other means, cost, safety and operational impacts. Three corridors were selected for the pilot project:

- Pineda Causeway (SR 404), Brevard County/Cape Canaveral National Seashore,
- William Lehman Causeway (SR 856), Aventura/Sunny Isles Beach, Dade County, and
- Julia Tuttle Causeway (I-195), Miami Beach/Miami, Dade County

The selection was based on unique characteristics of these limited access corridors, making them good candidates for added bicycle facilities. The selected pilot corridors featured existing bicycle activity prior to bicycles being permitted on each facility. The corridor selection was supported by local cycling interest groups and the respective metropolitan planning organizations.

The three pilot corridors were modified in 2012-2013 to add bicycle lane pavement markings and signs showing bicycle travel was permitted. Each of the corridors was opened to bicycle travel by March 2013. Counts of bicycle activity were conducted before, during, and after the corridors were upgraded for bicycle use. The behavior of cyclists and drivers was studied as they traveled along the causeways and over the bridges. Crash data was also collected for the two year pilot project.

Cycling activity varied on the pilot projects over the study period. The William Lehman Causeway was the most heavily used of the three pilot projects, with 1,057 bicyclists per week in January 2015, a 74% increase from December of 2012. The Julia Tuttle Causeway had 233 bicyclists per week in January 2015, a 120% increase from December 2012. The data from the Pineda Causeway showed relatively consistent use, although it should be noted that the first round of data collection was completed soon after the facility was opened for bicyclist use.

During the course of the pilot project, data shows that bicycle usage tended to be higher on the weekends. Speed data from an independent study demonstrated that drivers reduced their speed by 2.2 MPH when overtaking a bicyclist on the causeway section of

the bridges. Crashes involving bicycles did not significantly increase on the pilot corridors, although overall crashes (those involving all vehicle types and crash types) increased on the Julia Tuttle Causeway.

The corridors analyzed in this pilot project were selected based on their specific operational and design characteristics, and other limited access corridors may not experience similar operational and safety results. In general, high speed limited access facilities and adjoining corridors with higher truck volumes and narrow shoulders may not operate in the same way as the pilot projects. Caution should be taken before considering similar bicycle facilities on other limited access corridors. Engineering judgement should be actively applied when evaluating corridors for bicycle safety and operations before specific routes are considered for similar implementation. Such an evaluation should be based on a thorough review of relevant data. Therefore, the duration of the pilot project should be extended to allow for additional data collection and evaluation to determine the longer term impacts of bicycle facilities on the pilot corridors.

Given the relatively short duration of the pilot project, it is recommended that the pilot project be extended for a period of two years to monitor operations and crash data on the three project corridors. During the extension, FDOT staff should continue to gather input from local law enforcement agencies and coordinate with the bicyclist community on safe and proper use of bicycle lanes. FDOT should perform bicycle counts on an annual basis to monitor changes in bicycle use on the pilot corridors. At the end of the two year extension, crash data should be analyzed to evaluate any trends related to additional bicycle traffic and to ensure that the pilot corridors operate safely. The pilot corridors should be further evaluated after the two year extension project to determine if bicycles should be allowed on other limited access causeways meeting specific criteria. The cost of an extension of this pilot project is estimated at \$100,000, which would include additional traffic counts, crash analysis, and operational reviews.

Bicycles on Limited Access Facilities Pilot Project

BACKGROUND

The 2012 Florida Legislature modified Florida Statute 316.091 to establish a pilot program allowing bicycles on limited access highways. With the exception of this pilot project, Florida law prohibits bicycles and human-powered vehicles on limited access highways, including bridges. The 2012 statute directed FDOT to identify three limited access highway approaches and bridge segments over water bodies by October 2012 and open them to bicycle traffic by March 2013. The two year pilot program would be followed by a report to the Governor and Legislature by September 2015. This report will serve to satisfy that requirement, as it includes an evaluation of bicycle crash data on the designated segments of the pilot program, usage by operators of bicycles and other human-powered vehicles, enforcement issues, operational impacts, and the cost of the pilot program. The full text of Florida Statute 316.091 can be found in Appendix A.

Pilot Project Corridors

The Florida Department of Transportation selected limited access corridors in three separate urban areas which met the criteria of the statute. Those corridors were required to cross a water body where no other crossing is available within approximately two miles of the entrance to the limited access facility. As part of the pilot corridor selection process, FDOT also considered the following attributes:

- urban area population within 5 miles of the bridge segment
- suitability of alternate routes
- connectivity with other bicycle facilities and regional destinations
- volume and speed of motorized vehicular traffic
- truck traffic volumes
- negotiation of ramps and merge areas
- sight distance
- safety and potential operational impacts
- cost to retrofit highway
- lighting

Ten corridors were evaluated, and three were chosen for the pilot project based on the characteristics listed above. The selected corridors were Pineda Causeway (SR 404) across the Indian and Banana Rivers in Brevard County, William Lehman Causeway (SR 856) across the Intracoastal Waterway in Dade County, and the Julia Tuttle Causeway (I-195) across Biscayne Bay in Dade County. The pilot projects were supported by the bicycle community in Brevard County and the Bicycle/Pedestrian Advisory Committee of the Miami-Dade MPO. A location map showing each of the selected corridors is included in Figure 1. Figures 2-4 depict the limits of the pilot projects. A list of the ten corridors considered for this pilot project along with the selection criteria can be found in Appendix B.



Figure 1. Location Map – Selected Corridor Projects

Each of the pilot causeways opened for bicycle travel by March 2013 after being retrofitted with the following upgrades:

- bicycle lane markings were added to the paved shoulders,
- signs were installed to clarify that the corridors were open to bicycle travel,
- merge areas across ramps were identified, some with green colored pavement to increase driver awareness of cyclist paths,
- railing height was increased on the bridge segments, and
- drainage grates were modified.

A summary of features for each selected facility is listed in the following table.

	Pineda Causeway	William Lehman Causeway	Julia Tuttle Causeway
Limited Access Route	SR 404	SR 856	SR 112 (I -195)
Location	Melbourne, Brevard County	Aventura, Dade County	Miami Beach/Miami, Dade County
Waterbody Crossed by Facility	Indian River and Banana River	Intracoastal Waterway	Biscayne Bay / Intracoastal Waterway
Interchange 1 - Western Limit of Pilot Project	US 1	West Country Club Drive	NE 36th / NE 37th
Interchange 2 - Eastern Limit of Pilot Project	SR A1A	SR A1A (Collins Ave)	Alton Road
Alternate Crossing Route	SR 518	SR 858	Venetian Causeway
Distance to Alternate Crossing	> 2 miles	> 2.0 miles	1.5 – 2.8 miles
Approx. Route Length (one way)	3.8 mile	1.1 mile	2.4 miles
Average Annual Daily Traffic (vpd)	33,500 to 37,500	33,500	109,000
Shoulder Width	7 - 8 feet	10 feet	10 feet
Percent Truck Traffic	4	3	2
Total Number of Lanes (both directions of travel)	4	6	6
Posted Speed Limit	55 MPH	45 MPH	55 MPH
Regional Trails Access	Access to Canaveral National Seashore	Don Soffer Trail	Alternate route for East Coast Greenway

Table 1. Summary of Pilot Causeway Features

Detailed Project Information

Pineda Causeway

Improvements along the Pineda Causeway between US 1 and SR A1A included roadway restriping, addition of a bullet rail to the existing concrete barrier wall, drainage inlet grate replacement, and modified signs at each end of the corridor allowing cyclists. The existing 8 foot shoulder was striped as a dedicated bicycle lane in each direction, separated from the vehicular travel lane by 6 inch white audible pavement markings. Green pavement was installed in the bicycle lanes across ramp merge areas at US 1, CR 3, and South Patrick Drive. Older grated inlet tops were replaced with those that have smaller openings and designed for bicycle travel. Neither the vehicular lane width nor the posted speed limit was changed to accommodate the new bicycle lanes. Plan sheets for the Pineda Causeway improvements are included in Appendix C.

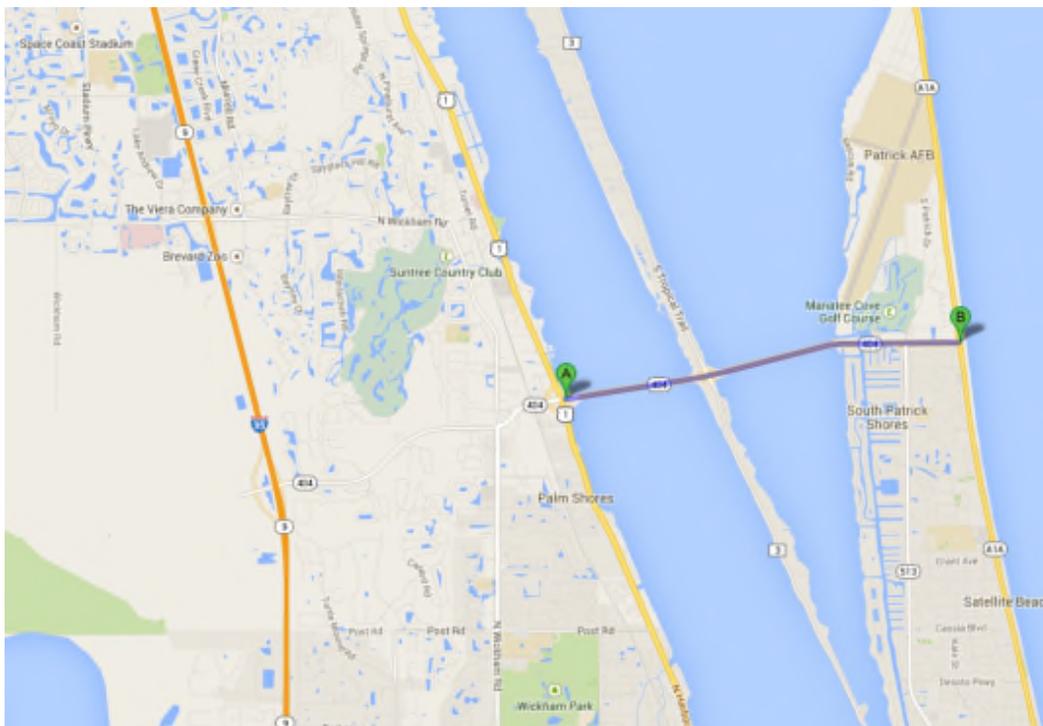


Figure 2. Location Map – Pineda Causeway (SR 404)

The Space Coast Transportation Planning Organization staff and FDOT staff worked with local bicycle clubs and residents to launch the Bicycle Access on Limited Access Highway program on the Pineda Causeway. A local newspaper, *Florida Today*, completed an in depth interview with staff and filmed a live bicycle trip across the Pineda Causeway to increase public awareness of the pilot program.¹

¹ Space Coast TPO Unified Planning Work Program, May 2014, <http://spacecoasttpo.com/wp-content/uploads/2014/11/FY-15-16-FINAL-Amended-10-9-14.pdf>

William Lehman Causeway

Bicycle lanes were dedicated in the existing 10 foot paved outside shoulder on the William Lehman Causeway between West Country Club Drive and SR A1A. A portion of the William Lehman Causeway features ground-in rumble strips in the shoulder, between the travel lane and bicycle lane. Green pavement markings were added in the vicinity of on and off-ramps and frontage road connections. The markings are designed to alert drivers to the possible crossing of the travel lane or ramp by cyclists, guide cyclists to cross at locations with better sight distance, and encourage appropriate yielding. Shared lane markings were installed on the system of frontage roads that run parallel to the Causeway, between West Country Club Drive and East Country Club Drive. During the course of the pilot project, the frontage roads were resurfaced and bicycle lanes were added in place of the shared lane markings. Bicycle crossing signs and markings were installed across the frontage road near its merge location with William Lehman Causeway. Bicycle loop detectors were also installed on the westbound frontage road approach to the signalized intersection at Country Club Drive. Plan sheets for the William Lehman Causeway improvements are included in Appendix C.

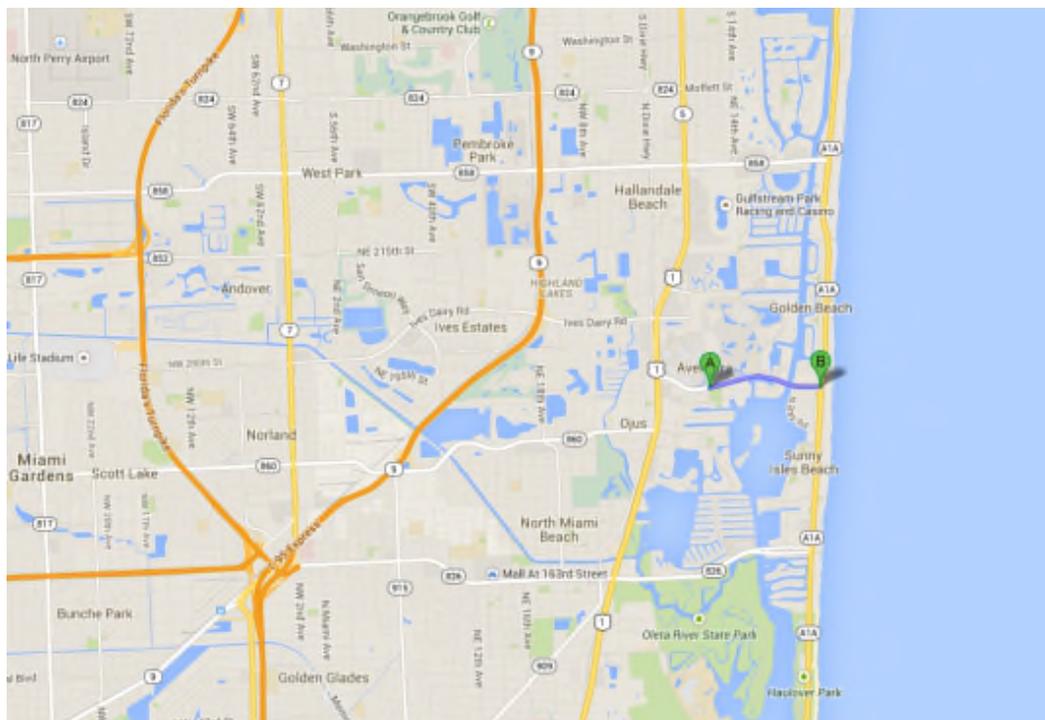


Figure 3. Location Map – William Lehman Causeway (SR 856)

Julia Tuttle Causeway

Bicycle lanes were dedicated in the existing 10 foot paved outside shoulder on the Julia Tuttle Causeway between its merge with NE 36th Street and Alton Road. Shared lane markings and “Bikes May Use Full Lane” signs were installed in the eastbound through lane of NE 36th Street, between US 1 and the west end of the bridge. A portion of the causeway features ground-in rumble strips in the shoulder, between the outside travel lane and the bicycle lane. Green pavement markings were installed in the bicycle lane across the ramp merge areas on the Alton Road onramp at Mount Sinai Hospital. Drainage grates were replaced with those that have smaller openings, to lower the risk to bicycle tires. Plan sheets for the Julia Tuttle Causeway improvements are included in Appendix C.

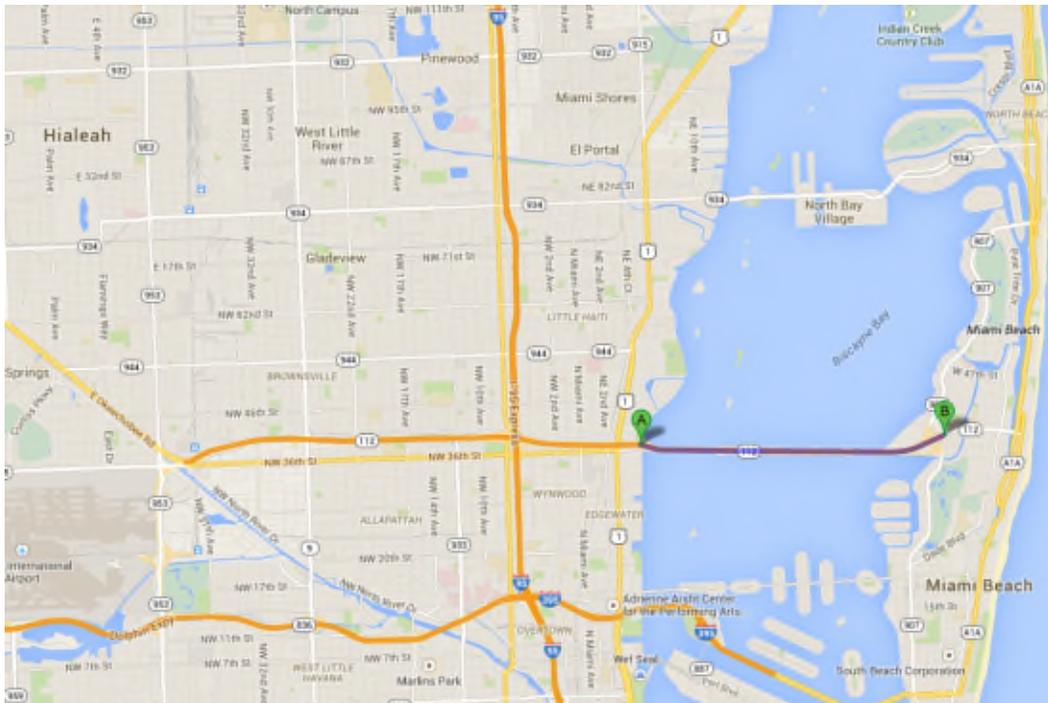


Figure 4. Location Map – Julia Tuttle Causeway (I-195)

TRAFFIC VOLUMES AND BICYCLE USAGE

Bicycle traffic volumes were collected before and after the corridors were opened to bicycle traffic. Each of the selected corridors reported bicycle usage before or at the beginning of the pilot project implementation. The count data was collected to compare changes in bicycle use on each corridor. Each count data collection period occurred over a seven day period to gauge bicycle use on the pilot corridors. In the interest of consistency, subsequent bicycle counts were collected at the approximate same time of the year on each corridor. As weather patterns, local events, and other circumstances

can affect bicycle use, each data set should be considered a snapshot rather than an average representative of bicycle use on that corridor.

Pineda Causeway Bicycle Use

Bicyclist traffic volume data was collected twice on the Pineda Causeway, the week of April 8-14, 2013 and again March 23-29, 2015. These dates were selected to compare bicyclist usage at the opening of the bicycle lanes with their usage at the end of the two year pilot period.

Because the Pineda Causeway pilot corridor features an interchange with CR 3 within the limits, the counts were collected at several locations to capture bicyclists on the mainline and those using the ramps to enter and exit the causeway. These locations include the ramps to and from both US 1 and CR 3.

Figure 5 illustrates the comparison of bicycle usage on this corridor during the two count periods. For the purpose of comparison, the data used in Figure 5 includes the two way traffic on the causeway, just east of US 1. While the data may suggest a slight decrease in bicyclist use on the causeway on some days of the week, it is important to note that both rounds of data collection were performed after the upgrades were installed and bicycle use was permitted on the causeway. Additional count data can be found in Appendix D.

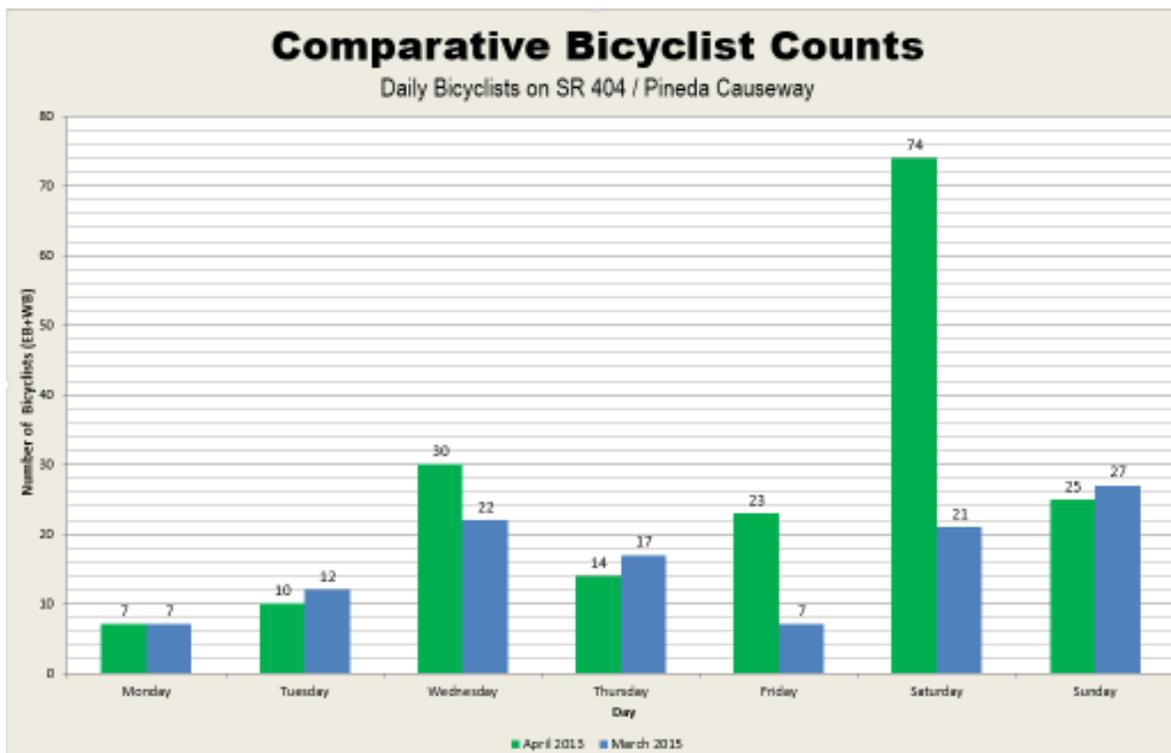


Figure 5. Bicyclist Counts on Pineda Causeway

William Lehman Causeway Bicycle Use

Bicyclist traffic volume data was collected on the William Lehman Causeway on three occasions, once before and twice during the pilot project. Each count was completed at the east end of the facility. The first set of bicyclist traffic volume data was collected from December 9-15, 2012 (Sunday through Saturday). A second round of counts was completed from December 11-17, 2013 (Wednesday through Tuesday), and the final counts were completed January 10-16, 2015 (Saturday through Friday).

The data found significant differences in bicyclist usage between weekday and weekend counts, with more cyclists using the corridor on the weekends. A comparison of the counts revealed a 74 percent increase in total weekly bicycle trips from December 2012 to January 2015. Figure 6 illustrates the comparison of bicycle usage on this corridor during the three count periods. Additional count data, including bicyclist use by time of day, can be found in Appendix D.

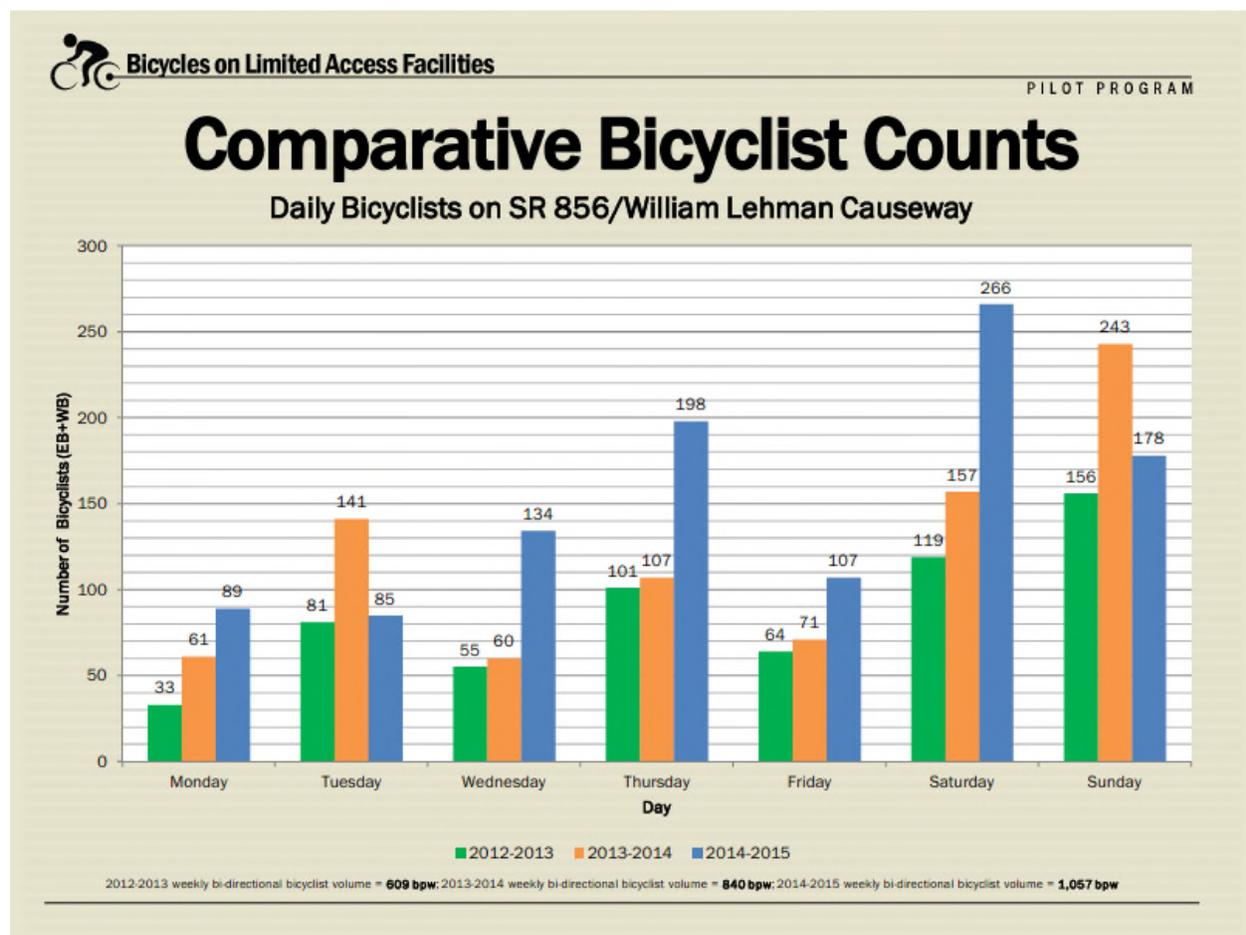


Figure 6. Bicyclist Counts on William Lehman Causeway

Julia Tuttle Causeway Bicycle Use

Similar to the William Lehman Causeway, bicycle count data was collected during three separate periods: December 9-20, 2012 (Sunday through Thursday), January 21-27, 2014 (Tuesday through Monday), and January 10-16, 2015 (Saturday through Friday). The 2012 counts were slightly longer due to an inadvertent disturbance of the count collection equipment during the count period. Seven days of 2012 count data was used. The Julia Tuttle Causeway pilot corridor is significantly longer than the William Lehman Causeway project, and not all bicyclists were determined to travel the entire length of the Causeway. Therefore, volume data were collected on both the east and west ends of the Causeway. Interestingly, the data indicated that volumes significantly differed from one end of the Causeway to the other. A significant percentage of bicyclists traveled on only a portion of the causeway, and the majority of these users originated from the west end.

Overall, a comparison of the count periods revealed a 120 percent increase in total weekly bicyclist trips between December 2012 and January 2015. Figure 7 illustrates the comparison of bicycle usage on this corridor during the three count periods. The complete count data with analysis by day of week and time of day can be found in Appendix D.

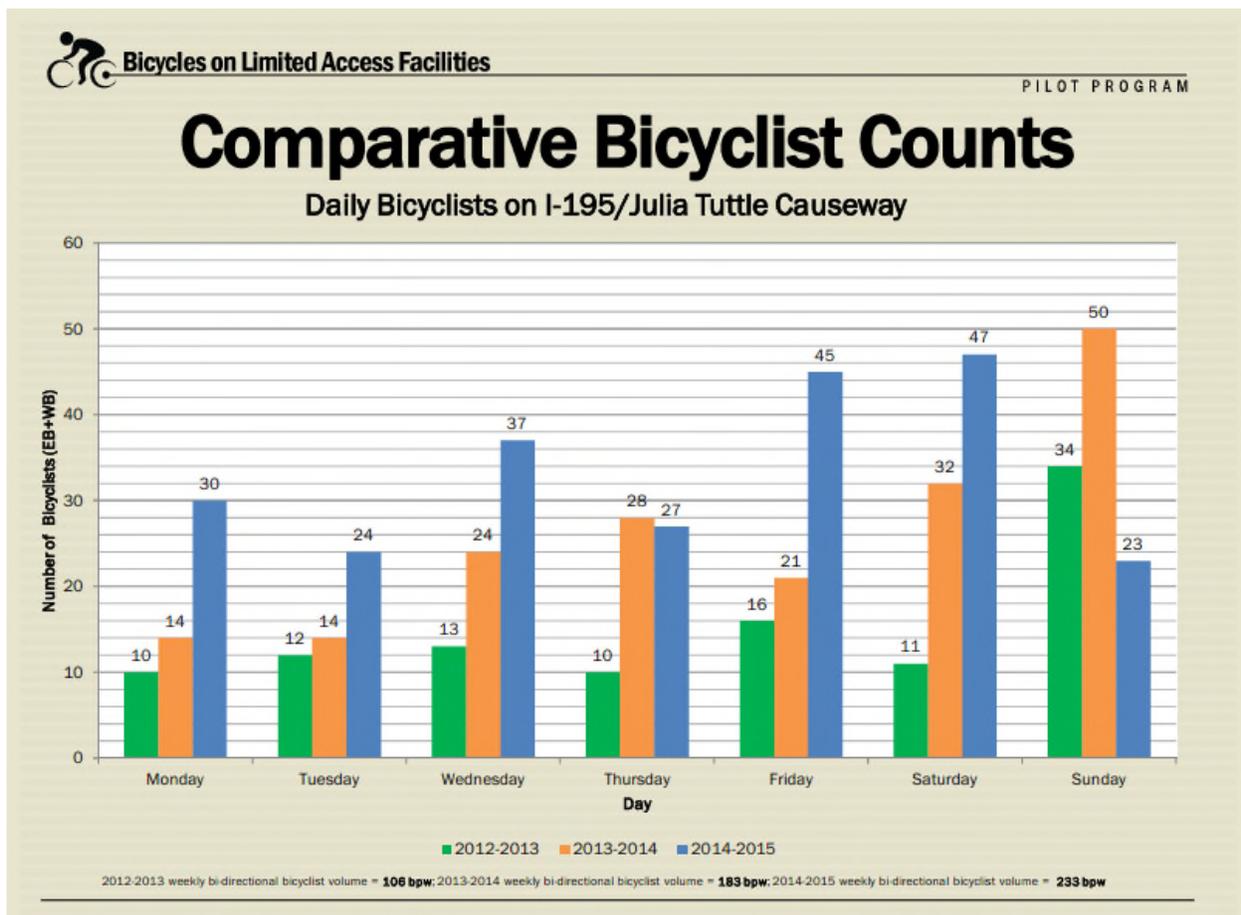


Figure 7. Bicyclist Counts on Julia Tuttle Causeway

CRASH ANALYSIS

A review of available crash data was completed using the Signal Four Analytics system. Available crash reports were downloaded and reviewed during the two year period of March 1, 2013 to February 28, 2015. This evaluation period was selected to evaluate crashes that occurred during the two year period after the bicycle improvements were implemented. Collision Summaries and Diagrams for the pilot projects are included in Appendix E.

Crashes on Pineda Causeway

According to the available information, no crashes involving bicyclists occurred on the study segment of Pineda Causeway during the analysis period. A total of 95 crashes (of all types) occurred during the analysis period. The number and nature of total crashes that occurred in the two years ending February 28, 2015 were similar to those that occurred in the two years prior (103). None of the reported crashes involved bicyclists.

A review of crashes on nearby facilities that also cross the Banana River or Indian River was completed for comparison. During the two year pilot project, the following bridges/causeways in Brevard County were reviewed for bicycle related crashes:

- Nasa Parkway (CR 405) – 0 bicycle crashes
- Hubert Humphrey Memorial Bridge / Cocoa Beach Causeway (SR 520) – 0 bicycle crashes
- Eau Gallie Causeway (SR 518) – 0 bicycle crashes
- Melbourne Causeway (US 192) – 0 bicycle crashes

Crashes on William Lehman Causeway

Crashes were reviewed for the entire length of the William Lehman causeway, including the frontage roads. Although bicyclists are only permitted between West Country Club Drive and SR A1A, the entire corridor from US 1 to SR A1A was reviewed for comparison. Three crashes involving bicyclists occurred during the analysis period.

Two of the reported bicycle crashes occurred at the intersection of US 1 and the western end of the Causeway. The location of these crashes is adjacent to, but not within, the limits of the pilot project. Both reported bicycle crashes at this intersection involved a westbound right turning driver who failed to yield to a southbound cyclist in the crosswalk on US 1. Both crash reports indicated that the at-fault driver fled the scene but later returned. The third bicycle crash occurred when two bicyclists were traveling westbound on the frontage road north of the causeway, and one bicyclist was hit by a passenger car as he passed the other bicycle in the outside travel lane. All of the reported crashes on this corridor listed Failure to Yield Right of Way as the contributing cause of the crash.

A total of 82 crashes occurred on William Lehman Causeway during the two year pilot project, which was very similar in to the number of crashes that occurred in previous two

year period ending March 2013 (84 vs 82). None of the crashes during the two year period prior to the pilot project involved bicyclists.

Crashes on Julia Tuttle Causeway

During the pilot project analysis period, three bicyclist crashes were reported on the portion of the Julia Tuttle Causeway included in this pilot project.

One bicycle crash occurred in the eastbound lanes of the Causeway just east of US 1. A bicyclist changed lanes from the outside shoulder to the inside lane, and was hit by a vehicle in the inside lane. The other two bicycle crashes occurred on the westbound off ramp of the Causeway, between the limited access lanes and US 1. One crash with a bicycle occurred when a bicycle turned left from the right lane on westbound NE 38th Street, at its intersection with US 1. Another bicycle crash occurred when a westbound bicyclist was reported to run into the side of a vehicle.

A fatality involving a bicyclist occurred on the Julia Tuttle Causeway on April 20, 2015. A driver was reported to have swerved to avoid another vehicle and struck a bicyclist riding on the causeway. The impact launched the bicyclist over the railing and into the water below. While this crash occurred outside the analysis period, it is worth noting in this report.

A total of 330 crashes were reported on the study segment of the Julia Tuttle Causeway during the two year analysis period. The total number of crashes on Julia Tuttle Causeway was 30 percent higher during the pilot project than the 254 crashes that occurred in the previous two year period. However, the number of bicycle crashes was steady during the pilot project, as three bicycle crashes occurred during the two year period before the pilot project was implemented.

A review of crashes on nearby facilities that also cross the Intracoastal Waterway in Miami-Dade County was completed for comparison. During the two year pilot project, the following bridges/causeways in Miami Beach experienced bicycle related crashes:

- MacArthur Causeway (SR A1A) – 4 bicycle crashes
- Venetian Causeway (local toll facility) – 6 bicycle crashes
- Normandy Drive/NE 79th Street (SR 934) – 5 bicycle crashes
- Broad Causeway (CR 922) – 4 bicycle crashes
- SR 826/NE 163rd Street – 1 bicycle crash

	Bicycle Crashes 2 Years Prior to Pilot Project	Bicycle Crashes 2 Years During Pilot Project
Pineda	0	0
William Lehman	0	3
Julia Tuttle	3	3

Table 2. Summary of Bicycle Crashes Before and During Pilot Project

Table 2 shows a summary of bicycle crashes that occurred on each of the causeways during the two years prior and during the pilot project. Collision Diagrams and Crash Summaries for the two year pilot period can be found in Appendix E.

ENFORCEMENT CONSIDERATIONS

FDOT staff requested feedback from agencies with jurisdiction over each of the pilot causeways. Liaisons to the local Community Traffic Safety Team in the FDOT District Offices were instrumental in soliciting input about enforcement considerations on the pilot projects.

Florida Highway Patrol (FHP) has jurisdiction over Pineda Causeway. While the FHP representative did not note any challenges with enforcement of the bicycle lanes, they did note significant concern with debris in the bicycle lane, often residual from traffic crashes. They noted that this type of debris is more common on higher volume/high speed roadways where crews aim to clear collisions quickly to restore traffic flow and avoid secondary crashes. One local officer said debris is very common and that he has seen large objects occasionally obstructing the bicycle lane, raising his concern for the safety of cyclists. The FDOT Asset Management contractor has been made aware of the observed debris, and is monitoring and clearing as needed.

The Sunny Isles Beach Police Department covers the west portion of the William Lehman Causeway. Their representative noted that they have found it difficult to “do enforcement” on the bridge. The Aventura Police Department was also consulted, as it is responsible for enforcing traffic on the east side of the William Lehman Causeway. An Aventura Police sergeant cited pedestrian use as a concern, along with very large groups of cyclists who take up an entire lane of the causeway. While he noted that they have not issued citations on the causeway, they have issued a few to cyclists for running red lights or riding without lights elsewhere in the city.

FDOT contacted the Miami Police Department to gather input on any enforcement issues related to bicyclist activity on the Julia Tuttle Causeway. While traffic enforcement on the causeway is generally handled by FHP, a sergeant with the Miami Police Department shared concern about allowing bicyclists to ride on the causeway without a concrete barrier separating bicyclists from the high speed motorist traffic.

Full email correspondence from the enforcement agencies can be found in Appendix F.

OPERATIONAL IMPACTS

A study completed by the University of North Florida analyzed the behavioral and operational characteristics of drivers and cyclists on the pilot project corridors. The study, titled *Operational Analysis of Shared Lane Markings and Green Bike Lanes on Roadways with Speeds Greater Than 35 MPH*, included the three limited access pilot corridors as well as five other bicycle facilities around the state of Florida.²

The study included a review of operations at green bicycle lane locations on the pilot corridors, where bicyclists crossed vehicular traffic at on and off ramps. The study found that bicyclists “consistently turned their heads to search for overtaking traffic before crossing.” Drivers on both William Lehman and Julia Tuttle Causeway were observed to search and yield as needed as they approached a crossing bicyclist. Observations related to bicycle crossing locations are listed in Table 3.

Location	Road Name	Bicyclist reduced speed?		Bicyclist visibly checked for overtaking traffic before crossing?		Driver reduced speed?		Bicyclist used marked crossing location?	
		Y	N	Y	N	Y	N	Y	N
Miami	Lehman West Off-Ramp	50.0%	50.0%	87.5%	12.5%	100.0%	0%	25.0%	75.0%
Miami	Lehman West On-Ramp	95.7%	4.3%	100.0%	0%	100.0%	0%	8.7%	91.3%
Miami	Lehman East Off-Ramp	90.0%	10.0%	100.0%	0%	100.0%	0%	10.0%	90.0%
Miami	Lehman East On-Ramp	76.9%	23.1%	100.0%	0%	100.0%	0%	38.5%	61.5%
Miami	Julia Tuttle West (On-Ramp)	81.0%	19.0%	100.0%	0%	100.0%	0%	100.0%	0%

Table 3. Operational Observations at Bicycle Crossing Locations

² Sando. 2014. Operational Analysis of Shared Lane Markings and Green Bike Lanes on Roadways with Speeds Greater Than 35 MPH. FDOT Report BDK 82-977-04.



Figure 8. Cyclist Checking for Traffic on Lehman Causeway, Approaching On-Ramp

The study also found that approaching drivers reduced their vehicle's speed (a slight but statistically significant amount) when overtaking bicyclists on causeways. On average, drivers overtaking a bicyclist slowed down by approximately 2.2 MPH, as shown in Figure 9. This speed change is consistent with previous FDOT research on motorist–bicyclist interactions during overtaking maneuvers.³

³ Sando and Moses. 2011. Operational and Safety Impacts of Restriping Inside Lanes of Urban Multilane Curbed Roadways to 11 Feet or Less to Create Wider Outside Curb Lanes for Bicyclists. FDOT Report BDK 82-977-01.

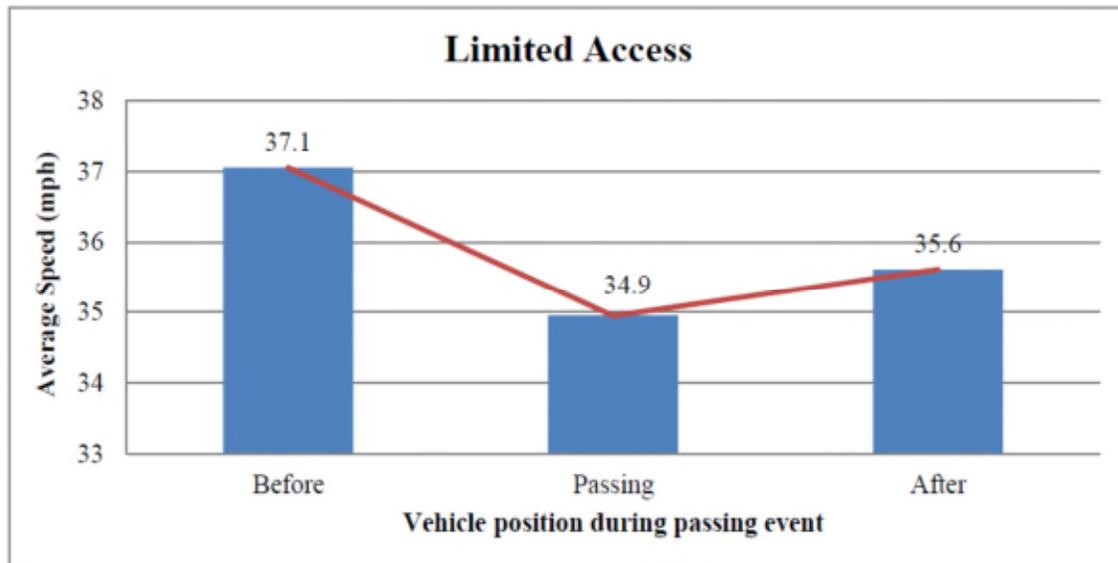


Figure 9. Average Vehicle Speed during Passing Events (Limited Access Sites at Green Bicycle Lanes)

The study reported that bicyclists were also observed to slow down when passing a motorist at a crossing location, with the exception of the eastbound off ramp on William Lehman Causeway. The entire University of North Florida report, including additional photos of bicycle activity taken during the research study, can be found in Appendix G.



Figure 10. Bicyclist Group Riding from US 1 to Eastbound Pineda Causeway

COSTS OF THE PILOT PROGRAM

The costs of upgrades to each pilot corridor are included in the following table. Note that the improvements to the Julia Tuttle Causeway were completed in two phases. As such, the project costs are itemized by project number. One Julia Tuttle project included signing and markings while the other involved work on the shoulder and railing. The table includes costs related to the design, construction, and bicycle counts on each pilot project corridor. The figures listed are as accurate as practical, but do not include the costs of routine maintenance, enforcement, operational research, staff reviews, or costs associated with crashes. Additional detailed project cost information can be found in Appendix H.

	Corridor			
	Pineda Causeway	William Lehman Causeway	Julia Tuttle Causeway	
FDOT Project Number	432300-1	428486-2	432824-1	431902-2
Conceptual Design	\$ 10,471	\$ 7,744	\$ 5,000	--
Design	\$ 98,758	\$ 97,869	\$ 7,957	\$ 19,347
Construction	\$ 513,207	\$ 585,204	\$ 121,520	\$ 508,361
Construction Support	\$ 121,080	\$ 100,005	\$ 17,989	\$ 19,611
Data Collection 1	\$ 19,354	\$ 5,933	\$ 11,867	
Data Collection 2	\$ 10,120	\$ 6,930	\$ 13,861	
Data Collection 3	N/A	\$ 6,937	\$ 13,873	
Total	\$ 772,990	\$ 810,623	\$	739,386

Table 4. Costs of the Pilot Projects

CONCLUSIONS AND RECOMMENDATIONS

This pilot project was established by Florida Statute 316.091, to allow bicycle activity on three limited access causeways in Florida. During the course of the pilot project, data shows that bicycle usage increased steadily over the pilot period for the William Lehman and Julia Tuttle Causeways, and held steady for the Pineda Causeway. Bicycle usage tended to be higher on the weekends. Speed data from an independent study demonstrated that drivers reduced their speed by approximately 2.2 MPH when overtaking bicyclists on the causeway segments of the bridges. At the merge areas, both drivers and bicyclists were found to actively search for other traffic and yield appropriately.

The frequency of bicycle crashes did not significantly increase on the pilot corridors, even with the increase in bicycle activity. Overall crashes (those involving all vehicle types and crash types) increased on the Julia Tuttle Causeway and remained the same for the other two causeways.

The corridors selected for this pilot project were chosen based on their specific operational and design characteristics, and other limited access corridors may not experience similar operational and safety results. Caution should be taken before implementing similar bicycle facilities on other limited access corridors. In general, high speed limited access facilities and adjoining corridors with higher truck volumes and narrow shoulders may not operate in the same way as the pilot projects. Engineering judgement and operational considerations should be actively considered, and corridors should be evaluated for bicycle safety before allowing bicycles on other limited access corridors. Such an evaluation should be based on a thorough review of relevant data.

FDOT Safety studies utilize at least three years of data to achieve reliable conclusions from crash and volume data. When crashes are broadly distributed across the study locations and small in relative numbers, a longer time period is needed over which to collect and analyze the data. Therefore, the duration of the pilot project should be extended to allow for additional data collection and evaluation to determine the longer term impacts of bicycle facilities on the pilot corridors.

Given the relatively short duration of the pilot project, it is recommended that the pilot project be extended for a period of two years to monitor operations and crash data on the three pilot corridors. During the extension, FDOT staff should continue to gather input from local law enforcement agencies and coordinate with the bicyclist community on safe and proper use of bicycle facilities. FDOT should perform bicycle counts on an annual basis to monitor changes in bicycle use on the pilot corridors. At the end of the two year extension, crash data should be analyzed to evaluate any trends related to additional bicycle traffic. The longer crash analysis period is consistent with the requirement for FDOT Safety Projects and Design Exceptions. The pilot corridors should be further evaluated after the two year extension project to determine if bicycles should be allowed on other limited access causeways meeting specific criteria. This report should also be updated after the two year extension of the pilot project.

The cost of a two year extension of this pilot project is estimated at \$100,000, which would include additional traffic counts, crash analysis, and operational reviews. This estimate does not include the costs associated with routine maintenance, enforcement, staff reviews, or costs associated with crashes.

5. Forward Pinellas Complete Streets Program Applications

SUMMARY

Complete Streets are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. Through collaboration with its committees and board, Forward Pinellas has developed an incentive program to assist local governments in planning, designing and constructing Complete Streets projects, particularly those with the potential to serve as a catalyst for transformative redevelopment within a corridor or activity center. The program will award up to \$100,000 annually for planning and design beginning in fiscal year (FY) 2017/18, and up to \$1,000,000 annually for construction beginning in FY 2022/23.

Between October 3 and December 16, 2016, Forward Pinellas called for local governments to submit applications for funding of Complete Streets projects in their communities. We received a total of six applications, four for planning/design and two for construction:

- The City of Clearwater is requesting \$50,000 in planning/design funding for Drew Street between Fort Harrison Avenue and US 19. The proposed project includes development of a concept plan for improvements such as enhanced sidewalks, pedestrian crossings, bicycle lanes, bus shelters, landscape and drainage improvements, and potential traffic calming measures such as lane reductions, curb extensions, and roundabouts.
- The City of Largo is requesting \$100,000 in planning/design funding for Rosery Road between the Pinellas Trail and Eagle Lake Park. The proposed project includes roadway resurfacing, bicycle lanes, improved sidewalks, an enhanced pedestrian crossing, signalization improvements, and upgraded drainage. A connecting sidewalk would also be constructed on Highland Avenue.
- The City of Largo is requesting \$1,000,000 in construction funding for 1st Avenue NE between Missouri Avenue and 4th Street NE. The proposed project includes reconstruction of the brick street surface, the addition of a 10-foot multi-use trail on the north side, replacement of the sidewalk on the south side, upgraded drainage and utilities, street lighting, signage, and landscaping. Sidewalks would also be constructed along 2nd and 4th Streets to connect to the multi-use trail.
- Pinellas County is requesting \$50,000 in planning/design funding for 54th Avenue N between 49th Street N and US 19. The proposed project includes development of a concept plan for improvements such as enhanced sidewalks and pedestrian crossings, bicycle-only or shared-use lanes, and lighting; improved connectivity to the surrounding sidewalk network and Joe's Creek Greenway Park; and an emphasis on land use and economic development in the surrounding Lealman community.
- The City of St. Petersburg is requesting \$50,000 in planning/design funding for the southern half of the South St. Petersburg Community Redevelopment Area, bounded by 49th Street S, 13th Avenue S, 3rd Street S, and 30th Avenue S. The proposed project includes development of an action plan to improve east-west connectivity and safety for pedestrians, bicyclists and transit users, particularly across I-275. Alternatives for pedestrian and bicycle facilities, lighting, buffering, and traffic calming would be evaluated.
- The City of St Petersburg is requesting \$892,312 in construction funding for 34th Street S between 30th Avenue S and 54th Avenue S. The proposed project includes construction of a 10-foot wide boulevard-style sidewalk that would accommodate pedestrians, bicyclists and other non-motorized uses. The sidewalk would connect to the surrounding network of on-street bicycle lanes, the Lakewood Connector Trail, and a future extension of the Skyway Trail.

Forward Pinellas staff has reviewed all submitted applications and invited all applicants to come to both the Technical Coordinating Committee and the Planners Advisory Committee this month to provide a presentation on their projects and answer any questions from committee members. Forward Pinellas staff will be asking for volunteers from members of both committees, who are not representing agencies that submitted applications, to sit on a Complete Streets Subcommittee to review the applications and develop a recommendation for funding. The recommendation for funding will be brought to the Forward Pinellas Board at its March 8, 2017 meeting for review and approval, with funding awarded after July 1, 2017.

All applications are posted online for your review at: <http://forwardpinellas.org/projects/complete-streets/>

ATTACHMENT(S): None

ACTION: None required; informational item

6. SPOTLight Emphasis Areas Update

SUMMARY

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

ATTACHMENT(S): None

ACTION: None required; informational item

A. Florida Bicycle Association (FBA)

The Florida Bicycle Association (FBA) was created in 1997 as an advocacy organization focused on protecting and improving the bicycling environment and policies in Florida. The FBA actively supports legislative efforts in Tallahassee that improve policies for cyclists, and partners with FDOT and many other agencies with safety education for all roadway users. For more information, see the website, floridabicycle.org. Vice Chair Becky Afonso, who is also the FBA Executive Director, will provide an update regarding FBA for the BPAC.

B. Pinellas Trails, Inc.

A representative from Pinellas Trails, Inc. may take this opportunity to provide updated information for the BPAC.

C. Gulf Boulevard Crosswalks in Indian Rocks Beach

On January 10, 2017, the Indian Rocks Beach Commission received a presentation regarding crosswalk safety along Gulf Boulevard. BPAC Chair Brian Smith and member Bert Valery addressed the city commission to advocate the installation of crosswalk pavement markings and appropriate signage. Painted crosswalks for Gulf Boulevard would help direct pedestrians to the best location to cross and improve the motorists' ability to predict pedestrian movements.

D. Gulf Coast Regional Trail Summit, January 23, 2017

A Gulf Coast Regional Trail Summit was held on Monday, January 23, 2017. A brief overview will be provided to the BPAC.

E. Tri-County BPAC, January 17, 2017

The Tri-County BPAC meeting was held on Tuesday, January 17, 2017, hosted by the Hillsborough BPAC at the Keystone Recreation Center in Odessa. The Committee will have an opportunity to review the Tri-County meeting at this time.

ATTACHMENTS: Indian Rocks Beach Crosswalks, January 18, 2017
Gulf Coast Regional Trail Summit agenda, January 23, 2017
Gulf Coast Trail Position Statement, January 2017
Tri-County BPAC agenda, January 17, 2017

ACTION: Information Item Only

INDIAN ROCKS BEACH CONSIDERS MORE PAINTED CROSSWALKS

by Brian Goff, TBN Correspondent
January 18, 2017

INDIAN ROCKS BEACH – Long time Indian Rocks Beach resident and former commissioner Bert Valery appeared before the commission in his capacity as a member of the Pinellas Bicycle Pedestrian Committee to talk about crosswalk safety in Indian Rocks Beach.

“Our goal is to have the city have painted crosswalks all along Gulf Boulevard,” he said. “After 30 years of talking about pedestrian safety you would have thought that things have gotten better, but no, they have been getting worse.”

Valery pulled out newspaper after newspaper with headlines detailing traffic fatalities all over Tampa Bay. He said there was a way to change that.

“In 2015 Tampa was one of the worst cities in the country for pedestrian safety,” he said. “But they changed that in one year by improving lighting, upping the police presence and improving their crosswalks. Little things make the difference.”

Valery said the painted crosswalks for the area would start in Indian Rocks Beach.

“Do it before someone tells us we have to do it,” he told the commissioners.

Another member of the bicycle committee and a retired planner, Brian Smith, supported Valery’s case.

“Indian Rocks Beach can decide to do this on its own because it is operating on a county road north of Walsingham,” he said. “There are 22 intersections and none of them are painted. We have to make them predictable for pedestrians so they don’t have to guess where the crosswalk is.”

Smith said he talked to the county engineer who he said is on board with the plan and would even help implement it.

City Manager Gregg Mims said he would look into it and report back to the commission at a subsequent meeting.

Planning agencies may merge

Forward Pinellas is the name of the organization created by the merger of the Metropolitan Planning Organization and the Pinellas Planning Council. That merger took place over the past two years.

Now it may be no more.

Whit Blanton, the executive director of Forward Pinellas, told the Indian Rocks Beach commission meeting on Jan. 10 that federal authorities have indicated that it might be wise if all planning organizations in the region merge to become one and that includes Hillsborough County and Pasco County and perhaps others.

Blanton said the federal viewpoint is that bigger, regionally based organizations would be more effective.

“Tampa Bay is falling behind because of our fragmented transportation system,” he said. “We need to streamline the process.”

Blanton said there were a number of drawbacks against the larger entity.

“We would lose local influence and there is a possibility as many as eight counties could be involved,” he said. “Also we would likely lose money. The federal government gives the same amount of money to local planning organizations no matter what their size.”

So a larger local organization would get only the amount one of them gets now.

On the plus side, Blanton said there would be more staff available to do the research and work and there would be one larger voice to speak for the region.

“That is important because right now the Florida Department of Transportation makes the plans and we react,” he said. “When we merge we’d be the ones making the plans.”

Blanton said it was troublesome that his agency can’t get voter support for a better transit system.

He said residents are invited to a workshop on the matter at St. Pete College on May 12, then, after a six- to nine-month research effort, another meeting will be held to disclose whether a merger would be in the best interests of Pinellas residents.

Mayor R.B. Johnson commented: “I don’t envy the task you have ahead.”



**Florida Greenways
& Trails Foundation**
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Gulf Coast Regional Trail Summit

January 23, 2017 – 12:00 PM

Lunch will be provided by Lee Health at 11:30 AM

**Venice Community Center
326 Nokomis Avenue South
Venice, FL 34285**

AGENDA

- I. Welcome & Introductions (12:00-12:05)**
- II. Statement of Goals & Objectives (12:05-12:20)**
 1. Ray Chiaramonte, Executive Director, TBARTA
- III. Keynote Speaker (12:20-12:35)**
 1. Carl Mikyska, Executive Director, MPOAC
- IV. Updating the Florida Greenways & Trails Systems Plan (12:35-12:50)**
 1. Brian Smith, Chair, Florida Greenways & Trails Council | Christine Small, OGT Staff
- V. Funding & Support - Local, Regional, & Statewide Trail Network (12:50 – 1:20)**
 1. Doug Hattaway, The Trust for Public Land
 2. Dale Allen, Chair, Florida Greenways & Trails Foundation
- VI. Local Technical Presentations (1:20 – 2:50)**
 1. Collier County – Eric Ortman, Collier County MPO
 2. Lee County – Don Scott, Lee County MPO
 3. Charlotte County – Gary Harrell, Charlotte County-Punta Gorda MPO
 4. Sarasota County – Patrick Lui, Sarasota County Government
 5. Manatee County – Charlie Hunsicker, Manatee County Government
 6. Hillsborough County – Michele Ogilvie, Hillsborough MPO
 7. Pinellas County – Rodney Chatman, Forward Pinellas
 8. Pasco County (Time permitting) – Justyna Buszewski, Pasco County MPO
 9. Hernando/Citrus County (Time permitting) – Steve Diez, Hernando/Citrus MPO
- VII. Position Statement (2:50)**
- VIII. Next Steps | Adjourn (3:00)**

Following the Summit (3PM – 5PM) Christine Small will be available for input on proposed updates to the Florida Greenways & Trails System Priorities and Opportunity Trails.



GULF COAST TRAIL POSITION STATEMENT

This position statement is in support of the Gulf Coast Trail Alliance and the following paragraphs define the Trail corridor, approach, and partner agencies.

Trail Defined

The Gulf Coast Trail is planned as a paved, multi-use trail corridor that will create a spine for regional connectivity through seven counties in West Central and Southwest Florida. The Gulf Coast Trail begins along the Pinellas Trail Loop, links to Hillsborough County via the Courtney Campbell Causeway Trail, proceeds through the City of Tampa and south through Hillsborough County to Manatee County, utilizes the Legacy Trail in Sarasota County, passes through Charlotte and Lee Counties, and links to Naples in Collier County. The Gulf Coast Trail, when completed, will create an approximately 300-mile corridor for urban and rural connectivity between the cities of St. Petersburg, Clearwater, Tampa, Palmetto, Bradenton, Sarasota, Venice, North Port, Fort Myers, Cape Coral, and Naples.

Metropolitan Planning Organizations Partners

The following Metropolitan Planning Organizations (MPOs) encompass the counties located along the Gulf Coast Trail corridor: Forward Pinellas, Hillsborough MPO, Sarasota/Manatee MPO, Charlotte County-Punta Gorda MPO, Lee County MPO, and Collier County MPO.

Additional Partners

Along with the MPOs, the following entities are recognized as partners in this project development: Tampa Bay Area Regional Transportation Authority (TBARTA), Florida Department of Environmental Protection Office of Greenways & Trails (OGT), Florida Department of Transportation (FDOT), Florida Greenways & Trails Foundation, and the Florida Greenways & Trails Council.

Trail Approach Defined

The Gulf Coast Trail will utilize the existing paved segments along the corridor by filling in local and regional gaps that link existing multi-use trails into a continuous corridor. Trail design will be sensitive to community character as well as cultural, environmental, and scenic opportunities. Safety and social equity for all segments of the population will be a primary consideration in corridor location and design. Available alternative alignments will be considered for short- and long-term connectivity to the statewide network.

Linkage to Other Regional Trails

It is recognized that with the establishment of locally connected regional trails there is the opportunity to build upon the statewide network of multi-use trails. The Gulf

Coast Trail has an existing regional linkage to the Coast-to-Coast Trail which traverses the State of Florida. The Gulf Coast Trail will provide major regional linkages to the also has regional linkages to the emerging Peace River to Nature Coast Regional Trail in Central Florida and the River of Grass Greenway in South Florida. Potential corridors are currently being explored to create additional east-west linkages across the southern portion of the State. These regional trails are portions of the statewide Florida Greenway & Trails System developed by the Florida Greenways & Trails Council and funded through FDOT and other sources.

Gulf Coast Trail Position Statement Provisions

- A. Cooperation among the MPOs and other partners along the trail corridor is essential for the success of the Gulf Coast Trail project.
- B. It is important that a regional agency be identified to provide leadership for this regional trail project.
- C. TBARTA has been recognized and designated as the facilitator for planning and promoting the Gulf Coast Trail.
- D. MPOs along the trail corridor have agreed to work together and form an Alliance to provide coordination and direction for the Gulf Coast Trail.
- E. The Gulf Coast Trail Alliance will meet on a regular basis to provide coordination and communication among all involved parties.
- F. The Gulf Coast Trail Alliance will also include project partners in its meetings and communications to ensure a fully coordinated regional trail project.

• COAST TO COAST LEADERSHIP TEAM



Hillsborough MPO
Metropolitan Planning
for Transportation



JOINT HILLSBOROUGH, PASCO AND PINELLAS BICYCLE / PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

Tuesday, January 17, 2016, 6:00 PM – 8:00 PM

Keystone Recreation Center, 17928 Gunn Hwy, Odessa, FL 33556

- I. Call to Order and Introductions
- II. Public Comments (3 minutes per speaker please)
- III. **Approval** of Tri County BPAC Committee Meeting Summary- September 20, 2016
- IV. **Action:** Tri County BPAC Meeting Dates for 2017:
 - **Pinellas-** May 17, 2017
 - **Pasco-** September 20, 2017
- V. **Presentation:** Walk Bike Tampa- (Christine Acosta, Walk Bike Tampa)
- VI. **Presentation:** Health in All Policies- (Pedro Parra, Planning Commission)
- VII. **Presentation:** National Bicycle and Pedestrian Documentation Project- (Lucas Cruse, city of St. Petersburg)
- VIII. **Presentation:** Pasco County Trail Projects update (Justyna Buszewski, Pasco MPO)
- IX. **Presentation:** Pinellas County Trail Projects update (Rodney Chatman, Forward Pinellas)
- X. **Presentation:** Hillsborough County Trail Projects update (Wade Reynolds, Hillsborough MPO)
- XI. **Presentation:** Gulf Coast Trail Summit (Anthony Matonti, TBARTA)
- XII. **New Business/Old Business**
- XIII. **Adjourn**

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. [Learn more about our commitment to non-discrimination](#)



JOINT HILLSBOROUGH, PASCO & PINELLAS BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MINUTES

Tuesday, September 20, 2016
5:45 PM - 7:45 PM

Jay B. Starkey Wilderness Park Environmental Education Center
10500 Wilderness Park Boulevard, New Port Richey, FL 34655

The following is a summary of the September 20, 2016 Joint Bicycle/Pedestrian Advisory Committee Meeting held at J. B. Starkey Wilderness Park Environmental Educational Center, 10500 Wilderness Park Boulevard, New Port Richey, FL 34655. Introductions were done.

I. CALL TO ORDER AND INTRODUCTIONS

Chairman Gunther Flaig called the meeting of the Joint Hillsborough, Pasco, & Pinellas BPAC to order at 6:10 p.m. Introductions were made.

MEETING ATTENDEES:

BPAC Members Present:

Gunther Flaig
Dave Payor
Becky Afonso
Lynn Bosco
James Edwards
Paul Cook
Anthony Matonti

Rodney Chatman
Tammy Odierna
Kimberly Cooper
JoAnna Swindell
Morgan Gaynor
Justyna Buszewski
Byron Hall
Randy Stovall
Stephen Lasky
Manny Lajmiri
Eric Gibson
Lucy Gonzeila-Burr
Lynda Crascontari
Michele Ogilvie
Susan Miller
Corey Denninger
Ron Rasmussen
Lucas Cruse

Mike Siebel
Jim Shirk
Brian Smith

Pasco County BPAC
Hillsborough County MPO Staff
Florida Bicycle Association, Inc. - Pinellas County BPAC
Pinellas County BPAC
Pasco County MPO Staff
Hillsborough County BPAC
Tampa Bay Authority Regional Transportation – Pinellas County BPAC
Forward Pinellas Staff
Pasco County Parks, Recreation, & Natural Resources
Pinellas County BPAC
Hillsborough County BPAC
Pasco County BPAC
Pasco County Planning & Development Staff
Pinellas County BPAC
Pasco County BPAC
Pinellas County BPAC
Pasco County MPO Staff
Pinellas County Sheriff's Office, Pinellas County BPAC
Hillsborough County BPAC
Hillsborough County BPAC
Hillsborough County MPO Staff
Forward Pinellas Staff
Pasco County BPAC
Pinellas County BPAC
St. Petersburg Bike/Pedestrian Coordinator, Pinellas County BPAC
Pinellas County BPAC
Hillsborough County At Large Citizen Representative
Pinellas County BPAC

Visitors:

Sam Beneck
Jonathan Forbes
Angela V. Martinez
Erica Wennlund
Chris Speese
Kasey Cursey
Kyle Simpson

Pasco County Project Management
Pinellas County At Large Citizen
Pasco County Planning & Development
Pasco County Planning & Development
Florida Department of Transportation
AECOM Technical Services, Inc.
St Petersburg At Large Citizen

II. PUBLIC INPUT/COMMENTS

Gunther Flaig asked if there was any public comment at this time. Justyna Buszewski provided a little bit of history about Starkey Park Environmental Center, along with the amenities at the park. She also welcomed everyone to the meeting.

III. APPROVAL OF TRI-COUNTY BPAC COMMITTEE MEETING SUMMARY – MAY 18, 2016

Justyna Buszewski asked members if they had any questions, corrections, or comments on the May 18, 2016 Tri-County Joint BPAC minutes. Discussion followed. Chairman Flaig requested a motion on the minutes. All Joint BPAC members present voted in favor; motion passed.

IV. PASCO COUNTY MPO

a. Rights and Duties of Cyclists Under Florida Law – Morgan Gaynor

Morgan Gaynor, provided information on the Rights and Duties of Cyclists under the Florida law. He provided a handout that included scenarios under Florida Statutes 316.2065 Bicycle regulations such as: PIC 1: at bike person have right to avoid over granulation and debris in the street, PIC 2: more gran and debris, hazards for cyclists, PIC 3: SR 54 east of veterans. The shoulder is NOT the road, the statue doesn't apply to the right side since that is not the ride way. If you fit enough people you can ride across because you are not subject to eh statutes, PIC 4: there you have no shoulder at all and are forced to ride on the roadway, and PIC 5: pic of a bunch of people riding bike: pertinent to chapter 316. Discussion followed on what type of problems could arise from the different scenarios. Such as who decides when you are or not obstructing traffic? Mr. Morgan indicated no cases or law book on this, he stated if in roadway itself no more than two (2) abreast, traffic cannot be impeded. Other questions pertained to lane usage, where can you ride in road, why don't these laws apply to the large trucks or tractors (John Deer). If they are obstructions why don't they receive a ticket?, Distinction between cyclist and motor vehicle passing each other and does only cars have to give bicycles and pedestrians space. How does the law apply to motorcycle as a motor vehicle? He explained that they can be classified as vehicles under law but not motor vehicles. A comment relating to existing law and how it determines what laws electric bikes must follow. He indicated they were just added and there is a definition but cannot recall what exactly electric bikes would be considered. Discussion followed.

b. NE Pasco Bicycle Safety Action Plan

Justyna Buszewski provided a Power Point presentation that provided information on the current public meeting to help identify bicycle routes as well as potential shoulder construction areas in the Northeast Rural Hills Area that is popular cyclist spot because of the beautiful topography, rolling hills, and a view shed unique to the area. She stated there was a good mix of both residents and cyclists that attended the meeting with the common goal of safety. Ms.

Buszewski indicated the some of the problems are the limited widths of roads, struggle to accommodate with vehicles passing with bicyclists, minority of the cyclists do not follow the road rules of two abreast while riding, etc. Discussion followed. Suggestions of improvements where safety, education, engineering and infrastructure, better signage's, repaving in areas, reducing speed limits, and inclusion off road trails, ability to widen shoulders, and work on a grid system for the bicyclists to follow. She stated staff is working on a scope that will help address these concerns and to come up with recommendations. Discussion followed. Group comments included: are you working with local bicycle clubs, are you considering runners, pedestrians in this plan, need to develop a trail map for distribution, who is developing the website, explore possibilities of conflict between farmers and the bicyclists, financial opportunities with the USDA as an outreach, create an overnight bed and breakfast location on map, and the tourism angle for funding.

c. Starkey Gap Trail Connector Update

Justyna Buszewski indicated staff is anxious to keep momentum moving over trail connection. She indicated that Starkey Park connects with the Suncoast and the Pinellas Trail. Discussion followed.

V. HILLSBOROUGH COUNTY MPO

a. Vision Zero Resolution

Michele Ogilvie provided an update on the Smart Safe Streets No Vision Zero Resolution indicated since January, Hillsborough is achieving goal of no fatalities from traffic crashes, reviewing vision zero communities such as New York City, New York, Denver, Colorado and Columbia where these have been adopted. She provided examples of signs, using common sense, what works in these areas are speed bumps, using the schools for safety education, partnering with local businesses and interested groups, along with making it personal, outreaching to all the communities, turning engagement into action, which makes streets safer for everyone. She provided an example of a resolution from the school board and City of Tampa. Discussion followed.

b. Health Impact Assessment for Complete Street Project Study

Michele Ogilvie spoke on the George Road Health Impact Assessment (HIA) Study that had been completed in March 2016. It was prepared for the USF Health Conference to identify impacts to our health when we build trails. Hillsborough County staff worked with AECOM to create an implementation plan for a complete streets corridor on George Road which includes the community. The connectivity will take place bringing about goals for a safe, comfortable, and add value to community. it will include a systematic process that uses an array of data sources to analytical methods to help in the predicts impacts in minorities, stress levels decreased, improved overall mental health and will begin and the prevalence of chronic disease decreased, Partners included in the study where both State and Local Health Departments. The next steps and future collaboration will be to engage small groups to further determine health impacts and recommendations. Discussion followed.

VI. FORWARD PINELLAS

a. SUN TRAIL Program

Brian Smith stated that the Shared Use Nonnotarized (SUN) Trail Section of Pinellas is being built now and should be completed around March of 2017. He stated currently there are three

priorities competing for State funding through the SUN Trail allocation: River to the Sea Projects, TRI-County Trail Pasco's section, (part of Coast to Coast), and Tallahassee to shoreline trail. He stated the Coast to Coast is one pot of money, that individual projects (anywhere in the state), can receive funding also there may be funding for Pasco, that receives \$25 M a year (this year \$50 M) and then next year \$25 M, which Coast to Coast is part of combination of existing trails. Discussion followed. Tallahassee is thinking of making Cape Canaveral reach across to other parts of Florida under the Florida Greenways, and Trails Foundation, Inc. (FGTC.org) that are also prioritizing projects. They want to support an idea for funding projects by dividing then by each county. Discussion followed.

b. Gulf Boulevard Bicycle Lanes

Rodney Chapman talked about improving safety along Gulf Boulevard. He highlighted safety initiatives and next steps such as: using existing bicycle volume: encouraging everyone who is riding their bike by using the STRAVA smartphone application. He stated this data would be used as first level screening to give indication of heavier usage on the bicycle route. It would benefit bicyclists by increasing safety, encouraging cyclists to use bike lanes and help to improve safety by providing bike facilities, etc. The data would include existing conditions of bike lanes crossings, right turn lanes, transit stops along the entirety of Gulf Boulevard and the stops that conflict to lanes. Discussion followed. Group comments included an idea to paint the cycle lanes green along the conflict area which is already in downtown St. Petersburg, provide consistent sign markings, in terms of cyclist icons and arrows, adding an addition 300 feet of designation bike lanes and southbound right turn lanes, add sharrows, and "Bikes May Use Full Lane" signs. Discussion followed. The next steps would include addressing the \$800,000 project by FDOT, looking at ways to enhance accessibility of beach communities, working with department, consultant, and Pinellas County staff, in order to treat other County and State areas. The Gulf Boulevard Bicycle enhancements will improve safety for both pedestrians and bicyclists on the State and County owned sections of Gulf Boulevard Discussion followed.

c. Recent Trail Construction Updates

Brian Smith provided an update on the Tri-County Trail connection between Pasco County and Pinellas County stating that this section is being built now and should be completed around March 2017. Discussion followed.

VII. TBARTA

a. Southwest Coast Regional Trail

Anthony Matoni (TBARTA) provided a brief map and a report on the Southwest Coast Regional Trail that connects to Pinellas Trail, county and down town south. He explained that it connects to Pinellas Trail, county, and down town south. He indicated that recently the planning committee had brought the multiuse trail to focus starting in 1995 through the Chairs Coordinating Committee (CCC) at the trail will recognized as a paved, shared, multi-use path, being ten to 14 feet wide, looking similar to the Legacy Pinellas Trail, Suncoast trail, and Upper Tampa Bay Trail. The benefits are being identified as a multi-use trail is it a regional, which provides tourism and economic development opportunities, attracting over 30 million visitors in 2014. It is close to the beaches, state parks, waterways, athletics, community, improves quality of life in the Tampa/St Petersburg area. Another factor that will need to be looked at does it have a pedestrian danger index, SUN Trails that brings \$25 M annually, this must go through Florida Greenways and Trails councils, He concluded with stating SUN Trails: serve many purposes, over a 180,000 individuals live within a mile of the trail (low income), affecting lots of people for different reasons such as recreational or health, and will cover over 550 miles when

complete. A future benefit is a connection with Hillsborough-Manatee going south. Discussion followed. Group comments included; does it influence the Sunshine Skyway Bridge? Logical connection through bridge from Pinellas to Hillsborough. Does it provide continued connectivity to Hillsborough, Manatee connection, reconstruction of the Desoto Bridge (Bradenton) Olympic Training Facility (University Parkway), island and beach trail, Charlotte, Lee, and Collier, couple of spots that are really filled in, they have been willing partners. Discussion followed. The next steps include: regional bike share, One Bus Away application and regional fare card, multimodal connections, and finally what is the long term plan for upper Tampa Bay: Van Dyke to northern terminus, to the Citrus Park Mall, and will there be a connection to go through Rogers Park. Discussion followed.

VIII. UPDATE/DISCUSSION ITEMS

a. Coast to Coast Trail Program Update

Chris Speese, Florida Department of Transportation, talked about the process for the Coast to Coast schedule and how this will be a regional benefit. He also spoke some on the eight applications for the individual regional trail category, indicating that this fiscal year the determination would be made shortly is around \$50 M, the update would be put in front of house senate and it would two weeks to digest, then Tallahassee does press release, then will contact agencies. He indicated this is first year of funding and the reviewing process for next four years, all applications tie into everything else. He provided the three components to Coast to Coast: they are No. 1 priority. Sunwest Coast is No. 2 priorities. Eligible for individual component: on the Coast to Coast, St. Johns River Loop, individual trail component, the ultimate goal of one enormous connection of the trail throughout Florida. Discussion followed.

IX. NEW BUSINESS

None.

X. CALENDAR FOR UPCOMING JOINT BPAC 2017 MEETINGS

Justyna Buszewski brought up the 2017 Joint BPAC Joint meeting dates needs to be set for the upcoming year. Discussion followed. Michelle Ogilive indicated the next meeting will be hosted by Hillsborough County on January 17, 2017; she asked the group if the Davis Library on Gunn Highway was an agreeable meeting location. A notice of the meeting will be sent out in January. Further discussion included meetings in May - Pinellas County will host, and in September - Pasco County will host but at this time there were no established dates. Discussion followed.

XI. PUBLIC COMMENT

Becky Afonso provided handouts promoting the Florida Bicycle Association, Inc. She encouraged every one to attend the FBA Annual Membership Meeting being held on October 22, 1:00 pm to 4:00 pm, at the St. Petersburg Library, Main Branch Auditorium, 3745 9th Avenue North, St. Petersburg, FL. Lucas Cruz announced that "Open Streets St. Pete" will be held on Sunday, October 9, 2016, this will be the St. Pete Cyclovia event. He stated there are plans to have ten stations and a hundred bikes up and running. Also stating there will be programming and lots of fun for everyone.

XII. ADJOURN

Meeting was adjourned the meeting at 8:05 p.m.

BPAC – January 30, 2017

8. Agency Reports



The BPAC is tasked with reviewing and advising Forward Pinellas on bicycle and pedestrian-related system development, and related issues and priorities. The Committee also may assist communities with development of bikeway and pedestrian facilities, recommend safer bicycling and walking provisions, and promote a safer roadway environment.

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

- Tri-County Trail Project – Starkey Wilderness Trail and Brooker Creek Trail
- Court Street / Chestnut Street RR Crossing and Trail Crossings
- Elfers Trail Spur
- Belleair Road / U.S. Highway 19 Trail Crossing
- Orange Street Overpass
- St. Petersburg Bike Share Program Soft Launch

ATTACHMENT(S): 2040 LRTP Multi-Use Trail Facilities map, 2014

ACTION: None Required, Informational Item Only

2040 Pinellas L RTP Multi-Use Trail Facilities

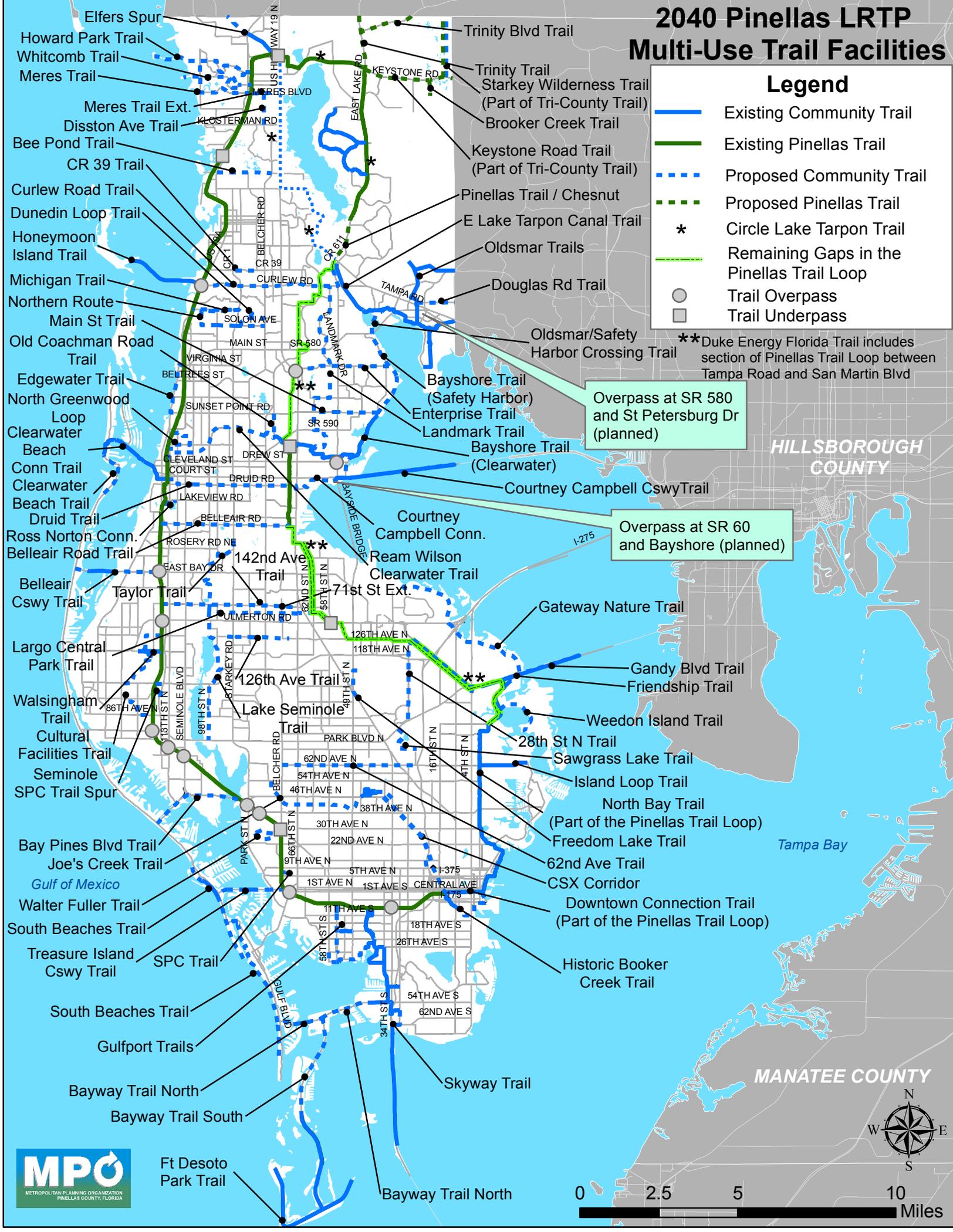
Legend

- Existing Community Trail
- Existing Pinellas Trail
- - - Proposed Community Trail
- - - Proposed Pinellas Trail
- *** Circle Lake Tarpon Trail
- - - Remaining Gaps in the Pinellas Trail Loop
- Trail Overpass
- Trail Underpass

****** Duke Energy Florida Trail includes section of Pinellas Trail Loop between Tampa Road and San Martin Blvd

Overpass at SR 580 and St Petersburg Dr (planned)

Overpass at SR 60 and Bayshore (planned)



BPAC – January 30, 2017

9. A.-D. Other Business



A. Membership

There are currently two vacancies on the BPAC membership list for the St. Petersburg Area (St. Petersburg, Gulfport/South Pasadena) geographical area.

ATTACHMENT: BPAC Membership List – January 2017

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Dangerous by Design 2016, Smart Growth America

Planning Beyond the Bike Lane, APA January 2017

Parking Lot Crashes, CBS News, November 2016

Tampa Parklet Program, November 2016

Seven Ideas for Safer Streets in 2017, Fastlane January 13, 2017

Treasure Island Causeway Trail, Tampa Bay January 13, 2017

Year 2016 Traffic Fatality Report December 2016

C. Suggestions for Future Agenda Topics

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

D. Other

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

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

1. Vacant (11/01/16)
2. Kimberly Cooper (10/13/99)
3. Vacant (01/01/17)

Clearwater Area

4. Chip Haynes (04/13/11)
5. Robert Yunk (02/09/05)
6. Win Dermody (03/12/14)

Dunedin Area

7. Charles Martin (04/08/09)

Pinellas Park and Mid-County

8. Ronald Rasmussen (12/13/06)
9. Byron Virgil Hall, Jr., (12/13/06)

Largo Area

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

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

12. Tom Ferraro (04/09/03)
13. Becky Afonso (Vice Chair) (10/08/14)

At Large Area

14. Paul Kurtz (12/11/13)
15. Mike Siebel (03/14/12)
16. Brian Smith (Chairman) (12/12/12)
17. Lynn Bosco (11/14/12)
18. Steve Lasky (11/14/12)
19. Ed Hawkes (11/18/98)
20. Annette Sala (03/12/14)

Seminole Area

21. Jim Wedlake (05/12/10)

Beach Communities

22. Bert Valery (10/1983-10/1998) (reappointed 07/10/02)
23. Jim Parent (04/13/16)

Technical Support

1. County Traffic Department (Tom Washburn – representative, Gina Harvey and Casey Morse – alternates)
2. County Parks and Conservation Resources (Lyle Fowler – representative, Spencer Curtis – alternate)
3. PSTA Chris Cochran (Chris Cochran – representative; Heather Sobush and Kristina Tranel – alternates)
4. City of Clearwater (Felicia Donnelly - representative)
5. City of St. Petersburg (Lucas Cruse as representative and Cheryl Stacks as alternate)
6. City of Largo (Valerie Brookens as representative and Christine McLachlan as alternate)
7. Pinellas County School System (Tom McGinty - representative)
8. TBARTA (Anthony Matonti – representative; Michael Case 1st alternate and Ramond Chiramonte 2nd alternate)
9. Pinellas County Health Department (Megan Carmichael - representative)
10. CUTR (Julie Bond as representative and Richard Hartman as alternate)
11. Sunstar Paramedics (**Vacant** - representative, Community Outreach Coordinator)

Sheriff's Office /Police/Law Enforcement Representatives

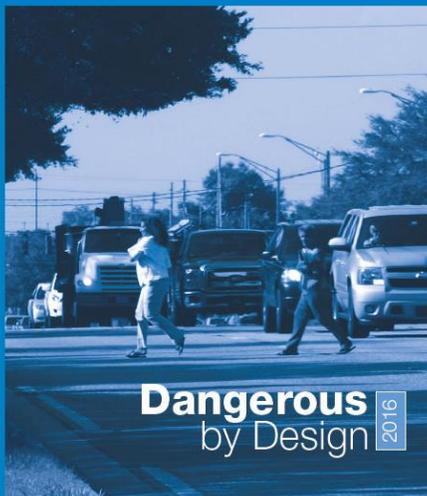
1. Pinellas Park Police Dept.
2. St Petersburg Police Dept.
3. Largo Police Dept.
4. Sheriff's Office – Deputy Eric Gibson
5. Clearwater Police Dept.

Non-Voting Technical Support

(Chris Speece – FDOT)

*Dates signify appointment

DANGEROUS BY DESIGN 2016



JANUARY 2017



Authors

SMART GROWTH AMERICA

Publication Date

January 2017

Categories

COMPLETE STREETS

Tags

COMPLETE STREETS DANGEROUS BY DESIGN

DANGEROUS BY DESIGN 2016 DOT EQUITY

PEDESTRIAN DEATHS PEDESTRIAN SAFETY RESOURCES

TRANSPORTATION

Resource Type

REPORT

DANGEROUS BY DESIGN 2016

Between 2005 and 2014, a total of **46,149 people were struck and killed by cars while walking**. In 2014, the most recent year for which data are available, 4,884 people were killed by a car while walking—105 people more than in 2013. On average, **13 people were struck and killed by a car while walking every day** in 2014. And between 2005 and 2014, Americans were 7.2 times more likely to die as a pedestrian than from a natural disaster. Each one of those people was a child, parent, friend, classmate, or neighbor. And these tragedies are occurring across the country—in small towns and big cities, in communities on the coast and in the heartland.

Dangerous by Design 2016 takes a closer look at this alarming epidemic, and once again ranks the 104 largest metro areas in the country, as well as every state, by the Pedestrian Danger Index (PDI) — a calculation of the share of local commuters who walk to work and the most recent data on pedestrian deaths.

The fourth edition of this report also includes a significant racial and income-based examination of the people who are most at risk, showing that **people of color and older adults are overrepresented among pedestrian deaths**, and that **PDI is correlated with median household income and rates of uninsured individuals**. Download the report to read the full findings.

This report is accompanied by two interactive maps of pedestrian fatalities as well as sortable tables of all state- and metro-level data. View the additional resources:

[Additional Dangerous by Design 2016 features](#)

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Smart Growth America
Improving lives by improving communities

SMART GROWTH AMERICA
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Overview

Between 2005 and 2014, a total of 46,149 people were struck and killed by cars while walking in the United States. In 2014, the most recent year for which data are available, 4,884 people were killed by a car while walking—105 people more than in 2013. On average, 13 people were struck and killed by a car while walking every day in 2014. And between 2005 and 2014, Americans were 7.2 times more likely to die as a pedestrian than from a natural disaster. Each one of those people was a child, parent, friend, classmate, or neighbor. And these tragedies are occurring across the country—in small towns and big cities, in communities on the coast and in the heartland.

Dangerous by Design 2016 takes a closer look at this alarming epidemic. The fourth edition once again examines the metro areas that are the most dangerous for people walking. It also includes a racial and income-based examination of the people who are most at risk, and for the first time also ranks states by their danger to pedestrians.

This year's report ranks the 104 largest metro areas in the country, as well as every state by a "Pedestrian Danger Index," or PDI. PDI is a calculation of the share of local commuters who walk to work and the most recent data on pedestrian deaths.

Based on PDI, the 20 most dangerous metro areas for walking in the United States are below.

2016 rank	Metro area	2016 Pedestrian Danger Index
1	Cape Coral-Fort Myers, FL	283.1
2	Palm Bay-Melbourne-Titusville, FL	235.2
3	Orlando-Kissimmee-Sanford, FL	234.7
4	Jacksonville, FL	228.7
5	Deltona-Daytona Beach-Ormond Beach, FL	228.2
6	Lakeland-Winter Haven, FL	200.6
7	Tampa-St. Petersburg-Clearwater, FL	192.0
8	Jackson, MS	189.6
9	Memphis, TN-MS-AR	153.3
10	North Port-Sarasota-Bradenton, FL	148.2
11	Miami-Fort Lauderdale-West Palm Beach, FL	145.1
12	Bakersfield, CA	132.8
13	Birmingham-Hoover, AL	132.1
14	Little Rock-North Little Rock-Conway, AR	127.9
15	Houston-The Woodlands-Sugar Land, TX	127.2
16	Phoenix-Mesa-Scottsdale, AZ	125.1
17	Detroit-Warren-Dearborn, MI	124.2
18	Riverside-San Bernardino-Ontario, CA	123.4
19	Baton Rouge, LA	120.6
20	McAllen-Edinburg-Mission, TX	118.8

Who are the victims of these collisions? **People of color and older adults are overrepresented among pedestrian deaths.** Non-white individuals account for 34.9 percent of the national population but make up 46.1 percent of pedestrian deaths. In some states, this disparity is even starker. In North Dakota, for example, Native Americans make up just five percent of the population but account for almost 38 percent of pedestrian deaths. Older adults are similarly at higher risk: individuals 65 years or older are 50 percent more likely than younger individuals to be struck and killed by a car while walking. Even after controlling for the relative amounts of walking among these populations, risks continue to be higher for some people of color and older adults—indicating that these people most likely face disproportionately unsafe conditions for walking.

In addition, **PDI is correlated with median household income and rates of uninsured individuals.** Low-income metro areas are predictably more dangerous than higher-income ones: as median household incomes drop, PDI rises. Similar trends bear out with rates of uninsured individuals: as rates of uninsured individuals rise, so do PDIs, meaning that the people who can least afford to be injured often live in the most dangerous places.

The way we design streets is a factor in these fatal collisions. Many of these deaths occur on streets with fast-moving cars and poor pedestrian infrastructure. People walk along these roads despite the clear safety risks—a sign that streets are not adequately serving everyone in the community.

Everyone involved in the street design process—from federal policymakers to local elected leaders to transportation engineers—must take action to end pedestrian deaths. So long as streets are built to prioritize high speeds at the cost of pedestrian safety, this will remain a problem. And as the nation's population grows older on the whole, and as we become more diverse both racially and economically, the need for these safety improvements will only become more dire in years to come.

Policy makers at the local, state, and national level can and must take action to protect people from being struck and killed by cars while walking. *Dangerous by Design 2016* outlines where to focus these actions and the first steps to making it happen.

Dangerous by Design 2016 was made possible by the support of AARP, the American Society of Landscape Architects, and Nelson\Nygaard Consulting Associates.



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PLANNING BEYOND THE BIKE LANE

by Dan Suraci, AICP

Bike lanes are great, aren't they? Their rapid propagation in cities throughout the U.S. is tangible evidence of changing public attitudes toward biking. It also demonstrates a prevailing accommodation-based strategy among planners and politicians to facilitate cycling with dedicated bike infrastructure. Before the bike boom of the last decade, we had a largely tolerance-based strategy, of which "vehicular cycling" – defined by John Forester as "bicycles fare best when they act and are treated as drivers of vehicles" – was the key tenet.

As cycling rates have increased in tandem with bike lane mileage, many believe that vehicular cycling is dead and that more bike infrastructure is the answer. Unfortunately, this thinking has a few potholes.

The proof is in the pedaling (or lack thereof). Despite an increase in on-street bike lane mileage, the most generous mode share estimates for cyclists remain below 1.5 percent, according to the Alliance for Walking & Biking. Keep in mind, too, that interactions with cars are inevitable. Protected bike lanes will never be the norm. Most of the country's best bike networks rely heavily on the good old-fashioned bike lanes sketched out in paint with no physical separation from traffic.

There's no getting around the baby boomer-era policies and federal subsidies which fundamentally shaped America's road and highway-dominated transportation system. Even more damaging, however is the automobile's place in popular culture. While this attitude is slowly changing, bicycles still aren't viewed as a legitimate mode of transportation by many.

Even in a perfect world (let's call it Copenhagen), where the bicycle is universally accepted, riders are still subject to rules, rights, and responsibilities. Just because there's a bike path, it doesn't mean you don't have to stop at red lights, yield to pedestrians, or signal stopping, lane changes, and turns.

Bike lanes are essential, but they have never taught someone how to ride.

We need to shift gears. City officials and planners need to take a hard look at mode share as a metric, set a reasonable target, and develop more holistic strategies to get there. This includes a broader variety of programmatic, policy, and infrastructure measures, such as institutionalized bicycle education programs for all ages as well as a focus on bicycle and transit connectivity.

Introducing bikes to children in school as a viable (and fun) transportation mode is the most effective and systematic way to break the multigenerational chains of autocrism and really broaden America's transportation palate. Meanwhile, driver education should approach the street as public space and include training on navigating how to share the road with a diverse array of users – including cyclists – all of whom have a shared responsibility for safety. We also need to prioritize a reduction in VMT by replacing automobile trips with better transit and facilitate bicycle connections for the first and last mile.

Our choices behind the handlebars matter. A lot of the solutions above rest in the hands of advocates, planners, and policy makers, but individually, the cyclists among us need to lead by example. Our choices not only affect immediate decisions and the safety of those around us, but – perhaps more importantly – they leave an impression on drivers, other bikers, and pedestrians about cycling as a transportation mode.

Planners and advocates have literally laid the groundwork for a more robust active transportation system with hundreds of miles of bike lanes. It's time to shift planning efforts into high gear and develop more holistic strategies that couple bike lane mileage increases with education programs for youths and young adults.

WHY HUNDREDS ARE KILLED IN CRASHES IN PARKING LOTS AND GARAGES EVERY YEAR

November 21, 2016

The National Safety Council finds as many as two-thirds of drivers may be pulling into shopping centers distracted. One in five accidents happen in parking lots.

The leading culprit for distraction is the cellphone, reports CBS News correspondent Kris Van Cleave. Be it making calls or texting while driving in a parking lot, researchers say the slower speeds give people a false sense of security. Even though people tend to drive a lot slower in a place like this, the consequences of distraction and other driving mistakes can be deadly.

Video captured the moment a speeding driver struck a mother pushing her 15-month-old baby's stroller last month. Maria Cruz Gonzales-Cortes, 24, died. Her baby survived.

Wisconsin police released a video of a driver who lost control of his vehicle, slamming into nine cars before coming to a stop. Amazingly no one was seriously injured.

But the National Safety Council found on average at least 60,000 are injured and 500 or more die in the 50,000 plus crashes in parking lots and garages every year.

"It's just as dangerous to be distracted in a parking lot going 5 mph as it is going 50 mph," National Safety Council president Deborah Hersman said.

"People have their heads down, they're on their phones whether they're behind the wheel or whether they are pedestrians. They're just a lot of inattention out there," Hersman added.

A recent survey found 66 percent felt comfortable making calls while driving in a parking lot, and more than half would text. Roughly half of drivers were OK with sending emails, using social media, taking pictures or watching videos. Forty-two percent said they would video chat.

Joyce Drobot was more focused on her phone than cars around her.

"Do you think you give the parking lot the same amount of attention as you give the road?" Van Cleave asked her.

"Not really," she said.

"Why do you think that is?" Van Cleave asked.

"We think that there's not a lot of traffic in the parking lot, but actually there is. I think people should be more aware of this," Drobot said.



COULD PARKLETS BE COMING TO TAMPA IN 2017?

by Ashley Reams Mistretta
November 29, 2016

If you happened to be in the Channel District earlier this month, you might have seen something unusual on the street that could soon become more popular.

Seven parklets, or extensions of the sidewalk built on street parking spaces, were displayed on 12th Street for four hours on Nov. 5 during a pop-up festival for the annual [Tampa Bay Design Week](#).

"We had a really great turnout," says Rachel Radawec, executive administrative assistant with the [Tampa Downtown Partnership](#) and parklet enthusiast. "People came down, they loved it, they sat down and talked and ate and everything you're supposed to do in a parklet."



Parklets are a trend gaining popularity across the country. [San Francisco](#), [Seattle](#) and [Charlotte, NC](#), are a few cities that have them.

During the third year of Tampa Bay Design Week, an event meant to expose the public to the design world, "we decided it was time for Tampa to have one," Radawec explains.

Parklets aren't art installations. They provide space for people to sit, relax and enjoy the city on streets that would otherwise be used simply for traffic, according to the [National Association of City Transportation Officials](#). They often combine seating, trees, flowers or shrubs, but they don't necessarily have to be green spaces.

"You essentially take an on-street parking spot and take it away from the car and give it back to the people," Radawec says.

As a Tampa resident, Radawec says she's a fan of anything that enhances the downtown area, which she considers her backyard.

"I'm really just interested in anything that makes Tampa an interesting place," she says.

So, she helped facilitate the Nov. 5 showcase, and she's helping to facilitate discussions about the future of parklets in Tampa.

[Gensler](#), a Tampa design firm who created one of the seven parklets during the showcase, was so taken with concept that they set up their parklet for an extra week in front of Regions Bank at 100 N. Tampa St.

Now, they're one of the entities talking with Radawec about launching a parklet program in Tampa next year. [TECO](#) has provided \$12,000 to cover the cost of two commercial-grade steel bases that parklets sit on. But details, including who will host the program, where the parklets will be located and for how long, and what they'll look like, are still up in the air.

"My hope right now is to launch a program next fall," Radawec says, adding that October is the time when the weather cools and people want to sit outside.

Radawec invites anyone interested in knowing more about parklets or joining the effort to [email her by following this link](#).

"We're really excited about it," she says.



WELCOME TO THE FASTLANE:
THE OFFICIAL BLOG OF THE U.S. SECRETARY
OF TRANSPORTATION



SEVEN IDEAS FOR SAFER STREETS IN 2017

posted by Gregory Nadeau, Administrator, Federal Highway Administration
January 13, 2017

Across the country, 35,092 people died on our nation's roads in 2015. That is a 7.2 percent increase over the previous year.

To address this serious issue and begin working toward making roadway fatalities a thing of the past, Secretary Anthony Foxx, the Federal Highway Administration, the National Highway Traffic Safety Administration, the Federal Motor Carrier Safety Administration and partners in the transportation community joined forces, enlisted the support of one of the nation's most influential safety groups – the National Safety Council – and launched the Road to Zero Coalition.

Road to Zero is more than a slogan. It's a goal that will take time to reach, and it will require significant effort from everyone, but we at FHWA are prepared to do whatever it takes to succeed in eliminating roadway fatalities.

In 2017 we hope to begin to turn the tide. When it comes to bicycle and pedestrian fatalities, there are proven strategies and resources to improve safety, including the following.



- **Dig into the [FHWA Strategic Agenda for Pedestrian and Bicycle Transportation](#).** With this agenda, FHWA will continue to lead on pedestrian and bicycle transportation issues, in part by promoting pedestrian and bicycle planning, design and safety resources; convening peer exchanges; spreading the word about existing and updated policies; fostering active public participation in the planning and decision-making process; and leading pedestrian and bicycle assessments and audits. The strategic agenda will guide FHWA's pedestrian and bicycle activities in the next 3 to 5 years and is organized around four goals: networks, safety, equity and trips. Each goal includes actions relating to capacity building, policy, data and research.
- **Think multimodal with [Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts](#).** This FHWA publication can help planners, engineers and other practitioners make areas more bike-ped friendly through better intersection design, road diets (see below for more information on road diets) and pedestrian crossings, while addressing transit and school access, freight movement and accessibility for all road users. Best of all, it shows how design flexibility can be applied while focusing on reducing multimodal conflicts and achieving connected networks.
- **Bundle to save with [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#).** If your community is looking for an efficient and cost-effective way to create connected bike facility networks, this guidebook can help as it provides tips on how to integrate on-road bicycle facilities as part of a routine roadway resurfacing process.
- **Don't think your town is too small to get involved.** Providing transportation options is often difficult in areas outside of large metropolitan areas. To remedy this, FHWA has published [Small Town and Rural Multimodal Networks](#), a guidebook that can help these areas support and provide safe, comfortable, and active travel for people of all ages and abilities.
- **Be flexible.** The Fixing America's Surface Transportation (FAST) Act of 2015 includes new provisions encouraging design flexibility. To that end, FHWA has issued guidance titled ["Controlling Criteria for Design: A Final Notice"](#) as part of an effort to encourage agencies to work together with stakeholders to develop context-sensitive solutions that enhance communities and provide multiple transportation options to connect people to work, school and other critical destinations.
- **Look at your crossings.** The majority of pedestrian deaths occur at uncontrolled crossing locations such as mid-block or intersections without signals. To reduce these fatalities, for the next two years FHWA is promoting the use of pedestrian refuge islands, raised crosswalks and other pedestrian safety countermeasures through [Safe Transportation for Every Pedestrian](#), one of 11 innovations selected for the fourth round of the agency's Every Day Counts innovation partnership with state DOTs and other stakeholders.
- **Get on the road diet.** One of the most cost-effective safety features a community can employ is a [road diet](#), which is another Every Day Counts innovation supported by FHWA. A typical road diet takes a segment of four-lane undivided roadway and reconfigures it into three lanes with two through lanes and a center two-way left turn lane. Often, a road diet creates space for bicycle lanes. The newly configured stretch improves safety by including a protected left-turn lane for motorists, reducing crossing distance for pedestrians and lowering travel speeds with very little increase in travel times. Road diets also are inexpensive. Sometimes they can be undertaken and finished with not much more than a few gallons of paint for new lane markings. In Reston, Va., the Virginia Department of Transportation implemented a road diet on a two-mile segment of Lawyers Road during an already scheduled 2009 repaving project. Reaction among residents was mixed before the project, but views shifted to strong support after the project helped reduce crashes in the corridor by 67 percent. A second road diet was installed on nearby Soapstone Drive in 2011, and that diet resulted in a 65 percent crash reduction. To learn more about how road diets work, check out this [video \[external link\]](#).

These seven concepts are just a few of the ideas FHWA is working to refine, improve and share with communities around the country. With a little luck and a lot of hard work, 2017 can be a good year for bicyclists, pedestrians and everyone else who shares the road.



Treasure Island, St. Petersburg join forces on causeway plan

By Jennifer Rich, Times Correspondent
Thursday, January 12, 2017 5:11am

TREASURE ISLAND — The city is seeking state funding for a joint project with the city of St. Petersburg to restructure the east end of the Treasure Island causeway.

Commissioners voted unanimously in favor of asking state Rep. Kathleen Peters, R-South Pasadena, to sponsor a bill that would give the city \$1.5 million to resurface the road and make drainage improvements on the causeway along with pushing the roadway to the south to accommodate a 10-foot pedestrian/bike path on the north side.

Treasure Island's goal is for the city of St. Petersburg to take over responsibility for the eastern causeway, which lies within its city limits.

"The pedestrian/bike path would be much safer than what is out there now and would provide direct access to the Pinellas Trail, downtown and the beaches," said City Manager Reid Silverboard.

Because Treasure Island is working alongside the city of St. Petersburg, Silverboard thinks the effort has a better chance of receiving funding.

"We think us going together shows we are working together and that there will be cost savings to the taxpayers by not having two contractors, separate bidding and being done by one entity," he said.

St. Petersburg would design and manage the project, Silverboard said.

Phase one of St. Petersburg's portion of the project has already been funded through a state transportation grant for \$1.1 million. The second phase — \$680,000 — is unfunded but the city hopes to get transportation dollars by 2019.

By having St. Petersburg take over the eastern causeway, Treasure Island officials think there will be no objections to their plans to reinstitute tolling on the causeway.

Residents of Causeway Isles and Yacht Club Estates had objected, saying that they would be forced to pay a toll to go to and from their homes.

The city is also spending \$135,000 a year in maintenance for that portion of the causeway, which doesn't include capital expenses like road and drainage improvements, Silverboard said.

"This is a more gentle approach that satisfies the needs of St. Petersburg and gets us out of future maintenance costs," Mayor Robert Minning said.

Commissioners appear headed toward re-establishing a causeway toll. They have agreed to spend \$35,000 to get a binding legal opinion from a Tallahassee law firm on whether reinstating a toll removed years ago would face any restrictions.

Some years ago, the city got a \$50 million federal grant to replace the drawbridge. In exchange for his help, commissioners promised the late U.S. Rep. C.W. "Bill" Young to remove the toll.

City attorney Jennifer Cowan said getting the opinion "does not indemnify the city against a lawsuit" but Commissioner Larry Lunn pushed for the expenditure.

"I want to be able to stand behind the attorney's opinion and say to people we did the best job we could," he said.

Pinellas County Major Road Network

Pasco County



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Gulf
of
Mexico



Old Tampa Bay

Tampa Bay

YEAR 2016
(thru December 31st)

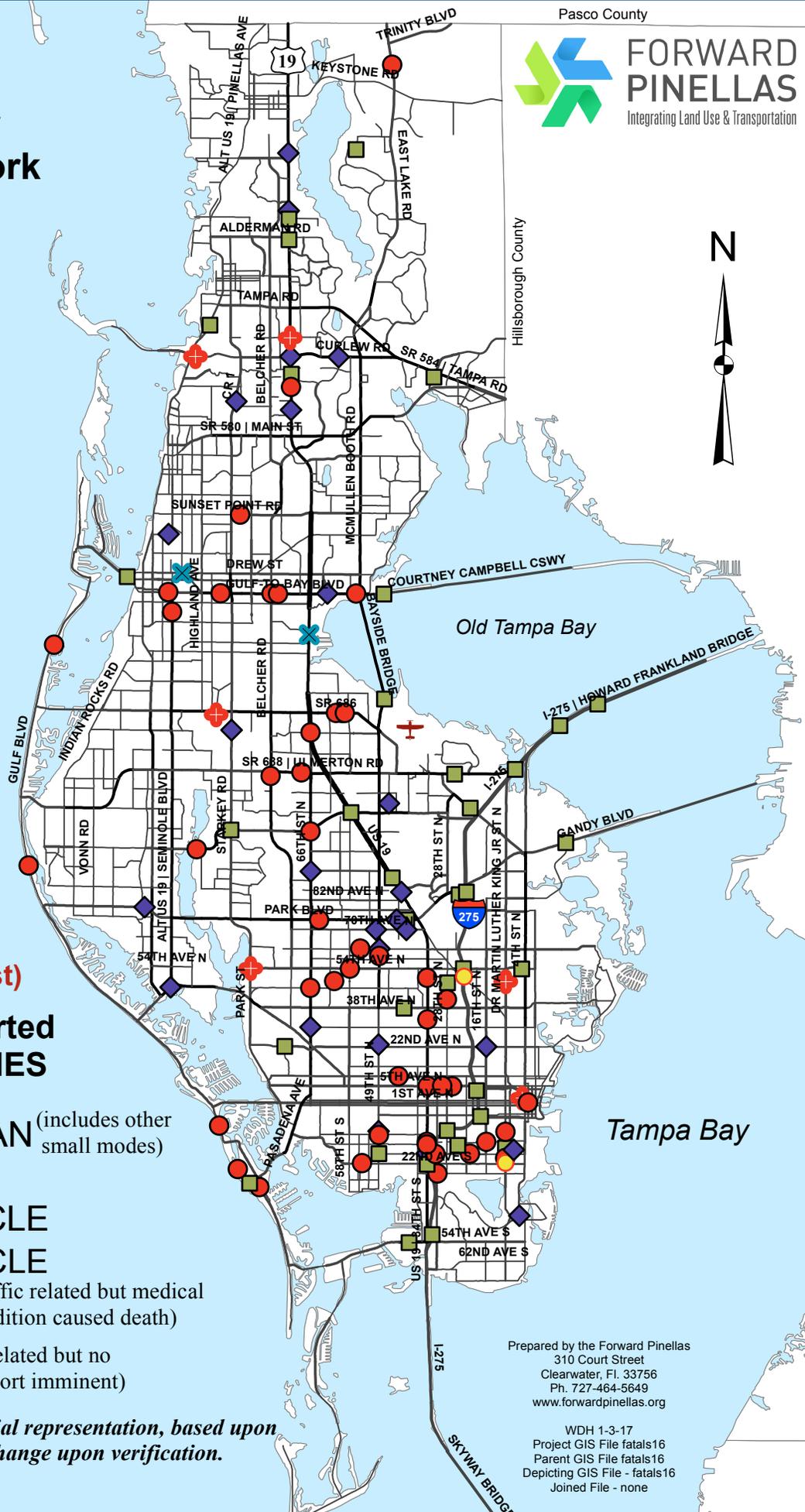
Locations of Reported TRAFFIC FATALITIES

- PEDESTRIAN (includes other small modes)
- ✕ BICYCLE
- ◆ MOTORCYCLE
- AUTO-VEHICLE
- + MEDICAL (traffic related but medical condition caused death)
- OTHER (traffic related but no crash report imminent)

NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.

Prepared by the Forward Pinellas
310 Court Street
Clearwater, FL 33756
Ph. 727-464-5649
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WDH 1-3-17
Project GIS File fatalities16
Parent GIS File fatalities16
Depicting GIS File - fatalities16
Joined File - none



PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru December 31, 2016

122 FATALITIES INCLUDING MEDICALS

116 FATALITIES EXCLUDING MEDICALS

115 CRASHES (fatal) INCLUDING MEDICALS

109 CRASHES (fatal) EXCLUDING MEDICALS

2 OTHER TRAFFIC RELATED FATALITIES BUT NO
IMMINENT CRASH REPORT

43 AUTO-VEHICLE FATALITIES

37% (medical crashes not included)

36 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

25 MOTORCYCLE FATALITIES

22% of all traffic fatalities

25 MOTORCYCLE CRASHES (fatal)

2 BICYCLE FATALITIES

2% of all traffic fatalities

2 BICYCLE CRASHES (fatal)

46 PEDESTRIAN FATALITIES

40% of all traffic fatalities (includes other small modes)

46 PEDESTRIAN CRASHES (fatal)

73 VULNERABLE USER FATALITIES

73 VULNERABLE USER CRASHES (fatal)

63% Vulnerable/total fatalities

(medical crashes not included)

NOTE

Table not an official representation,
based upon initial reporting,
subject to change upon verification.

Forward Pinellas

CRASHES	DATAID	ROADWAY	LOCATION	DESC	DATE	FATAL
1	059F16	US19 HWY	19029 US19 HWY	BIC	8/3/2016	1
1	085F16	DREW ST	BETTY LN	BIC	9/24/2016	1
1	006F16	STARKEY RD	700 BLOCK	MC	1/16/2016	1
1	004F16	49TH ST N	6200 BLOCK	MC	1/20/2016	1
1	009F16	CR 1	BURNHAM LN	MC	1/30/2016	1
1	016F16	34TH ST S	18TH AVE S (delayed fatality)	MC	2/19/2016	1
1	035F16	66TH ST N	94TH AVE N	MC	4/29/2016	1
1	108F16	US19 HWY	S OF TARPONAIRE MOBILE RESORT	MC	5/1/2016	1
1	039F16	US19 HWY	COLONIAL BLVD	MC	5/7/2016	1
1	041F16	6TH ST S	42ND AVE S	MC	5/15/2016	1
1	045F16	US19 HWY	ESTANCIA BLVD	MC	5/27/2016	1
1	055F16	70TH AVE N	50TH ST N	MC	6/9/2016	1
1	048F16	22ND AVE N	16TH ST N	MC	6/16/2016	1
1	053F16	PARK BLVD	NEAR 115TH ST N	MC	6/28/2016	1
1	067F16	17TH AVE S	7TH ST S	MC	8/16/2016	1
1	063F16	CURLEW RD	COUNTRYSIDE BLVD	MC	8/22/2016	1
1	069F16	GULF-TO-BAY BLVD	SKY HARBOR DR	MC	9/3/2016	1
1	079F16	49TH AVE S	JERSEY AVE S	MC	9/29/2016	1
1	081F16	70TH AVE N	4000 BLOCK	MC	9/30/2016	1
1	086F16	US19 HWY	CURLEW RD	MC	10/9/2016	1
1	088F16	US19 HWY	8500 BLOCK	MC	10/14/2016	1
1	091F16	PARK BLVD	W OF 43RD ST N	MC	10/19/2016	1
1	113F16	49TH ST N	2300 BLOCK	MC	10/21/2016	1
1	098F16	FAIRMONT ST	HARBOR DR	MC	12/1/2016	1
1	109F16	30TH AVE N	66TH ST N	MC	12/5/2016	1
1	114F16	SR 666	W OF SEMINOLE BLVD	MC	12/21/2016	1
1	116F16	AUTOMOBILE BLVD	122ND AVE N	MC	12/27/2016	1
1	014F16	5TH ST N	2ND AVE N (delayed >30 day fatal)	MED	1/19/2016	1
1	033F16	DR MARTIN LUTHER KING JR ST N	4400 BLOCK (delayed fatality)	MED	3/24/2016	1
1	032F16	EAST BAY DR	ALT KEENE RD (pond on south end)	MED	4/22/2016	1
1	105F16	CURLEW RD	1100 BLOCK	MED	8/5/2016	1
1	096F16	US19 HWY	CR 39	MED	11/24/2016	1
1	104F16	PARK ST	54TH AVE N	MED	12/14/2016	1
1	049F16	DR MARTIN LUTHER KING JR ST S	BETWEEN 20TH AVE S & 22ND AVE S	OTH	6/20/2016	1
1	062F16	I-275	NEAR 54TH AVE N (suicide)	OTH	8/14/2016	1
1	002F16	62ND AVE N	5500 BLOCK	PED	1/5/2016	1
1	003F16	AUDREYTON RD	AUDREY LANE	PED	1/7/2016	1
1	007F16	26TH AVE S	31ST ST S	PED	1/26/2016	1
1	010F16	GULF BLVD	70TH AVE	PED	2/2/2016	1
1	011F16	GULFPORT BLVD	5400 BLOCK	PED	2/3/2016	1
1	013F16	EAST LAKE RD	AT ST ANDREWS BLVD	PED	2/21/2016	1
1	018F16	34TH ST S	1400 BLOCK	PED	2/28/2016	1
1	019F16	18TH AVE S	2100 BLOCK	PED	3/3/2016	1
1	020F16	GULF BLVD	10100 BLOCK	PED	3/5/2016	1
1	024F16	PARK BLVD	6400 BLOCK (delayed fatality)	PED	3/9/2016	1
1	021F16	197TH AVE	E OF GULF BLVD	PED	3/9/2016	1
1	022F16	SUNSET PT RD	1900 BLOCK	PED	3/12/2016	1
1	042F16	3RD ST	CENTRAL AVE	PED	3/18/2016	1
1	026F16	GULF-TO-BAY BLVD	W OF McMULLEN BOOTH RD	PED	4/4/2016	1
1	029F16	66TH ST N	11000 BLOCK	PED	4/17/2016	1
1	036F16	DR MARTIN LUTHER KING JR ST S	NEAR JAMES AVE S	PED	4/30/2016	1
1	040F16	ROOSEVELT BLVD	MORGAN ST	PED	5/10/2016	1
1	044F16	49TH AVE N	61ST LANE N	PED	5/29/2016	1
1	043F16	DR MARTIN LUTHER KING JR ST S	20TH AVE S	PED	5/30/2016	1
1	046F16	US19 HWY	ROYAL BLVD	PED	6/7/2016	1
1	107F16	S BELCHER RD	13100 BLOCK	PED	6/11/2016	1
1	106F16	ROOSEVELT BLVD	W OF 58TH ST N	PED	6/14/2016	1
1	050F16	GULF-TO-BAY BLVD	BELCHER RD (scooter)	PED	6/21/2016	1
1	051F16	COURT ST	W OF MISSOURI AVE	PED	6/27/2016	1
1	052F16	34TH ST N	33RD AVE N	PED	6/28/2016	1
1	061F16	BAYSHORE DR	82ND AVE	PED	8/12/2016	1
1	064F16	ROOSEVELT BLVD	60TH ST N	PED	8/23/2016	1
1	074F16	28TH ST N	41ST AVE N	PED	8/23/2016	1
1	065F16	GULF BLVD	N OF HARBORAGE CT (Sand Key)	PED	8/24/2016	1
1	068F16	5TH AVE N	34TH ST N	PED	8/29/2016	1
1	070F16	18TH AVE S	3100 BLOCK	PED	9/4/2016	1
1	075F16	34TH ST N	50TH AVE N	PED	9/24/2016	1
1	078F16	GULF-TO-BAY BLVD	NEAR BELCHER RD	PED	9/29/2016	1
1	080F16	5TH AVE N	2600 BLOCK	PED	10/1/2016	1
1	082F16	GULF-TO-BAY BLVD	DUNCAN AVE	PED	10/2/2016	1
1	084F16	54TH AVE N	NEAR 58TH ST N	PED	10/6/2016	1
1	087F16	66TH ST N	46TH AVE N	PED	10/8/2016	1
1	089F16	49TH ST N	N OF 58TH AVE N	PED	10/18/2016	1
1	093F16	9TH AVE N	NEAR 43RD ST N	PED	11/8/2016	1
1	097F16	S MISSOURI AVE	1200 BLOCK	PED	12/1/2016	1
1	099F16	34TH ST S	15TH AVE S	PED	12/2/2016	1
1	100F16	16TH ST S	NEAR 14TH AVE S	PED	12/7/2016	1
1	112F16	5TH AVE N	29TH ST N	PED	12/17/2016	1
1	113F16	CR 296	W OF 98TH ST (scooter)	PED	12/20/2016	1
1	117F16	49TH ST S	11TH AVE S	PED	12/21/2016	1
1	115F16	US 19 HWY	15000 BLOCK	PED	12/26/2016	1
1	001F16	ROOSEVELT BLVD	W OF I-275	VEH	1/1/2016	1
1	005F16	18TH AVE S	E OF 49TH ST S	VEH	1/19/2016	1
1	008F16	38TH AVE N	41ST ST N	VEH	1/27/2016	1
1	012F16	ULMERTON RD	NEAR CARILLON PKWY (delayed fatal)	VEH	2/15/2016	1
1	017F16	I-275 HOWARD FRANKLAND	MILEPOST 34	VEH	2/28/2016	1
1	015F16	US19 HWY FRONTAGE RD	BRYAN DAIRY RD	VEH	2/29/2016	1
1	027F16	22ND AVE N	72ND ST N	VEH	3/4/2016	1
1	023F16	15TH AVE S	2400 BLOCK	VEH	3/12/2016	1
1	025F16	GANDY BL NEAR I-275	CEMETERY POND	VEH	3/31/2016	3
1	028F16	34TH ST S	22ND AVE S	VEH	4/9/2016	1
1	030F16	ML KING ST S	16TH AVE S	VEH	4/19/2016	1
1	037F16	MEMORIAL CAUSEWAY	ON MEMORIAL BRIDGE (delayed fatal)	VEH	4/21/2016	1
1	031F16	US19 HWY	HIGHLAND ACRES DR	VEH	4/25/2016	2
1	034F16	I-275	54TH AVE N (mile marker 26)	VEH	4/25/2016	1
1	038F16	US19 HWY	JUST SOUTH OF ALDERMAN RD	VEH	4/30/2016	1
1	047F16	28TH ST N	47TH AVE N	VEH	6/11/2016	1
1	056F16	FOREST LAKES BLVD	S OF TAMPA RD	VEH	6/22/2016	1
1	054F16	I-275 HOWARD FRANKLAND	MILEPOST 33	VEH	7/1/2016	3
1	057F16	US19 HWY	JUST NORTH OF MAINLANDS BLVD	VEH	7/12/2016	1
1	058F16	75TH AVE	BLIND PASS WATERWAY	VEH	7/14/2016	1
1	110F16	KERNWOOD CT	KNOB VIEW WY	VEH	7/30/2016	1
1	060F16	54TH AVE N	BETWEEN PALM AVE & 4TH ST N	VEH	8/7/2016	1
1	066F16	PARK BLVD	4000 BLOCK	VEH	8/14/2016	1
1	071F16	GANDY BLVD	SAN MARTIN BLVD	VEH	9/9/2016	1
1	083F16	COURTNEY CAMPBELL CSWY	DAMASCUS RD	VEH	9/11/2016	1
1	072F16	BAYSIDE BRIDGE	N OF ROOSEVELT BLVD	VEH	9/19/2016	1
1	073F16	BRYAN DAIRY RD	STARKEY RD	VEH	9/21/2016	3
1	076F16	I-275	28TH ST S	VEH	9/22/2016	1
1	077F16	I-275	FROM SR 688	VEH	9/26/2016	1
1	090F16	I-275	S OF GANDY BLVD	VEH	10/19/2016	1
1	092F16	I-275	N OF 54TH AVE S	VEH	11/8/2016	1
1	094F16	I-275	I-175 EASTBOUND EXIT RAMP	VEH	11/13/2016	1
1	095F16	ALT US19 HWY	JETER ST	VEH	11/23/2016	1
1	101F16	US19 HWY	LAKE TARPON DR	VEH	12/10/2016	1
1	102F16	I-275	APPROACHING I-375	VEH	12/12/2016	1
1	103F16	PINELLAS BAYWAY 54TH AVE S	4000 BLOCK	VEH	12/13/2016	1