

Join the BPAC Zoom Meeting

Time: September 21, 2020 08:30 AM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/83090908773?pwd=VDRBdWNubHV1WkwwMUhYUW43cEpWQT09>

Meeting ID: 830 9090 8773

Passcode: 298561

One tap mobile

+13017158592,,83090908773#,,,,,0#,,298561# US

(Germantown)

+13126266799,,83090908773#,,,,,0#,,298561# US (Chicago)

Dial by your location

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 408 638 0968 US (San Jose)

Meeting ID: 830 9090 8773

Passcode: 298561

Find your local number:

<https://us02web.zoom.us/j/kcTSTz3NCy>



**BICYCLE PEDESTRIAN ADVISORY
COMMITTEE (BPAC) MEETING AGENDA
SEPTEMBER 21, 2020 – 8:30 a.m.**

Virtual Meeting

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER, INTRODUCTIONS AND ROLL CALL** (8:30 – 8:35)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – August 17, 2020** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY – September 09, 2020** (8:45 – 8:50)
5. **PINELLAS TRAIL VISION STUDY** (8:50-9:20)
6. **PSTA SUNRUNNER** (9:20-9:45)
7. **BPAC BUSINESS** (9:45 -10:10)
 - A. Florida Bicycle Association (FBA)
 - B. Friends of the Pinellas Trail
 - C. Tri-County BPAC
 - D. Bike Your City Update
8. **AGENCY REPORTS** (10:10 – 10:20)
9. **OTHER BUSINESS** (10:20 – 10:30)
 - A. SPOTLight
 - B. Membership
 - C. Correspondence, Publications, Articles of Interest
 - D. Suggestions for Future Agenda Topics
 - E. Other
10. **ADJOURNMENT** (10:30)

NEXT BPAC MEETING – OCTOBER 19, 2020

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.

3. Approval of Minutes

SUMMARY

The meeting summary for the August 17, 2020 meeting is attached for review and approval.

ATTACHMENT(S): BPAC Meeting Summary – August 17, 2020

ACTION: Approval of Meeting Summary

**FORWARD PINELLAS
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY
AUGUST 17, 2020**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on August 17, 2020. This was a Zoom Virtual Meeting, using the Forward Pinellas Zoom platform.

BPAC Members Present

Brian Smith, Chairman	At Large Citizen Representative
Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Daniel Alejandro	Largo Citizen Representative
Julie Bond	CUTR
Dr. Lynn Bosco	At Large Citizen Representative
Joseph Camera	Pinellas County Schools
Kimberly Cooper	St. Petersburg Citizen Representative
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Scott Daniels	Pinellas Trails, Inc.
Win Dermody	Clearwater Citizen Representative
David Feller	North County Citizen Representative, Oldsmar
Lyle Fowler	PC Parks & Conservation Resources (PCR)
Chip Haynes	Clearwater Citizen Representative
Alan Johnson	South Beaches Citizen Representative
Charlie Johnson	St. Petersburg Citizen Representative
Jacob Labutka	PSTA
Caroline Lanford	Pinellas County Planning Department
Stephen Lasky	At Large Citizen Representative
Lauren Matzke	City of Clearwater
Ron Rasmussen	Pinellas Park Citizen Representative
Derek Reeves	City of Pinellas Park
Joan Rice	Pinellas County Public Works Traffic
Michael Siebel	At Large Citizen Representative
Jim Wedlake - phone	Seminole Citizen Representative
Georgia Wildrick	Largo Citizen Representative
Robert Yunk	At Large Citizen Representative

BPAC Members Absent

Felicia Donnelly	City of Oldsmar
Deputy Eric Gibson	Pinellas County Sheriff's Office
Byron Hall	Pinellas Park Citizen Representative
Edward Hawkes	At Large Citizen Representative
Paul Kurtz	At Large Citizen Representative
Annette Sala	At Large Citizen Representative
Rick Perez	City of Largo
Bert Valery	North Beaches Citizen Representative

Others Present

Alex Henry	FDOT
Brian Shroyer	FDOT
Reid Powers	PSTA
Commissioner Jeff Gow	City of Dunedin
Tom Washburn	Pinellas County Public Works Traffic
Gina Harvey	Pinellas County Public Works Traffic
Tina Russo	Active Transportation Planner with Pasco County
Peyton McCloud	Guest
Cheryl Stacks	City of St. Petersburg – Transportation and Parking

Amy Elmore
Al Bartolotta
Whit Blanton
Angela Ryan
Maria Kelly

Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff
Forward Pinellas Staff

1. CALL TO ORDER

Chairman Brian Smith called the meeting to order at 8:30 a.m.

2. INTRODUCTIONS

Ms. Angela Ryan reviewed the Zoom meeting guidelines. The attendees were announced by Ms. Maria Kelly, there were 40 attendees.

3. PUBLIC COMMENTS

There were no public comments provided.

4. APPROVAL OF MINUTES

The summary from the June 15, 2020 meeting was approved with no corrections.

5. FORWARD PINELLAS ACTIONS

Mr. Al Bartolotta, Forward Pinellas Planning Division Manager, reviewed the highlights of the Forward Pinellas Board meeting for the July 8, 2020. The Forward Pinellas Board received a spotlight update on the Gulf Boulevard project drainage problem. In addition to the drainage issues, the Mayor of Indian Shores has concerns about the safety of people using the at-grade bicycle pedestrian path on Gulf Boulevard. Motorists have been using it as a passing lane. Recognizing that the current project is mostly a short-term drainage solution, the Mayor would like to put it on hold and wait until the funding is available to address all the safety and drainage needs on the corridor at one time. FDOT will continue with the current drainage project, which will include the addition of sidewalks in some areas. There was also discussion on the planned US 19 pedestrian underpass at Republic Drive and the scope of services for the Drew Street project. The US 19 underpass issue will be discussed later in today's meeting.

6. CITY OF ST. PETERSBURG MICROMOBILITY ORDINANCE

Ms. Cheryl Stacks, City of St. Petersburg, reviewed the city's e-scooter pilot program with the committee. The primary reason for the program is to provide more mobility options for the residents and visitors of St. Petersburg, including first-mile last-mile transit access. Once state legislation came through on the micromobility bill in June of 2019, St. Petersburg implemented this program, which allows e-scooters on public streets in the city at a max of 20 mph. Public outreach was conducted on this project. Feedback received resulted in limited hours of operation, no sidewalk usage, parking in corrals only, enforcement needs, addressing minimum operating age, and investing any available revenue into further development of a low-stress bike network as part of the city's complete streets program. Regulations were put forward through the adoption of a city ordinance in October 2019, applying to all scooters with added rules for licensed agreements between e-scooters providers and the city. Two scooter providers were selected in the spring and agreements with them were finalized. The City of St. Petersburg will create and manage the scooter parking corrals. The City of Tampa has partnered with USF for a scooter program as well. Questions were taken and appropriately answered.

7. FDOT DREW STREET PROJECT UPDATE

Mr. Brian Shroyer, Florida Department Transportation (FDOT) District 7, addressed the committee regarding an update for the Drew Street Project. The City of Clearwater completed a complete streets study on Drew Street in October 2018., The Clearwater City Council subsequently approved the city's Complete Streets Concept Plan. It is funded in part by a grant provided through the Forward Pinellas Complete Streets Program. The city's concept plan covers the sections from North Osceola Avenue to US Highway 19. FDOT will use this study to evaluate the city's concept plan and refine and develop design alternatives and identify next steps for implementation. This will involve coordinating with the city and county and different sections within FDOT. The study includes an assessment of existing conditions, future

conditions and Stakeholder coordination outreach and a determination of what it would take to make these improvements happen. With regards to the conceptual design review and development, the City of Clearwater has come up with some improvement suggestions such as lane elimination and adding bike lanes and landscaping in the medians. Concepts were reviewed. Questions were taken and appropriately answered.

8. US 19 NORTH PLANNED UNDERPASS

Mr. Whit Blanton, Forward Pinellas Executive Director, shared a presentation with the committee regarding the planned US 19 pedestrian underpass at Republic Drive. For several months, there have been meetings with adjacent business owners addressing their concerns about the visibility of their businesses. They have requested that the existing plans be modified to relocate the underpass. Forward Pinellas asked FDOT to evaluate the feasibility of relocating the planned underpass. FDOT informed Forward Pinellas that the proximate location of a planned on/off ramp did not allow for the relocation. Forward Pinellas staff has also expressed concern that, in addition to contradicting the Board's direction regarding the spacing of crossing locations, relocating the underpass compromises the safety of pedestrians, bicyclists and transit users who travel the corridor. This issue and the findings of the FDOT evaluation were discussed with the Forward Pinellas Board at their July meeting. Based on the discussion, Forward Pinellas staff is bringing the matter to the advisory committees for input before returning to the Board for a follow-up discussion and/or action in September. The staff recommendation for consideration today is reinforcement of the ¼ to ½-mile spacing goal for pedestrian crossings along US 19, as well as support for inclusion of the planned underpass south of Republic Drive. Questions were taken and appropriately answered. Lucas Cruse made a motion to endorse the staff recommendation as written. This was seconded by Mike Siebel and passed with a unanimous vote.

9. BPAC BUSINESS

A. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso gave an update on the Florida Bicycle Association. Sharing a couple of updates, the e-bike bill was signed by the Governor and became law effective July 1, 2020. FBA hosted a virtual meeting with people from Pensacola and Tallahassee in attendance. Based on the results of a post meeting survey, it looks like the virtual meeting format will continue for membership meetings. The Ride-Leader Ride-Marshal Certification Program will also be virtual., Check the website for updates. FBA will also be launching a bicycle infrastructure assistance program. The program is still in development, but standby for more information to come. Angela Ryan was welcomed as a new board director.

B. Friends of the Pinellas Trail

Mr. Scott Daniels gave an update for the Friends of the Pinellas Trail. The Friends of the Pinellas Trail are holding virtual meetings. There are plans to have a recognition day on Saturday, December 5th for the 30th anniversary of the Pinellas Trail. More information will be available in October.

C. Virtual Bike Your City Update

Ms. Ryan shared information on the planned Bike Your City virtual event with the committee. The event will be a scavenger hunt through Safety Harbor, October 16th through 31st. Pre-registration notices and additional information will be sent out to those persons who previously registered. Information about this event will also be provided on the Forward Pinellas website.

D. BPAC early Topics/Issues Schedule

Ms. Ryan addressed the committee about identifying specific policy issues for discussion each year, semi-annually or quarterly.

E. Trail Users Concerns Regarding Power Lines

Ms. Ryan addressed the committee regarding trail use concerns about power lines and nuisance shocks that may affect people traveling under power line. This problem needs to be addressed for safety concerns. It was suggested to post signs stating "you are now in a power line corridor and could experience electrical shocks" or a similar caution. Tina Russo, Active Transportation Planner with Pasco County, addressed the committee regarding the Starkey Trail electrical shock incidents in Pasco, stating that the Parks department is looking into signage options.

F. Virtual Tri-County BPAC meeting September 15, 2020

Ms. Ryan addressed the committee regarding the virtual Tri-County BPAC meeting to be held

September 15, 2020 at 4:00pm. A copy of the agenda will go out to the BPAC prior to the meeting.

10. AGENCY REPORTS

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

Ms. Joan Rice with Pinellas County Public Works Traffic shared that the resurfacing project in Tarpon Springs has been completed and looks great. Construction has begun on the North Loop, including the section between Enterprise Road and John Chesnut Park, excluding the portion around Northside Drive and Meadow Wood Drive. The alignment for this portion still needs to be reviewed by the County Commission in November.

• **Clearwater Bicycle Pedestrian Program**

Ms. Lauren Matzke with the City of Clearwater emailed information to Maria Kelly who read it to the committee. The City will be taking the Fort Harrison Complete Street Concept Plan to the City Council in October for approval.

• **Largo Bicycle Pedestrian Program**

Mr. Rick Perez, City of Largo, was unable to attend.

• **St. Petersburg Bicycle Pedestrian Program**

Mr. Lucas Cruse, St. Petersburg Transportation, reported that the city's BPAC meeting will be held via Zoom on August 19, 2020. St. Petersburg is focusing on implementing the recommendations of the Complete Streets Implementation plan. This includes updating design standards where needed and addressing typical issues that come up with design. They are also collecting GIS data from the plan and updating the bike map. Some projects currently underway include installing bulb outs on all intersections on 3rd Street through downtown, a separated bikeway through the innovation district on 6th Avenue South, and development of 18th Avenue South complete street study design concepts. Pinellas Point Drive is going to be resurfaced this year with traffic circles and/or roundabouts.

• **Pinellas County Schools**

Mr. Joseph Camera, Pinellas County Schools, was unable to attend.

• **FDOT District 7 Updates**

Mr. Henry shared that FDOT received approval for the 34th Street South lane repurposing project. The lane repurposing work will occur as part of a resurfacing project.

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

The July 14th meeting minutes for the PTSTF were included in the agenda.

10. OTHER BUSINESS

A. **SPOTLight Emphasis Areas Update**

Updates were covered in the meeting.

B. **Membership**

There were no comments regarding this item.

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

There were no comments regarding this item.

D. **Suggestions for Future Agenda Topics**

There were no comments regarding this item.

E. **Other**

13. ADJOURNMENT

Chairman Smith adjourned the meeting at 10:18 am. The next BPAC meeting is scheduled for Monday, September 21, 2020

Bicycle Pedestrian Advisory Committee – September 21, 2020

4. Forward Pinellas Executive Summary – September 09, 2020



SUMMARY

The September 09, 2020 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 September 09, 2020 (this item will be emailed separately)

ACTION: None Required, Informational Item Only



Board Meeting Summary & Action Sheet

September 9, 2020

Please note that this summary has not been approved as the official minutes of the board.

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The Forward Pinellas Board held this public meeting virtually on September 9, at 1 p.m. to ensure public safety in response to the COVID-19 pandemic. Please see the following link for more information about virtual meeting [policies and procedures](#).

Forward Pinellas Director Whit Blanton introduced Austin Britt as the new Forward Pinellas Intern, who will be with the agency for the 2020-21 academic year through an agreement with the University of South Florida College of Arts and Sciences. Austin is in his 2nd year in the Urban and Regional Planning graduate program.

Commissioner Eggers congratulated Whit Blanton on being elected APA Florida President-Elect. Whit's two-year term begins January 1st; after which he will serve two years as APA Florida Chapter President.

PUBLIC HEARING ITEMS

The board unanimously approved the roll forward of amendments to the FY2020/21-FY2024/25 Transportation Improvement Program (TIP).

- This roll forward amendment is a routine annual process to assist Forward Pinellas in identifying projects that were not committed in the previous Fiscal Year and have automatically rolled into FY2020/21 of the FDOT Work Program. This amendment ensures that the previously adopted TIP matches the current FDOT Work Program.

The board approved the following land use amendment to the Countywide Plan with a vote of 10-2, Commissioner Donovan and Mayor Bradbury dissenting:

- Pinellas County seeks to amend properties from Residential Very Low to Residential Rural.
 - Location: East Lake Tarpon Community
 - Area Size: Approximately 2,919.5 acres
 - Existing Uses: Residential
 - Surrounding Uses: Preservation, Recreation/Open Space

The purpose of this amendment is to recognize the rural low density character of the East Lake Tarpon Community. The board voted to approve this land use category for use by local governments at a prior meeting this year.

Discussion

Commissioner Donovan brought up concerns that this amendment causes unnecessary road blocks for any future annexations and feels a precedence is being set for the County to affect land uses within potential city annexation planning areas. In addition, this amendment will remove any incentive for future developers to annex into the City of Tarpon Springs. Donovan also reinforced that a community will never be forced to annex into Tarpon Springs and the process will always be legal and voluntary.

Commissioner Eggers stated that this amendment merely restores the former land use category of Residential Rural, which allows for a lower density than the East Lake Tarpon Community had prior to the 2015 adoption of the new Countywide Plan. The discussion also clarified that there is no intent to minimize or impede what cities can do within their planning areas.

Members of the public spoke both for and against the amendment. Those for it encouraged the board to preserve the low density originally planned for the East Lake Overlay. Those against this amendment felt that this amendment would lower property values if they ever chose to annex into the City of Tarpon Springs.

The board unanimously approved the following two land use amendments to the Countywide Plan:

- Pinellas County seeks to amend properties from Activity Center, Retail & Services, Employment, Office, Public/Semi-Public, Residential Medium and Residential Low Medium to Activity Center.
 - Location: Downtown Palm Harbor
 - Area Size: Approximately 63.8 acres
 - Existing Uses: Residential, Retail, Office, Automobile repair
 - Surrounding Uses: Residential, Retail, Recreation/Open Space

The purpose of this amendment is to expand the existing Downtown Palm Harbor Neighborhood Activity Center.

- The City of Largo seeks to amend property from Public/Semi-Public to Retail & Services.
 - Location: 4825 East Bay Drive
 - Area Size: Approximately 4.36 acres
 - Existing Uses: Church owned property
 - Surrounding Uses: Residential, Commercial

The purpose of this amendment is to allow for the development of retail commercial uses.

PRESENTATIONS AND/OR ACTION ITEMS

The Forward Pinellas Board unanimously approved staff recommendations for construction of the US 19 North Planned Pedestrian Thruway and affirmed the ¼ to ½ mile spacing policy of pedestrian crossings with reconstruction of US 19 North to Pasco County.

- FDOT is designing US 19 from SR 580 to CR 95 as a partially controlled access expressway, replacing traffic signals at Republic Drive and Curlew Road with an overpass and an interchange. The design includes pedestrian/bike crossings (underpasses and overpasses) about every ½ mile to fulfill a request for connectivity by Forward Pinellas in 2018. Several businesses adjacent to the pedestrian thruway (or underpass) planned for just south of Republic Drive requested that it not be included in the design due to visibility and demand concerns.
- The executive director presented information on the long-term value of the underpass with the construction of the Duke Energy Trail and as properties near the US 19 corridor redevelop. The board also supported safety and multimodal accessibility improvements along the US 19 frontage roads and closing key east-west gaps over time for bicycle and pedestrian travel.

Discussion

Several commercial businesses adjacent to US 19 raised objections over diminished visibility from the thruway and cited a lack of pedestrian demand. They raised concerns over the cost effectiveness of the design and said it was not needed. Other members of the public spoke in favor of staff recommendations for the pedestrian thruway as an important point of access for people who walk, bicycle or use a wheelchair. The discussion addressed issues of safety, accessibility and connectivity, and how longer-term transportation projects and redevelopment in the Countryside area would likely make pedestrian connections more important over time.

Commissioner Long presented updates for the PSTA Activities Report.

- PSTA held the groundbreaking for the “SunRunner” Bus Rapid Transit project in August 2020.
- Autonomous vehicles are being tested on Bayshore Blvd. beginning in November 2020 - February 2021. She said we could also see this program expand to Dunedin and Clearwater over the next year.

Commissioner Seel presented updates for the TBARTA Activities Report.

- TBARTA approved a resolution to support a transit service development grant application for improved service on Route 99 that connects Sarasota and Manatee County along US 41.
- SCJ Alliance presented on aerial cable car technology.

Scott Pringle, of the consulting firm WSP, presented the TBARTA Regional Rapid Transit Project.

- Pringle introduced the TBARTA Regional Rapid Transit (RRT) Project, a 41-mile regional transit service that would connect downtown St. Petersburg, Gateway, Tampa, USF and Wesley Chapel in Pasco County.
- TBARTA is evaluating several design alternatives concerning the extent of dedicated lanes in the I-275 corridor and the associated ridership and cost implications of each. The next step is to go into further detail on the impacts of the alternatives, including routing and service options, local transit service connectivity, station locations and station area design options.

Mike Meidel presented the Pinellas County Economic Development Update.

- With the Penny for Pinellas funding, Pinellas County is able to create over \$80 million of projects. At this time, 18 funding applications have been received for the housing component. These projects will help attract quality workers to Pinellas and ensure they cannot only work in Pinellas County, but also live here. In December, Pinellas Economic Development will launch the economic development portion of the projects and open for applications. Meidel introduced Teresa Brydon as a newly hired team member responsible for this aspect of the Penny for Pinellas initiative.
- Meidel also addressed general COVID impacts:
 - Industrial space and multi-family dwellings are still in demand.
 - Office space demand is currently down. However, after COVID, office space is expected to be about the same due to the need for larger communal spaces that will allow patrons to maintain social distancing.

Whit Blanton provided an update on the Annual Call for Projects - Transportation Alternatives, Complete Streets, and Multimodal Priorities.

- The Annual Call for Projects is open for applications for Transportation Alternatives, Complete Streets, and Multimodal Priorities through December with a staggered series of deadlines for each program. Applications will be presented to the board for approval in March 2021.

The Forward Pinellas Board unanimously reaffirmed the appointments of the four committee members who previously served on the Legislative Committee, including Commissioner Dave Eggers, Mayor Cookie Kennedy, Councilmember Brandi Gabbard and Vice Mayor David Allbritton.

SPOTlight Update:

US 19 Corridor Workshop

- Forward Pinellas is planning a US 19 Corridor Workshop with the board in early 2021. We will complement this with public engagement and outreach after the workshop. The primary discussion at the workshop will focus on innovative intersection alternatives for US 19 North and recommendations for improvements to the existing frontage road network from Clearwater south to Pinellas Park.

Aerial Cable Transit Update

- As a result of the August TBARTA board meeting, Forward Pinellas is working with TBARTA staff to confirm interest and develop a scope of work to conduct a more in-depth study of a potential aerial cable transit project in Pinellas County. In recent years, both St. Petersburg and Clearwater have shown interest in aerial cable car technology. Forward Pinellas staff will meet local governments and key stakeholders to determine their current interest and develop a s scope of work by the end of the year. TBARTA has funding in place. The goal is to be ready to begin a study of the concept, its operating and capital requirements and potential funding strategies in early 2021.

UPCOMING EVENTS:

- **Virtual Bike Your City 2020**
Jump on your bicycles and enjoy riding around beautiful Safety Harbor while finding enchanting scavenger hunt locations! Forward Pinellas is pleased to announce our reinvented virtual Bike Your City Scavenger Hunt through our host city of Safety Harbor. From October 16, 2020 – October 31, 2020, residents will be challenged to find all 20 locations on our scavenger hunt map and submit a “selfie” or picture of their bike at the landmark using our interactive form. For more information or to register, visit: bit.ly/BYCRRegister
- **Tampa Bay TMA Leadership Group Meeting - September 18, 2020 (Virtual)**
- **Forward Pinellas Waterborne Transportation Subcommittee - October 9, 2020**
- **Gulf Coast Safe Streets Summit - November 16-19, 2020**

The next board Meeting will be October 14, 2020. Virtual options for participation will be available. Please visit our website for more information: www.forwardpinellas.org

Action Sheet September 9, 2020

At its September meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (roll call vote: 12-0)
Approved to include the following:
A. Approval of Minutes of the July 8, 2020 Meeting

- B. Approval of Committee Appointments
- C. Acceptance of Quarter Three Financial Report
- D. Map Adjustment – City of Safety Harbor – Official Acceptance
- E. Approval of Procurement #20-01 Planning Consultants Agreements
- F. Approval of Interlocal Agreements for Planning & Place-Making Grants
 - City of Pinellas Park
 - City of St. Petersburg for Demonstration and Pilot Project Policy and Guide
 - City of St. Petersburg for Missing Middle Lending Analysis
- G. Approval of Interlocal Agreement for Complete Streets Grant with the City of Pinellas Park
- H. Approval of Amendment to Corridor Enhancement Grant Agreement with City of St. Petersburg
- I. Cancellation of the December Forward Pinellas Meeting

- **Approval of Amended Resolution 20-05 and Annual Budget for FY21** (roll call vote: 12-0)
This item was pulled from the consent to be acted on separately after further clarification and discussion.
- **Roll Forward Amendment(s) to the FY 2020/21-FY 2024/25 Transportation Improvement Program** (roll call vote: 12-0)
Following a presentation by FDOT and public hearing, the board, in its role as the metropolitan planning organization, approved the roll forward amendment(s) to the TIP.
- **Countywide Plan Map Amendment(s)**
Three cases were recommended for approval:
 1. **CW 20-13 – Pinellas County** (Residential Rural)
(roll call vote: 10-2, Commissioner Donovan and Mayor Bradbury dissenting)
 2. **CW 20-14 – Pinellas County** (Downtown Palm Harbor)
(roll call vote: 12-0)
 3. **CW 20-15 – City of Largo**
(roll call vote: 12-0)
- **US 19 North Planned Pedestrian Underpass** (roll call vote: 12-0)
Following a presentation by Executive Director Blanton, the board affirmed its agreement with the four staff recommendations as outlined, which included:
 - Reinforce the ¼ to ½ mile spacing goal for US 19
 - Support the inclusion of the Pedestrian Thruway south of Republic Drive for US 19 from SR 580 to CR 95
 - Support safety and multimodal accessibility improvements along the US 19 frontage roads
 - Support closing key east-west gaps over time for bicycle and pedestrian travel
- **Forward Pinellas Legislative Committee Appointments** (roll call vote: 12-0)
Following minimal discussion, the board reaffirmed the appointments of the four committee members who served the previous year to include Commissioner Dave Eggers, Mayor Cookie Kennedy, Councilmember Brandi Gabbard and Vice Mayor David Allbritton.

SUMMARY

The Pinellas County Traffic Engineering Department has recently entered into an agreement with Cardno, Inc. to develop a “Pinellas Trail System Visioning” document. The objective of this project is to create a vision for the Pinellas Trail System that meets the current and future needs of the trail’s stakeholders. Creating the “vision” will consider connectivity, funding sources, maintenance, design standards, amenities, and other issues.

The scope of work will be multi-faceted and include the development of a map of all significant trails within Pinellas County; a narrative to discuss the history and description of the Pinellas County trail network; and research into the connectivity and compatibility with Pasco and Hillsborough trail systems.

Joan Rice from Pinellas County Traffic Engineering will present the study and respond to any related questions.

ATTACHMENT: None.

ACTION: None, Information only

SUMMARY

The Pinellas Suncoast Transit Authority (PSTA) recently unveiled a new type of public transportation in Pinellas County. Tampa Bay's very first Bus Rapid Transit (BRT) service, the "Sunrunner," will offer fast, modern transportation to move riders from downtown St. Petersburg to the beaches of south Pinellas County. The Sunrunner will utilize 1st Avenue North, 1st Avenue South, Pasadena Avenue and Gulf Boulevard. The buses will travel in dedicated lanes for much of the route and will be assisted by innovative technology to ensure they run on time. The stops will be serviced every 15 minutes during the day and every 30 minutes in the evening.

A representative of PSTA will provide an overview of the Sunrunner project, including service and route details and timeline.

ATTACHMENT(S): None

ACTION: None required; informational item

7. A.-D. BPAC Business

A. Florida Bicycle Association (FBA)

Vice Chair Becky Afonso, who is also the FBA Executive Director, will provide an update on FBA activities. Information on the FBA is available at floridabicycle.org.

B. Friends of the Pinellas Trails (formerly Pinellas Trails, Inc.)

A representative from Friends of the Pinellas Trail may take this opportunity to provide an update.

C. TRI-County BPAC

Staff will report on the results of the September 15, 2020 TRI-County BPAC Meeting.

D. Virtual Bike Your City Event Update

Forward Pinellas will provide an update on plans for the 2020 Virtual Bike Your City event.

ATTACHMENT(S): None

8. Agency Reports

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

- Pinellas Trail Loop/Duke Energy Trail (North & South Gaps)
- Clearwater Bicycle Pedestrian Program
- Largo Bicycle Pedestrian Program
- St. Petersburg Bicycle Pedestrian Program
- Pinellas County Schools
- FDOT District 7
- Pinellas Trail Security Task Force (PTSTF)

The next meeting of the PTSTF is scheduled for October 13, 2020

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

9. A.-E. Other Business

A. SPOTLight Emphasis Areas Update

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

B. Membership

There is currently one vacancy on the BPAC membership list for a Pinellas County Health Department representative and one citizen vacancy for St. Petersburg.

ATTACHMENT: BPAC Membership List

ACTION: None Required, Informational Item Only

C. Correspondence, Publications, Articles of Interest

10 Steps to Making Biking and Walking Safer – September 2020

Bike Shortage is a Tale of Changed Lives and Disruptive Supply Chains - August 2020

The Pandemic Is Changing How People Get Around – August 2020

Wanting to Social Distance – August 2020

Why Most Pedestrian Infrastructure is Really Made for Drivers – August 2020

Pinellas Trail Usage Report – June 2020

Pinellas Trail Usage Report – July 2020

Pinellas Trail Usage Report – August 2020

Pinellas County Fatalities Report – August 2020

D. Suggestions for Future Agenda Topics

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

E. Other

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

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

1. Vacant
2. Kimberly Cooper (10/13/99) (reappointed 5/9/18)
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. David Feller (07/11/18)
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. Alan Johnson (05/09/18)

Technical Support

1. County Traffic Department (Joan Rice – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (Caroline Lanford – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Reid Powers – alternates)
4. City of Clearwater (Lauren Matzke - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Rick Perez – representative; Diane Friel - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. City of Pinellas Park (Derek Reeves – representative)
9. Pinellas County School System (Joseph Camera- representative, Autumn Westermann- alternate)
10. Pinellas County Health Department (Vacant – representative)
11. Friends of the Pinellas Trails (Scott Daniels – representative)
12. CUTR (Julie Bond - representative)

Sheriff's Office /Police/Law Enforcement Representatives

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

Non-Voting Technical Support

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

*Dates signify appointment

10 steps to make walking or biking to school safer

U.S. has triple the overall rate of child road deaths compared to other developed countries

By: [Matt Zalaznick](#) | September 8, 2020

One-third of U.S. parents think the streets around their schools are too dangerous for walking or cycling, while 63% remained concerned about air quality and road safety, according to a UNICEF survey.

More than half of U.S. parents support road closures, traffic restrictions and lower speed limits to protect students walking or cycling to school during the COVID pandemic.

A similar number of parents said safer roads would convince them to have their child walk or bike to reduce their chances of being exposed to COVID on school buses and other forms of mass [transportation](#) where social distancing is more difficult, according to [an international UNICEF survey](#).

But one-third of parents think the streets around their schools are too dangerous for walking or cycling, while 63% remain concerned about air quality and road safety, the survey found.

Many cities have opened new or temporary bike lanes, widened footpaths, and reduced vehicle speed limits as traffic accidents remain the leading cause of death for children and young people worldwide.

U.S. parents were the least concerned about road safety in the global poll yet the U.S. has triple the overall rate of child road deaths compared to other developed countries, according to New England Journal of Medicine data cited by UNICEF, the children's advocacy branch of the United Nations.

UNICEF has also released a [10-step guide](#) to make the trip to school safer:

1. Engage the entire school community in road safety initiatives
2. Ensure physical distancing during school drop-off and pick-up
3. Prioritize active, non-motorized transport to support physical distancing
4. Make it safe for students to walk, cycle, scoot and ride a wheelchair
5. Help students who cycle and scoot to follow protocols

6. Reduce private vehicle use
7. Treat school buses as extensions of the classroom
8. Promote safety and hygiene on public and shared transport
9. Ensure equal access for marginalized populations
10. Sustain changes in the long term

Bike shortage is a tale of changed lives and disrupted supply chains

Sabri Ben-Achour Aug 20, 2020

The pandemic has rearranged so many parts of this economy it's hard to keep up. But we can add one more: bikes. There is a national — international, even — bike shortage. It's been going on for months and will continue to go on for months.

It says a lot about how many of us are coping with pandemic reality, and says a lot about supply chains too.

If you have been to a bike store recently, you've probably seen some disappointed people.

"I'm here at the bike shop looking for a bike, but it doesn't look like I'm finding one," said Jonathan Bermudez. He's at Al's Cycle Solutions in Hell's Kitchen, Manhattan. This is the third bike shop he's been to this day.

"Everywhere I look, they don't have what I needed," Bermudez said. "I'm feeling a little frustrated."

Also frustrated is Alain Guillerme, the owner of Al's Cycle Solutions.

"I don't have any more bikes — period," he said. "You can see all my racks are empty. [The] problem is I don't have enough supply to make money right now."

Bike theft is 18% higher year to date in New York. Theft of bikes worth \$1,000 or more is up 53%, which of course in turn fuels more demand. The shortage is international and started in January, when the coronavirus shut down factories in East Asia, the center of the bike industry's supply chain. Eric Bjorling is director of brand at Trek Bicycles, a U.S. bike manufacturer.

"When those countries shut down and those factories shut down, there were just no bikes being made industrywide," he said. "Those are the bikes that are supposed to arrive in April, May, June, July."

And while a supply shortage was brewing, demand was about to explode. It started when everybody was stuck at home with their kids and decided to get them bikes.

"March, April, May — the bikes that are all going are kids' bikes," Bjorling said.

Then the adults got bored.

“Then you had your entry-level hybrids and mountain bikes,” he continued. “Now those are bikes that are used for family bike rides on trails and paths.”

And you had your commuters who didn’t want to be stuck in buses or subway cars.

“As public transit was viewed in a different light, so was the bicycle. And we saw an explosion of commuters,” Bjorling said.

So why then couldn’t bike factories just ... you know ... make more bikes?

“The industry wasn’t running with lots of spare capacity to start with,” said Chris Rogers, the supply chain analyst at S&P Global Market Intelligence.

“What the industry doesn’t want to do is double its capacity to meet the increased demand,” Rogers said, “and then we turn round in the winter or next year when everyone’s got a bike and suddenly you’re left with a factory that’s too big and machinery or staff that aren’t being used anymore.”

Rogers said the bike industry’s troubles are emblematic of a lot of industries right now, trying to tame wild fluctuations in supply and demand. But as far as bikes go, he said they’re coming, they’re just coming late. The next flush of entry-level bikes and parts will probably get here around September or October.

The Pandemic Is Changing How People Get Around

August 16, 2020 7:59 AM ET

Heard on Weekend Edition Sunday

David Schaper

Cyclists enjoy a ride on Chicago's Lakefront Trail on a recent evening. Biking there and all across the country is up significantly during the pandemic.

David Schaper/NPR

The thought of packing herself onto a crowded bus or train makes Magali Olson cringe.

"I'm afraid to really take the train," Olson says. "I mean, I don't know if people are being clean or not, you know?"

She is able to work from home some days, but she's had to ride Chicago's Blue Line trains two days a week to her job at an insurance company downtown.

"Although I had Clorox wipes to clean everything, before I sat or touch anything, I was still a little scared," she says. "Some people weren't wearing masks, so it's a little scary."

Like other transit systems, the Chicago Transit Authority requires riders to wear masks and frequently and thoroughly cleans trains and buses. But like many Americans during this pandemic, Olson is still uncomfortable riding public transit, so she went out and bought herself an electric scooter.

Magali Olson shows her new electric scooter, which she bought a week ago so she doesn't have to commute on the train.

Magali Olson shows her new electric scooter, which she bought a week ago so she doesn't have to commute on the train.

David Schaper/NPR

"It's really, really easy" to both ride and charge up in her garage on Chicago's northwest side, Olson says. "It doesn't go more than 30 miles per hour so I can just take it down[town] ... and call it a day. I'm actually looking forward to going to the office."

Scooters are just one of the transportation modes increasing in popularity among commuters during the pandemic, which is changing how many of people get around. Another of the two wheeled variety is the good old bicycle. But if you don't already have one, it's going to be difficult to find one.

Over at Kozy's Cyclery, the phones are almost constantly ringing, but anyone looking to buy a bike is probably out of luck. This huge shop, with three levels of retail space, is almost empty.

Kozy's Cyclery in Chicago is one of the bike shops across the country finding it hard to keep shelves stocked. **David Schaper/NPR hide caption**

Kozy's Cyclery in Chicago is one of the bike shops across the country finding it hard to keep shelves stocked.

David Schaper/NPR

"Everything in a 2020 model in a bike has basically left the building," says Sherdon Weir, a manager at one of the three family-owned Kozy's Cyclery shops in Chicago. "We're left with high-end road bikes and high-end electric bikes ... and we're down to the smallest kids' bikes."

"2021 models are trickling in," Weir says, with just one or two sometimes arriving in a shipment. He says they're put together the night they arrive and go out the next day to customers who have been waiting for them. "We have a box filled with customers' [orders] that have had bikes on hold since March."

Weir says electric bikes, which give a person's pedaling a power boost, are especially popular among commuters.

"Because most people don't want to be sweaty when they get into work," he says. "It is a game-changer. Sales have basically tripled for electric bikes."

But while the sales side of the shop is empty of bikes, the service side is overflowing with them. Weir says at times, 15 to 20 people will be lined up out in front of the shop (social distancing limits the number of customers allowed inside at a time) to get their older bikes fixed up and repaired.

"Since they can't get a bike, they've dug up bikes from their basement that need either tires and tubes, that need tuneups."

Bike Sales Gear Up As The Homebound Try Socially Distant Exercise

It's the same story at bicycle shops all across the country, and while some of the demand is coming from those who want bikes to commute, much of it is from recreational users who see it as way to enjoy the outdoors with their families, or spend time with friends in a safe and socially distant way.

"Biking is really on fire right now," says Audrey Wennink, director of transportation for the Metropolitan Planning Council in Chicago, a regional nonprofit focused on urban planning.

She says many cities are expanding bike-share programs, like Chicago's Divvy bikes, to accommodate the increased demand. There are also more shared scooter programs, and some cities are working to accommodate the pandemic-related increase in walking, with new trails, sidewalk improvements and safety enhancements.

But as scores of bicyclists, skateboarders and rollerbladers whiz by her on Chicago's busy Lakefront Trail, she points to the hundreds of cars jamming up on the eight-lane highway next to it, Lake Shore Drive.

"We are seeing traffic levels, in terms of cars, having gone up to almost pre-COVID levels."

Even though many people are out of work or still working from home, many cities are seeing significant increases in motor vehicle traffic this summer.

In Chicago and in other cities with robust transit systems, people who have never owned cars before are suddenly buying them. In New York City, some are calling it "carmagedon," as residents there registered 40,000 new cars in July, the highest monthly total in years. Meanwhile, NYC subway ridership is still down more than 75% from last year.

Across the country, used car sales in particular are up, while people still largely avoid car-sharing and ride-hailing companies like Uber and Lyft. Their business remains down significantly.

At the same time, many cities are at least temporarily closing off many streets to cars, turning them into bike lanes and shared spaces for pedestrians, outdoor dining and even play lots.

"This is a real turning point," says Wennink, "and we can go one of two ways."

"One, where we see a huge uptick in car usage and car ownership and congestion," Wennink says. Alternatively, cities can support more active and sustainable transportation options, like walking and biking.

"Because the long term problems that we have of climate change, of congestion, of constrained spaces in urban areas, those are still conditions that will continue to exist."

She and other transportation and urban planning experts say there's an opportunity in the COVID-19 crisis: to rethink how people get will around and use urban spaces differently in a post-pandemic world.

Wanting to Social Distance, Biking Surges in North America's Largest City

By [Reuters](#), Wire Service Content Sept. 1, 2020

MEXICO CITY (Reuters) - Cycling is undergoing a renaissance in the congested Mexican capital, North America's largest metropolis and home to over 20 million, as residents seek to social distance and avoid public transportation amid the ongoing coronavirus pandemic.

A chaotic network of metro trains and buses form the backbone of Mexico City's public transport system and was used on a daily basis prior to the pandemic by millions of commuters, often cramped elbow to elbow.

"Many people have opted to buy a bike and use it, out of fear of public transport, to get to work, to go out and about, to be active," said Valentin Najera, a capital bike shop owner.

He says business is booming.

"There has been an increase in sales since the pandemic."

Mexico City's local government has taken notice of the shift and implemented new urban planning projects, including a recent announcement for more than 40 miles (64 kilometers) of exclusive bike lines.

They hope the shift among commuters stays around well after the pandemic is just a bad memory.

"I prefer to get on the bike rather than on the metro to not expose myself to the situation that we are going through. It's also a healthy habit," said cyclist Ivan Pastor.

Getting around on bike in the city, situated in a valley 2,240 meters (7,350 feet) above sea level, is good exercise and could also help reduce pollution from the metro area's legions of cars and trucks, many of them older models that belch out thick black smoke.

While city dwellers around the world take some consolation in improved air quality thanks to the coronavirus pandemic, pollution from nearby fossil fuel power plants, diesel-fueled generators as well as frequent forest fires have ensured Mexico City remains smog filled.

(This story has been refiled to fix a typo in 3rd paragraph to correct name of bike shop owner).

(Reporting by Alberto Fajardo, Josue Gonzalez and Manuel Carrillo; Writing by Anthony Esposito; Editing by Lisa Shumaker)

Copyright 2020 Thomson Reuters.

Op-Ed: Why Most Pedestrian Infrastructure Is Really for Drivers

Big money “pedestrian” projects are often remedial and performative — and their real purpose is to serve faster car traffic.

- By [Joe Cortright](#)

Editor’s Note: This article originally appeared on [City Observatory](#) and is republished with permission from the author.

One of the biggest lies in transportation planning is calling something “multi-modal.” When somebody tells you a project is “multi-modal,” you can safely bet that it’s really for cars and trucks with some decorative frills appended for bikes and pedestrians. A four- or six-lane arterial, posted for 45 miles per hour, and with crossings every half mile or more isn’t pedestrian friendly no matter how wide the sidewalks are on either side of the road.

Much of what is labeled pedestrian infrastructure is in reality car infrastructure. In a place populated entirely by pedestrians and bicycles, for example, there’s no need for wide rights of way, grade separations or traffic signals. In even the most crowded cities, people simply walk or ride around one another. If it’s just people walking, there aren’t even lane markings. Humans have long had the ability to avoid collisions, using subtle visual cues. Pedestrian friendly places don’t need elaborate infrastructure.

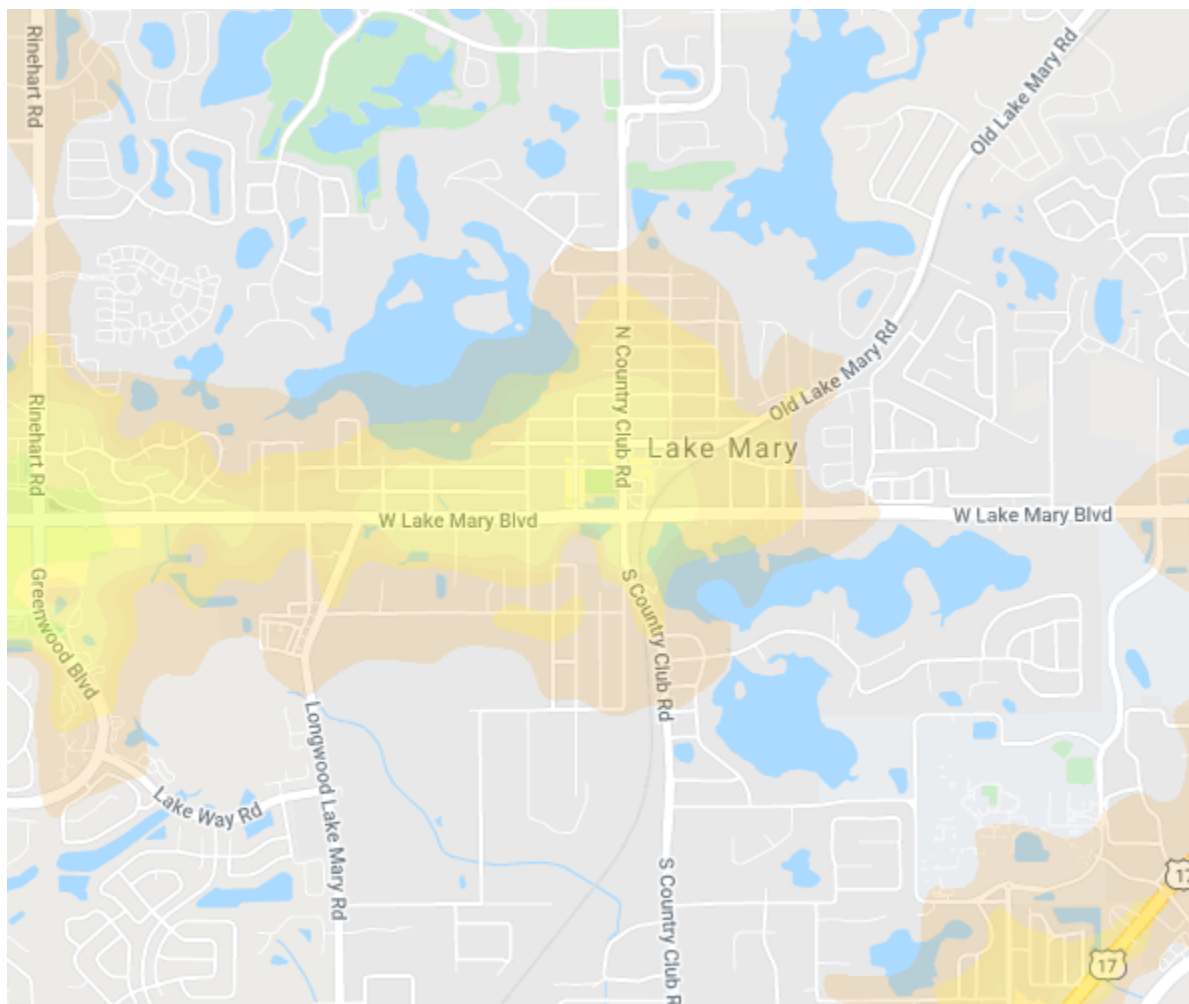
When we build a sidewalk along a busy arterial, or put in a traffic signal or build a pedestrian overpass, we may call it “pedestrian” infrastructure, but the only reason it’s actually needed is because of the presence and primacy of cars. And its purpose is primarily to benefit cars, speeding car travel, by freeing them from the need to pay attention to or yield to pedestrians (or to only have to do so under strictly limited conditions). If a pedestrian crosses outside a sidewalk, or against a light, the law routinely exempts vehicle drivers from any penalties from hitting or killing them.

Most elaborate “pedestrian” infrastructure is really car infrastructure. As an example, let’s have a look at Lake Mary, Florida, a suburb of Orlando. Like much of suburban Florida, Lake Mary is a grid of multi-lane arterials. One of the city’s highest crash locations, according to its [transportation plan](#), is the intersection of Lake Mary Boulevard and Country Club Road. Lake Mary Boulevard is 7-lanes wide, with turn-lanes and through traffic lanes, and is a daunting obstacle for pedestrians, so the city has constructed two pedestrian bridges over the highway, with a [153-foot span](#).

The engineering firm that built the crossing describes it as a “having a Mediterranean/Italian style.” and touts its “highly decorative safety enclosure and decorative cladding walls.” Anyone who has ever walked for five minutes in an Italian

city will be hard pressed to find any substantive resemblance. The ramps needed to reach the elevated structure roughly triple the crossing distance for pedestrians, which probably explains why people still use the grade-level crosswalk.

These elaborate and expensive pedestrian bridges are at best a remedial effort to minimize the danger this environment poses to anyone who isn't in a car. They don't really make the area any more desirable for walking. The real problem is not the infrastructure, or lack thereof, but a built environment that's inhospitable to walking and cycling. Even the densest parts of Lake Mary get a Walk Score of 49 "car dependent" and most housing has Walk Scores of 20 or less, meaning that people need a car for almost all of their basic travel. Here's a heat map, the yellow and red areas have Walk Scores of less than 50 (car-dependent), the gray areas are below 10.



Here's another, example, from Port Wentworth, a suburb of Savannah, Georgia. Here, the Georgia Department of Transportation has built a \$4 million pedestrian overpass over a four-lane highway, Augusta Road (GA-21). The bridge's 178-foot span connects a new residential subdivision on one side of the highway with other subdivisions and a local school on the other. The overpass features lengthy serpentine switchbacks on

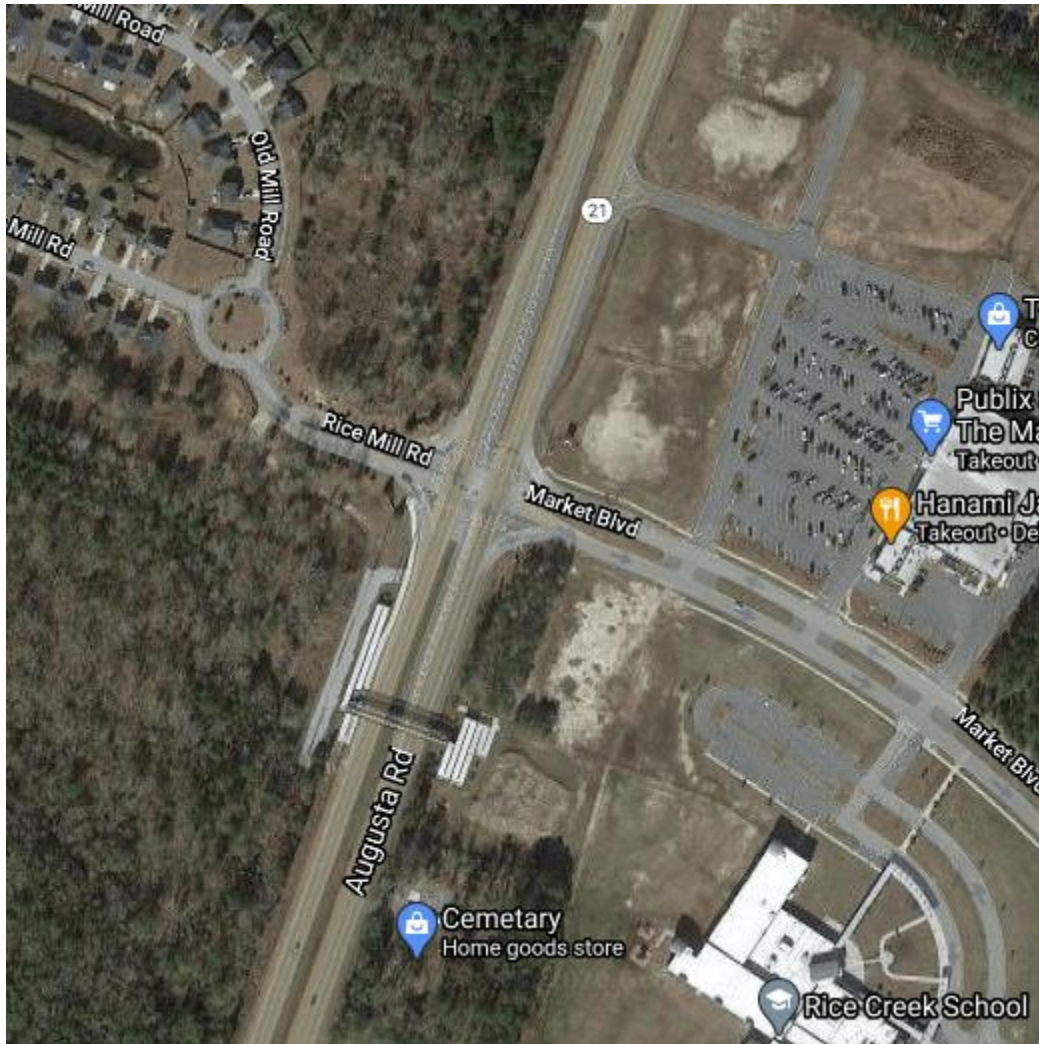
both sides, more than quadrupling the distance one has to walk as opposed to using the highway's crosswalk.



US 21 pedestrian crossing, Port Wentworth, GA (ICE)

The total population of Port Wentworth (in 2018) was about 8,500 persons, so the [\\$4.1 million cost](#) of the overpass works out to about \$500 per capita. Few if any cities in the US spend so much per capita on “walkability.”

But Port Wentworth is anything but walkable. Redfin calculates the city's overall Walk Score as 20. Of the [apartments for rent](#) on either side of Augusta Road, a handful have scores in the low teens; most are under ten, and several have a Walk Score of “1” the lowest possible score. Even with a prodigious investment in “pedestrian” infrastructure, this is not a place for people walking or biking.



The irony of course is that Port Wentworth is a suburb of one of America's most delightfully walkable cities, Savannah. The indelible imprint of its 18th Century town planning with regular squares, tree-shaded streets and a mix of housing, all laid out for walking—no \$4 million highway over-crossings to be seen. Hundreds of thousands of tourists come to Savannah each year, mostly just to walk around, in a way that's impossible nearly anywhere else in North American city, in neighborhoods that are [illegal](#) to build in almost every municipality.



“Pedestrian infrastructure” is an oxymoron. In a place that’s hospitable to people and walking pedestrians don’t need separate “infrastructure”—they can use the streets as a place to walk, just as humans have done for the several thousand years in which there were cities but no cars.

Much of what purports to be “pedestrian” infrastructure, is really car infrastructure, and is only necessary in a world that’s dominated by car travel, in places that are laid out to privilege cars. It’s telling that the “level of service” provided to pedestrians (nominally for their safety) would never be tolerated in any freshly built or “improved” highway project: The the ramps to reach overpasses double, triple or quadruple the distance a pedestrian must travel to cross a roadway, and require them to ascend and descend a substantial grade. No highway engineer would build a bypass that doubled or tripled travel times for cars, but they regularly do this for people on foot.

A somewhat better form of pedestrian “infrastructure” if we actually could create such a thing, might look more like raised crosswalks. [Sandy James](#) has a nice definition. Raised crosswalks, she writes:

. . . are walkable speed humps that are at the same grade as the sidewalk on either side of the street. The raised crosswalk serve to elevate the pedestrian, and slow vehicular traffic. Raised Crosswalk in Sydney (David Levinson) Raised crosswalks make a space more comfortable for pedestrians, and marginally slower for cars. But perhaps most importantly, the raised crosswalks redefine the “ownership” of space; they signal to drivers and pedestrians alike that the walkers have priority: that cars are driving across a sidewalk, rather than pedestrians are walking across a road. Curbs (and curb cuts) signify to everyone that pedestrians are stepping out of “their” space, and into the space “owned” by the driver. But in the US, raised crosswalks are extremely rare. Again, though, raised crosswalks are really only necessary because of cars, so they are actually car infrastructure, not pedestrian infrastructure.

The takeaway here is that real pedestrian infrastructure is about a dense, mixed use area that shuns or at least slows private automobiles. A place with a mix of housing types (apartments, duplexes or triplexes and single family homes), local-serving

businesses, and a grid of streets, rather than the rigid, hierarchical arterial/collector/cul-de-sac model of most post WWII US suburbs. It's about neighborhoods like old Savannah, where people don't have to cross multi-lane arterials to shop, attend school or visit a public park. Walkability and pedestrian safety are really about building great places, not more infrastructure.

And that, in a nutshell, is one of the big problems with [Portland Metro's proposed \\$5 billion transportation ballot measure](#). It proposes spending lots of money on "pedestrian" improvements to a series of highway corridors, the multi-lane, car-dominated arterials that slice through the region. They are undoubtedly a safety menace. But money for wider sidewalks, better illuminated crosswalks, and even grade separated crossings like those shown above won't do much, if anything to make these areas or the region more walkable, because in the end, these corridors are still dedicated to moving lots of cars as fast as possible. If the region really wants to promote walkability, it needs to focus on building places, especially town centers and main streets, where car traffic is shunted or shunned, and people on foot or on bikes are the dominant and prioritized use. It's about place—not "infrastructure."

Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:
June 1 – June 30, 2020 (30 days)

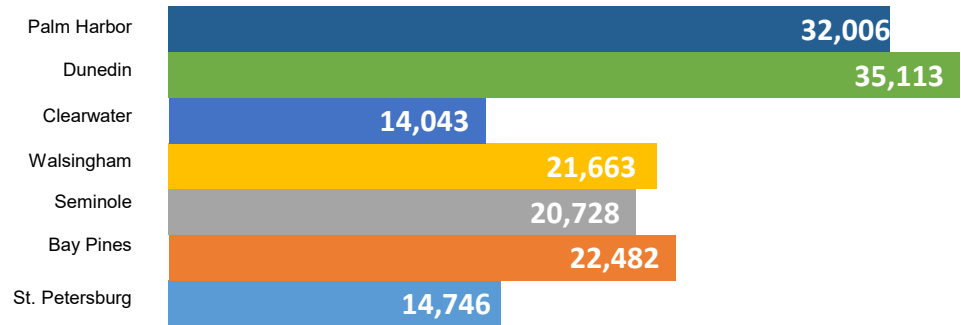
June 2020

30-Day Count Total: **160,781***
Daily Average Users: **3,281**

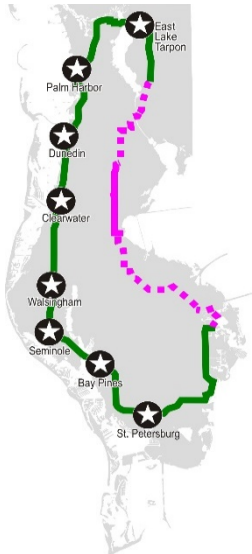
Highest Daily Totals:

- #1 – Saturday, May 2nd (Dunedin - 3,296)
- #2 – Saturday, May 16th (Palm Harbor - 2,366)
- #3 – Saturday, May 2nd (Bay Pines - 2,213)

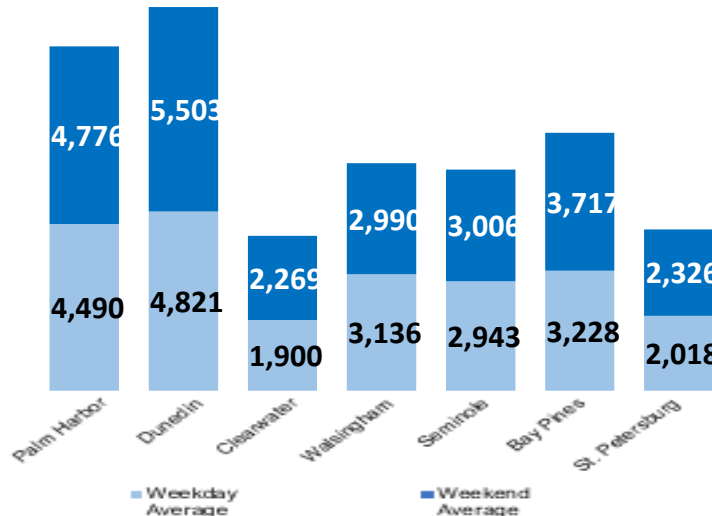
June Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split



Counter Location	Pedestrian (%)	Cyclist (%)
Palm Harbor:	18%	82%
Dunedin:	8%	92%
Clearwater:	20%	80%
Walsingham:	21%	79%
Seminole:	15%	85%
Bay Pines:	5%	95%
St. Petersburg:	2%	98%

Source: Forward Pinellas June 2020
National Weather Service: [June 2020](#)

*East Lake / Tarpon Counter Data Not Available for June 2020

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

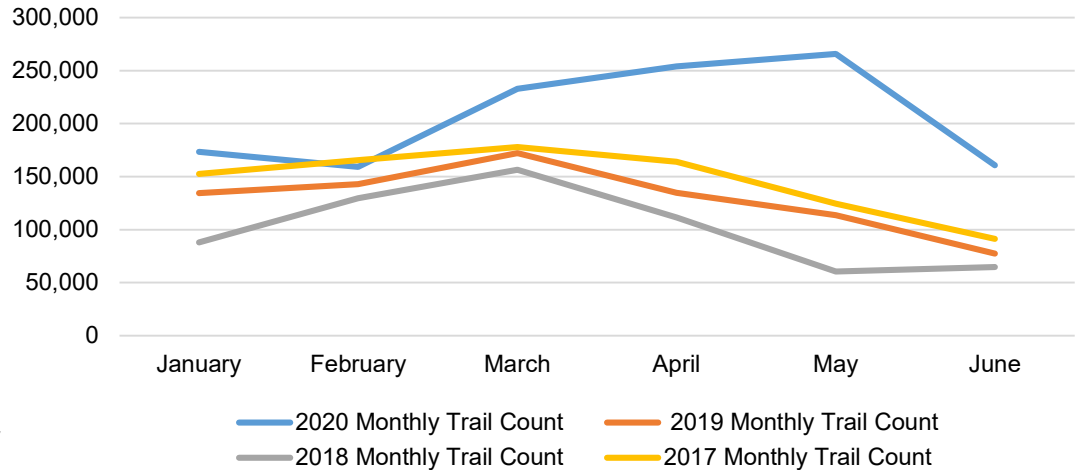
Period: January – June, 2020 Data*



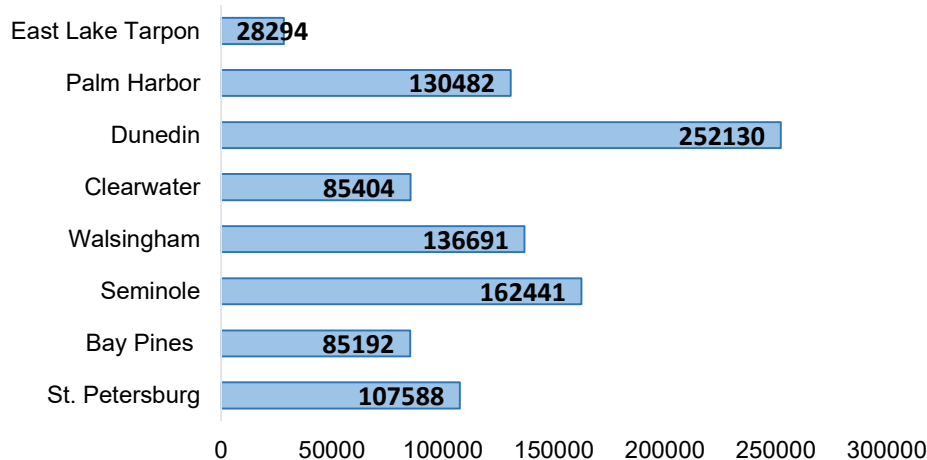
**Jan-June, 2020 Total Count:
1,246,105**

** Technical issues with the Clearwater and East Lake / Tarpon Counters resulting in several missing days of data during February, March and June.*

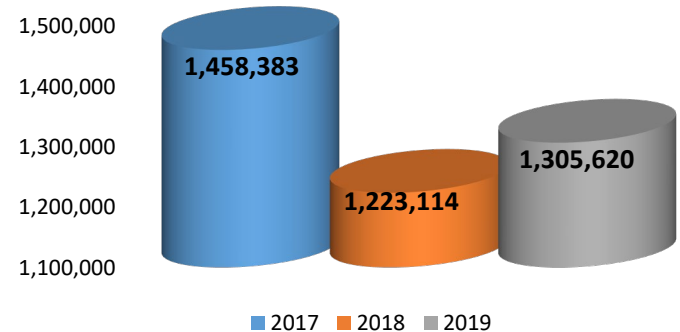
Monthly Trail Counts 2017 - 2020



Counter Data Year to Date by Location



Pinellas Trail Use 2017 - 2019



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

Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:
July 1 – July 31, 2020 (31 days)

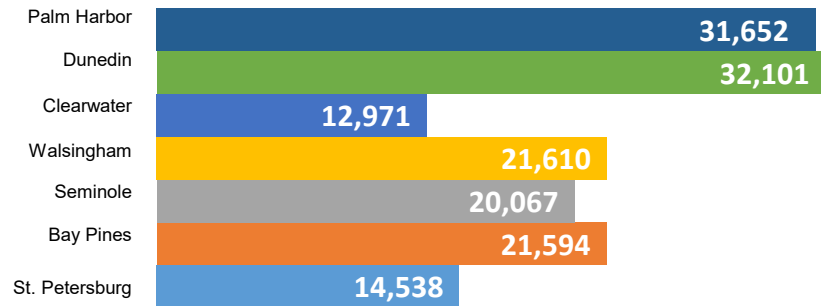
July 2020

31-Day Count Total: **154,533***
Daily Average Users: 1,795

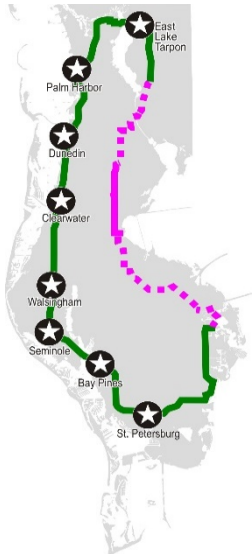
Highest Daily Totals:

- #1 – Saturday, July 5th (Dunedin - 1,630)
- #2 – Sunday, July 11th (Palm Harbor – 1,445)
- #3 – Saturday, July 25th (Bay Pines - 979)

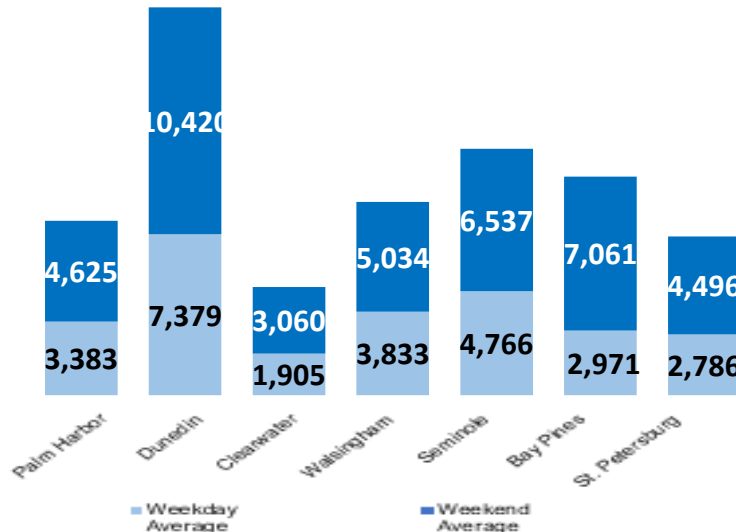
July Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling
Palm Harbor:	16%	84%
Dunedin:	3%	97%
Clearwater:	18%	82%
Walsingham:	20%	80%
Seminole:	10%	90%
Bay Pines:	3%	97%
St. Petersburg:	2%	98%

Source: Forward Pinellas July 2020
National Weather Service: [July 2020](#)

*East Lake / Tarpon Counter Data Not Available for July 2020

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

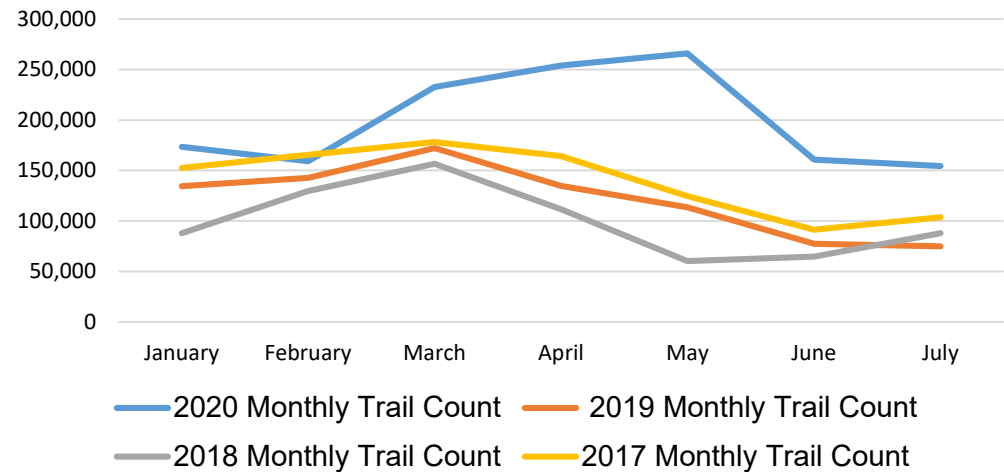
Period: January – July, 2020 Data*



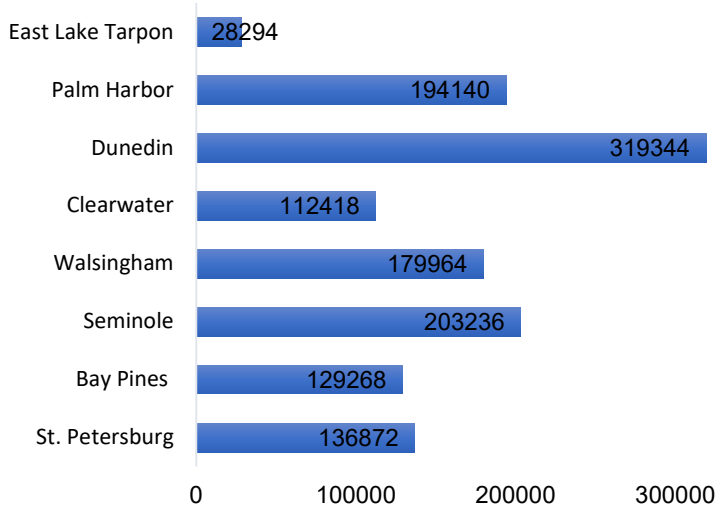
**Jan-July, 2020 Total Count:
1,400,638**

** Technical issues with the Clearwater and East Lake / Tarpon Counters resulting in several missing days of data during February, March and June.*

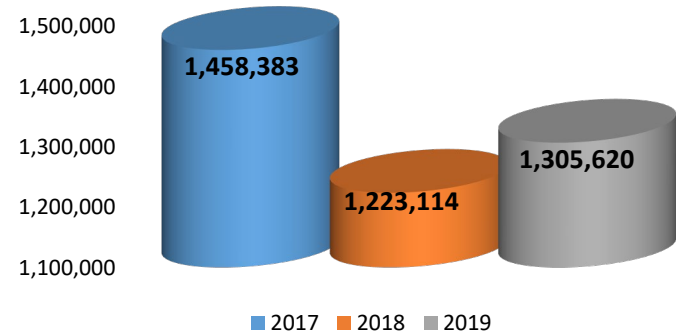
Monthly Trail Counts 2017 - 2020



Year to Date Data by Location



Pinellas Trail Use 2017 - 2019



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

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
August 1 – August 31, 2020 (31 days)

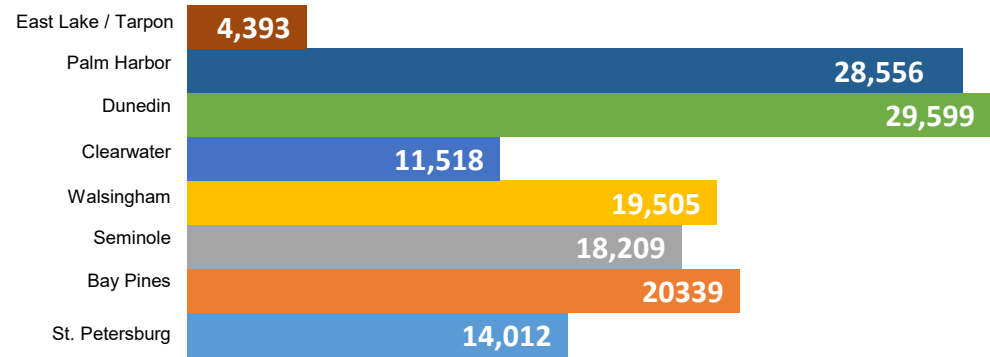
August 2020

31-Day Count Total: **146,131**
Daily Average Users: 2,586

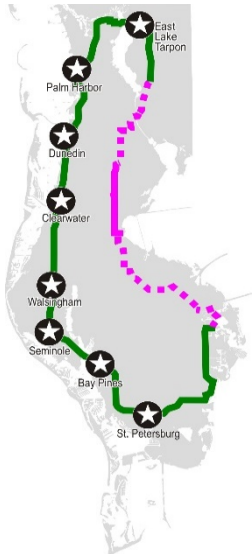
Highest Daily Totals:

- #1 – Saturday, August 15th (Dunedin - 1,595)
- #2 – Sunday, August 23rd (Palm Harbor – 1,459)
- #3 – Saturday, August 8th (Walsingham - 878)

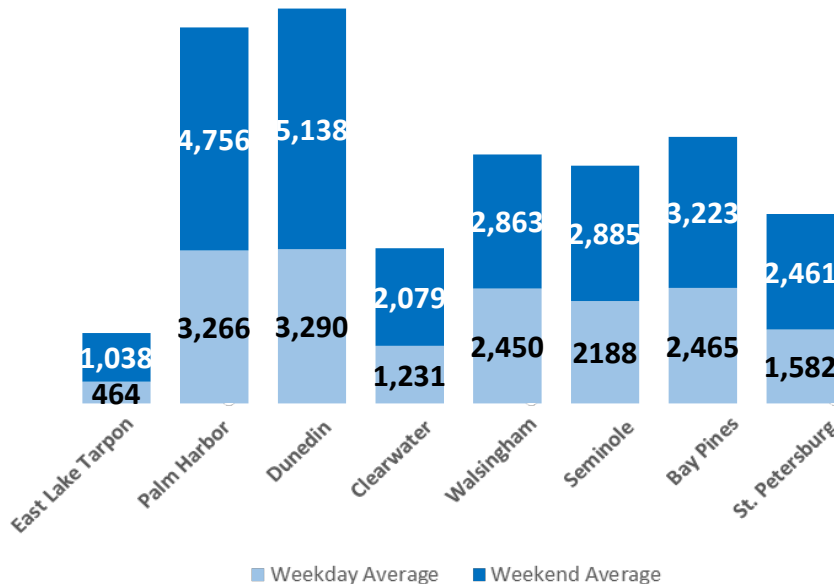
August Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
Palm Harbor:	5%	95%
Dunedin:	16%	83%
Clearwater:	2%	98%
Walsingham:	11%	88%
Seminole:	18%	81%
Bay Pines:	10%	90%
Bay Pines:	1%	99%
St. Petersburg	1%	99%

Source: Forward Pinellas August 2020
National Weather Service: [August 2020](#)

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

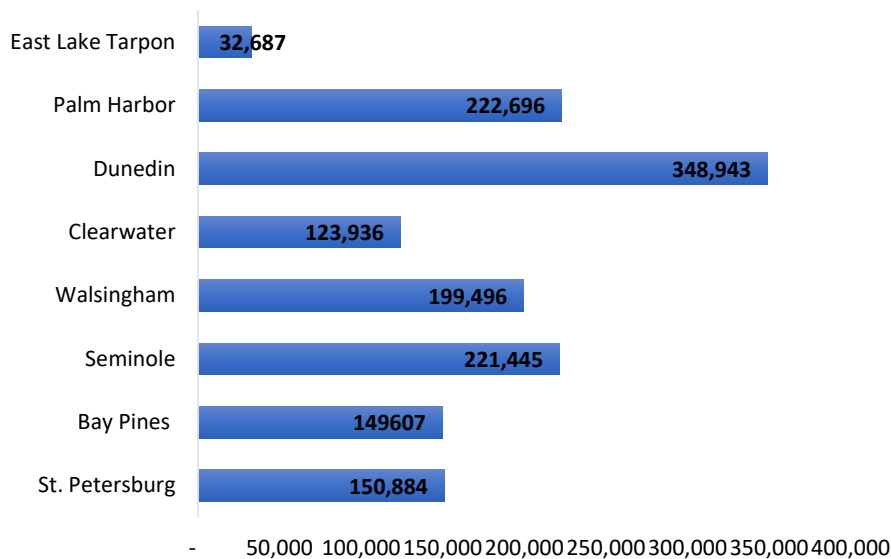
Period: January – August, 2020 Data*



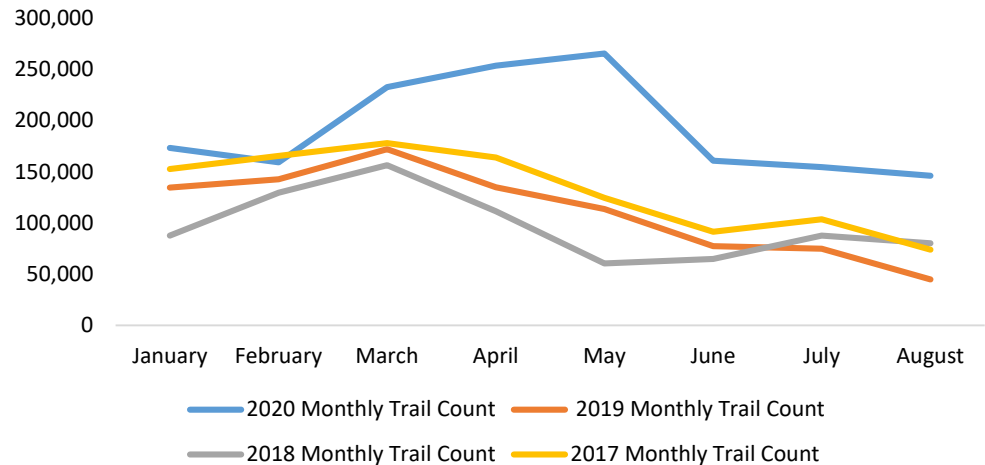
**Jan-Aug, 2020 Total Count:
1,546,769**

** Technical issues with the Clearwater and East Lake / Tarpon Counters resulting in several missing days of data during February, March and June.*

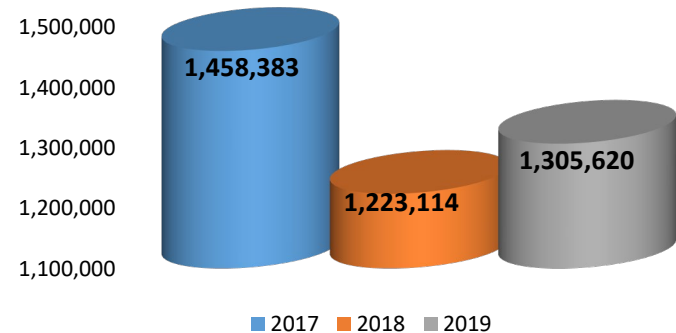
Counter Data Year to Date by Location



Monthly Trail Counts 2017 - 2020

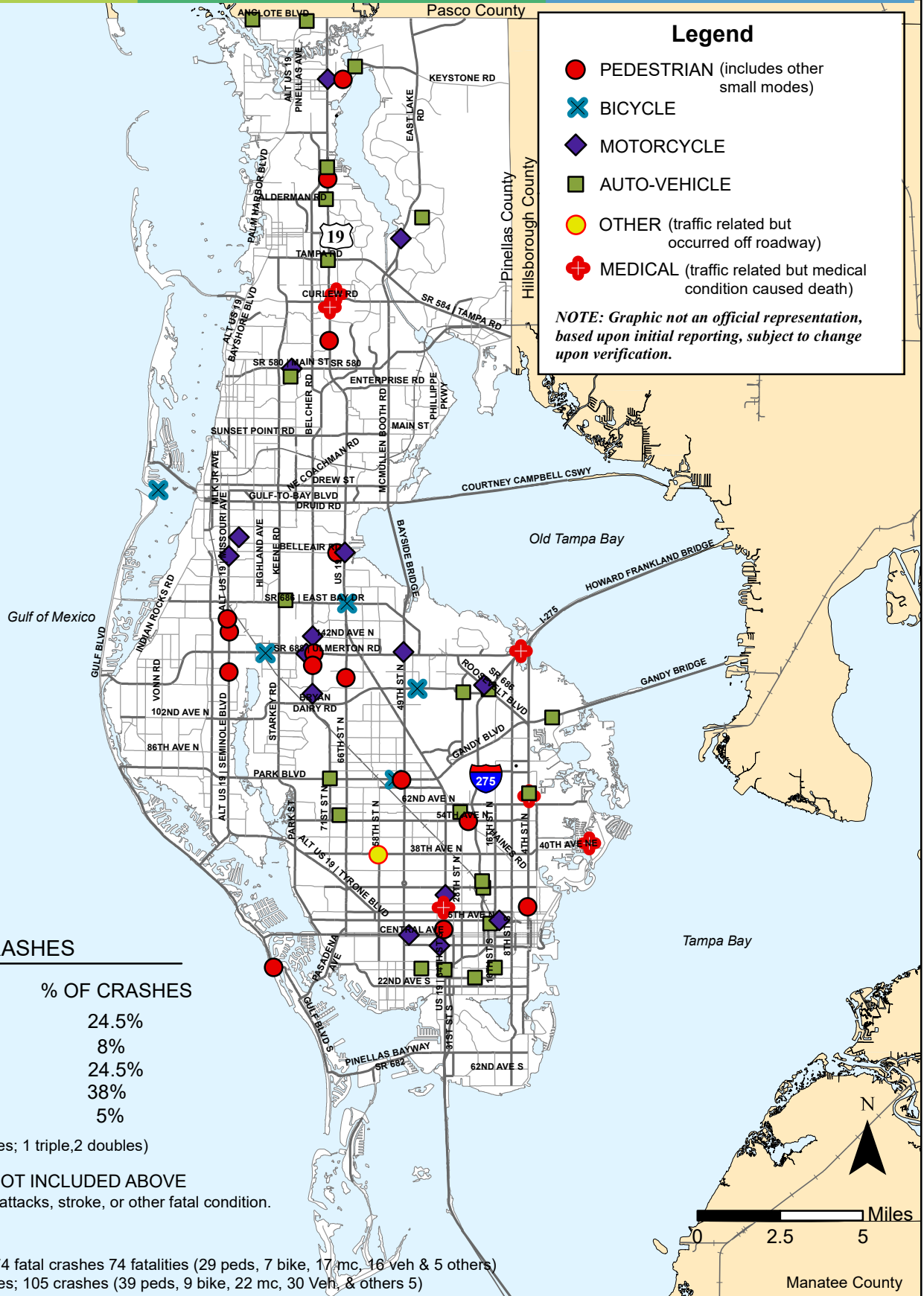


Pinellas Trail Use 2017 - 2019



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

Locations of Reported Traffic Fatalities



FATAL CRASHES

TOTALS	61	% OF CRASHES
*PEDESTRIAN	15	24.5%
*BICYCLE	5	8%
*MOTORCYCLE	15	24.5%
AUTO-VEHICLE	23	38%
OTHER	3	5%

(61 fatal crashes 65 fatalities; 1 triple, 2 doubles)

6 NON-TRAFFIC FATALS NOT INCLUDED ABOVE
Medical incidents include heart attacks, stroke, or other fatal condition.

**Same time August 30, 2019: 74 fatal crashes 74 fatalities (29 peds, 7 bike, 17 mc, 18 veh & 5 others)

**End of year (2019) 106 fatalities; 105 crashes (39 peds, 9 bike, 22 mc, 30 Veh, & others 5)

