BICYCLE PEDESTRIAN MASTER PLAN UPDATE

Project Status & Stakeholder Feedback

FEBRUARY 2019

Forward Pinellas Bicycle/Pedestrian Advisory Committee

Advantage
PINELLAS

ENGAGE. ADAPT. CONNECT.

FORWARD PINELLAS
Integrating Land Use & Transportation

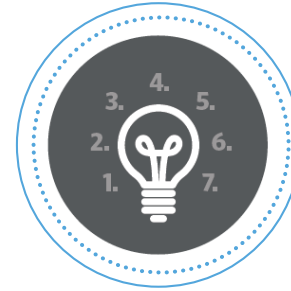# BICYCLE & PEDESTRIAN MASTER PLAN UPDATE

Existing Conditions Inventory & Analysis

Pedestrian & Bicycle Safety Analysis

Stakeholder Outreach

Vision, Goals & Performance Measures

Network and Connectivity
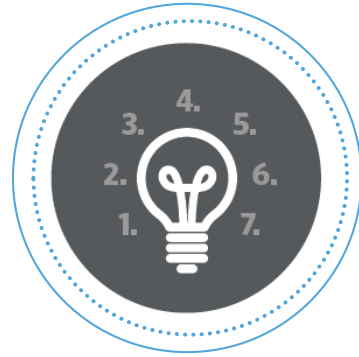
Project Prioritization & Concept Summaries

Final BPMP

BICYCLE & PEDESTRIAN
MASTER PLAN

Existing Conditions Inventory & Analysis · Pedestrian & Bicycle Safety Analysis · Stakeholder Outreach · Vision, Goals & Performance Measures
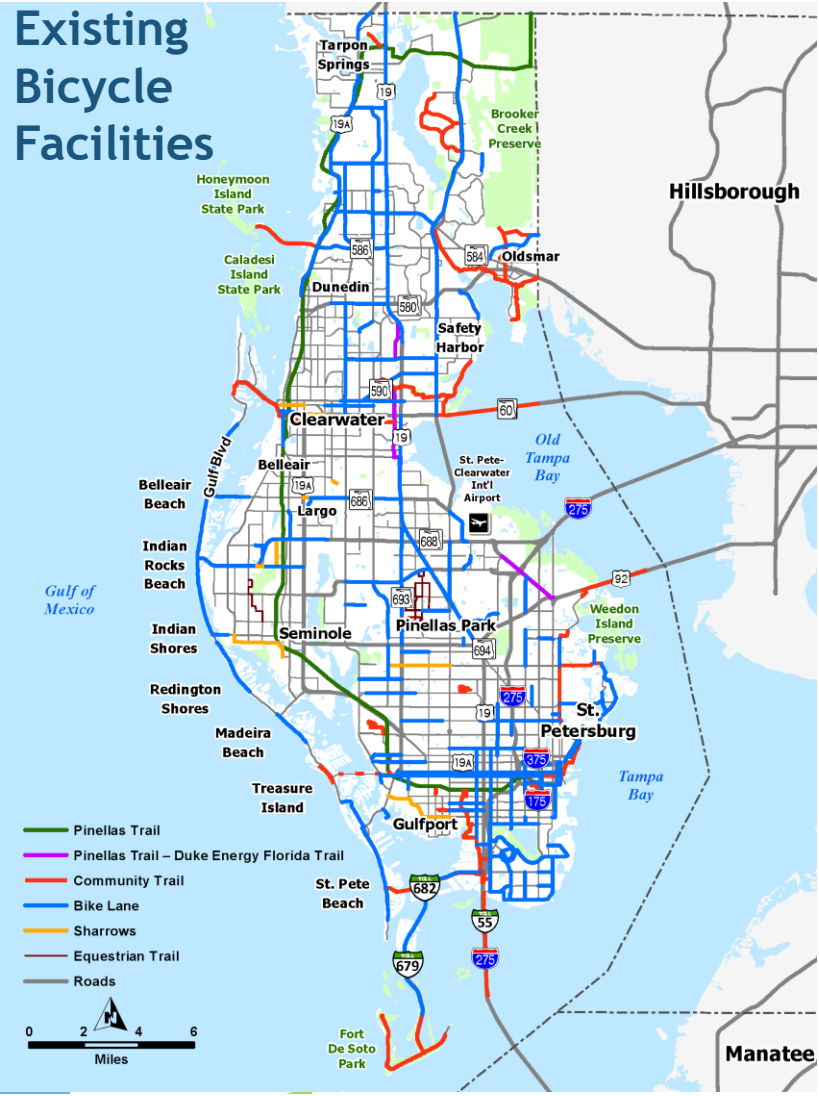
EXISTING CONDITIONS INVENTORY

▶ Existing Data & Past Studies
▶ Equity Analysis

EXISTING CONDITIONS

Existing Bicycle Facilities

Legend:
- Pinellas Trail
- Pinellas Trail – Duke Energy Florida Trail
- Community Trail
- Bike Lane
- Sharrows
- Equestrian Trail
- Roads

Existing Sidewalk Facilities

Legend:
- Pinellas Trail
- Pinellas Trail – Duke Energy Florida Trail
- Community Trail
- Equestrian Trail
- Sidewalk
- Roads

187 — Miles of Bike Lanes

135 — Miles of Trails

1,725 — Miles of Sidewalks

BICYCLE & PEDESTRIAN MASTER PLAN

Level of Traffic Stress (LTS)

1 ALL AGES & ABILITIES

2 INTERESTED BUT CONCERNED

3 ENTHUSED & CONFIDENT

4 STRONG & FEARLESS

Level of Traffic Stress
Arterials and Collectors

— High
— 4
— 3
— 2
— 1
— Low
— Roads

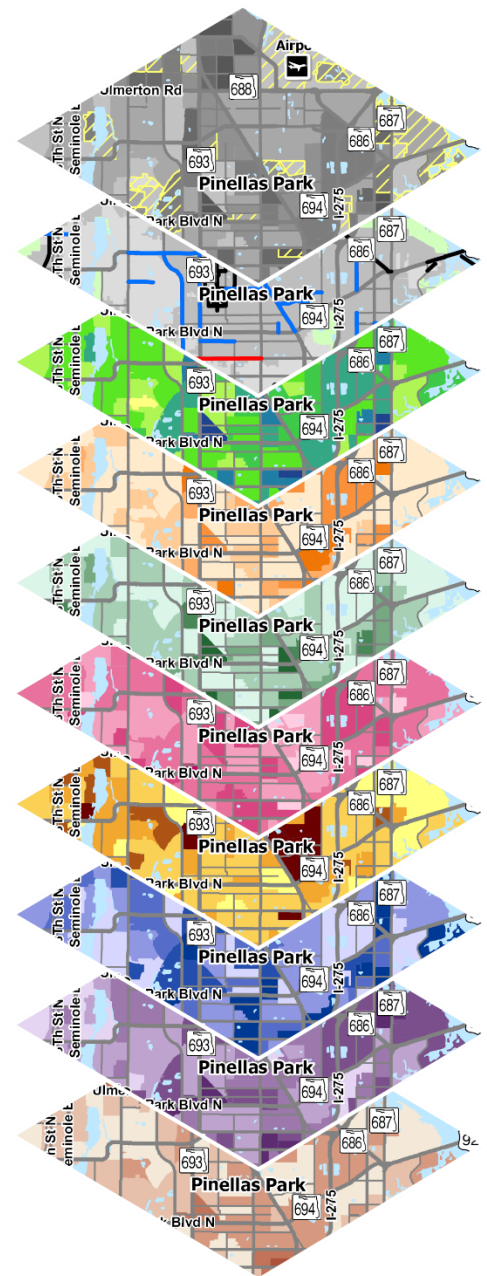Source: Census ACS 2016

0 2 4 6
Miles

EQUITY ANALYSIS

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

LOW BICYCLE SERVICE

EXISTING FACILITIES

EQUITY SCORE

NO CAR COMMUTE

ZERO-VEHICLE HOUSEHOLD

POPULATION UNDER 18

POPULATION OVER 65

LIMITED ENGLISH PROFICIENCY POPULATION

MINORITY POPULATION
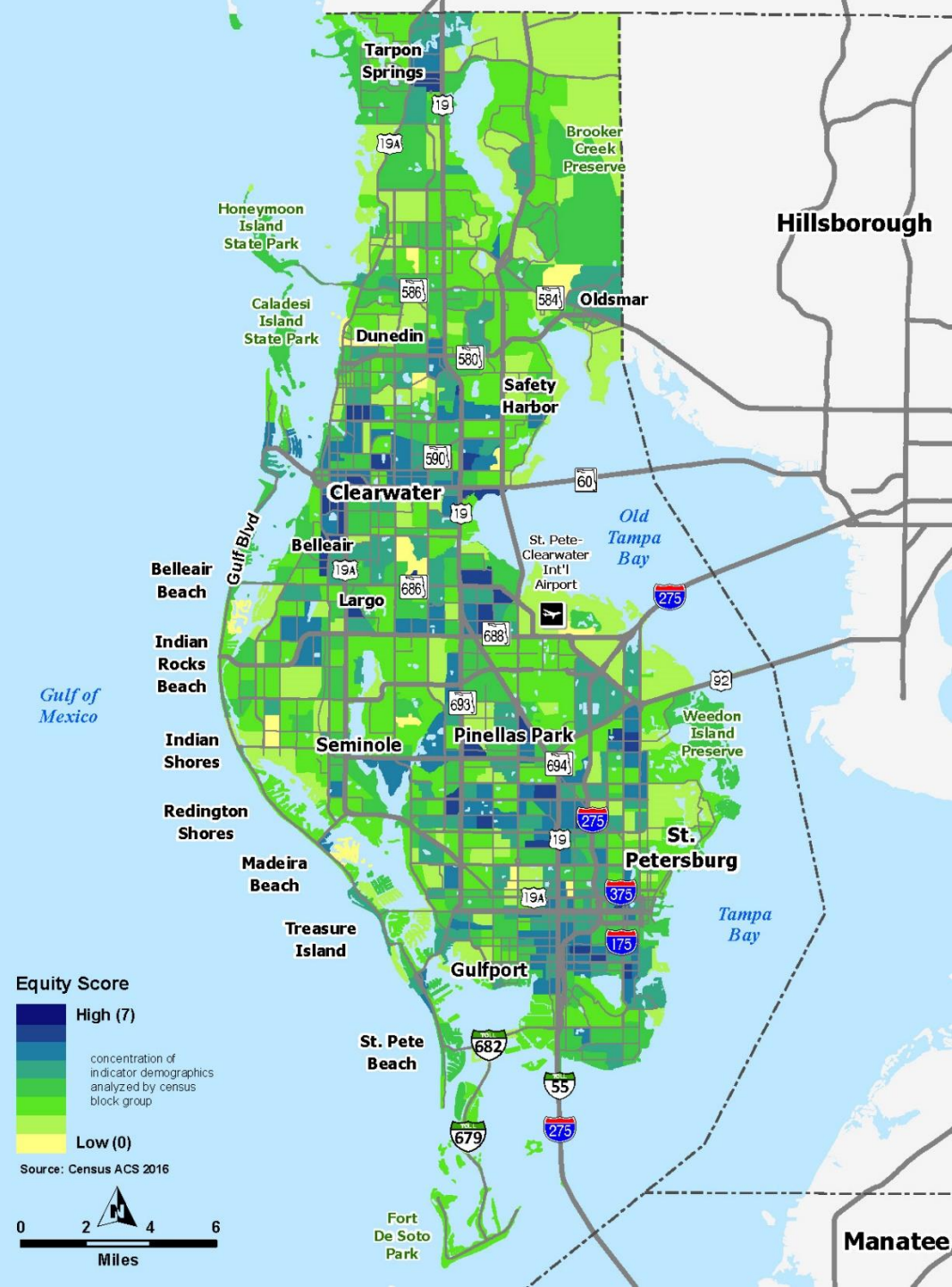
POPULATION BELOW POVERTY LEVEL

BICYCLE & PEDESTRIAN MASTER PLAN

EQUITY SCORES

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

Equity Score

High (7)

concentration of
indicator demographics
analyzed by census
block group

Low (0)

Source: Census ACS 2016

0   2   4   6
Miles

PLANS, STUDIES, & RELATED EFFORTS

FORWARD PINELLAS

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

CITY OF ST. PETERSBURG

▶ CityTrails Bicycle Pedestrian Master Plan
▶ Complete Streets Implementation Plan

CITY OF LARGO

▶ Moving Largo Multimodal Plan
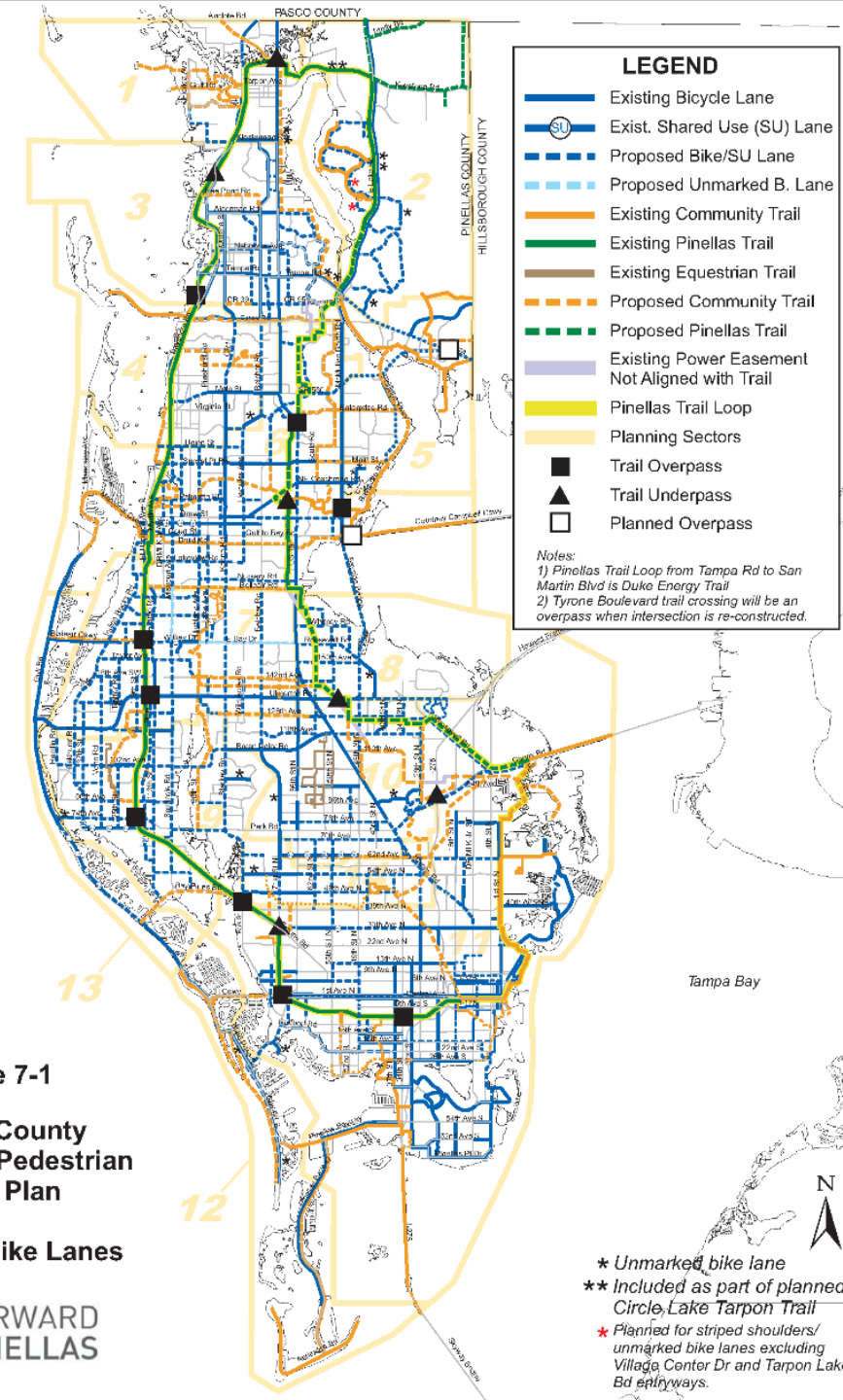▶ Downtown Largo Multimodal Plan

PINELLAS COUNTY

▶ Pedestrian Safety Action Plan
▶ Complete Streets Corridor Prioritization

CITY OF CLEARWATER

▶ Shifting Gears: Bicycle and Pedestrian Master Plan
▶ Complete Streets
▶ Downtown Redevelopment 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

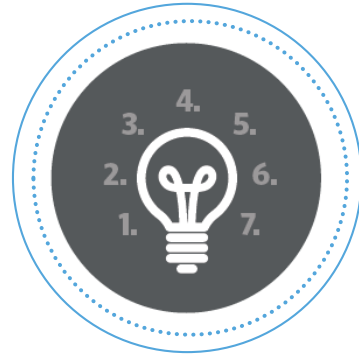### LEGEND

- Existing Bicycle Lane
- (SU) Exist. Shared Use (SU) Lane
- Proposed Bike/SU Lane
- Proposed Unmarked B. Lane
- Existing Community Trail
- Existing Pinellas Trail
- Existing Equestrian Trail
- Proposed Community Trail
- Proposed Pinellas Trail
- Existing Power Easement Not Aligned with Trail
- Pinellas Trail Loop
- Planning Sectors
- ■ Trail Overpass
- ▲ Trail Underpass
- ☐ Planned Overpass

Notes:
1) Pinellas Trail Loop from Tampa Rd to San Martin Blvd is Duke Energy Trail
2) Tyrone Boulevard trail crossing will be an overpass when intersection is re-constructed.

Figure 7-1

Pinellas County Bicycle and Pedestrian Master Plan

Trails and Bike Lanes

FORWARD PINELLAS

* Unmarked bike lane
** Included as part of planned Circle Lake Tarpon Trail
* Planned for striped shoulders/ unmarked bike lanes excluding Village Center Dr and Tarpon Lake Bd entryways.

Existing Conditions Inventory & Analysis

Pedestrian & Bicycle Safety Analysis

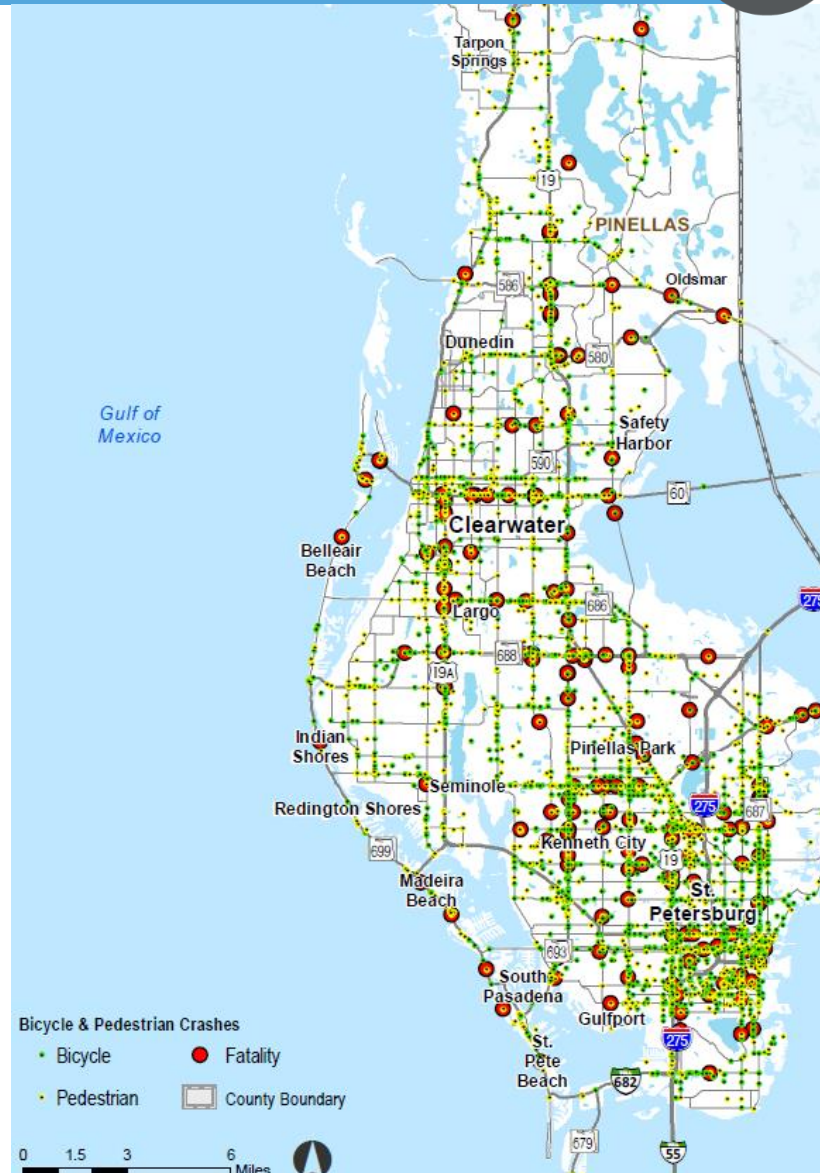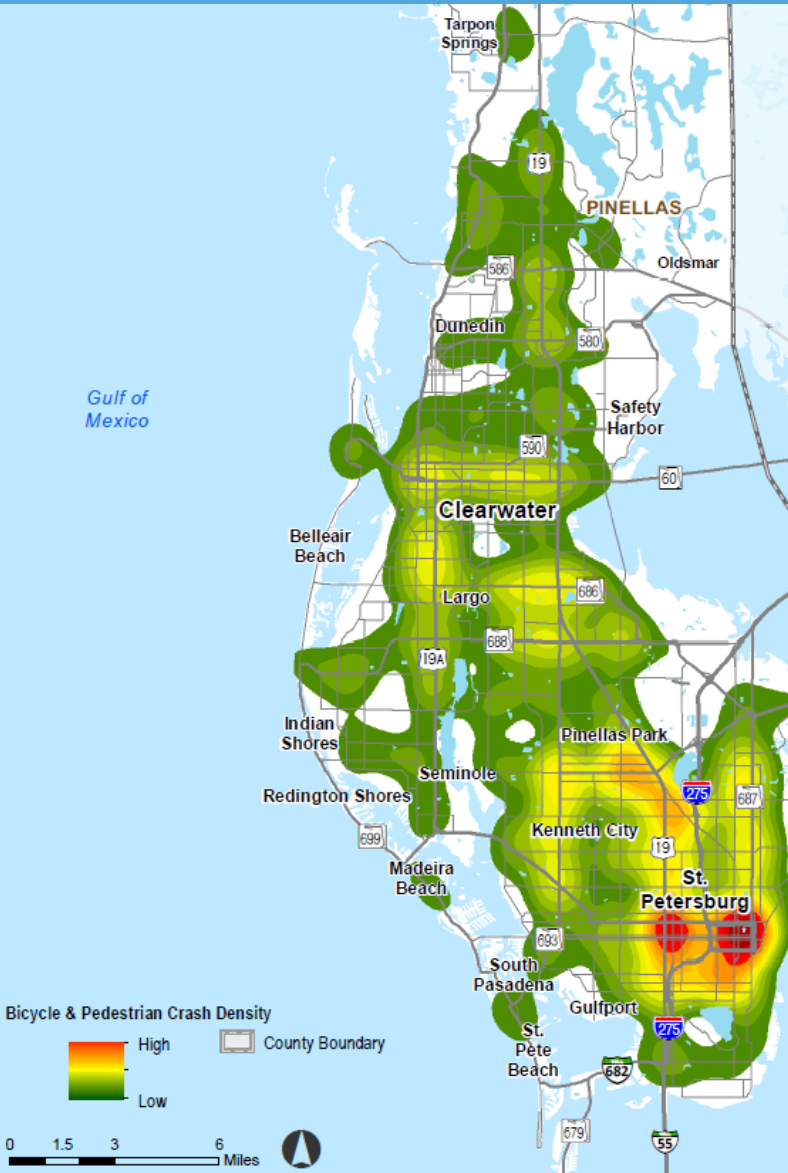**Stakeholder Outreach**

Vision, Goals & Performance Measures

BIKE/PED SAFETY ANALYSIS

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

BICYCLE & PEDESTRIAN MASTER PLAN
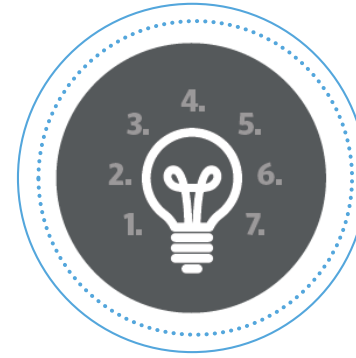
BICYCLE/PEDESTRIAN CRASHES

Bicycle & Pedestrian Crash Density
- High
- Low
- County Boundary

Bicycle & Pedestrian Crashes
- Bicycle
- Pedestrian
- Fatality
- County Boundary

BICYCLE & PEDESTRIAN
MASTER PLAN

Existing Conditions Inventory & Analysis

Pedestrian & Bicycle Safety Analysis

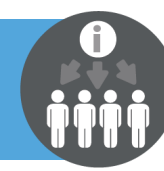**Stakeholder Outreach**

Vision, Goals & Performance Measures

STAKEHOLDER ENGAGEMENT

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

BICYCLE & PEDESTRIAN MASTER PLAN

STAKEHOLDER MAPPING ENGAGEMENT

Online Mapping Tool & Data Viewer

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

Advantage Pinellas: Active Transportation

Places I walk or bike   2 ♥

Place I currently ride to

Type of place?	Place I currently ride to
Date Submitted	2/20/2019, 9:06 AM
Comments	I like riding here.

♥

Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

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

BICYCLE & PEDESTRIAN
MASTER PLAN

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

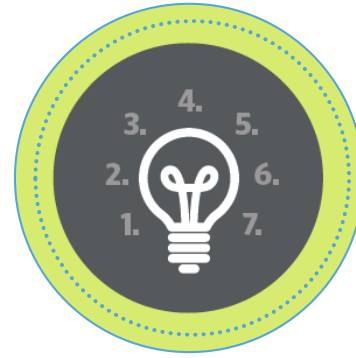▶ Provide comments or identify potential priorities (Map Comment Tool or via email)

BICYCLE & PEDESTRIAN
MASTER PLAN

Existing Conditions Inventory & Analysis

Pedestrian & Bicycle Safety Analysis

Stakeholder Outreach

Vision, Goals & Performance Measures

BPMP VISIONING APPROACH

▶ Define Shared Vision Themes for Plan Update

▶ Identify Focused Goal Themes Supportive to Stakeholders

▶ Discuss Performance Measures for Prioritization

BICYCLE & PEDESTRIAN
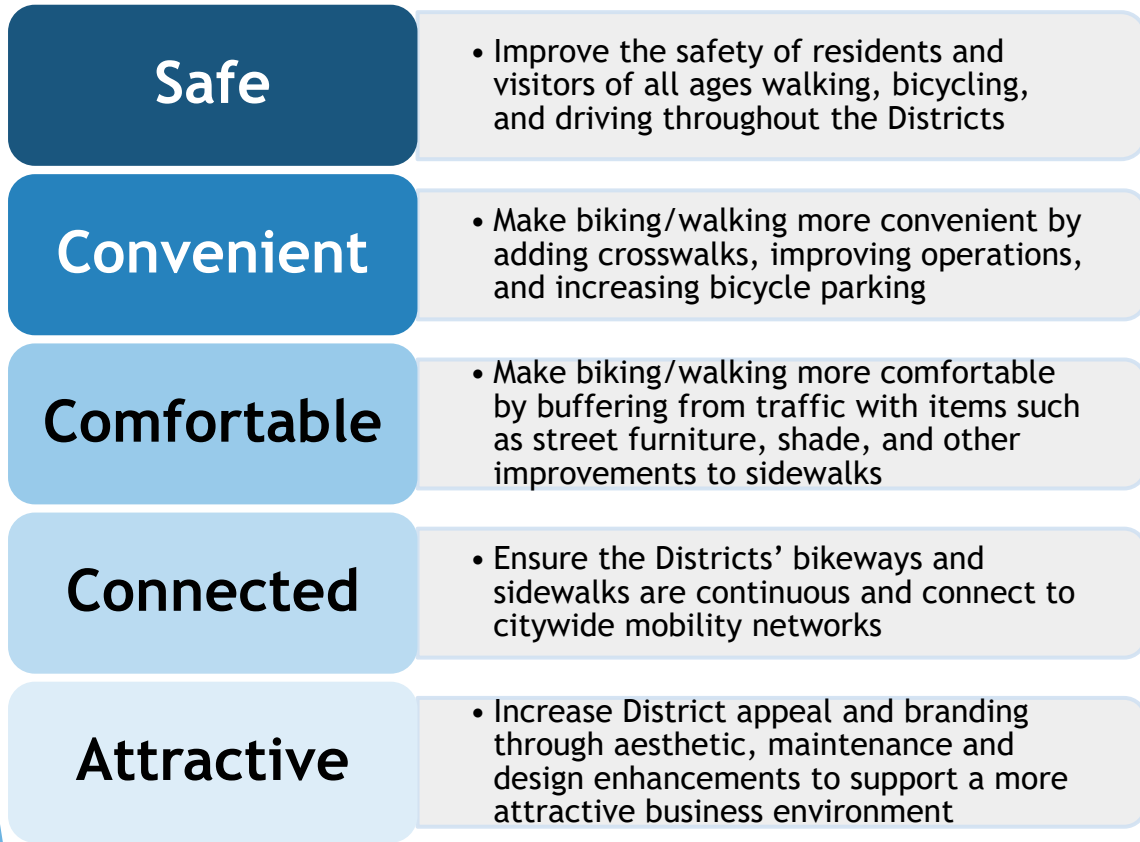MASTER PLAN

GUIDING PRINCIPLES

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

DEVELOPING GUIDING PRINCIPLES

Once a Vision themes are established, they will inform the Goals, Objectives, and Performances Measures of the Plan

Safe	• Improve the safety of residents and visitors of all ages walking, bicycling, and driving throughout the Districts
Convenient	• Make biking/walking more convenient by adding crosswalks, improving operations, and increasing bicycle parking
Comfortable	• Make biking/walking more comfortable by buffering from traffic with items such as street furniture, shade, and other improvements to sidewalks
Connected	• Ensure the Districts' bikeways and sidewalks are continuous and connect to citywide mobility networks
Attractive	• Increase District appeal and branding through aesthetic, maintenance and design enhancements to support a more attractive business environment

Objective	Evaluation Criteria
Goal: Comfortable	
Increase bicyclist comfort	Widening or providing separation of bicycle facilities or providing alternate routes with lower traffic volumes
Improves sidewalk conditions	Improvements such as reducing cross-slope, widening sidewalks, or repairing broken or uneven sidewalks
Mitigates climate conditions	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

2040 LRTP GOAL

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*

17

METRIC DEVELOPMENT

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

18

LRTP MEASURES

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

OTHER EXAMPLE MEASURES

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*
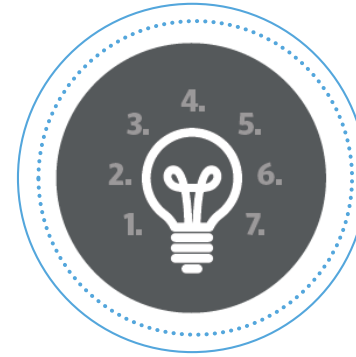- Increase Bicycle Safety
- Track Bicycle Demand

Existing Conditions Inventory & Analysis

Pedestrian & Bicycle Safety Analysis

Stakeholder Outreach

Vision, Goals & Performance Measures

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**

BICYCLE & PEDESTRIAN MASTER PLAN

Network and Connectivity

Project Prioritization & Concept Summaries

Final BPMP

NEXT STEPS

▶ Facilities Reference Matrix
▶ Gap & Demand Analysis
▶ Proposed Network Improvements
▶ Project Prioritization
▶ Project Concept Summaries

BICYCLE & PEDESTRIAN
MASTER PLAN

PROJECT SCHEDULE

	2019											
	J	F	M	A	M	J	J	A	S	O	N	D
Existing Conditions	🖥	🖥	🖥									
Stakeholder Outreach		👥	👥		👥			👥				
Visioning		💡	💡									
Safety Analysis		🚶	🚶									
Connectivity				🚌	🚌							
Concepts & Prioritization					🛣	🛣	🛣	🛣				
Final BPMP											📄	

The BPMP Update will be developed in coordination with other Advantage Pinellas efforts including the LRTP update.

BICYCLE & PEDESTRIAN
MASTER PLAN

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:

Susan Miller
Bicycle Pedestrian Planner, Forward Pinellas
Smiller@forwardpinellas.org