BICYCLE PEDESTRIAN MASTER PLAN UPDATE

Project Status & Stakeholder Feedback

FEBRUARY 2019

Forward Pinellas Bicycle/Pedestrian Advisory Committee
BICYCLE & PEDESTRIAN MASTER PLAN UPDATE

- Existing Conditions Inventory & Analysis
- Pedestrian & Bicycle Safety Analysis
- Stakeholder Outreach
- Vision, Goals & Performance Measures
- Network and Connectivity
- Project Prioritization & Concept Summaries
- Final BPMP
EXISTING CONDITIONS INVENTORY

- Existing Data & Past Studies
- Equity Analysis
EXISTING CONDITIONS

Existing Bicycle Facilities

187 Miles of Bike Lanes

Existing Sidewalk Facilities

135 Miles of Trails

1,725 Miles of Sidewalks
Level of Traffic Stress (LTS)

1. ALL AGES & ABILITIES
2. INTERESTED BUT CONCERNED
3. ENTHUSED & CONFIDENT
4. STRONG & FEARLESS
An Equity Analysis helps prioritize areas in most need of facilities

**METHODOLOGY**

- Spatial Analysis of Key Demographic Patterns
- Compile Resulting Maps to Develop Overall Equity Scores for Areas within County
- Use Equity Scores Maps and Existing Facilities to Identify Areas of Low Bicycle Service
Higher equity scores are concentrated in St. Petersburg, Clearwater, Largo, and Pinellas Park

- Darker areas on the map signify locations with concentrated socio-economic indicators (poverty, minority, LEP, zero-car households, seniors, under 18 populations, other means of travel to work)

- Next step will include overlaying this with the existing facilities data to identify areas of Low Bicycle Service
PLANS, STUDIES, & RELATED EFFORTS

FORWARD PINELLAS
- Bicycle Pedestrian Master Plan
- Complete Streets
- Bike Share Feasibility Study
- Tri-County Connection Study

PINELLAS COUNTY
- Bicycle Pedestrian Master Plan
- Pedestrian Safety Action Plan
- Complete Streets Corridor Prioritization
- Tri-County Connection Study

CITY OF ST. PETERSBURG
- CityTrails Bicycle Pedestrian Master Plan
- Complete Streets Implementation Plan

CITY OF CLEARWATER
- Shifting Gears: Bicycle and Pedestrian Master Plan
- Complete Streets
- Downtown Redevelopment Plan

CITY OF LARGO
- Moving Largo Multimodal Plan
- Downtown Largo Multimodal Plan

OTHER EFFORTS INCLUDING BIKE/PEDESTRIAN COMPONENTS
- Linking Lealman Mobility Plan
- Downtown Palm Harbor Master Plan
- St. Pete Beach Corey Avenue District Vision Plan
- Madeira Beach Town Center Plan
- Safety Harbor Downtown Master Plan
- Dunedin Causeway Bridges PD & E
- Alt. US 19 North Corridor Studies
- North Marina Area Master Plan Clearwater

Figure 7-1
Pinellas County Bicycle and Pedestrian Master Plan
Trails and Bike Lanes

LEGEND
- Existing Bicycle Lane
- Existing Shared Use (SU) Lane
- Proposed Bike/SU Lane
- Proposed Unmarked B. Lane
- Existing Community Trail
- Existing Pinellas Trail
- Existing Equinox Trail
- Proposed Community Trail
- Proposed Pinellas Trail
- Existing Power Easement Not Aligned with Trail
- Pinellas Trail Loop
- Planning Sections
- Trail Overpass
- Trail Underpass
- Planned Overpass

Notes:
1. Pinellas Trail Loop from Deep Water St to Madeira Blvd
2. Tyrone Boulevard Trail crossing will be an Underpass when intersection is reconfigured.

Unmarked bike lane
**Included as part of planned Circle Lake Tarpon Trail
**Highlighted for planned shoulder/unmarked bike lanes excluding Whaley Circle Dr and Tarpon Blvd jetties.
BIKE/PED SAFETY ANALYSIS

- Crash Records Review
- Identification of Hot Spots and Problem Corridors
- Coordinate with Regional Vision Zero Efforts
STAKEHOLDER ENGAGEMENT

- Local Government/Agency Coordination
- Identification of Local Priorities
- Information and Data Sharing to Inform Network

- Existing Conditions Inventory & Analysis
- Pedestrian & Bicycle Safety Analysis
- Stakeholder Outreach
- Vision, Goals & Performance Measures
Online Mapping Tool & Data Viewer

Help us identify areas on map with missing existing, planned, or proposed bicycle & pedestrian facilities.

Website URL: https://pinellas-egis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=4a616af40d2c47a1a331cd3c7f40d36a
YOUR ASSISTANCE

KEY QUESTIONS TO AGENCIES:

- Do we have the most up-to-date information/data?
- Is your community/agency planning anything that we are not aware of yet?
- What are your agency or community priorities? What is your top focus? What are your top concerns?

IMMEDIATE STAKEHOLDER ACTIONS:

- Log on to the Map Data Viewer and review information
- Send us updated GIS data
- Provide comments or identify potential priorities (Map Comment Tool or via email)
BPMP VISIONING APPROACH

- Define Shared Vision Themes for Plan Update
- Identify Focused Goal Themes Supportive to Stakeholders
- Discuss Performance Measures for Prioritization

Existing Conditions Inventory & Analysis
Pedestrian & Bicycle Safety Analysis
Stakeholder Outreach
Vision, Goals & Performance Measures
Establish a Vision to use for development of the Goals, Objectives, & Performance Measures

- Work with stakeholders to identify key vision themes
- Themes should be based on priorities for each community
- Develop Goals, Objectives, and Performance Measures
Once a Vision themes are established, they will inform the Goals, Objectives, and Performances Measures of the Plan.

| Safe | Objective: Safe | Evaluation Criteria |
|------|----------------|
| Make biking/walking more convenient by adding crosswalks, improving operations, and increasing bicycle parking | Widening or providing separation of bicycle facilities or providing alternate routes with lower traffic volumes |

| Convenient | Objective: Convenient | Evaluation Criteria |
|------------|-----------------------|
| Make biking/walking more comfortable by buffering from traffic with items such as street furniture, shade, and other improvements to sidewalks | Improves sidewalk conditions |
| Ensure the Districts’ bikeways and sidewalks are continuous and connect to citywide mobility networks | Mitigates climate conditions |

| Comfortable | Objective: Comfortable | Evaluation Criteria |
|-------------|------------------------|
| Improve the safety of residents and visitors of all ages walking, bicycling, and driving throughout the Districts | Increase bicyclist comfort |

| Connected | Objective: Connected | Evaluation Criteria |
|-----------|---------------------|
| Increase District appeal and branding through aesthetic, maintenance and design enhancements to support a more attractive business environment | Mitigate the effect of rain or heat by providing shade and/or rain attenuation, increasing tree cover, or decreasing heat island by reducing asphalt coverage |

Example: Orlando Main Streets Bicycle & Pedestrian Study
The previous BPMP was directed by the LRTP’s Goal 2 (Multimodal Transportation)

OBJECTIVE 2.3: Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multiuse trails throughout the county.

- Facilitate expansion of bicycle and pedestrian network
- Identify & fill gaps in sidewalk network
- Encourage bike/ped planning in local governments
- Incorporate bike/ped facilities in all roadway design
- Use bicycle pedestrian master plan as authority on trails
Measures track the quantity and quality of new/expanded facilities, programs, and the results through time

KEY PERFORMANCE MEASURES MAY INCLUDE:

- Miles of paths, sidewalks, bike lanes
- Ridership
- Number of bike/ped crashes, injuries and fatalities
- Ratio of male and female bicyclists
- Number of bike share or bike library systems
- Number of Bicycle Friendly Community, University and Business applications and designations
Example Bicycle & Pedestrian Measures from 2040 LRTP

- % of Work Trips using Alternate Modes
- % of centerline miles of major road network with bicycle lanes on both sides
- % of centerline miles of major road network with sidewalks on at least one side
- % of centerline miles of major road network with sidewalks on both sides
- % of centerline miles within major activity centers with sidewalks on both sides of the road
- % of Pinellas Trail Loop completed
- Frequency of fatal and/or incapacitating crashes involving bicycles
- Rate of fatal and/or incapacitating crashes involving pedestrians
- Frequency of fatal and/or incapacitating crashes involving pedestrians
Seattle Bicycle Pedestrian Master Plan Performance Measures (Categories)

- More Bicyclists
- Fewer Collisions
- Network Completion
- More Bike Racks
- Distribute Bike Maps
- Increase Grant Funding
- Increase Staff Training
- More Spot Improvements

Corpus Christi Bicycle Master Plan Performance Measures (Categories)

- Improve Quality of Bicycle Infrastructure
  - % build out of Bicycle Mobility Network
  - Miles of bike infrastructure built per capita
  - Annual municipal capital spending
  - % of negative community feedback
- Increase Bicycle Safety
- Track Bicycle Demand
STAKEHOLDER FEEDBACK TIME

Help us identify priorities to inform the plan principles
▶ Take out smart phones!
▶ Go to www.menti.com and enter the code 69 31 09
NEXT STEPS

▶ Facilities Reference Matrix
▶ Gap & Demand Analysis
▶ Proposed Network Improvements
▶ Project Prioritization
▶ Project Concept Summaries
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*The BPMP Update will be developed in coordination with other Advantage Pinellas efforts including the LRTP update.*
Next BPAC Meeting - March 18, 2019

WORK SESSION HELD IN CONJUNCTION WITH BPAC

- Review input received from public and agencies via the Online Tool
- Review additional safety analysis results, gap & demand analysis results
- Discuss draft Vision, Goals & Performance Measures
- Discuss preliminary Bike/Ped Network Improvement concepts
- For questions, please contact:

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