

PINELLAS TRAIL USERS SURVEY 2014



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Pinellas County Metropolitan Planning Organization's 2014 Pinellas Trail Survey of Users

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EXECUTIVE SUMMARY

SURVEY RESPONSES

A total of 2,513 surveys were received on April 4th and 5th, 2014; 1,230 on Friday at 8 sites, and 1,283 on Saturday at 6 sites. There were 1,518 responses to the 1999 survey on November 5th and 6th; 721 on Friday and 797 on Saturday at 6 sites. Approximately 60% more surveys were collected in 2014 than in 1999. The increase in the number of surveys may in some part be due to the use of eight (8) survey locations on Friday vs. six (6) locations for the other days. As with the 1999 survey, more Trail users participated in the survey on Saturday than on Friday.

Survey staff observed and reported that some Trail users who declined the survey were commuting and had very limited time to spare. Staff also reported a number of Spanish-speaking Trail users who declined the survey. Staff at the downtown Clearwater survey site reported that Spanish-speaking Trail users were more receptive to answering the survey when translated to Spanish.

TRIP MODE

Through analyzing questions #1 and #5, nearly 2/3 of Trail users primarily ride bicycles to the Pinellas Trail, as well as on the Trail itself. Nearly three times the users bicycled or skated to the Trail than walked to the Trail. When comparing the 2014 survey responses with the 1999 responses, the percentage of users walking on the Trail remained consistent at 23%.

Bicycling represents the majority mode choice on the Trail (66% Friday; 69 %Saturday). As the bicycling mode share on the Trail is slightly higher than those bicyclists traveling to the Trail, it is logical to assume that some of those traveling to the Trail by motor vehicle or “other” bring or rent bicycles for Trail use.

TRIP PURPOSE

Another focus of the Trail Survey is to better understand how and why people use the Pinellas Trail. Several ‘trip purpose’ options were offered for question #3 and #4, including work, school, shopping, socializing, traveling to a restaurant, park or beach, exercise or recreation. It can be assumed that before the Trail existed, a significant percentage of those who now indicate they use the Trail for any purpose would have required a motorized vehicle in order to travel to their destination. For the purposes of this survey, all trip purpose options were categorized as a commuter mode share, with the exception of exercise and recreation.

Trip purposes which cite specific destinations were categorized and compared with the 1999 survey responses. It is interesting to note that the mode share traveling to school remained fairly consistent in both data years (4%). The mode share traveling to work on the Trail increased slightly from 1999 to 2014, about 2% (6% to 8%). The relatively small increase in the percentage of Trail users commuting to work may reflect several transportation system improvements, policy changes, and the expanded non-motorized countywide network of bicycle lanes and other trails. The improved off-road multi-use trail network and on-road bicycle lanes offer additional destinations, activities, and allow more flexibility when planning a route. The improved network of sidewalks and bicycle lanes may also explain the average decrease in percentages for the remaining categories (shopping, socializing, traveling to restaurants, park or beach).

The responses from the various survey locations closest to the downtown areas, or central business districts, showed higher-than-average trip to work usage. On Friday in Downtown Clearwater, more than 35 users, or 31.3%, responded they were on their way to work; St. Petersburg surveys indicated 22 users, or 23.2% were going to work; Gulfport surveys listed 17 users or 14.4% going to work. Survey responses from those three locations on Friday were greater than the average response of 9.8% of all users traveling to work.

On Saturday, users at St. Petersburg and, Seminole City Park indicated a higher-than-average percentage of work trips (St. Petersburg totaled 22 users or 8.1%; Seminole City Park totaled 20 users or 6.3%). The average percentage of work trips was 5.8% overall. The users responding to the survey at Main Street Dunedin totaled 11 users or 5.8 % of users going to work.

Regarding school-related trips on Friday, the Gulfport (34 users, 28.8%) and Seminole City Park (20 users or 8.7%) survey locations yielded higher-than-average numbers of users who made school trips, with a 5.5% overall average. Survey results on Saturday identified Seminole City Hall (5 users at 1.6%), Taylor Park (4 users at 1.8%), St. Petersburg (3 users at 1.1 %), and Main Street in Dunedin (2 users at 1.1%) showed equal-to or higher-than-average users going to school.

The percentage of Trail users whose trip purpose was purely recreational and/or for exercise increased significantly from the 1999 results. Recreational users responding to the survey increased by 13% from 1999, and those reportedly using the Trail for exercise more than doubled (25% in 1999 to 57% in 2014).

DISTANCE TO TRAIL

In order to determine how far Trail users are willing to travel to get to the Trail, question #2 offered three responses: 2-miles or less, 2 to 10 miles, or 10-miles or more. The 2014 results were similar to the responses from the 1999 survey in that the majority of users traveled 2-miles or less to the Trail. An average of 34% of users traveled between 2- and 10-miles to get on the Trail, and slightly less than 20% traveled 10-miles or more to use the Trail.

DISTANCE ON TRAIL

2014 survey question #7 asked how far Trail users were usually willing to travel (one-way) to use the Pinellas Trail. In general, the percentage of Trail users traveling longer distances – more than 10-miles – increased significantly from 1999 (from 22% to 42%).

When comparing the distance traveled to the Trail (question #2, above) and the distance traveled on the Trail, the percentage of users traveling 2-miles or less, or 2-miles to 10-miles decreased from the 1999 survey. However, there were almost twice as many users (about 20%) who travel longer distances of 10-miles or more (22% in 1999; 42% in 2014) on the Trail. In addition, both survey results indicate weekend Trail users continue to travel longer distances per trip than weekday users.



Wayfinding signs on the Pinellas Trail in downtown Dunedin, Florida.

FREQUENCY OF USE

2014 Survey question #6 was asked to determine how often respondents use the Trail. The responses were compared to those from the 1999 survey (question #4), and showed that slightly fewer users traveled on the Trail one day or two days per week (7-12% decreased use).

RESIDENTS or VISITOR

Many businesses in Pinellas County are supported in part by tourism, seasonal residents, and visitors. The results from 2014 Survey question #12 yielded interesting information regarding full-time residents and our seasonal visitors, and the role that the Pinellas Trail might have in attracting tourists and non-residents. A higher percentage of residents used the Trail in 1999 (87%) than in 2014 (72%). In addition, the percentage of responses by visitors or seasonal residents more than doubled (from 13% to 28%) in the latest survey. It is interesting to note that more residents (approximately 9%) use the Trail on Saturday than on Friday, based on the 2014 responses.

AGE GROUPS

In order to statistically compare age groups of those using the Trail with other relevant datasets, the age ranges used for survey question #13 are the same as those groupings used for other transportation-related reports and documents. It is important to consider other factors that impact Trail user responses, such as the higher average age of Pinellas County residents as compared to the rest of Florida (average 43-years in Pinellas; average 40-years in Florida), origin/destination information for out-of-town or out-of-state visitors, ages of those currently employed as well as retired individuals.

The age group categories were identified as: 18-years and younger; 19 to 34-years; 35 to 49-years; 50 to 64-years; and 65-years and older. When compared to the 1999 results, the percentages of Trail users within the three oldest age groups increased (10% to 15%). Survey responses from the two youngest age groups decreased 4-5% (age groups younger than 34-years).

On Friday there were twice as many users aged 18-years or younger (8%) than on Saturday (4%). Among ages 19 to 34-years and 35 to 49-years, the percentage is fairly consistent on the weekday (11% and 16%) and the weekend (13% and 17%). There were 5% more users 50 to 64-years old on Saturday than on Friday. Slightly more survey respondents (3%) 65-years and older used the Trail on Friday than on Saturday.



Pedestrians and bicyclists enjoy the Pinellas Trail.

GENDER

The gender of each survey respondent was tabulated and compared with the results of the 1999 survey. The results were consistent with respect to a slightly higher percentage of males than females on both Friday and Saturday (59% males in 2014; 61% in 1999). The percentage of female responses increased about 3% from the 1999 survey (42% females in 2014; 39% females in 1999). Both surveys indicated that a higher percentage of males used the Trail on Friday vs. Saturday, while the percentage of female users was slightly higher on Saturday than Friday.

INTRODUCTION

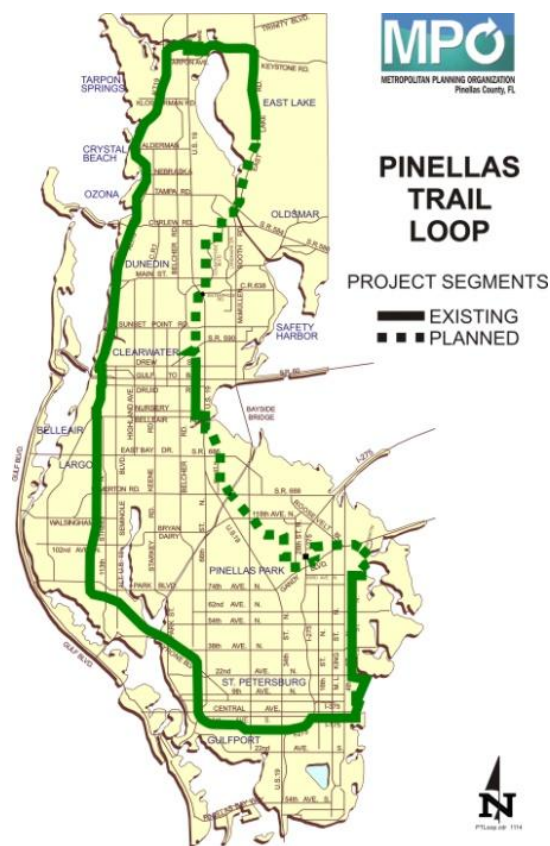
In 1989, the Pinellas County Board of County Commissioners (BCC) began to convert an abandoned rail corridor into a multi-use trail facility. Since that time, the Fred Marquis Pinellas Trail has expanded to be approximately 45 miles long and traverses several jurisdictions from Tarpon Springs in northern Pinellas County, to St. Petersburg in southern Pinellas County. The Pinellas Trail (hereinafter referred to as the “Trail”) provides access to a variety of popular destinations, major employers, recreational opportunities, public schools and higher educational institutions. Consequently, a significant number of persons use the Trail as a transportation corridor that allows them to access employment centers, travel to parks and natural areas, or accomplish utilitarian tasks/errands along the corridor without conflicts with motor vehicles. Average attendance on the Trail totals approximately 600,000 persons per year.¹

In order to better understand how people use the Trail, the Pinellas County Metropolitan Planning Organization (MPO) conducted the first survey of Trail users in 1999. That survey yielded results which indicated approximately one-third of the Trail users on weekdays chose the Trail as their preferred route to travel without using a motor vehicle. Trips on the Trail that would otherwise have been completed via motor vehicle may be indicative of a shift to an alternative mode of transportation. As the Trail serves as a transportation corridor, it qualifies for federal transportation funds to construct overpasses, improve at-grade extensions, implement safety projects, and improve wayfinding.

Many of the local jurisdictions have constructed local off-road trails and paths to link residential neighborhoods with popular destinations to expand the countywide bicycle/pedestrian network. A few jurisdictions have utilized sections of the existing railways network to revitalize stagnant downtown areas, stimulate urbanized development, and attract targeted demographic sectors.

The expansion of the Pinellas Trailways Network plan, and the Pinellas Trail Loop in particular, has been identified as a priority for the bicycle pedestrian program in the MPO’s Adopted Long Range Transportation Plan (LRTP). The Pinellas Trail Loop, a 75-mile separated off-road facility, will provide safe, accessible pedestrian and bicycle access countywide. The Loop plan includes approximately 20-miles of planned trail along sections of a major utility easement.

The 2014 Pinellas Trail Survey was designed to continue the collection and evaluation of relevant user information to document and support future federal and state transportation funding, as well as to more accurately gauge the public’s desire for additional non-motorized infrastructure and related amenities. The survey also included questions to determine community satisfaction with the existing facilities.



MPO's Pinellas Trail Loop

¹ User statistics provided by Pinellas County Parks and Conservation Resources, PCR.

The survey was conducted on Friday, April 4 and Saturday, April 5, 2014 from 7:30 a.m. to 6:30 p.m. A total of 2,511 responses were received during the two-day survey; 1,227 on Friday and 1,284 on Saturday. Results for each question are summarized and presented as key findings. Detailed responses to individual questions are included in the appendix.

THE SURVEY

The Pinellas Trail Survey questionnaire was developed by MPO staff, with input from other county departments, survey professionals and a variety of citizen advisory groups. Additional questions were considered to determine user travel mode, travel mode shifts, perception of safety, satisfaction with amenities, and whether users are residents or visitor/non-residents. The final survey results can be compared to previous baseline data for long range planning and to assess existing conditions.



Volunteers and staff ask Pinellas Trail users to complete the survey. Water and promotional items were provided to thank the participants.

After a detailed review of the Pinellas Trail corridor, parking and access points, MPO staff determined that a minimum of eight (8) survey sites would be sufficient to provide acceptable coverage of the corridor and user characteristics. Each site would require the staging of several tables and chairs, offer adequate parking options and restroom facilities, and include enough area for advance signs, maps, printed safety materials, posters or banners. Each survey site also offered water and promotional items for volunteers and survey respondents. Pinellas County Parks and Conservation Resources (PCR) provided staff support and assistance with survey site set-ups and supplies for both days.

The recommended locations for the survey sites offered a wide variety of adjacent land uses and local trip generators. The survey sites selected included:

Wall Springs Park
Curlew Road
Main Street in Dunedin
Downtown Clearwater

Taylor Park in Largo
Seminole City Park
Gulfport (58th Street South/ 6th Avenue South)
Downtown St. Petersburg

Each survey site required staff personnel and volunteers, who were recruited from various local government and volunteer agencies, MPO advisory committee members, Auxiliary Rangers, bicycle clubs, chambers of commerce, Rotary Club members and local law enforcement.

THE METHODOLOGY

In order to determine if a respondent was using the Trail instead of making the trip via motor vehicle (choosing to change or shift their mode of travel), two methodologies were applied. The answers to survey question #3 'why do you usually use the Trail,' were designed to indicate the primary destination/trip purpose of each respondent. The percentage for each of the eight options (work, school, shopping, exercise, socialize, recreation, or park/beach) was calculated using the total surveys received. (Total of 1,230 surveys received on Friday; total of 1,283 surveys received on Saturday.)

Survey question #4, 'what other uses' was designed to indicate all the various uses, or destination types, of those on the Trail on any random day. The respondents were encouraged to list multiple answers for

this question from the same eight (8) options as were provided in question #3. Thus, the total responses to question #4 were used to calculate the percentage of Trail users who changed their mode of travel, or mode shift. (Total of 2,373 responses received on Friday; total of 2,384 responses received on Saturday.)

THE MODE SHIFT

One of the primary objectives of the Trail survey was to determine the average percentage of Pinellas Trail users who previously traveled by motor vehicle, thus changed their mode of travel (also referred to as a mode shift). Applicable trip purposes, such as shopping, traveling to a restaurant or social activities, clearly indicate many users chose the Pinellas Trail as an alternative transportation corridor to avoid potential crashes or conflicts with motor vehicles. The results from the 2014 survey were then compared to the 1999 survey for trending conditions.



Pinellas Trail crossing in downtown Dunedin, Florida.



Wayfinding signs for Ream Wilson Clearwater Trail and the Pinellas Trail Loop at Bright House Field, Clearwater, Florida.

It is important to note that since the 1999 survey, both the sidewalk network and bicycle facilities network have been improved countywide. In addition, several local jurisdictions have invested in trailways, upgraded many existing sidewalks, enhanced pedestrian crossings, and improved safety for pedestrian and bicycle travel. Other initiatives to support and encourage a mode shift include the installation of bicycle racks at popular destinations and transit accommodations such as bicycle racks mounted on buses² as well as installing bicycle racks at transit stops and stations.



Improvements for the Pinellas Trail along Safford Avenue, Tarpon Springs, Florida.

²The Bikes-On-Buses program began in 1998, initially requiring the cyclist to acquire a permit issued by PSTA (Pinellas Suncoast Transit Authority) to use the racks. The program proved extremely popular and permits were no longer required by 2006. <https://ridepsta.wordpress.com/tag/bike-racks/>

KEY FINDINGS

The major results of the survey are presented below.
Additional details and specifics are provided in the appendixes.

Question #1 – How did you get to the Trail?

The largest percent of those surveyed (59%) bicycled or skated to the Trail; the lowest percent (4%) used some “other” mode of travel to reach the Trail. Bicycling to the Trail was the preferred mode of travel for both Friday and Saturday (58%/60%); the second most popular mode was walking/running (22%/18%).

Question #2 - How far did you travel to get to the Trail?

The majority of respondents traveled 2-miles or less to get onto the Trail (56% on Friday, 54% on Saturday). Although the lowest number of Trail users traveled 10-miles or more to reach the Trail, the average percentage remains significant (16%), and represents a 2% increase from 1999.

Question #3 – Why do you usually use the Trail?

This question was included to identify the one primary reason people use the Trail. The raw totals indicate that exercise is the primary purpose for using the Trail (57%). Work and school trips remained relatively stable (average 8% in 2014 vs. 6% in 1999).

A few categories may be grouped and characterized as commuter trips. Generally, commuter trips to and/or from an intended destination would otherwise have required a motor vehicle. Those trips on the Trail represent mode shifts. The commuter mode shift was determined by considering the results from Question #3 along with analyzing Question #4 as described below.

Question #4 – What other uses? (check all that apply)

Question #4 was included to identify all the discernible reasons the Trail was being used. Since multiple responses were encouraged, the number of responses to Question #4 is greater than the number of surveys received (4,757 responses to Q#4 vs. 2,513 total surveys collected in 2014). The same categories from Question #3 were used for consistency and to more easily compare responses as well as the two surveys (2014 and 1999).

The total responses for each category were divided by the total number of responses to determine percentage of use by

SURVEY RESULTS COMPARISON 2014 to 1999

Q #1 – How did you get to the Trail?

- Bicycling/Skating increased 13%
- Travel by car decreased approx 11%

	<u>2014</u>	<u>1999</u>
Walk/Run	20 %	26 %
Bike/Skate	59 %	46 %
Car	17 %	28 %
Other	4 %	1 %

Q #2 – How far did you travel to get to the Trail?

- 8% increase w/i 2-miles or less
- Slightly fewer % of users travel more than 2-miles to Trail

	<u>2014</u>	<u>1999</u>
2-miles or less	54 %	46 %
2- to 10-miles	31 %	37 %
10-miles or more	16 %	18 %

Q #3 – Why do you usually use the Trail?

- 32% increased use for exercise
- 18% decreased use for socializing

	<u>2014</u>	<u>1999</u>
Work	8 %	6 %
School	4 %	4 %
Shopping	4 %	17 %
Exercise	57 %	25 %
Socialize	4 %	22 %
Recreation	21 %	8 %
Restaurants	1 %	8 %
Park/Beach	2 %	12 %

Q #4 – What other uses?

- 21% increased use for recreation
- 10% increased use to restaurants
- 9% increased use to park or beach

	<u>2014</u>	<u>1999</u>
Work	3 %	3 %
School	1 %	2 %
Shopping	10 %	9 %
Exercise	18 %	13 %
Socialize	13 %	12 %
Recreation	25 %	4 %
Restaurants	14 %	4 %
Park/Beach	17 %	6 %

category. The resulting percentages were compared to those from the 1999 survey for trends and commuter share.

Question #5 – On the trail, do you usually...?

The largest percentage of Trail users traveled by bicycle on the Trail. On Friday, approximately 66% of respondents usually travel via bicycle; on Saturday, there were approximately 69% using bicycles. Those jogging/running or skating represent the lowest percentage of Trail users; in addition, the percentage of those categories decreased significantly from the 1999 survey results.

Question #6 – How many days per week do you usually travel on the trail?

According to the 2014 survey results, approximately 33% of Trail users traveled on the Trail 3-5 days per week, and another 33% of users traveled 5-7 days per week on the Trail. Both categories increased slightly from the 1999 survey results.

The results from the Friday 2014 surveys indicated approximately 10% more users frequently use the Trail than on Saturday, which is fairly consistent with the 1999 survey statistics.

Question #7 – How far (one way) do you usually travel on the Trail?

On Friday, 43% of Trail users traveled between 2- and 10-miles; on Saturday, 44% of users traveled 10-miles or more. The average distance traveled by respondents in 2014 compared with the 1999 results reveal fewer Trail users traveling shorter distances and a significant increase in those users traveling 10-miles or more.

Question #8 – Would you use more trails countywide?

As with the results of the 1999 survey, the 2014 survey results showed solid support for new connecting trails. The overall totals for both surveys showed 90 % of Trail users support expanding the trailways network.

Question #9 – Do you feel safe using the Trail?

Question #9 was included in the survey to gauge the perception of safety on the Trail from the users themselves. An overwhelming percentage of users (more than 90%) view the Trail as a safe, secure non-motorized corridor. Additional

SURVEY RESULTS (continued)

Q #5 – On the Trail, do you usually...?

- Bicycling increased 16%
- Skating decreased approx 12%

	<u>2014</u>	<u>1999</u>
Walk	23 %	23 %
Bicycle	67 %	52 %
Jog/Run	7 %	10 %
Skate	3 %	15 %

Q #6 – How many days per week do you travel on the Trail?

- 5% increased use 3-5 days per week
- 4% increased use 5-7 days per week
- 8% decreased use one-day per week

	<u>2014</u>	<u>1999</u>
One (1) Day or less	17 %	25 %
Two (2) Days	18 %	19 %
3 – 5 Days	33 %	28 %
5 – 7 Days	33 %	29 %

Q #7 – How far do you usually travel?

- 20% increased use 10-miles or more
- 12% decreased use 2- to 10-miles
- 7% decreased use 2-miles or less

	<u>2014</u>	<u>1999</u>
2-miles or less	16 %	23 %
2- to 10-miles	43 %	55 %
10-miles or more	42 %	22 %

Q #8 – Would you use more trails countywide?

90% of both survey respondents support additional trails countywide.

	<u>2014</u>	<u>1999</u>
Yes	90 %	90 %

Q #9 – Do you feel safe using the Trail?

More than 90% of Trail users feel safe using the Trail.

	<u>2014</u>	<u>1999</u>
Yes	92 %	98 %

survey comments regarding the perception of safety is available in the appendices.

Questions #10 and #11 – What do you like and dislike about the Trail?

Question #10 and #11 required survey respondents to briefly explain what they like or dislike about the Pinellas Trail. Since the wide array of comments is not quantitative, the answers to these two questions are not measurable. Overall, the information provided by the survey was positive, and can be utilized to explore additional amenities, enhancements, or other improvements. The replies and comments to questions #10 and #11 have been summarized and are provided in the appendices.

Question #12 – Are you a year-round resident?...or a tourist/seasonal resident?

The 1999 survey results indicated the majority of Trail users were Pinellas County residents. When tabulated, 87% of users lived locally, as compared to 13% of users were visitors or seasonal residents. It should be noted the 2014 survey results showed an increase in the number and percentage of tourists or seasonal residents using the Trail (15%) from the 1999 results. In addition, when comparing the 2014 use by residents on Friday vs. Saturday, 9% more Pinellas residents used the Trail on the weekends.

Question #13 – What is your age group?

For statistical comparisons, the same age groupings were used for both the 1999 and 2014 surveys. There were 15% more Trail users over 64 years of age in 2014 than in 1999; 13% more Trail users between the ages of 35 and 49 years of age; 10% more Trail users between the ages of 50 and 64 years of age; and 4 – 5% decrease in the use by those 19 to 34 years of age and those users 18 years of age or younger.

Additional statistics for each location are provided in the appendices.

Question #14 - What is your gender?

In 1999, the majority of Trail users responding to the survey were male (average 61%). On Friday, a slightly higher percentage of male users completed the survey than on Saturday (63% vs. 59%).

The percentage of female Trail users increased slightly in 2014 from 1999 (average 42% as compared to 39% average).

SURVEY RESULTS (continued)

Q #12 – Resident or Tourist/Seasonal?

- 15% increased use by Tourists in 2014
- 9% increased use in 2014 by Residents on Saturday vs. Friday

	<u>2014</u>	<u>1999</u>
Resident	72 %	87 %
Tourist/ Seasonal	28 %	13 %

Q #13 – Age Groups

- 15% increased use by over 64 yrs
- 13% increased use by 35 – 49 yrs
- 10% increased use by 50 – 64 yrs
- 4%-5% decrease in other age groups

	<u>2014</u>	<u>1999</u>
18 yrs or younger	6 %	11 %
19 – 34 yrs	12 %	16 %
35 – 49 yrs	17 %	30 %
50 – 64 yrs	37 %	27 %
Over 64 yrs	30 %	15 %

Q #14 – Gender

- Female Trail users increased by 3% on average

	<u>2014</u>	<u>1999</u>
Male	58 %	61 %
Female	42 %	39 %

CONCLUSION

While there are several benefits to conducting a survey of Pinellas Trail users, it must also be acknowledged that there are several limitations to this data. In particular, the timing and coverage of the field work limits the extent to which the results can be generalized to overall trail users. Our goal was not to get a representative sample of trail users or to project total usage; rather, this data is most useful to get insights into patterns of trail use and trail users' opinions as a basis for future work.

Our analysis indicates the majority of people using the trail are doing so for exercise and recreation. Survey respondents reported using the trail several days each week, and a third reported using the trail 5 or more days each week. It appears that the trail is helping residents of Pinellas County achieve the recommended weekly levels of physical activity.

Future trail user survey efforts should examine the frequency of trail use as it relates to factors that the County can control. For example, better connectivity by improving trail access points would increase the number of people that utilize the trail for a variety of reasons. Along these lines, project staff were surprised to find that about one-third of trail users traveled between 2 to 10 miles to the trail, which is more than twice the "usershed" distance (how far people will travel to use a trail or park) of about half a mile commonly used by transportation professionals. This suggests that the Pinellas Trail is a destination for users who are willing to travel relatively long distances to access its scenic qualities for recreation and other purposes.

Although no data was collected with respect to the volume of trail use, people are generally attracted by scenery along the trail, separation from cars, and convenience. Improving scenery, connecting trails and providing more access points, and changing routes or improving crossings where the trail currently runs along or across streets could have a positive impact on the number of trail users.

The expansion of access points along the trail and improved connectivity between destinations is also supported by the data showing about 8% of respondents using the trail for a work commute, and 10% using the trail for shopping-related trips. Better connectivity might result in increased non-recreational use of the trail. While it is possible these results are biased in that commuters may not have had time to stop to complete a survey, they do suggest one strategy the local governments can employ to increase trail use. Other strategies may include allowing commercial land uses the ability to provide direct access to the trail, continue to work to acquire outside funding sources to complete the Pinellas Trail Loop, and provide a wayfinding system to direct potential users to the most convenient access points.

MPO staff and community stakeholders have noted that perceptions about crime and threats to physical safety may be a barrier to trail use. While users are attracted by natural scenery, some sections of the trail are wooded and secluded and hence may be perceived as less safe. Although our preliminary analysis does not demonstrate a clear pattern regarding trail users' perceptions of safety, there are certain site-specific safety concerns along the trail. Fortunately, the Pinellas Trail Security Task Force, local law enforcement, Pinellas Trails, Inc., the Auxiliary Rangers and other stakeholders have been monitoring these occurrences and been involved in strategies to mitigate these safety concerns. The survey data may provide some support for this observation. The data yields an unequal distribution of males and females on the trail that could reflect women's greater concerns about safety. Additionally, male trail users may rate the safety and security along the trail more positively than females. This suggests that security concerns may prevent women from using the trail more than men. However, it is

important to remember that surveys were conducted only with current trail users. Further investigation into the extent of concerns about safety and security as a barrier to trail use may be warranted in the future.

Current local efforts in Pinellas County also encourage the use of CPTED (Crime Prevention Through Environmental Design) principles in new and redevelopment projects. Incorporating CPTED principles into trail system plans, may also help address perceived crime and safety issues. Increasing trail usage may help to reduce actual and perceived crime. For example, careful trail design (such as improving visibility or clearing brush) can increase users' perception of safety and minimize opportunities for crime along trails.

Recommendations

Based on the findings of this survey the following recommendations are made for improving the use of the Pinellas Trail.

- 1. Continue to work to expand the Pinellas Trail network.**
- 2. Allow commercial land uses direct access to the Pinellas Trail.**
- 3. The Pinellas County MPO take the lead role in standardizing a regional approach to counts and surveys, and handle tracking and reporting. In this way, the MPO can track user trends over time, and evaluate the impact of new projects and policies.**

FIGURES

Figure 1 - 2014 Pinellas Trail Survey Sites

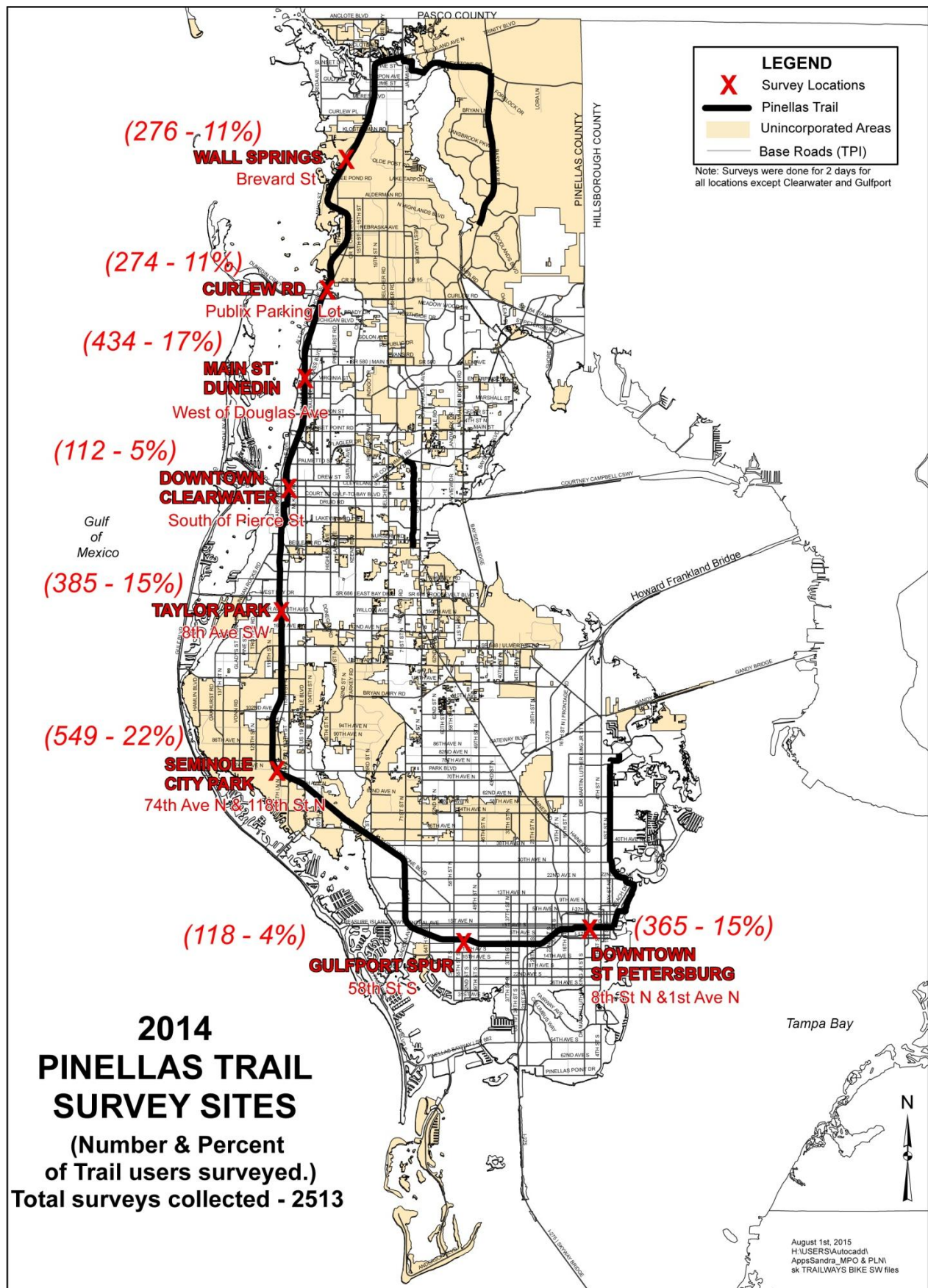


Figure 2 – 2014 Pinellas Trail Survey Questions

**Your thoughts & opinions matter to us,
thank you for filling out this survey.**
.....

**PINELLAS
TRAIL
SURVEY**

1. How did you get to the Trail today?
☐ walk ☐ bike ☐ car ☐ other

2. How far did you travel to get to the Trail?
☐ 2 miles or less ☐ 2-10 miles ☐ 10 miles or more

3. Why do you usually use the Trail? (check one)
☐ to go to work ☐ to go to school ☐ to go shopping ☐ to exercise
☐ to socialize ☐ for recreation ☐ to go to a restaurant ☐ to go to a park/beach

4. What other uses? (check all that apply)
☐ to go to work ☐ to go to school ☐ to go shopping ☐ to exercise
☐ to socialize ☐ for recreation ☐ to go to a restaurant ☐ to go to a park/beach

5. On the Trail, do you usually
☐ walk ☐ jog/run ☐ bike ☐ skate

6. How many days per week do you usually use the Trail?
☐ 1 day or less ☐ 2 days ☐ 3-4 days ☐ 5-7 days

7. How far (one-way) do you usually travel on the Trail?
☐ 2 miles or less ☐ 2-10 miles ☐ 10 miles or more

8. Would you use more trails countywide? ☐ Yes ☐ No

9. Overall, do you feel safe on the Trail? ☐ Yes ☐ No If not, why? _____

10. What do you like about the Trail? _____

11. What do you dislike about the Trail? _____

12. Are you a year-round resident? ☐ Yes ☐ No Zip Code: _____
Are you a tourist/seasonal resident? ☐ Yes ☐ No Zip Code: _____

13. Your age group ☐ 18 or under ☐ 19-34 ☐ 35-49 ☐ 50-64 ☐ 64+

14. ☐ Female ☐ Male

For more information visit: www.pinellascounty.org/mpo
Or call: (727) 464-8200

Pinellas County complies with the Americans with Disabilities Act. To obtain accessible formats of this document, please call (727) 464-4062 (V/TDD). 3/14

Figure 3 – 2014 Pinellas Trail Friday Shift Chart

2014 PINELLAS TRAIL SURVEY

Shift Chart

FRIDAY April 4, 2014			11 hours 7:30 am – 6:30 pm		
Survey Site	STAFF		VOLUNTEERS		
	7:30 am - 12:30 pm	12:30 pm - 6:30 pm	7:30 am - 11 am	11 am - 2 pm	2 pm - 6:30 pm
WALL SPRINGS PARK	Marc Hanger MPO	Marc Hanger MPO	Ed Osterud Aux Ranger	Pete & Pat O'Hara Aux Rangers	Larry & Gabrielle Harrison Aux Rangers
CURLEW ROAD	Anne Funicello MPO	Brenda Holleron Planning	Dottie Hemond Dun Rotary	Erica Lynford, Director of CSA Pat Bauer, Dunedin Rotary	Ray Kingsbury Rita Downing Dunedin Rotary
MAIN STREET DUNEDIN	Cyndi Watkins Planning	Gina Harvey, MPO Jonathan Skinner PCR	Lynn Wargo Dunedin Chamber/Rotary	Robert Williams Dunedin Rotary	John & Martha Espey Dunedin Chamber
DOWNTOWN CLEARWATER	Gina Harvey MPO	Carolyn Kuntz Robert Feigel MPO	Andrew Hayslip Clearwater	Charles Dykstra Silver Riders	Mike Long Aux Ranger
TAYLOR PARK	Georgia Wildrick Lynn Bosco Win Dermody BPAC	Jonathan Skinner Sandy Wilson PCR	Bob Young Rich Lyle Aux Rangers	Arnold Toney Aux Ranger	Mark Glendon Gail Glendon Thom Brown Aux Rangers
SEMINOLE CITY PARK	Sandra Knoebel MPO	Sandra Knoebel MPO	Jim Bailey, Aux Ranger Jim Wedlake BPAC & Aux Ranger	Mike & Donna Siebel BPAC & Aux Ranger	Dan & Debra Kramer Aux Rangers
GULFPORT SPUR 58 th ST S / 6 th Ave S	Jonathan Skinner Sandy Wilson PCR	Alicia Parinello Sarah Perch MPO	Mike MacKay, SPBC Robert Vincent, GPD Marian, City of Gulfport	Amber Saltzman Robert Kostuck Volunteers	Michel Cazes Jude Bagatti Aux Rangers
DOWNTOWN ST. PETERSBURG 490 1st Ave S	Cheryl Stacks BPAC St. Petersburg Staff	<i>St. Petersburg Staff</i>	<i>St. Petersburg Staff</i>		

Figure 4 – 2014 Pinellas Trail Saturday Shift Chart

2014 PINELLAS TRAIL SURVEY

Shift Chart

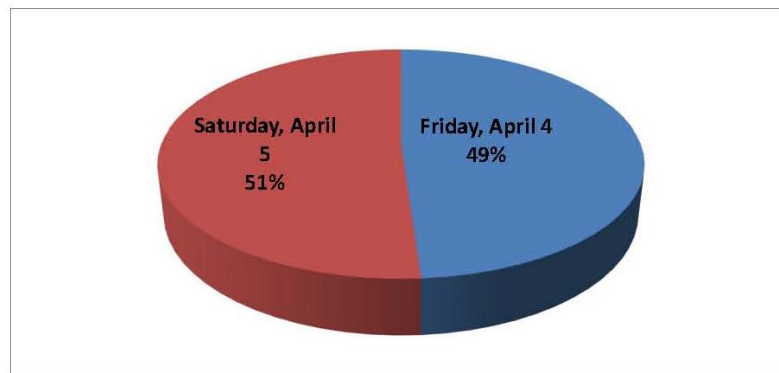
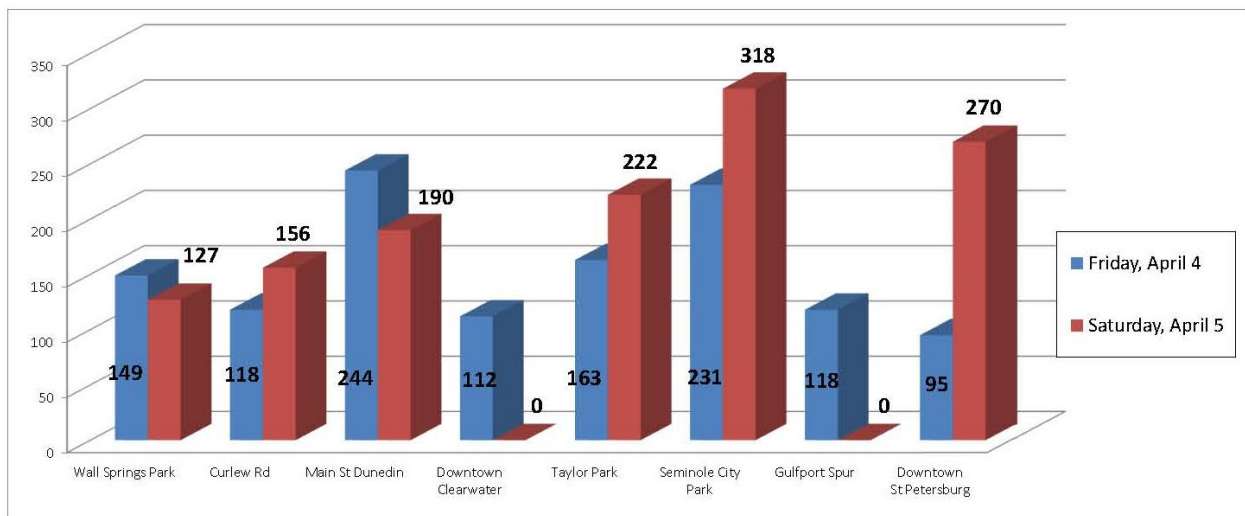
SATURDAY April 5, 2014			11 hours 7:30 am – 6:30 pm		
Survey Site	STAFF		VOLUNTEERS		
	7:30 am - 12:30 pm	12:30 pm - 6:30 pm	7:30 am - 11 am	11 am - 2 pm	2 pm - 6:30 pm
WALL SPRINGS PARK	Marc Hanger MPO	Marc Hanger MPO <i>(closed at 1 pm)</i>	Jim Vogelsang Bob Wheeler Ed Osterud Aux Rangers	Jim Brandt Joe Santanello Jim Vogelsang Aux Rangers	<i>(closed at 1 pm)</i>
CURLEW ROAD	Carolyn Kuntz MPO Brenda Holleron Planning	Carolyn Kuntz Marc Hanger MPO	Ron Doll Aux Ranger	Bob & Dottie Bellavance Dunedin Rotary	Jim Brandt Aux Ranger
MAIN STREET DUNEDIN	Cyndi Watkins Planning	Carolyn Kuntz MPO	Jeff Rhoads Bob Wheeler Aux Rangers Jade & Jason Seibert Dunedin Rotary	Candyce Blankship Bill Francisco Dunedin Rotary Leah Collins Dunedin Chamber	Melody Urso Andy Chiodo Dunedin Chamber Jennifer Blott Green Adventures
DOWNTOWN CLEARWATER - CLOSED SATURDAY					
TAYLOR PARK	Jonathan Skinner Sandy Wilson PCR	Jonathan Skinner Sandy Wilson PCR	Bill & Phyllis Romanski Robert Hubblewhite Shirley Dowing Aux Rangers	Mark & Gail Glendon Bob Young Aux Rangers	Rich Lyle Aux Ranger
SEMINOLE CITY PARK	Sandra Knoebel MPO	Sandra Knoebel MPO	Jim Bailey Aux Ranger Rudy Osdwald Silver Riders	Mike Long Michel Cazes Aux Ranger	Mike & Donna Siebel BPAC & Aux Rangers
GULFPORT SPUR - CLOSED SATURDAY					
DOWNTOWN ST. PETERSBURG 490 1st Ave S	Cheryl Stacks BPAC & St. Petersburg Staff	St. Petersburg Staff	St. Petersburg Staff		

APPENDIX

Response Numbers and Percentages

Total Responses

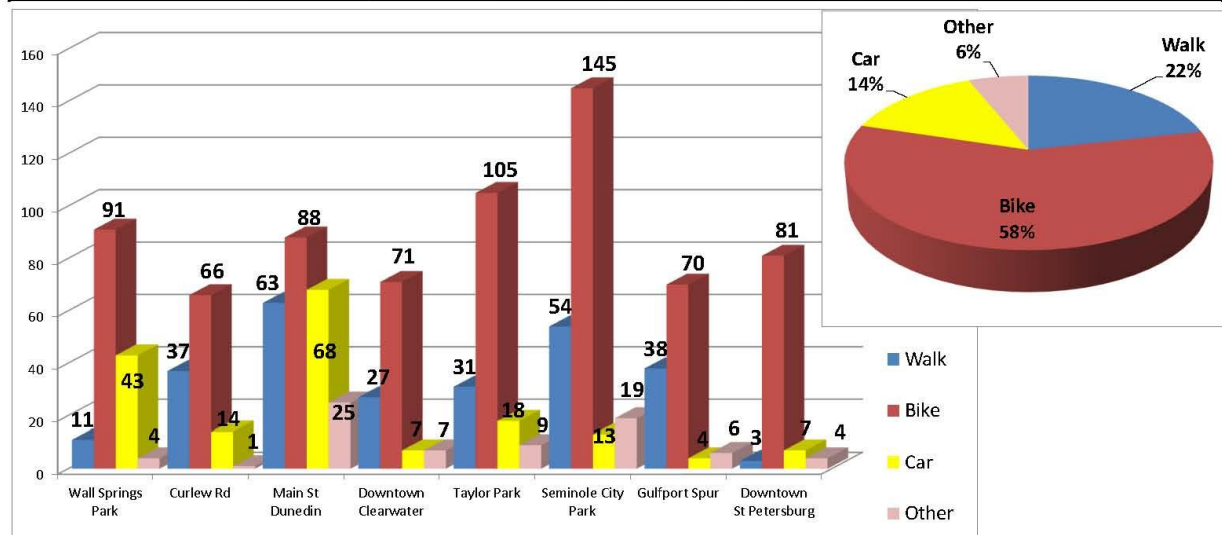
TOTAL SURVEYS RECEIVED BY DAY																		
	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Friday, April 4	149	54.0	118	43.1	244	56.2	112	100.0	163	42.3	231	42.1	118	100.0	95	26.0	1230	48.9
Saturday, April 5	127	46.0	156	56.9	190	43.8	n/a	n/a	222	57.7	318	57.9	n/a	n/a	270	74.0	1283	51.1
Totals	276	100	274	100	434	100	112	100	385	100	549	100	118	100	365	100	2513	100



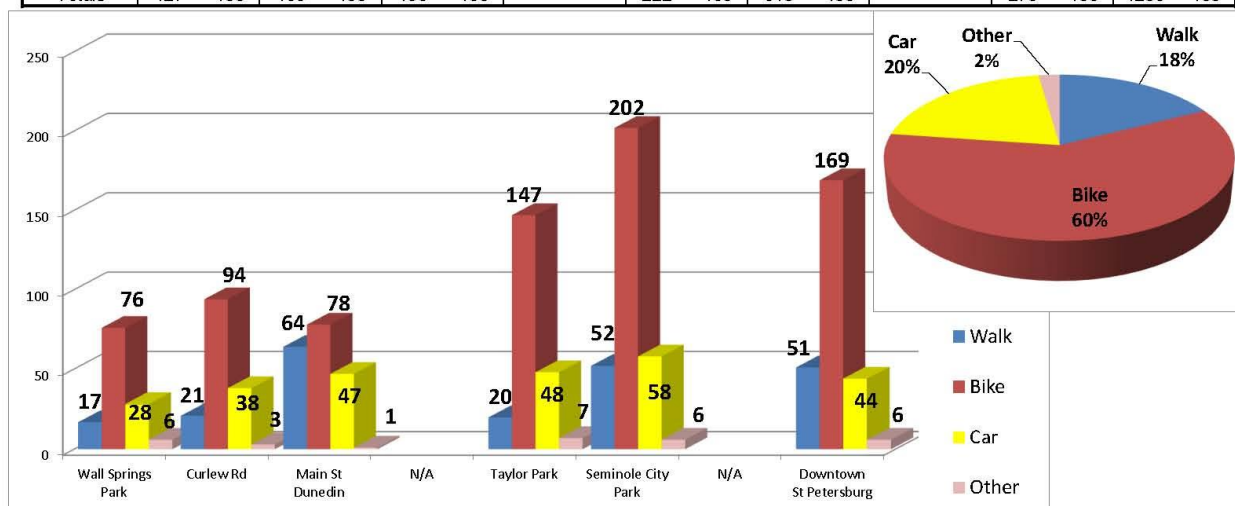
Survey Questions

Question #1 – How did you get to the trail today?

Q#1 -- HOW DID YOU GET TO THE TRAIL?																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St. Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St. Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Walk	11	7.4	37	31.4	63	25.8	27	24.1	31	19.0	54	23.4	38	32.2	3	3.2	264	21.5
Bike	91	61.1	66	55.9	88	36.1	71	63.4	105	64.4	145	62.8	70	59.3	81	85.3	717	58.3
Car	43	28.9	14	11.9	68	27.9	7	6.3	18	11.0	13	5.6	4	3.4	7	7.4	174	14.1
Other	4	2.7	1	0.8	25	10.2	7	6.3	9	5.5	19	8.2	6	5.1	4	4.2	75	6.1
Totals	149	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1230	100

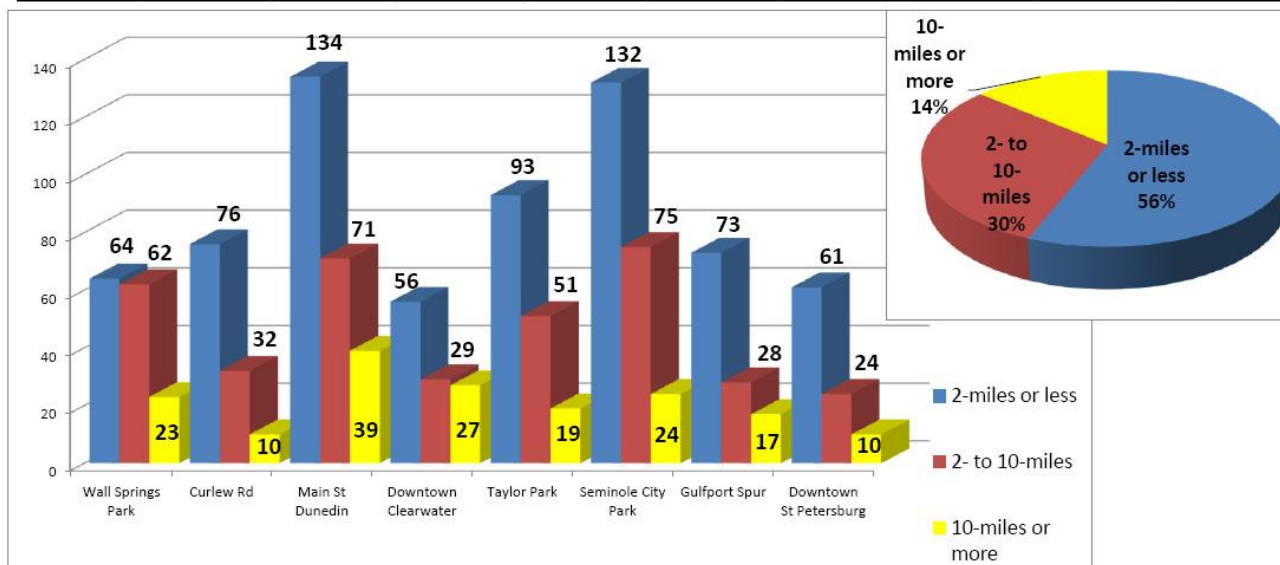


Q#1 -- HOW DID YOU GET TO THE TRAIL?																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Walk	17	13.4	21	13.5	64	33.7			20	9.0	52	16.4			51	18.9	225	17.5
Bike	76	59.8	94	60.3	78	41.1			147	66.2	202	63.5			169	62.6	766	59.7
Car	28	22.0	38	24.4	47	24.7			48	21.6	58	18.2			44	16.3	263	20.5
Other	6	4.7	3	1.9	1	0.5			7	3.2	6	1.9			6	2.2	29	2.3
Totals	127	100	156	100	190	100			222	100	318	100			270	100	1283	100

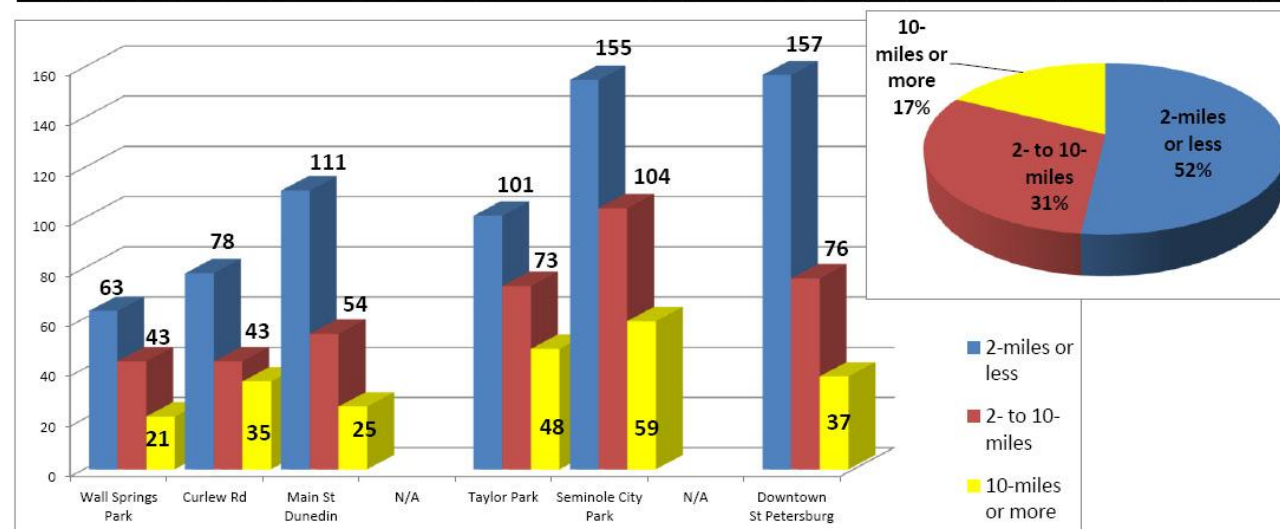


Question #2 — How far did you travel to get to the Trail?

Q#2 -- HOW FAR DID YOU TRAVEL TO GET TO THE TRAIL?																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
2-miles or less	64	43.0	76	64.4	134	54.9	56	50.0	93	57.1	132	57.1	73	61.9	61	64.2	689	56.0
2- to 10-miles	62	41.6	32	27.1	71	29.1	29	25.9	51	31.3	75	32.5	28	23.7	24	25.3	372	30.2
10-miles or more	23	15.4	10	8.5	39	16.0	27	24.1	19	11.7	24	10.4	17	14.4	10	10.5	169	13.7
Totals	149	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1230	100

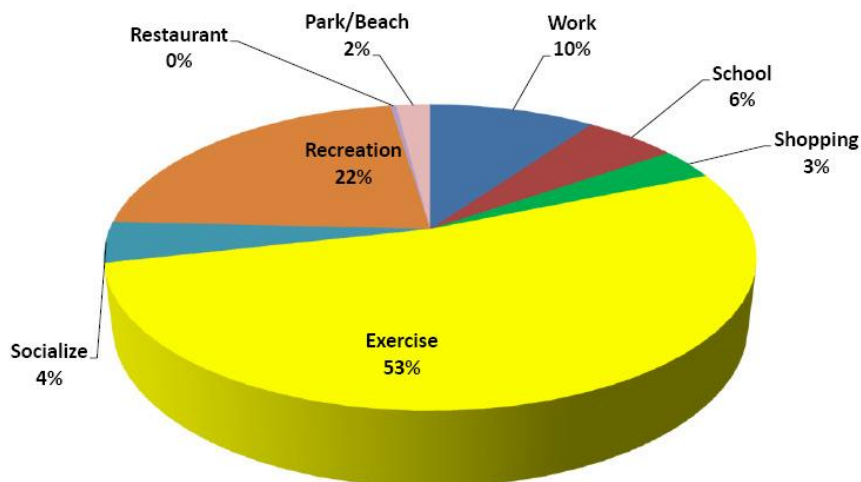


Q#2 -- HOW FAR DID YOU TRAVEL TO GET TO THE TRAIL?																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City park		N/A		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
2-miles or less	63	49.6	78	50.0	111	58.4			101	45.5	155	48.7			157	58.1	665	51.8
2- to 10-miles	43	33.9	43	27.6	54	28.4			73	32.9	104	32.7			76	28.1	393	30.6
10-miles or more	21	16.5	35	22.4	25	13.2			48	21.6	59	18.6			37	13.7	225	17.5
Totals	127	100	156	100	190	100			222	100	318	100			270	100	1283	100

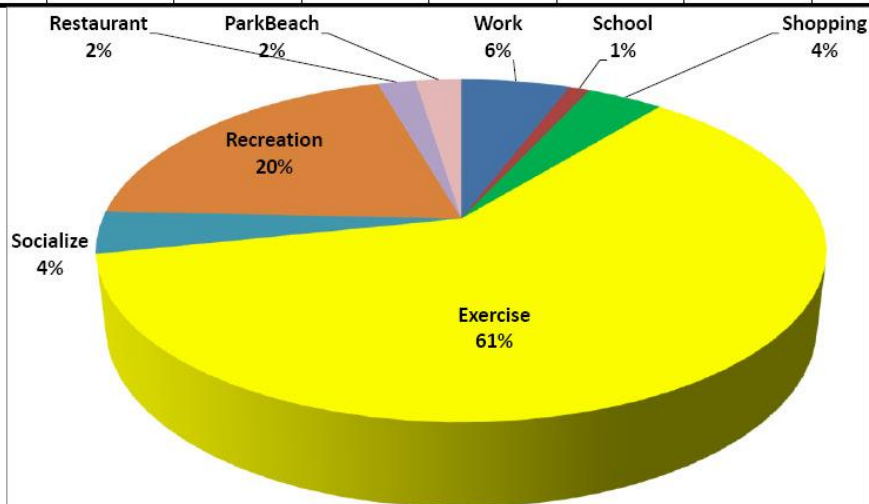


Question #3 – Why do you usually use the Trail? (check one)

Q#3 -- WHY DO YOU USUALLY USE THE TRAIL?																	
FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number percent
Work	3	2.0	6	5.1	11	4.5	35	31.3	16	9.8	11	4.8	17	14.4	22	23.2	121 9.8
School	1	0.7	1	0.8	1	0.4	2	1.8	7	4.3	20	8.7	34	28.8	2	2.1	68 5.5
Shopping	1	0.7	7	5.9	16	6.6	5	4.5	1	0.6	4	1.7	4	3.4	3	3.2	41 3.3
Exercise	91	61.1	76	64.4	118	48.4	40	35.7	98	60.1	143	61.9	35	29.7	48	50.5	649 52.8
Socialize	3	2.0	2	1.7	27	11.1	5	4.5	6	3.7	5	2.2	5	4.2	0	0.0	53 4.3
Recreation	47	31.5	24	20.3	66	27.0	21	18.8	32	19.6	41	17.7	20	16.9	18	18.9	269 21.9
Restaurant	0	0.0	0	0.0	1	0.4	2	1.8	0	0.0	0	0.0	0	0.0	1	1.1	4 0.3
Park/Beach	3	2.0	2	1.7	4	1.6	2	1.8	3	1.8	7	3.0	3	2.5	1	1.1	25 2.0
Totals	149	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1230 100

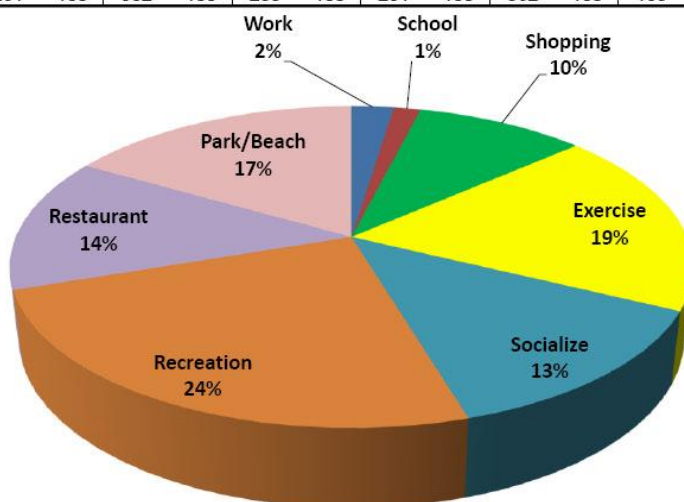


Q#3 -- WHY DO YOU USUALLY USE THE TRAIL?																	
SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St Petersburg		TOTAL
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number percent
Work	2	1.6	7	4.5	11	5.8			12	5.4	20	6.3			22	8.1	74 5.8
School	0	0.0	0	0.0	2	1.1			4	1.8	5	1.6			3	1.1	14 1.1
Shopping	2	1.6	5	3.2	20	10.5			2	0.9	7	2.2			16	5.9	52 4.1
Exercise	91	71.7	100	64.1	86	45.3			158	71.2	239	75.2			106	39.3	780 60.8
Socialize	2	1.6	2	1.3	12	6.3			6	2.7	6	1.9			23	8.5	51 4.0
Recreation	27	21.3	40	25.6	41	21.6			32	14.4	36	11.3			79	29.3	255 19.9
Restaurant	1	0.8	1	0.6	11	5.8			0	0.0	0	0.0			13	4.8	26 2.0
Park/Beach	2	1.6	1	0.6	7	4			8	3.6	5	1.6			8	3.0	31 2.4
Totals	127	100	156	100	190	100	0	0	222	100	318	100	0	0	270	100	1283 100

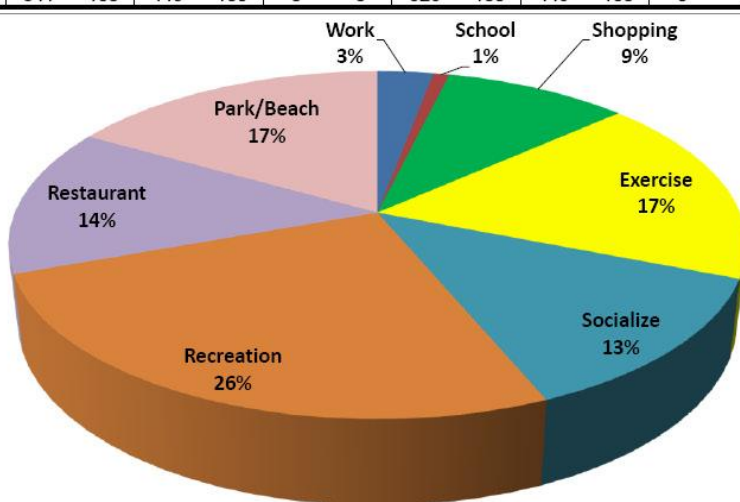


Question #4 – What other uses? (check all that apply)

Q#4 -- WHAT OTHER USES?																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Work	2	0.7	3	1.1	11	1.9	9	3.9	12	4.8	11	3.0	2	1.1	7	3.2	57	2.4
School	5	1.8	2	0.8	6	1.0	3	1.3	1	0.4	6	1.7	8	4.3	5	2.3	36	1.5
Shopping	16	5.7	35	13.4	58	10.0	31	13.3	20	8.0	30	8.3	15	8.1	23	10.6	228	9.6
Exercise	51	18.1	33	12.6	127	21.8	41	17.6	53	21.1	66	18.2	42	22.7	31	14.3	444	18.7
Socialize	29	10.3	33	12.6	73	12.5	29	12.4	27	10.8	58	16.0	28	15.1	35	16.1	312	13.1
Recreation	83	29.4	61	23.4	117	20.1	54	23.2	73	29.1	97	26.8	43	23.2	51	23.5	579	24.4
Restaurant	41	14.5	49	18.8	103	17.7	31	13.3	21	8.4	28	7.7	14	7.6	35	16.1	322	13.6
Park/Beach	55	19.5	45	17.2	87	14.9	35	15.0	44	17.5	66	18.2	33	17.8	30	13.8	395	16.6
Totals	282	100	261	100	582	100	233	100	251	100	362	100	185	100	217	100	2373	100



Q#4 -- WHAT OTHER USES?																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Work	2	0.9	8	2.3	9	2.0			12	3.7	19	4.2			20	3.3	70	2.9
School	2	0.9	0	0.0	3	0.7			0	0.0	6	1.3			9	1.5	20	0.8
Shopping	16	7.1	34	10.0	47	10.6			24	7.4	32	7.1			77	12.9	230	9.6
Exercise	29	12.9	40	11.7	84	18.9			74	22.7	78	17.4			114	19.1	419	17.6
Socialize	28	12.4	46	13.5	53	11.9			30	9.2	69	15.4			77	12.9	303	12.7
Recreation	66	29.3	86	25.2	99	22.2			112	34.4	125	27.8			125	20.9	613	25.7
Restaurant	36	16.0	61	17.9	77	17.3			19	5.8	45	10.0			91	15.2	329	13.8
Park/Beach	46	20.4	66	19.4	73	16			55	16.9	75	16.7			85	14.2	400	16.8
Totals	225	100	341	100	445	100	0	0	326	100	449	100	0	0	598	100	2384	100



Questions #3 and #4 – Mode Share, Commuting Uses on the Trail

Q#4 -- INDICATES COMMUTE MODE CHANGE

FRIDAY	Wall Springs Park	Curlew Rd	Main St Dunedin	Downtown Clearwater	Taylor Park	Seminole City Park	Gulfport Spur	Downtown St Petersburg	TOTAL
	number	number	number	number	number	number	number	number	number
Work	2	3	11	9	12	11	2	7	57
School	5	2	6	3	1	6	8	5	36
Shopping	16	35	58	31	20	30	15	23	228
Exercise	51	33	127	41	53	66	42	31	444
Socialize	29	33	73	29	27	58	28	35	312
Recreation	83	61	117	54	73	97	43	51	579
Restaurant	41	49	103	31	21	28	14	35	322
Park/Beach	55	45	87	35	44	66	33	30	395
Totals	282	261	582	233	251	362	185	217	2373

% NON-COMMUTE	47.52	36.02	41.92	40.77	50.20	45.03	45.95	37.79	43.11
% COMMUTE SHARE	52.48	63.98	58.08	59.23	49.80	54.97	54.05	62.21	56.89

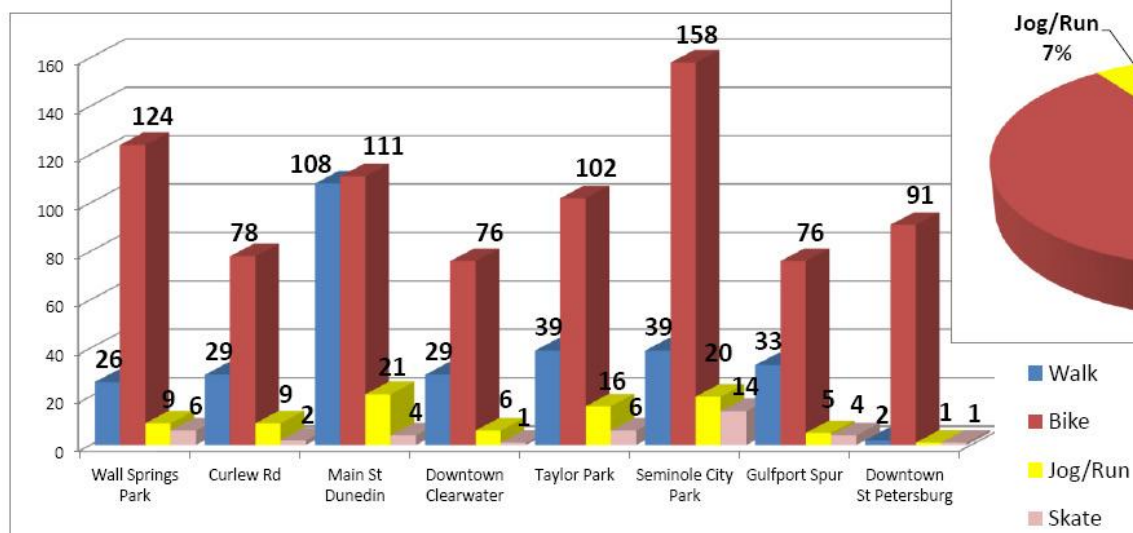
SATURDAY	Wall Springs Park	Curlew Rd	Main St Dunedin	N/A	Taylor Park	Seminole City Park	N/A	Downtown St Petersburg	TOTAL
	number	number	number	number	number	number	number	number	number
Work	2	8	9		12	19		20	70
School	2	0	3		0	6		9	20
Shopping	16	34	47		24	32		77	230
Exercise	29	40	84		74	78		114	419
Socialize	28	46	53		30	69		77	303
Recreation	66	86	99		112	125		125	613
Restaurant	36	61	77		19	45		91	329
Park/Beach	46	66	73		55	75		85	400
Totals	225	341	445	0	326	449	0	598	2384

% NON-COMMUTE	42.22	36.95	41.12		57.06	45.21		39.97	43.29
% COMMUTE SHARE	57.78	63.05	58.88		42.94	54.79		60.03	56.71

Question #5 – On the trail, do you usually...?

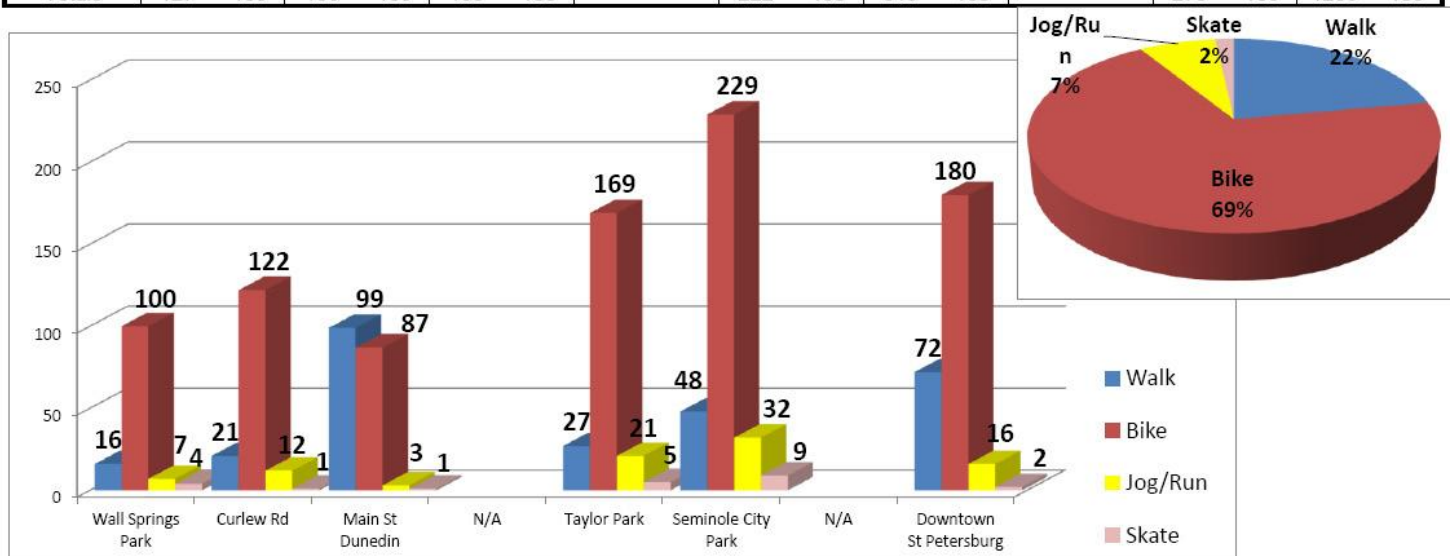
Q#5 -- ON THE TRAIL, DO YOU USUALLY...?

FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Walk	26	15.8	29	24.6	108	44.3	29	25.9	39	23.9	39	16.9	33	28.0	2	2.1	305	24.5
Bike	124	75.2	78	66.1	111	45.5	76	67.9	102	62.6	158	68.4	76	64.4	91	95.8	816	65.5
Jog/Run	9	5.5	9	7.6	21	8.6	6	5.4	16	9.8	20	8.7	5	4.2	1	1.1	87	7.0
Skate	6	3.6	2	1.7	4	1.6	1	0.9	6	3.7	14	6.1	4	3.4	1	1.1	38	3.0
Totals	165	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1246	100



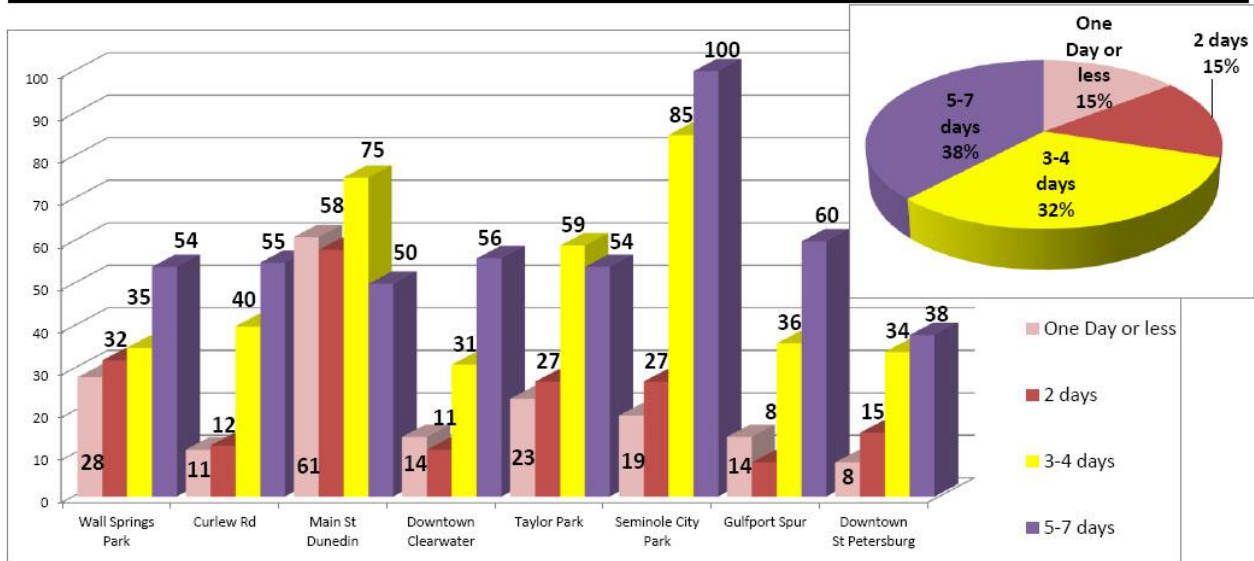
Q#5 -- ON THE TRAIL, DO YOU USUALLY...?

SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Walk	16	12.6	21	13.5	99	52.1			27	12.2	48	15.1			72	26.7	283	22.1
Bike	100	78.7	122	78.2	87	45.8			169	76.1	229	72.0			180	66.7	887	69.1
Jog/Run	7	5.5	12	7.7	3	1.6			21	9.5	32	10.1			16	5.9	91	7.1
Skate	4	3.1	1	0.6	1	0.5			5	2.3	9	2.8			2	0.7	22	1.7
Totals	127	100	156	100	190	100			222	100	318	100			270	100	1283	100

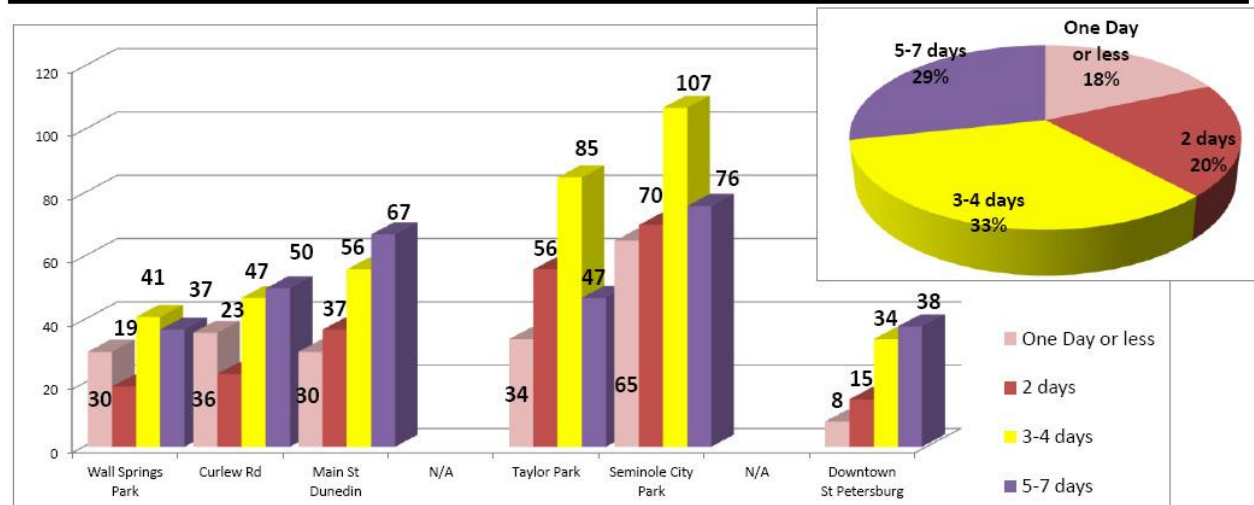


Question #6 – How many days per week do you usually travel on the trail?

Q#6 – HOW MANY DAYS PER WEEK DO YOU USUALLY USE THE TRAIL?																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent		
One Day or less	28	18.8	11	9.3	61	25.0	14	12.5	23	14.1	19	8.2	14	11.9	8	8.4	178	14.5
2 days	32	21.5	12	10.2	58	23.8	11	9.8	27	16.6	27	11.7	8	6.8	15	15.8	190	15.4
3-4 days	35	23.5	40	33.9	75	30.7	31	27.7	59	36.2	85	36.8	36	30.5	34	35.8	395	32.1
5-7 days	54	36.2	55	46.6	50	20.5	56	50.0	54	33.1	100	43.3	60	50.8	38	40.0	467	38.0
Totals	149	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1230	100

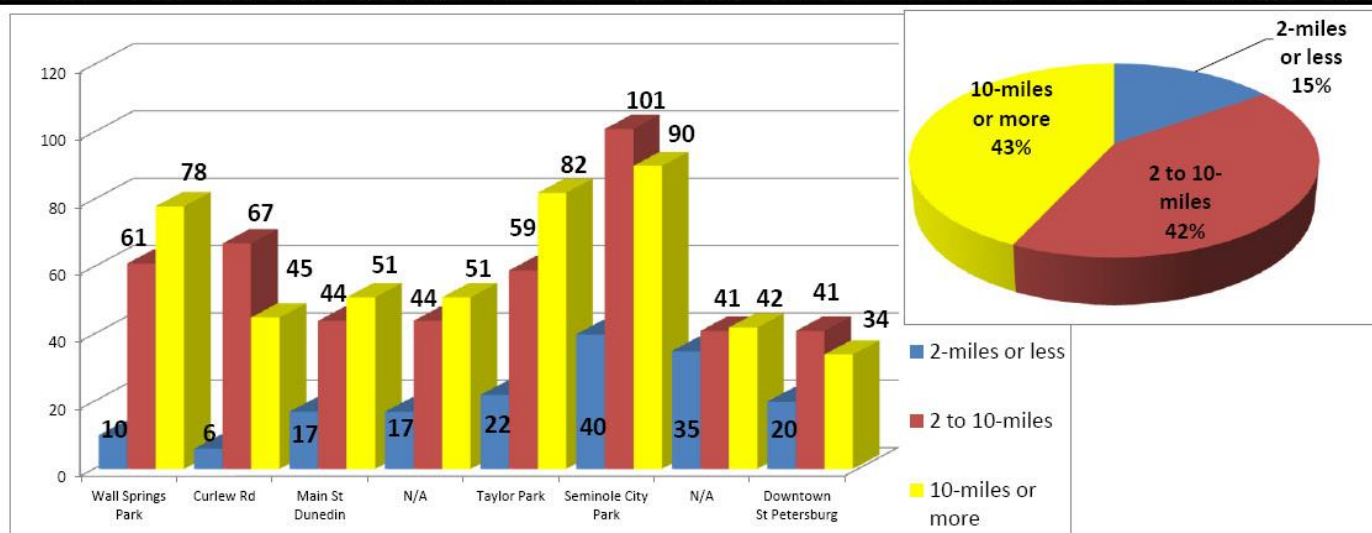


Q#6 – HOW MANY DAYS PER WEEK DO YOU USUALLY USE THE TRAIL?																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
One Day or less	30	23.6	36	23.1	30	15.8			34	20.9	65	20.4			8	8.4	203	18.3
2 days	19	15.0	23	14.7	37	19.5			56	34.4	70	22.0			15	15.8	220	19.9
3-4 days	41	32.3	47	30.1	56	29.5			85	52.1	107	33.6			34	35.8	370	33.4
5-7 days	37	29.1	50	32.1	67	35.3			47	28.8	76	23.9			38	40.0	315	28.4
Totals	127	100	156	100	190	100			163	136	318	100			95	100	1108	100

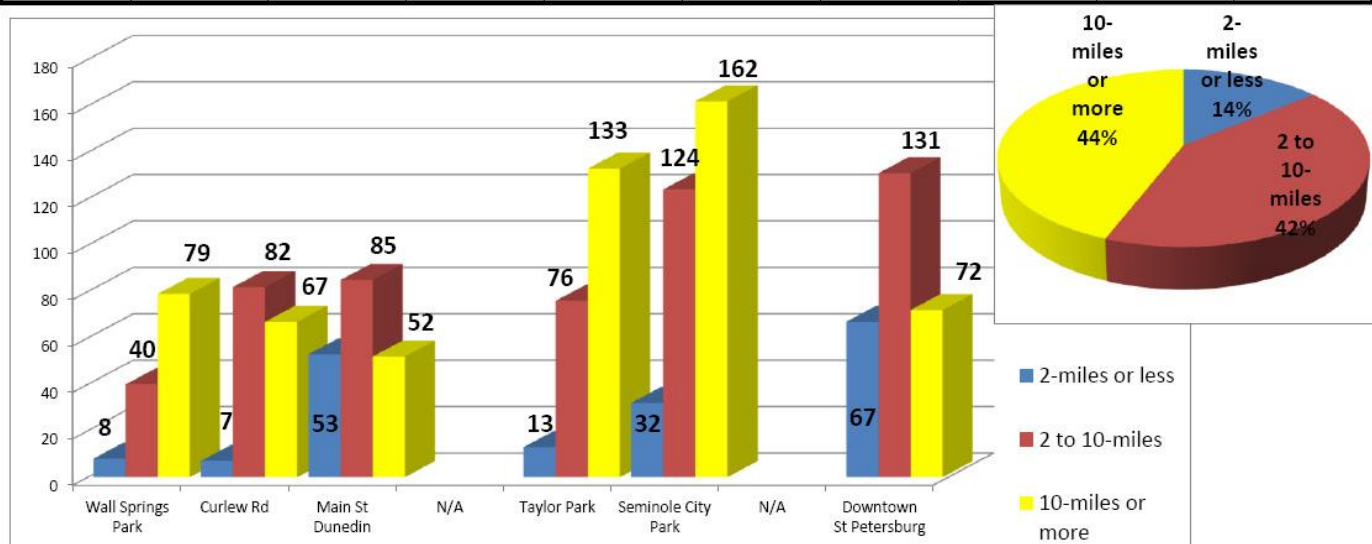


Question #7 – How far (one way) do you usually travel on the Trail?

Q#7 -- HOW FAR (one-way) DO YOU USUALLY TRAVEL ON THE TRAIL?																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
2-miles or less	10	6.7	6	5.1	17	15.2	17	15.2	22	13.5	40	17.3	35	29.7	20	21.1	167	15.2
2 to 10-miles	61	40.9	67	56.8	44	39.3	44	39.3	59	36.2	101	43.7	41	34.7	41	43.2	458	41.7
10-miles or more	78	52.3	45	38.1	51	45.5	51	45.5	82	50.3	90	39.0	42	35.6	34	35.8	473	43.1
Totals	149	100	118	100	112	100	112	100	163	100	231	100	118	100	95	100	1098	100

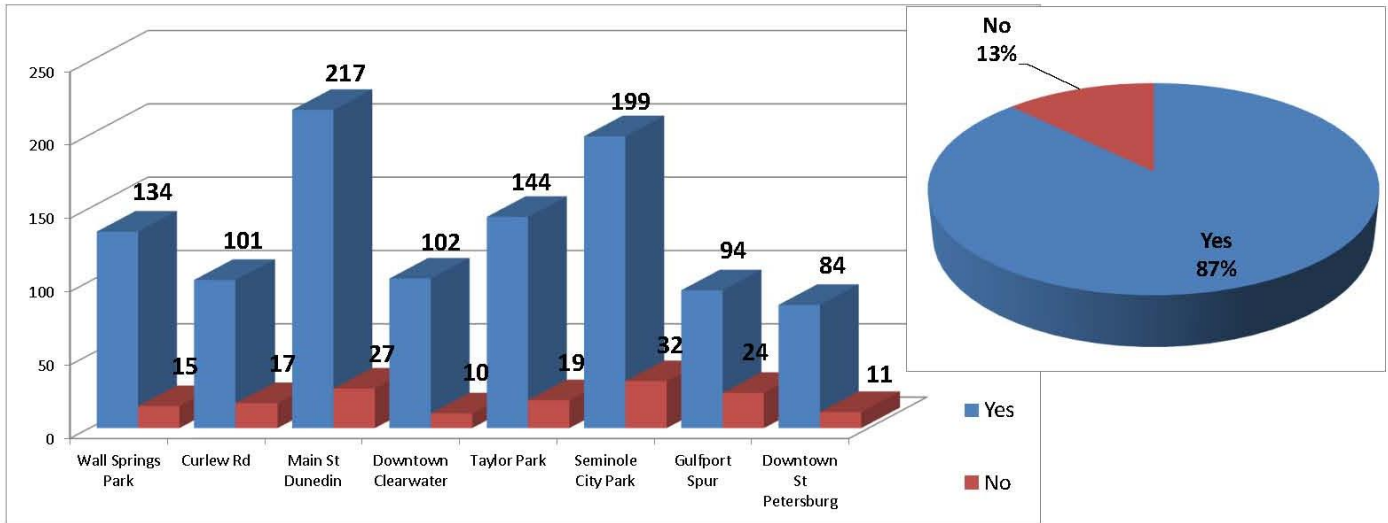


Q#7 -- HOW FAR (one-way) DO YOU USUALLY TRAVEL ON THE TRAIL?																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St. Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St. Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
2-miles or less	8	6.3	7	4.5	53	27.9			13	5.9	32	10.1			67	24.8	180	14.0
2 to 10-miles	40	31.5	82	52.6	85	44.7			76	34.2	124	39.0			131	48.5	538	41.9
10-miles or more	79	62.2	67	42.9	52	27.4			133	59.9	162	50.9			72	26.7	565	44.0
Totals	127	100	156	100	190	100	0	0	222	100	318	100	0	0	270	100	1283	100

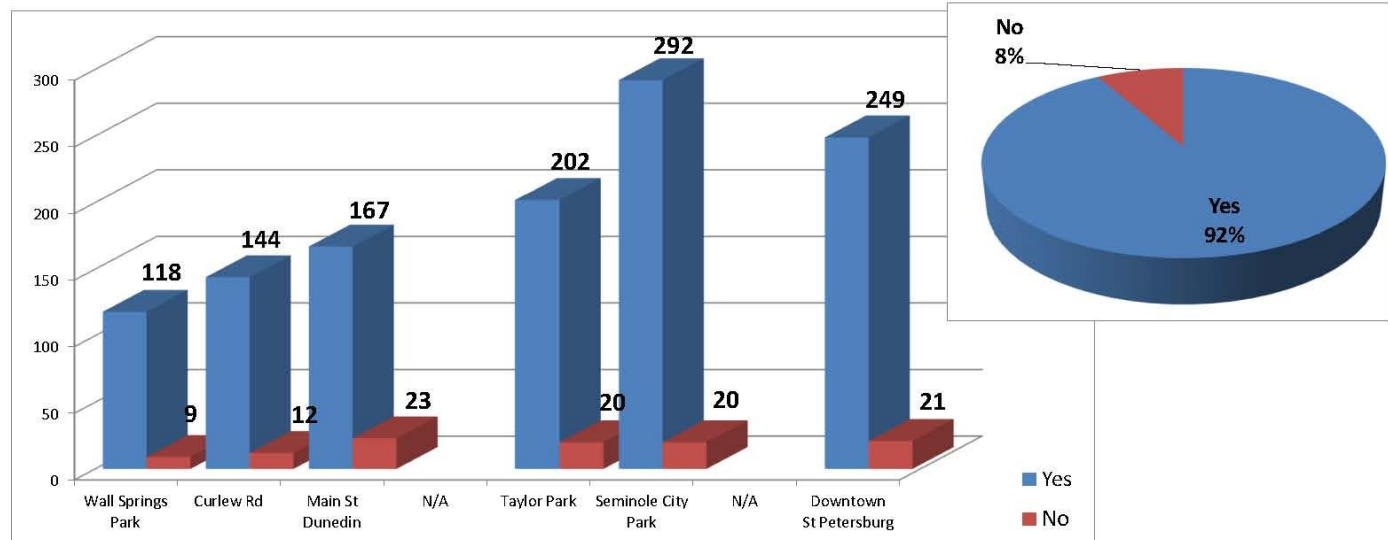


Question #8 – Would you use more trails countywide?

Q#8 -- WOULD YOU USE MORE TRAILS COUNTYWIDE?																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Yes	134	89.9	101	85.6	217	88.9	102	91.1	144	88.3	199	86.1	94	79.7	84	88.4	1075	87.4
No	15	10.1	17	14.4	27	11.1	10	8.9	19	11.7	32	13.9	24	20.3	11	11.6	155	12.6
Totals	149	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1230	100

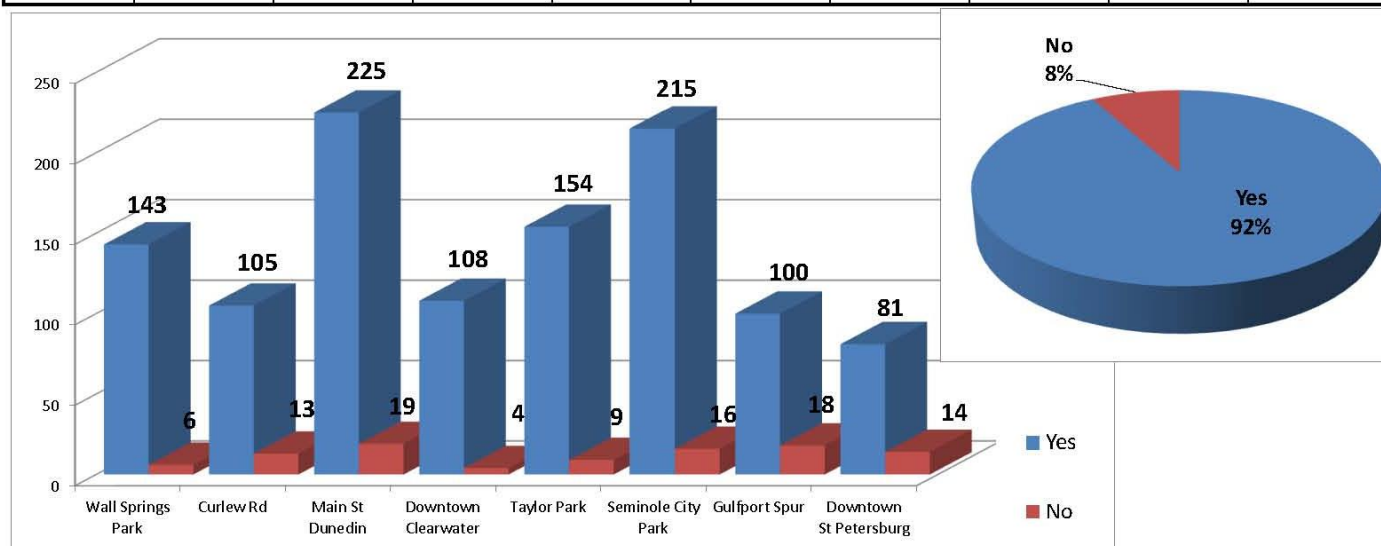


Q#8 -- WOULD YOU USE MORE TRAILS COUNTYWIDE?																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Yes	118	92.9	144	92.3	167	87.9			202	91.0	292	93.6			249	92.2	1172	91.8
No	9	7.1	12	7.7	23	12.1			20	9.0	20	6.4			21	7.8	105	8.2
Totals	127	100	156	100	190	100			222	100	312	100			270	100	1277	100

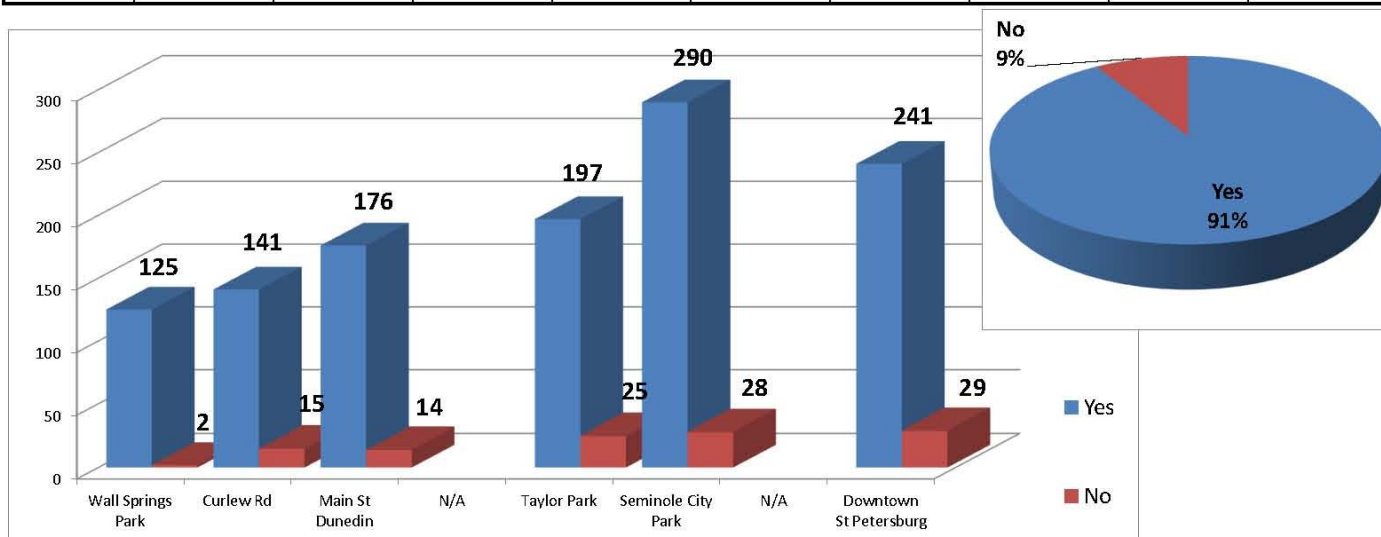


Question #9 – Do you feel safe using the Trail?

Q#9 -- OVERALL, DO YOU FEEL SAFE ON THE TRAIL?																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Yes	143	96.0	105	89.0	225	92.2	108	96.4	154	94.5	215	93.1	100	84.7	81	85.3	1131	92.0
No	6	4.0	13	11.0	19	7.8	4	3.6	9	5.5	16	6.9	18	15.3	14	14.7	99	8.0
Totals	149	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1230	100



Q#9 -- OVERALL, DO YOU FEEL SAFE ON THE TRAIL?																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St. Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St. Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Yes	125	98.4	141	90.4	176	92.6			197	88.7	290	91.2			241	89.3	1170	91.2
No	2	1.6	15	9.6	14	7.4			25	11.3	28	8.8			29	10.7	113	8.8
Totals	127	100	156	100	190	100			222	100	318	100			270	100	1283	100



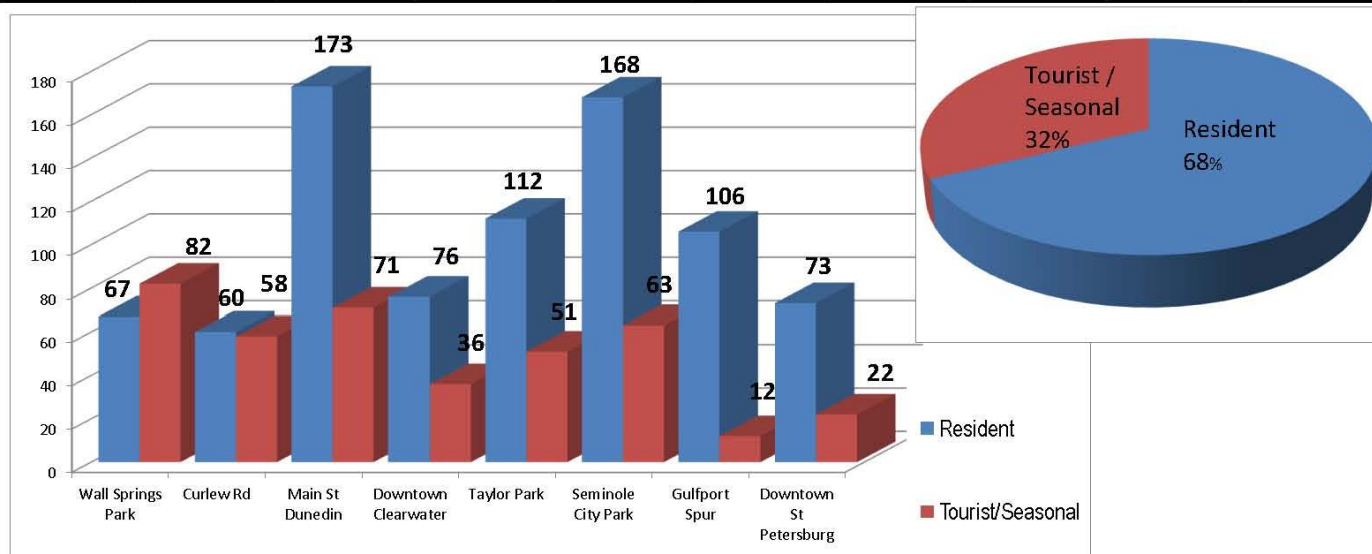
Questions #10 and #11 – What do you like and dislike about the Trail?

Q #10 -- WHAT DO YOU LIKE ABOUT THE TRAIL?							
Wall Springs Park	Curlew Road	Main Street Dunedin	Downtown Clearwater	Taylor Park	Seminole City Park	Gulfport Spur	Downtown St. Petersburg
<ul style="list-style-type: none"> • beauty • well-maintained • convenient access • safety • amenities • shade 	<ul style="list-style-type: none"> • safety • beauty • well-maintained • convenient access • few stops • amenities • shade • length 	<ul style="list-style-type: none"> • safety • convenient access • proximity to destinations • beauty • shade • well-maintained • length 	<ul style="list-style-type: none"> • proximity to destinations • safety • beauty • well-maintained 	<ul style="list-style-type: none"> • shade • convenient access • beauty • safety • well-maintained • length • rangers 	<ul style="list-style-type: none"> • convenient access • shade • beauty • well-maintained • length • safety • rangers • amenities 	<ul style="list-style-type: none"> • length • safety • well-maintained • convenient access • proximity to destinations 	<ul style="list-style-type: none"> • convenient access • beauty • well-maintained • length • convenience • proximity to destinations • safety • shade

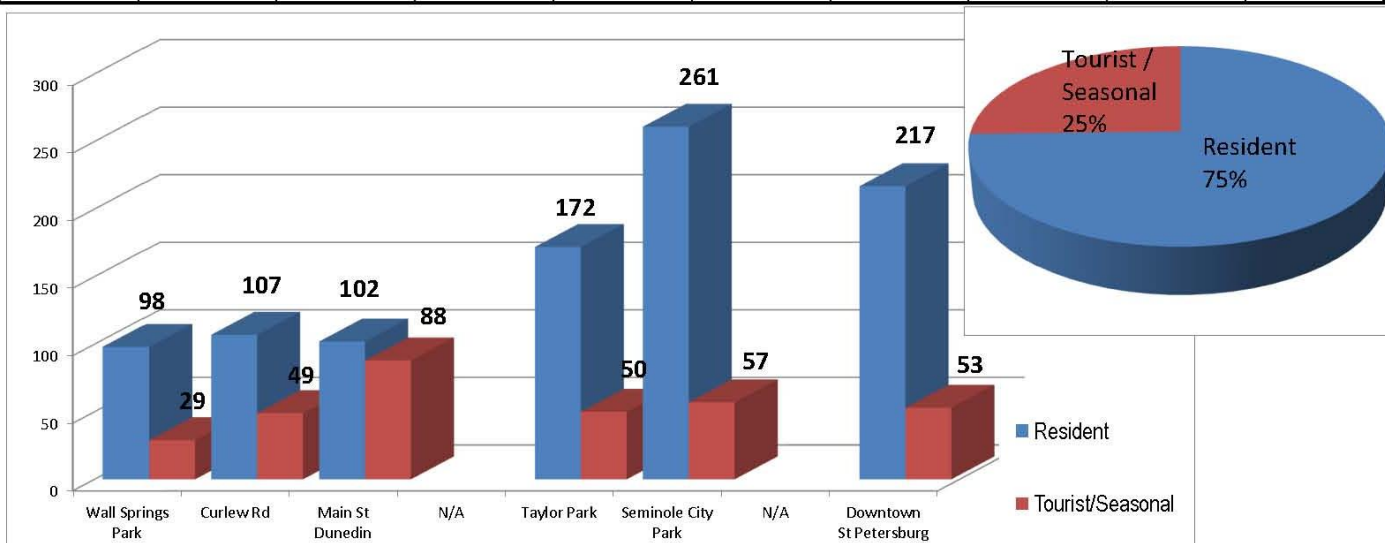
Q #11 -- WHAT DO YOU DISLIKE ABOUT THE TRAIL?							
Wall Springs Park	Curlew Road	Main Street Dunedin	Downtown Clearwater	Taylor Park	Seminole City Park	Gulfport Spur	Downtown St. Petersburg
<ul style="list-style-type: none"> • maintenance • trail length is too short • lack of security • busy crossings • inexperienced trail users • no nighttime access • no amenities • no east-west connections • lack of parking • need more rangers • dogs 	<ul style="list-style-type: none"> • busy crossings • no east-west connections • maintenance • speeding bicyclists • lack of nighttime access • dogs • lack of security • inexperienced trail users • lack of parking • no police presence • no amenities • no lighting • no mile posts • lack of connections 	<ul style="list-style-type: none"> • inexperienced trail users • too many stops • lack of security • no nighttime access • no east-west connections • maintenance • dogs • no police presence • no amenities • no mile posts • no lighting • busy crossings • narrow pedestrian lane 	<ul style="list-style-type: none"> • no lighting • lack of security • maintenance • no east-west connections • inexperienced trail users • no amenities • no mile posts • dogs • busy crossings 	<ul style="list-style-type: none"> • maintenance • busy crossings • lack of security • no amenities • lack of nighttime access • no east-west connections • inexperienced trail users • no mile posts • no lighting • no police presence • not a complete trail loop • speeding bicyclists • dogs 	<ul style="list-style-type: none"> • lack of security • busy crossings • maintenance • inexperienced trail users • dogs • no shade • no police presence • no lighting • speeding bicyclists • no amenities • trail length is too short • not a complete trail loop • no mile posts • motorcycles on trail • no east-west connections • narrow trail width 	<ul style="list-style-type: none"> • no lighting • maintenance • busy crossings • lack of security • dogs • high overpasses • no amenities • motorized bicycles • trail length is too short • no shade 	<ul style="list-style-type: none"> • lack of security • no shade • no lighting • maintenance • lack of nighttime access • no police presence • busy crossings • not a complete trail loop • dogs • trail length is too short • no amenities • no mile posts • no connection to the beach • not enough overpasses

Question #12 – Are you a year-round resident? Or are you a tourist/seasonal resident?

Q#12 -- ARE YOU A YEAR-ROUND RESIDENT?																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Resident	67	45.0	60	50.8	173	70.9	76	67.9	112	68.7	168	72.7	106	89.8	73	76.8	835	67.9
Tourist/Seasonal	82	55.0	58	49.2	71	29.1	36	32.1	51	31.3	63	27.3	12	10.2	22	23.2	395	32.1
Totals	149	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1230	100

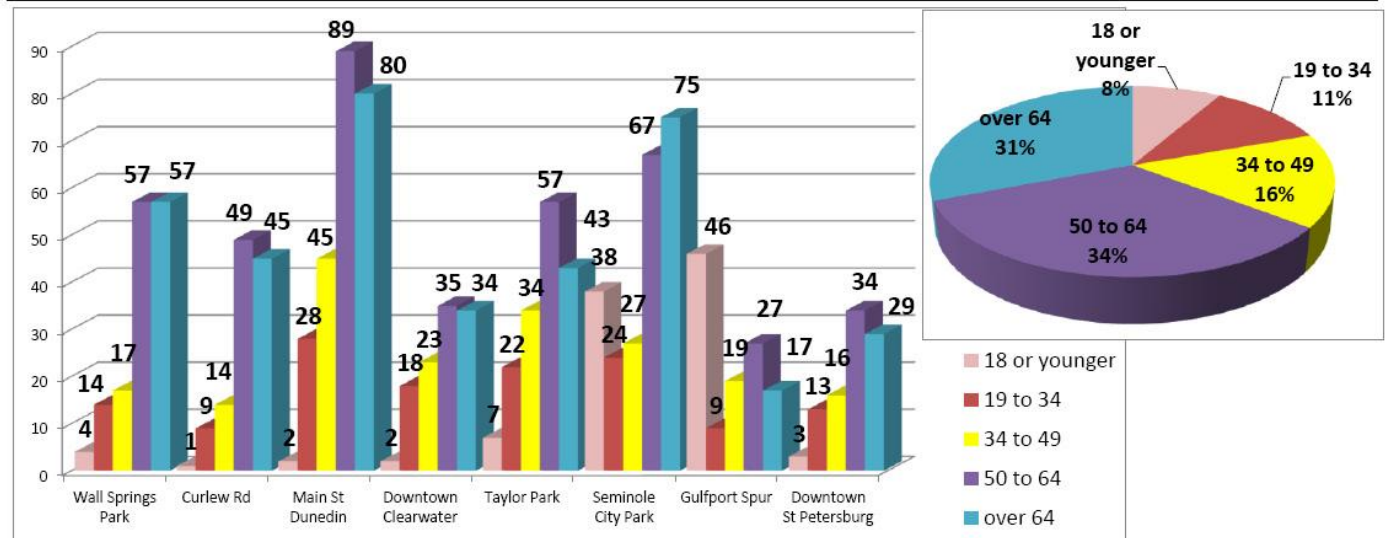


Q#12 -- ARE YOU A YEAR-ROUND RESIDENT?																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
Resident	98	77.2	107	68.6	102	53.7			172	77.5	261	82.1			217	80.4	957	74.6
Tourist/Seasonal	29	22.8	49	31.4	88	46.3			50	22.5	57	17.9			53	19.6	326	25.4
Totals	127	100	156	100	190	100			222	100	318	100			270	100	1283	100

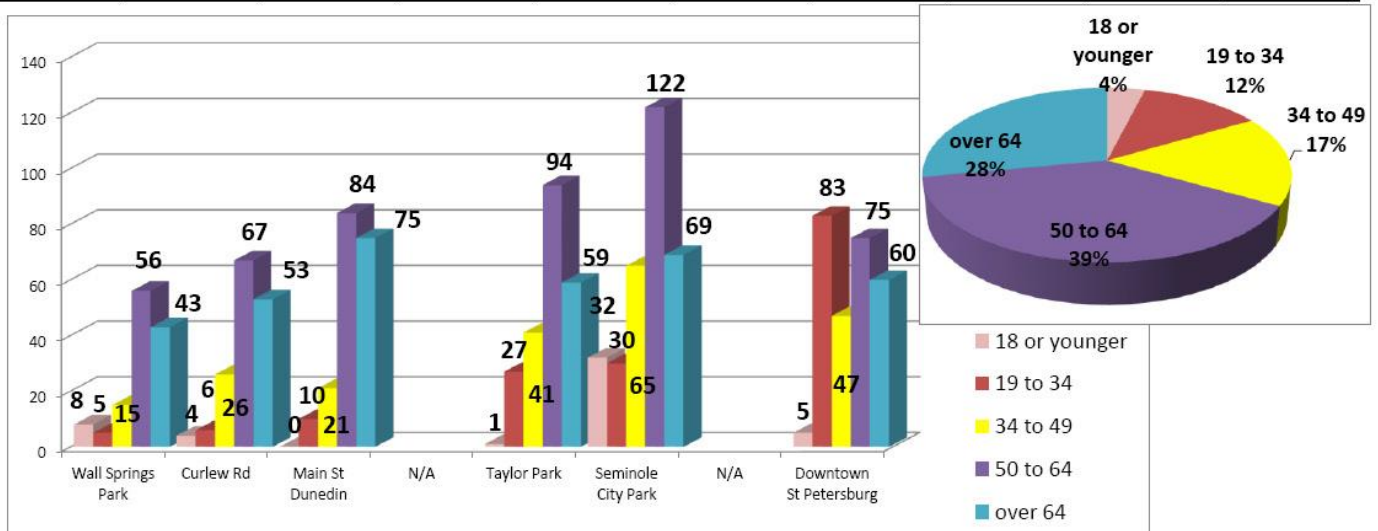


Question #13 – What is your age group?

Q#13 -- AGE GROUPS																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
18 or younger	4	2.7	1	0.8	2	0.8	2	1.8	7	4.3	38	16.5	46	39.0	3	3.2	103	8.4
19 to 34	14	9.4	9	7.6	28	11.5	18	16.1	22	13.5	24	10.4	9	7.6	13	13.7	137	11.1
34 to 49	17	11.4	14	11.9	45	18.4	23	20.5	34	20.9	27	11.7	19	16.1	16	16.8	195	15.9
50 to 64	57	38.3	49	41.5	89	36.5	35	31.3	57	35.0	67	29.0	27	22.9	34	35.8	415	33.7
over 64	57	38.3	45	38.1	80	32.8	34	30.4	43	26.4	75	32.5	17	14.4	29	30.5	380	30.9
Totals	149	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1230	100

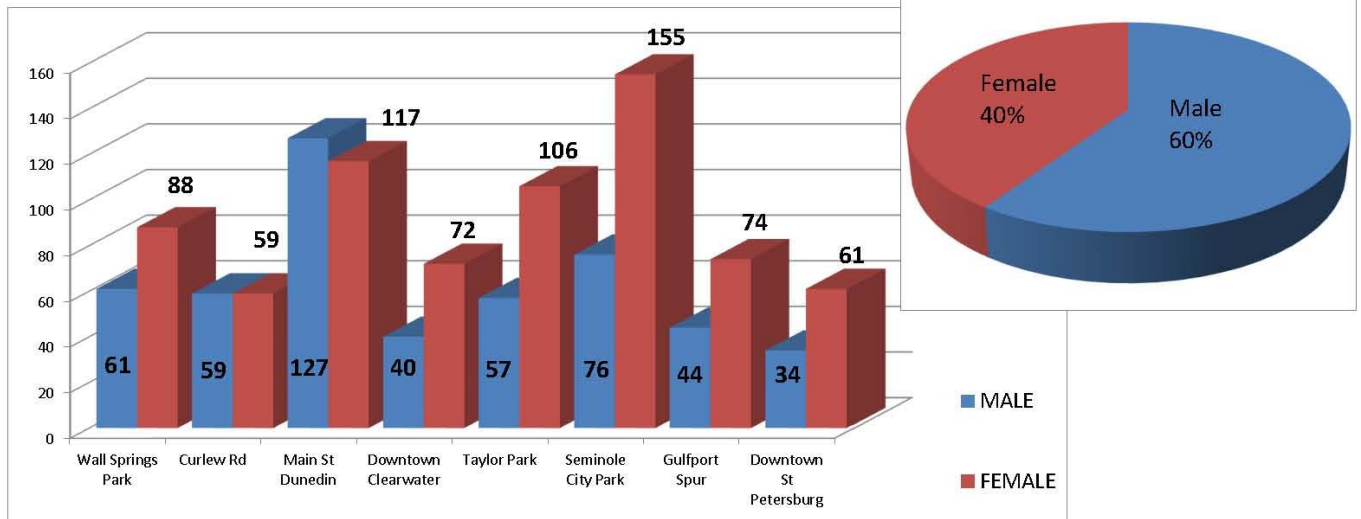


Q#13 -- AGE GROUPS																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
18 or younger	8	6.3	4	2.6	0	0.0			1	0.5	32	10.1			5	1.9	50	3.9
19 to 34	5	3.9	6	3.8	10	5.3			27	12.2	30	9.4			83	30.7	161	12.5
34 to 49	15	11.8	26	16.7	21	11.1			41	18.5	65	20.4			47	17.4	215	16.8
50 to 64	56	44.1	67	42.9	84	44.2			94	42.3	122	38.4			75	27.8	498	38.8
over 64	43	33.9	53	34.0	75	39.5			59	26.6	69	21.7			60	22.2	359	28.0
Totals	127	100	156	100	190	100			222	100	318	100			270	100	1283	100



Question #14 - What is your gender?

Q#14 -- GENDER																		
FRIDAY	Wall Springs Park		Curlew Rd		Main St. Dunedin		Downtown Clearwater		Taylor Park		Seminole City Park		Gulfport Spur		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
MALE	88	59.1	59	50.0	117	48.0	72	64.3	106	65.0	155	67.1	74	62.7	61	64.2	732	59.5
FEMALE	61	40.9	59	50.0	127	52.0	40	35.7	57	35.0	76	32.9	44	37.3	34	35.8	498	40.5
Totals	149	100	118	100	244	100	112	100	163	100	231	100	118	100	95	100	1230	100



Q#14 -- GENDER																		
SATURDAY	Wall Springs Park		Curlew Rd		Main St Dunedin		N/A		Taylor Park		Seminole City Park		N/A		Downtown St Petersburg		TOTAL	
	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent	number	percent
MALE	68	53.5	89	57.1	101	53.2			142	64.0	198	62.3			134	49.6	732	57.1
FEMALE	59	46.5	67	42.9	89	46.8			80	36.0	120	37.7			136	50.4	551	42.9
Totals	127	100	156	100	190	100			222	100	318	100			270	100	1283	100

