BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

April 17, 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 – MARCH 20, 2017** (8:35 – 8:40)
3. **FORWARD PINELLAS ACTIONS – APRIL 12, 2017** (8:40 – 8:45)
4. **2017 DRAFT MULTIMODAL PRIORITY LIST UPDATE** (8:45 – 9:00)
5. **WEST BAY DRIVE COMPLETE STREETS CONCEPT PLAN** (9:00 – 9:15)
6. **BIKE WALK TAMPA BAY** (9:15 – 9:35)
7. **SPOTlight EMPHASIS AREAS UPDATE** (9:35 – 9:45)
   - A Vision for U.S. Highway 19 Corridor
   - Gateway Area Master Plan
   - Enhancing Beach Community Access
8. **BPAC BUSINESS** (9:45 – 10:00)
   A. National Bike Month May 2017 Event Planning
   B. Florida Bicycle Association (FBA)
   C. Pinellas Trails, Inc.
9. **AGENCY REPORTS** (10:00 – 10:15)
   A. Membership
   B. Correspondence, Publications, Articles of Interest
   C. Suggestions for Future Agenda Topics
   D. Other
10. **OTHER BUSINESS** (10:15 – 10:30)
11. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – MAY 15, 2017

NATIONAL BIKE MONTH EVENT – MAY 19, 2017
Station Square Park, 628 Cleveland Street, Clearwater at 8 am. Set-up at 7:30 am

NEXT TRI-COUNTY BPAC MEETING – MAY 25, 2017
Dr. Wm E. Hale Senior Activity Center, 330 Douglas Avenue, Dunedin FL 34698

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.

Bicycle Pedestrian Advisory Committee – April 17, 2017

2. Approval of Minutes

SUMMARY

The meeting summary for the March 22, 2017 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – March 22, 2017

ACTION: Approval of Meeting Summary

FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
March 20, 2017

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on March 20, 2017 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
Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Daniel Alejandro	Largo Citizen Representative
Julie Bond	CUTR
Lynn Bosco	At Large Citizen Representative
Valerie Brookens	City of Largo
Eric Gibson	PCSO
Byron Hall	Pinellas Park Citizen Representative
Edward Hawkes	At Large Citizen Representative
Chip Haynes	Clearwater Citizen Representative
Paul Kurtz	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)
Ron Rasmussen	Pinellas Park Citizen Representative
Annette Sala	At Large Citizen Representative
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
Karen Gates	St. Petersburg Citizen Representative
Zain Adam	City of Clearwater
Jacob Labutka	PSTA

BPAC Members Absent

Megan Carmichael	Department of Health – Pinellas
Kimberly Cooper	St. Petersburg Citizen Representative
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Win Dermody	Clearwater Citizen Representative
Tom Ferraro	North County Citizen Representative
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Steve Lasky	At Large Citizen Representative
Tom McGinty	School System Representative

Others Present

Kathy Gademer	Pinellas Park Planning Department
Joe Zizzo	Citizen
Alyssa Zizzo	Citizen
Jeff Morrow	Citizen
Nick Myers	AECOM
Gina Harvey	Pinellas County Public Works
Chris Speese	FDOT District 7 Bicycle Pedestrian Safety Specialist
Dr. Jan Hirschfield	Pinellas Trails, Inc.
Bob Young	Auxiliary Ranger
Bill Dye	Auxiliary Ranger
Whit Blanton	Forward Pinellas Staff
Rodney Chatman	Forward Pinellas Staff
Al Bartolotta	Forward Pinellas Staff
Alicia Parinello	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 February 27, 2017 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 March 8th, 2017 meeting as provided in the agenda packet. The Board did approve the Complete Streets Grant Program recommendations for St. Petersburg construction project and Drew Street and Pinellas County concept planning, totaling $1.1million dollars. This program is successful, therefore another call for Complete Streets will repeat in the fall. Forward Pinellas will be holding a federal certification process public hearing on March 29th. The purpose of the hearing is so the Federal Government can allow the public to give input on how the transportation planning process functions here in Pinellas County and share any ideas on how it can improve. The Board held discussions on a bill that was recently filed with the Florida State Legislature dealing with the possible reorganization of TBARTA. The focus of TBARA would shift to transit planning and the coverage would reduce from eight counties down to four counties. Forward Pinellas instituted a "partners in action" award, with Clearwater receiving the first award for their US19 Zoning District and Development Standards. It was a very effective way of advancing what we would like to see in terms of compact mixed use development in our urban centers, so we wanted to recognize Clearwater for their outstanding work.

4. MPO COORDINATION AND CONSILIDATION FEDERAL RULE

Mr. Whit Blanton, Forward Pinellas Executive Director, addressed the committee on the subject of MPO Coordination and Consolidation Federal Rule. The Obama administration passed a set of federal rules on MPO Coordination and Reform that would essentially force multiple MPO's operating within a Metropolitan Planning Area to merge or demonstrate why they could not or should not merge. The ruled passed on January 19, 2017. There has been a move more recently in the Senate to vote to abolish that rule. With that being said, there is a lot of pressure on the Tampa Bay area from the State Legislature and some County Commissioners to look at how transit decisions are made on a regional scale. Through TBARTA, the MPO Chairs Coordinating Committee group and group of staff directors have gotten together and written a scope of work to evaluate different models of regional decision making for transportation. The idea is to take six to nine months and look at best practices around the country in places like Salt Lake City, Phoenix, the Puget Sound Region, and Twin Cities where one MPO serve multi jurisdictions; and take note of how they work with their different committees on bicycle-pedestrian issues, transit planning, and land use; as well as enabling local input into regional decision making. This project will begin with a Collaborative Labs Workshop on May 12th at the St. Pete College Epicenter from 10:00am – 12:00pm to set some guiding principles and objectives on how to improve the regional decision making process. An invitation was extended to the BPAC requesting an RSVP to Mr. Anthony Matonti, TBARTA, if members are interested in attending. Questions were taken and appropriately answered.

5. JOE'S CREEK GREENWAY TRAIL ALIGNMENT STUDY

Mr. Paul Kurtz, AECOM and At Large Citizen Representative, shared the preliminary findings of the study with the committee to determine a preferred alignment for Joe's Creek Greenway Trail as identified in the Bicycle Pedestrian Master Plan. There were several alignments shown with a goal of connecting Joe's Creek Greenway Park to the Pinellas Trail and 54th Ave N and 34th Street (U.S. Highway 19). The total cost of the study is $88,000 and is scheduled to be complete by the end of May, 2017. AECOM will return to present the final study at the May BPAC meeting. Questions were taken and appropriately answered.

6. FLORIDA GREENWAYS & TRAILS SYSTEM (FGTS) PLAN OPPORTUNITY AND PRIORITY MAPS

Mr. Chatman shared a presentation on the Office of Greenways and Trails (OGT) and how it relates to the Florida Department of Environmental Protection (DEP). The OGT is a department within the DEP and is the implementing agency for Florida Greenways and Trails Systems (FGTS). They identify, prioritize and coordinate the development of trail corridors. They also consult with local committees and communities on trail master planning and administer all the programs for the FGTS to include acquisition and designation. OGT is currently working on updating the FGTS plan originally developed in 1998. OGT has four goals in updating the plan:

- Identify and prioritize trails and greenways
- Direct resources and programs to establish and connect the system
- Promotion and communication of the system and the plan
- Link complimentary programs and planning efforts into the overall Greenways and Trails Systems plan

Land Trail Opportunity maps identify the corridors and trails and is updated every three years. These corridors and trails become the bases for the priority trails map that helps OGT to decide where to focus their resources on opportunities and gaps.

OGT provides technical assistance regarding acquisition, development, designation and management of greenways and trail projects that fulfill the FGTS plan and vision.

Ms. Susan Miller, FP staff, shared information on the differences between the OGT, TBARTA and the Countywide Bicycle-Pedestrian Master Plan maps, which distributed to the meeting attendees. The OGT covers the state of Florida, TBARTA covers the west coast region, and the master plan covers Pinellas County.

After discussion, Chairman Smith made a motion for the Oldsmar Trails, Elfers Trail, Belleair Trail, CSX Trail, Joe's Creek Greenway Trail, and the Gateway Opportunity Corridor to be included in the Florida Greenways and Trails System Network, with the understanding that the Lake Seminole Trail and a connection along West Bay Drive in Largo to the Belleair Causeway Trail would need to be meet regional requirements before being added to the Tampa Bay Area Regional Transportation Authority Regional Multi-Use Trail map and be eligible for the FGTS Opportunity Land Trails network. The motion was seconded, and passed unanimously.

The BPAC recommended that the Forward Pinellas Board approve an amendment to the Bicycle Pedestrian Master Plan to include the Gateway Opportunity Corridor, identified as a conceptual corridor from the CSX Trail to the Gateway area.

8. SPOTlight Emphasis Areas Update

Mr. Chatman updated the committee on the SPOTlight Emphasis Areas. In terms of enhancing beach community access, S.R. 60 project continues to move forward. We are continuing to look at multi-modal solutions, TIA to Clearwater Beach, and currently wrapped up a series of community meetings. Staff continues to work with the consultant to develop a series of recommendations based on stakeholder input. FP presented the Waterborne Transportation Model Ordinance to the Board and they authorized distribution to the coastal communities. The next project is to look at a mixed-use redevelopment assessment of land uses in the beach communities.

9. BPAC BUSINESS

A. Penny for Pinellas Sales Tax Referendum

Mr. Al Bartolotta, FP Planning Manager, provided information regarding priority projects for Penny for Pinellas Sales Tax referendum scheduled for November 2017. Completing the Pinellas Trail Loop was identified as a Penny signature project for Pinellas County, along with transportation projects categorized by rehabilitation, restoration and resurfacing. He added that additional sidewalks, crosswalks and bicycle lanes would be included in any resurfacing project to accommodate non-motorized transportation opportunities. Ms. Miller noted the Penny for Pinellas website address that includes a survey link was available at www.pinellascounty.org/penny.

After discussion, the BPAC recommended that the Forward Pinellas Board submit a request to assure Penny for Pinellas funds will be prioritized for the completion of the Pinellas Trail Loop, as well as maintenance and resurfacing projects for the Pinellas Trail and other connecting community trails. In addition, the BPAC suggested that funds be made available as soon as possible to complete these projects in an efficient manner.

B. Florida Bicycle Association (FBA)

Vice Chair Becky Afonso who is also the FBA Executive Director provided an update. March as Florida Bike Month. She had the pleasure of going to Washington DC and was able to attend 20 of the scheduled 29 meetings to speak with representatives about keeping multi-model in the transportation bill. In addition, we have two representatives who have filed the Vision Act, House Bill # 1266, to allow for funding for projects that actually support Vision Zero. Local Road User bill and the Anti-Texting bills are still going thru committees. Share the Road specialty plates are under scrutiny and we oppose House Bill # 1375 and Senate Bill # 1374. The Safety Baton is in the house. Check out the FBA website, floridabicycle.org, for more information.

C. Pinellas Tail Inc.

Dr. Jan Hirschfield, Pinellas Trails, Inc., provided a brief update for the BPAC. The Auxiliary Ranger Annual Appreciation Picnic was Saturday, March 18th at 11:00 am, at Taylor Park and was a success. Chairman Smith spoke to the Auxiliary Rangers about the Pinellas Trail and the SUNTrail and where there is current construction activity. There is progress on the Northwest Collision donation to have a shelter, water fountain and litter receptacle in the Tyrone area.

10. AGENCY REPORTS

- **Tri-County Trail / Starkey Wilderness Trail & Brooker Creek Trail**
  Ms. Casey Morse, Pinellas County Public Works Transportation, displayed the new project map for the Trail Loop, and said that the construction of the Tri-County Trail is scheduled to be finished by June 2017. A ribbon-cutting event is being planned. She added that the new map was shown at the Auxiliary Rangers Picnic over the weekend.
- **Court Street / Chestnut Street Railroad Crossing**
  Ms. Miller announced that she had spoken with the city of Clearwater, and that the RRFB's that were installed at the Court and Chestnut Street crossings for the Pinellas Trail included an indicator light from the manufacturer. Staff will follow up to assist with improving the visibility of the indicator lights.
- **Elfers Trail Spur**
  Mr. Chatman reported that work is progressing and the trail surface erosion is expected to be stabilized.
- **Belleair Road / U.S. Highway 19 Trail Crossing**
  Ms. Lynn Bosco, At Large citizen Representative, reported the pedestrian crossing at Belleair Road and U.S. Highway 19 that also serves as a crossing for the Duke Energy Trail has been closed for realignment. Staff will follow up and provide additional information at the next BPAC meeting.
- **Druid Trail**
  Ms. Miller stated that construction of the Druid Trail from Glen Oaks Park to the Duke Energy Trail is scheduled to begin in April.
- **St. Petersburg Bicycle/Pedestrian Program Updates**
  Ms. Afonso stated the public workshops for the city's Complete Streets Program are scheduled for this week. Announcements for the workshops were distributed to all those in attendance.
- **Tampa Bay Regional Transportation Authority (TBARTA) Updates**
  Mr. Matonti announced there will be a Gulf Coast Trail technical workshop on March 30th at 10:00 am in Downtown Sarasota. Please contact Mr. Matonti if you would like to attend as it is open to the public.
- **Pinellas Trail Security Task Force (PTSTF)**
  Ms. Miller explained the next scheduled Pinellas Trail Security Task Force (PTSTF) meeting is April 11th, at the Pinellas County Public Safety Services Office in Largo. The April meeting information will be included in the next agenda packet.

11. OTHER BUSINESS

A. Membership
There is currently one vacancy on the BPAC membership list for a St. Petersburg Citizen Representative.

B. Correspondence, Publications, Articles of Interest
There were no comments regarding the correspondence, publications and articles of interest.

C. Suggestions for Future Agenda Topics
Mr. Mike Siebel, At Large Citizen Representative, asked if the BPAC might receive a presentation on the new water ferry and taxi service. Mr. Chatman indicated that he would follow up on this request.

D. Other
Mr. Chatman announced Forward Pinellas is planning a National Bike Month bicycle ride in coordination with the city of Clearwater. Bike to Work Day 2017 is on May 19, and an event will offer light refreshments, educational materials, and touring information. All volunteers are welcome to assist with this event.

Mr. Chatman also shared that the automatic trail counters have been operational for a couple of months now and data has been made available so that Forward Pinellas can provide monthly reports on trail usage. January and February reports were included in the agenda packet.

12. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:35 am. The next meeting is scheduled for Monday, April 17th, 2017.

Bicycle Pedestrian Advisory Committee – April 17, 2017

3. Forward Pinellas Executive Summary – April 12, 3017

FORWARD PINELLAS
Integrating Land Use & Transportation

SUMMARY

The April 12, 2017 Executive Summary will be provided for your information. A staff member will review actions taken by the Forward Pinellas Board at that meeting.

ATTACHMENT(S): Executive Summary for April 12, 2017 will be distributed at the meeting

ACTION: None Required, Informational Item Only

Bicycle Pedestrian Advisory Committee – April 17, 2017

4. 2017 Draft Multimodal Priority List Update

SUMMARY

In 2016, Forward Pinellas broke ties with past prioritization efforts and adopted its first multimodal priority list, including all modes of travel in the list of priorities. With the development of a new draft Work Program and the completion of some projects, it is necessary to begin the annual review and update of the multimodal priority list. These priorities, once adopted, will be transmitted to FDOT for their consideration in the development in the next Work Program. Since the last update of this list, two projects have been completed and are being removed from the list and four projects were fully funded for implementation and are being moved from the 'Unfunded' section of the list. Forward Pinellas staff will provide an overview of these changes, as well as recommendations for additions and adjustments to the list, and seek committee feedback on the proposals. This item will come back to the committee in May for a final recommendation to the Board.

ATTACHMENT(S): Draft 2017 Multimodal Transportation Priority Projects List

ACTION: BPAC to Review and Provide Comments

DRAFT 2017 MULTIMODAL TRANSPORTATION PRIORITY PROJECTS

2016/17 Priority	Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	MPO Priority Since
COMPLETED PROJECTS FROM 16/17 PRIORITY LIST											
N/A	N/A	4091551 4091541	FDOT	SR 688/Ulmerton Road	Lake Seminole Bypass Canal	El Centro/Ranchero	Widening roadway to 6D			Project Complete	Corridor priority since FY 1984/85
N/A	N/A	4338801	FDOT	SR 686/Roosevelt Boulevard	SR 688/ Ulmerton Road (W. of 38th St. N.)	I-275/SR 93	Widening roadway and bridge replacement			Project Complete	FY 1989/90
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION											
N/A	P	433801	FDOT	SR 686/Roosevelt Boulevard (CR 296 Connector)	49th Street North	I-275/SR 93	Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275	CST	FY 2016/17	Consultant Selection Underway	FY 1995/96; Corridor priority since FY 1988/89
				CR 296 (Future SR 690)/East-West 118th Avenue Expressway/Gateway Express	US 19 SR55	E. of 40th St.					
N/A	P	2569953	FDOT	SR 688/Ulmerton Road	49th St. N.	38th St. N.	Widening roadway to 6D	CST	Underway	Underway	Corridor priority since FY 1984/85
N/A	P	2569312	FDOT	SR 694/Gandy Boulevard	9th Street North	4th Street North	Construction of grade separated overpasses at 9th St. and 4th ST.	CST	Underway	Underway	FY 1984/85
N/A	P		FDOT	US 19/SR 55 (including Republic Dr Overpass and Curlew Road Interchanges)							
		2567742		Phase I – Boy Scout Overpass	North of SR 580	Northside Drive	Construction of grade separated roadway improvements	CST	2019/20		1989/90
		2567743		Phase II – Curlew Road Interchange	Northside Drive	North of CR 95		CST	2020/21		
N/A	P	4229042	FDOT	I-275/SR 93/Howard Frankland Bridge Replacement	N. of SR 687 (4th St. N.)	N. of Howard Frankland Bridge	Bridge Replacement	Design-Build	2018/19		FY 1984/85
N/A	P	4245012	FDOT	I-275 Express Lanes	SR 694/Gandy Blvd.	Pinellas County Line	Construction of one toll lane in each direction	Design-Build	2018/19		FY 2014/15
N/A	P	4366771	PSTA/HART	PSTA Regional Farebox	N/A	N/A	Implementation of a regional farebox system			Funded in Hillsborough and Pinellas	2016
6	P	4377362	Pinellas County	Phase II - Park/Starkey Sidewalks	Bryan Dairy Rd.	East Bay Dr.	Construction of continuous sidewalks along both sides	PE CST	2019/20 2021/22		2016
8	P	2568815	FDOT	Harn Blvd. Overpass	Harn Blvd.	N. of 1st St.	Construction of a pedestrian overpass across US 19	CST	2021/22	Design of alternatives is underway	2016
9	P	4400931	Pinellas County	Duke Energy Trail, Phase 2 North Gap	Enterprise Rd.	Chesnut Park	Construction of Phase 2 of the Pinellas Trail Loop	Design-Build	2016/17		1998
UNFUNDED MULTIMODAL TRANSPORTATION PRIORITY PROJECTS											
1	1	4393382 4393383	Forward Pinellas	Systems and Operations Planning Funds	N/A	N/A				N/A	N/A
N/A	2	4402461	FDOT	U.S. 19	54th Ave. S.	30th Ave. S.	$1 million Complete Streets upgrade to FDOT resurfacing project	N/A	N/A	Unfunded	N/A
2	3	4377101	FDOT	Alt. US 19	S. of Curlew Place	N. of Country Club	Add SB left turn lane	Design	2021/22	CST unfunded	2016
N/A	4	N/A	Forward Pinellas	Gateway/MidCounty Master Plan	Gateway Area	N/A	$500,000 to augment the development of the Gateway/MidCounty Master Plan	N/A	N/A	Unfunded	N/A
19	5	4374981 #31 TA	FDOT	Courtney Campbell Causeway Trail Overpass	SR 60/Gulf-to-Bay Blvd. at Bayshore Blvd.		Construction of a bicycle/pedestrian overpass over SR 60 near Bayshore.	Design	2016/17	Potential for SUNTrail Funding	2014
3	6	2569314	FDOT	SR 694/ Gandy Boulevard	East of 4th Street	West of Gandy Bridge	Construction of grade separated overpass at Brighton Bay Blvd.	Design	2021/22	CST unfunded	FY 2014/15; Corridor priority since FY 1988/89

DRAFT 2017 MULTIMODAL TRANSPORTATION PRIORITY PROJECTS

2016/17 Priority	Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	MPO Priority Since
4	7	4337991	FDOT	US 19/SR 55 (including Tampa and Nebraska Interchanges)	North of CR 95	North of Nebraska Avenue	Construction of grade separated roadway improvements	Design ROW	2017/18 2020/21	CST unfunded	FY 2014/15
5	8	N/A	PSTA	Central Ave Bus Rapid Transit	N/A	N/A	Limited stop transit service from downtown St. Petersburg to the beaches	N/A	N/A	Project development underway. Final DSN and CST unfunded.	2016
7	9	N/A	FDOT	I-275 Lane Continuity Improvements	S. of 54th Ave. S.	S. of Gandy Blvd.	Lane continuity improvements throughout the corridor.	N/A	N/A	PD&E Complete and Under Review; Need Design, ROW and CST funding	2016
10	10	N/A	Pinellas County	Duke Energy Trail, Phase 3 South Gap	Ulmerton Rd.	Haines Bayshore	Construction of Phase 3 of the Pinellas Trail Loop.	N/A	N/A	Potential for SUNTrail Funding	1998
11	11	4407431	PSTA	Clearwater Beach to TIA Regional Transit Service	N/A	N/A	Regional Express transit service	Planning	2021/22	Implementation funding needed	2016
12	12	2569981	FDOT	SR 686/Roosevelt Boulevard	I-275/SR 93	West of 9th Street North/Dr Martin Luther King Jr Street North	Construction of a connection between the Gateway Express and Roosevelt Blvd.	Design	Underway	CST unfunded	Corridor priority since FY 1988/89
13	13	2570861	FDOT	SR 694/Gandy Boulevard	40th St.	East of I-275 (SR 93)	Construction of frontage roads and a ramp from NB I-275 to WB Gandy Blvd.	ROW	2017/18	CST unfunded	1984/85
14	14	N/A	Pinellas County	Duke Energy Trail, Phases 4 & 5, South Gap	North Bay Trail End	Ulmerton Rd.	Construction of Phases 4 & 5 of the Pinellas Trail Loop	N/A	N/A	Potential for SUNTrail Funding	1998
15	15	N/A	Pinellas County	126th Ave. N.	US 19/SR 55	34th St.	Construction of 2 & 4 lane continuous roadway	N/A	N/A	Pinellas County has reserved funding for design 2016-2020	2016
16	16	4337971	FDOT	US 19/SR 55 (including Alderman Interchange)	North of Nebraska Avenue	South of Timberlane Road	Construction of grade separated roadway improvements	Design ROW	Underway 2021/22		FY 2014/15; Corridor priority since FY 1988/89
17	17	4337961	FDOT	US 19/SR 55 (including Klosterman Interchange)	South of Timberlane Road	South of Lake Street	Construction of grade separated roadway improvements	Design ROW	Underway 2022/23		FY 2014/15; FY 1995/96 CMAQ priority for intersection improvement; Corridor priority since FY 1988/89
18	18	N/A	PSTA	Transit Operational Enhancements and Associated Capital	N/A	N/A	Funding for frequency and service span improvements			Seeking additional funding to implement frequency and service span improvements	2016
20	19	N/A	Various	Waterborne Transportation Priority Projects	N/A	N/A	Funding for improved and/or additional waterborne transportation projects.			N/A	2016

1) Project #1 is intended for recurring annual funding of $500,000. This annual allotment will be set aside as higher priority projects are considered in the development of the annual FDOT Work Program. A portion of this funding is intended to support annual survey efforts to support the regional travel demand model and other transportation planning initiatives.

2) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); PD&E-Project Development and Environment; DGN-Design; ROW-Right of Way; CST-Construction; ENV-Environmental; FY-Fiscal Year; TIP-Transportation Improvement Program; LRTP-Long Range Transportation Plan; CMAQ-Congestion Mitigation and Air Quality Improvement Program

3) Projects on this priority list need not be limited to STP funds and may be funded by other available funding sources.

Bicycle Pedestrian Advisory Committee – April 17, 2017

5. West Bay Drive Complete Streets Concept Plan

FORWARD PINELLAS
Integrating Land Use & Transportation

SUMMARY

In 2016, Forward Pinellas began a project to assess the feasibility of a complete streets concept plan for the West Bay Drive corridor between Clearwater-Largo Road and the Belleair Causeway Bridge. This portion of roadway is mostly 4 lane divided, experiences speeding and lacks bicycle accommodations, median refuges for pedestrians and has median designs that are unsafe for multiple modes of travel. After initial assessment, Forward Pinellas and its consultants held three meetings with local government staff and interested business interests along the corridor. Those meetings resulted in the development of two different concept plans for the corridor, including an option that can be implemented at minimal cost during an upcoming resurfacing project, and one that would require additional resources to implement. Both options received overwhelming support from the community members and agency representatives who participated in the workshops, with the higher cost option being the most supported.

Forward Pinellas staff will provide an overview of the study and the two concept plans that resulted from it. Staff is recommending that the committee support the two concept plans and recommend their transmittal to Pinellas County for the identification of appropriate funding and implementation.

ATTACHMENT(S): West Bay Drive Complete Streets Concept Plans

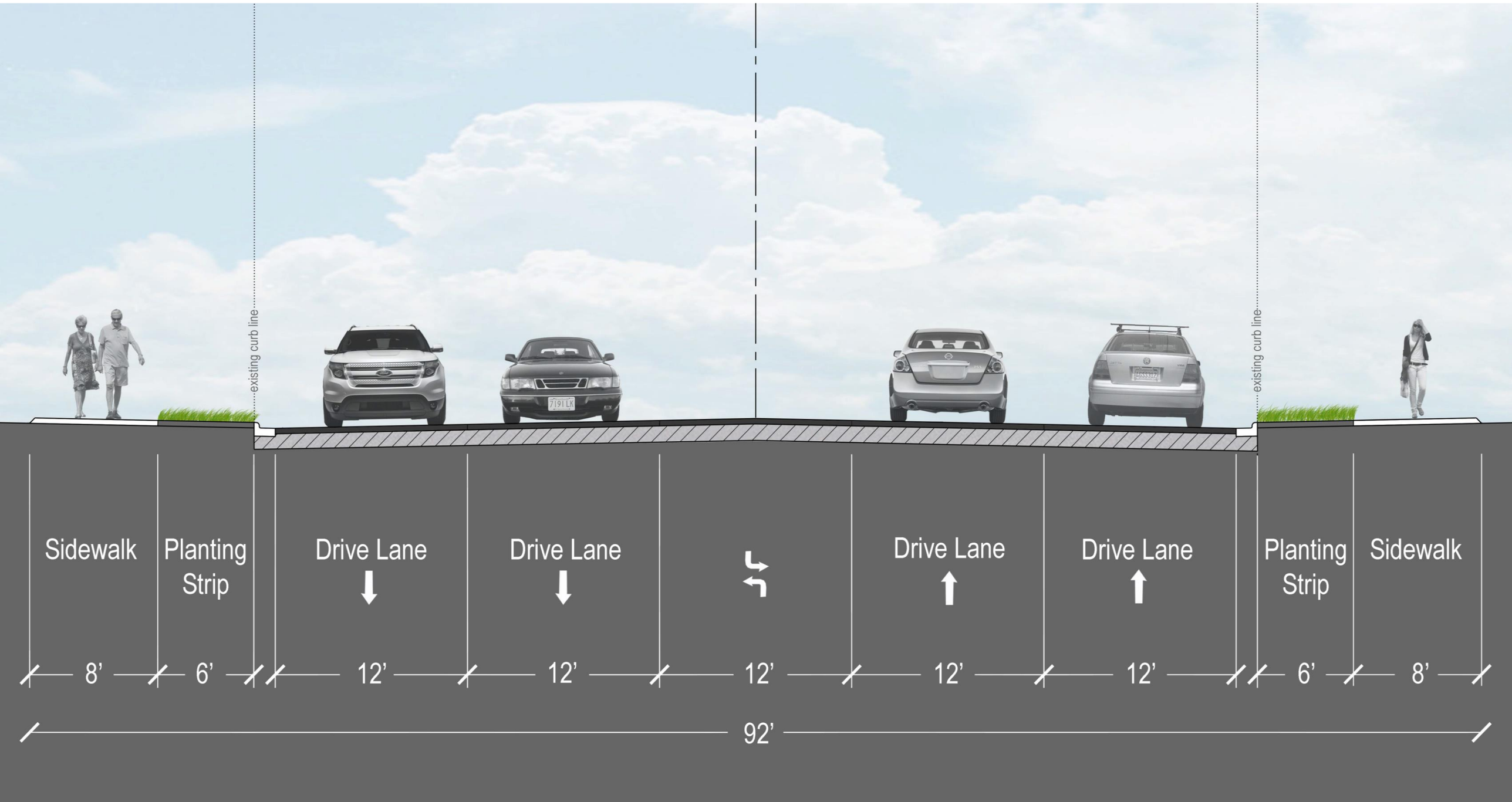
ACTION: BPAC to Recommend Support of West Bay Drive Complete Streets Concept Plans

FORWARD PINELLAS

WEST BAY DRIVE COMPLETE STREETS

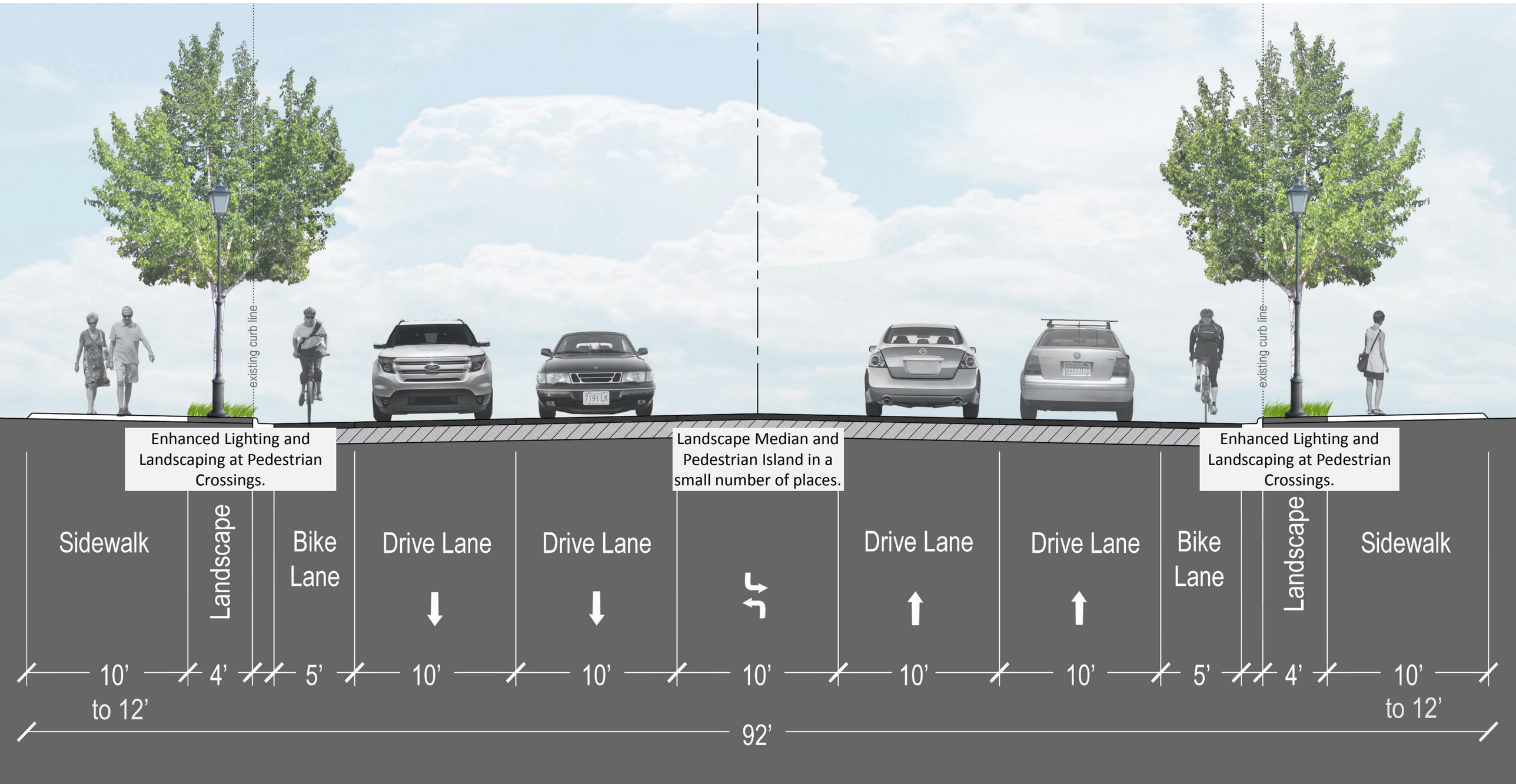
PROPOSED CONCEPTS

Existing


existing curb line
existing curb line
Sidewalk
Planting Strip
Drive Lane
Drive Lane
Drive Lane
Drive Lane
Planting Strip
Sidewalk
8’
6’
12’
12’
12’
12’
12’
6’
8’
92’

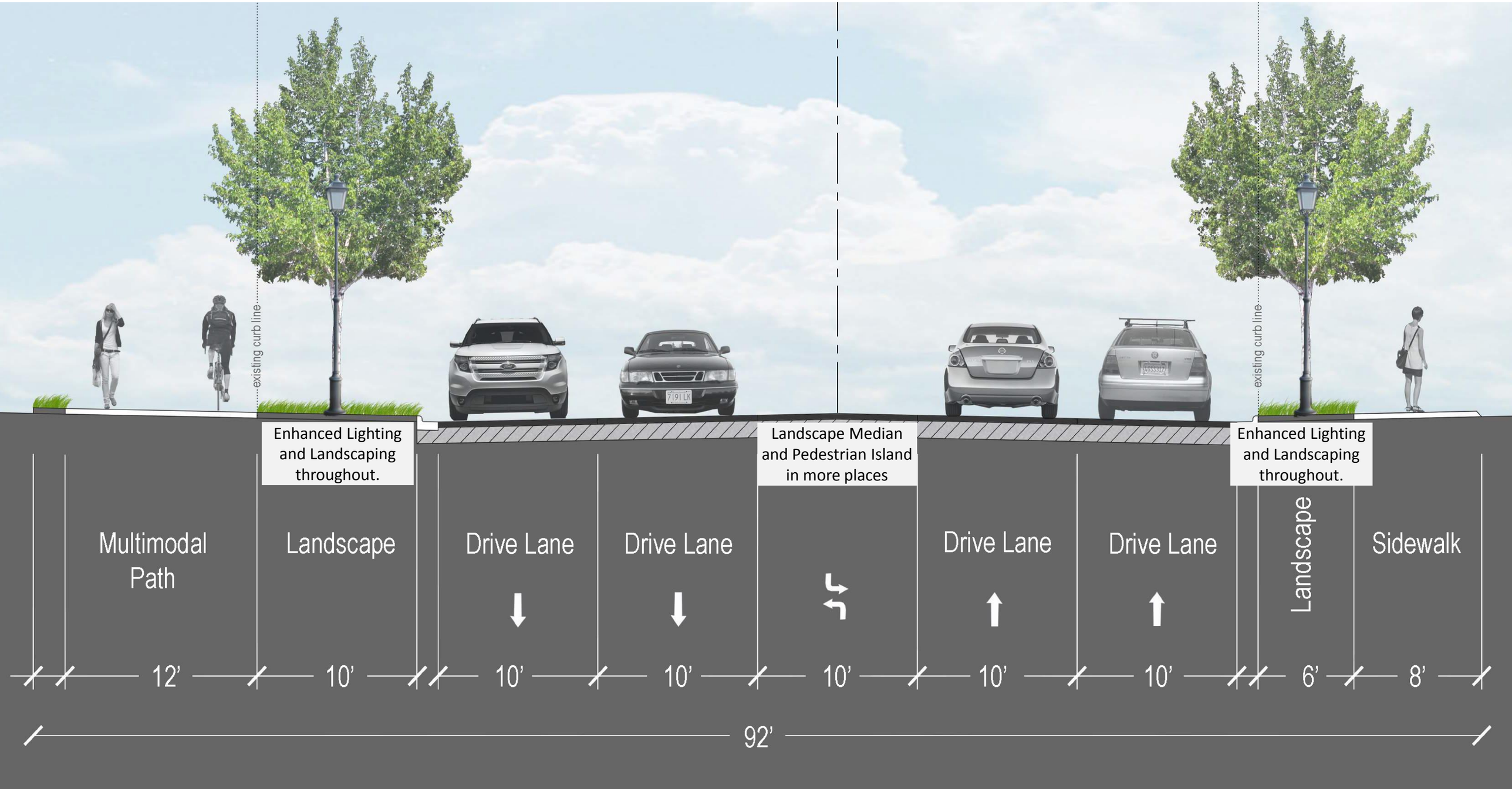
Proposed Concept 1:

Reduce Lane Widths + Extending Sidewalks + Bike Lanes + Medians



Proposed Concept 2:

Reduce Lane Widths + Separated Path + Movement of curb



Bicycle Pedestrian Advisory Committee – April 17, 2017

6. Bike Walk Tampa Bay

FORWARD PINELLAS
Integrating Land Use & Transportation

SUMMARY

Bike/Walk Tampa Bay (BWTB) is a regional coalition of citizens, professionals, and allied organizations created to make walking and bicycling safe and enjoyable in the Tampa Bay region. BWTB has formed many innovative partnerships in Pinellas County including "Walk with Care, Drive Aware" with the Rotary Club of the Gulf Beaches and Operation Blind Spot with the St. Petersburg Lions Club. Over 100,000 "Key to Safety" cards have been distributed at hotels to visitors along Gulf Boulevard. WalkWise and BikeSmart education is conducted each week at Safe Harbor located in Pinellas Park and upon request for groups. Park Boulevard is included in a research study that is underway and includes interviews with drivers, pedestrians and bicyclists along that corridor.

Ms. Julie Bond, Senior Research Associate with the Center for Urban Transportation Research (CUTR) will provide bicycle and pedestrian safety information to the BPAC.

ATTACHMENT(S): BikeWalk Tampa Bay Flyer

ACTION: None Required; Informational Item Only

BIKE / WALK
A regional coalition of TAMPA BAY

Your best source of information for all bicycle and pedestrian related activities

By the numbers...

Did you know...

- The City of Tampa has 120 miles of on-street bike lanes. The City of St. Petersburg has 117 miles of on-street bike lanes and shared use trails.
- There are over 200 Rectangular Rapid Flashing Beacons at crosswalks throughout the Tampa Bay region.
- Since the launch of Coast Bike Share in October 2014, Tampa residents have ridden over 100,000 miles.
- Approximately 500 cyclists, walkers, bikers, and rollerbladers use the Pinellas Trail daily.

Bike/Walk Tampa Bay is a regional coalition of citizens, advocates, professionals and allied organizations created to make walking and bicycling the preferred modes of transportation in the Tampa Bay region. The Coalition was formed by a partnership between the New North Transportation Alliance, Tampa Downtown Partnership, Westshore Alliance, St. Petersburg Downtown Partnership, the Florida Department of Transportation, the Community Traffic Safety Teams of Tampa Bay, and the Hillsborough and Pinellas Metropolitan Planning Organizations. To accomplish this goal, we engage and empower local communities and stakeholders to achieve our region's vision for a better transportation future.

Bicycle Pedestrian Advisory Committee – April 17, 2017

7. SPOTLight Emphasis Areas Update

SUMMARY

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

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

ATTACHMENT(S): None

ACTION: None Required; Informational Item Only

8. A.-C. BPAC Business

A. National Bike Month May 2017 Event Planning

Across the United States, National Bike Month, recognized in May of each year, was established in 1956 by the League of American Bicyclists (bikeleague.org), to encourage bicycling as a viable and responsible transportation choice. Raising awareness of bicycling includes safety education and infrastructure improvements. The health benefits of bicycling inspires and motivates the public and engages health professionals and active transportation proponents. Riding a bicycle benefits everyone from individuals to the entire Tampa Bay community as bicycle commuters save money and gas, stay fit and reduce traffic congestion.

Forward Pinellas has partnered with the City of Clearwater to celebrate National Bike Month with a "Bike Your City" ride on Friday, May 19, 2017. The event will be held at 8:00am at Station Square Park on Cleveland Street in downtown. Volunteers are needed at the event before, during and after the bike ride tour.

ATTACHMENT: Save the Date

ACTION: Request Volunteers for May 2017 National Bike Month Event

B. 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.

C. Pinellas Trails, Inc.

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

Save the DATE
May 19, 2017
8:00 am

Join us for a bike ride thru downtown Clearwater!

TO CELEBRATE

National Bike Month and Bike to Work Day

Meet at Station Square Park, 628 Cleveland Street.
Light refreshments will be provided.

Contact 727.464.8250 for more information

BIKE YOUR CITY

BIKE WALK
A regional coalition of TAMPA BAY

FORWARD PINELLAS
Integrating Land Use & Transportation

BICYCLE THE PATH RIDE & RIDE SHOP

CLEARWATER
BRIGHT AND BEAUTIFUL · BAY TO BEACH

Bicycle Pedestrian Advisory Committee – April 17, 2017

9. 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/Coast to Coast Florida Trail – Starkey Wilderness Trail and Brooker Creek Trail
- Belleair Road / U.S. Highway 19 Trail Crossing
- Druid Trail
- St. Petersburg Bicycle Pedestrian Program Updates
- Tampa Bay Regional Transportation Authority (TBARTA) Updates
- Pinellas Trail Security Task Force (PTSTF) – April 11, 2017

ATTACHMENT(S): PTSTF Agenda for April 11, 2017

ACTION: None Required, Informational Item Only

PINELLAS TRAIL SECURITY TASK FORCE (PTSTF) MEETING AGENDA

April 11, 2017 – 9:00 a.m.

Pinellas County Emergency Services Center, Room 130
12490 Ulmerton Road, Largo, FL 33774
(Telephone: 727-582-2000)

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – January 10, 2017**
3. **PRESENTATION: PINELLAS COUNTY HOMELESS LEADERSHIP BOARD INC.**
4. **QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER**
   - **AUTOMATIC TRAIL COUNTER REPORTS – January 2017, February 2017**
5. **LAW ENFORCEMENT AND AGENCY REPORTS**
   - Sheriff's Office
   - Belleair
   - Clearwater
   - Gulfport
   - Largo
   - Pinellas Park
   - St. Petersburg
   - Tarpon Springs
   - Animal Services
   - Public Safety Services
   - Pinellas County Risk Management
   - Volunteer Patrol Programs and Updates
6. **REPORT ON TRAIL CONSTRUCTION ACTIVITY**
7. **REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES**
   - **2017 NATIONAL BIKE MONTH EVENT, MAY 19TH**
8. **OTHER BUSINESS**
9. **ADJOURNMENT**

- **NOTICE TO LAW ENFORCEMENT REPRESENTATIVES - IF YOU ARE UNABLE TO ATTEND THE MEETING, PLEASE E-MAIL YOUR INCIDENT/OFFENSE REPORT TO SUSAN MILLER smiller@forwardpinellas.org, IF YOU WOULD PREFER, YOU CAN FAX THE REPORT TO THE PINELLAS COUNTY MPO at (727) 464-8212. THANK YOU.**

NEXT PTSTF MEETING – JULY 11, 2017

Public participation is solicited without regard to race, color, natonal 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.

Pinellas Trail Security Task Force – April 11, 2017

2. Approval of Minutes – January 10, 2017

FORWARD PINELLAS
Integrating Land Use & Transportation

SUMMARY

The summary minutes of the January 10, 2017 Pinellas Trail Security Task Force meeting are attached.

ATTACHMENTS: Pinellas Trail Security Task Force Summary Minutes – January 10, 2017

ACTION: Approval of January Meeting Summary

PINELLAS TRAIL SECURITY TASK FORCE
MEETING Summary
January 10, 2017

The following is a summary of the January 10, 2017 Forward Pinellas - Pinellas Trail Security Task Force meeting, which was held in the Pinellas County Public Safety Services Department, Room 130, 12490 Ulmerton Road, Largo, Florida 33774. This Committee meets at least quarterly during the year.

IN ATTENDANCE

Officer Ron Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coordinator
James Abaka	Pinellas County Risk Management
Officer Mike Christian	St. Petersburg Police Department
Officer Michael Fritz	Belleair Police Department
Dep. Eric Gibson	Pinellas County Sheriff's Office
Carol Gray	Pinellas County Parks and Conservation Resources Chief Ranger
Dr. Jan Hirschfield	Pinellas Trails, Inc. /Volunteer Pinellas County Parks
Mary Johnson	Pinellas County Public Works
Casey Morse	Pinellas County Public Works
Craig Queen	Pinellas County EMS & Fire Administration
Officer Stewart Phillips	Clearwater Police Department
Cheryl Stacks	City of St. Petersburg Transportation and Parking
John Ulrich	Tarpon Springs Police Department
Robert Yunk	Auxiliary Ranger Volunteer
Susan J. Miller	Forward Pinellas staff
Maria Kelly	Forward Pinellas staff

1. **CALL TO ORDER AND INTRODUCTIONS**
   Chairman Ronald Wolfson, St. Petersburg Police Officer, called the meeting to order at 9 o'clock a.m. Self-introductions were provided.

2. **APPROVAL OF MEETING SUMMARY – OCTOBER 11, 2016**
   The summary from the October 11, 2016 meeting was approved as provided in the agenda packet.

3. **PRESENTATION: STATEWIDE MULTIUSE TRAIL PROGRAM**
   Susan Miller, Forward Pinellas staff, discussed the Shared Use Non-motorized Trail (SUNTrail) plan to improve not only bike/ped safety, but also to increase bike/ped opportunities. SUNTrail is a State funded grant resource allowing Pinellas County the opportunity to fund connectivity projects for the Pinellas Trail Loop. But it also allows other state bike/ped trail projects, such as Coast to Coast, Southwest Coastal Trail and River to Sea Trail, to be connected throughout the state, giving Florida visitors more options to explore Florida. A TBARTA brochure map was made available to the committee showing the trails throughout our region, identified by color. Ms. Miller also shared that the Gulf Coast Regional Trail Summit will be held in Venice, FL on the 23rd of January for anyone who would be interested in attending and to please contact her for information.

4. QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER

Chief Ranger Carol Gray, Parks and Conservation Resources (PCR), reported that there are 13 volunteers currently dedicating hours to keeping the trail safe and clean with four potential candidates hoping to get on the team. Officer Eric Gibson with the Sherriff's Department offered bicycle and technique training for the Volunteer Rangers. Ranger Gray also reported there were two illegal dumpings this last quarter on the trail. There was one trespass warning issued at the 38th Avenue overpass and that Park Rangers will continue to monitor the area around the Donnelly Building (17th Street). Ranger Gray also inquired as to policy and/or procedure techniques law enforcement uses when dealing with transients and whether or not businesses are allowed to harbor such. Law enforcement provided information to assist the Rangers in such matters. Ranger Gray also inquired about the outreach centers being countywide and noted this as a good source for PCR.

5. LAW ENFORCEMENT AND AGENCY REPORTS

A. Sheriff's Office

Pinellas County Sheriff Deputy Eric Gibson had nothing to report of the past quarter.

B. Belleair

Officer Michael Fritz had nothing to report for the past quarter.

C. Clearwater

Officer Stewart Phillips reported two after dark incidents of battery on the trail.

D. Gulfport

No report was provided from the Gulfport Police Department.

E. Largo

No report was provided for the Largo Police Department. Ms. Miller will contact Officer Julie Williams for updates.

F. Pinellas Park

No report was provided from Pinellas Park Police Department.

G. St. Petersburg

St. Petersburg Police Officer Mike Christian provided an update: 31 incidents on the trail last quarter in which most were officer initiated; one armed robbery with a prompt arrest.

H. Tarpon Springs

Officer John Ulrich had nothing to report for the past quarter.

I. Animal Services

No report was provided by Pinellas County Animal Services.

J. Public Safety Services

Craig Queen, Pinellas County EMS & Fire Administration provided an EMS incident report to the committee. At the request of the committee, Mr. Queen did an audit of the incident report to determine if the Trail's PTST numbers are being referenced on the report to indicate trail related incidences or location references. Mr. Queen indicated he will do another audit prior to the next meeting, but he is confident the reporting is being done correctly. 37 incidents were reported

from October 5th thru January 9th. Most of those were PTST references. PTST references are up, but actual trail incidences are down.

K. Pinellas County Risk Management

Risk Management Specialist James Abaka had nothing to report for the past quarter.

L. Volunteer Patrol Programs and Updates

Chairman Wolfson provided a brief update on volunteers and that they are doing well using the carts.

6. REPORT ON TRAIL CONSTRUCTION ACTIVITY

Ms. Susan Miller, Forward Pinellas staff, reviewed the Trail Construction Activity report with the Security Task Force. The Duke Energy Trail between Sunset Point and the Enterprise overpass is currently under construction, and Phase II, the gap from NE Coachman Road to Sunset Point Road is currently in the design/construction phase scheduled for FY17/18. Haines Bayshore Road to Ulmerton Road, construction schedule is currently being planned. The Tri-County (Coast to Coast) Trail project that runs from Keystone Road at East Lake to Brooker Creek Preserve has been funded and is currently under construction and the estimated completion is 2017. The Courtney Campbell Trail will have an overpass at Bayshore Boulevard. SUNTrail has allocated funds for this project. Pinellas Trail Loop Connection at NE Coachman is currently under design and is expected to begin construction in 2017. Bayway Trail South has been delayed pending design/build dates for the St. Petersburg seawall project and the Tierra Verde Bridge project. Roosevelt Blvd Trail is under construction scheduled to open in late spring 2017. Treasure Island Causeway Connection will be under construction in approximately 30 days. Pinellas Trail Erosion Control/Repair/Maintenance: Elfers Spur is under construction, however the fix is temporary. 49th Street has been completed. Orange Street overpass at Alternate 19, the design/bid phase is underway. Two bridge connections for the Pinellas Trail Loop, preliminary design phase schedule to be determined (PD & E study still a couple of years out). Construction scheduled for Spring 2017 on Druid Trail Phase IV, FY 17/18 Northern Route /Michigan Trail and FY 18/19 Oldsmar Trail. Tierra Verde Bridge Structure E, PE scheduled FY 17/18. Treasure Island Causeway Connection construction is underway and scheduled for completion by January 2018.

7. REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES

No report was provided for Community Involvement Activities

8. OTHER BUSINESS

No other business.

9. ADJOURNMENT

Chairman Wolfson adjourned the meeting at 9:55 am. The next PTSTF meeting is scheduled for April 11, 2017.

Pinellas Trail Security Task Force – April 11, 2017

3. Pinellas County Homeless Leadership Board Inc.

FORWARD PINELLAS
Integrating Land Use & Transportation

SUMMARY

The Pinellas County Homeless Leadership Board, Inc. (HLB) was established in February 2012 when the Pinellas County Coalition for the Homeless (PCCH) merged with the Homeless Leadership Network (HLN). The structure of the Board, which is a nonprofit 501 (c)(3) was designed to streamline procedures and provide additional accountability for homeless families, individuals and unaccompanied youth.

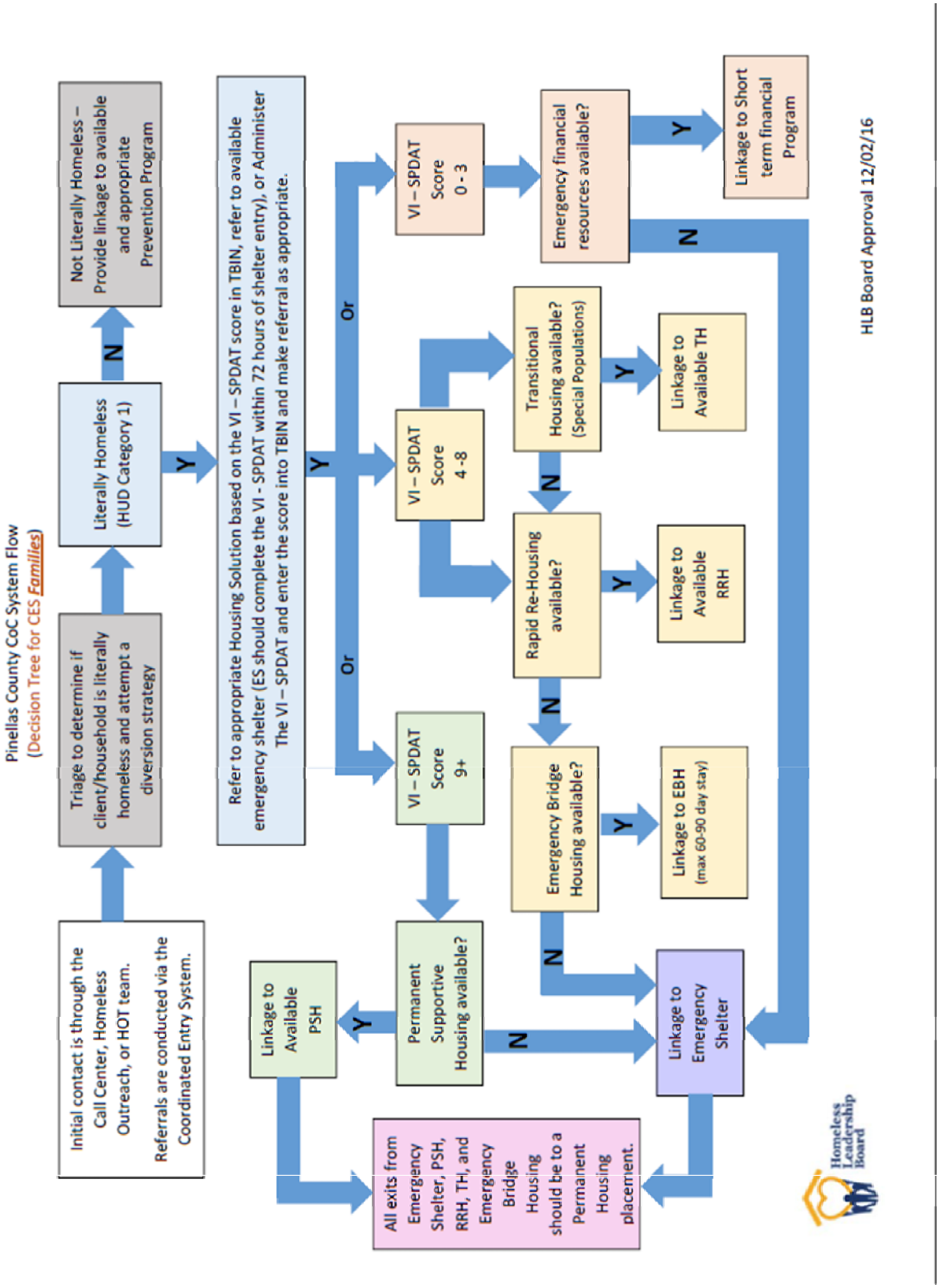
The HLB is comprised of 21 members, a Chief Executive Officer and 3 additional staff. The Board includes eight elected officials and thirteen community leaders; (four service experts, two faith based organizations representatives, two business representatives, a representative of the Juvenile Welfare Board, one healthcare representative, two at-large representatives and one homeless or formerly homeless representative). The Board does much of its work through two major councils and their committees, which provide comprehensive information and recommendations for action and approval to the Board. The HLB relies on existing human services and business networks and committees as much as possible, to work together to identify concerns and make recommendations on homeless issues.

Information to assist individuals and families who are experiencing homelessness will be provided by Mr. Jack Garret, HLN Project Manager. The HLN website can be found at www.pinellashomeless.org.

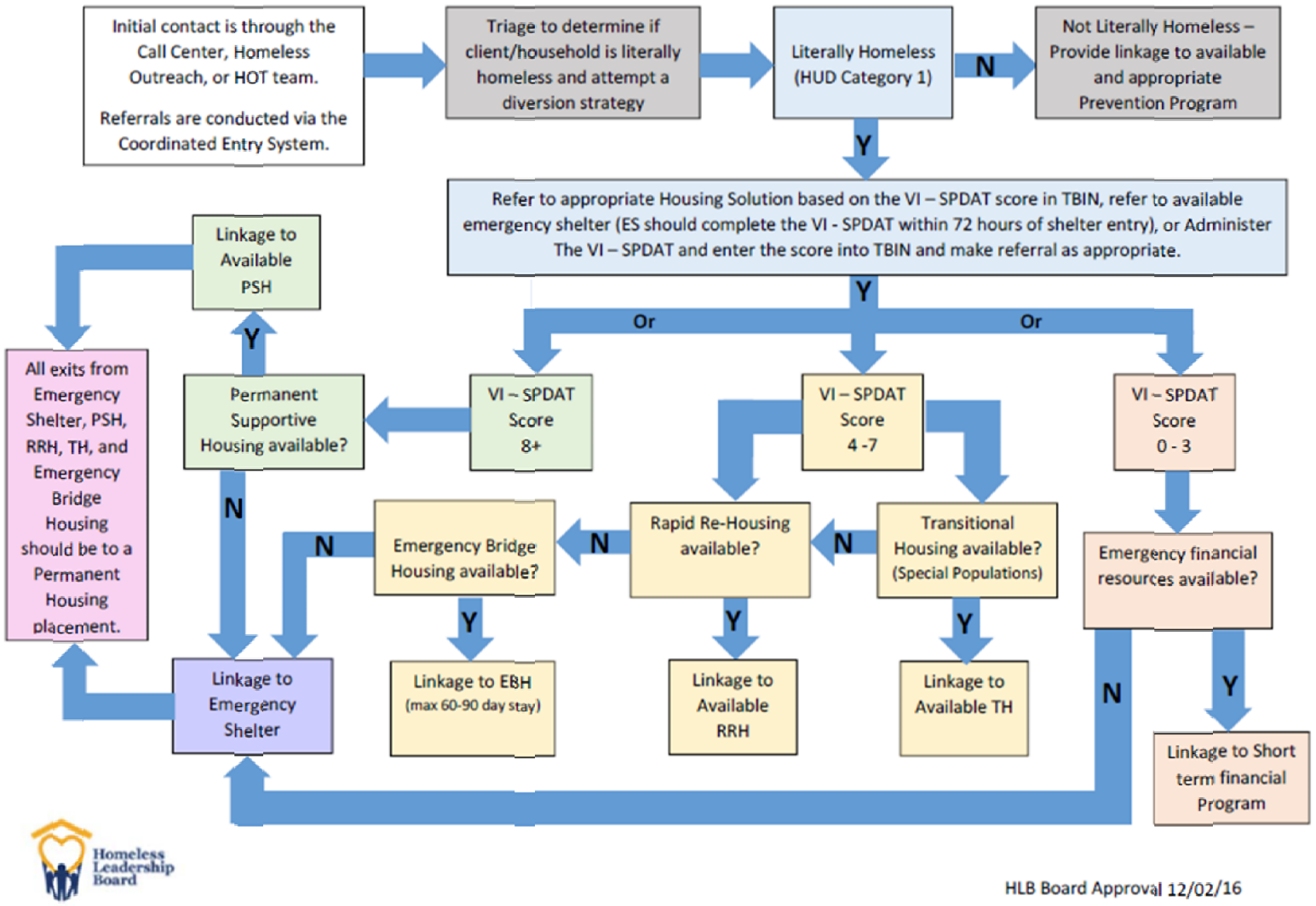
ATTACHMENTS: Pinellas County Homeless Leadership Board Flowcharts

ACTION: Informational Only

Attachment 8



Pinellas County CoC System Flow
(Decision Tree for CES *Individuals*)



Homeless Leadership Board

HLB Board Approval 12/02/16

Pinellas Trail Security Task Force – April 11, 2017

4. Quarterly Report from Pinellas Trail Park Rangers and Automatic Trail Counters

A. Quarterly Report from Pinellas Trail Park Rangers

A Quarterly Report will be provided by the Chief Ranger

ATTACHMENTS: None

ACTION: None required; informational item

B. Automatic Trail Counters

In the United States, the chronic disease burden is growing at a significant pace. More than half of American adults have at least one chronic disease, and 7 of 10 deaths are caused by chronic diseases. In addition, care and treatment of chronic diseases account for more than 86% of the nation's total $2.7 trillion annual health care costs. Fortunately, obesity and many chronic diseases, including heart disease, cancer, stroke, and type 2 diabetes, are preventable.

In support of the Department of Health in Pinellas, Forward Pinellas in its function as the metropolitan planning organization purchased several automatic trail counters to improve non-motorized user counts with an automatic system. Pinellas County Parks and Conservation Resources (PCR) operates a few automatic trail counters and maintains both permanent and portable equipment. PCR has requested that Forward Pinellas provide monthly user counts for the Pinellas Trail. The user counts for January 2017 and February 2017 are attached.

ATTACHMENT: January 2017 and February 2017 User Count Reports

ACTION: No Action Required, Information Item Only

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
January 1 – January 31, 2017 (31 days)

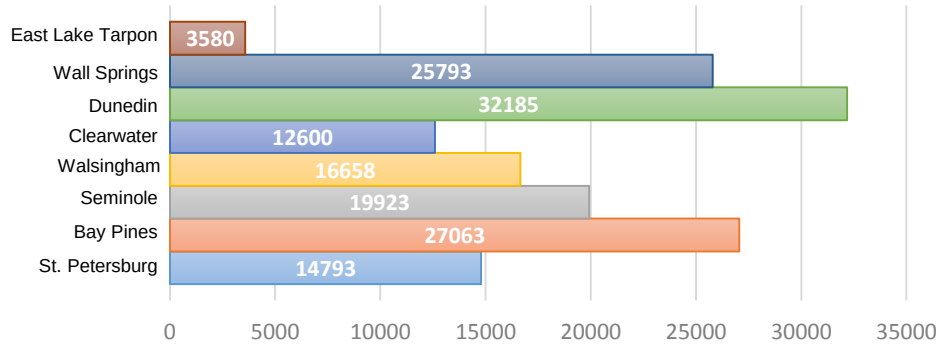
FORWARD PINELLAS
Integrating Land Use & Transportation

Total Usage

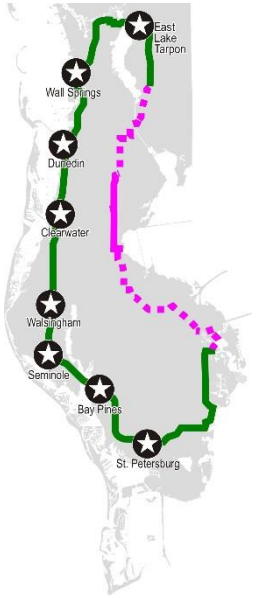
31-Day Count Total: 152,595
Daily Average Users: 4,922

Highest Daily Totals:
#1 - Saturday, January 21st (Dunedin - 1,806)
#2 - Sunday, January 15th (Bay Pines - 1,582)
#3 - Saturday, January 21st (Wall Springs - 1,511)

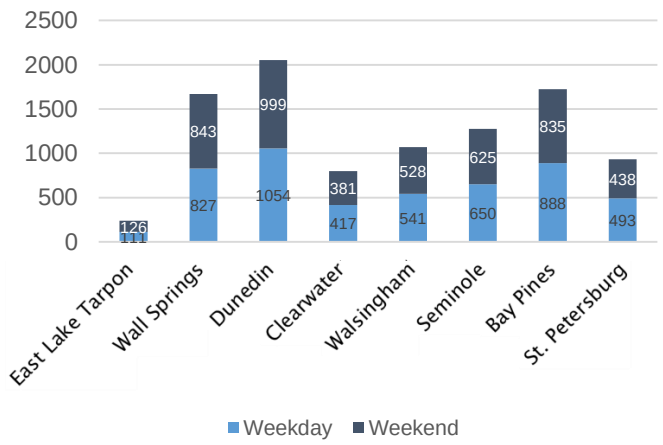
Monthly Trail Users by Counter Location



Counter Locations



Average Weekday & Weekend Profile



Trail User Mode Split

East Lake Tarpon:	21%	79%
Wall Springs:	23%	77%
Dunedin:	17%	83%
Clearwater:	16%	84%
Walsingham:	18%	82%
Seminole:	28%	72%
Bay Pines:	63%	37%
St. Petersburg:	30%	70%

Source: Forward Pinellas January 2017

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
February 1 – February 28, 2017 (28 days)

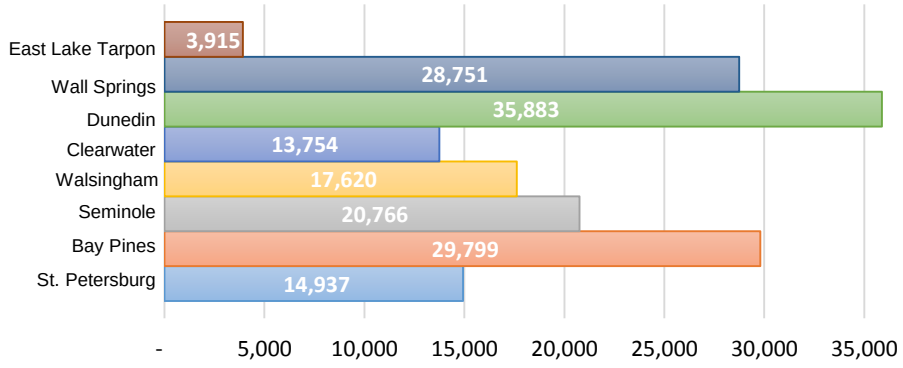
FORWARD PINELLAS
Integrating Land Use & Transportation

Total Usage

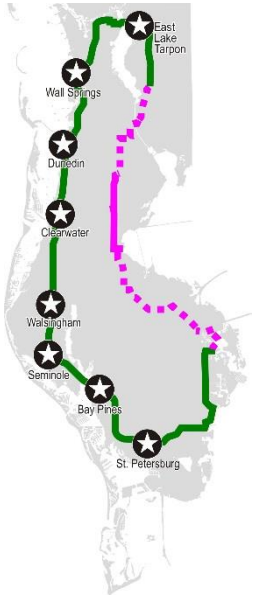
28-Day Count Total: 165,425
Daily Average Users: 5,908

Highest Daily Totals:
#1 - Saturday, February 11th (Dunedin - 2,650)
#2 - Sunday, February 12th (Wall Springs - 1,747)
#3 - Sunday, February 19th (Bay Pines - 1,584)

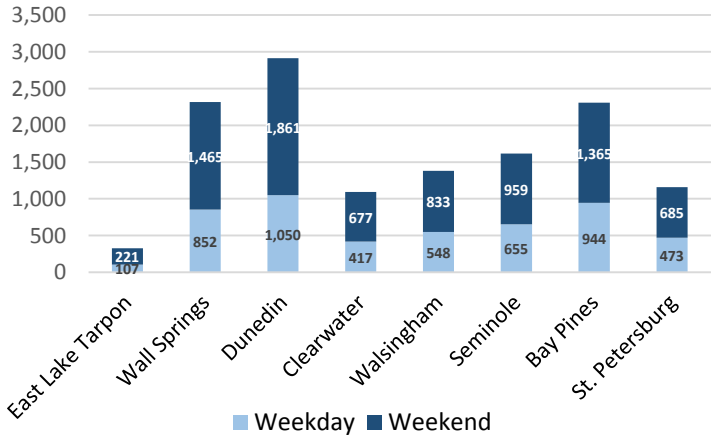
Monthly Trail Users by Counter Location



Counter Locations



Average Weekday & Weekend Profile



Trail User Mode Split

East Lake Tarpon:	15%	85%
Wall Springs:	22%	78%
Dunedin:	10%	90%
Clearwater:	12%	88%
Walsingham:	16%	84%
Seminole:	25%	75%
Bay Pines:	61%	39%
St. Petersburg:	24%	76%

Source: Forward Pinellas February 2017

Pinellas Trail Security Task Force – April 11, 2017

6. Trail Construction Activity Report

SUMMARY

This item will include a review of the ongoing and planned Trail construction activity.

ATTACHMENT: Trail Projects Construction Activity Report April 2017

ACTION: No Action Required, informational item

Trail Project Construction Activity Report
APRIL 2017

.	LOCATION FROM	LOCATION TO	PROJECT MANAGER	PROJECT DESCRIPTION	STATUS
Duke Energy Florida Trail - Segment B2	Phase I: Sunset Point Rd	US Hwy 19/Enterprise Rd	Pinellas County	Sunset Point Rd to US Hwy 19/Enterprise Rd	UNDER CONSTRUCTION Est.Completion June 2017
	Phase II: SR 590/Old Coachman Rd	Sunset Point Rd		SR 590/Old Coachman Rd to Sunset Point Rd	Design/Construction FY 17/18
Duke Energy Florida Trail - Segment C	Haines Bayshore Rd	Ulmerton Rd/ Cross Bayou Canal	Pinellas County	Construct Trail connection to existing underpass at Ulmerton Rd/Cross Bayou Canal	Design/Construction Schedule to be Determined
Tri-County Trail Project - Coast-to-Coast Trail	Keystone Rd / East Lake Rd Intersection	Brooker Creek Preserve / Pinellas-Pasco County Line	FDOT	Tri-County Trail Study approved by Pinellas & Pasco MPOs in December 2013. Construction began 2014.	Design-Build Project Est.Completion 2017
Courtney Campbell Trail Overpass	Bayshore Blvd	Courtney Campbell Causeway Trail	FDOT SUN Trail	Construct Trail overpass at Bayshore Blvd	SUN Trail Project
Pinellas Trail Loop Connection at NE Coachman Road	Ream Wilson Clw Trail at RR crossing	Duke Energy Trail on NE Coachman Road	Pinellas County	Construct trail from RRX to Duke Energy Corridor on north side of NE Coachman Road	Design/Construction FY 16/17
Bayway Trail South	SR 682	Tierra Verde Bridge	City of St. Petersburg	Reconstruct TV Bridge with trail facility	Project Delayed
Roosevelt Blvd Trail	West of 4th Street	28th Street	City of St. Petersburg	Trail construction with roadway resurfacing project	UNDER CONSTRUCTION
Treasure Island Cswy Connection	Treasure Island Cswy	Pinellas Trail	City of St. Petersburg	Construct Trail connection to Treasure Island	Construction Scheduled Early 2017
Pinellas Trail - Erosion Control/Repair	Elfers Spur	at Anclote River	Pinellas County & Tarpon Springs	Rehabilitation/Stabilization Study Completed	Restoration/Stabilization Underway
Pinellas Trail - Erosion Control/Repair	49th Street	Tyrone Blvd overpass	Pinellas County & PCR	Shoulder Rehabilitation, Erosion Control	COMPLETED Fall 2016
Pinellas Trail - Maintenance	Orange Street Overpass at Alt US 19		Pinellas County	Replacement of overpass spans	Design/Bid Phase Underway
2 Bridge Connections for Pinellas Trail Loop	1 - Lake Tarpon Outfall Canal Connection 2 - San Martin / Riviera Bay Connection		Pinellas County	PINELLAS TRAIL LOOP ACCOMMODATIONS: 1 - Lake Tarpon Outfall Canal 2 - San Martin/Riviera Bay (PD&E Underway)	Preliminary Design Phase Schedule to be Determined
Druid Trail Phase IV	Glen Oaks Park (Betty Lane)	Duke Energy Trail	City of Clearwater	Construct to complete east-west connection for Pinellas Trail Loop	Construction Scheduled to begin April 2017
Northern Route / Michigan Trail	Bayshore Boulevard (Alt.U.S. 19)	Belcher Road	City of Dunedin	Construct to extend east-west trail community connection; north perimeter of Highlander Park	Construction Scheduled FY 17/18
Oldsmar Trail	along Douglas Road from Racetrack Road	Tampa Road	City of Oldsmar	Oldsmar Trail connection along Douglas Road to Racetrack Road	Construction Scheduled FY 18/19
Tierra Verde Bridge Structure E	Pinellas Bayway SR 682	East Shore Blvd, Tierra Verde	FDOT	Reconstruct Bridge E; Realign Madonna Blvd w/1st Street	Design-Build Scheduled FY 17/18

Pinellas Trail Security Task Force – April 11, 2017

7. Report on Trail Community Involvement Activities 2017 National Bike Month Event

A. Report on Trail Community Involvement Activities

This item will include an update of Trail Community Activities

ATTACHMENTS: None

ACTION: None required; informational item

B. 2017 National Bike Month Event

Across the United States, National Bike Month, recognized in May of each year, was established in 1956 by the League of American Bicyclists (bikeleague.org), to encourage bicycling as a viable and responsible transportation choice. Raising awareness of bicycling includes safety education and infrastructure improvements. The health benefits of bicycling inspires and motivates the public and engages health professionals and active transportation proponents. Riding a bicycle benefits everyone from individuals to the entire Tampa Bay community as bicycle commuters save money and gas, stay fit and reduce traffic congestion.

Forward Pinellas has partnered with the City of Clearwater to celebrate National Bike Month with a Bike to Work Day ride on Friday, May 19, 2017. The event will be held at Station Square Park on Cleveland Street in downtown. Volunteers are needed at the event before, during and after the bike ride tour.

ATTACHMENTS: Save the Date Card

ACTION: Request Volunteers for May 2017 National Bike Month Event

Save the DATE
May 19, 2017
8:00 am

Join us for a bike ride thru downtown Clearwater!

TO CELEBRATE

National Bike Month and Bike to Work Day

Meet at Station Square Park, 628 Cleveland Street.
Light refreshments will be provided.

Contact 727.464.8250 for more information

BIKE YOUR CITY

BIKE WALK
A regional coalition of TAMPA BAY

FORWARD PINELLAS
Integrating Land Use & Transportation

BICYCLE THE PATH RIDE & RIDE SHOP

CLEARWATER
BRIGHT AND BEAUTIFUL · BAY TO BEACH

Bicycle Pedestrian Advisory Committee – April 17, 2017

10. A.-D. Other Business

FORWARD PINELLAS
Integrating Land Use & Transportation

A. Membership

There is currently one vacancy on the BPAC membership list for the St. Petersburg (St. Petersburg, Gulfport/South Pasadena) geographic area.

ATTACHMENT: BPAC Membership List – April 2017

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Traffic Safety Facts – Pedestrians – February 2017

Motorcycle Crash Fatalities – March 27, 2017

New Multi-Modal Trail in Pinellas – March 30, 2017

Pedestrian Fatality Rate for Florida – March 30, 2017

Pedestrian and Bicycle Forum – April 2017

Reported Traffic Fatalities 2017

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. Karen Gates (03/08/17)
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 (Jacob Labutka – representative; Bonnie Epstein – alternate)
4. City of Clearwater (Zain Adam)
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 Chiarmonte 2nd alternate)
9. Pinellas County Health Department (Megan Carmichael - representative)
10. CUTR (Julie Bond as representative)
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 Speese – FDOT)

*Dates signify appointment

Traffic Safety Facts

2015 Data

February 2017

DOT HS 812 375

NHTSA

Key Findings

- In 2015 there were 5,376 pedestrians killed in traffic crashes, a 9.5 percent increase from the 4,910 pedestrian fatalities in 2014. This is the highest number of pedestrians killed annually since 1996.
- On average, a pedestrian was killed nearly every 1.6 hours and injured more than every 7.5 minutes in traffic crashes in 2015.
- In 2015, pedestrian deaths accounted for 15 percent of all traffic fatalities.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2015.
- In 2015, more than one-fifth (21%) of the children 14 and younger killed in traffic crashes were pedestrians.
- More than two-thirds (70%) of the pedestrians killed in traffic crashes in 2015 were males.
- Alcohol involvement-for the driver and/or the pedestrian-was reported in 48 percent of all fatal pedestrian crashes in 2015.
- In 2015, 90 percent of the pedestrians were killed in traffic crashes that involved single vehicles.
- Nineteen percent of the pedestrians killed in 2015 were struck in crashes that involved hit-and-run drivers.

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE.
Washington, DC 20590

Pedestrians

This fact sheet defines a pedestrian as any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash. A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

In this fact sheet, the 2015 pedestrian information is presented as follows:

- Overview
- Environmental Characteristics
- Time of Day and Day of Week
- Age
- Gender
- Alcohol
- Vehicle Type and Impact Point
- Fatalities by State
- Fatalities by City
- Important Safety Reminders

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

Overview

In 2015 there were 5,376 pedestrians killed (Table 1) and an estimated 70,000 injured (Table 2) in traffic crashes in the United States. A total of 5,295 traffic crashes (Table 4) had one or more pedestrian fatalities. On average, a pedestrian was killed every 1.6 hours and injured every 7.5 minutes in traffic crashes.

Table 1 presents a distribution of pedestrian fatalities as a percentage of total motor vehicle fatalities in the last 10 years. The 5,376 pedestrian fatalities in 2015 were a 9.5-percent increase from 4,910 pedestrian fatalities in 2014. In 2015, 15 percent of all traffic fatalities and an estimated 3 percent of those injured in traffic crashes (Table 2) were pedestrians.

Table 1

Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2006–2015

Year	Total Fatalities	Pedestrian Fatalities	Percentage of Total Fatalities
2006	42,708	4,795	11%
2007	41,259	4,699	11%
2008	37,423	4,414	12%
2009	33,883	4,109	12%
2010	32,999	4,302	13%
2011	32,479	4,457	14%
2012	33,782	4,818	14%
2013	32,893	4,779	15%
2014	32,744	4,910	15%
2015	35,092	5,376	15%

Source: Fatality Analysis Reporting System (FARS) 2006-2014 Final File, 2015 Annual Report File (ARF).

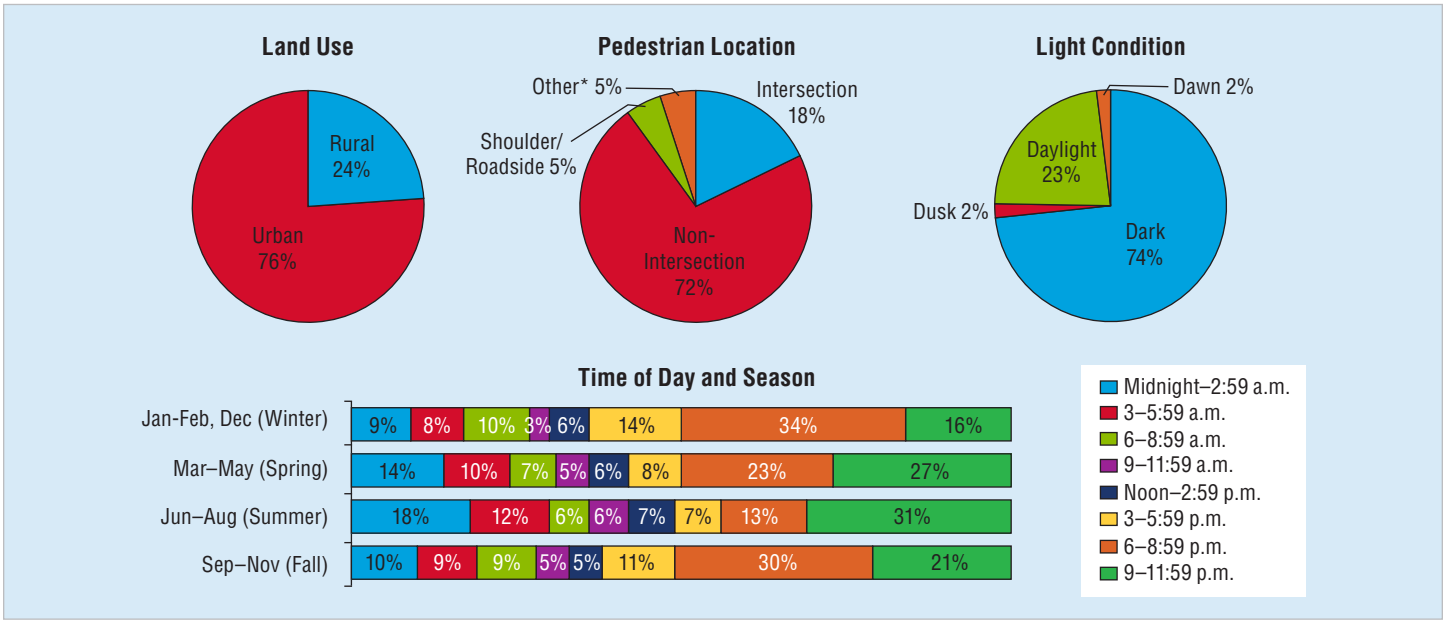
Environmental Characteristics

Figure 1 contains information on environmental characteristics (land use, pedestrian location, light condition, and time of day and season) describing where and when pedestrian fatalities occurred in 2015.

- More pedestrian fatalities occurred in urban areas (76%) than rural areas (24%).[1]
- More pedestrian fatalities occurred at non-intersections (72%) than at intersections (18%); five percent occurred at roadsides/shoulders, and the remaining 5% were at other locations such as parking lanes/zones, bicycle lanes, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-traffic way areas, and other sites.
- More occurred in the dark (74%) than in daylight (23%), dawn (2%), and dusk (2%).
- Time of day is divided into eight 3-hour time intervals starting at midnight, and season is defined by months.
  - During the winter months (January, February, and the following December), about one-third (34%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 16 percent from 9 to 11:59 p.m., and 14 percent from 3 to 5:59 p.m.
  - During the spring months March to May, the largest group (27 %) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 23 percent from 6 to 8:59 p.m.
  - During the summer months June to August, more pedestrian fatalities occurred from 9 to 11:59 p.m. (31 %) than any other time, followed by 18 percent from midnight to 2:59 a.m.
  - During the fall months September to November, 30 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m.; the next largest group was 21 percent, during the hours 9 to 11:59 p.m.

Figure 1

Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Time of Day and Season, 2015



Source: FARS 2015 ARF.
Note: Unknown values were removed before calculating percentages.
*Other includes parking lane/zone, bicycle lane, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-traffic area, and other.
Percent values may not add up to 100% due to independent rounding.

[1] See the U.S. Census Bureau link to define urban and rural areas: www.census.gov/geo/reference/ua/urban-rural-2010.html.

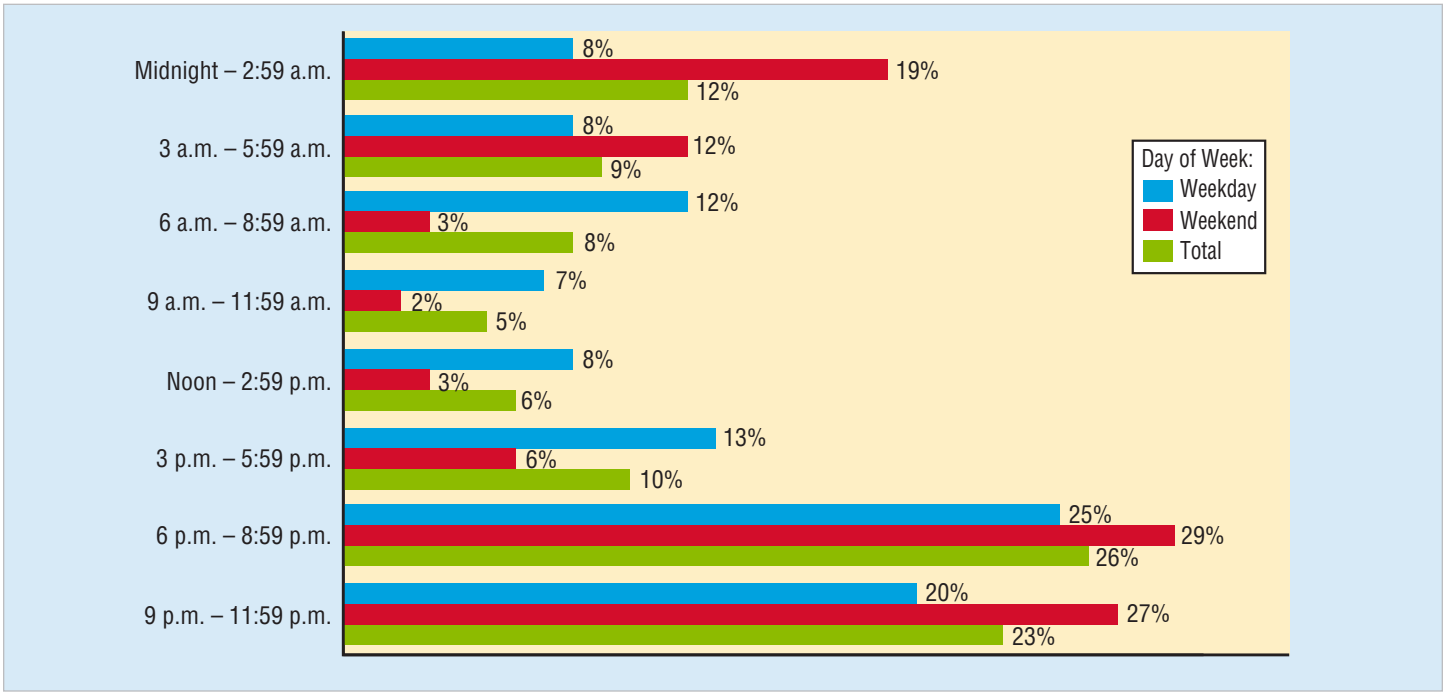
Time of Day and Day of Week

In Figure 2, time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (6 a.m. Monday to 5:59 p.m. Friday) and weekend (6 p.m. Friday to 5:59 a.m. Monday). To summarize the 2015 pedestrian fatalities:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 23 percent from 9 to 11:59 p.m.
- The lowest total percentage (5%) occurred from 9 to 11:59 a.m., followed by 6 percent from noon to 2:59 p.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 20 percent from 9 to 11:59 p.m.
- The highest weekend percentage (29%) occurred from 6 to 8:59 p.m., followed by 27 percent from 9 to 11:59 p.m.

Figure 2

Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2015



Source: FARS 2015 ARF.
Note: Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday

Age

Table 2 contains two sections; the first section contains the number of pedestrians killed in 2015 by age group, and the second section contains the estimated number of pedestrians injured in 2015 by age group. For each age group, the percentage killed/injured is calculated as: the total number of pedestrians killed/injured divided by the total number of people killed/injured in motor vehicle crashes. In 2015:

- More than one-fifth (21%) of children 14 and younger killed in traffic crashes were pedestrians.
- Children 10 to 14 years old had the highest percentages of estimated pedestrians injured (7%) among the different age categories.
- Children in the age groups 0 to 4 and 5 to 9 years old had the highest percentage, 21 percent, of pedestrians killed.
- The average age of pedestrians killed in traffic crashes was 47.
- The estimated average age of pedestrians injured in traffic crashes was 38.
- Over the past 10 years, the average age of those killed has increased slightly, from 45 to 47; similarly, the average estimated age of those injured rose from 35 to 38.
- Nineteen percent of all pedestrian fatalities (1,002 of 5,376) and an estimated 13 percent of all pedestrians injured (9,000 of 70,000 after rounding) were people 65 and older.

Table 2

Total and Pedestrians Killed/Injured in Traffic Crashes, by Age Group, 2015

Age Group (Years)	Total Killed	Pedestrians Killed	Percentage Killed who were Pedestrians[a]
0–4	373	77	21%
5–9	353	73	21%
10–14	406	83	20%
Children (≤14)	*1,132*	*233*	*21%*
15–19	2,521	223	9%
20–24	4,205	411	10%
25–29	3,527	407	12%
30–34	2,754	344	12%
35–39	2,414	384	16%
40–44	2,238	370	17%
45–49	2,356	422	18%
50–54	2,900	571	20%
55–59	2,638	529	20%
60–64	2,149	430	20%
65–69	1,799	304	17%
70–74	1,316	216	16%
75–79	1,069	180	17%
80+	1,981	302	15%
Seniors (65+)	*6,165*	*1,002*	*16%*
*Total**	*35,092*	*5,376*	*15%*
Age Group (Years)	**Total Injured**	**Pedestrians Injured**	**Percentage Injured Who Were Pedestrians[b]**
0–4	49,000	1,000	3%
5–9	61,000	2,000	3%
10–14	68,000	5,000	7%
Children (≤14)	*178,000*	*8,000*	*5%*
15–19	251,000	7,000	3%
20–24	331,000	8,000	2%
25–29	255,000	6,000	2%
30–34	216,000	4,000	2%
35–39	192,000	3,000	2%
40–44	166,000	4,000	2%
45–49	178,000	5,000	3%
50–54	160,000	6,000	4%
55–59	151,000	5,000	4%
60–64	127,000	3,000	3%
65–69	91,000	3,000	3%
70–74	64,000	3,000	5%
75–79	37,000	1,000	3%
80+	48,000	2,000	3%
Seniors (65+)	*240,000*	*9,000*	*4%*
*Total**	*2,443,000*	*70,000*	*3%*

Sources: FARS 2015 ARF, NASS GES 2015, and Population – Bureau of the Census.
[a]Fatality totals include fatalities of unknown age.
[b]Injury percentages were calculated using injured estimates before rounding.
*Injured totals may not equal sum of components due to independent rounding.

Gender

Table 3 contains two sections; the first section contains the number of pedestrians killed in 2015 by gender and age group, and the second section contains the estimated number of pedestrians injured in 2015 by gender and age group. For each gender and overall total by age group, the fatality/injury rate per 100,000 population is calculated. In 2015:

- More than two-thirds (3,749 of 5,376 or 70%) of the pedestrians killed in traffic crashes were males.
- The overall male pedestrian fatality rate per 100,000 population was 2.37, which is more than double the rate for females (0.99 per 100,000 population).
- The overall male pedestrian injury rate per 100,000 population was 25, compared with 19 for females.
- The highest total pedestrian fatality rates by age group were those ages 50 to 54 and 80 and over (2.56 and 2.50 per 100,000 population, respectively).
- The highest total pedestrian injury rates by age group were those ages 20 to 24 and 15 to 19 (36 and 35 per 100,000 population, respectively).
- The single highest fatality rate by age and gender is for males 80 and older, 3.77 pedestrian fatalities per 100,000 population.
- The female injury rates by age group for 0 to 4, 45 to 49, 70 to 74, and 75 to 79 (9, 26, 30, and 17 per 100,000 population, respectively) were higher than the male injury rates (4, 19, 21, and 9 per100,000 population, respectively).

Table 3

Pedestrians Killed/Injured in Traffic Crashes and Fatality/Injury Rates, by Age and Gender, 2015

Age (Years)	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
0–4	44	10,178	0.43	33	9,730	0.34	77	19,907	0.39
5–9	43	10,459	0.41	30	10,028	0.30	73	20,487	0.36
10–14	58	10,520	0.55	25	10,102	0.25	83	20,622	0.40
Children (≤14)	*145*	*31,157*	*0.47*	*88*	*29,860*	*0.29*	*233*	*61,016*	*0.38*
15–19	140	10,798	1.30	83	10,311	0.80	223	21,109	1.06
20–24	313	11,668	2.68	98	11,071	0.89	411	22,739	1.81
25–29	303	11,409	2.66	104	11,052	0.94	407	22,462	1.81
30–34	243	10,890	2.23	100	10,786	0.93	344	21,676	1.59
35–39	276	10,173	2.71	108	10,201	1.06	384	20,375	1.88
40–44	265	10,030	2.64	104	10,185	1.02	370	20,215	1.83
45–49	288	10,335	2.79	134	10,519	1.27	422	20,854	2.02
50–54	406	10,964	3.70	164	11,370	1.44	571	22,334	2.56
55–59	386	10,598	3.64	142	11,210	1.27	529	21,808	2.43
60–64	317	9,117	3.48	112	9,953	1.13	430	19,070	2.25
65–69	206	7,596	2.71	97	8,471	1.15	304	16,067	1.89
70–74	134	5,296	2.53	82	6,187	1.33	216	11,483	1.88
75–79	119	3,611	3.30	61	4,513	1.35	180	8,124	2.22
80+	173	4,587	3.77	129	7,500	1.72	302	12,087	2.50
Seniors (65+)	*632*	*21,090*	*3.00*	*369*	*26,671*	*1.38*	*1,002*	*47,761*	*2.10*
Total[a]	*3,749*	*158,229*	*2.37*	*1,617*	*163,190*	*0.99*	*5,376*	*321,419*	*1.67*

Age (Years)	Male			Female			Total		
	Injured	Population (thousands)	Injury Rate*†	Injured	Population (thousands)	Injury Rate*†	Injured	Population (thousands)	Injury Rate*†
0–4	0	10,178	4	1,000	9,730	9	1,000	19,907	6
5–9	1,000	10,459	11	1,000	10,028	8	2,000	20,487	10
10–14	3,000	10,520	25	2,000	10,102	24	5,000	20,622	25
Children (≤14)	*4,000*	*31,157*	*13*	*4,000*	*29,860*	*13*	*8,000*	*61,016*	*13*
15–19	4,000	10,798	40	3,000	10,311	30	7,000	21,109	35
20–24	4,000	11,668	38	4,000	11,071	34	8,000	22,739	36
25–29	3,000	11,409	29	3,000	11,052	26	6,000	22,462	28
30–34	3,000	10,890	26	1,000	10,786	12	4,000	21,676	19
35–39	2,000	10,173	20	1,000	10,201	14	3,000	20,375	17
40–44	2,000	10,030	24	1,000	10,185	12	4,000	20,215	18
45–49	2,000	10,335	19	3,000	10,519	26	5,000	20,854	22
50–54	5,000	10,964	43	2,000	11,370	15	6,000	22,334	29
55–59	3,000	10,598	31	2,000	11,210	18	5,000	21,808	24
60–64	2,000	9,117	19	2,000	9,953	18	3,000	19,070	18
65–69	1,000	7,596	19	2,000	8,471	18	3,000	16,067	18
70–74	1,000	5,296	21	2,000	6,187	30	3,000	11,483	26
75–79	0	3,611	9	1,000	4,513	17	1,000	8,124	14
80+	1,000	4,587	13	1,000	7,500	13	2,000	12,087	13
Seniors (65+)	*3,000*	*21,090*	*14*	*6,000*	*26,671*	*22*	*9,000*	*47,761*	*19*
Total[b]	*39,000*	*158,229*	*25*	*31,000*	*163,190*	*19*	*70,000*	*321,419*	*22*

Sources: FARS 2015 ARF, NASS GES 2015, and Population – Bureau of the Census.
*Rate per 100,000 population.
†Injury rates were calculated using injured estimates before rounding.
[a]Fatality totals include fatalities of unknown age.
[b]Injured totals may not equal sum of components due to independent rounding.

Alcohol

Alcohol involvement—for the driver and/or the pedestrian—was reported in 48 percent of the traffic crashes that resulted in pedestrian fatalities in 2015. Alcohol involvement is defined as whether alcohol was consumed by the driver and/or the pedestrian prior to the crash; the presence of alcohol may or may not be a contributing factor in the crash. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL).

Table 4 charts the estimated alcohol involvement for fatally injured pedestrians by the alcohol involvement of all drivers involved in those crashes, whether the drivers were killed or not. If more than one pedestrian was killed in a crash, the pedestrian with the highest BAC was used. If more than one driver was involved in a crash, the driver with the highest BAC was used.

- An estimated 34 percent of fatal pedestrian crashes had pedestrians with BACs of .08 g/dL or higher.
- An estimated 15 percent of fatal pedestrian crashes had drivers with BACs of .08 g/dL or higher.

Table 4
Alcohol Involvement in Crashes That Resulted in Pedestrian Fatalities, 2015

	Driver, No Alcohol		Driver, BAC=.01–.07		Driver, BAC=.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrian, No Alcohol	2,753	52%	92	2%	429	8%	3,273	62%
Pedestrian, BAC=.01–.07	167	3%	11	0%	44	1%	222	4%
Pedestrian, BAC .08+	1,410	27%	81	2%	309	6%	1,800	34%
Total	*4,330*	*82%*	*184*	*3%*	*781*	*15%*	*5,295*	*100%*

Source: FARS 2015 ARF.
Note: The alcohol levels in this table were determined using the alcohol levels of the pedestrians killed and the involved drivers (killed or survived).

Table 5 provides estimated person-level statistics of alcohol involvement for pedestrians killed by age groups in 2006 and 2015:

- An estimated 35 percent of pedestrians killed had BACs of .08 g/dL or higher in 2015, compared to 38 percent in 2006.
- In 2006, fatally injured pedestrians in the 21- to 24-year-old age group had BACs of .08 or higher more frequently than other age groups, an estimated 56 percent of the time. In 2015, pedestrians 45 to 54 had BACs of .08 most frequently, 45 percent of the time.

Table 5
Alcohol Involvement of Pedestrians Killed in Traffic Crashes, by Age, 2006 and 2015

Age Group (Years)	2006					2015				
	Number of Fatalities	Percentage With No Alcohol (BAC = .00)	Percentage With BAC = .01–.07	Percentage With BAC = .08+	Percentage With BAC = .01+	Number of Fatalities	Percentage With BAC = .00	Percentage With BAC = .01–.07	Percentage With BAC = .08+	Percentage With BAC = .01+
16–20	274	67%	6%	27%	33%	273	73%	3%	24%	27%
21–24	288	40%	4%	56%	60%	332	56%	5%	39%	44%
25–34	623	43%	6%	51%	57%	751	53%	5%	42%	47%
35–44	778	44%	5%	51%	56%	754	51%	6%	43%	49%
45–54	934	47%	6%	48%	53%	993	50%	5%	45%	50%
55–64	576	66%	5%	29%	34%	959	57%	5%	38%	43%
65–74	377	82%	4%	13%	18%	520	78%	2%	20%	22%
75–84	404	88%	4%	8%	12%	312	89%	3%	8%	11%
85 +	130	91%	4%	5%	9%	170	93%	2%	5%	7%
*Total**	*4,384*	*57%*	*5%*	*38%*	*43%*	*5,064*	*60%*	*4%*	*35%*	*40%*

Source: FARS 2015 ARF.
*Excluding pedestrians under 16 years old and pedestrians of unknown age.

Vehicle Type and Impact Point

Table 6 presents the number of pedestrians killed by vehicle type and location on the vehicle where pedestrians were struck in single-vehicle crashes. In 2015:

- Passenger cars and light trucks (including SUVs, pickups, and vans) had higher percentages of frontal impacts than other vehicles such as large trucks or buses.
- Ninety percent (4,851) of the pedestrians were killed in motor vehicle traffic crashes that involved single vehicles; 10 percent (525) were killed in multi-vehicle crashes.
- Pedestrians who died in single-vehicle crashes were most likely to be struck by the front of the vehicle, rather than the side or rear.
- Buses and large trucks had the highest percentage of right-side impacts and rear impacts, respectively.
- Almost one-fifth (19%) of the pedestrians killed in 2015 were struck in single or multi-vehicle crashes that involved hit-and-run drivers.

Table 6

Pedestrians Killed in Single-Vehicle Crashes, by Vehicle Type Involved and Initial Point of Impact, 2015

	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,855	89.1%	70	3.4%	38	1.8%	24	1.2%	95	4.6%	2,082	100.0%
Light Trucks*	1,740	88.3%	52	2.6%	43	2.2%	38	1.9%	98	5.0%	1,971	100.0%
–SUV	*742*	*89.0%*	*21*	*2.5%*	*14*	*1.7%*	*19*	*2.3%*	*38*	*4.6%*	*834*	*100.0%*
–Pickup	*729*	*88.6%*	*19*	*2.3%*	*19*	*2.3%*	*11*	*1.3%*	*45*	*5.5%*	*823*	*100.0%*
–Van	*253*	*86.6%*	*11*	*3.8%*	*9*	*3.1%*	*8*	*2.7%*	*11*	*3.8%*	*292*	*100.0%*
Large Truck	180	67.9%	21	7.9%	6	2.3%	22	8.3%	36	13.6%	265	100.0%
Bus	43	68.3%	8	12.7%	2	3.2%	2	3.2%	8	12.7%	63	100.0%
Other/Unknown Vehicle	233	49.6%	6	1.3%	3	0.6%	4	0.9%	224	47.7%	470	100.0%
Total	*4,051*	*83.5%*	*157*	*3.2%*	*92*	*1.9%*	*90*	*1.9%*	*461*	*9.5%*	*4,851*	*100.0%*

Source: FARS 2015 ARF.
*Light truck totals include other/unknown light trucks.

Fatalities by State

For each State and the District of Columbia, for 2015, Table 7 presents the total resident population, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and the rate of pedestrian fatalities per 100,000 population. Note for this section, as well as the following section on fatalities by city, that the populations of States and cities can vary greatly from the recorded resident population. States with substantial seasonal tourism, such as Florida, and cities with a large influx of daily commuters, such as Washington, DC, have at times a substantially larger population than is reflected in their numbers of residents. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total. In 2015:

- The total motor vehicle traffic fatalities ranged from a low of 23 (District of Columbia) to a high of 3,516 (Texas).
- The number of pedestrian fatalities was highest in California (742), followed by Florida (628) and Texas (537).
- South Dakota, Wyoming, and Vermont had the fewest number of pedestrian fatalities, 5 in each of those States.
- The State percentages of pedestrian fatalities by total traffic fatalities ranged from a low of 3.4 percent (Wyoming) to a high of 56.5 percent (District of Columbia), compared to the national average of 15.3 percent.
- The highest State pedestrian fatality rate per 100,000 population was in Delaware (3.70), followed by Florida (3.10).
- Idaho had the lowest pedestrian fatality rate per 100,000 population, 0.48.

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm.

Table 7

Population, Total Traffic Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates, by State, 2015

State	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Pedestrian Fatalities per 100,000 Population
Alabama	4,858,979	849	98	11.5%	2.02
Alaska	738,432	65	12	18.5%	1.63
Arizona	6,828,065	893	153	17.1%	2.24
Arkansas	2,978,204	531	43	8.1%	1.44
California	39,144,818	3,176	742	23.4%	1.90
Colorado	5,456,574	546	59	10.8%	1.08
Connecticut	3,590,886	266	45	16.9%	1.25
Delaware	945,934	126	35	27.8%	3.70
District of Columbia	672,228	23	13	56.5%	1.93
Florida	20,271,272	2,939	628	21.4%	3.10
Georgia	10,214,860	1,430	193	13.5%	1.89
Hawaii	1,431,603	94	25	26.6%	1.75
Idaho	1,654,930	216	8	3.7%	0.48
Illinois	12,859,995	998	150	15.0%	1.17
Indiana	6,619,680	821	96	11.7%	1.45
Iowa	3,123,899	320	25	7.8%	0.80
Kansas	2,911,641	355	24	6.8%	0.82
Kentucky	4,425,092	761	67	8.8%	1.51
Louisiana	4,670,724	726	102	14.0%	2.18
Maine	1,329,328	156	19	12.2%	1.43
Maryland	6,006,401	513	92	17.9%	1.53
Massachusetts	6,794,422	306	72	23.5%	1.06
Michigan	9,922,576	963	166	17.2%	1.67
Minnesota	5,489,594	411	39	9.5%	0.71
Mississippi	2,992,333	677	63	9.3%	2.11
Missouri	6,083,672	869	104	12.0%	1.71
Montana	1,032,949	224	14	6.3%	1.36
Nebraska	1,896,190	246	19	7.7%	1.00
Nevada	2,890,845	325	66	20.3%	2.28
New Hampshire	1,330,608	114	8	7.0%	0.60
New Jersey	8,958,013	562	170	30.2%	1.90
New Mexico	2,085,109	298	54	18.1%	2.59
New York	19,795,791	1,121	307	27.4%	1.55
North Carolina	10,042,802	1,379	182	13.2%	1.81
North Dakota	756,927	131	7	5.3%	0.92
Ohio	11,613,423	1,110	116	10.5%	1.00
Oklahoma	3,911,338	643	69	10.7%	1.76
Oregon	4,028,977	447	69	15.4%	1.71
Pennsylvania	12,802,503	1,200	151	12.6%	1.18
Rhode Island	1,056,298	45	8	17.8%	0.76
South Carolina	4,896,146	977	123	12.6%	2.51
South Dakota	858,469	133	5	3.8%	0.58
Tennessee	6,600,299	958	104	10.9%	1.58
Texas	27,469,114	3,516	537	15.3%	1.95
Utah	2,995,919	276	46	16.7%	1.54
Vermont	626,042	57	5	8.8%	0.80
Virginia	8,382,993	753	77	10.2%	0.92
Washington	7,170,351	568	85	15.0%	1.19
West Virginia	1,844,128	268	19	7.1%	1.03
Wisconsin	5,771,337	566	57	10.1%	0.99
Wyoming	586,107	145	5	3.4%	0.85
U.S. Total	*321,418,820*	*35,092*	*5,376*	*15.3%*	*1.67*
Puerto Rico	3,474,182	309	101	32.7%	2.91

Sources: FARS 2015 ARF, and Population – U.S. Census Bureau.

Fatalities by City

For each city with a population of 500,000 or greater in 2015, Table 8 contains the resident population total, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and fatality rates per 100,000 population for total killed and pedestrians killed. The pedestrian fatality rates of major cities were generally higher than the national State average of 1.67 per 100,000 population. Of the 34 cities listed, 10 had a lower fatality rate. Detroit had the highest pedestrian fatality rate per 100,000 population (6.79), followed by Dallas (4.31), Memphis (4.27), and Jacksonville (4.15). Boston had the lowest pedestrian fatality rate per 100,000 population (0.75), followed by Fresno (0.96) and Seattle (1.02).

Table 8

Population, Total Traffic Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates in Cities With Populations of 500,000 or Greater, 2015 (sorted by highest to lowest resident population)

City	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Fatality Rate per 100,000 Population	
					Total	Pedestrian
New York, NY	8,550,405	241	131	54.4%	2.82	1.53
Los Angeles, CA	3,971,883	224	85	37.9%	5.64	2.14
Chicago, IL	2,720,546	121	46	38.0%	4.45	1.69
Houston, TX	2,296,224	211	62	29.4%	9.19	2.70
Philadelphia, PA	1,567,442	93	26	28.0%	5.93	1.66
Phoenix, AZ	1,563,025	193	58	30.1%	12.35	3.71
San Antonio, TX	1,469,845	155	43	27.7%	10.55	2.93
San Diego, CA	1,394,928	95	29	30.5%	6.81	2.08
Dallas, TX	1,300,092	174	56	32.2%	13.38	4.31
San Jose, CA	1,026,908	64	15	23.4%	6.23	1.46
Austin, TX	931,830	105	32	30.5%	11.27	3.43
Jacksonville, FL	868,031	125	36	28.8%	14.40	4.15
San Francisco, CA	864,816	38	24	63.2%	4.39	2.78
Indianapolis, IN	853,173	95	31	32.6%	11.13	3.63
Columbus, OH	850,106	57	11	19.3%	6.71	1.29
Fort Worth, TX	833,319	83	20	24.1%	9.96	2.40
Charlotte, NC	827,097	69	14	20.3%	8.34	1.69
Seattle, WA	684,451	26	7	26.9%	3.80	1.02
Denver, CO	682,545	51	13	25.5%	7.47	1.90
El Paso, TX	681,124	50	9	18.0%	7.34	1.32
Detroit, MI	677,116	130	46	35.4%	19.20	6.79
Washington, DC	672,228	23	13	56.5%	3.42	1.93
Boston, MA	667,137	14	5	35.7%	2.10	0.75
Memphis, TN	655,770	102	28	27.5%	15.55	4.27
Nashville-Davidson metropolitan area, TN	654,610	66	14	21.2%	10.08	2.14
Portland, OR	632,309	36	9	25.0%	5.69	1.42
Oklahoma City, OK	631,346	86	13	15.1%	13.62	2.06
Las Vegas, NV	623,747	58	13	22.4%	9.30	2.08
Baltimore, MD	621,849	35	9	25.7%	5.63	1.45
Louisville/Jefferson County metropolitan area, KY	615,366	80	17	21.3%	13.00	2.76
Milwaukee, WI	600,155	67	19	28.4%	11.16	3.17
Albuquerque, NM	559,121	56	15	26.8%	10.02	2.68
Tucson, AZ	531,641	64	16	25.0%	12.04	3.01
Fresno, CA	520,052	15	5	33.3%	2.88	0.96

Sources: FARS 2015 ARF and Population – U.S. Census Bureau.

Important Safety Reminders

For Pedestrians:

- Walk on a sidewalk or path when one is available.
- If no sidewalk or path is available, walk on the shoulder, facing traffic Stay alert; don't be distracted by electronic devices, including smart phones, MP3 players, and other devices that take your eyes (and ears) off the road.
- Be cautious night and day when sharing the road with vehicles. Never assume a driver sees you (he or she could be distracted, under the influence of alcohol and/or drugs, or just not see you). Make eye contact with drivers as they approach.
- Be predictable. Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- If a crosswalk or intersection is not available, locate a well-lit area, wait for a gap in traffic that allows you enough time to cross safely, and continue to watch for traffic as you cross.
- Be visible. Wear bright clothing during the day, and wear reflective materials or use a flashlight at night.
- Avoid alcohol and drugs when walking; they impair your judgment and coordination.

For Drivers:

- Look for pedestrians everywhere. Pedestrians may not be walking where they should be or may be hard to see—especially in poor lit conditions, including dusk/dawn/night and poor weather.
- Always stop for pedestrians in the crosswalk or where pedestrian crosswalk signs are posted.
- Never pass vehicles stopped at a crosswalk. They may be stopped to allow pedestrians to cross the street.
- Slowdown and look for pedestrians. Be prepared to stop when turning or otherwise entering a crosswalk.
- Never drive under the influence of alcohol and/or drugs.
- Follow the speed limit; slow down around pedestrians.
- Stay focused and slow down where children may be present, like school zones and neighborhoods.

— NHTSA's Safety Countermeasures Division

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2017, February). Pedestrians: 2015 data. (Traffic Safety Facts. Report No. DOT HS 812 375). Washington, DC: National Highway Traffic Safety Administration.

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsarequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Passenger Vehicles, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts reports can be found at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation
National Highway Traffic Safety Administration

PINELLAS RANKS NO. 5 IN MOTORCYCLE CRASH FATALITIES

Three crashes over three days claims the lives of two more

by Suzette Porter, Tampa Bay Newspapers
March 27, 2017

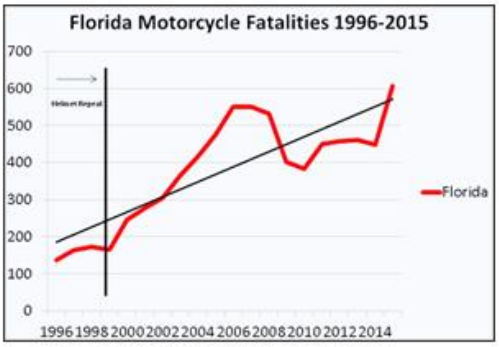


Photo courtesy of AAA

Florida is No.1 in the nation for motorcycle crash fatalities. Pinellas County ranks fifth in the state for the number of motorcyclists that die in crashes within its borders.

More motorcyclists die in traffic crashes in Florida than any other state in the nation, according to the National Highway Traffic Safety Administration. Pinellas County ranks fifth in the number of fatality crashes among the state's 67 counties.

NHTSA statistics show a 30 percent increase in deaths in 2015, making it a record year. Motorcyclists accounted for 20 percent of the state's motor vehicle fatalities that year; however, they accounted for only 3 percent of registered vehicles.

In 2015, 606 people died and 9,045 suffered injuries in motorcycles crashes around the state.

Pinellas County had 27 fatality crashes that year, the fifth highest in the state. Miami-Dade was No. 1 with 67 deaths, followed by Hillsborough County with 48, Broward with 42, and Palm Beach with 34.

Two fatality motorcycle crashes were recently added to Pinellas County's 2017 statistics. Three crashes with two deaths and one with critical injuries were reported over three days, March 23-25.

Florida Highway Patrol reported the first one. It occurred March 23 about 5 p.m. on U.S. 19 near the Park Avenue Plaza in Palm Harbor.

Arianna A. Abbate-Perks, 22, of Holiday was driving a 2006 Honda Civic, traveling northbound on U.S. 19, north of Nebraska Avenue before she attempted a left turn into the plaza. Devon Tyler Porrata, 21, of Spring Hill was operating a 2013 Honda CBR1000 motorcycle southbound on U.S. 19 in the outside lane.

Troopers say that when the Civic attempted to make the left turn, it traveled into the path of the motorcycle, which then collided with the Civic. Both vehicles overturned and came to rest in the entrance to the plaza. Porrata died at the scene. Abbate-Perks suffered serious injuries and was transported to Bayfront Medical Center.

Clearwater police reported the second crash. It occurred about 12:20 a.m. March 24 in the 1600 block of Gulf Boulevard in Sand Key.

Chelsea Bhagwandin, 20, was driving a 2009 Nissan Sentra and Lance Eric Falzone, 54, was operating a 2007 Harley Davidson. Both were traveling southbound on Gulf Boulevard.

Police say that Falzone tried to pass three vehicles at the same time before hitting a concrete island barrier in the middle of the road. The motorcycle then collided with the Sentra. Bhagwandin was uninjured, but Falzone suffered life-threatening injuries and was transported to Bayfront Health in St. Petersburg. The Bradenton man was reportedly in critical condition as of March 25. Gulf Boulevard was closed for about four hours as police investigated the crash.

The third crash occurred about 8:57 p.m. March 25 on Pasadena Avenue South, west of Shore Drive in South Pasadena, according to the Pinellas County Sheriff's Office.

The sheriff's Major Accident Investigation Team reports that Jeremy Jerome Sims, 27, of St. Petersburg was operating a 2009 Suzuki GSXR motorcycle traveling eastbound on Pasadena Avenue South when his motorcycle struck the raised cement curb as he approached Shore Drive.

Sims was thrown from the motorcycle when he lost control, and he landed in the roadway. He was transported to Bayfront Health where he died about 9:30 p.m. Investigators say that speed and impairment appear to be factors in the crash. No other vehicles were involved.

Sims was wearing a helmet at the time of the crash. Whether Falzone or Porrata were wearing helmets was not reported.

AAA – The Auto Club Group recently released results of a Consumer Pulse Survey that found that the majority of motorcyclists – 83 percent – say they wear a helmet when they ride. However, a report on motorcycle helmet usage shows that only 47 percent of the state's motorcycles are observed actually wearing a helmet when they are riding.

"Wearing a helmet could mean the difference between life and death," said Josh Carrasco, AAA spokesman in a press release.

AAA offers a number of safety tips for motorists and motorcyclists.

For motorists:

- Respect motorcycle riders. Motorcycles are vehicles too and have the same privileges as an automobile. Be sure to give them ample room.
- Look and Listen. Even if a motorcycle is loud, you may not hear it. Actively look for motorcycles in traffic.
- Leave room. Leave plenty of room between your vehicle and motorcyclists. Uneven terrain, wet roads, and heavy traffic often require a motorcycle rider to react and maneuver differently than automobiles.
- Be aware. Take extra caution when making a left-hand turn, because most automobile-versus-motorcycle crashes occur during left-hand turns. The crash in Palm Harbor occurred when a vehicle made a left-hand turn in front of a motorcyclist.
- Don't drive distracted. A driver who takes their eyes off the road for two seconds doubles their risk of getting into a crash.

For motorcyclists:

- Wear safety gear. Helmets that meet Department of Transportation compliance standards, eyewear, closed-toe footwear and protective clothing reduce your risk of injury or death in a crash. Remember, the only thing between you and the ground is your protective gear.
- Be visible. Keep headlights, marker and taillights on at dusk and dark, or rainy weather. Wear bright clothing or put reflective strips on your bike to be more visible to other motorists. Avoid being in the blind spots of cars and trucks by following three to four seconds behind the vehicle in front of you.
- Use sound judgment. Avoid weaving between lanes while riding. Be sure to use your signals and stick to the speed limit.
- Get proper training. Completing a motorcycle safety course can not only make you a better rider, but also can save you money on your motorcycle insurance.

ALERT TODAY, ALIVE TOMORROW:

NEW MULTIMODAL PATH IN PINELLAS

by Chuck Henson, Traffic Reporter
March 30, 2017

PINELLAS COUNTY -- All over Tampa Bay there is an effort to make roads bike and pedestrian friendly.

In Pinellas County, construction is underway on a new walkway along Roosevelt Boulevard, called a multimodal path.

On this particular path, pedestrians will cross four interstate ramps along the way.

Two of them have either traffic lights or stop signs to stop the traffic, and the other two are merge ramps, with no lights or signs.

However, the merge ramps are the most dangerous spot where the path is going to cross the interstate. Not only is it an interstate exit ramp off of I-275, but it is a two-lane ramp at speeds greater than 50 mph.

Vincent Chisolm, who spends about a half an hour a day walking the paths in the Carillon Office Park, understands the responsibility for getting safely across those crossings rests with him.

“And also you have to be attentive to the drivers. It’s almost like defensive driving. You have to pay attention to everything around you, because sometimes with earphones and technology today, be so focused and so self-absorbed that it’s easy not to pay attention. But you have to be observant for everything,” said Chisolm, a Clearwater resident.

John McShaffrey with FDOT said the agency is going to pay special attention to the spots where the trail crosses those very busy ramps.

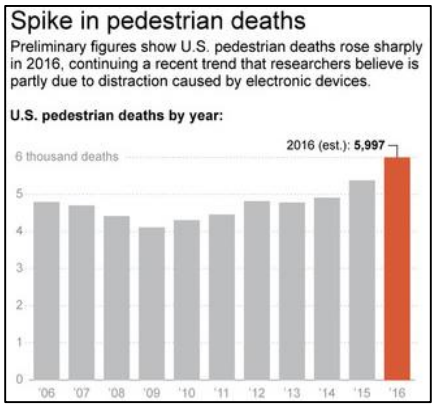
Rectangular rapid flashing beacons with signs will be installed on the north and south sides of the exit ramp in advance of the trail and at the trail itself along with yellow and white striping delineating the trail at the actual crossing.

For those on the trail, they’ll also have flashing beacons. The trail surface will also change to alert those on two feet and two wheels of the crossing ahead.

www.baynews9.com/content/news/baynews9/news/article.html/content/news/articles/bn9/2017/3/29/alert_today_alive_to.html

FLORIDA HAS SECOND HIGHEST PEDESTRIAN FATALITY RATE AS NUMBERS SPIKE NATIONWIDE; DISTRACTED DRIVING CITED

Associated Press
March 30, 2017



WASHINGTON — Florida has the second-highest per-capita rate of pedestrian deaths in the nation, according to an analysis of preliminary state data released Thursday.

The findings also show that pedestrian deaths are climbing faster than motorist fatalities, reaching nearly 6,000 deaths last year — the highest total in more than two decades.

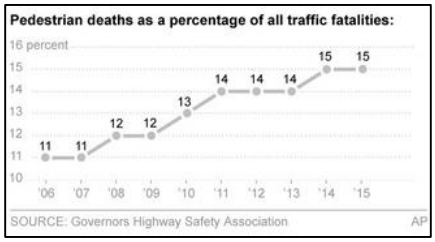
Increased driving due to an improved economy, lower gas prices and more walking for exercise and environmental factors are some of the likely reasons behind the estimated 11 percent spike in pedestrian fatalities in 2016. The figures were prepared for the Governors Highway Safety Association, which represents state highway safety offices.

But researchers say they think the biggest factor may be more drivers and walkers distracted by cellphones and other electronic devices, although that's hard to confirm.

The problem is greatest in large population states that have urban areas where people do a lot of walking. Delaware (1.89 deaths per 100,000 population from January to June 2016), Florida (1.46) and Arizona (1.40) had the highest rates of pedestrian deaths relative to their populations, while North Dakota (0.26), South Dakota (0.23) and Wyoming (0.17) had the lowest.

Walking and miles driven are up only a few percentage points, and are unlikely to account for most of the surge in pedestrian deaths, said Richard Retting, safety director for Sam Schwartz Transportation Consultants and the author of the report. Meanwhile, texting and use of wireless devices have exploded, he said.

"It's the only factor that that seems to indicate a dramatic change in how people behave," Retting said.



READ THE REPORT: Pedestrian traffic fatalities by state (2016 preliminary data)

The report is based on data from all states and the District of Columbia for the first six months of 2016 and extrapolated for the rest of the year. It shows the largest annual increase in both the number and percentage of pedestrian fatalities in the more than 40 years those national records on such deaths have been kept, with the second largest increase occurring in 2015. Pedestrian deaths as a share of total motor vehicle crash deaths increased from 11 percent in 2006 to 15 percent in 2015.

"This latest data shows that the U.S. isn't meeting the mark on keeping pedestrians safe on our roadways," said Jonathan Adkins, the safety association's executive director. "Every one of these lives represents a loved one not coming home tonight, which is absolutely unacceptable."

Traffic fatalities overall jumped 6 percent last year, pushing deaths on U.S. roads to their highest level in nearly a decade and erasing improvements made during the Great Recession and economic recovery, according to data released last month by the National Safety Council, a leading safety organization. The council estimates there were more than 40,200 traffic deaths in 2016. The last time there were more than 40,000 fatalities in a single year was in 2007, just before the economy tanked. There were 41,000 deaths that year.

But pedestrian deaths are sharply outpacing fatalities overall, climbing 25 percent from 2010 to 2015, according to Retting's research. Total traffic deaths increased about 6 percent over the same period.

"We cannot look at distracted driving solely as an in-vehicle issue," said Kelly Nantel, a spokeswoman for the safety council. "That discounts the impact distraction could have on pedestrians."

On the other hand, "walking is working," she said. "Just as we need drivers to be alert, pedestrians have to be, too."

Another factor in pedestrian deaths is alcohol. Thirty-four percent of pedestrians and 15 percent of drivers involved in fatal crashes were intoxicated at the time, Retting said. But there is no indication that there has been a change in drinking habits that would account for the spike in deaths, he said.

More than twice as many states reported an uptick in pedestrian fatalities than had decreasing numbers.

The striking increase in pedestrian deaths has grabbed the attention of the National Transportation Safety Board, the government panel that investigates accidents and makes safety recommendations. The board held a forum on pedestrian safety last year, and currently has an investigation underway to broadly examine the causes and potential solutions to the problem.

Pedestrians "are our most vulnerable road users," said NTSB member Bella Dinh-Zarr.

People are "more easily distracted than when we didn't have so many easily accessible, essentially, computers in our palms," she said. "We look at that as an increasing risk for pedestrians."

www.tampabay.com/news/publicsafety/accidents/florida-has-second-highest-pedestrian-fatality-rate-as-numbers-spike/2318514

Pedestrian and Bicyclist Forum

Volume 72
SPRING 2017

Federal Highway Administration • Office of Safety

Pedestrian and Bicyclist Forum

Inside this issue:

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Noteworthy Local Policies that Support Safe and Complete Pedestrian and Bicycle Networks

The Federal Highway Administration (FHWA) Safety Office just finished development of the guide, ***Noteworthy Local Policies that Support Safe and Complete Pedestrian and Bicycle Networks***. While much of the focus on bicycle and pedestrian travel in the United States is on building new infrastructure, policies (laws, regulations, ordinances, and procedures) also play a critical role in shaping how we use and manage our transportation systems.

FHWA developed this guide to provide local and state agencies with tools to complement new infrastructure and program development. The guide is accompanied by case studies from across the country that support safe and complete street networks.

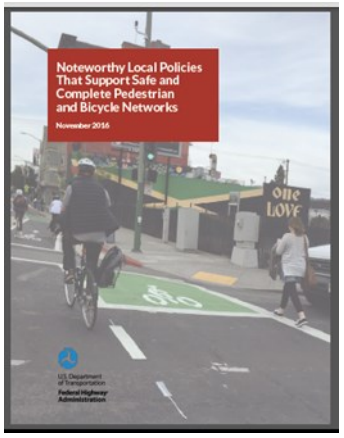
The guide's purpose is to assist local and State agencies by providing examples that agencies can use as references to institutionalize network-supportive policies and provide evidence to support policy adoption.

Building on the principles of a complete pedestrian and bicycle network (cohesion, directness, accessibility, alternatives, safety and security, and comfort), the guide identifies six elements of effective policies to help create safe and complete multimodal networks:

- Define Success: A successful policy framework has clear goals, objectives, and performance measures to track success.
- Protect Nonmotorized Travelers: Safety policies define the rules of the road for various user groups and how those rules are enforced.
- Promote Supportive Development: The character of a community is defined in part through land use policies, which also shapes how all people use the transportation system.
- Design the Network: Policy tools related to complete streets, design guidelines, and others are critical for supporting the planning and development of bicycle and pedestrian networks.
- Make It Last: In addition to building networks, policies shape those networks over time through maintenance and preservation activities that address all users.
- Pay for It: Mechanisms to raise funding and ensure distribution to projects that support complete networks are critical to implementing safe multimodal streets.

The guide also provides information on evaluating a policy framework's strengths, weaknesses, opportunities, and threats to help develop implementation steps for advancing these policies.

The guidebook (including case studies) are available to view and download **here**.



FHWA Resources on Measuring Pedestrian and Bicyclist Activity and Exposure to Risk

Synthesis of Methods for Estimating Pedestrian and Bicyclist Exposure to Risk at Areawide Levels and on Specific Transportation Facilities:

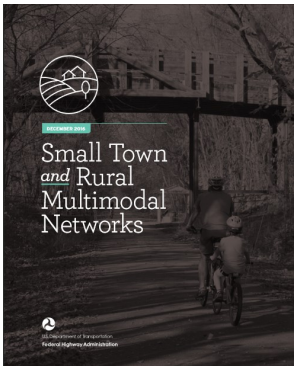
As documented in the Summer 2016 edition of this newsletter, FHWA awarded a contract to Texas Transportation Institute (TTI) to develop a Scaleable Risk Assessment Methodology (ScRAM) last year. The contract lasts 4 years and allows 2 years to develop ScRAM and 2 years to provide technical assistance to localities that wish to use it. As part of that contract, TTI developed a report to summarize the variety of methods used to estimate and evaluate exposure to risk in pedestrian and bicyclist safety analyses.

This report summarizes numerous examples of exposure estimation methods at different geographic scales, and discusses the data sources and analytic methods used to estimate exposure. Other pedestrian and bicyclist risk factors besides exposure also are cataloged.

The next 12 months will be spent developing the ScRAM tool itself. The first draft will be complete in the fall of this year and the final version will be complete in May 2018.

Bicycle-Pedestrian Count Technology Pilot Project Report

The FHWA recently released a new summary report on its "Bicycle-Pedestrian Count Technology Pilot Project." The purpose of the pilot project was to increase the organizational and technical capacity of metropolitan planning organizations to establish and operate effective bicycle and pedestrian count programs, and to provide lessons learned for peer agencies across the country.



Small Town and Rural Multimodal Networks

The FHWA Office of Human Environment recently released Small Town and Rural Multimodal Networks. This resource will help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides a bridge between existing guidance on bicycle and pedestrian design and rural practice, encourages innovation in the development of safe and appealing networks for bicycling and walking, and shows examples of project implementation.

Fostering Innovation in Ped/Bike Transportation Pooled Fund Study

FHWA posted a new Fostering Innovation in Pedestrian and Bicycle Transportation Pooled Fund Study solicitation in January. If it meets its funding threshold, the study will emphasize short turnaround practical research on issues immediately relevant to practitioners. It will address national goals and priorities identified through input from local, State, and national partners in FHWA's Strategic Agenda for Pedestrian and Bicycle Transportation.

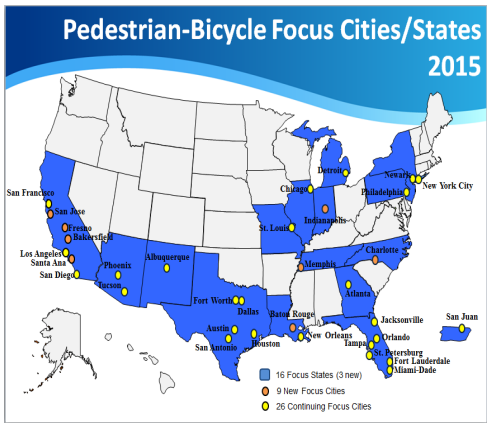
The Office of Planning, Environment, and Realty will serve as the administrator. Supporting offices include the Office of Operations, Office of Safety, Office of Safety Research and Development, Office of Infrastructure, Office of Highway Policy Information, and Office of Transportation Policy Studies. The initial call for participants will close May 31, 2017.

This proposed pooled fund provides a mechanism for Federal, State, regional, and local transportation agencies, academic institutions, foundations, private firms, and other stakeholders to collaboratively fund and implement pedestrian and bicycle research. Please share this information with partners and stakeholders in your State and encourage them to participate in this exciting opportunity. For background on transportation pooled funds, visit this site.

NHTSA Awards Grants to Pedestrian and Bike Safety Focus States

The National Highway Traffic Safety Administration (NHTSA) entered cooperative agreements with the Arizona Governor's Office for Highway Safety, the Florida Department of Transportation, and the Tennessee Governor's Highway Safety Office to support implementing education and enforcement components of their local Pedestrian and Bicycle Safety Action Plan. As background, FHWA's Safety Office and NHTSA have been working to aggressively reduce pedestrian deaths by focusing extra resources on the cities and states with the highest pedestrian fatalities and/or fatality rates since 2004 (these are known as Focus States and Cities). The states and cities were revised in 2015 to include bicyclists and to what you currently see in this map.

Each State awarded a NHTSA grant will identify State management processes and approaches that provide ongoing support for local communities to strategically address pedestrian and bicyclist safety with education and enforcement efforts. Over the years, NHTSA has provided a total of $5.5 million in grant money to Detroit, Michigan; Louisville, Kentucky; Philadelphia, Pennsylvania; New York City; Chicago, Illinois; Florida; New Mexico; Arizona, Tennessee and North Carolina.

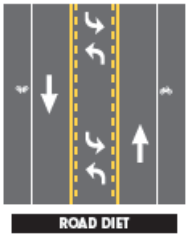


Speed Setting and Speed Management Resources Now Available!

Vehicle speed plays a major role in whether a pedestrian lives or dies after being struck by a motor vehicle. To help tackle the complex and cross cutting safety issue of speeding, the FHWA Office of Safety has developed a set of case studies and fact sheets designed to illustrate how to set appropriate speeds and to highlight some effective speed management countermeasures:

Speed Limit Basics: provides introductory information about various types of speed limits and speed concepts and the available technical tools and informational guide for setting different speed limits.

Speed Management Countermeasures: More than Just Speed Humps: discusses the variety of speeding countermeasures available and factors that should be considered when selecting the most appropriate one.



FHWA to Conduct Webinars on Designing for Bicyclist Safety

The FHWA Safety Resource Center developed a course entitled "Designing for Bicyclist Safety" for its Pedestrian and Bicyclist Safety Focus States and Cities. The course will be presented as a three-part webinar series. The three parts of the training will follow the four modules of the course and will be delivered as follows:

1. Introduction to Bicycle Safety Principles and Tools—April 11. Register here.
2. Design Solutions Along the Roadways—April 17. Register here.
3. Design Solutions at Intersections—April 25. Register here.

The webinars are FREE and open to anyone who wants to listen in. Webinar recordings can be viewed here.

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This *Pedestrian and Bike Forum* is available on the Web at http://safety.fhwa.dot.gov/ped_bike/pedforum/

To receive information on future newsletters, please use the e-subscription service provided on this site: http://safety.fhwa.dot.gov/esubscribe.cfm. Scroll down to "Pedestrian and Bicycle Safety" and select "subscribe" next to "Pedestrian Forum."

U.S. Department of Transportation
Federal Highway Administration

Helping Communities to provide safe and convenient transportation choices to all citizens, whether it's by walking, bicycling, transit, or driving is a high priority of the U.S. Department of Transportation. Each year, unfortunately, pedestrian and bicyclist fatalities comprise about 16 percent of all traffic fatalities and there are approximately 5,500 pedestrian and bicyclist deaths. Another 115,000 pedestrians and bicyclists are injured in roadway crashes annually. Pedestrian and bike safety improvements depend on an integrated approach that involves the four E's: Engineering, Enforcement, Education, and Emergency Services. The Pedestrian and Bike Forum highlights recent pedestrian and bike safety activities related to the four E's that will help save lives.

New Resources From NHTSA

2015 Pedestrian Traffic Safety Facts Released

NHTSA recently released its 2015 data fact sheet for pedestrians. Some notable information from the fact sheets for 2015 includes:

–5,376 pedestrians were killed and an estimated 70,000 injured in traffic crashes in the United States.

–Pedestrian deaths accounted for 15 percent of all traffic fatalities in motor vehicle traffic crashes.

–The 5,376 pedestrian fatalities were a 9.5 percent increase from 4,884 pedestrian fatalities in 2014.

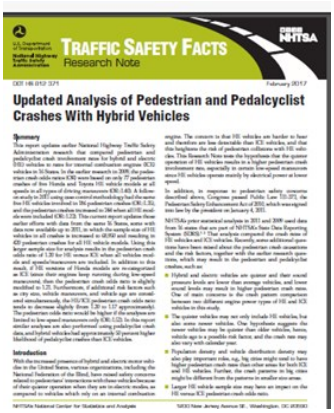
–19 percent of the pedestrians killed in 2015 were struck in crashes that involved hit-and-run drivers.

–26 percent of pedestrian fatalities occurred between 6-9 p.m. in 2015.

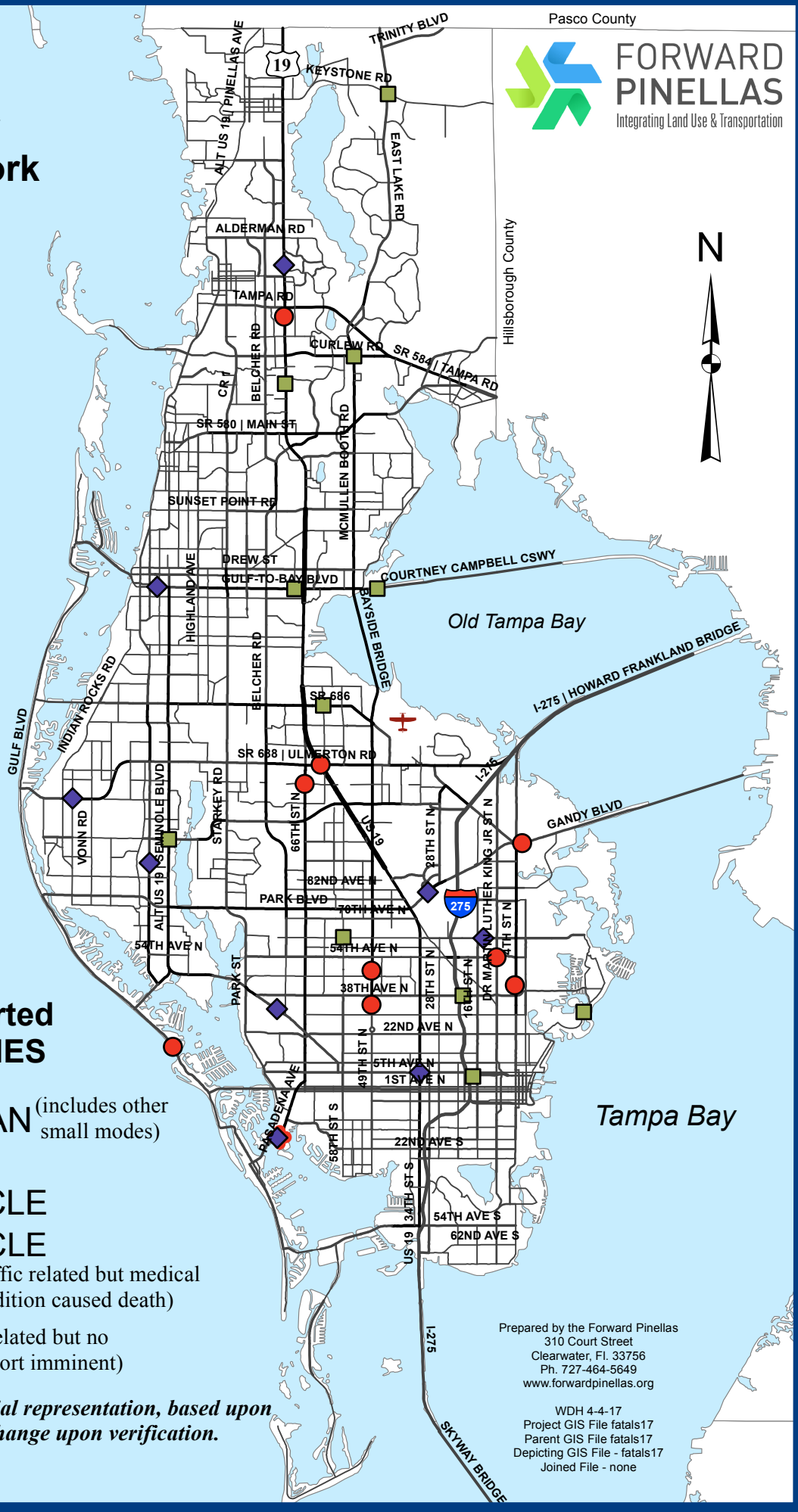
Updated Analysis of Pedestrian and Pedalcyclists Crashes with Hybrid Vehicles (DOT HS 812 371)

Hybrid and electric (HE) motor vehicles are becoming increasingly common in the United States, and this is a concern to the visually impaired community. The issue is that HE vehicles are harder to hear and therefore less detectable than vehicles with an internal combustion engine (ICE); this may heighten the risk of pedestrian collisions with HE vehicles. This Research Note tests the hypothesis that the quieter operation of HE vehicles results in a higher pedestrian crash involvement rate, especially in certain low-speed maneuvers since HE vehicles operate mainly by electrical power at lower speed.

Among other things, the research note concludes that HE vehicles have approximately 20 percent higher likelihood of pedestrian crashes than ICE vehicles if all speed maneuvers are included and only engine type (ICE or HE) is considered. This likelihood of pedestrian crashes of HE vehicles is approximately 50 percent higher if only low-speed maneuvers are considered.


TRAFFIC SAFETY FACTS
Research Note
Updated Analysis of Pedestrian and Pedalcyclist Crashes With Hybrid Vehicles

Pinellas County Major Road Network



YEAR 2017
(thru April 3rd)

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
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WDH 4-4-17
Project GIS File fatals17
Parent GIS File fatals17
Depicting GIS File - fatals17
Joined File - none

CRASHES	DATAID	ROADWAY	LOCATION	DESC	DATE	FATAL
1	004F17	5TH AVE N	34TH ST N	MC	1/17/2017	1
1	005F17	113TH ST N	9000 BLOCK	MC	1/19/2017	1
1	008F17	COURT ST	CHESTNUT ST	MC	1/27/2017	1
1	010F17	SR688 | WALSINGHAM RD	137TH ST	MC	1/31/2017	2
1	022F17	GANDY BLVD	GRAND AVE	MC	3/12/2017	1
1	030F17	62ND AVE N	1400 BLOCK	MC	3/16/2017	1
1	025F17	ALT 19 HWY | TYRONE BLVD	33RD AVE N	MC	3/20/2017	1
1	026F17	US 19 HWY	PINE RIDGE WAY S	MC	3/23/2017	1
1	027F17	PASADENA AVE	JUST W OF SHORE DR	MC	3/25/2017	1
1	014F17	PASADENA AVE S	SHORE DR	MED	2/12/2017	1
1	002F17	42ND AVE N	4TH ST N	PED	1/9/2017	1
1	003F17	49TH ST N	3500 BLOCK	PED	1/9/2017	1
1	009F17	US 19 HWY	S OF TAMPA RD	PED	1/25/2017	1
1	011F17	GULF BLVD	JUST N OF 13OTH AVE	PED	2/8/2017	1
1	012F17	49TH ST N	JUST S OF 47TH AVE N	PED	2/9/2017	1
1	019F17	GANDY BLVD	E OF 4TH ST N	PED	3/2/2017	1
1	024F17	US 19 HWY	SR688 | ULMERTON RD	PED	3/17/2017	1
1	023F17	54TH AVE N	DR MARTIN LUTHER KING ST N	PED	3/20/2017	1
1	028F17	66TH ST N	126TH AVE N	PED	3/29/2017	1
1	001F17	US19 HWY	ROYAL BLVD	VEH	1/4/2017	1
1	017F17	US ALT 19 | SEMINOLE BLVD	102ND AVE N (delayed fatality)	VEH	1/5/2017	1
1	006F17	I-375	WB EXIT RAMP TO I-275	VEH	1/25/2017	1
1	007F17	SNELL ISLE BLVD NE	NB AT CURVE	VEH	1/25/2017	1
1	018F17	GULF-TO-BAY BLVD	OLD COACHMAN RD	VEH	2/4/2017	1
1	013F17	EASTLAKE RD	KEYSTONE RD	VEH	2/16/2017	1
1	015F17	58TH ST N	62ND AVE N	VEH	2/18/2017	1
1	016F17	SR686 | ROOSEVELT BLVD	62ND ST N	VEH	2/21/2017	1
1	029F17	COURTNEY CAMPBELL CSWY	DAMASCUS RD	VEH	3/4/2017	1
1	021F17	38TH AVE N	I-275 NB ON-RAMP	VEH	3/10/2017	1
1	020F17	CR611 | McMULLEN BOOTH RD	CURLEW RD	VEH	3/11/2017	1

PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities

thru April 3, 2017

31 FATALITIES INCLUDING MEDICALS

30 FATALITIES EXCLUDING MEDICALS

30 CRASHES (fatal) INCLUDING MEDICALS

29 CRASHES (fatal) EXCLUDING MEDICALS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

11 AUTO-VEHICLE FATALITIES

36.7% **(medical crashes not included)**

11 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

10 MOTORCYCLE FATALITIES

33.3% of all traffic fatalities

9 MOTORCYCLE CRASHES (fatal)

0 BICYCLE FATALITIES

0.0% of all traffic fatalities

0 BICYCLE CRASHES (fatal)

9 PEDESTRIAN FATALITIES

30.0% of all traffic fatalities (includes other small modes)

9 PEDESTRIAN CRASHES (fatal)

19 VULNERABLE USER FATALITIES

18 VULNERABLE USER CRASHES (fatal)

63.3% Vulnerable/total fatalities

(medical crashes not included)

NOTE

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

Forward Pinellas