



ST. PETERSBURG, FL

TOTAL POPULATION

259,906

TOTAL AREA (sq. miles)

60.6

POPULATION DENSITY

4,289

OF LOCAL BICYCLE FRIENDLY BUSINESSES **2**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

| | Average Gold | St. Petersburg |
|---|------------------------|----------------------------|
| High Speed Roads with Bike Facilities | 35% | 11% |
| Total Bicycle Network Mileage to Total Road Network Mileage | 80% | 10% |
| Bicycle Education in Schools | GOOD | VERY GOOD |
| Share of Transportation Budget Spent on Bicycling | 13% | UNKNOWN |
| Bike Month and Bike to Work Events | VERY GOOD | AVERAGE |
| Active Bicycle Advocacy Group | YES | YES |
| Active Bicycle Advisory Committee | MEETS AT LEAST MONTHLY | MONTHLY OR MORE FREQUENTLY |
| Bicycle-Friendly Laws & Ordinances | GOOD | GOOD |
| Bike Plan is Current and is Being Implemented | YES | SOMEWHAT |
| Bike Program Staff to Population | 1 PER 36K | 1 PER 25K |

CATEGORY SCORES

| | |
|---|---------|
| ENGINEERING <i>Bicycle network and connectivity</i> | 4.8 /10 |
| EDUCATION <i>Motorist awareness and bicycling skills</i> | 5.3 /10 |
| ENCOURAGEMENT <i>Mainstreaming bicycling culture</i> | 5.6 /10 |
| ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i> | 4.9 /10 |
| EVALUATION & PLANNING <i>Setting targets and having a plan</i> | 5.8 /10 |

KEY OUTCOMES

| | Average Gold | St. Petersburg |
|--|--------------|----------------|
| RIDERSHIP <i>Percentage of Commuters who bike</i> | 5.2% | 1.2% |
| SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i> | 291 | 1,303 |
| SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i> | 2.6 | 6.8 |



KEY STEPS TO GOLD



» St. Petersburg's reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.

» Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations through the use of bike corrals, bike valets, and incentives or requirements for bike parking in buildings.

» Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding

neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to expand and improve your in-school bicycle education program.

» Your application indicated that most of the bicycle-related fatalities in St. Petersburg have occurred on the State roadway system. Work with neighboring local jurisdictions to encourage FDOT to improve the safety of these roads for all road users, including bicyclists and pedestrians.

» Mandatory registration can be a barrier to some people choosing to use a bicycle. You should review your local ordinance that requires bicycle registration and consider non-enforcement actions that can address the concerns that led to the current requirement.