



BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING AGENDA

April 16, 2018 – 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. **PUBLIC COMMENTS** – *Please limit your comments to 3 minutes.* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – March 19, 2018** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – April 11, 2018** (8:45 – 8:50)
5. **DEVELOPING KEY MESSAGES FOR PEDESTRIANS, BICYCLISTS & MOTORISTS** (8:50 – 9:05)
6. **HEALTH IN ALL POLICIES** (9:05 – 9:15)
7. **BIKE YOUR CITY 2018** (9:15 – 9:25)
8. **BPAC BYLAWS UPDATE** (9:25 – 9:30)
9. **SPOTlight EMPHASIS AREAS UPDATE** (9:30 – 9:40)
 - A Vision for U.S. Highway 19 Corridor
 - Gateway Area Master Plan
 - Enhancing Beach Community Access
10. **BPAC BUSINESS** (9:40 – 10:00)
 - A. Tri-County BPAC Meeting, May 23, 2018
 - B. Pedestrian Activation at Intersections
 - C. Florida Bicycle Association (FBA)
 - D. Pinellas Trails, Inc.
11. **AGENCY REPORTS** (10:00 – 10:20)
12. **OTHER BUSINESS** (10:20 – 10:30)
 - A. Membership
 - B. Correspondence, Publications, Articles of Interest
 - C. Suggestions for Future Agenda Topics
 - D. Other
13. **ADJOURNMENT** (10:30)

BIKE YOUR CITY EVENT – MAY 18, 2018

NEXT BPAC MEETING – MAY 21, 2018

TRI-COUNTY BPAC MEETING – MAY 23, 2018

Brooker Creek Preserve Environmental Center, 3940 Keystone Road, Tarpon Springs, FL 34688

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 16, 2018

3. Approval of Minutes



SUMMARY

The meeting summary for the March 19, 2018 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – March 19, 2018

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
March 19, 2018**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on March 19, 2018 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

BPAC Members Present

Brian Smith, Chairman
Becky Afonso, Vice Chair
Daniel Alejandro
Julie Bond
Dr. Lynn Bosco
Lucas Cruse
Deputy Eric Gibson
Katrina Gordon
Scott Daniels
Byron Hall
Chip Haynes
Edward Hawkes
Charlie Johnson
Paul Kurtz
Jacob Labutka
Steve Lasky
Quinn Lundquist
Charles Martin
Jeff Morrow
Ron Rasmussen
Joan Rice (*for Casey Morse*)
Annette Sala
Michael Siebel
Bert Valery
Jim Wedlake
Georgia Wildrick

At Large Citizen Representative
North County Citizen Representative, Oldsmar
Largo Citizen Representative
CUTR
At Large Citizen Representative
St. Petersburg Bicycle Pedestrian Coordinator
Pinellas County Sheriff's Office
City of Largo
Pinellas Trails, Inc.
Pinellas Park Citizen Representative
Clearwater Citizen Representative
At Large Citizen Representative
St. Petersburg Citizen Representative
At Large Citizen Representative
PSTA
At Large Citizen Representative
Department of Health – Pinellas County
Dunedin Citizen Representative
St. Petersburg Citizen Representative
Pinellas Park Citizen Representative
Pinellas County Public Works Traffic
At Large Citizen Representative
At Large Citizen Representative
North Beaches Citizen Representative
Seminole Citizen Representative
Largo Citizen Representative

BPAC Members Absent

Kimberly Cooper
Win Dermody
Felicia Donnelly
Tom Ferraro
Lyle Fowler
Anthony Matonti
Tom McGinty
Rachelle Webb
Robert Yunk

St. Petersburg Citizen Representative
Clearwater Citizen Representative
City of Oldsmar
North County Citizen Representative
PC Parks & Conservation Resources (PCR)
TBARTA
Pinellas County School System Representative
Safe Routes to School
At Large Citizen Representative

Others Present

Christopher Speese
John Kenty
Alan Johnson
Bill Dye
Bob Young
Ron Matuska
Jim Bumiller
Paul Jackson
Dr. Jan Hirschfield
Eliana Aguilar

FDOT D7 Bicycle Pedestrian Coordinator
HW Lochner, Inc.
Mayor, City of St. Pete Beach
Citizen, Auxiliary Ranger
Citizen, Auxiliary Ranger
Citizen, Dunedin
Citizen, Seminole
Citizen, Largo
Pinellas Trails, Inc.
Department of Health – Pinellas County

Rodney Chatman
Whit Blanton
Susan Miller
Maria Kelly

Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
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. and the attendees introduced themselves.

2. PUBLIC COMMENTS

No public comments were offered.

3. APPROVAL OF MINUTES

The summary from February 26, 2018 BPAC meeting was approved as provided.

4. FORWARD PINELLAS ACTIONS

Mr. Rodney Chatman, Forward Pinellas Division Manager, reviewed the actions from the Forward Pinellas Board's March 14, 2018 meeting. The Forward Pinellas Board approved a Transportation Improvement Program (TIP) Amendment adopting Annual Performance Targets for defined safety measures. Adopted performance measures and targets are required to be incorporated into the TIP document and are mandated by the Federal Highway Administration (FHWA). Of the five targets, one target relates to bicycle and pedestrian safety. The Board adopted a target that would result in a 9.95% decrease in the number of fatalities/serious injury of bicyclist and pedestrians. The Board also presented awards for two grant programs. The City of St. Petersburg and Pinellas County were awarded \$25,000 each of the Planning and Place Making Grant. For Complete Streets Grant Program, the City of Dunedin was awarded the Concept Planning Grant and the City of Oldsmar and the City of Largo were both awarded the Construction Grants. The executive director noted that Forward Pinellas is beginning work on a scope of services to explore alternatives and possibilities for the I-175 & I-375 spurs in downtown St. Petersburg in partnership with FDOT and the City of St. Petersburg.

The next item was taken out of order.

5. FDOT U.S. HIGHWAY 19 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

Mr. John Kenty with HW Lochner, Inc. shared a presentation and update on the U.S. Highway 19 PD & E Study. To be eligible for future federal funding, an update of the 1990 PD & E Study was needed for U.S. Highway 19, from 70th Avenue N. to 118th Avenue N. The purpose of the project is to improve mobility along the corridor and identify improvements to the interchange at U.S. Highway 19 and Gandy Boulevard. Pedestrian features will be improved with this project, including a two-stage pedestrian crossing just north of the Gandy interchange. The presentation was well received and discussion followed with questions taken and appropriately answered.

6. BIKE YOUR CITY

Ms. Susan Miller, Forward Pinellas staff, announced the location to the 2nd Annual Bike Your City event to celebrate National Bicycle Month. St. Pete Beach will host this year's Bike Your City Event on May 18, 2018, beginning at the St. Pete Beach Recreation Center. Mayor Alan Johnson joined us and expressed his thanks and enthusiasm for holding the event in St. Pete Beach. The event kicks off at 8:00 am; there will be vendors and refreshments, so come early. Discussion followed with questions taken and appropriately answered. Ms. Miller mentioned that the City of Largo has agreed to partner with Forward Pinellas for the Bike Your City 2019 event.

7. SPOTLIGHT EMPHASIS AREAS UPDATE

Mr. Chatman updated the committee on SPOTlight areas. He shared information about the Gateway Master Plan kick-off event in early March, with the funding partners and other involved agencies. More information will be forthcoming. With Enhancing Beach Access, we continue to focus on water borne transportation options. For the Vision for the U.S. Highway 19 Corridor, we are currently wrapping up two market studies in Tarpon Springs and Largo, looking primarily at the best uses of the properties along those areas. There is a regional effort underway called the Regional Transit Feasibility Plan, designed to look at options for catalytic regional transit projects that would span between all three counties. One of the top projects was the bus rapid transit project from downtown St. Petersburg to Wesley Chapel.

Mr. Bert Valery, North Beaches Citizen Representative, requested information regarding refreshing the pavement coloring

for the sidewalk and bicycle portion on Gulf Boulevard from Walsingham Road to Park Boulevard. Mr. Christopher Speese, FDOT D7 Public Involvement & Bicycle Pedestrian Coordinator stated he would look into the request and respond. Ms. Joan Rice, Pinellas County Public Works Traffic, shared that there may be some construction along Gulf Boulevard, extending the time frame for the painting to be done, upon completion of the construction work.

8. BPAC BUSINESS

A. Gulf Coast Safe Streets Summit Overview

Mr. Chatman gave a recap on the Gulf Coast Safe Streets Summit held on February 27th. He thanked Ms. Julie Bond with CUTR for being one of the many partners who hosted this event. Chairman Smith and Ms. Bond also shared comments with the committee. The summit provided a regional approach to prioritize the Complete Streets initiative throughout the local jurisdictions along the Gulf Coast of Florida.

B. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso, gave a brief update on the FBA. With the closing of the legislature session, the “texting as a primary offense” and the “move over” laws did not pass the Senate. The House support these measures, however there is “a handheld device ban” coming down the pipeline which would incorporate “texting as a primary offense.” She will continue her legislative work during the off session and update the BPAC. She thanked Forward Pinellas for the Vision Zero Hero award.

C. Pinellas Trails Inc.

Mr. Scott Daniels, newly elected president of Pinellas Trails, Inc., provided a brief update, and announced that Pinellas Trails Inc. is celebrating 30 years of support for the Trail. Auxiliary Rangers were honored at the Appreciation Picnic held this past weekend, where Chairman Smith and Vice Chair Afonso were guest speakers. Mr. Daniels added that two additional benches were dedicated.

9. AGENCY REPORTS

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

Ms. Rice provided an update for the Pinellas Trail North Gap from Enterprise overpass to Chesnut Sr. Park, announcing a kick-off meeting on March 28th at 2:00pm, in the conference room at the Public Works Building. The section from Sunset Point to S.R. 590 is schedule for construction on or about November 2018. Regarding the Gulf Boulevard Bicycle Pedestrian Safety Study report from the consultants, the data collection has been completed. In general, the PM volumes were higher in the afternoon than in the morning and the PM peak hours were between 3 and 4 pm and 6 and 7 pm.

Mr. Ed Hawkes, At Large Citizen Representative stated that from Sunset Point over to the Enterprise overpass, there are no benches and nowhere to sit. He requested benches be installed at the bridge. Ms. Rice will look into this.

• Clearwater Bicycle Pedestrian Program

No one from the City was available to provide an update to BPAC.

• Largo Bicycle Pedestrian Program

Ms. Katrina Gordon, City of Largo, stated there were no changes since last month, but added that construction for the pedestrian bridge off of 4th Avenue NW off of Clearwater/Largo Road will begin soon.

• St. Petersburg Bicycle Pedestrian Program

Mr. Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator, updated the committee on several projects with the City. Bike to Work Day, March 16th, went smoothly. The concentration right now is the Complete Streets Implementation Plan, and the last part of the plan is going to the Housing, Land Use and Transportation Council on April 26th. The Mayor’s BPAC meeting is scheduled for the third Wednesday of the month and everyone is invited.

• FDOT District 7 Updates

Mr. Speese shared a couple of updates with the committee. Starkey Gap in Pasco County is scheduled for construction in May; design work for the Courtney Campbell Trail Overpass is expected to be completed by the end of the year; the preferred trail connection for the Howard Frankland Bridge to 4th Street, identified by the BPAC last month, is generally believed to be the best alternative at this point. Mr. Speese will continue to bring updates to the committee.

Dr. Lynn Bosco, At Large Citizen Representative, shared a concern with having bike lanes on busy highways, citing the excessive noise and trash being swept into the bike lanes. She suggested researching ways to mitigate noise and reduce trash during the design phase.

Mr. Speese followed up with the Safe Routes to School (SRTS) coordinator, Ginger Regalado, regarding funding for the SRTS program. Mr. Speese gave a brief summary of how Safe Routes to School came to be through different funding sources. Highway Safety Improvement Program (HSP) set aside infrastructure and non-infrastructure funds until the federal government required HSP funds needed to focus on infrastructure projects. Education, or non-infrastructure funds were reduced.

Mr. Cruse stated that the funding had been cut to the Safe Routes to School program, which reduced education programs in schools, without public consensus. Mr. Cruse made a motion to ask FDOT to explore the funding cuts and funding alternatives and give a presentation to the committee. The motion:

“Move that we request that FDOT provide a formal presentation outlining the funding for safe routes to school, how the program evolved and how it got to where it is, with specific information about the public noticing that happened with the decisions to scale back the program and with some information about how the program could be reinstated to provide the actual education for schools.”

The motion was seconded by Mr. Steven Lasky, At Large Citizen Representative, and passed unanimously.

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

The next meeting is scheduled for Tuesday, April 10, 2018 at the Emergency Service Center off Ulmerton. The public is invited.

10. OTHER BUSINESS

A. Membership

There continues to be one vacancy on the BPAC membership for a South Beaches Citizen Representative. Chairman Smith asked Mayor Johnson if he would be interested in filling this vacancy, and received some positive response.

A query was made as to the Clearwater vacancy on the agency side of the membership. Ms. Miller shared that the City of Clearwater will be coming in to share a presentation on their Bike/Ped program, and we could address this query then.

B. Correspondence, Publications, Articles of Interest

There were no comments regarding the information included in the agenda packet.

C. Suggestions for Future Agenda Topics

Mr. Valery requested Ms. Afonso review the legislative process and what happens on the hill during a legislative session. Mr. Cruse also suggested a presentation on See-Click-Fix.

D. Other

Chairman Smith shared that the City of Dunedin has now been recognized as Florida's first "Trail Town" by the Florida Greenways and Trails Council under the Department of Environmental Protection (DEP). The goal of the Florida Trail Town program is to acknowledge successful trail communities. A ribbon cutting ceremony is planned for on Thursday, April 19th at 4:30 pm. Invitations were distributed to those in attendance, and will be sent via email.

Mr. Bob Young, citizen and Auxiliary Ranger, shared that the Pinellas Trail would be featured on a You-Tube segment of the Path Peddler. Visit pathpeddler.com and check out the featured videos.

Dr. Bosco asked if the parking areas could be noted on the Trail website. Ms. Miller explained that the parking areas are noted on the Forward Pinellas' GIS map. She then inquired as to the necessity of pedestrian actuated buttons at intersections along the Pinellas Trail.

Mr. Daniels confirmed to Chairman Smith that Pinellas Trails, Inc. does has a map of the existing trails in Pinellas County on its website.

Mr. Daniel Alejandro, Largo Citizen Representative, asked that the pedestrian crossing concerns at the Highland Avenue/Rosery Road traffic signal be included in the meeting minutes. He would suggest extending the red signal phase to allow pedestrians to safely cross the street.

Mr. Quinn Lundquist, Department of Health – Pinellas County, announced that the Department of Health has initiated

Health Impact Assessments (HIA) as an active role in transportation and land use planning. HIA evaluate both positive and negative health consequences of future land use and transportation projects. The evaluations go beyond recreation and physical activity to include air quality, access to schools and employment opportunities that impact future health. He offered to present this program to the BPAC.

Mr. Paul Jackson, citizen, addressed the committee regarding bicycle safety concerns on Gulf Boulevard. He expressed his frustration about the paved and colorized bicycle lanes north of Walsingham were not true bicycle lanes, and that there was no enforcement of the 3-foot law. He added that the facilities were inadequate and added to conflicts between motorists and bicyclists. Mr. Jackson mentioned a bicycle lane sign that was incorrectly placed on Gulf Boulevard in Belleair Beach, and that it needed to be removed.

Mr. Hawkes asked about an update on the Orange Street overpass. Ms. Rice said the spans are currently being fabricated off site and should be ready by October, but the formal completion date is December 2018.

11. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:30 a.m. The next BPAC meeting is scheduled for Monday, April 16, 2018.

Bicycle Pedestrian Advisory Committee – April 16, 2018

4. Forward Pinellas Executive Summary – April 11, 2018



SUMMARY

The April 11, 2018 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 11, 2018 – will be distributed at the meeting

ACTION: None Required, Informational Item Only

Bicycle Pedestrian Advisory Committee – April 16, 2018
5. Developing Key Messages for Pedestrians, Bicyclists and Motorists along High Traffic Crash Corridors



SUMMARY

The Center for Urban Transportation Research, CUTR, recently completed research designed to develop social marketing campaign strategies to reduce pedestrian and bicyclist crashes on three high volume, high crash corridors in Tampa Bay. Behavioral focus areas included increasing: motorist yielding at crosswalks, pedestrian crosswalk usage, and bicycle light usage.

Formative research including observations, in-depth interviews with pedestrians and bicyclists, and focus groups with motorists informed the development of campaign concepts for each audience. Additional focus groups and interviews were used to narrow concepts, pretest draft materials and messages, and pilot test campaign strategies.

Motorists preferred a positive message, clear call to action, and realistic benefits such as mutual respect. The resulting campaign highlighted a “this road is for everyone” theme with specific calls to action such as stop before turning right on red.

Pedestrians were knowledgeable of “jaywalking” laws but felt crosswalks were not conveniently located. The strategy involved an interactive, incentive-based intervention partnering with local businesses to encourage crosswalk usage.

The majority of bicyclists rode at night without lights and stated cost as a barrier. The strategy involved pop-up bicycle light distribution events providing free, good quality lights and installation assistance.

The findings of this research guided the development of specifically tailored campaign strategies for each priority audience. A comprehensive approach is imperative to reduce the number of traffic crashes involving pedestrians and bicyclists.

Please welcome Ms. Julie Bond, Senior Research Associate with CUTR, as she presents information regarding developing key messages to change specific behaviors of both non-motorized and motorized transportation users.

ATTACHMENT(S): None

ACTION: None Required, Information Item Only

SUMMARY

Health in All Policies (HiAP) is a collaborative approach that integrates health considerations into policymaking across various sectors to improve the health of all communities and people. HiAP recognizes that health is created by a multitude of factors beyond healthcare and typically beyond the scope of traditional public health activities. Policies made by local leaders directly impact the physical and social environment, including food access, housing, transportation, public safety, education, sustainability, land use, open space and parkland, air and water quality, criminal justice and economic development.

The HiAP approach provides one way to achieve public health goals and enhance the potential for state, territorial, and local health departments to improve health outcomes. The HiAP approach may also be effective in identifying gaps in evidence and achieving health equity.

Please welcome Mr. Quinn Lundquist, Planning & Partnerships Manager for the Division of Community Health & Performance Management, Department of Health in Pinellas, as he presents information regarding Health in All Policies.

ATTACHMENT(S): Health in All Policies Factsheet

ACTION: None Required, Information Item Only

HEALTH IN ALL POLICIES FACT SHEET FOR LOCAL GOVERNMENT

What is Health in All Policies (HiAP)?



HiAP is a **strategy to ensure that leaders are informed about the health consequences of various policy options**. It encourages leaders to consider these consequences – alongside other important factors such as fiscal or environmental impact – when creating policies that affect the community.

Why is HiAP important?

HiAP acknowledges that **social determinants of health** — conditions in the environments where people are born, live, learn, work, play, and age – have a profound effect on how healthy we will be over the course of our lives.



HiAP is cost-effective and evidence-based. Creating an environment that promotes health improves mental and physical wellbeing of residents. For every dollar spent on prevention, there is a five-to-one return on investment.

HiAP allows local government to formally acknowledge that their decisions about issues like **food access, housing, transportation, public safety, education, sustainability, land use, parks, air and water quality, criminal justice, and economic development**, have a direct impact on health.

How do we make it happen?

HiAP works best when incorporated into policy. Leaders might choose to adopt a resolution, ordinance, or proclamation that includes some or all of the following:



- **A recognition of the ways that policy decisions affect health and wellbeing**
- **A commitment to use the HiAP approach** to improve community health and reduce health inequities, ideally by dedicating funding to a HiAP staff person or project
- **The establishment of an interagency or interdepartmental HiAP task force**
- **A method for monitoring HiAP recommendations.** This may include tracking “non-health” data like tree canopy assessments, sidewalk inventories, graduation rates, and crime statistics, as well as assessing more traditional measures like policy outcomes (have health considerations explicitly been included into policy documents?) and organizational change (how have health experts been consulted on policy decisions?).

Bicycle Pedestrian Advisory Committee – April 16, 2018

7. Bike Your City Save the Date 2018



SUMMARY

Forward Pinellas will celebrate National Bike Month with our second annual Bike Your City event. This year, the event will be held in St. Pete Beach on Friday, May 18th, which is also Bike to Work Day. Plans for this year's event will include registration, along with a "meet & greet", and time to enjoy light refreshments before the ride. A bike ride will be led by the Forward Pinellas Executive Director and traffic control will be provided by the Pinellas County Sheriff's Office.

Everyone will meet at the St. Pete Beach Recreation Center at 7701 Boca Ciega Drive, beginning at 7:30 am. We will have access to restrooms at this location, and displays with free promotional items and safety information. The bike ride around beautiful St. Pete Beach will start at 8 am after opening remarks from local elected officials.

ATTACHMENT(S): Save the Date – Bike Your City 2018

ACTION: None Required, Informational Item Only

Save the DATE
May 18, 2018
8:00 am



Join us for a bike ride around St. Pete Beach!

TO CELEBRATE

National Bike Month and Bike to Work Day

*Meet at St. Pete Beach Recreation Center,
7701 Boca Ciega Drive.*

Light refreshments will be provided.

Contact 727.464.8250 for more information

**BIKE
YOUR
CITY**



Bicycle Pedestrian Advisory Committee – April 16, 2018

8. BPAC Bylaws Update



SUMMARY

Forward Pinellas' Bicycle Pedestrian Advisory Committee (BPAC) operates under approved bylaws with regard to mission, responsibilities, meeting schedules and membership. The bylaws, last approved October 2017, specifies there are 23 citizen representatives, and 13 technical representatives with voting privileges. There are also two (2) non-voting positions, held by one FDOT and one Parks and Conservation Resources (PCR) representative.

Section 3:A.1. outlines the membership distribution, geographic areas and number of technical representatives. Technical representatives are defined as someone who has special knowledge, either academic or practical, related to traffic engineering, public works, parks, operations, or other technical disciplines applicable to the work of the BPAC. The current list of technical representatives include Pinellas County Public Works Department; Pinellas County Planning Department, the Pinellas Suncoast Transit Authority (PSTA); the cities of Clearwater, St. Petersburg, Largo, and Oldsmar; the Pinellas County School District; the Tampa Bay Area Regional Transit Authority (TBARTA); Department of Health; Pinellas Trails, Inc., Center for Urban Transportation Research (CUTR); and Safe Routes to School.

Forward Pinellas has received a request from the City of Pinellas Park for a voting position on the BPAC. Upon review of the BPAC attendance records, TBARTA, listed as a voting members, has not sent a representative to a meeting since March 2017.

At this time, the BPAC may review the bylaws and discuss voting privileges and member responsibilities. The bylaws are attached for your information.

ATTACHMENT(S): BPAC Bylaws

ACTION: Approve Amendments to Technical Representatives

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE
BYLAWS**

Adopted:
March 12, 2014

Amended:
April 9, 2014

Amended:
June 10, 2015

Amended:
October 11, 2017

Pinellas Park and Mid County	2
Largo Area	2
North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor)	2
At Large	7
Seminole Area	1
Beach Communities (North/South)	2

2. As many as eleven (11) technical representatives recommended by the Forward Pinellas Board to include representatives from the Pinellas County Public Works Department; Pinellas County Planning Department, the Pinellas Suncoast Transit Authority (PSTA); the cities of Clearwater, St. Petersburg, Largo, and Oldsmar; the Pinellas County School District; the Tampa Bay Area Regional Transit Authority (TBARTA); Department of Health; Pinellas Trails, Inc., Center for Urban Transportation Research (CUTR); and Safe Routes to School. "Technical Representative" is defined as a person who possesses either academic, practical, or both types of special knowledge related to the profession of traffic engineering, public works, parks operations, or other recognized technical disciplines applicable to the work of the BPAC.
3. One (1) Pinellas County Sheriff's Department representative and one (1) representative from local municipal police department totaling no more than two (2) are invited to serve as voting members of the BPAC.

The non-voting technical support membership will be as follows:

The FDOT and Pinellas County Parks & Conservation Resources representatives will be considered as non-voting technical support.

- B. Each (voting) member shall have one vote.
- C. If a representative moves out of the area he/she represents, that representative may serve until the end of the current year, at which time his/her replacement will be appointed. If the former representative wishes to continue serving on the BPAC, he/she may serve as an "At Large" representative after appointment by Forward Pinellas if one or more of the "At Large" memberships is vacant.
- D. Terms of appointment shall be until member resignation or until membership is withdrawn by Forward Pinellas. A member having three or more consecutive absences or five or more absences during a twelve-month period shall require reconfirmation by Forward Pinellas or membership shall be terminated. BPAC member attendance will be reviewed on a continuing basis.

SECTION 4: OFFICERS AND DUTIES

The BPAC shall have two officers, the Chairperson and Vice Chairperson, who shall be voting members.

- A. Officer elections shall take place at the last regularly-scheduled meeting of each calendar year. Any member may nominate a voting member to be an officer. Such nominations shall not be made without agreement of the nominee(s) to serve, if elected.
- B. All elections shall be by the majority vote of BPAC members present, except write-in votes may be accepted by the Forward Pinellas staff prior to the meeting at which the election will be held. The Chairperson and Vice Chairperson shall hold office until his/her successors are elected.
- C. The Chairperson shall:
 1. Preside at and conduct all meetings.
 2. Approve BPAC correspondence and information releases.
 3. Approve the agenda, with any modifications, prior to any scheduled meeting.
 4. Serve as a liaison between the BPAC and Forward Pinellas whenever the need arises.
 5. Cancel or postpone a regular or special meeting if circumstances warrant it and, if necessary, set a new date, time, and place for the meeting.
- D. The Chairperson may create subcommittees and task teams and appoint their chairpersons and members.
- E. The Vice Chairperson shall, during the absence or inability of the Chairperson to serve, have and exercise all the duties and powers of the Chairperson. The Vice Chairperson shall also perform such other duties as may be assigned by the Chairperson.
- F. If both the Chairperson and Vice Chairperson are absent from a meeting, a temporary Chairperson shall be provided by majority vote of the members present.
- G. Any vacancy in office created by resignation or replacement of an officer shall be filled by a majority vote of members present at the next regular meeting. The officer so elected shall fill the remainder of the unexpired term of the vacant office.

SECTION 5: MEETINGS

- A. The business year for the BPAC will run from January through December of each calendar year. The BPAC shall conduct regular monthly meetings at a date, time, and place acceptable to a majority of the membership. Due to certain holidays, summer vacation schedules, and possible schedule conflicts, several meetings during the calendar year will be cancelled.

- A seven (7) day notice shall be given for any such changes to the regular meeting schedule.
- B. The Chairperson may call emergency or special meetings when deemed necessary. Emergency or special meetings may be called with a minimum of one (1) day notice, indicating the reason for the meeting. The notice for emergency or special meetings may be conducted by means of electronic communication.
 - C. The Forward Pinellas staff shall prepare agendas prior to all meetings. Hard copies of the agendas, including the minutes of the previous meeting, should be sent to the members approximately five (5) days prior to any regular meeting. The members will also receive, via e-mail, a link that will allow them to view the agenda, reports, studies, or other Committee notices on the Forward Pinellas website. Members may place items on the agenda with approval of the Chairperson.
 - D. An item requiring action may be brought before the BPAC by any member with the Chairperson's approval, even though it is not on the agenda. The Chairperson shall decide if action is to be taken at that meeting or at a subsequent meeting.
 - E. A quorum shall consist of one-third of the appointed voting membership and shall be required for conducting f all official business.
 - F. All meetings will be open to the public. Public participation shall be allowed at the discretion of the Chairperson.

SECTION 6: FORWARD PINELLAS CONFLICT OF INTEREST POLICY

- A. Conflicts of Interest
 - 1. Voting Conflicts

If a member of the BPAC declares a voting conflict pursuant to Section 112.3143, Florida Statutes on a matter before Forward Pinellas or its advisory committees, that member may no longer participate in that matter before Forward Pinellas and local government board that has a member of Forward Pinellas on it, or any other committee of the Forward Pinellas organization. For the purposes of this subsection, the term “participate” means any attempt to influence the decision by oral or written communication, whether made by the member of Forward Pinellas or its advisory committee or at the member’s direction.

In the event a member has a conflict of interest, he/she is required to complete Form 8B – Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers and turn it into the Forward Pinellas staff for insertion in the minutes of the meeting where said conflict existed, in compliance with Section 112.3143, Florida Statutes.

- 2. Lobbying Policy

Lobbying of evaluation committee members, the Forward Pinellas staff, or elected officials regarding Requests for Proposals, Requests for Qualifications, bids, or contracts during the pendency of bid protest by the bidder/proposer/protector, or any member of the bidder’s/proposer’s/protector’s staff, an agent of the bidder/proposer/protector, or any person employed by the legal entity affiliated with or representing an organization that is responding to the Requests for Proposal, Requests for Qualification, bid or contract, or has a pending bid protest is strictly prohibited either upon advertisement or on a date established by Forward Pinellas and shall be prohibited until either an award is final or the protest is finally resolved by the Forward Pinellas Board or Executive Director, provided, however, nothing herein shall prohibit a prospective bidder/proposer from contacting the Forward Pinellas staff to address situations such as clarification and/or questions related to the procurement process. For purposes of this provision, lobbying activities shall include but not be limited to influencing or attempting to influence action or non-action in connection with any Requests for Proposals, Requests for Qualifications, bid or contract through direct or indirect oral or written communication or an attempt to obtain goodwill of persons and/or entities specified in this provision. Such action may cause any Requests for Proposals, Requests for Qualifications, bid, or contract to be rejected.

SECTION 7: AMENDMENTS

These Bylaws may be amended by Forward Pinellas based on a recommendation and affirmative vote of a majority of the voting members of the BPAC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) days before it is to be voted on. All proposed amendments shall be voted on at regular meetings; however, the Forward Pinellas staff may accept write-in votes prior to the meeting.

9. 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

10A.-D. BPAC Business

A. Tri-County BPAC May 23, 2018 Meeting

The Tri-County Bicycle Pedestrian Advisory Committee (BPAC) will be meeting on Wednesday, May 23, 2018. Forward Pinellas BPAC will host this meeting at the Brooker Creek Preserve Environmental Education Center, 3940 Keystone Road in Tarpon Springs. The meeting will begin at 6 pm. A relaxed-speed bike tour will leave the Education Center at 4:30 pm for those interested and return before the meeting begins. Bike tour participants can experience nature as the Coast-to-Coast Connector Trail links the Pinellas Trail to the statewide network through sections of the Brooker Creek Preserve.

Please consider attending the Tri-County BPAC on Wednesday evening, May 23rd at 6 pm. The draft agenda is attached for your information.

ATTACHMENT(S): Draft Tri-County BPAC Agenda May 23, 2018

ACTION: None Required, Informational Item Only

B. Pedestrian Activation at Intersections

At the March BPAC meeting, members requested additional information regarding pedestrian signals, pedestrian activation and actuation. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) documents the guidelines and standards by which all signs, signals, pavement markings, and other roadway features communicate to drivers along America's road system, including pedestrian safety devices. A sample of the Chapter 4E. Pedestrian Control Features, MUTCD is attached for your information. The Committee will continue with a discussion of applicable pedestrian features.

ATTACHMENT(S): MUTCD Chapter 4E Introduction

ACTION: None Required, Informational Item Only

C. 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.

D. Pinellas Trails, Inc.

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



**TRI-COUNTY
BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)
HILLSBOROUGH, PASCO AND PINELLAS COUNTIES**

Wednesday, May 23, 2018, 6:00 PM – 7:30 PM

Brooker Creek Preserve Environmental Education Center, 3940 Keystone Road,
Tarpon Springs, FL 34688

Please join us for a Bike Ride before the meeting. **Meet** at the Education Center for ride at 4 pm (**WILL LEAVE BY 4:30 PM**), return by 5:45 p.m. **Meeting begins at 6:00 pm.**

AGENDA

1. **CALL TO ORDER & INTRODUCTIONS**
2. **PUBLIC COMMENT** (*Limit to 3 minutes, please*)
3. **APPROVAL OF TRI-COUNTY BPAC MEETING SUMMARY** – January 24, 2018
4. **PRESENTATION – Safety Harbor Walkability Audit**
Rodney S. Chatman, Planning Division Manager, Forward Pinellas
5. **PRESENTATION – SUN Trails Program**
Brian K. Smith, Florida Greenways & Trails Foundation, FGTF
6. **PRESENTATION – St. Petersburg Bicycle Pedestrian Program**
Lucas Cruse, St. Petersburg Bicycle Pedestrian Coordinator
7. **FLORIDA BICYCLE ASSOCIATION**
Becky Alfonso, FBA Executive Director
8. **ROUNDTABLE UPDATES**
 - A. Pinellas Bicycle Pedestrian Program – Forward Pinellas
 - B. Hillsborough County – Hillsborough MPO
 - C. Pasco County – Pasco MPO
 - D. FDOT – Christopher Speese, FDOT
9. **NEW BUSINESS | OLD BUSINESS**
10. **NEXT TRI-COUNTY BPAC MEETING – September 26, 2018** (Host: Pasco BPAC)
11. **ADJOURNMENT**

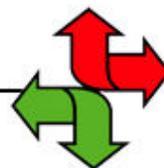
NEXT TRI-COUNTY BPAC MEETING: Wednesday, September 26, 2018

Pasco County BPAC to host (location TBD)

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.

Manual on Uniform Traffic Control Devices (MUTCD)



2009 Edition Chapter 4E. Pedestrian Control Features

Section 4E.01 Pedestrian Signal Heads

Support:

01 Pedestrian signal heads provide special types of traffic signal indications exclusively intended for controlling pedestrian traffic. These signal indications consist of the illuminated symbols of a WALKING PERSON (symbolizing WALK) and an UPRAISED HAND (symbolizing DONT WALK).

Guidance:

02 Engineering judgment should determine the need for separate pedestrian signal heads (see [Section 4D.03](#)) and accessible pedestrian signals (see [Section 4E.09](#)).

Support:

03 [Chapter 4F](#) contains information regarding the use of pedestrian hybrid beacons and [Chapter 4N](#) contains information regarding the use of In-Roadway Warning Lights at unsignalized marked crosswalks.

Section 4E.02 Meaning of Pedestrian Signal Head Indications

Standard:

01 Pedestrian signal head indications shall have the following meanings:

- A. A steady WALKING PERSON (symbolizing WALK) signal indication means that a pedestrian facing the signal indication is permitted to start to cross the roadway in the direction of the signal indication, possibly in conflict with turning vehicles. The pedestrian shall yield the right-of-way to vehicles lawfully within the intersection at the time that the WALKING PERSON (symbolizing WALK) signal indication is first shown.
- B. A flashing UPRAISED HAND (symbolizing DONT WALK) signal indication means that a pedestrian shall not start to cross the roadway in the direction of the signal indication, but that any pedestrian who has already started to cross on a steady WALKING PERSON (symbolizing WALK) signal indication shall proceed to the far side of the traveled way of the street or highway, unless otherwise directed by a traffic control device to proceed only to the median of a divided highway or only to some other island or pedestrian refuge area.
- C. A steady UPRAISED HAND (symbolizing DONT WALK) signal indication means that a pedestrian shall not enter the roadway in the direction of the signal indication.
- D. A flashing WALKING PERSON (symbolizing WALK) signal indication has no meaning and shall not be used.

11. 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.

- Pinellas County
 - Pinellas Trail Loop / Duke Energy Trail (North & South Gaps)
 - Gulf Boulevard Pedestrian Crossing Study
- Clearwater Bicycle Pedestrian Program
- Largo Bicycle Pedestrian Program
- St. Petersburg Bicycle Pedestrian Program
- FDOT District 7 Updates
 - Starkey Gap (Pasco County)
 - Courtney Campbell Trail Overpass
 - Howard Frankland Bridge Trail
 - SRTS Funding Update
- Pinellas Trail Security Task Force (PTSTF)

ATTACHMENT(S): PTSTF April 10, 2018 Agenda

ACTION: None Required, Informational Item Only

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – January 9, 2018**
3. **PRESENTATION: PINELLAS TRAILS, INC.**
4. **QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER**
5. **LAW ENFORCEMENT AND AGENCY REPORTS**
 - Sheriff's Office
 - Belleair
 - Clearwater
 - Gulfport
 - Largo
 - St. Petersburg
 - Tarpon Springs
 - Animal Services
 - Public Safety Services
 - Pinellas County Risk Management
 - Volunteer Patrol Programs and Updates
6. **REPORT ON TRAIL USER COUNT DATA**
7. **REPORT ON TRAIL CONSTRUCTION ACTIVITY**
8. **REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES**
9. **OTHER BUSINESS**
10. **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 10, 2018

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.

Pinellas Trail Security Task Force – April 10, 2018

2. Approval of Minutes – January 9, 2018



SUMMARY

The summary minutes of the January 9, 2018 Pinellas Trail Security Task Force meeting are attached.

ATTACHMENTS: Pinellas Trail Security Task Force Summary Minutes – January 9, 2018

ACTION: Approval of January Meeting Summary

PINELLAS TRAIL SECURITY TASK FORCE
MEETING Summary
January 9, 2018

The following is a summary of the January 9, 2018 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. The Security Task Force meets at least quarterly during the year.

IN ATTENDANCE

Officer Ron Wolfson, Chairman	St. Petersburg Police Department & Volunteer Coordinator
Officer Mike Christian	St. Petersburg Police Department
Officer John Ulrich	Tarpon Springs Police Department
Officer Selena Hyppolite	Clearwater Police Department
Officer V. Tran	Largo Police Department
Officer Michael Fritz	Belleair Police Department
Deputy Eric Gibson	Pinellas County Sheriff's Office
Casey Morse	Pinellas County Public Works – Traffic Division
Joan Rice	Pinellas County Public Works – Traffic Division
Alexis Sergeant	Pinellas County Public Works – Traffic Division
Craig Queen	Pinellas County EMS & Fire Administration
Caroline Lanford	Pinellas County Planning
Lyle Fowler	PC Parks and Conservation Resources, Operations Manager
Carol Gray	Pinellas County Parks and Conservation Resources Chief Ranger
Greg D'Amario	Pinellas County Risk Management
Bill Romanski	Auxiliary Ranger Volunteer
Phyllis Romanski	Auxiliary Ranger Volunteer
Bert Valery	Pinellas Trails, Inc.
Chali E. Valery	BeachTran Clearwater, LLC
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 10, 2017

The summary from the October 10, 2017 meeting was approved with one correction: 6L – Chairman Officer Ron Wolfson requested to have the “volunteers” changed to “officers”. It is the officers who were gearing up for the bike patrol.

3. PRESENTATION: PINELLAS COUNTY TRAIL CONSTRUCTION PROJECTS OVERVIEW

Casey Morse, Alexis Sergeant and Joan Rice, Pinellas County Public Works – Traffic Division, addressed the committee with updates to public works construction activity on the Pinellas Trail. Construction of the Orange Street overpass should begin shortly and will be completed by December 31st, 2018. There was a concern mentioned regarding ample notification to the drivers that the bicycle and pedestrian traffic has increased at this Trail crossing. The Trail accommodations through the Lake Tarpon Outfall Canal and McMullen Booth/Tampa Road intersection are currently being evaluated with the Design-Build contract to close the North Gap in the Trail Loop. The City of Oldsmar's Canal Park is located on the east side and would like a trail connection for the park to be

included. Public Works Transportation is working alongside engineers and consultants to determine the safest alternative through this area to complete the Pinellas Trail Loop Connection to Chesnut Sr. Park. The construction of the Trail Loop section between Old Coachman and Sunset Point Road should begin this year. There was much discussion regarding the rectangular rapid flashing beacons (RRFBs), which were determined ineligible for use on all roadways due to current litigation over patents. Additional installations of RRFBs are prohibited, although existing RRFBs may remain in place. Questions were taken and appropriately answered.

4. A. QUARTERLY REPORT FROM PINELLAS TRAIL PARK RANGER

Chief Ranger Carol Gray, Parks and Conservation Resources (PCR), reported a couple of incidents on the Trail since the hurricane clean-up. PCR received an anonymous call-in reporting criminal activity in the section of Taylor Park to Ulmerton Road, but the credibility of the call/caller was questionable. The caller got into an altercation with an individual about the caller's dog not being on a leash. This call was forwarded to Deputy Eric Gibson of the Pinellas County Sheriff's Office. Auxiliary Ranger volunteers and County Animal Services were also notified. Another anonymous call stating that 12-14 youths were blocking the Trail and asked a female biker for her phone. Others bikers got involved and the female biker was able to get away. This report was turned over to the St. Petersburg Police Department. On December 30th, there was a medical episode in the vicinity of Jones Street reported to the Clearwater Police Department. EMS did arrive and aide with medical services. A report of trespassing on the Trail in the area of 20th Street to 22nd Street in St. Petersburg by two transients in possession of alcohol observed camping on the Trail. A trespass warning was issued. Questions regarding private property trespass warnings and city trespass warnings arose. It was suggested that the ranger contact the city police for a representative to come assist. Deputy Gibson suggested issuing blanket trespass from the Sheriff's office, since the entire Trail is a county park. Deputy Gibson will provide the blanket trespass to the city police departments to use as private property trespassing notifications.

5. LAW ENFORCEMENT AND AGENCY REPORTS

A. Sheriff's Office

Pinellas County Sheriff Deputy Eric Gibson reported there were two incidents: juvenile trouble on Park Boulevard at the Trail. Chief Ranger Gray informed the Security Task Force that the Trail from Taylor Park in Largo to Ulmerton Road is a very busy section. She added that her rangers frequently concentrate their bike patrol rides on this portion of the Trail.

B. Belleair

Officer Michael Fritz had nothing to report for the Belleair Police Department.

C. Clearwater

Officer Selena Hyppolite reported the Clearwater Police Department had a couple of incidents: dirt bikes riding on the Trail, a couple of medical assists and an early (4:30 a.m.) morning assault.

D. Gulfport

No one attended from the Gulfport Police Department, and no report was received.

E. Largo

Officer V. Tran with the Largo Police Department reported 16 calls for service from September to December 2017. The most significant incident was a robbery on December 16th, at West Bay and the Trail about 10:30 am. A male suspect punched a victim and took their bicycle.

F. St. Petersburg

St. Petersburg Police Officer Mike Christian provided an update stating there were 21 incidents within 100 ft of the Trail. Six arrests were made for minor infractions with one alcohol related, but there was no Trail activity. Nothing of interest on the cameras located between 46th and 49th Streets.

G. Tarpon Springs

Officer John Ulrich had nothing to report for Tarpon Springs.

H. Animal Services

No one from Animal Services attended the meeting.

I. Public Safety Services

Mr. Craig Queen, Pinellas County EMS & Fire Administration, provided an updated report. There were 44 calls this last quarter with some listed more than once. There were 7 emergency decal numbers for the Trail that were provided with the initial call for service, and one transport from the decal location.

J. Pinellas County Risk Management

Mr. Greg D'Amario, Pinellas County Risk Management announced that the annual safety inspection of the Pinellas Trail is scheduled to begin later this month.

K. Volunteer Patrol Programs and Updates

Chairman Wolfson provided a brief update that volunteers continue to train with the new carts and the bike patrol program with the police department is moving in a positive direction.

Chief Ranger Gray said that new Auxiliary Rangers volunteers are being trained and the program is sustaining itself. Mr. Bert Valery, Pinellas Trails, Inc. questioned the number of County employees assigned to patrol the Pinellas Trail. The Security Task Force discussed the current number of Trail rangers assigned to patrol the linear park, and suggested additional ranger positions to increase Trail coverage. Mr. Lyle Fowler, PCR Operations Manager, explained that requests for additional positions to patrol the Trail have been submitted for the last several years and that they will continue to request additional personnel.

7. AUTOMATIC TRAIL COUNTERS

Ms. Miller briefly discussed the automatic counter reports included in the agenda packet for September, October and November. Two automatic counters are currently off-line, reflected on the three reports. Work is currently being done to get those back on-line. Ms. Miller hopes to have a yearly recap by the next meeting, contingent upon getting the counts from the two off-line counters.

8. REPORT ON TRAIL CONSTRUCTION ACTIVITY

Ms. Miller reviewed the Trail Construction Activity report with the Security Task Force. The Duke Energy Trail, Phase II, from S.R. 590/NE Coachman Road to Sunset Point Road is currently

scheduled for construction in FY18. The construction schedule is currently being planned for the South Gap segment from Haines Bayshore Road to Ulmerton Road. There are some environmentally sensitive areas through this segment that are currently being worked through. The design of the Courtney Campbell Trail Overpass at Bayshore Boulevard has been funded under the SUNTrail program, with construction scheduled in 2023. FDOT currently shared a few designs with the Forward Pinellas committees. The Pinellas Trail Loop connection at NE Coachman/Old Coachman Road and the Ream Wilson Clearwater Trail is scheduled for construction in 2018. CSX will not allow another trail crossing, so the Pinellas Trail Loop is being collocated with the Ream Wilson Clearwater Trail for that crossing. The North Gap to Chesnut Sr. Park has received SUN Trail funding and design/build is underway. The remaining section of the Bayway Trail South and the Tierra Verde Bridge has been slated for design/build in FY 18/19. The Roosevelt Boulevard Trail is now completed, but there are still trail connection concerns, currently being looked into by the City of St. Petersburg. The Treasure Island Causeway Connection, Phase I is under construction and should be completed by May 2018. Trail accommodations will be incorporated into the design of the San Martin/Riviera Bay replacement bridge, and may also be included in the design of a structure across the Lake Tarpon Outfall Canal for the Pinellas Trail Loop. The last phase of the Druid Trail, Glen Oaks Park to the Duke Energy Trail is slated for construction in May. The Oldsmar Trail network consists of several trails connecting the city's parks, recreational areas and other popular destinations. The trail segment along Douglas Road from Racetrack Road to Tampa Road is scheduled for construction in FY 18/19.

Ms. Rice noted the Howard Frankland Bridge rebuild will include a bike trail on the north side and there will need to be a connection to the Pinellas Trail. The City of St. Petersburg is currently looking into connection possibilities with the FDOT.

9. REPORT ON TRAIL COMMUNITY INVOLVEMENT ACTIVITIES

Deputy Gibson announced that the Sheriff's Office is currently putting together a "Bike Ride Across the State", which will benefit PAL (Police Athletic League), in hopes of bringing awareness to PAL across the State of Florida. PAL provides safe and healthy environments for children and teens, encouraging them to realize their full individual potential as productive members of society. Sponsors are greatly needed.

A 200-mile relay on the Florida Coast to Coast Trail is being planned for May 11-12, 2018. Ms. Miller agreed to email additional information to Security Task Force members.

10. OTHER BUSINESS

11. ADJOURNMENT

Chairman Wolfson adjourned the meeting with a pounding of the gavel at 10:14 a.m. The next PTSTF meeting is scheduled for April 10, 2018.

Pinellas Trail Security Task Force – April 10, 2018



3. Presentation: Pinellas Trails, Inc.

SUMMARY

The Pinellas Trails, Inc. was formed to advocate for the creation of a linear trail in Pinellas County and support the campaign for the first Penny for Pinellas sales tax vote. Pinellas Trails Inc. is a non-profit citizen “friends group” that advocates for the Fred Marquis Pinellas Trail, supports various amenities for the Trail, organizes appreciation events for auxiliary ranger volunteers, and maintains an online presence.

Please welcome the new president of Pinellas Trails, Inc., Mr. Scott Daniels, as he provides a brief presentation about the non-profit organization.

ATTACHMENTS: None

ACTION: No Action Required, informational item only

Pinellas Trail Security Task Force – April 10, 2018



6. Report on Monthly Trail User Count Data

SUMMARY

This item will include the monthly data summary report for the automatic trail counters along the Pinellas Trail.

ATTACHMENT: Pinellas Trail User Count Data Summary Reports:
December 2017, January 2018 and February 2018

ACTION: No Action Required, informational item only

Pinellas Trail User Count Data Summary

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

Total Usage

31-Day Count Total: NA
Daily Average Users: NA

Highest Daily Totals:

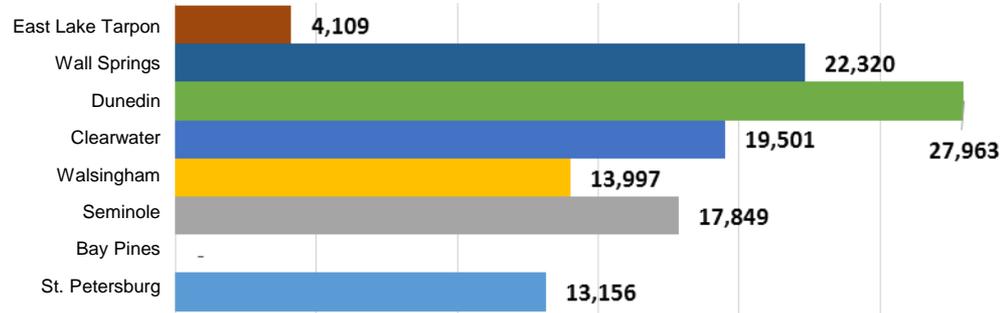
- #1 – Saturday, December 16th (Dunedin - 1,634)
- #2 – Sunday, December 31st (Wall Springs - 1,185)
- #3 – Sunday, December 10th (Seminole - 881)

Note: Bay Pines counts are temporarily unavailable due to technical difficulties.

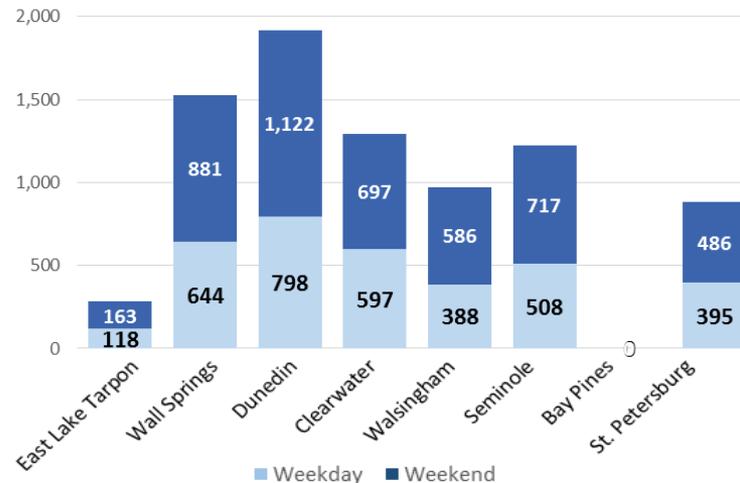
Counter Locations



Monthly Trail Users by Counter Location



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	4%	96%
Wall Springs:	23%	77%
Dunedin:	27%	73%
Clearwater:	42%	58%
Walsingham:	20%	80%
Seminole:	39%	61%
Bay Pines:	NA	NA
St. Petersburg:	29%	71%

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
January 1 – January 31, 2018 (31 days)

Total Usage

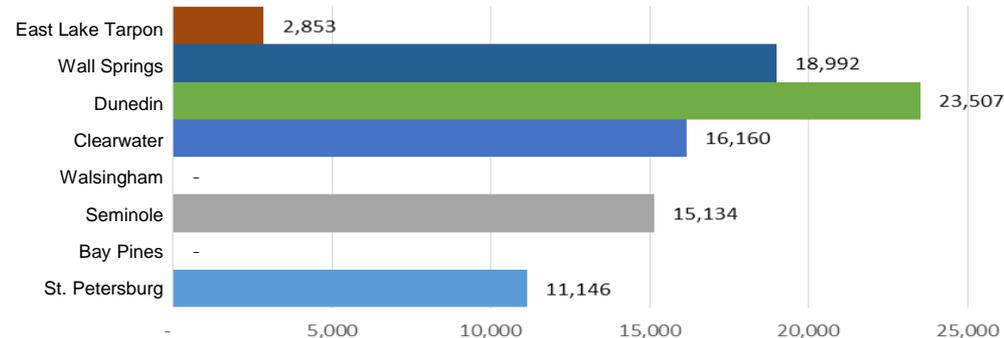
31-Day Count Total: NA
Daily Average Users: NA

Highest Daily Totals:

- #1 – Sunday, January 21st (Dunedin - 1,834)
- #2 – Sunday, January 21st (Wall Springs - 1,509)
- #3 – Sunday, January 21st (Seminole – 1,204)

Note: Walsingham & Bay Pines counts are temporarily unavailable due to technical difficulties.

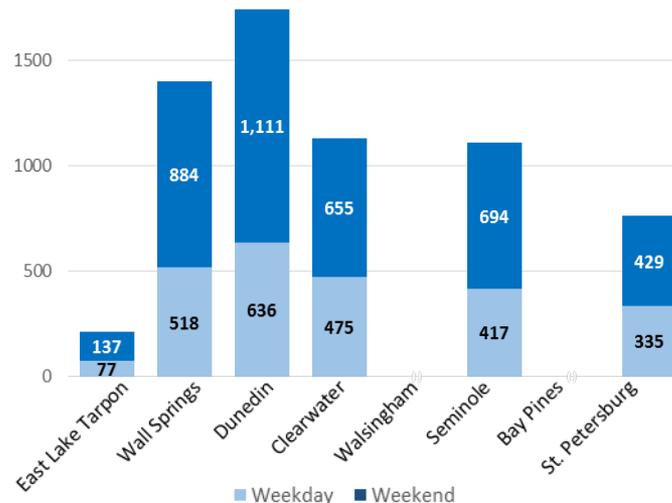
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	7%	93%
Wall Springs:	27%	73%
Dunedin:	32%	68%
Clearwater:	40%	60%
Walsingham:	NA	NA
Seminole:	44%	56%
Bay Pines:	NA	NA
St. Petersburg:	32%	68%

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
February 1 – February 28, 2018 (28 days)

Total Usage

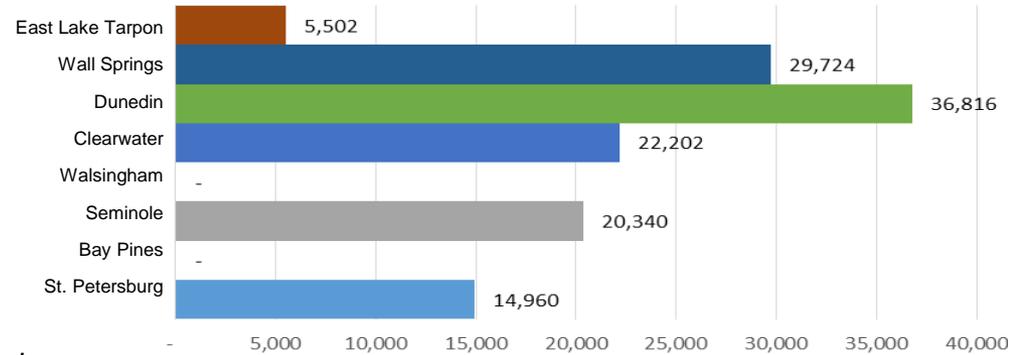
28-Day Count Total: NA
Daily Average Users: NA

Highest Daily Totals:

- #1 – Saturday, February 10th (Dunedin - 2,129)
- #2 – Sunday, February 11th (Wall Springs - 1,727)
- #3 – Tuesday, February 20th (Clearwater – 1,202)

Note: Walsingham & Bay Pines counts are temporarily unavailable due to technical difficulties.

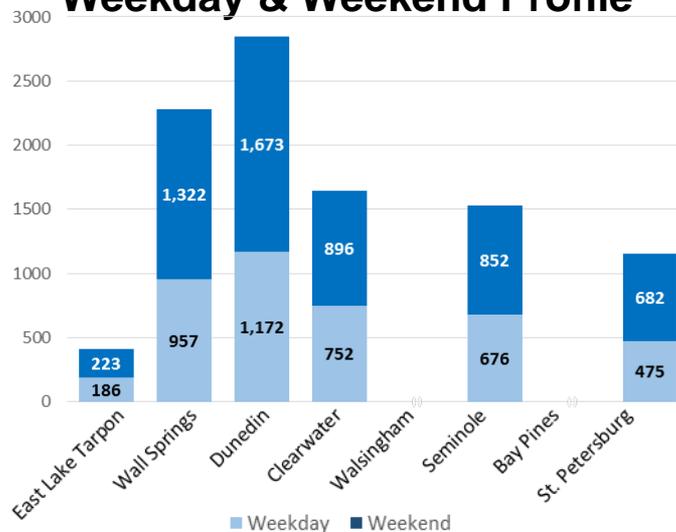
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	2%	98%
Wall Springs:	21%	79%
Dunedin:	24%	76%
Clearwater:	26%	74%
Walsingham:	NA	NA
Seminole:	33%	67%
Bay Pines:	NA	NA
St. Petersburg:	28%	72%

Source: Forward Pinellas February 2018

7. Trail Construction Activity Report

TRAIL CONSTRUCTION PROJECTS
April 2018

Coast to Coast (C2C) Connector Trail	Pinellas Trail to Pasco County Line through Brooker Creek Preserve Completed July 2017
Duke Energy Trail - North Gap	Enterprise Rd to Chesnut Sr. Park; SUN Trail; Design-Build Underway
Duke Energy Trail - South Gap	Haines Bayshore to Ulmerton Rd to N Bay Trail; Design/Construction TBD
Pinellas Trail Loop - Ream Wilson Connection	NE Coachman RRX to Duke Energy Corridor; Construction 2018
Courtney Campbell Trail Overpass	Trail Overpass at S.R. 60/Bayshore Blvd; SUN Trail; Design Underway; Construction TBD
Orange Street Overpass	Pedestrian Overpass Design Underway; Construction 2018
Harn Boulevard Overpass	Pedestrian Overpass; Design Underway; Construction 2021/2022
Bayway Trail South	SR 682 & Tierra Verde Bridge Replacement Design Underway; Construction TBD
Elfer's Spur Shoreline Stabilization	Restoration/Stabilization Project; Completed June 2017
Roosevelt Boulevard Trail	28 Street N to 4 Street N; Completed December 2017
Treasure Island Causeway Project	Phase I Completed February 2018; Phase II Design 2018
Druid Trail Ph IV	Glen Oaks Park to Duke Energy Trail; Construction 2018
Honeymoon Island State Park Trail Extension	Separated Bike Trail, FDEP Project; Design-Build TBD
Michigan Boulevard Ph II	Phase II Cancelled by City of Dunedin
Oldsmar Trail Phase 6	Design underway; Construction 2019
San Christopher Drive Multi-Use Trail	Pinellas Trail to CR 1; Construction 2019

Pinellas Trail Security Task Force – April 10, 2018



9. Other Business

SUMMARY

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

ATTACHMENT: None

ACTION: No Action Required, informational item only

Save the DATE
May 18, 2018
8:00 am



Join us for a bike ride around St. Pete Beach!

TO CELEBRATE

National Bike Month and Bike to Work Day

*Meet at St. Pete Beach Recreation Center,
7701 Boca Ciega Drive.*

Light refreshments will be provided.

Contact 727.464.8250 for more information

**BIKE
YOUR
CITY**



12. A.-D. Other Business

A. Membership

There is currently one vacancy on the BPAC membership list for the South Beaches communities.

ATTACHMENT(S): BPAC Membership List

ACTION: None Required, Informational Item Only

B. Correspondence, Publications, Articles of Interest

Florida Bike Month – March 19, 2018

Interim Approval for RFFB's – March 20, 2018

Trotter Road Reconstruction – March 21, 2018

West Bay Drive Forward Pinellas Project – March 21, 2018

Safe Routes to School News Letter – March 2018

Pinellas County Fatalities Report – March 2018

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. Jeff Morrow (07/12/17)
2. Kimberly Cooper (10/13/99)
3. Charles Johnson (06/14/17)

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. Vacant

Technical Support

1. County Traffic Department (Tom Washburn – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (Caroline Lanford – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Kristina Tranel – alternates)
4. City of Clearwater (Vacant - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Valerie Brookens – representative; Katrina Lunan-Gordon - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. Pinellas County School System (Tom McGinty - representative)
9. TBARTA (Anthony Matonti -representative; Michael Case 1st alternate and Ramond Chiarmonete 2nd alternate)
10. Pinellas County Health Department (Quinn Lindquist – representative; Eliana Aguilar - alternate)
11. Pinellas Trails, Inc. (Dr. Jan Hirschfield – representative)
12. CUTR (Julie Bond - representative)
13. Safe Routes to School (Tiffany Sabiel – representative)

Sheriff's Office /Police/Law Enforcement Representatives

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

Non-Voting Technical Support

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

*Dates signify appointment



Pinellas County Sheriff's deputies are encouraging bicyclists to ride safe during the month of March

DEPUTIES ENCOURAGE SAFETY DURING FLORIDA BICYCLE MONTH

Tampa Bay Newspapers
March 19, 2018

Pinellas County Sheriff's deputies are encouraging bicyclists to ride safe during the month of March, designated by Gov. Rick Scott as Florida Bicycle Month.

According to the Florida Department of Transportation, nearly 25 million residents and tourists participate in bicycling throughout the year.

Deputies will be conducting on-the-street high visibility education and enforcement to help bring awareness to bicycle safety. Deputies will be distributing educational materials, as well as issuing warnings or citations in accordance with Florida Statutes.

The purpose of the initiative is to help drive down the number of bicycle and pedestrian fatalities, injuries and crashes in the county.

Deputies will also be handing out free bicycle helmets and free bike lights to those bicyclists they come in contact with that need them.



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** MUTCD – Interim Approval
for Optional Use of Pedestrian-Actuated
Rectangular Rapid-Flashing Beacons at
Uncontrolled Marked Crosswalks (IA-21)

Date: MAR 20 2018

From: Martin C. Knopp 
Associate Administrator for Operations

In Reply Refer To:
HOTO-1

To: Federal Lands Highway Division Directors
Division Administrators

Purpose: The purpose of this memorandum is to issue an Interim Approval for the optional use of Rectangular Rapid-Flashing Beacons (RRFB) as pedestrian-actuated conspicuity enhancements for pedestrian and school crossing warning signs under certain limited conditions. Interim Approval allows interim use, pending official rulemaking, of a new traffic control device, a revision to the application or manner of use of an existing traffic control device, or a provision not specifically described in the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD). State and local agencies must request and receive permission to use this new Interim Approval, designated IA-21, from the Federal Highway Administration (FHWA) in accordance with the provisions of Section 1A.10 of the MUTCD before they can use the RRFB, even if prior approval had been given for Interim Approval 11 (IA-11), now terminated. The issuance of this new Interim Approval does not reinstate IA-11 either in whole or in part.

Background: The Florida Department of Transportation has requested that the FHWA issue an Interim Approval to allow the use of RRFBs as pedestrian-actuated conspicuity enhancements to supplement standard pedestrian and school crossing warning signs at uncontrolled marked crosswalks. The RRFB does not meet the current standards for flashing warning beacons as contained in the 2009 edition of the MUTCD, Chapter 4L, which requires a warning beacon to be circular in shape and either 8 or 12 inches in diameter, to flash at a rate of approximately once per second, and to be located no less than 12 inches outside the nearest edge of the warning sign it supplements. The RRFB uses rectangular-shaped high-intensity light-emitting-diode (LED)-based indications, flashes rapidly in a combination wig-wag and simultaneous flash pattern, and may be mounted immediately adjacent to the crossing sign.

Research on the RRFB: The City of St. Petersburg, Florida, experimented with the RRFB at 18 pedestrian crosswalks across uncontrolled approaches and submitted its final report in 2008. In addition to “before” data, the city collected “after” data at intervals for one year at all 18 sites and for two years at the first two implemented sites. For the first two sites, the city collected data for overhead and ground-mounted pedestrian crossing signs supplemented with standard circular yellow flashing warning beacons, for comparison purposes, before the RRFBs were installed. The data showed higher motorist yielding rates at crosswalks where the RRFBs had been installed in comparison to lower rates for standard warning beacons. The higher yielding rates were sustained even after two years of operation, and no identifiable negative effects were found. The St. Petersburg data also showed that drivers exhibit yielding behavior much farther in advance of crosswalks with RRFBs than with standard circular yellow flashing warning beacons.

In addition to the St. Petersburg locations, experimentation with RRFBs was also conducted at other uncontrolled marked crosswalks in Florida and other States. Data from locations other than St. Petersburg was limited, but did show results similar to those found in St. Petersburg.

The Texas Transportation Institute (TTI) conducted a Federally funded research project¹ that developed and tested a new flash pattern for the RRFB that was shown to be at least as effective as the flash pattern that was initially tested in St. Petersburg, Florida, and that showed that mounting the RRFB unit above the sign was at least as effective as mounting the RRFB unit below the sign. In this project, the results were generally favorable, however there was a wide range of yielding rates, with some as low as 19 percent. This broad range indicates that there might be certain factors or characteristics of locations at which the RRFB might not be effective.

A separate project² conducted by TTI examined data from multiple projects to determine various factors that influenced driver yielding rates at RRFB locations. In this project, the researchers found that intersection configuration, presence of a median refuge, crossing distance, approach to the crossing, and one-way vs. two-way traffic significantly affected the rate of driver yielding. Additional factors including posted speed limit, mounting of the beacons (overhead or roadside), and the type of crossing and sign—Pedestrian (W11-2) or School (S1-1) sign compared with the Trail Crossing (W11-15) sign—were also significant.

¹ Fitzpatrick, K., R. Avelar, M. Pratt, M. Brewer, J. Robertson, T. Lindheimer, and J. Miles. *Evaluation of Pedestrian Hybrid Beacons and Rapid Flashing Beacons*. Report No. FHWA-HRT-16-040, pp. 88-106. Texas Transportation Institute, College Station, Texas. July 2016.
<https://www.fhwa.dot.gov/publications/research/safety/16040/index.cfm>

² Fitzpatrick, K., M. Brewer, R. Avelar, and T. Lindheimer. *Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon*. Report No. TTI-CTS-0010. Texas A&M Transportation Institute, College Station, Texas. June 2016.
<https://www.fhwa.dot.gov/publications/research/safety/16040/index.cfm>

FHWA Evaluation of Results: The Office of Transportation Operations reviewed the available data in 2008 and considered the RRFB to be highly successful for the applications tested (uncontrolled marked crosswalks). The RRFB offers significant potential safety and cost benefits because it achieves high rates of compliance at a low relative cost in comparison to other more restrictive devices that provide comparable results, such as full midblock signalization or pedestrian hybrid beacons.

The FHWA granted interim approval status to the RRFB on July 16, 2008, and designated that action as Interim Approval 11 (IA-11).

The FHWA was later informed that the concept of the RRFB had been patented by a private company. Because patented traffic control devices are not allowed to be included in the MUTCD, are not allowed to be given interim approval status, and are not allowed to be a part of an official experiment, the FHWA terminated Interim Approval 11 on December 21, 2017.

The FHWA has confirmed that the patents on the RRFB device that was the subject of Interim Approval 11 have been expressly abandoned and the concept of the RRFB is now in the public domain. Because of this action, the RRFB is once again eligible for interim approval status and the FHWA is issuing this new Interim Approval for the RRFB.

Interim Approval 11 (IA-11) remains terminated. Agencies that previously had been approved to use RRFBs under IA-11 are not covered by this new Interim Approval to install new RRFBs. If agencies that had approval under IA-11 wish to continue to install new RRFBs, then they must submit a new request to the FHWA and agree to comply with the terms and conditions of IA-21.

This Interim Approval does not create a new mandate compelling installation of RRFBs, but will allow agencies to install this traffic control device, pending official MUTCD rulemaking, to provide a degree of enhanced pedestrian safety at uncontrolled marked crosswalks.

Conditions of Interim Approval: The FHWA will grant Interim Approval for the optional use of the RRFB as a pedestrian-actuated conspicuity enhancement to supplement standard pedestrian crossing or school crossing signs at uncontrolled marked crosswalks to any jurisdiction that submits a written request to the Office of Transportation Operations. A State may request Interim Approval for all jurisdictions in that State. Jurisdictions using RRFBs under this Interim Approval must agree to the following:

- Comply with the Technical Conditions detailed in this memorandum;
- Maintain an inventory list of all locations at which the RRFB is installed; and
- Comply with all the conditions as listed in Paragraph 18 of Section 1A.10 of the MUTCD.

In addition, any agency that receives this approval must acknowledge agreement with the following:

- That an agency will furnish its list of locations where implemented if requested by FHWA;
- That FHWA has the right to rescind this Interim Approval at any time; and
- That issuance of this Interim Approval does not guarantee that the provisions, either in whole or part, will be adopted into the MUTCD.

1. General Conditions:

- a. Each RRFB unit shall consist of two rapidly flashed rectangular-shaped yellow indications with an LED-array-based light source, and shall be designed, located, and operated in accordance with the detailed requirements specified below.
- b. The use of RRFBs is optional. However, if an agency opts to use an RRFB under this Interim Approval, the following design and operational requirements shall apply, and shall take precedence over any conflicting provisions of the MUTCD for the approach on which RRFBs are used:

2. Allowable Uses:

- a. An RRFB shall only be installed to function as a pedestrian-actuated conspicuity enhancement.
- b. An RRFB shall only be used to supplement a post-mounted W11-2 (Pedestrian), S1-1 (School), or W11-15 (Trail) crossing warning sign with a diagonal downward arrow (W16-7P) plaque, or an overhead-mounted W11-2, S1-1, or W11-15 crossing warning sign, located at or immediately adjacent to an uncontrolled marked crosswalk.
- c. Except for crosswalks across the approach to or egress from a roundabout, an RRFB shall not be used for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons.
- d. In the event sight distance approaching the crosswalk at which RRFBs are used is less than deemed necessary by the engineer, an additional RRFB may be installed on that approach in advance of the crosswalk, as a pedestrian-actuated conspicuity enhancement to supplement a W11-2 (Pedestrian), S1-1 (School), or W11-15 (Trail) crossing warning sign with an AHEAD (W16-9P) or distance (W16-2P or W16-2aP) plaque. If an additional RRFB is installed on the approach in advance of the crosswalk, it shall be supplemental to and not a replacement for the RRFBs at the crosswalk itself.

3. Sign/Beacon Assembly Locations:

- a. For any approach on which RRFBs are used to supplement post-mounted signs,

at least two W11-2, S1-1, or W11-15 crossing warning signs (each with an RRFB unit and a W16-7P plaque) shall be installed at the crosswalk, one on the right-hand side of the roadway and one on the left-hand side of the roadway. On a divided highway, the left-hand side assembly should be installed on the median, if practical, rather than on the far left-hand side of the highway.

- b. An RRFB unit shall not be installed independent of the crossing warning signs for the approach that the RRFB faces. If the RRFB unit is supplementing a post-mounted sign, the RRFB unit shall be installed on the same support as the associated W11-2, S1-1, or W11-15 crossing warning sign and plaque. If the RRFB unit is supplementing an overhead-mounted sign, the RRFB unit shall be mounted directly below the bottom of the sign.

4. Beacon Dimensions and Placement in the Sign Assembly:

- a. Each RRFB shall consist of two rectangular-shaped yellow indications, each with an LED-array-based light source. The size of each RRFB indication shall be at least 5 inches wide by at least 2 inches high.
- b. The two RRFB indications for each RRFB unit shall be aligned horizontally, with the longer dimension horizontal and with a minimum space between the two indications of at least 7 inches, measured from the nearest edge of one indication to the nearest edge of the other indication.
- c. The outside edges of the RRFB indications, including any housings, shall not project beyond the outside edges of the W11-2, S1-1, or W11-15 sign that it supplements.
- d. As a specific exception to Paragraph 5 of Section 4L.01 of the 2009 MUTCD, the RRFB unit associated with a post-mounted sign and plaque may be located between and immediately adjacent to the bottom of the crossing warning sign and the top of the supplemental downward diagonal arrow plaque (or, in the case of a supplemental advance sign, the AHEAD or distance plaque) or within 12 inches above the crossing warning sign, rather than the recommended minimum of 12 inches above or below the sign assembly. (See the example photo that is shown below.)

5. Beacon Flashing Requirements:

- a. When actuated, the two yellow indications in each RRFB unit shall flash in a rapidly flashing sequence.
- b. As a specific exception to the requirements for the flash rate of beacons provided in Paragraph 3 of Section 4L.01, RRFBs shall use a much faster flash rate and shall provide 75 flashing sequences per minute. Except as provided in Condition 5f below, during each 800-millisecond flashing sequence, the left and right RRFB indications shall operate using the following sequence:

The RRFB indication on the left-hand side shall be illuminated for approximately 50 milliseconds.

Both RRFB indications shall be dark for approximately 50 milliseconds.

The RRFB indication on the right-hand side shall be illuminated for approximately 50 milliseconds.

Both RRFB indications shall be dark for approximately 50 milliseconds.

The RRFB indication on the left-hand side shall be illuminated for approximately 50 milliseconds.

Both RRFB indications shall be dark for approximately 50 milliseconds.

The RRFB indication on the right-hand side shall be illuminated for approximately 50 milliseconds.

Both RRFB indications shall be dark for approximately 50 milliseconds.

Both RRFB indications shall be illuminated for approximately 50 milliseconds.

Both RRFB indications shall be dark for approximately 50 milliseconds.

The RRFB indication on the right-hand side shall be illuminated for approximately 50 milliseconds.

Both RRFB indications shall be dark for approximately 250 milliseconds.

- c. The flash rate of each individual RRFB indication, as applied over the full flashing sequence, shall not be between 5 and 30 flashes per second to avoid frequencies that might cause seizures.
- d. The light intensity of the yellow indications during daytime conditions shall meet the minimum specifications for Class 1 yellow peak luminous intensity in the Society of Automotive Engineers (SAE) Standard J595 (Directional Flashing Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles) dated January 2005.
- e. To minimize excessive glare during nighttime conditions, an automatic signal dimming device should be used to reduce the brilliance of the RRFB indications during nighttime conditions.
- f. Existing RRFB units that use the flashing sequence that was specified in the Interim Approval 11 memorandum and a subsequent interpretation (the RRFB indication on the left-hand side emits two slow pulses of light after which the RRFB indication on the right-hand side emits four rapid pulses of light followed by one long pulse of light) should be reprogrammed to the flash pattern specified above in Condition 5b as part of a systematic upgrading process, such as when the units are serviced or when the existing signs are replaced.

6. Beacon Operation:

- a. The RRFB shall be normally dark, shall initiate operation only upon pedestrian actuation, and shall cease operation at a predetermined time after the pedestrian actuation or, with passive detection, after the pedestrian clears the crosswalk.
- b. All RRFB units associated with a given crosswalk (including those with an advance crossing sign, if used) shall, when actuated, simultaneously commence operation of their rapid-flashing indications and shall cease operation simultaneously.
- c. If pedestrian pushbutton detectors (rather than passive detection) are used to actuate the RRFB indications, a PUSH BUTTON TO TURN ON WARNING LIGHTS (R10-25) sign shall be installed explaining the purpose and use of the pedestrian pushbutton detector.
- d. The duration of a predetermined period of operation of the RRFBs following each actuation should be based on the procedures provided in Section 4E.06 of the 2009 MUTCD for the timing of pedestrian clearance times for pedestrian signals.
- e. The predetermined flash period shall be immediately initiated each and every time that a pedestrian is detected either through passive detection or as a result of a pedestrian pressing a pushbutton detector, including when pedestrians are detected while the RRFBs are already flashing and when pedestrians are detected immediately after the RRFBs have ceased flashing.
- f. A small pilot light may be installed integral to the RRFB or pedestrian pushbutton detector to give confirmation that the RRFB is in operation.

7. Accessible Pedestrian Features:

- a. If a speech pushbutton information message is used in conjunction with an RRFB, a locator tone shall be provided.
- b. If a speech pushbutton information message is used in conjunction with an RRFB, the audible information device shall not use vibrotactile indications or percussive indications.
- c. If a speech pushbutton information message is used in conjunction with an RRFB, the message should say, "Yellow lights are flashing." The message should be spoken twice.

Any questions concerning this Interim Approval should be directed to Mr. Duane Thomas at duane.thomas@dot.gov.



Figure 1. Example of an RRFB dark (left) and illuminated during the flash period (center and right) mounted with W11-2 sign and W16-7P plaque at an uncontrolled marked crosswalk.

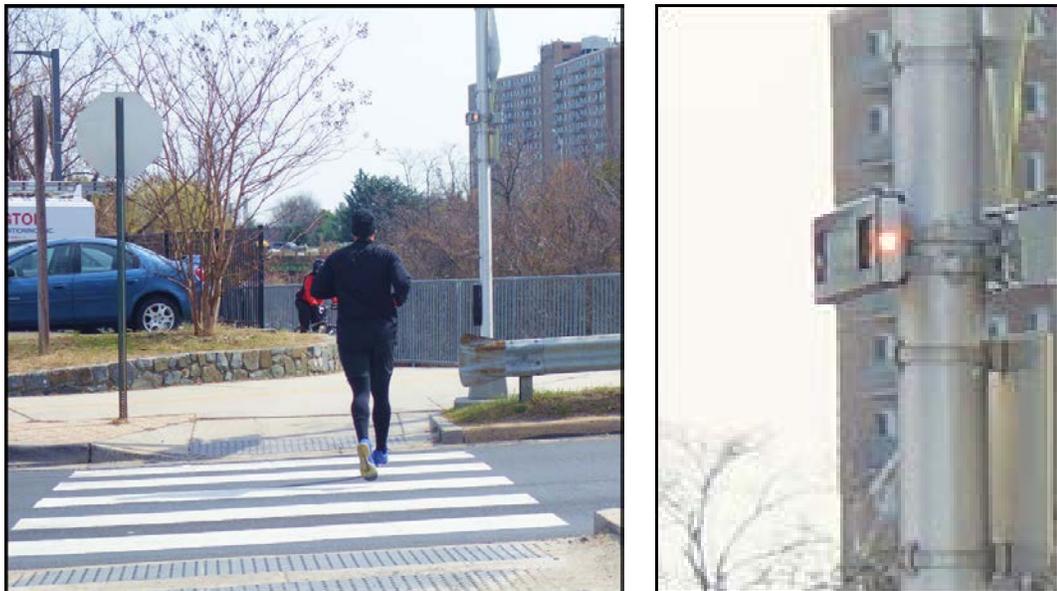


Figure 2. View of pilot light to pedestrian at shared-use path crossing with median refuge. Enlargement of pilot light at right.



Figure 3. Example of pedestrian pushbutton and R10-25 sign with pilot light for pedestrian actuation.

cc:
Associate Administrators
Chief Counsel
Chief Financial Officer
Directors of Field Services
Director of Technical Services

TALK ENDS, WORK BEGINS ON TROTTER ROAD RECONSTRUCTION PROJECT IN LARGO

Improvement efforts expected to last 18 months

by Chris George, Tampa Bay Newspapers
March 21, 2018

LARGO – After about a decade of discussion on how to fix Trotter Road, work has begun on the \$5 million-plus community street reconstruction project.

City contractor David Nelson Construction started work on the .7-mile segment of Trotter Road from Eighth Avenue Southwest to Hillsdale Avenue Southwest on March 5 and is expected to continue improvement efforts for the next 18 months, according to City Engineer Jerald Woloszynski.

The project will install landscaped medians, 11-foot travel lanes, 4-foot bike lanes, a 5-foot sidewalk on each side of the road and curb drainage inlets. It also will include textured pavement, traffic-calming features and gateway landscaping throughout the corridor.

“It’s going to be such a huge improvement for the neighborhoods,” Mayor Woody Brown said. “The city’s been talking about improving Trotter Road and improving that whole roadway, sidewalk, infrastructure along that road for probably 10 or 15 years, so the people who live near there are probably surprised to see it’s actually being worked on now. I’m happy for them and I’m happy we’re going to make some real good changes for the city.”

Those residents will have to remain patient, however, as Trotter Road will be closed to the general public for the entire duration of construction and full- and one-lane road closures will occur and will change on a day-to-day basis. Short-term interruptions to property access and utilities may also occur, according to city engineers.

Detour signs have been placed along Eighth Avenue, Dryer Road, and south of Hillsdale Drive.

Engineers said notifications of interruptions will be made whenever possible, and residents can visit LoveLargoFL.com to check out weekly updates.



For more information or questions, call Rafal Cieslak with the city of Largo at 727-587-6713 or David Nelson Construction at 727-784-7624.

Trotter Road is shown blocked off at Dryer Avenue in Largo. A reconstruction project on the .7-mile segment of Trotter Road from Eighth Avenue Southwest to Hillsdale Avenue Southwest started March 5 and is expected to last 18 months.

Photos by Chris George

OFFICIALS WORK TO FIND RIGHT BALANCE FOR WEST BAY DRIVE PROJECT

by Chris George, Tampa Bay Newspapers
March 21, 2018

LARGO – Those waiting for answers on what will become of a West Bay Drive improvement project are going to have to wait a while longer, according to officials from Pinellas County and Forward Pinellas.

Work on the project is planned to be done in conjunction with the county's resurfacing of the roadway later this year, but that is on hold until consensus can be made among the stakeholders, which includes residents, business owners and the cities of Largo and Belleair Bluffs.

Whit Blanton, executive director of Forward Pinellas, the county planning agency, and Rahim Harji, assistant county administrator, updated Largo city commissioners March 13 during a work session on the Complete Streets pilot project that includes safety and accessibility improvements to a nearly 2-mile stretch of West Bay Drive from Clearwater-Largo Road to the Belleair Causeway Bridge.

"The county has been developing a scope of work with an engineering firm to build on the concepts that we developed through our planning study," Blanton said, "and that will probably take about six months' effort to work at refining those concepts to make them fit the context of the surrounding area."

Of the options, Largo commissioners favored the proposal that would reduce lane widths to 10 feet on the inner lanes and 11 feet on the outer lanes, add a 12-foot multimodal path (likely on the southside) and a larger landscaped separation between the roadway and the path. Other features include enhanced lighting, landscaped areas at the median and additional pedestrian crossings.

Belleair Bluffs officials, however, have not been in favor of narrowing the lane widths, citing traffic and safety concerns around some of the businesses in the city.

Even municipalities where the road doesn't travel through are asking to weigh in on the project. Blanton has already met with officials from Belleair Beach and Belleair and will meet later this month with the Indian Rocks Beach commission, who is concerned how the project could affect traffic on Gulf Boulevard.

"It just kind of reinforces that West Bay Drive is an important corridor that connects a lot of different communities and whether you're on it and it's within your jurisdiction or you're nearby, it still is an important artery to get to where you are needing to go," Blanton said.

Blanton said finding the right balance is key, so engineers are going to look at making different changes to different parts of the road.

"What we're really thinking about doing is looking at a finer-grained segmentation of the corridor because there's some different characteristics when you get, say, west of Indian Rocks Road and then maybe to the east of 20th or 14th Street, and really looking at some differentiation of the treatments there, so it's not a one-size-fits-all approach," he said.

In a Jan. 9 work session, Mayor Woody Brown urged Blanton and Forward Pinellas to also consider bolder options, such as eliminating lanes in portions of the road, if they thought it would be successful in making the roadway more pedestrian and business friendly.

Harji said the county has taken that under consideration.

"(The) one-size-fits-all approach may not work in every scenario for a multiple number of reasons, so we are kind of looking at the 'be bold' approach and seeing what works and what doesn't work," he said. "We did hear back that the city was willing to contribute some funding toward some of the improvements, where appropriate, and we'll definitely factor that into the decision-making process."

He said once the engineers' scope of work is finished, officials from Largo, Belleair Bluffs and other communities would be invited to a workshop to once again weigh in on a more-detailed set of plans with different options for different areas.

"We're not rushing this through," he said. "This has a big impact to both cities, so we have time. We have time to work things out."



*A Forward Pinellas pilot project includes safety and accessibility improvements to a nearly 2-mile stretch of West Bay Drive from Clearwater-Largo Road to the Belleair Causeway Bridge.
Photo by Tom Germond*



March E-News Contents

1. [White House Releases Backwards Infrastructure Package and Spending Priorities](#)
2. [NEW Resources - Grow Walking and Biking at Your School](#)
3. [Safe Routes to Parks Action Program Update](#)
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5. [Columbus, Ohio Safe Routes to School Partners with Community Initiative](#)
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8. [Join our Active Transportation Networks](#)

White House Releases Backwards Infrastructure Package and Spending Priorities

In mid-February, the White House released its infrastructure package, which proposes to invest \$200 billion over 10 years in a wide range of infrastructure projects. Unfortunately, the proposal over-emphasizes the role of private investment and undercuts transparency. And the accompanying budget proposal would slash the TIGER program, new transit projects, and Amtrak. This is not a trade that we're willing to make. Learn more in [our latest federal update](#).

NEW Resources - Grow Walking and Biking at Your School

Grow walking and biking at your school this month with resources from the National Partnership. Use [Let's Go For A Walk: A Toolkit for Planning and Conducting a Walk Audit](#) to assess safe routes to and around your school and neighborhood. Have fun and walk with others at the same time! Look through the [Step In to a Walking School Bus Program](#) Handout for ideas on organizing a walking school bus. For detailed information on creating a program at your school, reference [Step By Step: How to Start a Walking School Bus At Your School](#). Have questions or need support on developing your walking school bus or Safe Routes to School program? Visit our free office hours Thursday 12-1pm PST, call or email Hannah@saferoutespartnership.org or [619.729.7318](tel:619.729.7318)

Safe Routes to Parks Action Program Update



We're excited to share progress on our new Safe Routes to Parks Action Program. The Safe Routes to Parks program will allow us to provide a grant and in depth technical assistance to 10 communities this year to assist communities in planning and implementation around Safe Routes to Parks. The application for our first cohort of grantees closed on Friday, 2/23. We were delighted to receive 88 applications from 26 states. We saw a particularly strong showing of applications from California, Oregon, and Ohio - states that have had SRTSNP field staff. We received a healthy mix of applications from organizations we are familiar with or already partner with and many that are new to us. We will be reviewing the applications and announcing the awardees in mid-March.

#MoveEquity Tweetchat Series is Back and Celebrating Women's History Month



It's women's history month! Let's celebrate the greatness that women and girls contribute to our communities and our movement while we also tackle the barriers we continue to experience every day. Use the hashtag #MoveEquity to follow the conversation on Twitter and share your stories and resources. Host: @SafeRoutesNow

- WHAT: #MoveEquity Tweetchat
- DATE: March 21, 2018
- TIME: 10:00 a.m. Pacific / 1:00 p.m. Eastern
- WHERE: On Twitter with hashtag #MoveEquity

Columbus, Ohio Safe Routes to School Partners with Community Initiative

Safe Routes to School in Columbus has expanded efforts significantly through partnering with a new local community initiative - the YMCA of Central Ohio Americorps program, Community Corps Linden. It is exciting to see Safe Routes to School at work at so many different levels. [Read more about how SRTS has integrated itself into the community of Columbus.](#)

FREE Webinar: Safe Routes to Healthy Food

[Join us on March 22 at 12pm PT/3pm ET](#)

In too many neighborhoods, local stores carry no fresh produce or other healthy options, but getting to healthy foods is dangerous and inconvenient due to unsafe walking conditions and lack of access to public transit or private vehicles. Almost 20 percent of people in the United States experience



significant transportation barriers to accessing healthy foods. Cities, towns, and counties have a variety of policies and strategies available to help overcome those transportation barriers by promoting walkable, bikeable, transit-accessible food access. This webinar will share policies and strategies that take into consideration the route, travel mode, and the destination to improve safe, convenient, active transportation to healthy food options, a concept known as Safe Routes to Healthy Food. The webinar will feature communities sharing the policies and plans they

have put into place to create or strengthen the transportation connections between neighborhoods and grocery stores. Register here.

Boston Advocates for High Schools and SRTS in School Design

With the help of a big push from students, parents and staff, there is support to do more Safe Routes to School work at the high school level in Boston, so that everyone can arrive safely to school, no matter which mode of travel they choose. Also, because of the tireless efforts of SRTS advocates the design for the rebuilding of a local elementary school was not only more walkable and bikeable, it also saved the district \$400k! [Keep reading to learn more about their inspiring efforts.](#)

Join Our Active Transportation Networks



The National Partnership facilitates quarterly regional active transportation networks (ATNs) in several locations throughout the West Coast as part of our Regional Network Project. These ATNs serve as an informational hub for community based organizations and public agencies to share information on best practices and upcoming funding competitions, to network, and to engage in increasing active transportation investments and policy.

- In Southern California, in partnership with local agencies, we co-lead ATNs in San Bernardino, Orange, and Riverside counties. To participate in any of these networks, please contact demi@saferoutespartnership.org.
- In Northern California, we have an ATN for the San Francisco Bay area and are in the process of creating one or more for the Central Valley, focusing on the counties of San Joaquin, Stanislaus, and Fresno. To join any of these networks, please contact marty@saferoutespartnership.org.
- In the Pacific Northwest, we are exploring what configuration of networks will work best for the greater Portland, Salem-Keizer, and Eugene-Springfield areas in Oregon, and Clark County in southwest Washington. To join any of these networks, please contact kari@saferoutespartnership.org or becky@saferoutespartnership.org.

If you are working on Safe Routes to School, active transportation, or healthy communities in any of these locations, we hope to see you at our next network meeting!



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CRASHES	DATAID	ROADWAY	LOCATION	DESC.	DATE	FATAL	APPROX TIME
1	004F18	49TH ST N	8700 BLOCK	BIC	1/20/2018	1	9:45 AM
1	005F18	US 19 HWY	8000 BLOCK	BIC	1/22/2018	1	8:30 PM
1	023F18	66TH ST N	12100 BLOCK	BIC	3/13/2018	1	8:45 PM
1	001F18	8TH AVE S	34TH ST S	MC	1/2/2018	1	10:22 AM
1	009F18	DR ML KING JR ST N	NEAR EXECUTIVE CENTER DR	MC	2/2/2018	1	4:30 AM
1	010F18	34TH ST S	QUEENSBOROUGH AVE S	MC	2/4/2018	1	11:06 PM
1	016F18	STARKEY RD	ENTERPRISE BLVD	MC	2/14/2018	1	11:30 AM
1	015F18	16TH ST N	BETWEEN 3RD AND 4TH AVE N	MC	2/26/2018	1	6:45 AM
1	024F18	SR688 WALSINGHAM RD	6TH AVE	MC	3/16/2018	1	6:30 PM
1	028F18	MEMORIAL CAUSEWAY	AT ISLAND WAY	MC	4/1/2018	1	2:45 AM
1	027F18	PARK BLVD	11600 BLOCK	MED	3/30/2018	1	4:17 PM
1	002F18	49TH ST N	8000 BLOCK	PED	1/8/2018	1	10:06 PM
1	007F18	70TH AVE N	4600 BLOCK	PED	1/23/2018	1	7:45 PM
1	006F18	4TH ST N	NEAR 74TH AVE N	PED	1/24/2018	1	6:10 PM
1	008F18	US 19 HWY	ALDERMAN RD	PED	1/27/2018	1	6:50 AM
1	011F18	15T AVE N	55TH ST N	PED	2/2/2018	1	3:10 PM
1	012F18	34TH ST N	NEAR 35TH AVE N	PED	2/7/2018	1	9:50 PM
1	013F18	BLIND PASS RD	CAPTIVA CIRCLE	PED	2/17/2018	1	7:00 PM
1	014F18	EAST BAY DR	WERTZ DRIVE	PED	2/21/2018	1	5:50 AM
1	020F18	PARK BLVD	6100 BLOCK	PED	3/9/2018	1	11:25 PM
1	021F18	118TH AVE N	4300 BLOCK	PED	3/10/2018	1	10:40 PM
1	022F18	4TH ST N	114TH AVE N	PED	3/12/2018	1	6:15 AM
1	003F18	715T ST N	40TH AVE N	VEH	1/11/2018	1	4:11 AM
1	018F18	SEMINOLE BLVD	16 AVENUE SE	VEH	3/6/2018	1	1:16 PM
1	017F18	49TH ST N	70TH AVE N	VEH	3/7/2018	1	8:00 PM
1	019F18	ULMERTON RD	WILD ACRES RD	VEH	3/9/2018	1	2:49 AM
1	026F18	I-275	38TH AVE N	VEH	3/24/2018	1	3:03 AM
1	025F18	66TH ST N	S OF 126TH AVE N	VEH	3/25/2018	1	11:23 PM

PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru April 2, 2018

28 FATALITIES INCLUDING MEDICAL INCIDENTS *

27 FATALITIES EXCLUDING MEDICAL INCIDENTS

28 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS *

27 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

6 AUTO-VEHICLE FATALITIES

22.2% (medical crashes not included)

6 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

7 MOTORCYCLE FATALITIES

25.9% of all traffic fatalities

7 MOTORCYCLE CRASHES (fatal)

3 BICYCLE FATALITIES

11.1% of all traffic fatalities

3 BICYCLE CRASHES (fatal)

11 PEDESTRIAN FATALITIES

40.7% of all traffic fatalities (includes other small modes)

11 PEDESTRIAN CRASHES (fatal)

21 VULNERABLE USER FATALITIES

21 VULNERABLE USER CRASHES (fatal)

77.8% Vulnerable/total fatalities

(medical crashes not included)

NOTE

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

Forward Pinellas

* MEDICAL INCIDENTS INCLUDE HEART ATTACKS, STROKE, OR OTHER FATAL CONDITION.