

Pinellas/Duke Energy Florida Trail

North Loop Segment Project Update



June 20, 2019

Pinellas County Public Works Transportation



Our Vision: To Be the Standard for Public Service in America.



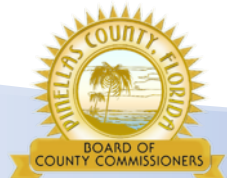
Pinellas/Duke Energy Florida Trail North Loop Segment Project Update



Why Build Trails?

Pinellas Trail History

- Abandoned Rail Line
- Utilities Corridor
- Pinellas Trail Loop



Pinellas/Duke Energy Florida Trail North Loop Segment Project Update

Pedestrian Crossings

- Overpass
- Signalized Intersection
- Rectangular Rapid Flashing Beacon
- Crosswalk



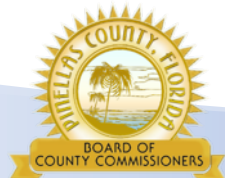
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At-Grade Signalized Intersections Comparable to Proposed Trail Crossings at SR 580 and Curlew Road

Location	Trail Crossings	Average Daily Traffic	Total Crashes
Curlew Rd + Alt U.S. 19	2	34,900 (combined)	2
East Lake Rd + Keystone Rd	2	60,075	0
Gulf to Bay Blvd + Coachman Rd	1	55,500	0
Drew St + Coachman Rd	1	32,386	0
East Lake Rd + Village Center Dr	1	64,000	3

**There are 17 total at-grade signalized intersections along the trail.
The five listed above represent similar intersections to SR 580.*

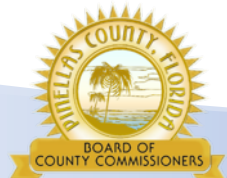


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North Trail Loop

- Enterprise Road to John Chesnut Senior Park
- Adds 6.8 Miles of New Trail
- Sun Trail Funding \$5.7 Million
- Penny for Pinellas \$3 Million



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Trail Alignment Factors

- Duke Energy Corridor
- Maximize Safety
- Connections to Destinations
- Ease of Constructability
- Cost Effective



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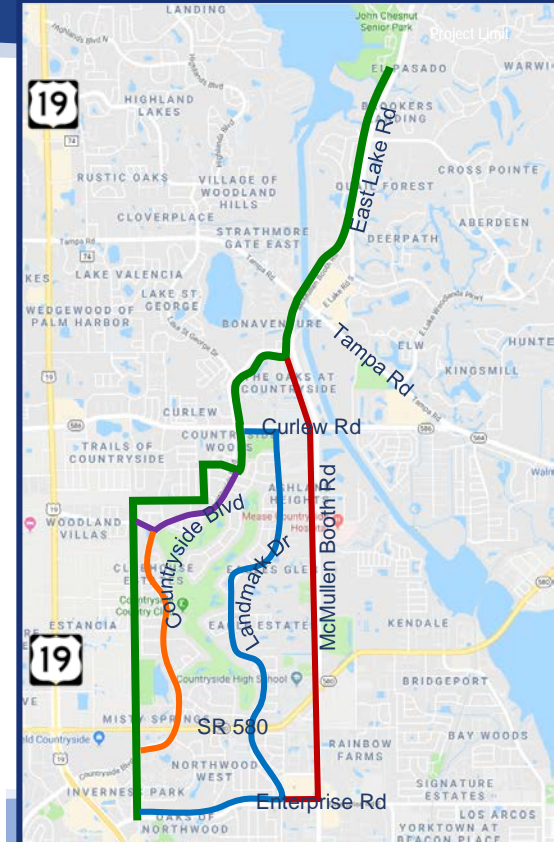


Trail Alignments Considered

EXHIBIT 4-2: ALTERNATIVE EVALUATION MATRIX

Criteria	Progress Energy Corridor		Countryside Blvd		Landmark Dr	
	Northside Drive Option	Meadow Wood Option	West	East	West	East
Type of Facility	Trail	Trail	Sidewalk	Sidewalk	Sidewalk	Sidewalk
Major Street Crossing	3	3	3	3	2	5
No. of Cross Streets	25	15	33	26	41	28
No. of Driveways	2	2	2	2	22	8
Length (FT)	23,760	24,820	29,570	29,570	31,150	31,150
Buffer Strip	Very Large	Very Large	Some	Some	Some	Some
Traffic Volume	8,100	8,100	Varies: 8,100 - 39,800	Varies: 8,100 - 39,800	Varies: 4,900 - 35,400	Varies: 4,900 - 35,400
Posted Speed	30 MPH	30 MPH	30-45 MPH	30-45 MPH	35-45 MPH	35-45 MPH
Easement Acquisition	Minor	Minor	Minor	Minor	Minor	Minor
Destruction of Valuable Trees	No	No	Yes	Yes	Yes	Yes
Issues with Bank Slope	No	No	Less	Less	More	More
Shade Trees	No	No	Yes	Yes	Yes	Yes
Relocation of Utilities	No	No	Minor	Minor	Minor	Minor
Adjacent Special Land Uses	Countryside Mall Countryside Rec Center	Countryside Mall Countryside Rec Center	Countryside Mall Countryside Library Countryside Country Club	Countryside Mall Countryside Library Countryside Country Club	Heritage Church Forest Run Park Davis Elementary School Chi Chi Rodriguez Golf Club	Heritage Church Forest Run Park Davis Elementary School Chi Chi Rodriguez Golf Club

Source: Adopted from a Pinellas County Table dated 3/23/2007.

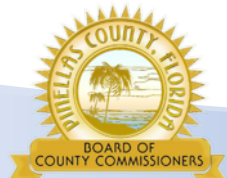
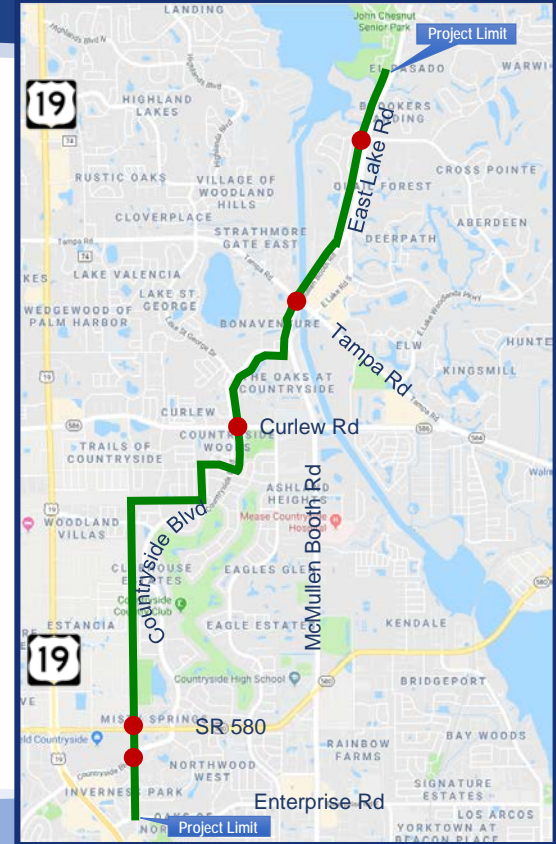


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Larger Trail Crossings at Traffic Signals

- Countryside Boulevard
- SR 580
- Curlew Road
- Tampa Road
- Boot Ranch Boulevard

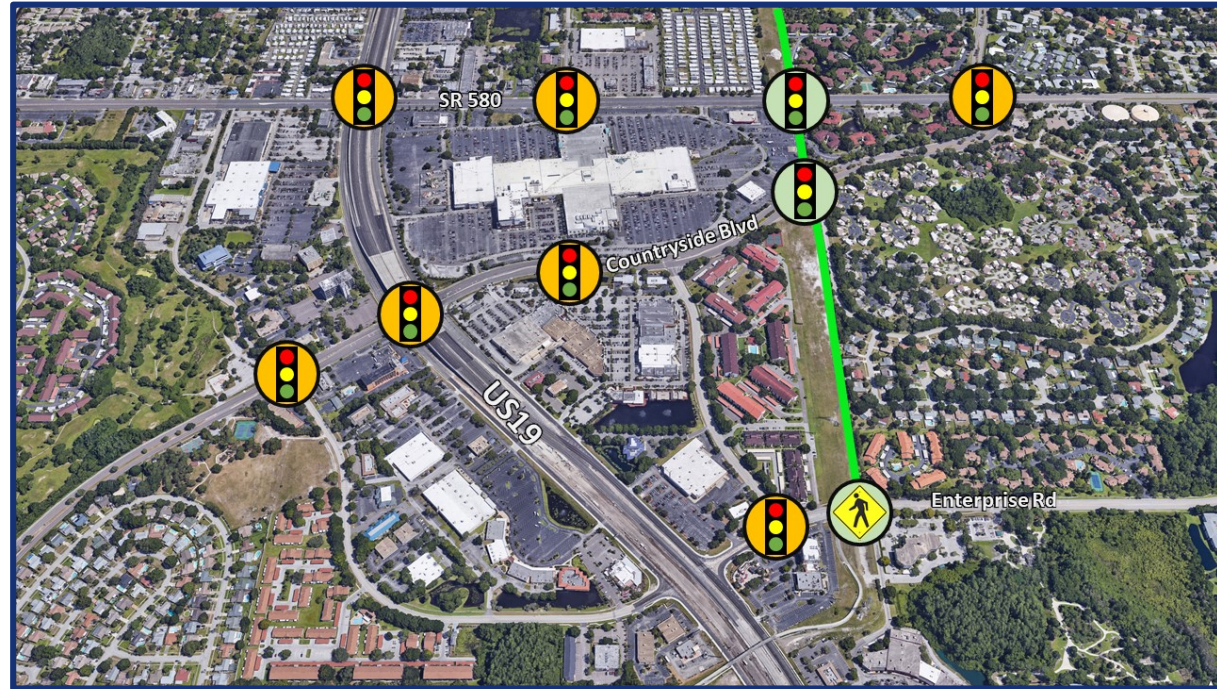


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Signals Around Mall

- Proposed Trail 
- Proposed Signals 
- Proposed RRFB 
- Existing Signals 



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Countryside Boulevard

- Annual Average Daily Traffic (AADT) 22,500
- New Full Signalized Intersection
- Partner with City of Clearwater
- Turn restrictions with trail crossing activation 



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SR 580

- AADT 39,000
- New Full Signalized Intersection
- Partner with FDOT
- Overpass
 - Cost
 - Funding
- Turn restrictions with  trail crossing activation



Example: Pinellas Trail at 102nd Ave

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Curlew Road

- AADT 39,500
- Existing Full Signalized Intersection
- Turn restrictions with trail crossing activation



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Tampa Road

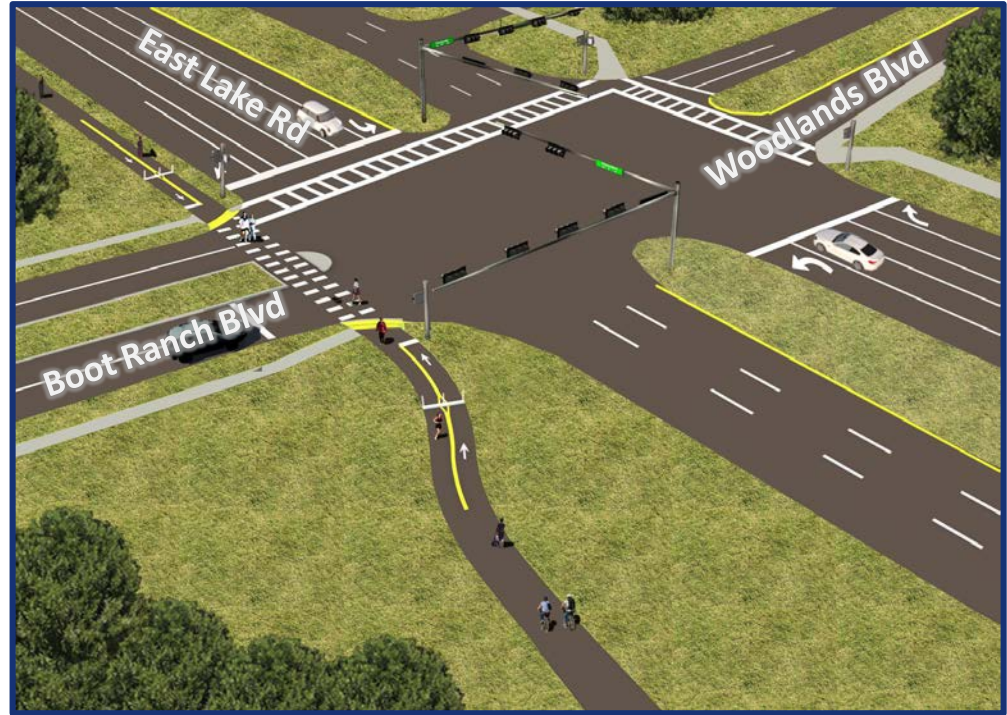
- AADT 43,481
- Existing Full Signalized Intersection
- Turn restrictions with trail crossing activation 



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Boot Ranch Boulevard

- Existing Full Signalized Intersection
- Turn restrictions with trail crossing activation 



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Rectangular Rapid Flashing Beacon Trail Crossings

- Enterprise Road
- Northside Drive
- Meadow Wood Drive
- Countryside Boulevard
at Meadow Wood Drive
- Countryside Boulevard
at Health Care Center



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Distance to Homes

- Meadow Wood Drive
- Widening toward Roadway
- No Closer to Homes



Existing Sidewalk



Proposed Sidewalk

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Distance to Homes

- Duke Energy Corridor
- Edge of Trail 25 Feet from Property Line

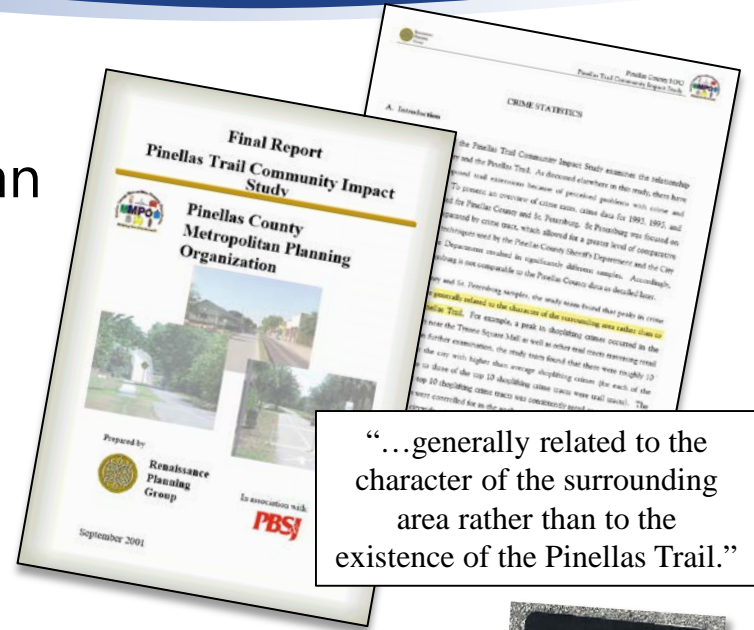


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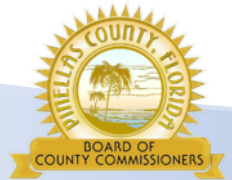


Crime

- Related to Surrounding Area than Pinellas Trail
- Crime Rates are Lower on Trails than in Other Places – Industrial Areas, Shopping Centers, Parking Lots
- Patrolled Local Police, Auxiliary Rangers, and Trail Users



“...generally related to the character of the surrounding area rather than to the existence of the Pinellas Trail.”



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Property Values

- Property Owners and Real Estate Agents Feel that Trails Either Increase or Do Not Affect Home Values
- Desirable by Prospective Home Owners Who are Willing to Pay a Premium for Convenient Access to Healthy, Active Transportation Options
- Trails Near Commercial Areas have Brought Increased Profits

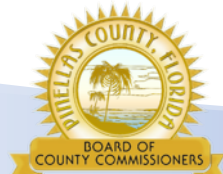
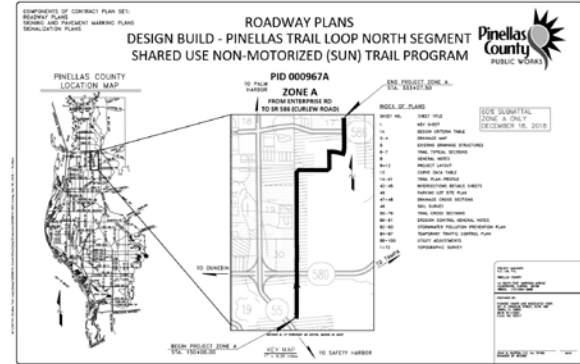


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Next Steps

- Design Alternatives - Complete
- 60% Plans - Complete
- Guaranteed Maximum Price
- BCC to Approve NTP – Spring 2019
- Project Construction to Begin - Summer 2019
- Project Must Be Completed By – Summer 2020



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Project Website

- www.pinellascounty.org/northloop

Thank You

Pinellas County
FLORIDA
Your County Connection
Official Government Website

Contact Us | Calendar | How Do I? | News | Media | Sweet | March 27, 2019

Pinellas Trail North Loop - Home
Community Outreach
Development Process
Project Status / FAQs
Contact Us

Public Works
Transportation Engineering
14 S. Ft Harrison Ave
Clearwater, FL 33756
(727) 864-3000
GMAA

Closed County Holidays

f+ | | | | |

Pinellas Trail North Loop Segment Construction Project

Overview

The Pinellas Trail Loop is a 75-mile regional trail network that provides Pinellas County residents and visitors with an additional safe, reliable and affordable transportation option for recreation and access to many county amenities. When complete, the Loop will be a continuous multi-use pathway stretching from Tarpon Springs to St. Petersburg, with connections to Palm Harbor, Dunedin, Clearwater, Safety Harbor, Largo, Seminole, South Pasadena and Gulfport. The Loop will also provide regional connections to Hillsborough and Pasco County trail networks, and link to the western end of the Florida Coast-to-Coast Connector Trail, a 250-mile multi-use trail that will cross the width of Florida.

Background

The Pinellas Trail first opened in 1990 on an abandoned railroad line. Since then, the 15-foot-wide trail has been extended across the county to create a unique urban pedestrian and bicycle connector to our communities. The Pinellas Trail has been hailed as a priceless haven in a busy, urbanized environment and has won numerous awards including:

- Inducted into the National Rails to Trails Hall of Fame
- Two-time winner of the Best Trail of Florida award from the Florida Department of Environmental Protection Office of Greenways and Trails

