

Hillsborough Countywide Bicycle Safety Action Plan REPORT

April 2011



VISION for 2035	GOAL
<p>We will have a zero-fatality transportation system that supports our sustainable, high-quality, livable community.</p>	<p>We will reduce the average number of combined severe injury and fatality bicycle crashes to less than 68 per year by the year 2015 and to less than 41 per year by the year 2025. We will reduce the number of fatal bicycle crashes per million population to below 3.66 per year by 2015, to below 2.35 by 2025 and to below 1.04 by 2035.</p>
<p>OBJECTIVE 1: Reduce bicycle crashes and encourage bicycle usage by improving transportation system infrastructure through the implementation of strategic countermeasures and construction of new bicycle facilities.</p>	<p>OBJECTIVE 3: Support long-term bicycle safety improvements and bicycle usage through land use strategies.</p>
<p>OBJECTIVE 2: Reduce bicycle crashes and the severity of crashes by changing the behavior of drivers and bicycles to increase compliance with existing laws through coordinated education and law enforcement efforts.</p>	<p>OBJECTIVE 4: Monitor the progress of bicycle safety improvements.</p>

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Between 2005 and 2009, there were an average of 122 bicycle fatalities per year on Florida roadways. The year 2010 saw an influx of bicyclist deaths on Hillsborough County roadways with a total of 12 fatalities. Hillsborough County's 2010 fatality rate is over twice the national average. In light of these facts and at the urge of county officials, bicycle enthusiasts, transportation advocates, community leaders, private organizations and citizens, the Hillsborough Countywide Bicycle Safety Action Plan was developed to address the high number of bicycle crashes and bicyclist fatalities. A partnership has been formed between Hillsborough County, the Hillsborough County MPO (MPO), Florida Department of Transportation (FDOT), and other local government and non-governmental stakeholders to develop and implement the plan to improve bicycle safety within the County.

*Sources: Hillsborough County Crash Data Management System, National Highway Traffic Safety Administration's National Center for Statistics and Analysis



Section 2 | Vision Statement & Goal

In 2009, there were 630 bicyclist deaths in the United States. The national bicyclist crash fatality rate was at 2.05 fatalities per million population. That same year, the State of Florida bicyclist fatality rate was over twice that amount—5.34 fatalities per million population. Between 2005 and 2009 Hillsborough County's average bicyclist fatality rate was 6.19—higher than the state average and nearly triple the national average for those years.

The Vision and Goal for the Plan has been developed with these statistics in mind.

The chart to the right displays the current and future goal fatality rates per million population for the Nation, the State of Florida and Hillsborough County. The Lower and Upper Bounds indicate a range of one Standard Deviation above and below the National Average.

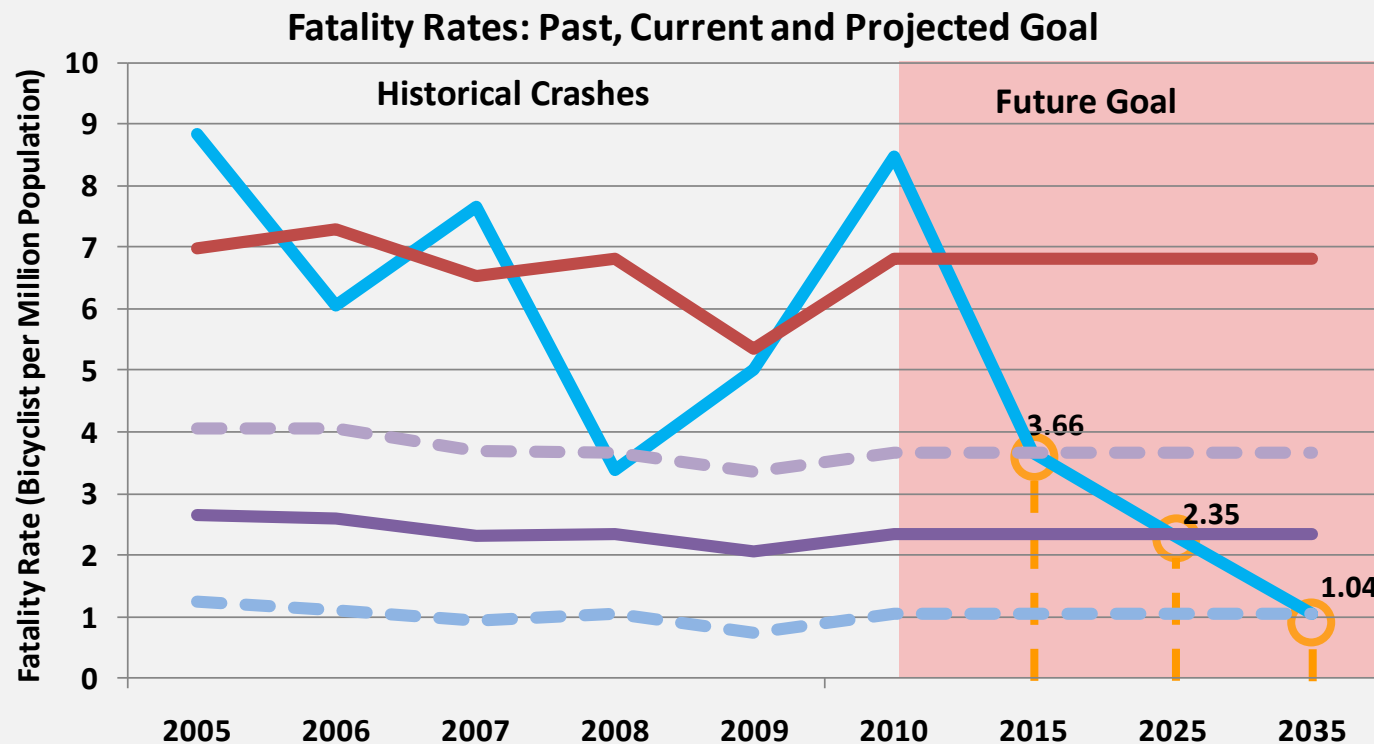
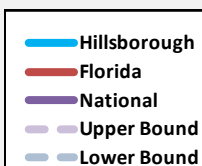


Figure 1: Fatality Rates: Past, Current and Projected Goal (2005-2035)

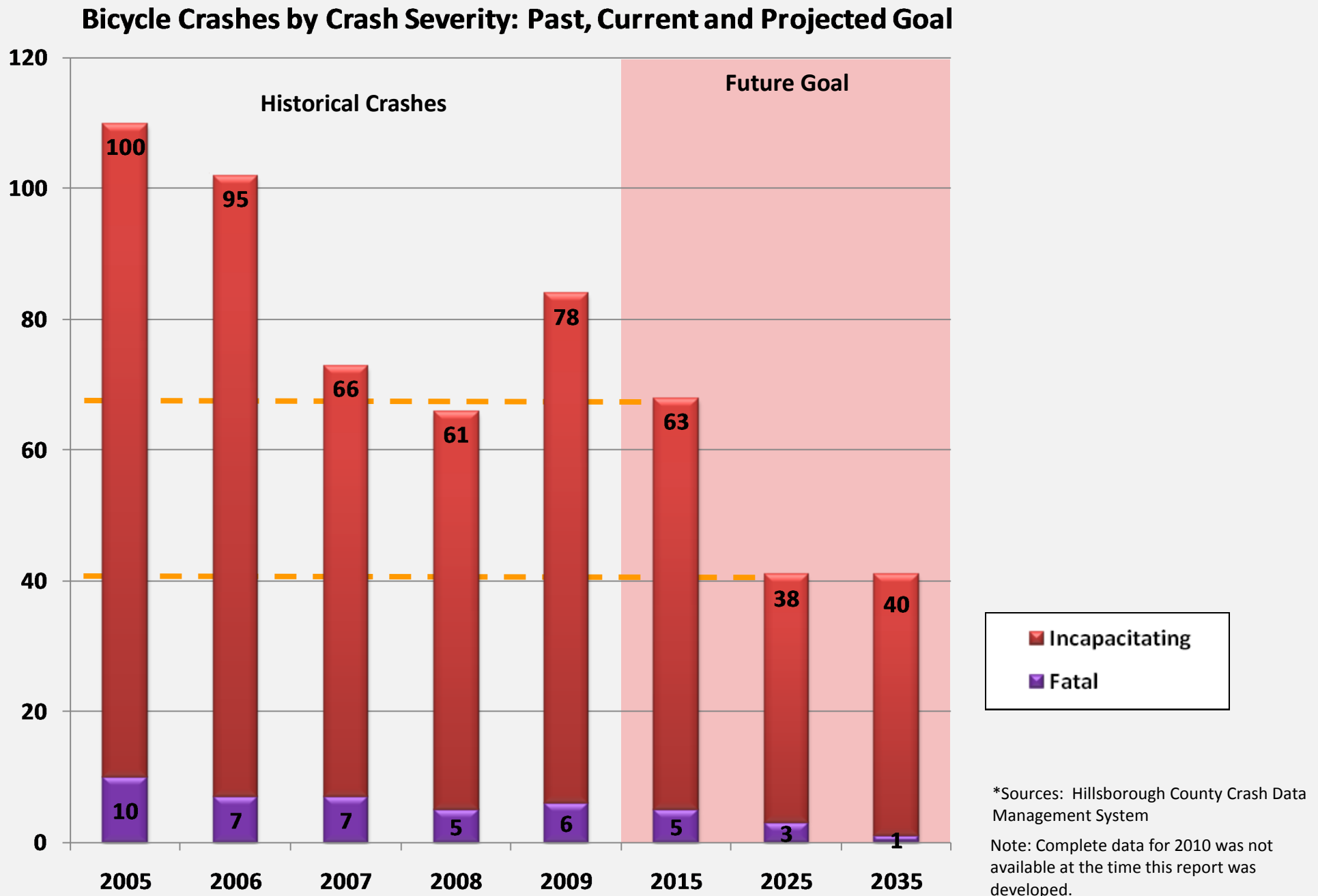
*Sources: Hillsborough County Crash Data Management System, National Highway Traffic Safety Administration's National Center for Statistics and Analysis

VISION for 2035

We will have a zero-fatality transportation system that supports our sustainable, high-quality, livable community.

GOAL

We will reduce the average number of combined severe injury and fatality bicycle crashes to less than **68** per year by the year 2015 and to less than **41** per year by the year 2025. We will reduce the number of fatal bicycle crashes per million population to below **3.66** per year by 2015, to below **2.35** by 2025 and to below **1.04** by 2035.



Section 3 | Objectives

Introduction

Accomplishing the Goal of the Bicycle Safety Action Plan to reduce bicyclist fatalities and severe injury crashes will require a wide range of activities and, in some cases, policy changes to be successful. Section 3 of the Bicycle Safety Action Plan identifies objectives for four aspects that impact bicycle safety. These objectives relate to:

- Infrastructure
- Education and Enforcement
- Land Use
- Monitoring

The Bicycle Safety Action Plan Objectives should be reviewed periodically and updated as appropriate in order to best support the Vision and Goal of the Plan. Potential Strategies that should be considered can be found in Appendix A of this document.

INFRASTRUCTURE

OBJECTIVE 1: Reduce bicycle crashes and encourage bicycle usage by improving transportation system infrastructure through the implementation of strategic countermeasures and construction of new bicycle facilities.

LAND USE

OBJECTIVE 3: Support long-term bicycle safety improvements and bicycle usage through land use strategies.

EDUCATION AND ENFORCEMENT

OBJECTIVE 2: Reduce bicycle crashes and the severity of crashes by changing the behavior of drivers and bicycles to increase compliance with existing laws through coordinated education and law enforcement efforts.

MONITORING

OBJECTIVE 4: Monitor the progress of bicycle safety improvements.



Section 4 | Action Items

Introduction

The Goal and Objectives presented in Section 3 as well as the potential strategies provided in Appendix A provide a foundation to accomplish the County's vision for improving bicycle safety in Hillsborough County. Given the high number of bicycle crashes and the complexity of bicycle safety, Action Items have been prioritized by time-frame based on importance and feasibility. These priorities identify actions that are recommended to occur immediately, in the short-term and in the long-term. A key element of this Bicycle Safety Action Plan is the identification of Action Items as described on the following pages.

This section also highlights bicycle safety programs that have been implemented in other communities. Many of these bicycle safety programs overlap with activities identified in the action plan for Hillsborough County and may serve as a resource to agencies in Hillsborough County in moving forward with the implementation of the Bicycle Safety Action Plan.

IMMEDIATE ACTION ITEMS

1. **Action:** Develop and submit a **Multi-Agency Section 402 Grant** application to secure at least \$250,000 in funding to “jump-start” currently unfunded educational and enforcement incentives identified in the Action Items listed below.
Lead Agency: Hillsborough County MPO with support from other agencies.
2. **Action:** Develop a Press **Conference Press Kit** to support law enforcement and other agencies in responding to media inquiries associated with fatal or other bicycle crashes which attract media attention.
Lead Agency: Hillsborough County MPO with support from law enforcement agencies.
3. **Action:** Conduct a **Multi-agency Press Conference** after the public meetings on the BSAP. Include senior representatives from the partner agencies and law enforcement.
Implementing Agencies: Hillsborough County MPO (lead), Hillsborough County Public Works, City of Tampa, Hillsborough County Sheriff’s Office, Tampa Police Department, Florida Highway Patrol.

POTENTIAL STRATEGY: Section 402 Grants

Section 402 Grants were initially established by the Highway Safety Act of 1966 to create safety programs aimed at reducing crashes, deaths, injuries and property damage. Section 402 Grant funding for pedestrian and bicycle safety is administered jointly by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHA), to fund safety programs across the country and can be used for many activities, including but not limited to:

- Comprehensive school-based pedestrian and bike safety education programs
- Helmet distribution programs
- Pedestrian and bicycle safety programs for older adults
- Training in use of pedestrian/bike design guidelines
- Community information and education programs
- Public information in May, such as “Bike Safety Month” and in September, “Back to School Safety Month”
- Public information for school zone and crosswalk safety



Most often, Section 402-funded safety programs include data analyses, education, and community safety campaigns. However, funds may also be used to limited safety-related engineering projects.

NATIONAL EXAMPLE: Bicycle Safety Initiative—Atlantic County, NJ

Amount funded with Section 402: \$80,000

Identified Problem: High bike fatalities on Atlantic County roadways and low bike helmet usage

“We go out looking for kids riding and not wearing helmets... We’ll give the youngsters helmets if they don’t have them. Its an opportunity to heighten awareness and strengthen cooperation with the community.”

*- Sergeant Frank Weir, Community Policing Unit
Atlantic County Sheriff’s Office*

Goals and Objectives:

- Encourage Atlantic County schools to implement a bike helmet policy
- Support “Helmets4-Life,” a community-based incentive program
- Develop a bicycle safety awareness, education and enforcement program

Strategies and Activities:

- Developed a School Bike Helmet Policy for the County’s middle schools
- Sought Civil Tort Liability Opinion regarding legal responsibility for schools
- Presentation of bike helmet safety concerns to the Atlantic County superintendent of Schools
- Promoted the School Bike Helmet Policy through media

SHORT-TERM ACTION ITEMS

First Year

4. **Action:** Wrong-Way Riding Against Traffic On Streets Education

- A. Install Wrong-Way Riding signs on the top ten wrong-way crash corridors and other appropriate corridors. (Minimal cost if part of pending 3R project.)

Implementing Agencies: Hillsborough County Public Works, City of Tampa, FDOT

- B. Develop educational posters/boards on the hazards of wrong-way riding and post in public places where wrong way riding is an issue and on Hillsborough Area Regional Transit (HART) buses.

Implementing Agencies: Hillsborough County MPO (Lead), FDOT and HART

- C. Develop Wrong Way Riding brochure and develop a distribution strategy.

Implementing Agencies: Hillsborough County MPO (Lead) and FDOT

- D. **Educate law enforcement** on the hazards of wrong-way riding and develop a consistent policy by department on the education or enforcement activity to be taken when this behavior is observed. Create a “reference card” to be placed in citation books that reminds officers of bicycle statutes and fine amounts. Create a short bicycle enforcement training DVD for officers to take as part of existing officer education programs. The effort is to promote proactive education outreach to ensure compliance as opposed to these offences being ignored.

Implementing Agencies: Hillsborough County MPO (Lead), Tampa Police Department, Hillsborough County Sheriff’s Office

5. **Action:** Night Time Riding Without Lights Education

- A. Develop educational posters/boards on the hazards of riding without lights. Post in public places (broad distribution) and on HART buses.

Implementing Agencies: Hillsborough County MPO (Lead), FDOT and HART

- B. Develop night time riding without lights brochure and develop a distribution strategy.

Implementing Agencies: Hillsborough County MPO (Lead) and FDOT

- C. Educate law enforcement on the hazards of nighttime riding without lights and develop a consistent policy by department on the education or enforcement activity to be taken when this behavior is observed. Create a “reference card” to be placed in citation books that reminds officers of bicycle statutes and fine amounts. Create a short bicycle enforcement training DVD for officers to take as part of existing officer education programs. The objective is to promote proactive education outreach to ensure compliance as opposed to these offenses being ignored.

Implementing Agencies: Hillsborough County MPO (Lead), Tampa Police Department, Hillsborough County Sheriff’s Office

- D. Secure funding for and implement a “Light on Bike, Goes on Tonight” program whereby bike lights and vests are provided to law enforcement that can be distributed and installed on non-compliant bicycles when nighttime riding is observed. These lights can be distributed concurrent with educational/enforcement action.

Implementing Agencies: Hillsborough County MPO (Lead), Florida Highway Patrol, City of Tampa, Tampa Police Department, Hillsborough County Sheriff

NATIONAL EXAMPLE: StreetSmart Campaign—Washington, DC

Sponsors: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board



Identified Problem: In 2009, pedestrian and cyclist deaths—a total of 79—accounted for more than one-quarter (27%) of the capital region’s traffic fatalities.

Goal: Reduce the number of pedestrian and cyclist injuries and deaths

Strategies and Activities:

1. Education

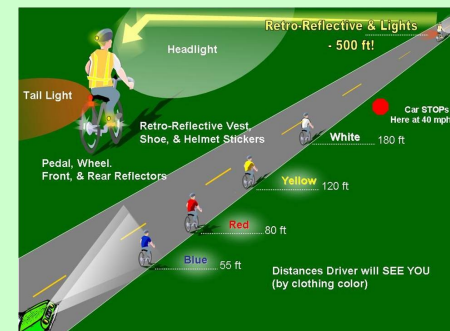
- Targets all users: Pedestrians, cyclists and drivers
- Media events, radio/TV and print advertising
- Hispanic focus: Spanish-language brochures and outreach

2. Enforcement

- Focus on most common infraction: Improper turns
- Law enforcement participation is voluntary; No overtime funding.

3. Evaluation

- Surveys of area motorists conducted via telephone



Source: Miami-Dade County/Sprinkle Consulting, Inc.

SHORT-TERM ACTION ITEMS

Within Five Years

6. **Action:** Develop a **sustained and coordinated bicycle safety campaign** that makes use of multiple forms of public outreach and targets motorists and bicyclists. This sustained program shall consist of a continuing annual effort to inform the community of bicycle safety issues. The program shall be coordinated through one agency with the goal to leverage and support the efforts of other agencies that play a role in bicycle safety in the County. Example activities may include but are not limited to:
 - A. Resource Website
 - B. Coordinating training efforts and community programs
 - C. Coordinating the development and distribution of educational materials
 - D. Coordinating the development and implementation of mass media campaigns

Lead Agency: Hillsborough County Metropolitan Planning Organization (MPO) with support from the Hillsborough County Communications Department and other partner agencies
7. **Action:** Expand the WalkWise program to include a **BikeSmart** component
Implementing Agencies: CUTR (Lead), Hillsborough County MPO, Downtown Partnership
8. **Action:** Develop and Implement a **Tampa Bay Bicycle Trainers Network**. This would require a program coordinator that would oversee the following activities:
 - A. Identify one or more appropriate curriculums for target audiences
 - B. Recruit, train and register training volunteers/agency staff
 - C. Coordinate training and outreach efforts
 - D. Secure appropriate equipment and training materials

Implementing Agencies: To-be-determined (Hillsborough County MPO, CUTR, Parks and Recreation, SAFE KIDS, Tampa Bay Cycle)
9. **Action:** Undertake **Bicycle Safety Audits (BSAs)** or similar studies on appropriate high crash corridors or areas as identified in the Bicycle Safety Action Plan. Implement Improvements identified in the BSAs including infrastructure, education, and enforcement activities.
Implementing Agencies: Hillsborough County MPO (Lead), FDOT, Hillsborough County, City of Tampa, Temple Terrace & Plant City

10. **Action:** Implement policies and review procedures for the **addition of bicycle facilities** where feasible on all **restoration, rehabilitation, and resurfacing projects**. This may include reduction of lane widths and/or elimination of travel lanes where feasible and the implementation of appropriate lane treatments and/or pavement markings.
Implementing Agencies: Hillsborough County Public Works (Lead), FDOT (already complies), City of Tampa, City of Temple Terrace, Plant City
11. **Action:** Implement policies and review procedures for the development of **bicycle facilities** where feasible on all public **capacity expansion projects** and in **land development regulations** for privately developed projects.
Implementing Agencies: Hillsborough County Public Works (Lead), FDOT (already complies), City of Tampa, City of Temple Terrace, Plant City
12. **Action:** The Hillsborough County MPO will **develop a project design review checklist** to be used by local agencies to determine if proposed roadway designs (resurfacing and new construction) include appropriate bicycle facilities. This checklist will include graphical examples to assist the reviewer and will include elements such as bicycle lane design, intersection pavement markings, bicycle detection, etc.
Lead Agency: Hillsborough County MPO
13. **Action:** Hillsborough County Public Works will fund the design services required to **incorporate bicycle facilities** where feasible into the design of resurfacing roadways with **urban typical cross sections**. (Note: This process currently exists on rural cross sections but not urban typical cross sections since urban cross sections are generally more complex and standard procedure allows for only replacement of existing markings to avoid additional design costs.
Lead Agency: Hillsborough County Public Works

POTENTIAL STRATEGY: Incorporation into 3R Projects

“3R” stands for **Restoration, Rehabilitation, and Resurfacing**. These projects are planned as part of FDOT and local agency work programs and provide an opportunity to implement bicycle (and general) traffic safety improvements. Because 3R projects generally require roadway design plan sets as well as construction mobilization and maintenance of traffic activities for the entire roadway section, integration of bicycle safety projects can be done at great value compared with stand-alone bicycle safety project implementation. In order to realize these “economy-of-scale” savings, it is important that opportunities for bicycle safety enhancements are identified before the 3R project is designed and necessary supplemental funds are identified as appropriate.



LONG-TERM ACTION ITEMS

14. **Action:** Improve **Roadway Lighting on High Night-Time Crash Corridors/ Locations** on a system-wide basis.
- A. Identify High Night Time Crash Corridors/Locations
Implementing Agencies: Hillsborough County MPO (Lead) & FDOT
- B. Evaluate lighting on High Night Time Crash Corridors/Locations and make improvement recommendations
Implementing Agencies: Relevant maintaining agencies
- C. Secure capital and operating funding to implement roadway lighting improvements
Lead Agencies: Hillsborough County Public Works
15. **Action:** The Hillsborough County MPO will address the safety emphasis areas (including bicycle and pedestrians) from the State Strategic Highway Safety Plan in the MPO’s Congestion Management Process. The CMP will consider safety improvements for bicyclists, pedestrians, etc. as candidate safety related congestion mitigation measures.
Lead Agency: Hillsborough County MPO

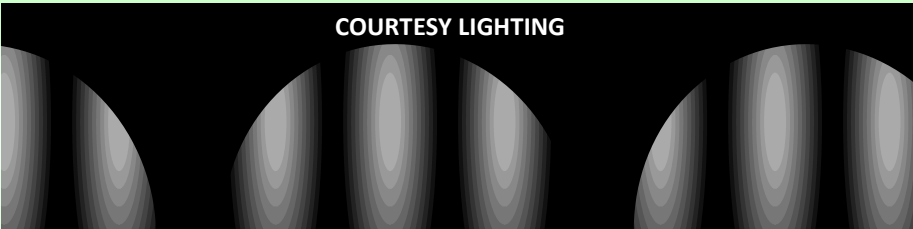
POTENTIAL STRATEGY:
Shared-Lane Markings

- Encourages bicyclists to ride away from parked cars and take the lane as allowed by law
- Encourages drivers not to pass bicyclists too closely
- Useful where bike lanes or shoulders aren’t possible
- Only roadways with speed below 40 mph
- Provides continuity on constrained blocks



POTENTIAL STRATEGY:
Lighting

- Courtesy lighting - placed intermittently along the roadway - may serve as a less-expensive solution to lack of lighting but may not meet design standards for illumination and consistency and is not recommended.



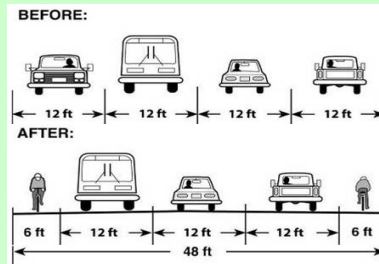
- Design lighting is the most effective lighting according to highway safety standards. Evaluating outdated lighting infrastructure can help determine where this type of lighting is appropriate.



POTENTIAL STRATEGY: Road Diets



- Reduce number of travel lanes
- Convert to bike lane(s), continuous 2-way left turn lanes, or parking lane
- Safer for all modes of travel
- Can be incorporated into 3R/ resurfacing projects
- Appropriate where number of travel lanes exceeds existing or forecasted demand.



POTENTIAL STRATEGY: Bicycle Detection Markings at Signals

- Adjust sensitivity of loop detectors so they react to bicycles
- Some traffic loop configurations are more sensitive to bicycles than others (i.e. quadrupole)
- Standard markings to identify the best location to wait
- Most effective on rural roads with long or no traffic cycles
- Markings can be applied to existing loop detector locations
- Generally appropriate on corridors with a high level of bicycle traffic.



Section 4 | Action Items

The table below shows the relationship between each action item and the corresponding objectives to which it relates.

Figure 3: Action Items/Objectives Relationship Matrix

	Action Item	Corresponding Objective			
		1: Infrastructure	2: Education & Enforcement	3: Land Use	4: Monitoring
1	Develop and submit a Multi-Agency Section 402 Grant application to secure at least \$250,000 in funding to “jump-start” currently unfunded educational and enforcement incentives identified in the Action Items listed below.		◆		
2	Develop a Press Conference Press Kit to support law enforcement and other agencies in responding to media inquiries associated with fatal or other bicycle crashes that attract media attention.	◆	◆		◆
3	Conduct a Multi-agency Press Conference after the public meetings on the BSAP. Include senior representatives from the partner agencies and law enforcement.	◆	◆		
4	Wrong-Way Riding Against Traffic On Streets Education	◆	◆		
	A Install Wrong-Way Riding signs on the top ten wrong-way crash corridors and other appropriate corridors.	◆	◆		
	B Develop educational posters/boards on the hazards of wrong-way riding and post in public places where wrong way riding is an issue and on Hillsborough Area Regional Transit (HART) buses.		◆		
	C Develop Wrong Way Riding brochure and develop a distribution strategy.		◆		
	D Educate law enforcement on the hazards of wrong-way riding against traffic and develop a consistent policy by department on the education or enforcement activity to be taken when this behavior is observed. Create a "reference card" to be placed in citation books that reminds officers of bicycle statutes and fine amounts. Create a short bicycle enforcement training DVD for officers to take as part of existing officer education programs. The objective is to promote proactive education outreach to ensure compliance as opposed to these offenses being ignored.		◆		
5	Night Time Riding Without Lights Education		◆		
	A Develop educational posters/boards on the hazards of riding without lights. Post in public places (broad distribution) and on HART buses.		◆		
	B Develop night time riding without lights brochure and develop a distribution strategy.		◆		
	C Educate law enforcement on the hazards of nighttime riding without lights and develop a consistent policy by department on the education or enforcement activity to be taken when this behavior is observed. Create a "reference card" to be placed in citation books that reminds officers of bicycle statutes and fine amounts. Create a short bicycle enforcement training DVD for officers to take as part of existing officer education programs. The objective is to promote proactive education outreach to ensure compliance as opposed to these offenses being ignored.		◆		
	D Secure funding for and implement a “ Light on Bike, Goes on Tonight ” program whereby bike lights and vests are provided to law enforcement that can be distributed and installed on non-compliant bicycles when nighttime riding is observed. These lights can be distributed concurrent with educational/enforcement action.		◆		
6	Develop a sustained and coordinated bicycle safety campaign that makes use of multiple forms of public outreach and targets motorists and bicyclists. This sustained program shall consist of a continuing annual effort to inform the community of bicycle safety issues. The program shall be coordinated through one agency with the goal to leverage and support the efforts of other agencies that play a role in bicycle safety in the county.		◆		

	Action Item	Corresponding Objective			
		1: Infrastructure	2: Education & Enforcement	3: Land Use	4: Monitoring
8	Develop and Implement a Tampa Bay Bicycle Trainers Network . This would require a program coordinator that would oversee the following activities:		◆		
	A Identify one or more appropriate curriculum s for target audiences.		◆		
	B Recruit, train and register training volunteers/agency staff .		◆		
	C Coordinate training and outreach efforts .		◆		
	D Secure appropriate equipment and training materials .		◆		
9	Undertake Bicycle Safety Audits (BSAs) or similar studies on appropriate high crash corridors or areas as identified in the Bicycle Safety Action Plan. Implement improvements identified in the BSAs including infrastructure, education, and enforcement activities.	◆	◆	◆	◆
10	Implement policies and review procedures for the addition of bicycle facilities where feasible on all restoration, rehabilitation, and resurfacing projects . This may include reduction of lane widths and/or elimination of travel lanes where feasible and the implementation of appropriate lane treatments and/or pavement markings. <i>FDOT already complies with this Action Item.</i>	◆	◆		◆
11	Implement policies and review procedures for the development of bicycle facilities where feasible on all public capacity expansion projects and in land development regulations for privately developed projects. <i>FDOT already complies with this Action Item.</i>	◆		◆	◆
12	The Hillsborough Metropolitan Planning Organization will coordinate with partner design agencies to develop a project design review checklist to be used by local agencies to determine if proposed roadway designs (resurfacing and new construction) include appropriate bicycle facilities. This checklist will include graphical examples to assist the reviewer and will include elements such as bicycle lane design, intersection pavement markings, bicycle detection, etc.	◆			◆
13	Hillsborough County will fund the design services required to incorporate bicycle facilities where feasible into the design of resurfacing roadways with urban typical cross sections . (Note: This process currently exists on rural cross sections but not urban typical cross sections since urban cross sections are generally more complex and standard procedure allows for only replacement of existing markings to avoid additional design costs.)	◆		◆	◆
14	Improve Roadway Lighting on High Night-Time Crash Corridors/Locations on a system-wide basis .	◆			◆
	A Identify High Night Time Crash Corridors/Locations .	◆			◆
	B Evaluate lighting on High Night Time Crash Corridors/Locations and make improvement recommendations.	◆			
	C Secure capital and operating funding to implement roadway lighting improvements.	◆			◆
15	The Hillsborough County Metropolitan Planning Organization (MPO) will address the safety emphasis areas (including bicycle and pedestrians) from the State Strategic Highway Safety Plan in the MPO's Congestion Management Process (CMP) . The CMP will consider safety improvements for bicyclists, pedestrians, etc. as candidate safety related congestion mitigation measures.	◆	◆	◆	◆

Legend			
Hillsborough County Metropolitan Planning Organization	MPO	Hillsborough County Sherriff	HCSO
Hillsborough County	HC	Tampa Police Department	TPD
Florida Department of Transportation: District 7	FDOT	Florida Highway Patrol	FHP
Community Traffic Safety Team	CTST	Hillsborough Area Regional Transit	HART
City of Tampa	COT	To Be Determined	TBD

Section 4 | Action Items

The table below shows the anticipated funding breakdown for the next three years.

Figure 4: Action Item Anticipated Funding Breakdown (2011-2013)

	Action Item	Implementing Agency(s) (Lead in bold)	2011		2012		2013	
			Funding Source	Estimated Amount	Funding Source	Estimated Amount	Funding Source	Estimated Amount
1	Develop and submit a Multi-Agency Section 402 Grant application to secure at least \$250,000 in funding to "jump-start" currently unfunded educational and enforcement incentives identified in the Action Items listed below.	MPO with support from other agencies	MPO/ County	\$10,000	MPO/ County	\$10,000	MPO/ County	\$10,000
2	Develop a Press Conference Press Kit to support law enforcement and other agencies in responding to media inquiries associated with fatal or other bicycle crashes which attract media attention.	MPO with support from law enforcement agencies	In-House and Grant Funded	\$5,000	N/A	\$0	N/A	\$0
3	Conduct a Multi-agency Press Conference after the public meetings on the BSAP. Include senior representatives from the partner agencies and law enforcement.	MPO HC Public Works COT HCSO TPD FHP	In-House	N/A	N/A	N/A	N/A	N/A
4	Wrong-Way Riding Against Traffic On Streets Education							
	A Install Wrong-Way Riding signs on the top ten wrong-way crash corridors and other appropriate corridors (Minimal cost if part of pending 3R Project)	HC Public Works COT FDOT	Requires Board Approval	\$30,000	N/A	\$0	N/A	\$0
	B Develop educational posters/boards on the hazards of wrong-way riding and post in public places where wrong way riding is an issue and on Hillsborough Area Regional Transit (HART) buses.	MPO FDOT HART	402 Grant FDOT-CTST support Other funding sources	\$4,000	402 Grant FDOT-CTST support Other funding sources	\$1,000	402 Grant FDOT-CTST support Other funding sources	\$1,000
	C Develop Wrong Way Riding brochure and develop a distribution strategy.	MPO FDOT	402 Grant FDOT-CTST support Other funding sources	\$5,000	402 Grant FDOT-CTST support Other funding sources	\$1,000	402 Grant FDOT-CTST support Other funding sources	\$1,000
	D Educate law enforcement on the hazards of wrong-way riding against traffic and develop a consistent policy by department on the education or enforcement activity to be taken when this behavior is observed. Create a "reference card" to be placed in citation books that reminds officers of bicycle statutes and fine amounts. Create a short bicycle enforcement training DVD for officers to take as part of existing officer education programs. The objective is to promote proactive education outreach to ensure compliance as opposed to these offenses being ignored.	MPO TPD HCSO	To be funded by Grant (1)	\$15,000	N/A	\$0	N/A	\$0
5	Night Time Riding Without Lights Education							
	A Develop educational posters/boards on the hazards of riding without lights. Post in public places (broad distribution) and on HART buses	MPO FDOT HART	402 Grant FDOT-CTST support Other funding sources	\$4,000	402 Grant FDOT-CTST support Other funding sources	\$1,000	402 Grant FDOT-CTST support Other funding sources	\$1,000
	B Develop night time riding without lights brochure and develop a distribution strategy	MPO FDOT	402 Grant FDOT-CTST support Other funding sources	\$5,000	402 Grant FDOT-CTST support Other funding sources	\$1,000	402 Grant FDOT-CTST support Other funding sources	\$1,000
	C Educate law enforcement on the hazards of nighttime riding without lights and develop a consistent policy by department on the education or enforcement activity to be taken when this behavior is observed. Create a "reference card" to be placed in citation books that reminds officers of bicycle statutes and fine amounts. Create a short bicycle enforcement training DVD for officers to take as part of existing officer education programs. The objective is to promote proactive education outreach to ensure compliance as opposed to these offenses being ignored.	MPO TPD HCSO	HC Public Works CTST 402 Grant	\$15,000	N/A	\$0	N/A	\$0
	D Secure funding for and implement a "Light on Bike, Goes on Tonight" program whereby bike lights and vests are provided to law enforcement that can be distributed and installed on non-compliant bicycles when nighttime riding is observed. These lights can be distributed concurrent with educational/enforcement action.	TBD FHP COT TPD HCSO	To be funded by Grant (1)	\$35,000	To be funded by Grant (1)	\$35,000	To be funded by Grant (1)	\$35,000
6	Develop a sustained and coordinated bicycle safety campaign that makes use of multiple forms of public outreach and targets motorists and bicyclists. This sustained program shall consist of a continuing annual effort to inform the community of bicycle safety issues. The program shall be coordinated through one agency with the goal to leverage and support the efforts of other agencies that play a role in bicycle safety in the County.	MPO with support from other agencies	402 Grant FDOT-CTST support Other funding sources	\$300,000	402 Grant FDOT-CTST support Other funding sources	\$300,000	402 Grant FDOT-CTST support Other funding sources	\$300,000

Section 4 | Action Items

	Action Item	Implementing Agency(s) (Lead in bold)	2011		2012		2013	
			Funding Source	Estimated Amount	Funding Source	Estimated Amount	Funding Source	Estimated Amount
7	Expand the WalkWise program to include a BikeSmart component	CUTR MPO Downtown Partnership	To be funded by Grant (1)	\$150,000	To be funded by Grant (1)	\$100,000	To be funded by Grant (1)	\$100,000
8	Develop and Implement a Tampa Bay Bicycle Trainers Network . This would require a program coordinator that would oversee the following activities:	TBD MPO CUTR Parks & Rec. SAFE KIDS Tampa Bay Cycle	N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF
	A Identify one or more appropriate curriculums for target audiences		N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF
	B Recruit, train and register training volunteers/agency staff		N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF
	C Coordinate training and outreach efforts		N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF	N/A STAFF
	D Secure appropriate equipment and training materials		To be funded by Grant (1)	\$30,000	To be funded by Grant (1)	\$5,000	To be funded by Grant (1)	\$5,000
9	Undertake Bicycle Safety Audits (BSAs) or similar studies on appropriate high crash corridors or areas as identified in the Bicycle Safety Action Plan. Implement Improvements identified in the BSAs including infrastructure, education, and enforcement activities. (\$15,000 Per Corridor)	MPO FDOT HC Public Works COT Temple Terrace Plant City	Requires Board Approval	\$30,000	Requires Board Approval	\$30,000	Requires Board Approval	\$30,000
10	Implement policies and review procedures for the addition of bicycle facilities where feasible on all restoration, rehabilitation, and resurfacing projects . This may include reduction of lane widths and/or elimination of travel lanes where feasible and the implementation of appropriate lane treatments and/or pavement markings. <i>FDOT already complies with this Action Item.</i>	HC Public Works COT Temple Terrace Plant City	N/A	N/A STAFF	N/A	N/A	N/A	N/A
11	Implement policies and review procedures for the development of bicycle facilities where feasible on all public capacity expansion projects and in land development regulations for privately developed projects. <i>FDOT already complies with this Action Item.</i>	HC Public Works COT Temple Terrace	NA	N/A STAFF	N/A	N/A	N/A	N/A
12	The Hillsborough Metropolitan Planning Organization will develop a project design review checklist to be used by local agencies to determine if proposed roadway designs (resurfacing and new construction) include appropriate bicycle facilities. This checklist will include graphical examples to assist the reviewer and will include elements such as bicycle lane design, intersection pavement markings, bicycle detection, etc.	MPO	MPO	\$15,000	N/A	N/A	N/A	N/A
13	Hillsborough County will fund the design services required to incorporate bicycle facilities where feasible into the design of resurfacing roadways with urban typical cross sections . (Note: This process currently exists on rural cross sections but not urban typical cross sections since urban cross sections are generally more complex and standard procedure allows for only replacement of existing markings to avoid additional design costs.	HC Public Works	Requires Board Approval	\$200,000	Requires Board Approval	\$200,000	Requires Board Approval	\$200,000
14	Improve Roadway Lighting on High Night-Time Crash Corridors/Locations on a system-wide basis							
	A Identify High Night Time Crash Corridors/Locations	MPO FDOT	In-House	N/A	In-House	N/A	In-House	N/A
	B Evaluate lighting on High Night Time Crash Corridors/Locations and make improvement recommendations.	Relevant Maintaining Agencies	In-House	N/A	In-House	N/A	In-House	N/A
	C Secure capital and operating funding to implement roadway lighting improvements.	HC Public Works	Requires Board Approval	\$500,000	Requires Board Approval	\$500,000	Requires Board Approval	\$500,000
15	The Hillsborough County MPO will address the safety emphasis areas (including bicycle and pedestrians) from the State Strategic Highway Safety Plan in the MPO's Congestion Management Process (CMP) . The CMP will consider safety improvements for bicyclists, pedestrians, etc. as candidate safety related congestion mitigation measures.	MPO	N/A	N/A STAFF	N/A	N/A	N/A	N/A
			402 Grant	\$250,000		\$140,000		\$140,000
			Requires Board Funding	\$760,000		\$730,000		\$730,000
			FDOT (CTST Support)	TBD		TBD		TBD
			Other	\$15,000		\$10,000		\$10,000
			Total	\$1,025,000		\$880,000		\$880,000

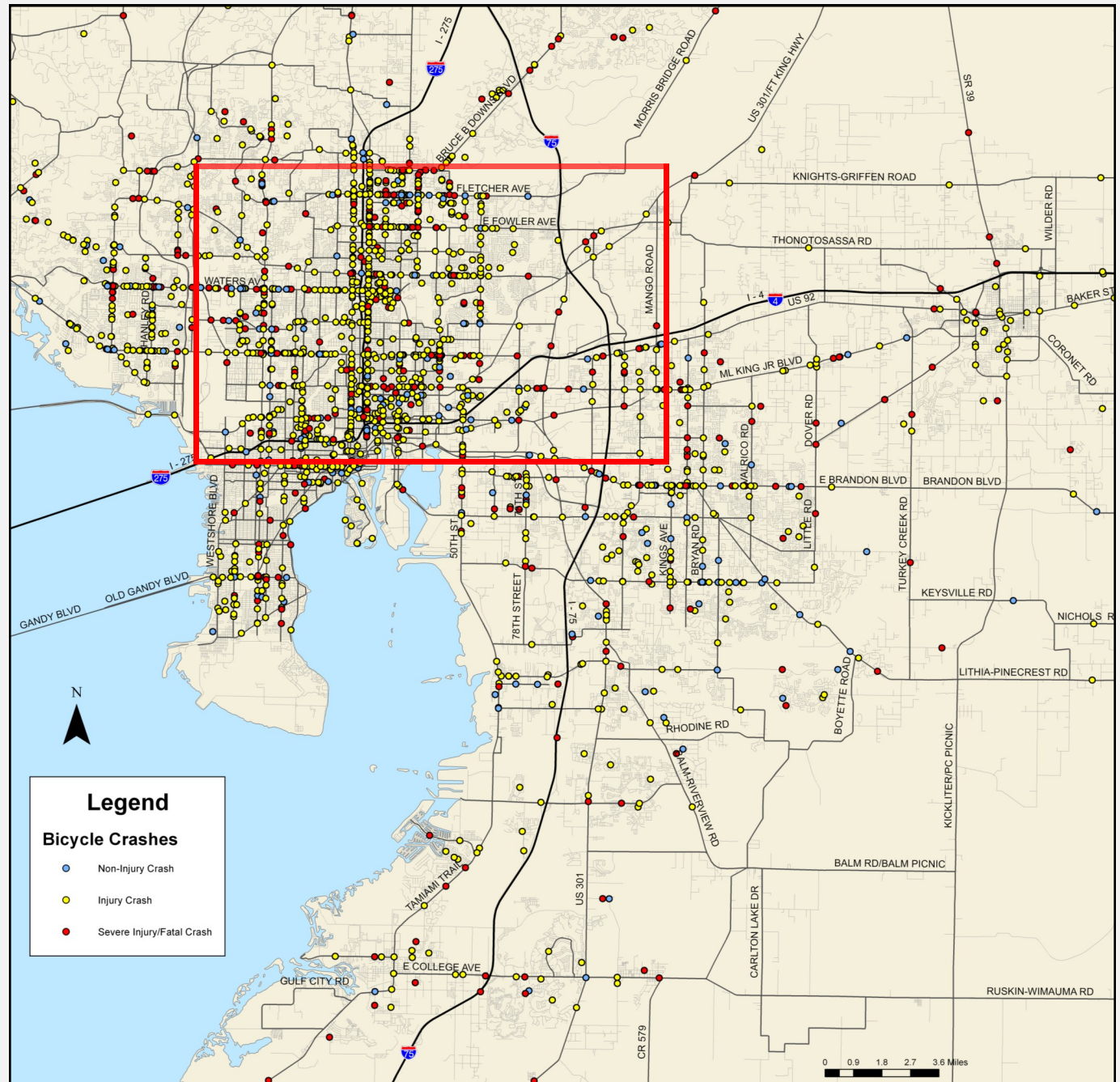
Legend			
Hillsborough County Metropolitan Planning Organization	MPO	Hillsborough County Sheriff	HCSO
Hillsborough County	HC	Tampa Police Department	TPD
Florida Department of Transportation: District 7	FDOT	Florida Highway Patrol	FHP
Community Traffic Safety Team	CTST	Hillsborough Area Regional Transit	HART
City of Tampa	COT	To Be Determined	TBD

Section 5 | Current Trends & Issues

Hillsborough County Bicycle Crashes by Severity

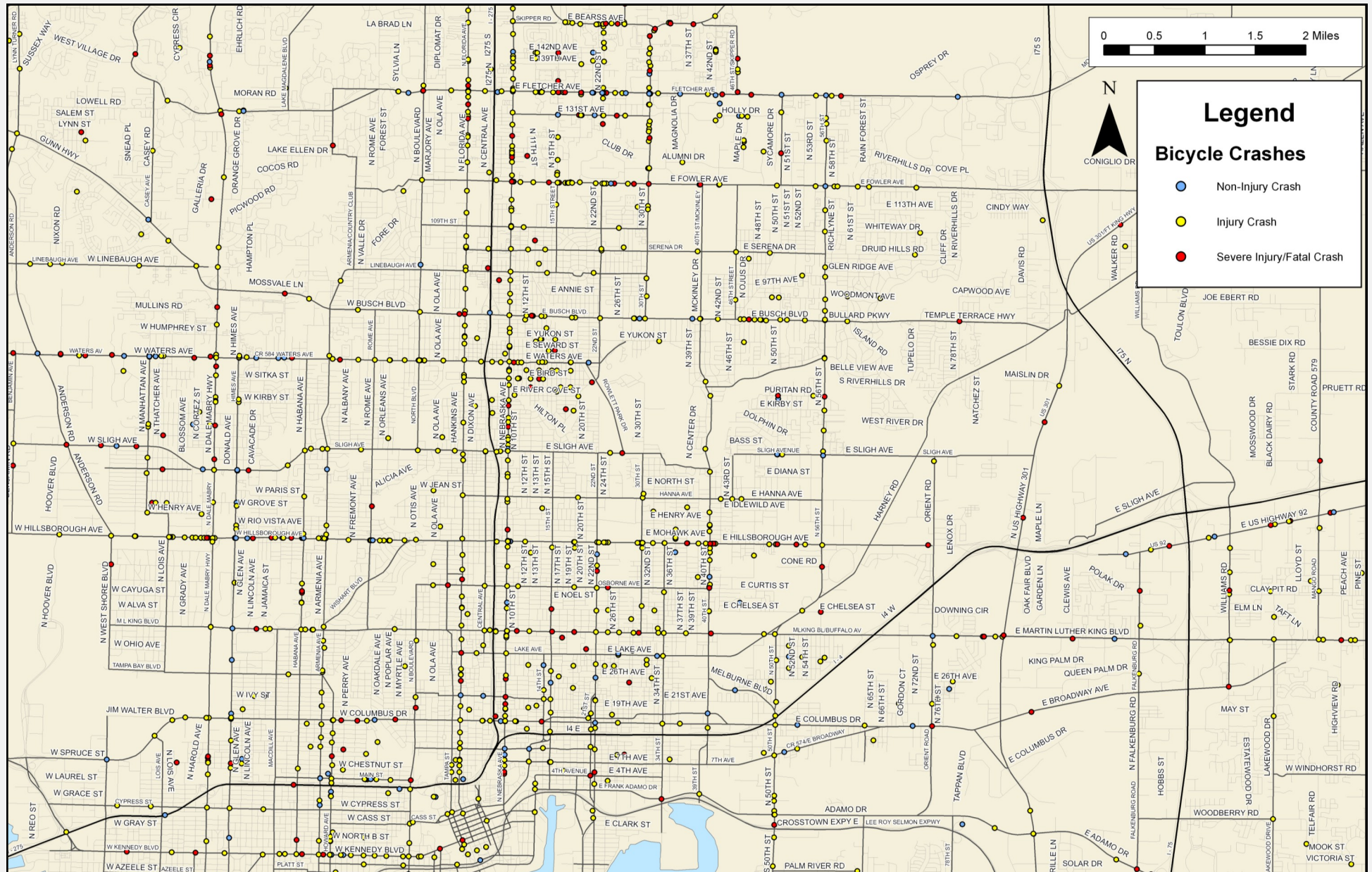
The map on the right displays countywide bicycle crashes occurring in Hillsborough County between 2005 and 2009 by accident severity. Severe injury and fatal crashes are combined because fatal crashes do not tend to concentrate at a specific location but combined crashes often show a concentration within an area or along a corridor.

The greatest concentration of crashes occur in the City of Tampa. The area outlined in the red box contains 70% of the bicycle crashes in Hillsborough County. *Map 1A* on the following page zooms in to this area in greater detail.



Map 1: Hillsborough County Bicycle Crashes by Severity (2005-2009)

*Source: Hillsborough County Crash Data Management System



Map 1A: Hillsborough County Bicycle Crashes by Severity (2005-2009) ZOOM

*Source: Hillsborough County Crash Data Management System

Hillsborough County Bicycle Crashes Yearly Trends

This section presents the current crash trends and breaks down the crashes by demographic categories and by crash type as outlined by the Federal Highway Administration. Bicycle Crashes in Hillsborough County have ranged from about 450 to 550 crashes per year, each year from 2005 to 2009. This represents 2% of all reported crashes in Hillsborough County; however, fatal bicycle crashes represent 4% of all fatal crashes during the 2005 to 2009 time period. “Fatal” crashes and “Incapacitating injury” crashes represent 18% of all bicycle crashes. Fatal crashes have ranged between 5 in 2008 to 10 in 2005 and 2006.



Bicycle Crashes (2005-2009)

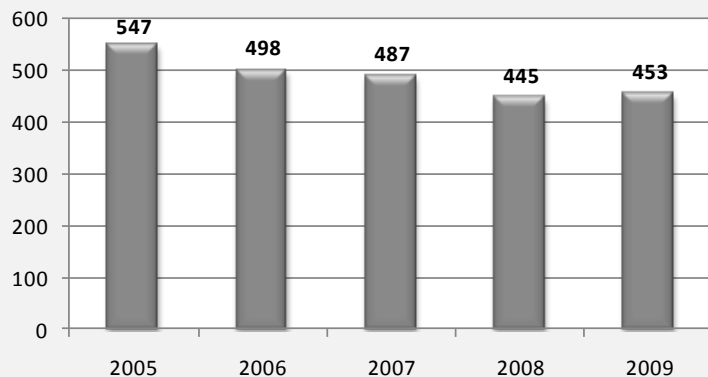


Figure 5: Hillsborough County Bicycle Crashes (2005-2009)

Bicycle Crashes by Crash Severity (2005-2009)

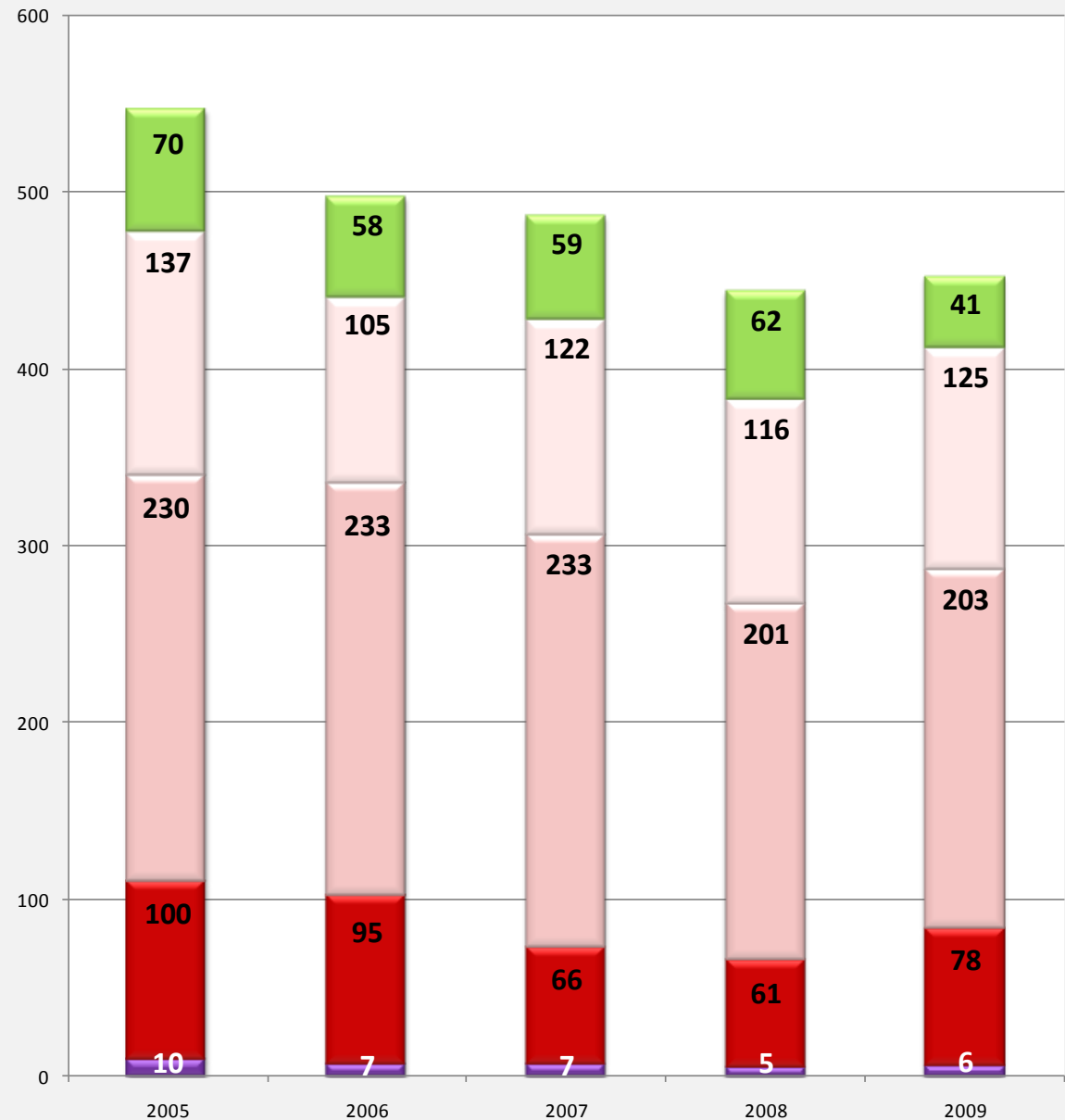
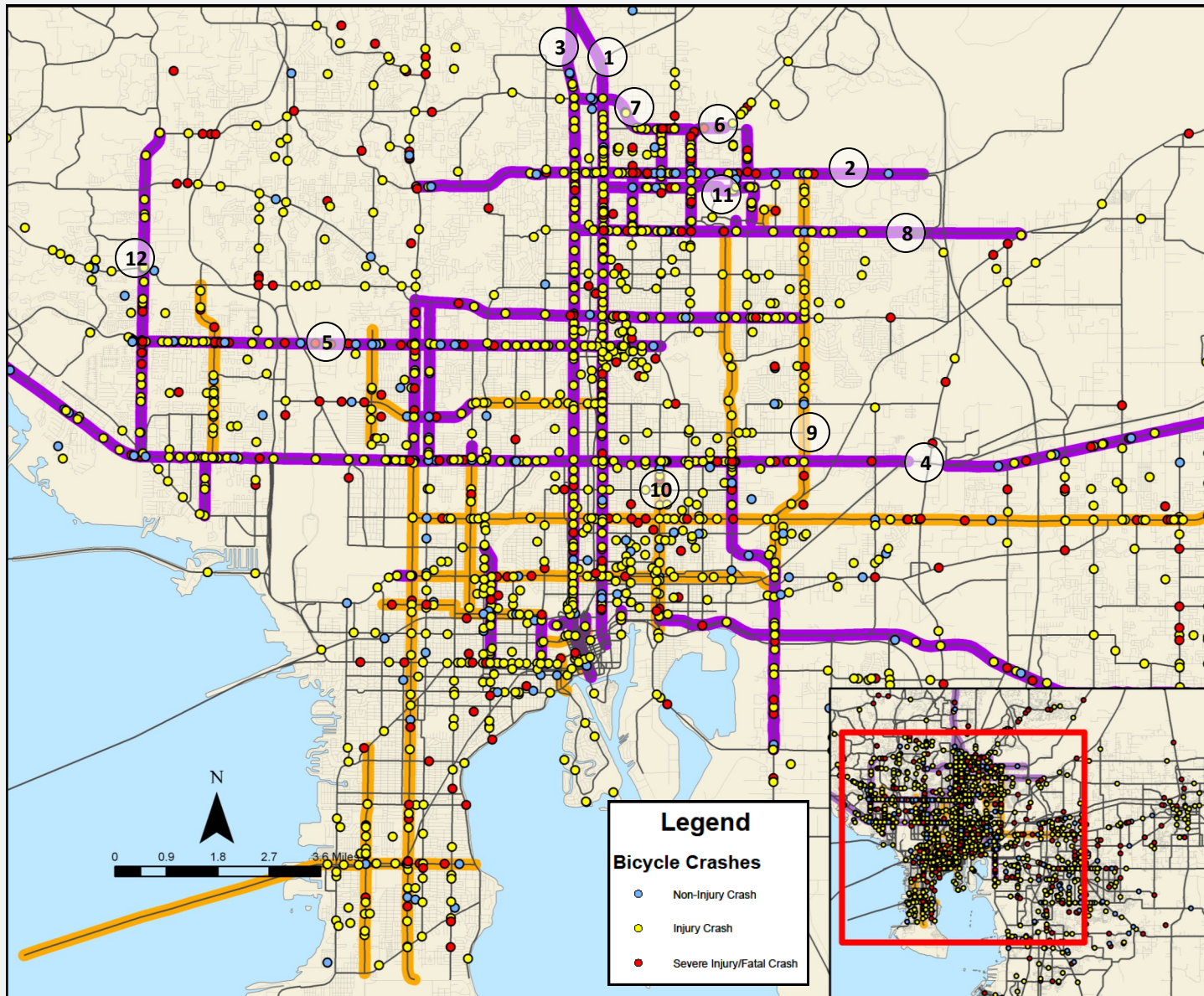


Figure 6: Hillsborough County Bicycle Crashes by Severity (2005-2009)

*Source: Hillsborough County Crash Data Management System



Map 2: Hillsborough County Bicycle Crashes by Severity—Corridors (2005-2009)

TIER 1

Of the bicycle crashes in Hillsborough County between 2005 and 2009, over 40% occurred on only 10% of the County's roadways. (Highlighted in purple)

TIER 2

An additional 10% of the 2005-2009 bicycle crashes occurred on only 5% more of the County's roadways. (Highlighted in yellow)

Tier I and II Major Roadways Include:

1. Nebraska Avenue
2. Fletcher Avenue
3. Florida Avenue
4. Hillsborough Avenue
5. Waters Avenue
6. Bruce B. Downs Blvd.
7. Bearss Avenue
8. Fowler Avenue
9. US 301
10. N. 22nd Street
11. E. 131st Avenue
12. Sheldon Road

(Numbered on map to the left)

*Source: Hillsborough County Crash Data Management System

Section 5 | Current Trends & Issues

Demographic Profile of Bicycle Crashes in Hillsborough County

Bicycle Crash Statistics

The following charts present the age and demographic breakdown of reported bicycle crashes in Hillsborough County. Almost half of the reported bicycle crashes in the county involved individuals between 25 and 50 years old. Over one-third of the crashes involved minors, under 18 years of age. A majority of reported bicycle crashes involved individuals where race has been identified as White. Hispanic and Black populations made up similar proportions—less than 20% each. The maps on the following four pages present the demographic and age breakdown by location.

Age

- Crashes involving bicyclists 18 years of age and under occurred primarily within the City of Tampa and generally centered around the following corridors: Nebraska Avenue, Florida Avenue, Hillsborough Avenue, Fowler Avenue, and N. 56th Street. Very few of these crashes occurred in the unincorporated county.
- Crashes involving individuals between 18 and 50 years of age showed a much stronger correlation to major transportation corridors, particularly Kennedy Blvd, Fowler Avenue, Busch Blvd., Florida Avenue, Nebraska Avenue and Hillsborough Avenue.
- Crashes involving individuals of 50 years of age and above were generally more scattered, with some concentration on the Nebraska Avenue, Florida Avenue and Hillsborough Avenue corridors.

Age Distribution of Bicycle Crashes

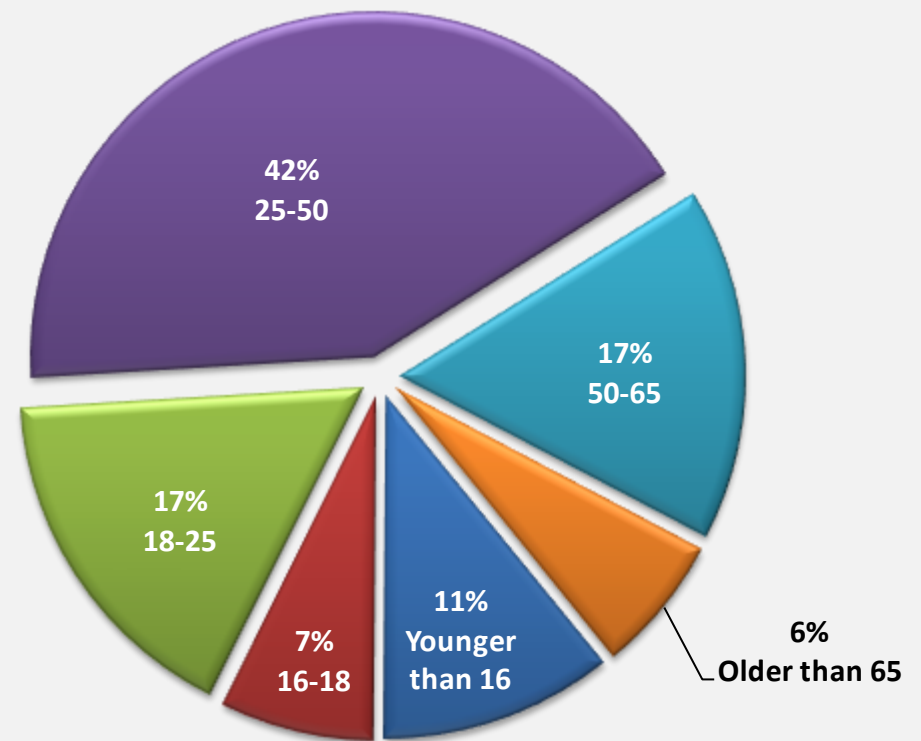


Figure 7: Age Distribution of Bicycle Crashes (2005-2009)

*Source: Hillsborough County Crash Data Management System

Race/Ethnicity Distribution of Bicycle Crashes

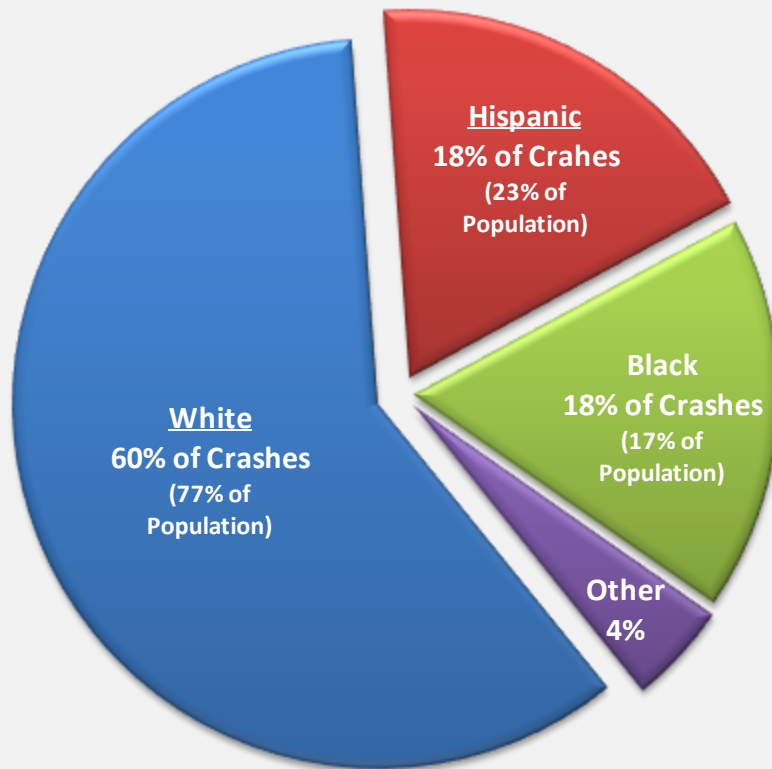


Figure 8: Race/Ethnicity Distribution of Bicycle Crashes (2005-2009)

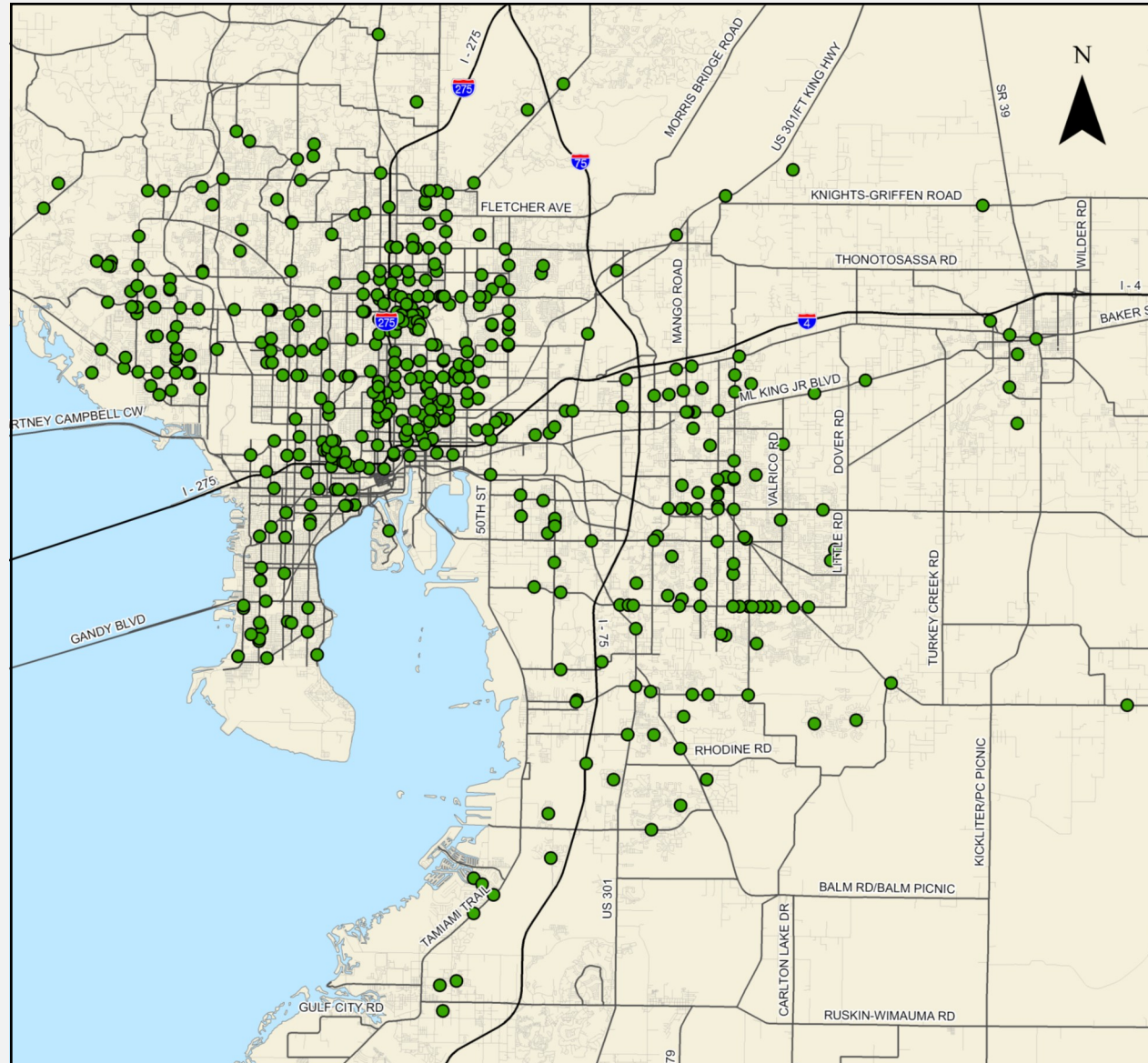
Race/Ethnicity

- Crashes involving Hispanic individuals showed a correlation with specific areas of the county, rather than a correlation to specific transportation corridors. The greater Town N' Country area—north of the airport and west of I-275—showed significant consistent occurrences throughout this area. The University Area—north of Fowler and just east of I-275—showed a slightly more concentrated correlation.
- Crashes involving Black individuals showed a more scattered distribution throughout the City of Tampa and immediate outlying county. A slight concentration appeared to occur in the University and Sulphur Springs areas.
- Crashes involving White individuals also showed a scattered distribution throughout the City of Tampa, but reached out farther into the unincorporated county. This demographic group showed general concentrations within the greater Town N' Country area, the University area, and the greater Brandon area.
- Crashes involving other demographic populations did not follow an identifiable pattern.

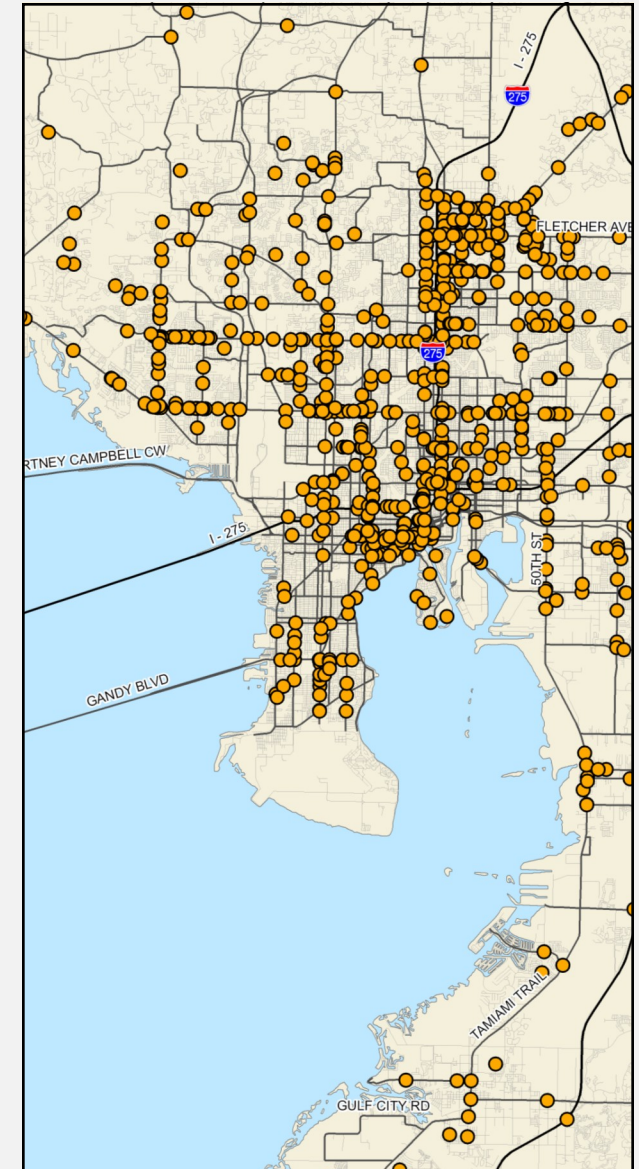
*Source: Hillsborough County Crash Data Management System
U.S. Census Bureau 2009

Section 5 | Current Trends & Issues

Bicycle Crashes by Age of Bicyclist

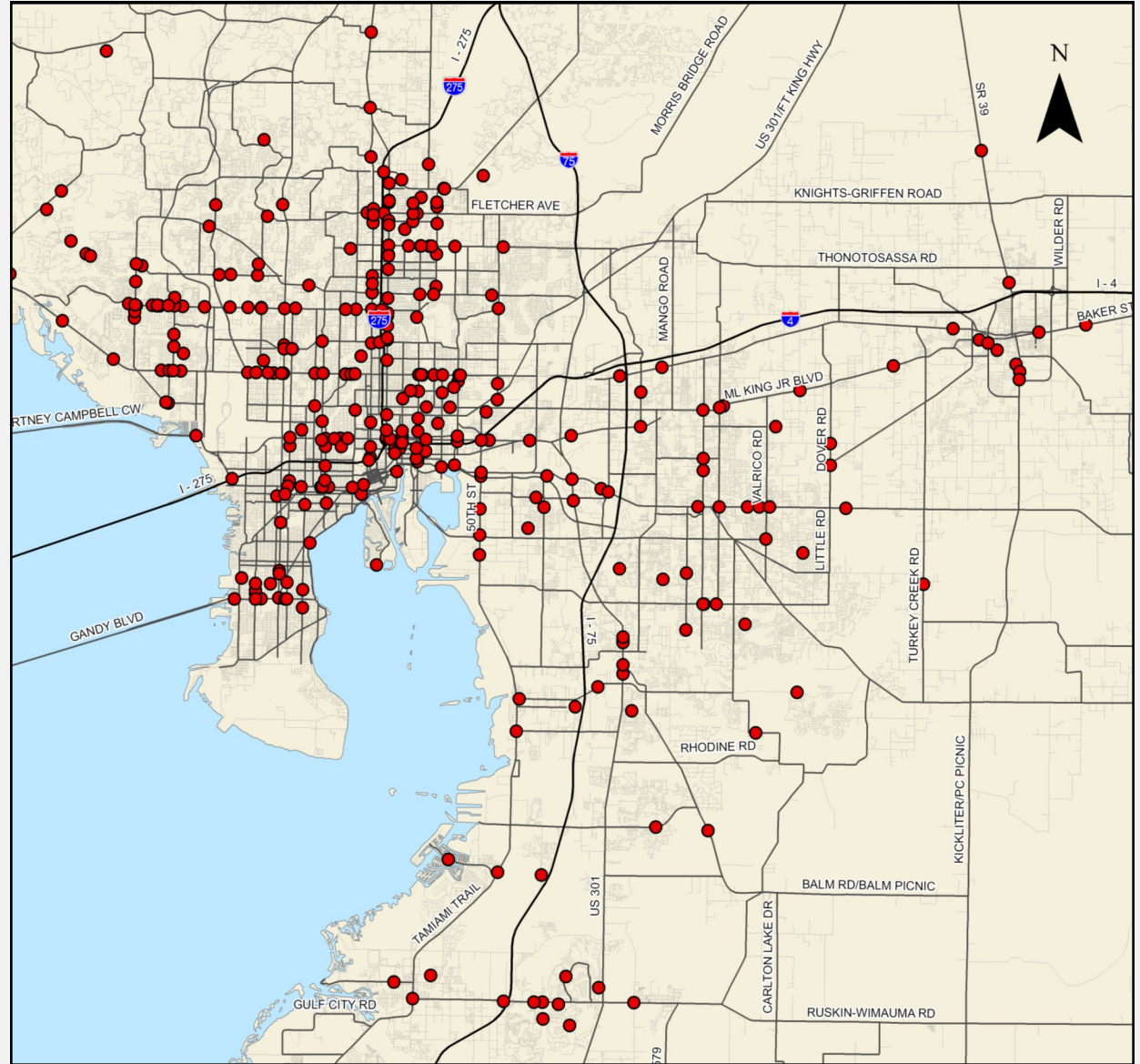
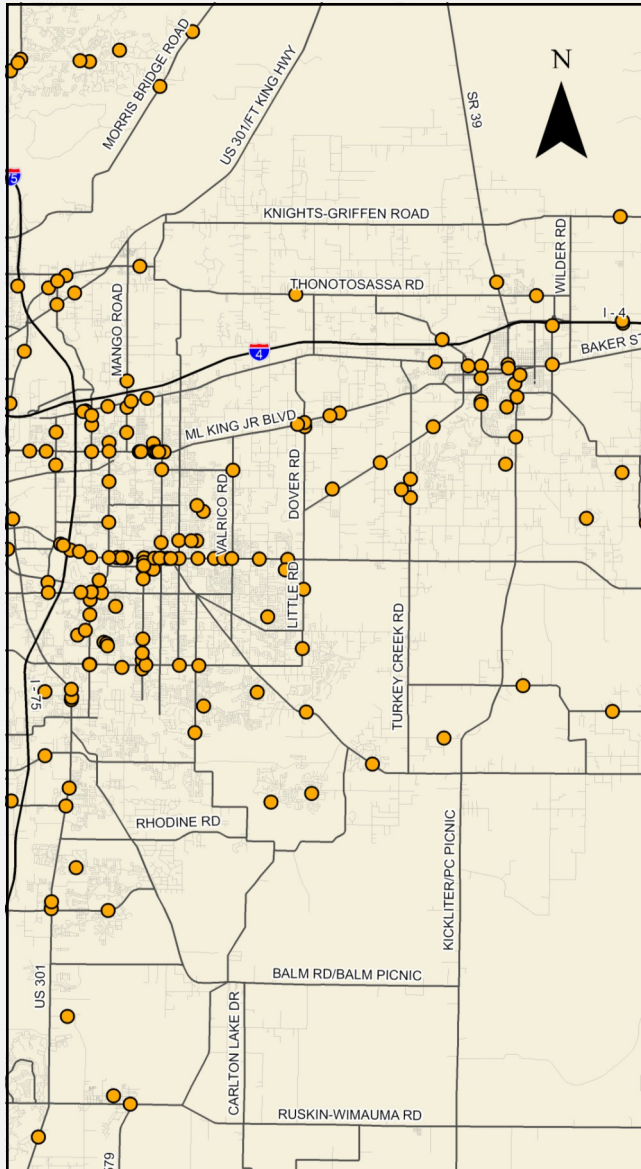


Map 3: Crashes Involving Bicyclists 18 and Under



Map 4: Crashes Involving Bicyclists Ages 18–50

*Source: Hillsborough County Crash Data Management System

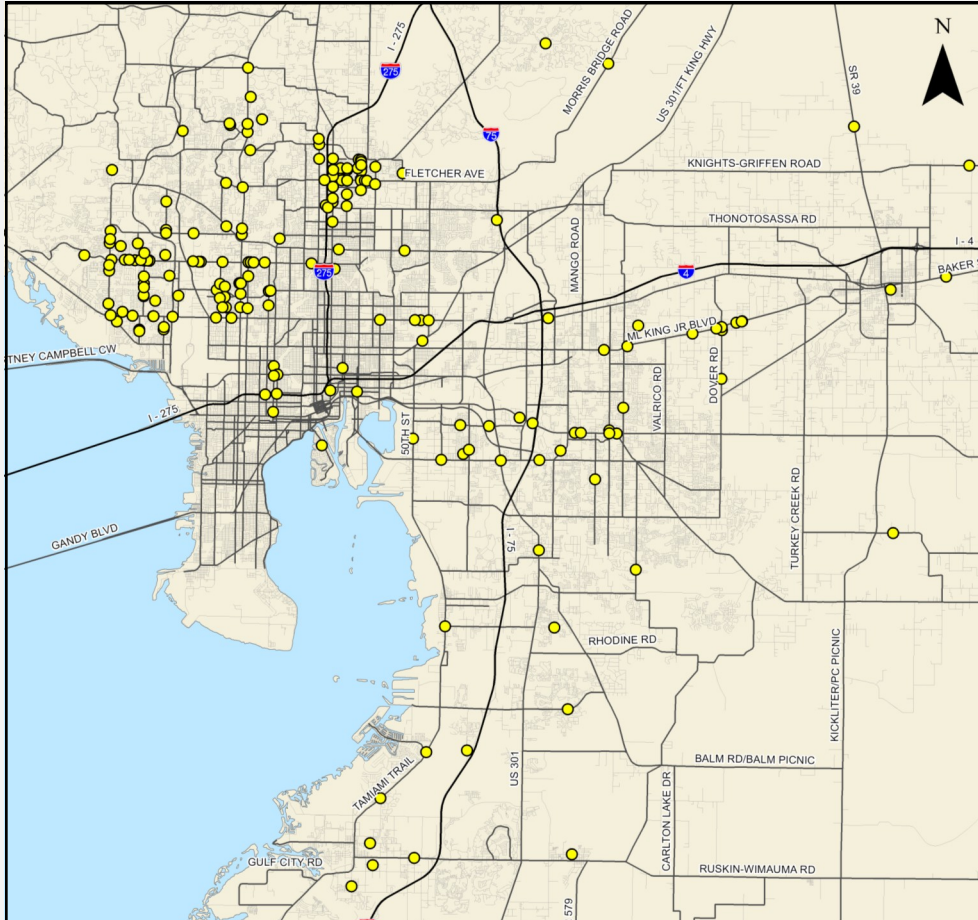


Map 5: Crashes Involving Bicyclists 50 and Over

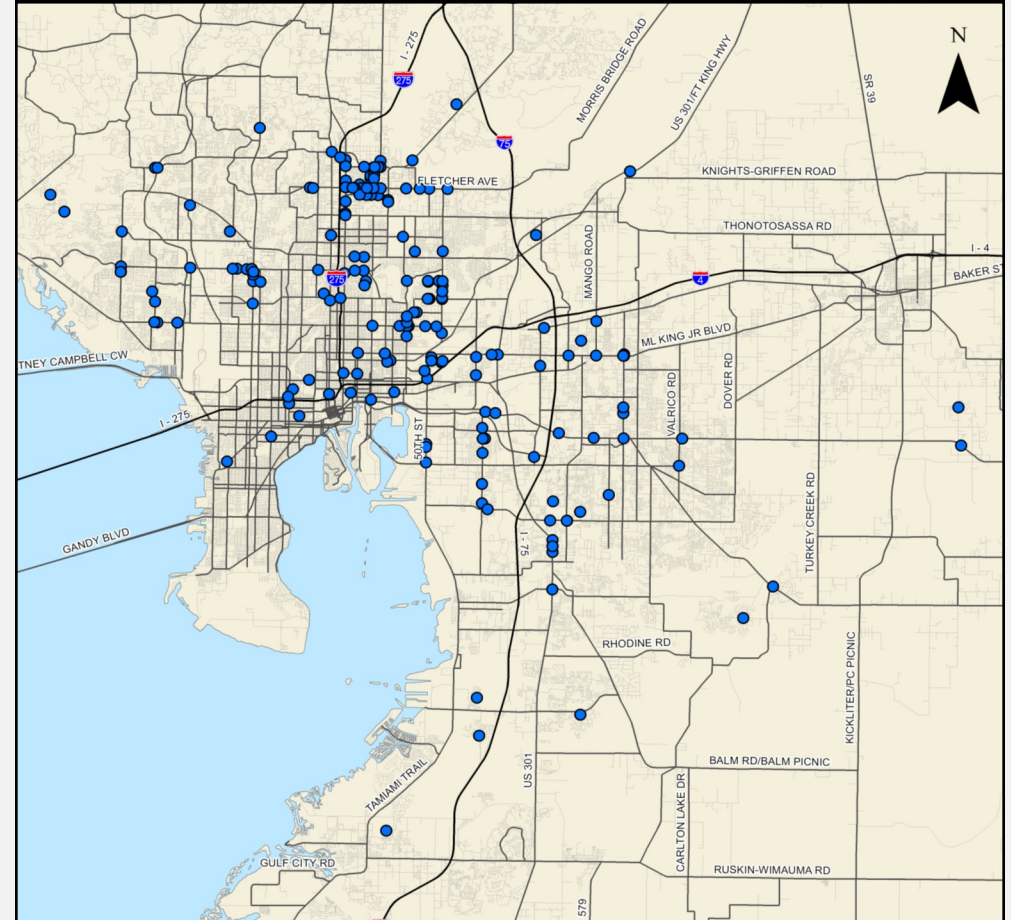
*Source: Hillsborough County Crash Data Management System

Section 5 | Current Trends & Issues

Bicycle Crashes by Race/Ethnicity of Bicyclist

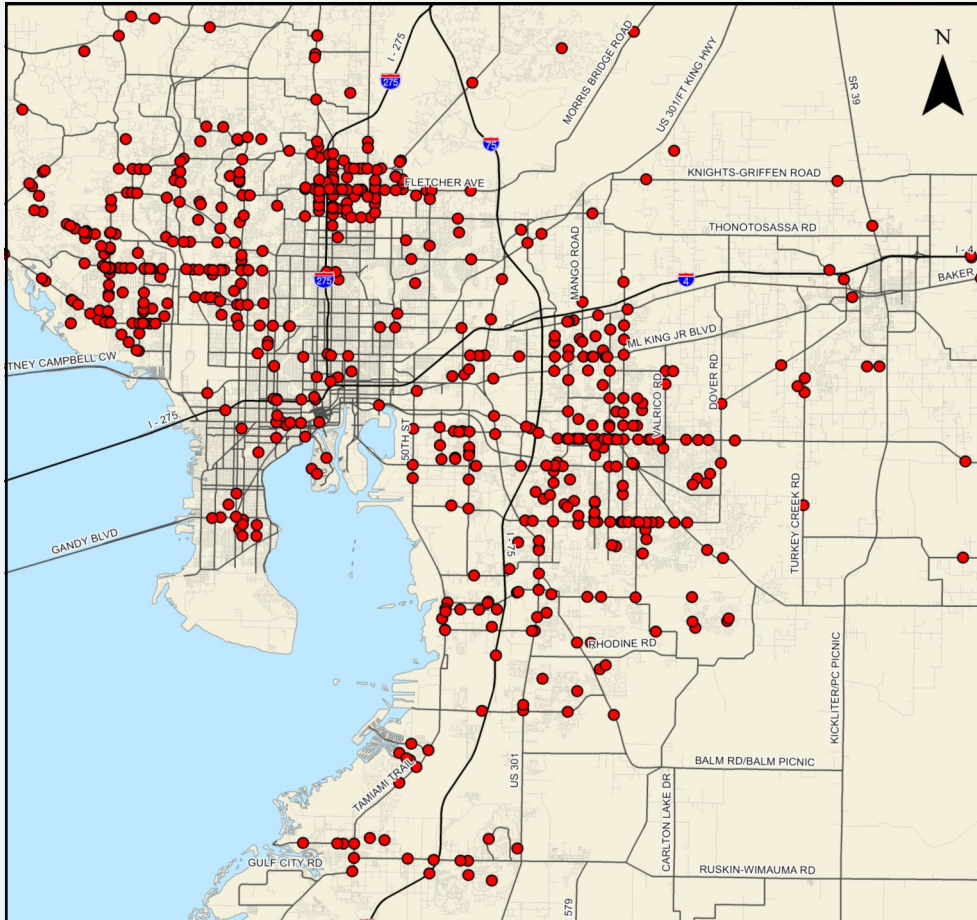


Map 6: Bicycle Crashes by Race/Ethnicity (Hispanic) (2005-2009)

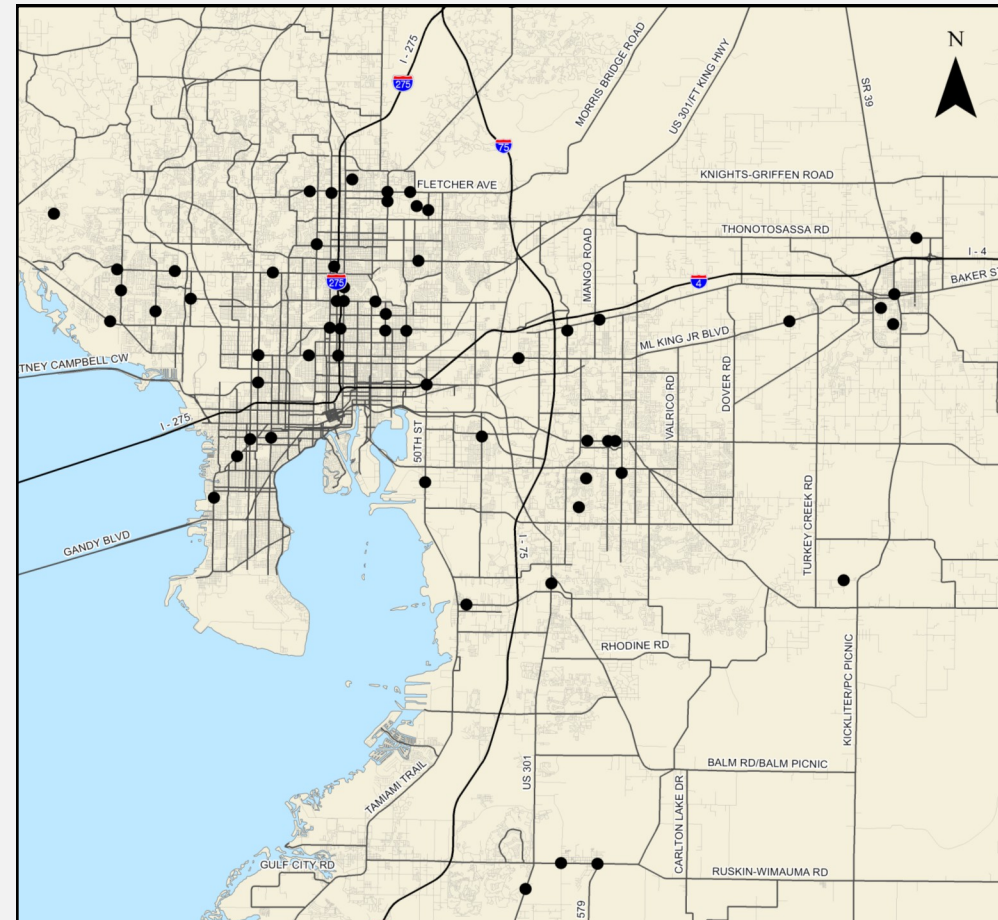


Map 7: Bicycle Crashes by Race/Ethnicity (Black) (2005-2009)

*Source: Hillsborough County Crash Data Management System



Map 8: Bicycle Crashes by Race/Ethnicity (White) (2005-2009)



Map 9: Bicycle Crashes by Race/Ethnicity (Other) (2005-2009)

*Source: Hillsborough County Crash Data Management System

Section 5 | Current Trends & Issues

Bicycle Crash Types

Due to the unique operational characteristics of bicycles, it is difficult to use standard crash report form statistics to identify what actions caused a bicycle crash to occur. As a result, the team reviewed each individual crash report diagram and narrative to identify what bicycle crash types applied. The charts and diagrams to the right identify the most common crash types for all injury crashes and those crashes resulting in either fatal or incapacitating injuries. The most common crash types are as follows:

All Injury Crashes

- Motorist failed to yield at Non-signalized Intersection
- Bicyclist Rode Out—Midblock
- Motorist Overtaking Cyclist
- Non-Roadway and Other Crashes

Fatal and Incapacitating Injury Crashes

- Bicyclist Rode Out—Midblock
- Motorist failed to yield at Non-signalized Intersection
- Motorist Overtaking Cyclist
- Non-Roadway and Other Crashes

Over 25% of the injury crashes and 17% of the Fatal and Incapacitating Injury Crashes are primarily caused by the bicyclist either darting out into traffic midblock or failing to yield the right-of-way at signalized intersections.

Driver or Bicyclist Fault

Where fault could be determined for fatal and incapacitating injury crashes, drivers were at fault 57% of the time. For all injury crashes drivers were at fault 55% of the time.

Time of Day

Crashes occurring at night are distinctly more severe. Over 55% of the fatal crashes occur at night, while only 29% of incapacitating injury crashes, and 21% of all other injury crashes occur at night. Night crashes only account for 23% of the total crashes. According to information obtained from crash reports, none of the cyclists involved in fatal crashes and only 3 of 350 involved in incapacitating injury crashes were using a light on their bicycle at the time that the crash occurred.

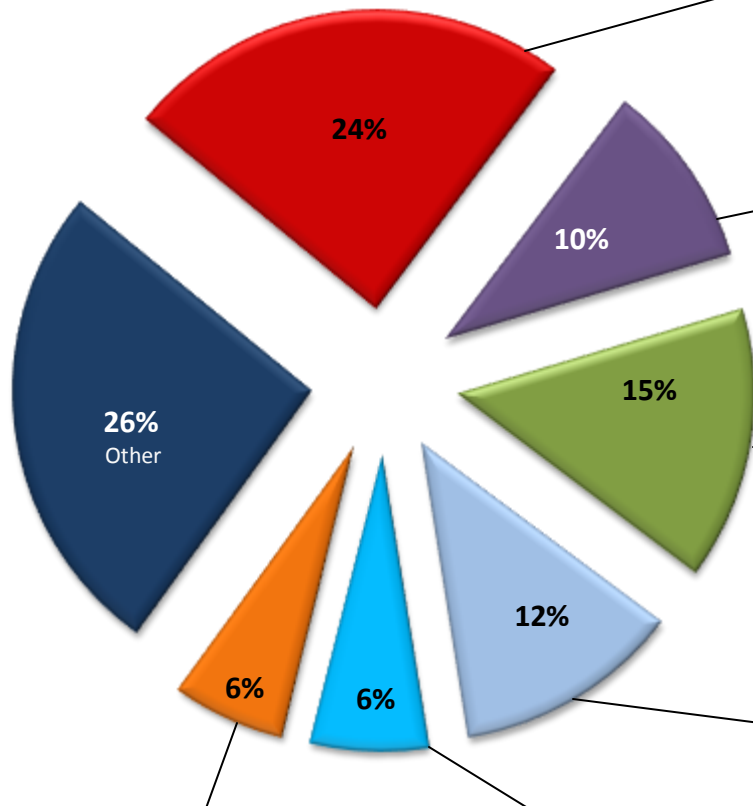
Location of Bicycle

Three quarters of bicycle crashes in Hillsborough County occur in a crosswalk. Of the fatal and serious injury crashes, over 30% occur in either the shoulder, bike lane or sidewalk.

Additional information on the crashes and crash types can be found in Appendix A.
Source: Hillsborough County Crash Data Management System

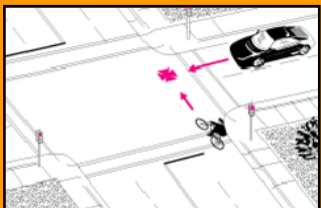
Figure 9: Top Bicycle Crash Types (2005-2009)

All Injury Crashes



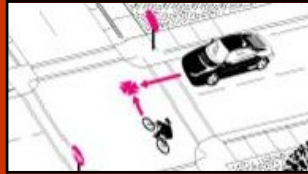
Crash Type 3

Bicycle Failed to Yield at a Signalized Intersection



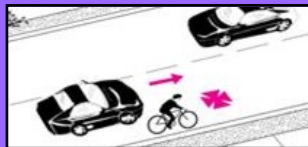
Crash Type 2

Motorist Failed to Yield at a Non-Signalized Intersection



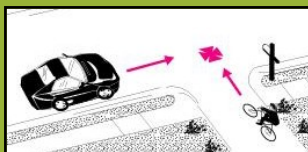
Crash Type 11

Motorist Overtaking Bicycle



Crash Type 6

Bicyclist Rode Out—Midblock



Crash Type 14

Non-Roadway and Other Crashes



Crash Type 4

Bike Failed to Yield at a Non-Signalized Intersection

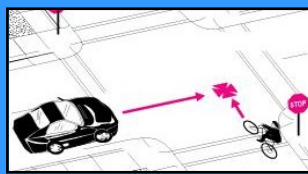
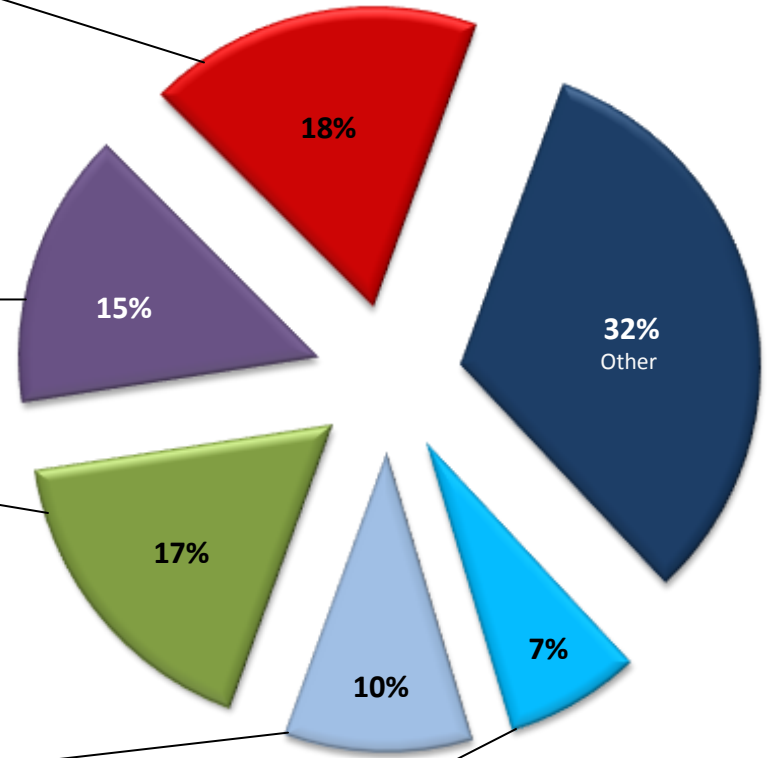


Figure 10: Top Bicycle Crash Types: Serious Injury Crashes (2005-2009)

Serious Injury Crashes*



*Serious Injury Crashes include crashes with "Fatal" and "Incapacitating Injury" Accident Severity classifications. Additional information and a full break-down with all 14 crash types can be found in Appendix X.

Source: Hillsborough County Crash Data Management System

Section 6 | Activity Summary

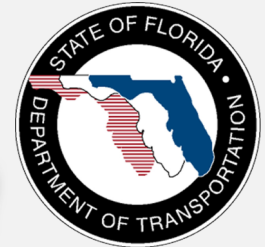
Introduction

Addressing bicycle infrastructure and safety concerns is not a new activity that will be undertaken as the result of the Bicycle Safety Action Plan. Many of the agencies responsible for either engineering, enforcement, or educational outreach have been undertaking activities that impact bicycle safety or have existing plans to undertake new activities to improve bicycle safety. While bicycle crashes have generally declined over the last five years, the year 2010 saw a clear spike in the number of bicycle fatalities.

Section 2 of the Bicycle Safety Action Plan identifies the bicycle safety related activities that these agencies have or plan to undertake. This section includes a summary of the following by agency:

- Recent infrastructure improvements
- Planned Short-Term Infrastructure Improvements
- Planned Mid-Term Infrastructure Improvements
- Planned Long-Term Infrastructure Improvements
- Recent Education-Related Improvements
- Planned Short-Term Education/Enforcement Improvements
- Planned Mid-Term Education/Enforcement Improvements
- Planned Long-Term Education/Enforcement Improvements

The Bicycle Safety Action Plan will build off of these existing and planned activities of the agencies within Hillsborough County.



Recent Infrastructure Improvements

Hillsborough County



- Upgrading intersection lighting
- Fletcher Avenue redesign
- Nebraska Avenue “road diet”
- Adding bicycle lanes with resurfacing projects

City of Tampa Police Department (TPD)



- Messages on rear window of cruisers: “3-foot Law”

Center for Urban Transportation Research at USF (CUTR)



- Collected data on many state highways documenting sub-standard lighting conditions

Hillsborough Metropolitan Planning Organization (MPO)



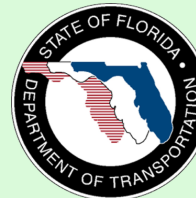
- Conducting problem analysis
- Crash mapping
- Developing buildable projects

Hillsborough Area Regional Transit Authority (HART)



- Bikes on Bus training provides education
Signs on buses – inside and outside
- “3-foot Law”
 - “Share the Road”

Florida Department of Transportation: District 7 (FDOT)



- Bicycle facilities are required for every roadway project (justification required for not providing)

City of Tampa



- First to implement Shared Lane Arrows
- Coordinating with Hillsborough County MPO to identify walking and biking projects
- Several recent and pending bike lane projects as part of resurfacing program

Planned Short-Term Infrastructure Improvements



City of Tampa

- On existing resurfacing projects, mark bike lanes and shared-lane arrows as appropriate
- Maintain clean streets/debris removal
- Focus on projects that are immediately feasible and provide the most benefit with the least effort.
- Number of lanes maximum

Hillsborough Metropolitan Planning Organization (MPO)



- Focus on projects that are immediately feasible and provide the most benefit with the least effort.

Florida Department of Transportation: District 7 (FDOT)



- Additional signage and pavement markings
- On existing resurfacing projects, mark bike lanes and shared-lane arrows as appropriate.
- Focus on projects that are immediately feasible and provide the most benefit with the least effort.

Hillsborough County



- Maintenance of traffic - consider bikes and pedestrians
- Maintain clean streets/debris removal
- Improve lighting conditions on key corridors

Hillsborough Area Regional Transit Authority (HART)



- Add Bike info to transit maps

Planned Mid-Term Infrastructure Improvements

Hillsborough County



Institute policies/standards:

- Minimum lane width
- Improve mobility options
- Reduce driver distractions (i.e. cell phones)
- Consider no right-turn on red
- Road diets

Increase signage and pavement markings (on both new and improved roadways)
 Improve facilities on “shadow network” (parallel circulator roads)
 Aggressively reduce continuous dropped curb (overly wide driveways) as part of 3R projects (requires support from local governments)

Center for Urban Transportation Research at USF (CUTR)



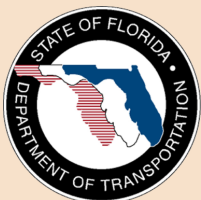
- Encourage/promote company subsidies for bicycle commuters

Hillsborough Metropolitan Planning Organization (MPO)



- Reprioritize safety projects that involve bicycle facilities
- Encourage/promote company subsidies for bicycle commuters
- Establish single point of communication for bicycle information/reporting (bicycle hot-line that can redirect questions/comments to respective agency)
- Improve facilities on “shadow network” (parallel circulator roads)

Florida Department of Transportation: District 7 (FDOT)



Institute policies/standards:

- Minimum lane width
- Improve mobility options
- Reduce driver distractions (i.e. cell phones)
- Consider no right-turn on red
- Road diets

Increase signage and pavement markings. (on both new and improved roadways)
 Aggressively reduce continuous dropped curb (overly wide driveways) as part of 3R projects (requires support from local governments)

City of Tampa



Institute policies/standards:

- Number of lanes maximum
- Minimum lane width
- Improve mobility options
- Reduce driver distractions (i.e. cell phones)
- Consider no right-turn on red
- Road diets

Improve facilities on “shadow network” (parallel circulator roads)

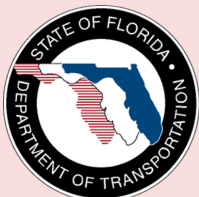
Planned Long-Term Infrastructure Improvements

Hillsborough Metropolitan Planning Organization (MPO)



- Establish a regional network of commuter and recreational trails
- Context-sensitive design
- Long Range Transportation Plan

Florida Department of Transportation: District 7 (FDOT)



- Program projects for bicycle infrastructure into Work Program
- Modify arterials where feasible to improve design features for pedestrians, bicyclists and public transportation.

SPOTLIGHT: WalkWise Tampa Bay Program



Pedestrian Safety is an issue that effects everyone. We are all pedestrians at some point during our day. Whether walking through a parking lot, walking from home or work, or walking for exercise, you are still a pedestrian.

WalkWise Tampa Bay—a partnership between the Center for Urban Transportation Research at USF (CUTR) and the Florida Department of Transportation District 7 (FDOT) - is a grassroots effort to provide innovative pedestrian safety education to the citizens of Tampa Bay:

- WalkWise universal presentation—provides free presentations to neighborhood groups, community organizations and schools.
- At each presentation, safety gadgets, backpacks, reflective bands, etc. are distributed and all participants are inducted as Ambassadors.
- Ambassador Program—Over 3,000 participants to date have taken the “Walk Wise Pledge” and promised to promote and practice pedestrian safety in Tampa Bay.
- Gulf Boulevard Flag Program has installed pedestrians crossing flags at designated crosswalks along Gulf Boulevard in Pinellas County.

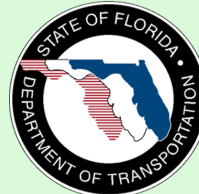


Recent Education-related Improvements



Center for Urban Transportation Research at USF (CUTR)

- WalkWise Tampa Bay program



Florida Department of Transportation: District 7 (FDOT)

- WalkWise Tampa Bay program



Safe Routes to Schools Program (SRTS)

- Training gym teachers
- Expanding to middle schools
- Instructor certification courses
- Bike Safety Awareness Campaign
- Bicycle Rodeos



Tampa Bay Cycle

- Safety Gear Giveaways



AAA

- “Bicycles are Vehicles” brochures

Recent Enforcement-related Improvements



City of Tampa

- Public Service Announcements (PSAs)
- Website Education



Florida Highway Patrol (FHP)

- “Share the Road” signage via variable-message boards



City of Tampa Police Department (TPD)

- Website education/outreach



City of Tampa Police Department (TPD)

- Increase in Bike Patrol
- Vehicle speed feedback signs
- “Share the Road” messages on TPD car



Hillsborough County Sheriff (HCSO)

- “Share the Road” signage via variable-message boards

Hillsborough Metropolitan Planning Organization (MPO)



- Bike Map
- Adult classes

Section 6 | Activity Summary

Planned Short-Term Education/Enforcement Improvements

Undertaking Agency To-Be-Determined

- Create media and education campaign
 - Establish a Speakers Bureau
 - Pre-made presentations of varying length for flexible group education opportunities
 - Spanish translation
 - Social media outlets
- Literature and handouts for pawn shops to provide with sold bicycles
- Create campaign similar to MADD
- Pursue quotes/grant applications in anticipation of grants
- Expanding SRTS in upper level schools, etc.

Planned Mid-Term Education/Enforcement Improvements

Undertaking Agency To-Be-Determined

- Establish relationship with School PTAs
 - Train one representative from each school PTA as a speaker
 - Create network of communication via schools
- Include bicycle safety component in Driver's Safety Manual
- Bike Safety Kit individual donation program
 - Sponsor a child/family pre-packaged kit like Holiday dinners at grocery stores

Planned Long-Term Education/Enforcement Improvements

Undertaking Agency To-Be-Determined

Create physical place for bicycle education within existing high-exposure locations

- sections in libraries
- churches
- schools

Find a celebrity spokesperson for PSAs and outreach events

City of Tampa/Tampa Police Department



- Designate bicycle emphasis corridors
- Enhance enforcement across these corridors



Hillsborough Area Regional Transit Authority (HART)

- Coordinate routes to serve bicyclists and pedestrians

Section 7 | Summary of Public and Stakeholder Outreach

Introduction

Three workshops were held throughout the development of the Plan:

- Technical Stakeholder Workshop—November 29, 2010
- Public Workshop—November 29, 2010
- Public Workshop—TBA

This section summarizes the events at these workshops.

TECHNICAL STAKEHOLDER WORKSHOP | November 29, 2010 8:00AM

FDOT District 7 11201 N. McKinley Drive Tampa, Florida

Introduction:

A technical stakeholder workshop was conducted to solicit input from representatives from individuals and agencies with expertise in bicycle transportation and safety. Each attendee was asked to introduce themselves including identifying their role in bicycle safety for their organization and what they wanted to accomplish from the workshop. A list of meeting attendees is provided in the Technical Appendix.

Infrastructure and Outreach Strategies Presentations:

Presentations were provided on potential infrastructure strategies and outreach strategies that are commonly used to reduce bicycle crashes.

Problem Corridor/Area Preliminary Presentation:

A presentation was provided that identified the anticipated approach that will be used to identify mitigation measures for specific problem corridors or areas as part of parallel study effort to the development of the Bicycle Safety Action Plan. The presentation also included some of the issues that contribute to bicycle crashes and mitigation measures that may be applied.

Following the presentations, workshop participants broke-out into four groups to discuss and identify goals for the Bicycle Safety Action Plan and implementation action items that ranged from immediate, to short term, and to long term timeframes. Each group presented their recommendations to the full group of workshop participants following the breakout sessions. A condensed summary of the common themes and/or key recommendations from the groups is presented below. Additional details from individual breakout groups and copies of the full presentations given at the workshop can be found in the Technical Appendix.

Breakout Session 1: Infrastructure

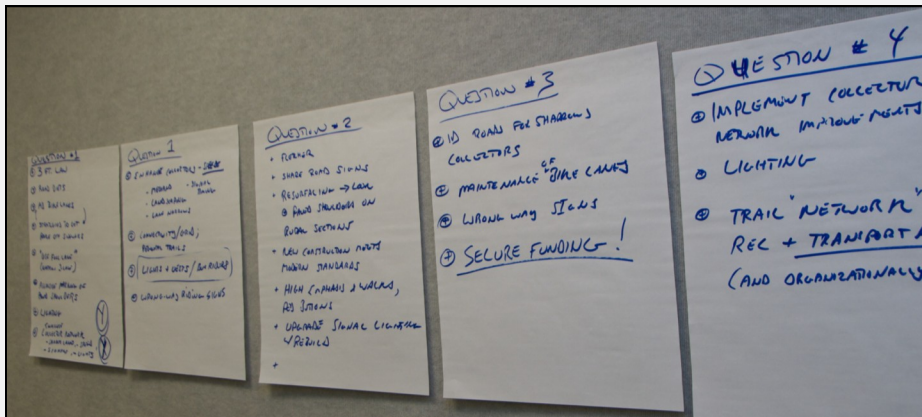
1. Question: *What are the top three **infrastructure-related goals** to improve bicycle safety that should be implemented?*

- a. Designate bicycle priority roadways
 - i. Retrofit existing roadways
 - ii. Targeted for crash mitigation strategies based on crash history
- b. Implement a Complete Streets policy and/or consider adding bicycle facilities with every transportation project
- c. Improve lighting conditions
- d. Maintain consistency and coordination across jurisdictions
 - i. Designate bicycle/pedestrian coordinator for each agency
 - ii. Maintain communication – establish quarterly meetings
- e. Increase signage and pavement markings on key corridors
 - i. “Wrong way”
 - ii. “Use full lane”
 - iii. Shared-Lane Arrows



2. Question: *What has your agency **recently done** with infrastructure to improve bicycle safety?*

- a. FDOT—Justification required to omit bike facilities in new projects
- b. FDOT/CUTR—Collected data on many state highways documenting sub-standard lighting conditions
- c. HART
 - i. Bikes on Bus training provides education opportunities
 - ii. Signs on buses – inside and out
 - 1. “3-foot Law”
 - 2. “Share the Road”
- d. TPD – Messages on rear window: “3-foot Law”
- e. Hillsborough County MPO
 - i. Conducting problem analysis
 - ii. Crash mapping
 - iii. Developing buildable projects
- f. Hillsborough County Public Works
 - i. Upgrading intersection lighting
 - ii. Fletcher Ave redesign
 - iii. Nebraska Ave road diet
 - iv. Adding bicycle lanes with resurfacing projects
- g. City of Tampa—First to implement Shared Lane Arrows



3. Question: *What can your agency do **today or next week** to improve infrastructure for bicycle safety?*

- a. FDOT
 - i. Additional signage and pavement markings
 - ii. Address bicycle detection sensitivity by signal system at key intersections
- b. HART
 - i. Add Bike Info to Transit Maps
- c. County
 - i. Maintenance of Traffic - Consider bike and pedestrians
- d. Multiple or All Agencies/Individuals
 - i. On existing resurfacing projects, mark bike lanes and shared-lane arrows as appropriate
 - ii. Maintain clean streets/debris removal
 - iii. Focus on projects that are immediately feasible and provide the most benefit with the least effort.
 - iv. Improve lighting conditions on key corridors (Lighting Annual Operating funds for “100 miles” should be estimated and included in the plan)



Section 7 | Summary of Public and Stakeholder Outreach

4. Question: *What can your agency do in the **next five years** to improve Infrastructure for bicycle safety?*

- a. MPO
 - i. Reprioritize safety projects that involve bicycle facilities
- b. Multiple or All Agencies/Individuals
 - i. Institute policies/standards:
 - 1. Number of lanes maximum
 - 2. Minimum lane width
 - 3. Improve mobility options
 - 4. Reduce driver distractions (i.e. cell phones)
 - 5. Consider no right-turn on red
 - 6. Road diets
 - ii. Encourage/promote company subsidies for bicycle commuters
 - iii. Establish single point of communication for bicycle information/reporting (bicycle hot-line that can redirect questions/comments to respective agency)
 - iv. Increase signage and pavement markings (on both new and improved roadways)
 - v. Perform bicycle safety audits
 - vi. Improve facilities on “shadow network” (parallel circulator roads)
 - vii. Aggressively reduce continuous dropped curb (overly wide driveways) as part of 3R projects (requires support from local governments)

5. Question: *What needs to be done **long-term** with infrastructure to improve bicycle safety?*

- a. Work to reclaim public right-of-way for public use
- b. Create a comprehensive trail system
- c. Context sensitive design
- d. Establish a regional network of commuter and recreational trails
- e. FDOT/MPO
 - i. Program projects for bicycle infrastructure into Work Program
 - ii. Target larger arterials for conversion to complete streets/ boulevards



Breakout Session 2: Education and Enforcement:

1. Question: *What are the top three **education-related goals** to improve bicycle safety?*

- a. Coordinate effort into a regional or statewide campaign
- b. Speakers bureau
- c. Target specific audiences
 - Age
 - Demographic
- d. Outreach to retailers and bicycle destinations
- e. More intensive bicycle counts to better gauge ridership (quick yes/no statistics during counts)
- f. Form a “Bicycle Brigade” to work alongside law enforcement (providing/installing lights, safety checks, gear, etc.)

2. Question: *What are the top three **enforcement-related goals** to improve bicycle safety?*

- a. Enforce 3 Foot Law with motorists
- b. Enforce wrong-way riding
- c. Enforce bike lights at night
- d. Focus enforcement on newly-implemented projects
- e. Utilize crash data to focus on hot spots
- f. Focus on education not punishment
- g. Train all officers in bike law enforcement (especially those patrolling in high-bike crash areas)
- h. Utilize Driver’s License Test questions to enforce knowledge (Increase bicycle-related questions)
- i. Look for a statewide effort – a top-down approach will ensure strong and consistent enforcement across jurisdictions

3. Question: What has your agency done **recently** in terms of **education** outreach to improve bicycle safety?

- a. AAA—“Bicycles are Vehicles” brochures
- b. City of Tampa
 - PSAs (Public Service Announcements)
 - Website education
- c. BPAC Outreach—Bicycle Rodeos
- d. HART—Billboards on buses
- e. TPD—Website information/outreach
- f. Tampa Bay Cycle—Safety Gear Giveaways
- g. Safe Routes to Schools
 - Training gym teachers
 - Expanding to middle schools
 - Instructor certification courses
 - WalkWise Tampa Bay model (outreach to organizations/groups, network of “ambassadors”)
 - Bike Safety Awareness Campaign
 - Bicycle Rodeos
- h. MPO
 - Bike Map
 - Adult classes



Section 7 | Summary of Public and Stakeholder Outreach

4. Question: *What has your agency done **recently** in terms of **enforcement** to improve bicycle safety?*

- a. Share the Road signage via variable message boards
- b. Increase in Bike Patrol
- c. Vehicle speed feedback signs
- d. Share the Road messages on TPD cars
- e. HCSO (bicycle safety details – education and citations)

5. Question: *What can your agency do **today or next week** to improve education or enforcement for bicycle safety?*

- a. Establish speakers bureau
- b. Create media and education campaign
 - Pre-made presentations of varying length for flexible group education opportunities
 - Spanish translation
 - Social media outlets
- c. Literature and handouts for pawn shops to provide with sold bicycles
- d. Create campaign similar to MADD
- e. Pursue quotes/grant applications in anticipation of grants
 - Expanding SRTS in upper level schools, etc.
 - Develop a business plan

6. Question: *What can your agency do in **the next five years** to improve education or enforcement for bicycle safety?*

- a. Establish relationship with School PTAs
 - Train one representative from each school PTA as a speaker
 - Create network of communication via schools
- b. FLHSMV – include bicycle safety in manual
- c. Bike Safety Kit individual donation program
 - Sponsor a child/family pre-packaged kit like Holiday dinners at grocery stores



Section 7 | Summary of Public and Stakeholder Outreach

7. Question: *What can your agency do in the **long-term** to improve education or enforcement for bicycle safety?*

- a. City of Tampa/TPD
 - Designate bicycle emphasis corridors
 - Enhance enforcement across these corridors
- b. HART—Coordinate routes to serve cyclists and pedestrians
- c. Create “social” infrastructure
 - Empower leaders in the community with resources and knowledge
 - Create physical place for bicycle education
 1. sections in libraries
 2. churches
 3. schools
- d. Find a celebrity spokesperson for PSAs and outreach events



Other Key Recommendations

1. Maintain communication and coordination across agencies/jurisdictions
 - a. Quarterly meetings
 - b. Combine with Community Traffic Safety Team (CTST) meetings
2. Secure funding for education/enforcement programs and infrastructure to improve bicycle safety
 - a. Section 402 grants
 - b. DOH, HUD and DOE grants

Bicycle Safety Action Plan Action Items and Next Steps

- Complete Technical Stakeholder and Public Workshop Summaries (TOA)
- Stakeholder follow up to obtain direction on comments, commitments, and timeframes (MPO/TOA)
- Complete Goals and Objectives for the BSAP (MPO/TOA/Review)
- Identification of corridors for review (MPO/Sprinkle)
- Completion of BSAP and Draft Review
- Public Workshop – January (MPO/County/Jacobs/TOA)



Section 7 | Summary of Public and Stakeholder Outreach

PUBLIC WORKSHOP | November 29, 2010 7:00 PM

Hillsborough MPO 601 E. Kennedy Blvd., 18th Floor Tampa, Florida

Introduction:

A public workshop was conducted on November 29, 2010 to solicit input from private citizens concerned with bicycle transportation and safety in Hillsborough County. Each attendee was asked to introduce themselves, identify their interest in bicycle safety, and what they wanted to accomplish from the workshop. A list of meeting attendees is provided in the Technical Appendix.

Infrastructure and Outreach Strategies Presentations:

Presentations were provided on potential infrastructure strategies and outreach strategies that are commonly used to reduce bicycle crashes.

Problem Corridor/Area Preliminary Presentation:

A presentation was provided that identified the anticipated approach that will be used to identify mitigation measures for specific problem corridors or areas as part of parallel study effort to the development of the Bicycle Safety Action Plan. The presentation also included some of the issues that contribute to bicycle crashes and mitigation measures that may be applied.

A copy of each presentation is included in the Technical Appendix.

Following the presentations, workshop participants were asked to answer a series of questions relating to strategies to improve bicycle safety, and were given the opportunity to provide individual general comments. A summary of the common themes and/or key recommendations from the groups are presented below. Additional details from individual survey responses can be found in the Technical Appendix.

1. Question: *What are the three most important roadway **changes** that should be implemented to improve bicycle safety?*

- a. Install bike lanes where existing shoulders are adequate
 - i. Retrofit existing corridors
 - ii. Targeted for crash mitigation strategies based on crash history
- b. Increase pavement markings on key corridors
 - i. Shared-Lane “Sharrows”
- c. Increase signage on key corridors
- d. Implement stronger traffic calming policies on key bicycle corridors
- e. Ensure roadways are clean and clear of debris that might impede bicycle travel

2. Question: *What are three roadway improvements at **specific locations** that you recommend to improve bicycle safety?*

- a. Bike Lanes
 - i. Fletcher Avenue
 - ii. Ehrlich Road
 - iii. Bearss Avenue
 - iv. Bayshore Blvd.
 - v. Gandy Blvd.
 - vi. Azeele/Platt/Cleveland
 - vii. Hillsborough Avenue
- b. Road Diet
 - i. Bayshore Blvd.
 - ii. Busch Blvd. (West of 56th Street)
- c. Use new standards to address existing problems

Section 7 | Summary of Public and Stakeholder Outreach

3. Question: *What are three specific education outreach efforts that you recommend to improve bicycle safety?*

- a. Educate law enforcement, motorists, bicyclists, via media campaigns
- b. Encourage bicycle use—Increasing the number of bicyclists on the road will make it safer.
- c. Work with retailers to promote bicycle safety
 - i. Pawn shops
 - ii. Independent retailers
 - iii. Shelters
- d. Work with DMV to promote bicycle awareness
 - i. Bicycle Safety video playing in waiting area
 - ii. Require more bicycle safety material on Driver's license exams
- e. Close down a "bicycle boulevard" on a weekend and implement a "bike-only" day.
 - i. Improves visibility and awareness

4. Question: *What are three specific enforcement activities that you recommend to improve bicycle safety?*

- a. Encourage direct enforcement in the field
 - i. Both drivers and bicyclists
 - ii. Both citations and warnings
- b. Implement stricter punishments to drivers who disobey laws
 - i. i.e. 3' passing law
- c. Issue a bike light with a ticket (possibly to cover cost of light)
 - i. "Cite and Light"

5. Question: *Do you have any other recommendations to improve bicycle safety in Hillsborough County?*

- a. Offer free/low-cost lights to low-income persons
- b. Develop a shadow network of bicycle-safe roads
- c. Consider bilingual population in marketing and outreach education
- d. Improve bicycle access and circulation in shopping malls

Other Key Recommendations

1. Implement new policies to protect bicyclists in dangerous right-turn situations



Section 7 | Summary of Public and Stakeholder Outreach

PUBLIC WORKSHOP | February 24, 2010 6:30 PM

Pizzo Elementary School—11701 USF Bull Run Dr. Tampa, FL



Introduction:

At the next three public workshops, a presentation was given providing an overview of the current efforts to date and explaining the vision, goal and Action Items that were previously identified. The attendants were asked to answer four questions based on the information presented. The following are summaries of their responses.

1. Question: *In your opinion, which Action Items are the most important to improve bicycle safety?*

Workshop attendants overwhelmingly chose Action Items 5 and 4. These action items dealt with targeted education efforts to discourage two of the most hazardous behaviors one can commit on a bicycle: Riding against traffic on roadways, and riding at night without lights. Both action items involved installing signage displaying this message, developing an educational brochure on each hazardous behavior and an education campaign directed at law enforcement to include a training video and reference card to remind officers of the laws. Furthermore, Action Item 5 includes a bicycle light distribution campaign coordinated with law enforcement.

2. Question: *Do you have any additional Action Items that you would add to the list?*

- Ensure consistency of bike-lane striping or install share-the-road signs and shared-lane arrows where bicycle lanes are missing and infeasible.
- Remove signal countdown timers. These may influence dangerous driver behaviors.
- Install signs to remind motorists of the “3-foot” rule.
- Increase education targeted at motorists who do not look right before turning right.
- Increase publicity on the development of this Action Plans
- Implement an aggressive maintenance campaign for bicycle lanes and paved shoulders.
- Improve design on roadways that are dangerous for bicyclists.
- Implement more meaningful consequences for drivers who kill cyclists/pedestrians.
- Ban the use of cell phones while driving.
- Increase off-road bike paths

3. Question: *In your opinion, which Action Items are the most important to improve bicycle safety?*

No Action Items were elected for removal.

4. Question: *In your opinion, which Action Items are the most important to improve bicycle safety?*

- Leverage the local cycling community by asking for volunteers to assist officers in education outreach.
- Fix Fowler Avenue/Morris Bridge Road – this is dangerous for bicycles to maneuver through.
- “I want to be able to ride my bicycle safely from Temple Terrace to Hyde Park
- Implement Bicycle Safety Training in public school curriculum.
- Improve public transportation to encourage more multimodal travel options and shift bias away from automobiles.

PUBLIC WORKSHOP | Tuesday, March 1, 2011 6:30 PM

Bloomington Regional Library—1906 Bloomington Ave. Valrico, FL



1. Question: *In your opinion, which Action Items are the most important to improve bicycle safety?*

Attendants chose Action Item 7 as being the most important. This item focuses on expanding the successful WalkWise campaign to including a BikeSmart component. To date, the WalkWise campaign has given over 3,000 presentations on pedestrian safety and approved thousands of “ambassadors” who promise to promote and practice pedestrian safety. Under BikeSmart, these efforts will be expanded to bicyclist education as well.

2. Question: *Do you have any additional Action Items that you would add to the list?*

- Increased enforcement on the side of motorists
- Ban cell phones and discourage distracted driving
- Education in high-school drivers education courses
- Improve roadway cleanup efforts
- Consider passing out neon vests as well as lights

3. Question: *In your opinion, which Action Items are the most important to improve bicycle safety?*

No Action Items were elected for removal.

4. Question: *In your opinion, which Action Items are the most important to improve bicycle safety?*

- Driver Education should be emphasized more.

Section 7 | Summary of Public and Stakeholder Outreach

PUBLIC WORKSHOP | March 2, 2011 6:00 PM

Broward Elementary School—400 W. Osborne Ave. Tampa, FL



1. Question: *In your opinion, which Action Items are the most important to improve bicycle safety?*

Workshop attendants overwhelmingly chose Action Items 5 and 4. These action items dealt with targeted education efforts to discourage two of the most hazardous behaviors one can commit on a bicycle: Riding against traffic on roadways, and riding at night without lights. Both action items involved installing signage displaying this message, developing an educational brochure on each hazardous behavior and an education campaign directed at law enforcement to include a training video and reference card to remind officers of the laws. Furthermore, Action Item 5 includes a bicycle light distribution campaign coordinated with law enforcement.

2. Question: *Do you have any additional Action Items that you would add to the list?*

- Increased enforcement on the side of motorists

3. Question: *In your opinion, which Action Items are the most important to improve bicycle safety?*

Redirect focus on lighting to focus on education campaigns. Lighting is less of an influence in these crashes.

4. Question: *In your opinion, which Action Items are the most important to improve bicycle safety?*

- Increase the number of East-West connections for bicyclists
- Implement more “Road Diets”
- Lower speed limits
- Make bicycle riding a mandatory part of a driver’s license course so drivers are aware of being in the position of a bicyclist.
- Implement signage to remind drivers to look right before turning.

INFRASTRUCTURE

OBJECTIVE 1: Reduce bicycle crashes and encourage bicycle usage by improving transportation system infrastructure through the implementation of strategic countermeasures and construction of new bicycle facilities.

- Potential Strategy 1.1: Hillsborough County and the cities within shall adopt context-sensitive “Complete Streets” policies and appropriate land development regulations (see also Potential Strategy 3.01).
- Potential Strategy 1.2: Hillsborough County and the cities within shall annually identify priority roadway corridors for bicycle safety improvements including initiatives to:
 - Enhance roadway and intersection lighting
 - Provide bike lane markings/designations for existing roadway facilities which meet design criteria
 - Implement short-term action-items identified herein
- Potential Strategy 1.3: Hillsborough County and the cities within shall maintain existing bicycle facilities and shall:
 - Verify that existing customer service systems include categories relevant to bike facility maintenance.
 - Prioritize maintenance of bicycle facilities consistent with other roadway maintenance issues (e.g. sinkholes, damaged signage)
- Potential Strategy 1.4: Hillsborough County and the cities within shall coordinate with the Florida Department of Transportation (FDOT) to develop and implement consistent design guidelines for bicycle facilities.
- Potential Strategy 1.5: Hillsborough County and the cities within shall increase the miles of major roadways with designated bicycle facilities.
- Potential Strategy 1.6: FDOT District 7, Hillsborough County and the cities within shall coordinate to plan and implement a network of alternative roadways to facilitate safe bicycle travel within the County. This network will connect major activity centers and will utilize collector roadways, local streets, and off-road trails and will provide for designated crossings of arterial roadways and other barriers to safe, efficient travel.

EDUCATION AND ENFORCEMENT

OBJECTIVE 2: Reduce bicycle crashes and the severity of crashes by changing the behavior of drivers and bicycles to increase compliance with existing laws through coordinated education and law enforcement efforts.

- Potential Strategy 2.1: Hillsborough County and the cities within shall each designate a staff person to serve as a bicycle (and pedestrian) coordinator who will meet no less than four times per year to coordinate activities.
- Potential Strategy 2.2: Hillsborough County and the cities within shall develop a coordinated and sustained bicycle safety education campaign that annually identifies specific geographic, demographic and subject matter targets.
- Potential Strategy 2.3: The coordinated education outreach effort shall recruit and make use of a recognizable spokesperson from the community for public service announcements.
- Potential Strategy 2.4: The coordinated education outreach effort shall recruit, train and register instructors qualified to teach bicycle safety programs.
- Potential Strategy 2.5: The coordinated education outreach effort shall secure resources to provide ongoing training to law enforcement officers on bicycle law enforcement techniques.
- Potential Strategy 2.6: Hillsborough County and the cities within shall leverage the energy and resources of the Tampa Bay bicycling community to supplement agency efforts. Example strategies include:
 - Formation of “bicycle brigades” to assist law enforcement in providing/installing safety equipment pursuant to enforcement activities.
 - Support of bicycle rider training and equipment checks.
 - Fundraising to provide lights, helmets and outreach activities.
- Potential Strategy 2.7: The WalkWise program overseen by the Center for Urban Transportation Research at the University of South Florida shall be expanded to include a BikeSmart component.

LAND USE

OBJECTIVE 3: Support long-term bicycle safety improvements and bicycle usage through land use strategies.

- Potential Strategy 3.1: Hillsborough County and the cities within shall adopt context sensitive “Complete Streets” policies and appropriate land development regulations (see also Potential Strategy 1.01).
- Potential Strategy 3.2: Hillsborough County and the cities within shall identify opportunities to create a network and access options that can provide access to destinations along major arterial roadways without requiring the user to travel along the arterial roadway network.
- Potential Strategy 3.3: Hillsborough County and the cities within shall identify and revise their Land Development Codes to require adequate bicycle parking facilities.



MONITORING

OBJECTIVE 4: Monitor the progress of bicycle safety improvements.

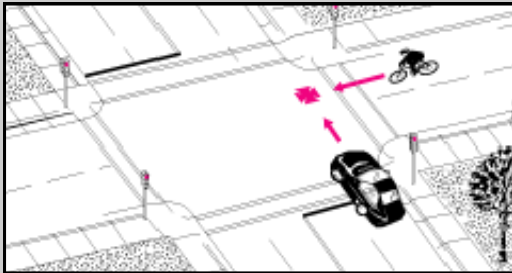
- Potential Strategy 4.1: The Hillsborough County MPO shall develop and implement an annual bicycle usage monitoring program to assess the level of bicycle usage in the community.
- Potential Strategy 4.2: The Hillsborough County MPO shall annually monitor bicycle safety efforts (including but not limited to):
 - The number of bicycle crashes
 - The number of fatal and severe injury bicycle crashes
 - The number of registered bicycle trainers serving Hillsborough County and the number of training sessions undertaken.
 - The use of bicycle lights at night by bicyclists (monitored in crash reports and through field data collection)
 - The number of bicycle related citations issued.



Crash Type 1: Motorist Failed to Yield at a Signalized Intersection

The motorist enters an intersection and fails to stop at a traffic signal, striking a bicyclist who is traveling through the intersection on a perpendicular path. Typically, no turning movements are made by either party, except for a possible right turn on red. Many of these crashes involve bicyclists who are riding the wrong way against traffic, either in the roadway or on the sidewalk approaching the intersection.

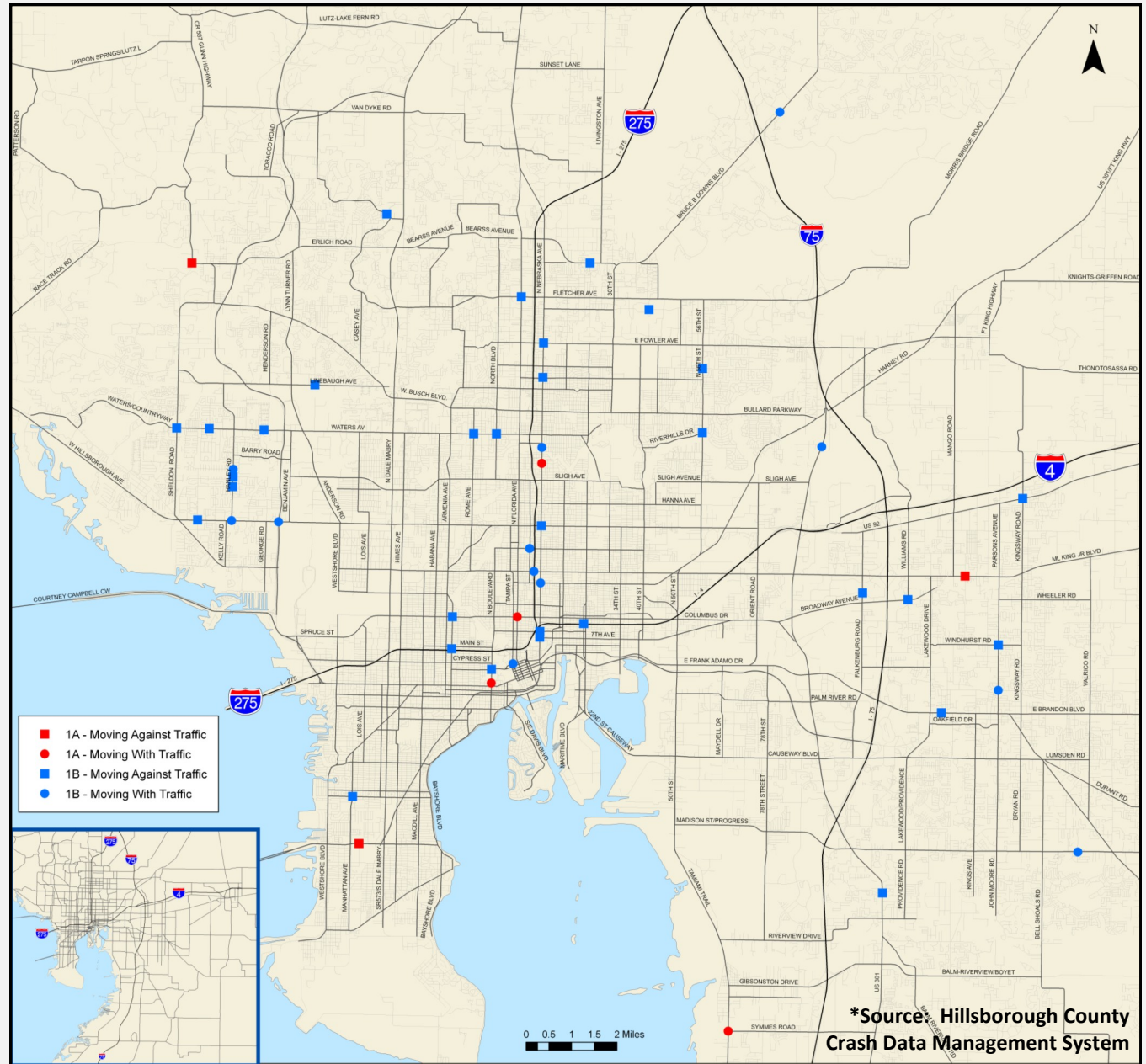
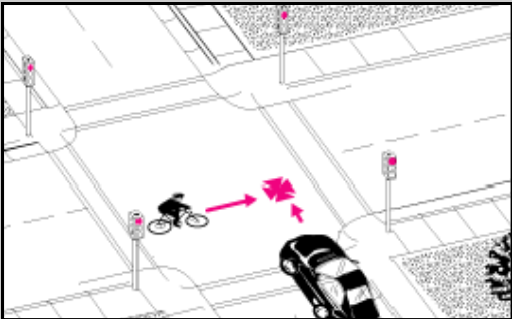
Crash Type 1A



Motorist drives through a red signal **without stopping**. The motorist could be speeding and unable to stop in time, trying to get through the intersection on a yellow or amber signal indication, disregarding the signal, or failing to see the red signal.

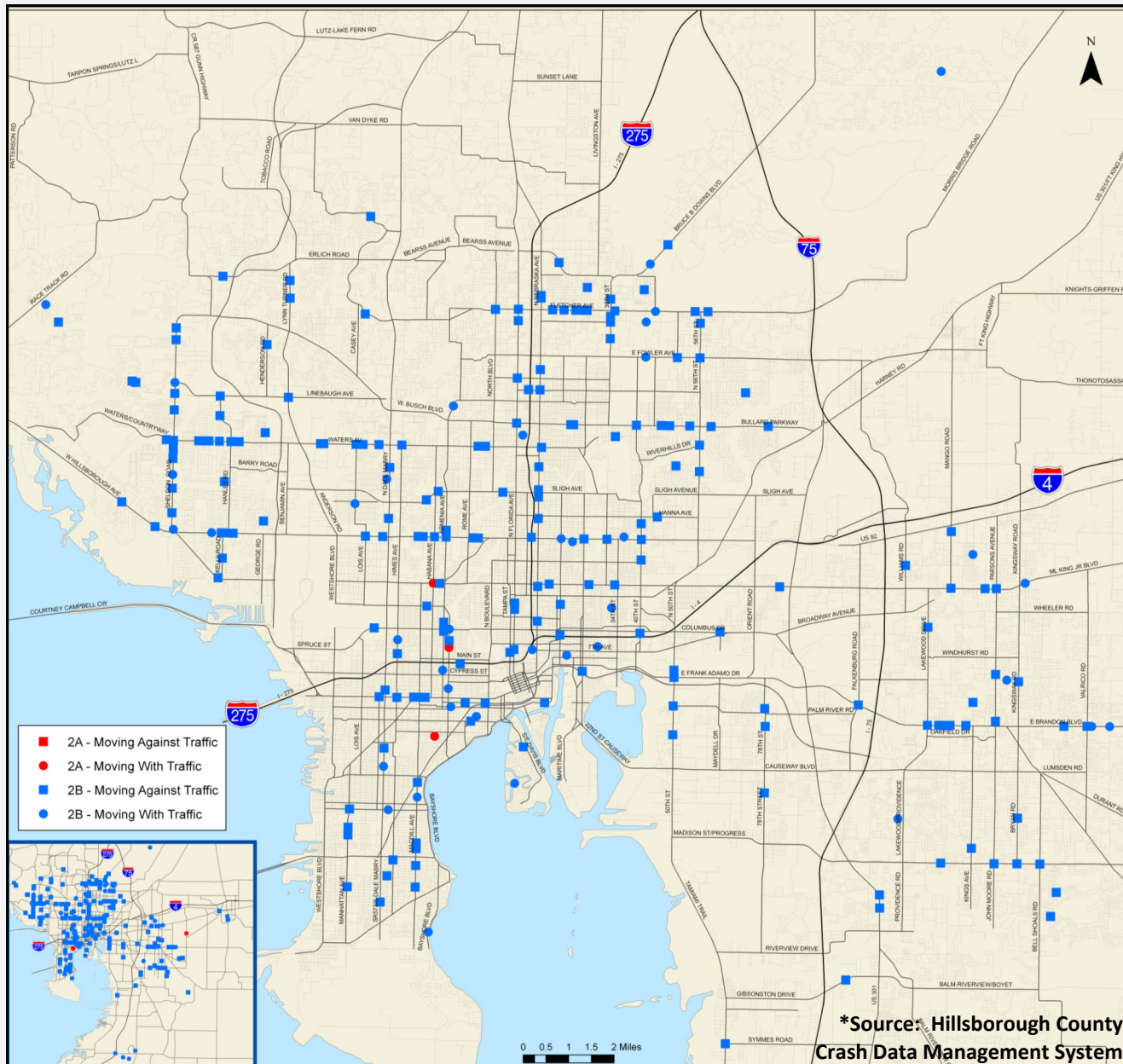
Crash Type 1B

The motorist drives out **after stopping** for a red signal, into the path of an oncoming bicyclist. The motorist may be making a **right turn on red** and fails to look to the right to see an approaching bicyclist. The bicyclist could be riding the wrong way in either the roadway or on the sidewalk.



Map 10: Bicycle Crashes: Motorists Failed to Yield at a Signalized Intersection

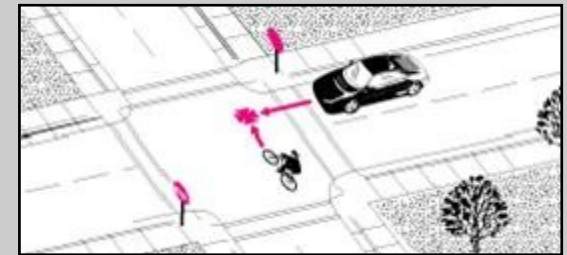
Crash Type 2: Motorist Failed to Yield at a Non-Signalized Intersection



Map 11: Bicycle Crashes: Motorists Failed to Yield at a Non-Signalized Intersection

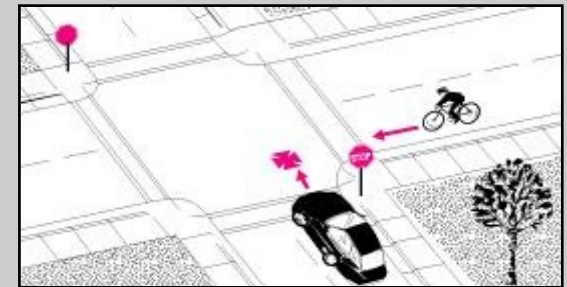
The motorist enters an intersection without properly stopping or yielding at a stop sign, yield sign, or uncontrolled location, striking a bicyclist who is traveling through the intersection on an initial perpendicular path. Many of these crashes also involve bicyclists who are riding the wrong way against traffic, either in the roadway or on the sidewalk approaching the intersection.

Crash Type 2A



Motorist **fails to stop** at a stop sign or yield at a yield sign or uncontrolled intersection. The motorist could be speeding or otherwise fail to observe correct right-of-way, including **flagrantly violating sign control**.

Crash Type 2B

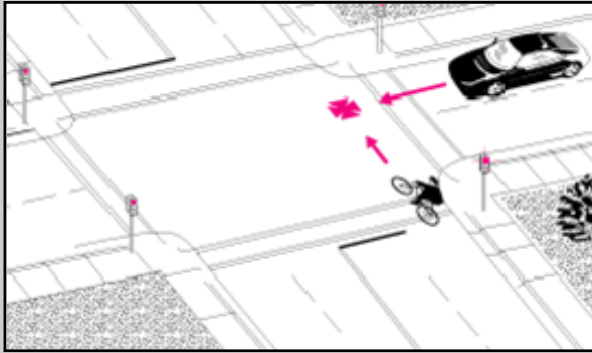


The motorist pulls out into the path of a bicyclist traveling through the intersection **after first stopping (or slowing)**. The bicyclist could be riding the wrong way or on the sidewalk or both and ride into the intersection in the pedestrian crosswalk area. The motorist may pull out and fail to check or notice the bicyclist approaching (**particularly from the right**). The motorist may be turning right.

Appendix B | Hillsborough Countywide Bicycle Crashes (2005-2009)

The bicyclist enters an intersection on a red signal or is caught in the intersection by a signal change, colliding with a motorist who is traveling through the intersection. This group of crashes could involve a lack of understanding of the signal or inexperience for a young bicyclist or flagrant disregard for the signal by an older bicyclist. In many of these crashes, the bicyclist is likely to be riding on the sidewalk or riding the wrong way, against traffic, and fail to notice the signal indication.

Crash Type 3A



The bicyclist rides into the intersection through a red signal **without stopping**. The bicyclist may be trying to rush through on an amber signal indication, fail to see the red signal, or choose to disregard the signal. The bicyclist may not want to interrupt momentum or stop for a signal with an excessively long delay or that does not detect bicyclists' presence. Inexperience could also contribute to this type of crash. **The signal may be more difficult to observe if the bicyclist is traveling wrong-way or riding on the sidewalk.**

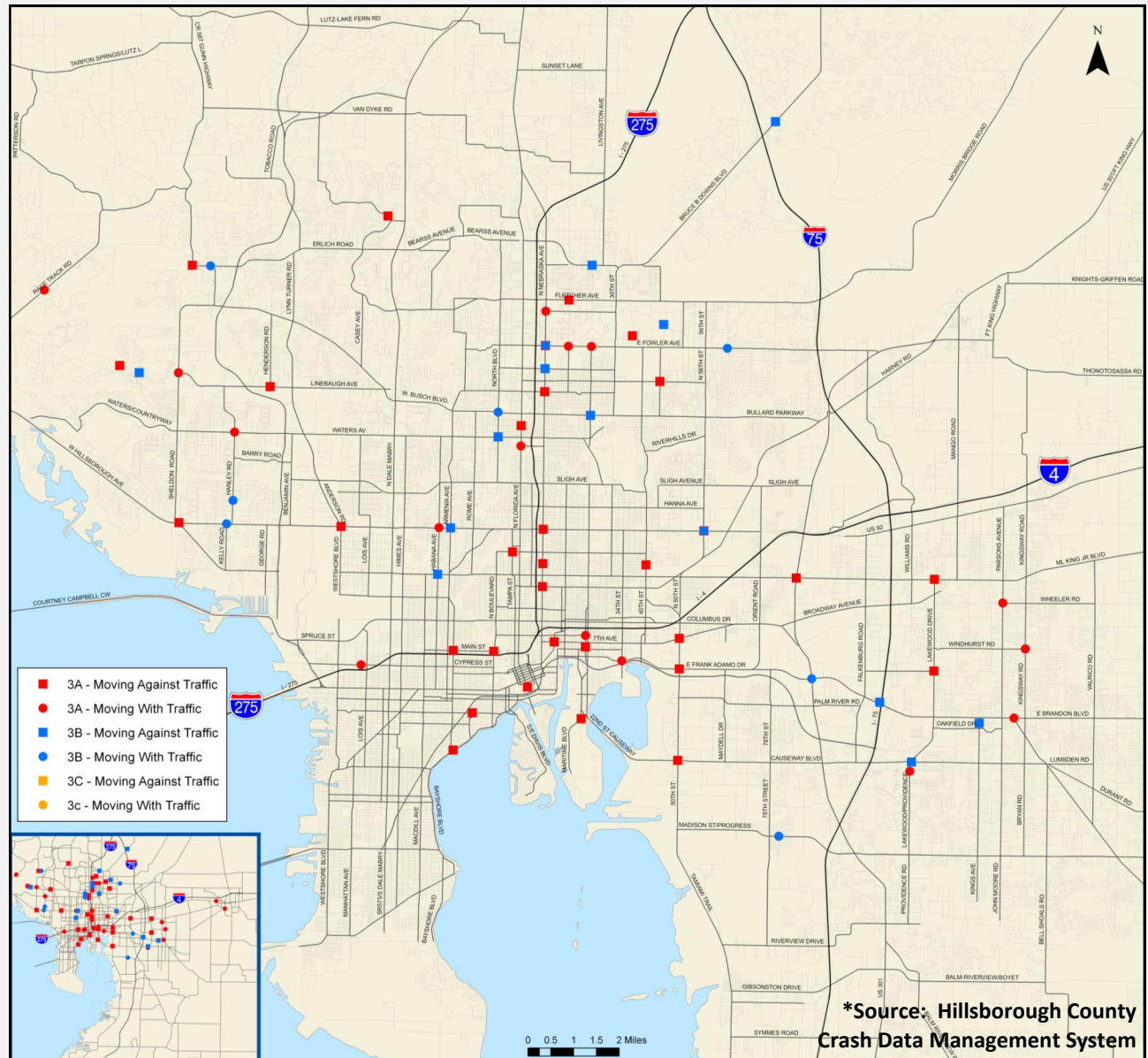
Crash Type 3B

The bicyclist enters the intersection on a green or amber traffic signal indication but **fails to clear the intersection when the traffic signal changes to green** for the cross-street traffic. A multiple threat crash can also occur when the signal changes to green for the cross-street traffic and the bicyclist is struck by a motor vehicle whose view was obstructed by standing or stopped traffic in an adjacent lane.

Crash Type 3C

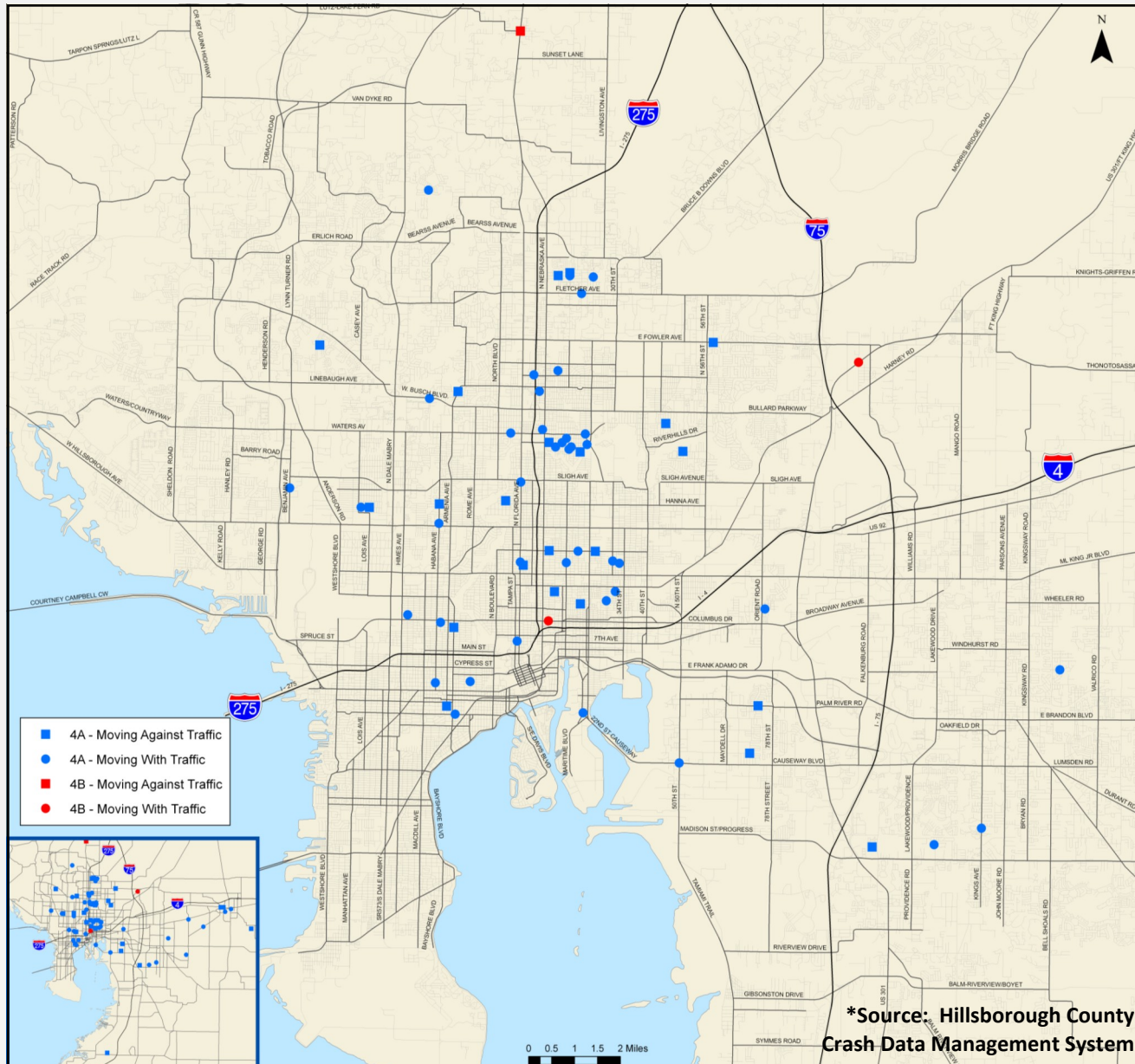
The bicyclist rides into the intersection **after stopping for a red signal** and into the path of a motorist. The bicyclist may ride out after waiting for a green indication if there is no provision for bicycle detection or the delay is excessive.

Crash Type 3: Bicyclist Failed to Yield at a Signalized Intersection

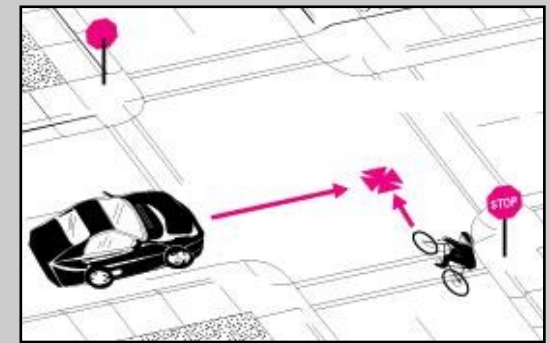


Map 12: Bicycle Crashes: Bicyclist Failed to Yield at a Signalized Intersection

Crash Type 4: Bicyclist Failed to Yield at a Non-Signalized Intersection



The bicyclist enters an intersection and fails to stop or yield at a non-signalized intersection (typically controlled by a stop sign), colliding with a motorist who is traveling through the intersection. This group of crashes could involve a lack of understanding of the sign control or inexperience for a young bicyclist, or flagrant disregard for the sign by an older bicyclist.



Crash Type 4A

Bicyclist **fails to yield** at a stop sign, yield sign or uncontrolled intersection. Sidewalk or wrong-way riding may exacerbate the problem by increasing the chances the bicyclist will not notice and obey sign control. Younger bicyclists tend to be disproportionately involved in this crash type.

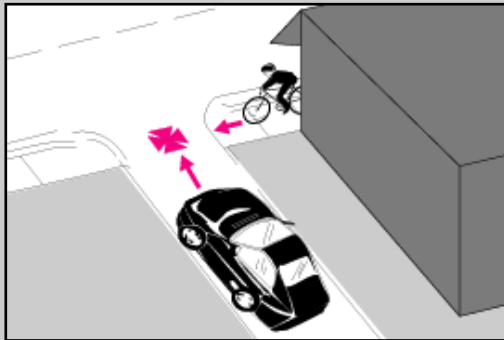
Crash Type 4B

The bicyclist rides out **after stopping (or slowing)**. At a yield or two-way stop, the motorist could be speeding, the bicyclist may underestimate the time needed to start-up and get through the intersection, or the bicyclist may not detect an approaching motorist. At a four-way stop, the bicyclist may not understand right-of-way rules. A multiple threat situation can also occur at a non-signalized location.

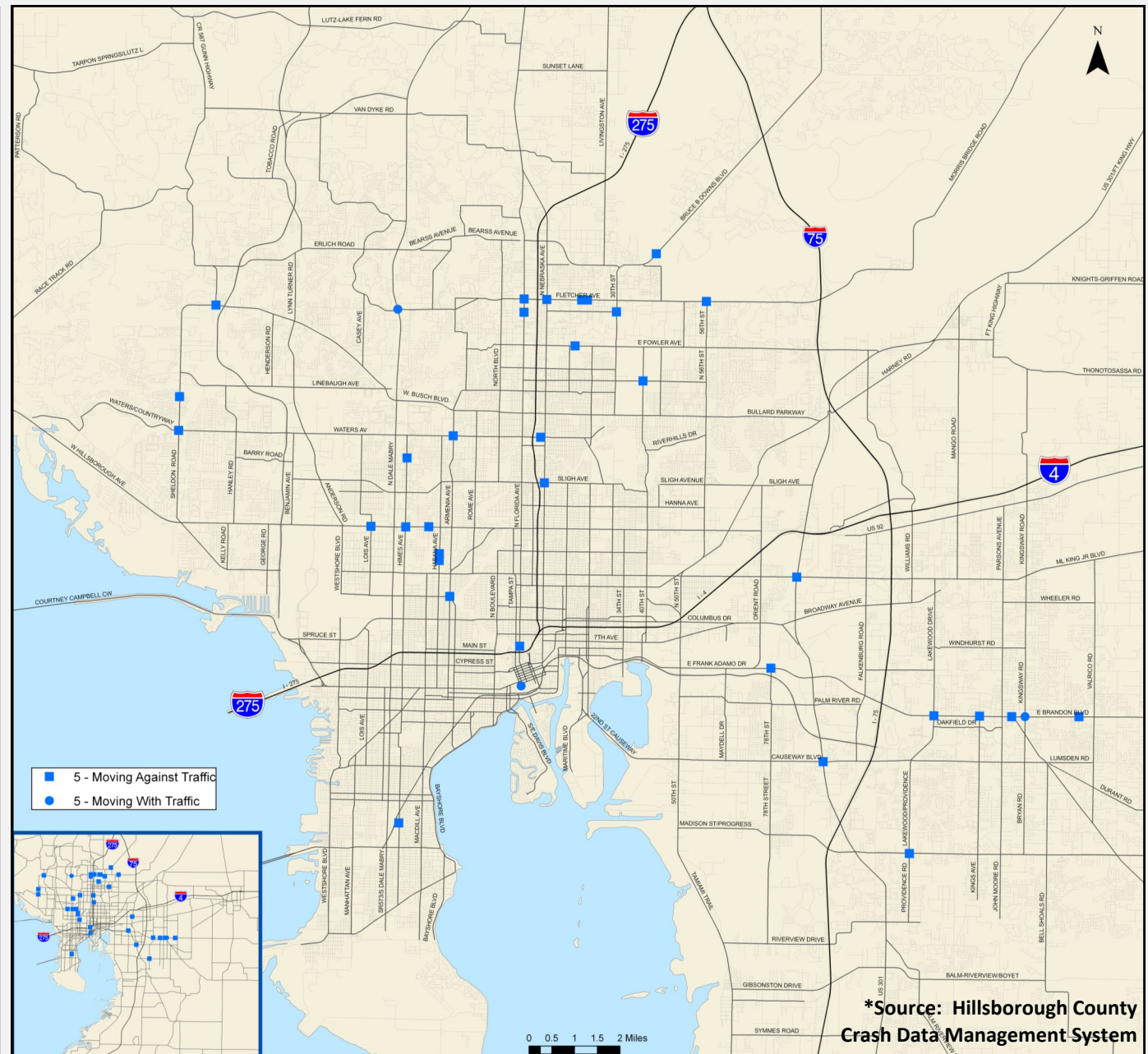
Crash Type 5: Motorist Drove Out—Midblock

The motorist typically pulls out of a driveway or alleyway and fails to yield to a bicyclist riding along the roadway or on a parallel path or sidewalk. Two-thirds of these types of crashes typically involve a bicyclist who is riding the wrong way against traffic, either on the sidewalk or on the roadway.

Crash Type 5

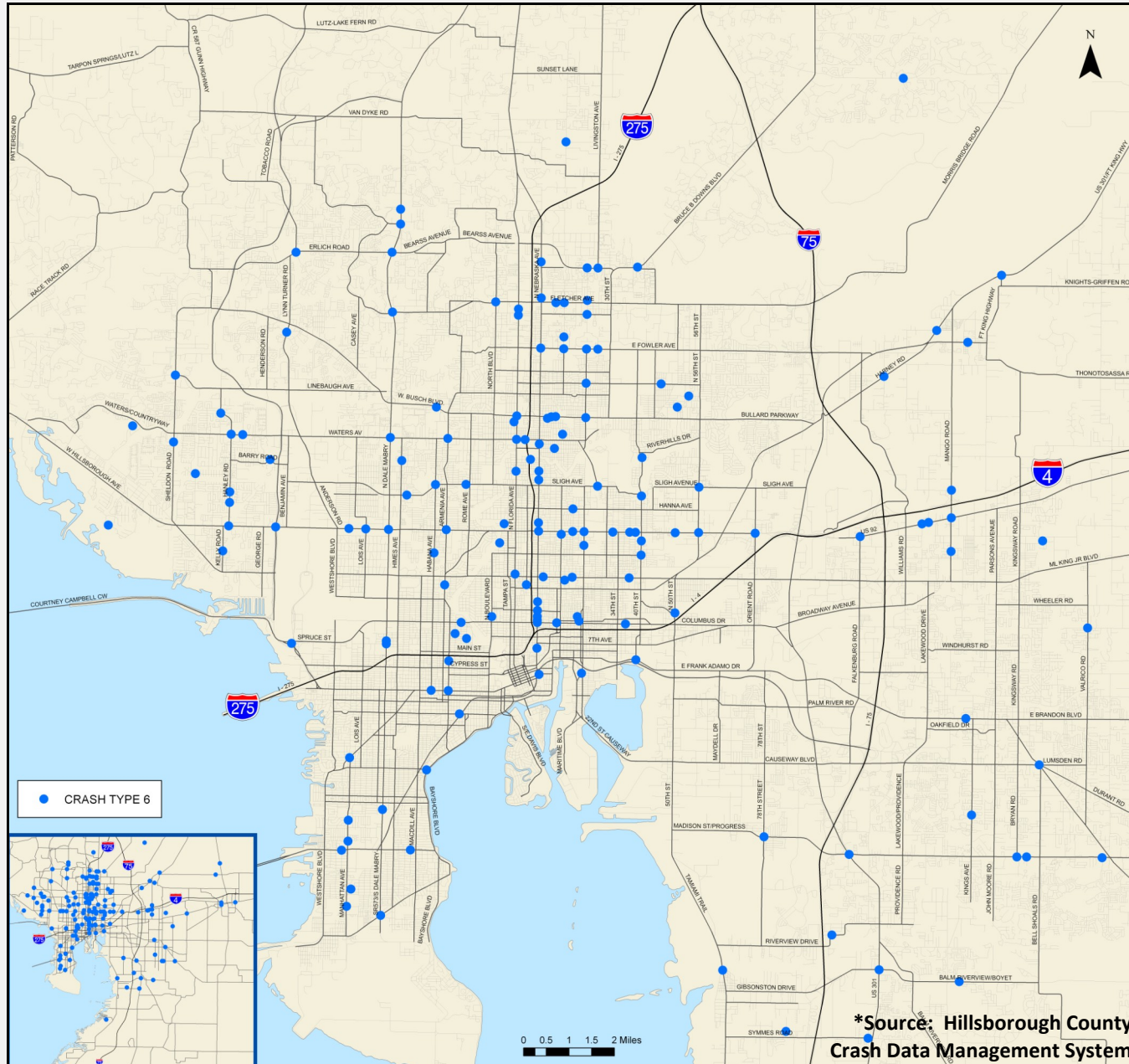


The motorist pulls out of a residential or commercial driveway or alleyway and fails to yield to a bicyclist riding along the roadway, on the sidewalk, or on a parallel shared-use path. Visibility may be obscured by buildings, parked cars, trees and shrubs, signal control boxes, sign posts and a host of other things that can be found along the sidewalk or edge of the roadway. The motorist may also fail to look right before pulling out or fail to detect higher-speed bicyclists or those traveling wrong-way on the roadway or sidewalk.

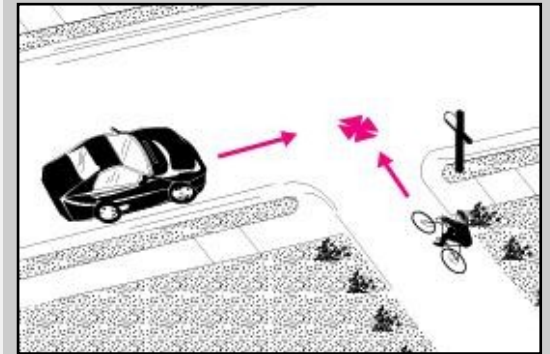


Map 14: Bicycle Crashes: Bicyclist Rode Out—Midblock

Crash Type 6: Bicyclist Rode Out—Midblock



The bicyclist rides out from a residential driveway, commercial driveway, sidewalk, or other midblock location into the road and is struck by or collides with a motorist.



Crash Type 6

The bicyclist rides out from a residential driveway, commercial driveway, sidewalk, or other midblock location into the road without stopping or yielding and is struck by a motorist. This crash type is a common one for young children who fail to stop and scan for vehicles before crossing the road or pulling out into traffic. Motorists speeding through neighborhood streets increase the risk of being unable to avoid this type of crash, so traffic calming measures may be appropriate.

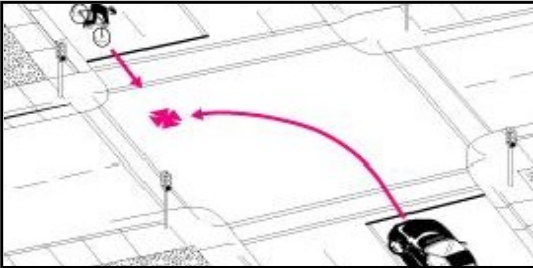
Map 15: Bicycle Crashes: Bicyclist Rode Out—Midblock

Appendix B | Hillsborough Countywide Bicycle Crashes (2005-2009)

Crash Type 7: Motorist Turned or Merged Left into Path of Bicyclist

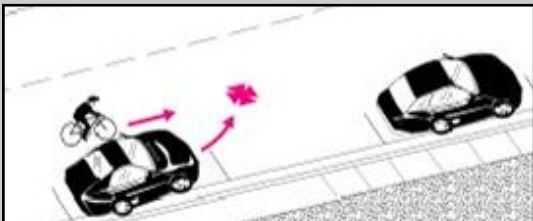
The motorist turns left into the path of an oncoming bicyclist or turns or merges left across the path of a bicyclist who is traveling straight in the same direction as the motorist. This crash can also involve motorists or bus or delivery vehicles pulling out of parking spaces or stops.

Crash Type 7A

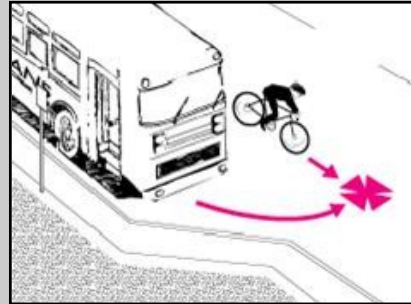


The motorist turns left into the path of an oncoming bicyclist. The problem frequently occurs at signalized intersections on roads with four or more lanes, but may occur at driveways and other non-signalized junctions. The left-turning motorist is waiting for a gap in oncoming traffic and fails to look for, see, or yield to the oncoming bicyclist.

Crash Type 7B



A motorist turns or merges left across the path of a bicyclist who is traveling straight ahead in the same direction as the motorist. This crash often occurs at an intersection or driveway where the bicyclist is riding the wrong way against traffic or is riding the wrong way against traffic on the sidewalk. Reducing wrong-way riding would be a goal of bicyclist education and other countermeasures.

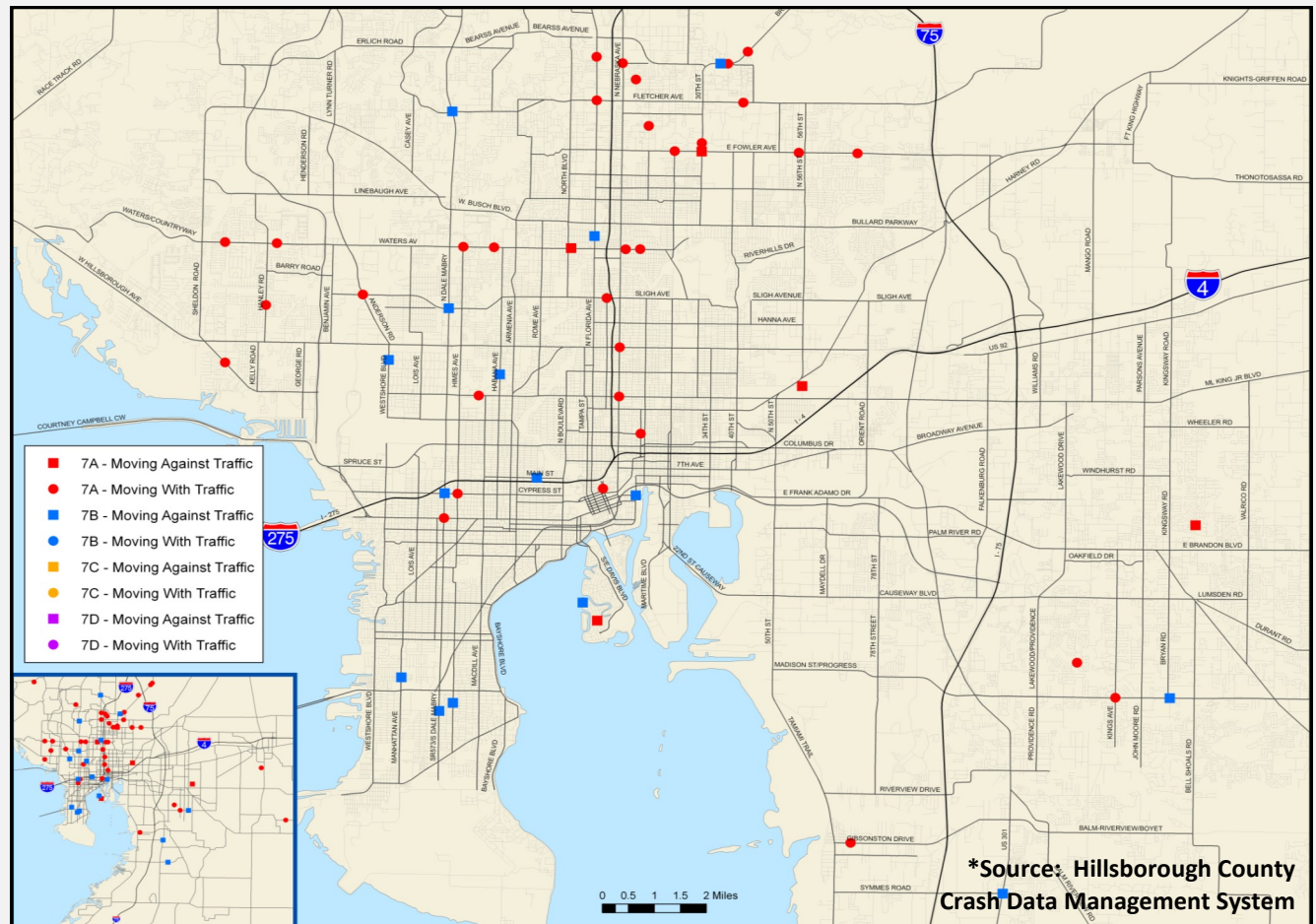
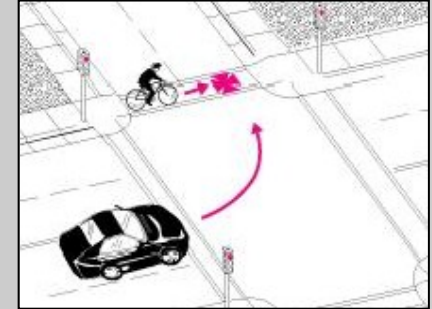


Crash Type 7C

A motorist merges left across the path of a bicyclist traveling straight ahead at an on/off ramp or other merge or weave area.

Crash Type 7D

A motorist, bus, or delivery vehicle strikes a bicyclist when pulling out of a parking space or stop.



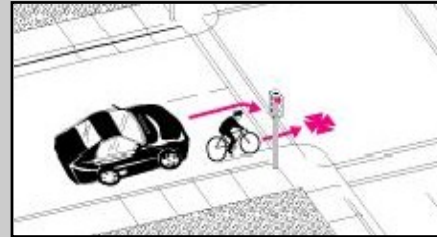
Map 16: Bicycle Crashes: Motorist Turned Right or Merged Left into Path of Bicyclist

Crash Type 8: Motorist Turned or Merged Right into Path of Bicyclist

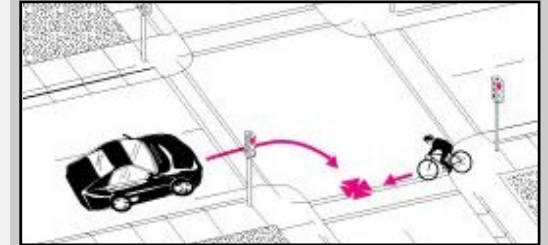
The motorist turns right into the path of a bicyclist traveling in the same direction or a motorist turning right strikes an oncoming bicyclist who is riding against traffic. This crash can also involve motorists pulling into parking spaces, turning right-on-red, or bus or delivery vehicles pulling over.

Crash Type 8A

At an intersection, merge area, or driveway, the motorist turns or merges right across the path of a bicyclist who is traveling straight ahead in the same direction. The motorist may misjudge the speed of the bicyclist or believe (mistakenly) that the bicyclist should wait for them.

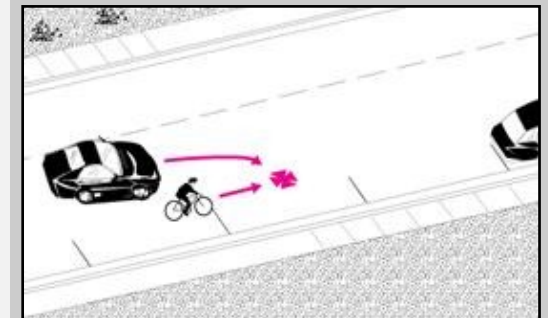


Crash Type 8B

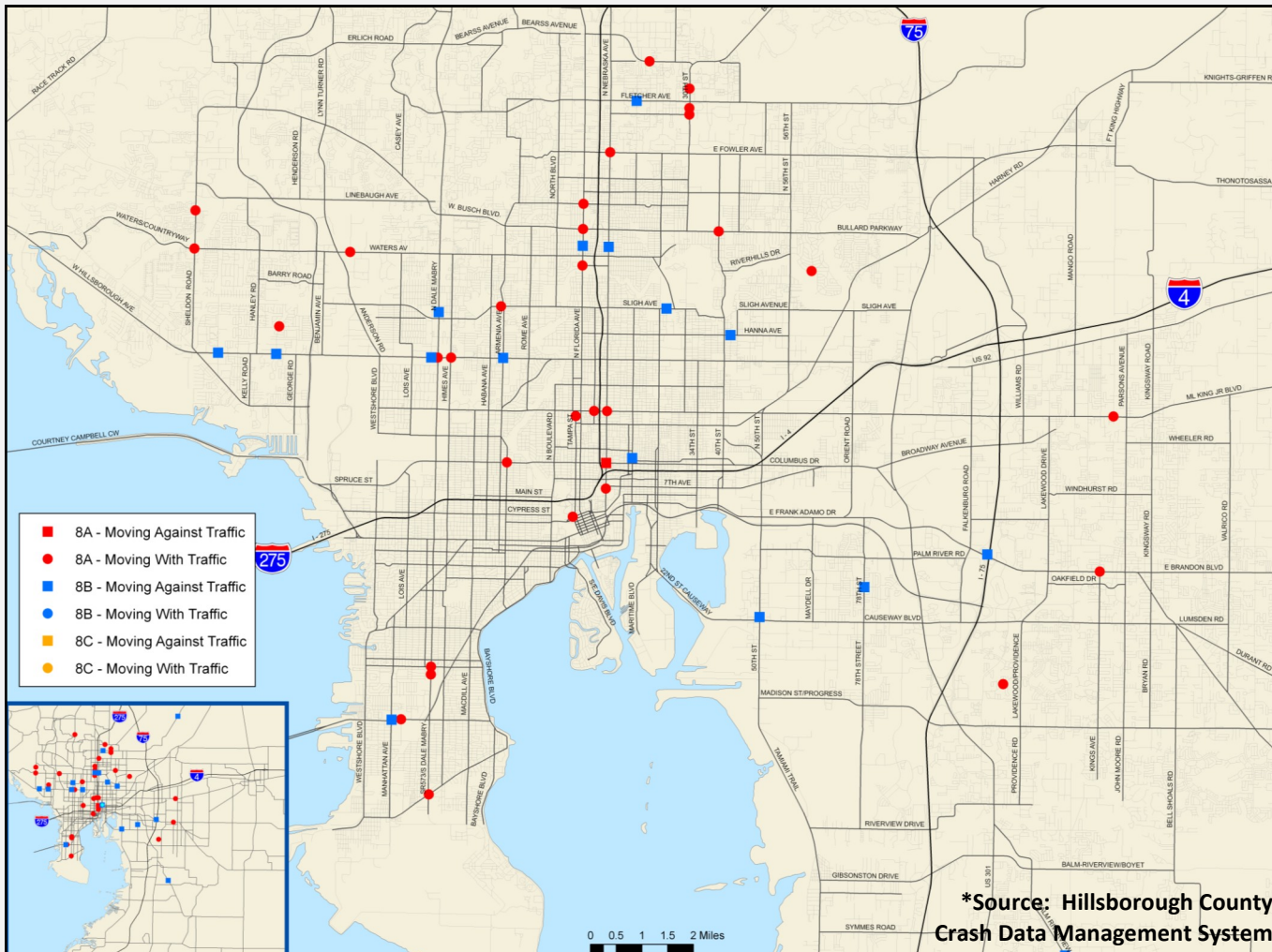


A motorist turns right, striking a bicyclist approaching from the opposite direction. The bicyclist is most likely riding the wrong way, against traffic, but could be legally riding on the sidewalk or an adjacent shared-use path. This crash may involve a right-turn-on-red, with the bicyclist possibly violating a red signal since the crash type involves traveling on a parallel path to the motorist.

Crash Type 8C



A motorist, bus, or delivery vehicle strikes a bicyclist when pulling into a parking space or stop.



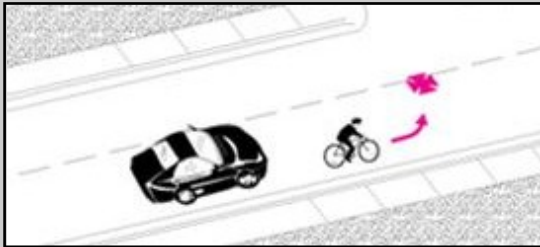
*Source: Hillsborough County Crash Data Management System

Map 17: Bicycle Crashes: Motorist Turned or Merged Right into Path of Bicyclist

Crash Type 9: Bicyclist Turned or Merged Left into Path of Motorist

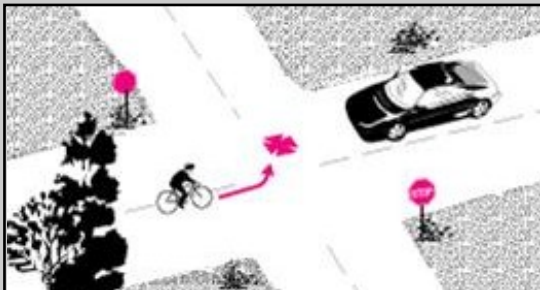
The bicyclist turns or merges left into the path of an overtaking motorist who is traveling straight ahead in the same direction as the bicyclist, or a bicyclist turning left strikes an oncoming motorist. This crash can also involve a bicyclist riding out from a sidewalk or path beside the road. The bicycle and the motor vehicle are initially on parallel paths.

Crash Type 9A

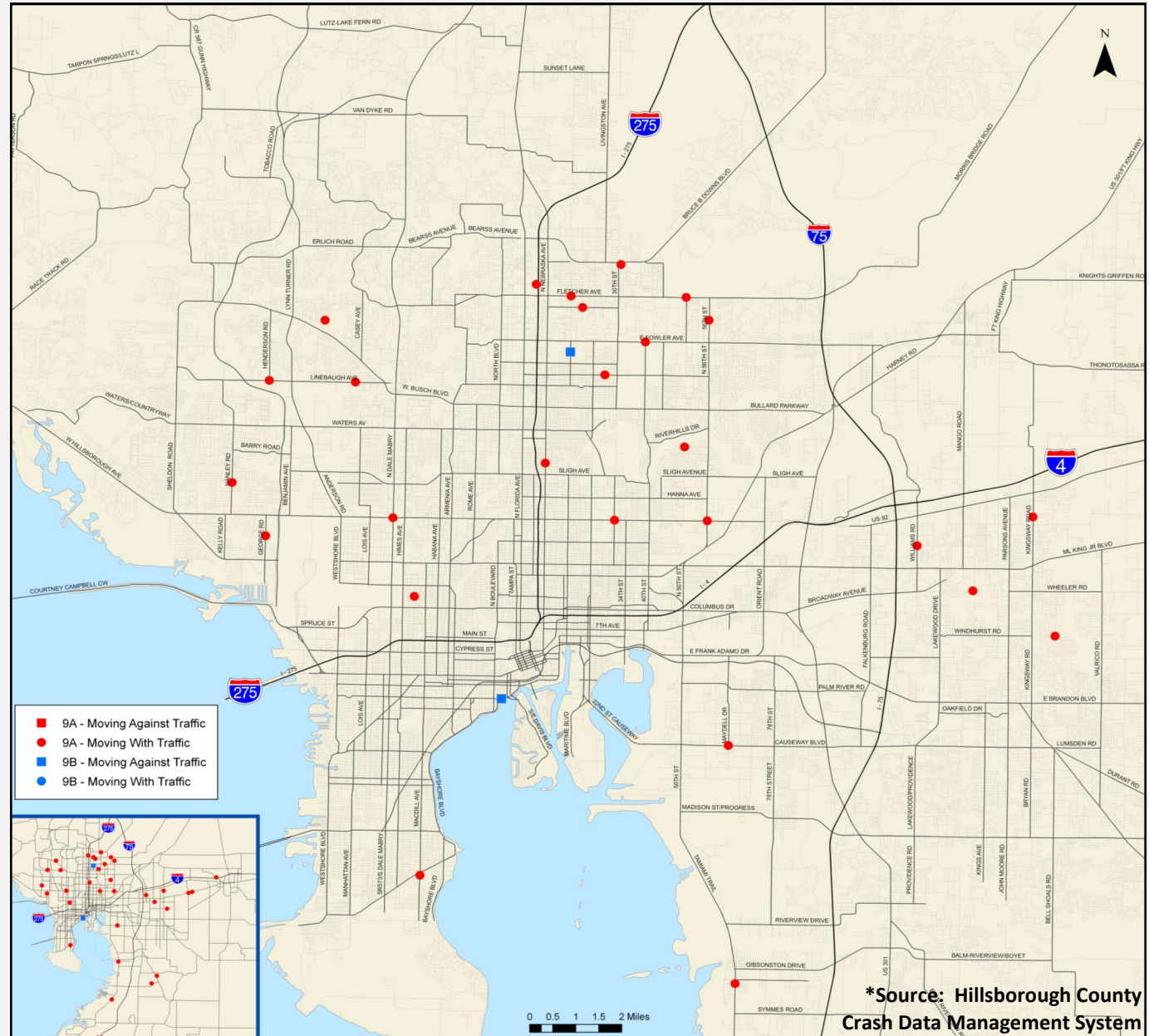


The bicyclist turns or merges left from the right side of the roadway. The rider fails to see or yield to a motorist coming from behind and is hit by the overtaking motorist. The crash also could involve a bicyclist riding out from a sidewalk or path beside the road. Speed of overtaking vehicles may be a factor in this group of crashes. The motorist also may not see the bicyclist, or may not suspect that the bicyclist will turn in front in time to react.

Crash Type 9B



The bicyclist attempts to make a left turn and rides into the path of an oncoming motorist. The crash could occur at an intersection, a midblock driveway, or a shared-use path.

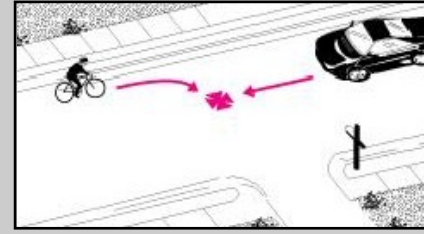
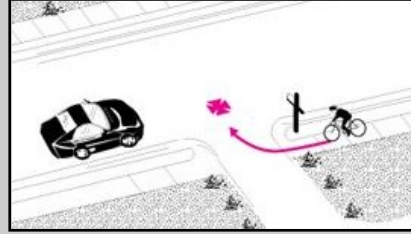


*Source: Hillsborough County
Crash Data Management System

Map 18: Bicycle Crashes: Bicyclist Turned or Merged Left into Path of Motorist

Crash Type 10: Bicyclist Turned or Merged Right into Path of Motorist

The bicyclist turns or merges right into the path of an oncoming motorist, or a bicyclist turns right across the path of a motorist traveling in the same direction as the bicyclist. This crash can also involve a bicyclist riding out from a sidewalk or shared-use path beside the road. The bicycle and the motor vehicle are initially on parallel paths.

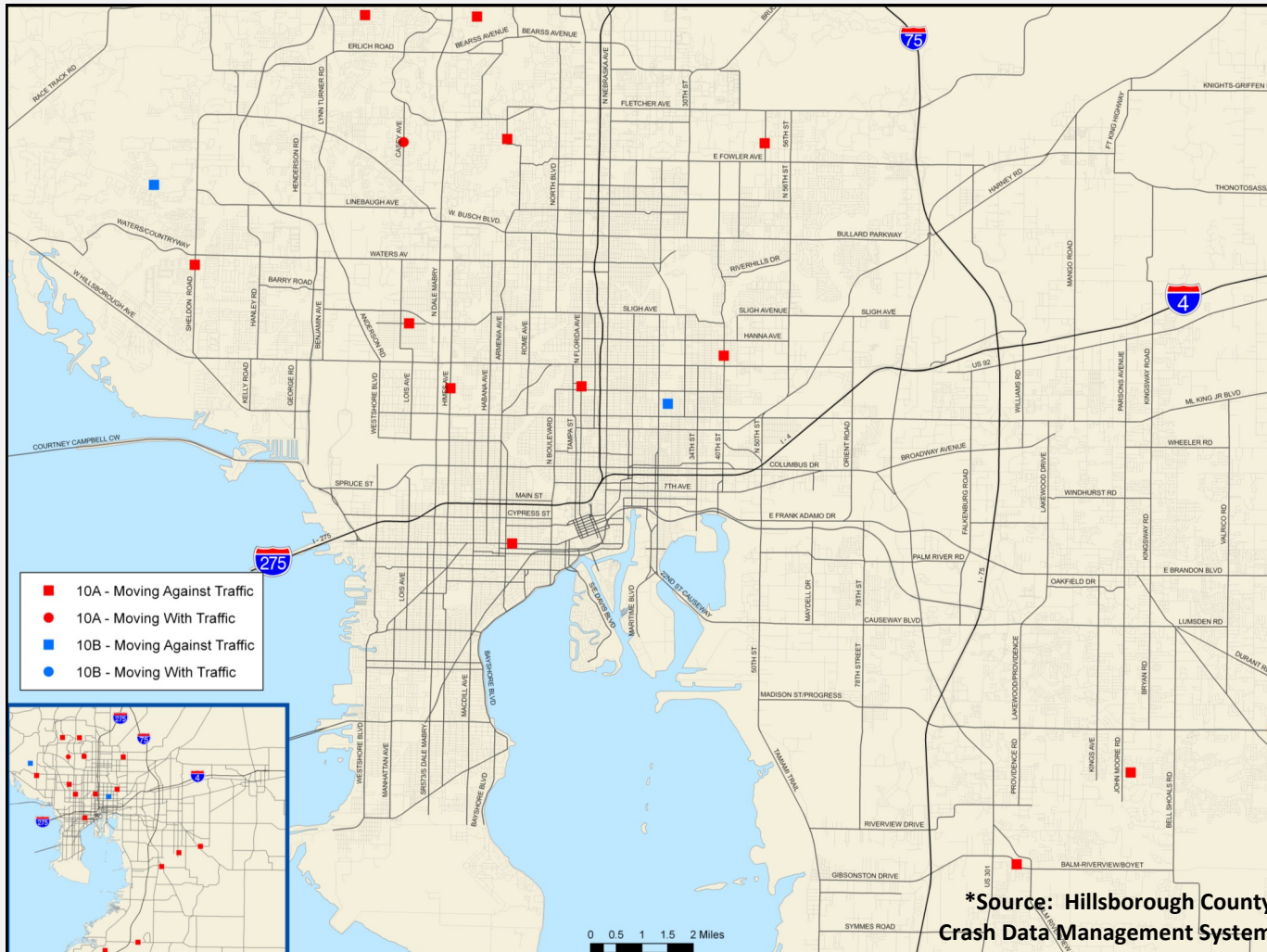
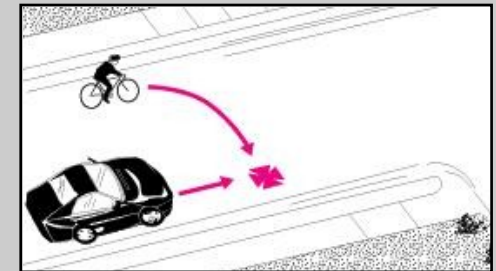


Crash Type 10A

The bicyclist turns or merges right into the path of an oncoming motorist. The crash could occur at an intersection or mid-block. The bicyclist may be riding out from an adjacent sidewalk or shared-use path or attempting to make a right turn from the wrong side of the roadway.

Crash Type 10B

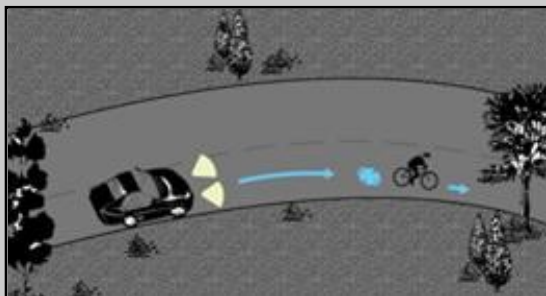
The bicyclist turns or merges right into the path of a motorist who is traveling straight ahead in the same original direction as the bicyclist. The bicyclist may be attempting to change lanes to make a right turn. This crash can also involve a bicyclist riding out from a sidewalk or shared-use path beside the road or changing from traveling facing traffic (wrong side of the street) to the correct side of the street.



Map 19: Bicycle Crashes: Bicyclist Turned or Merged Right into Path of Motorist

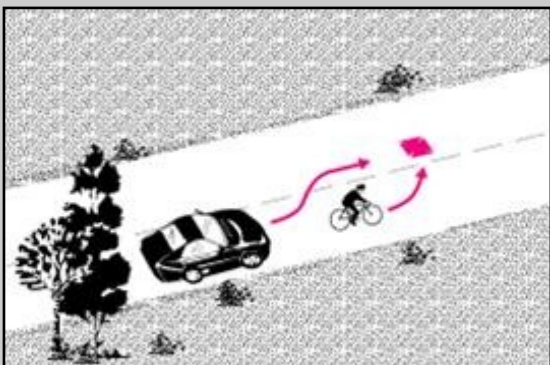
Crash Type 11: Motorist Overtaking Bicyclist

The motorist is overtaking a bicyclist and strikes the bicyclist from behind. These crashes tend to occur because the motorist fails to detect the bicyclist, the bicyclist swerves to the left to avoid an object or surface irregularity, or the motorist misjudges the space necessary to pass the bicyclist.



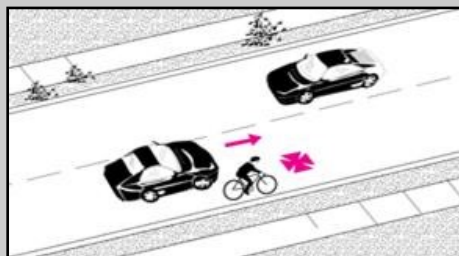
Crash Type 11A

The motorist is overtaking and fails to detect a bicyclist, striking the bicyclist from behind. These crashes often occur at night, and one or both parties may have been drinking. The bicyclist may have inadequate lights or reflectors, or may not be using lights.



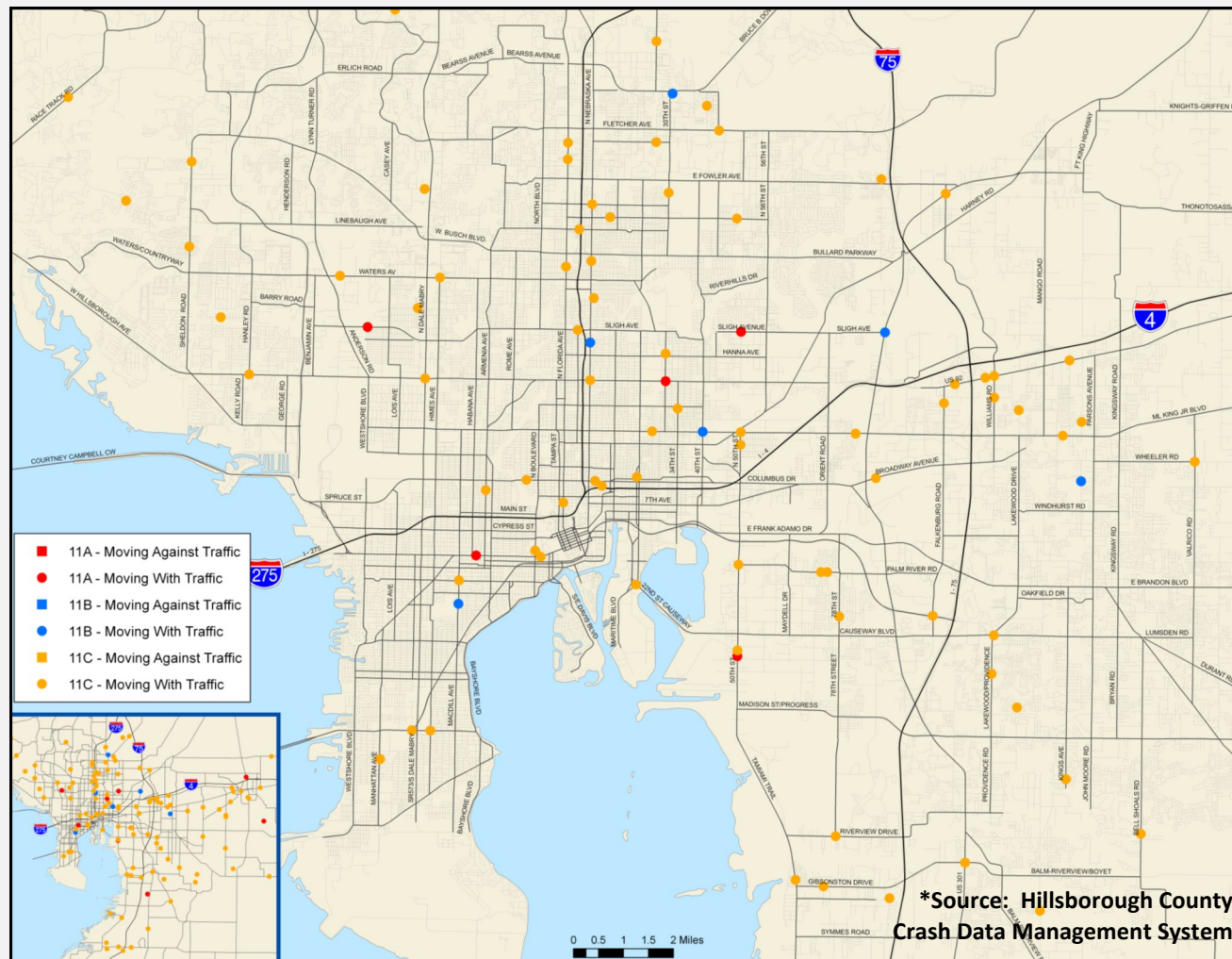
Crash Type 11B

The overtaking motorist strikes a bicyclist suddenly swerving to the left, possibly to avoid an object or surface irregularity, extended door of a parked car, or other obstacle.



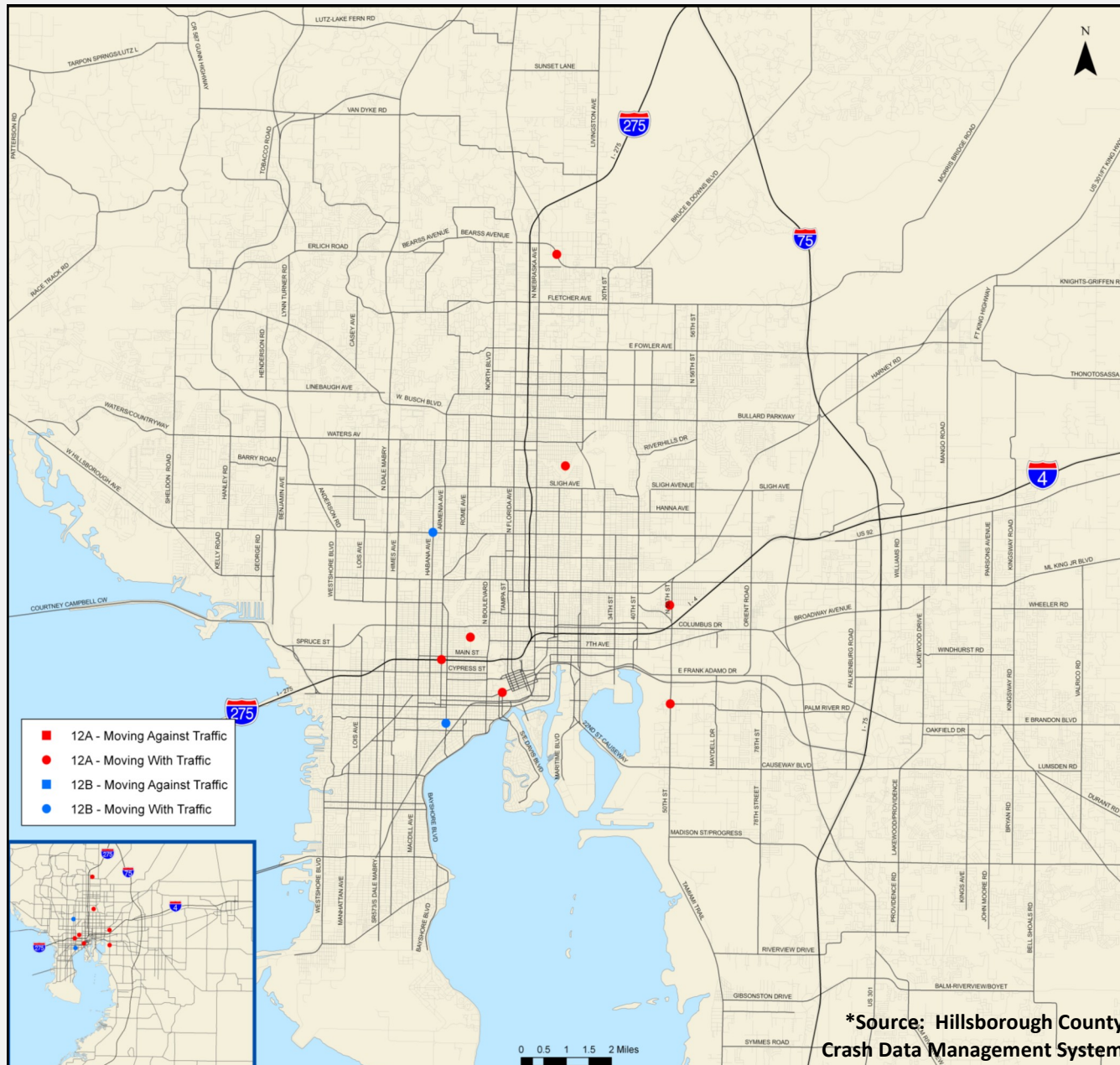
Crash Type 11C

The overtaking motorist detects the bicyclist ahead but fails to allow enough space to safely pass the bicyclist.

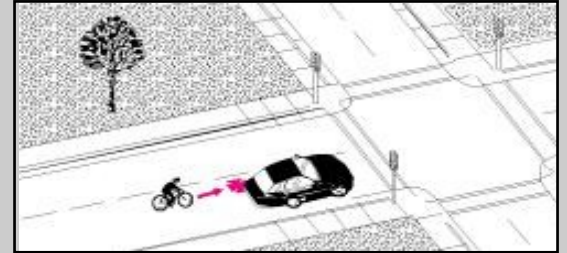


Map 20: Bicycle Crashes: Motorist Overtaking Bicyclist

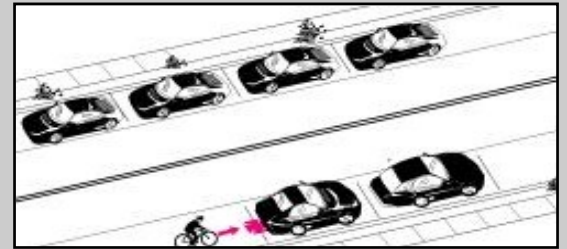
Crash Type 12: Bicyclist Overtaking Motorist



The bicyclist is overtaking and strikes the motor vehicle from behind. These crashes tend to occur because the bicyclist tries to pass on the right or left, the bicyclist strikes a parked vehicle while passing, or the bicyclist strikes an extended door on a parked vehicle while passing.

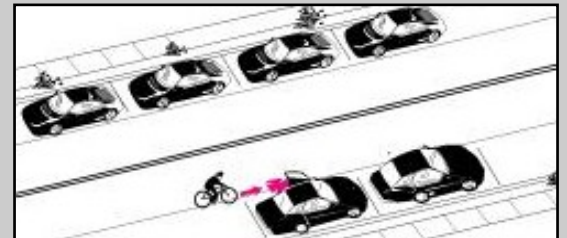


Crash Type 12A



The overtaking bicyclist strikes a motor vehicle while attempting to pass on either the right or the left.

Crash Type 12B



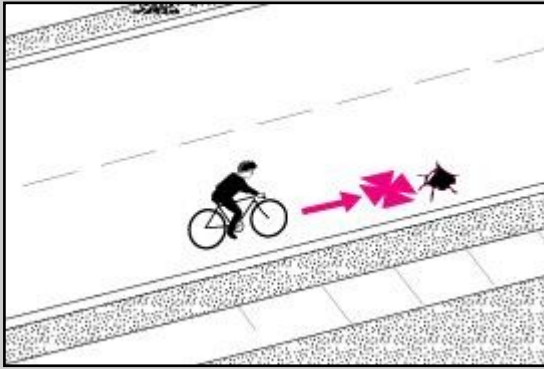
The overtaking bicyclist strikes a parked motor vehicle or extended door of a parked motor vehicle while attempting to pass on either the right or the left.

Map 21: Bicycle Crashes: Bicyclist Overtaking Motorist

Crash Type 13: Non-Motor Vehicle Crashes

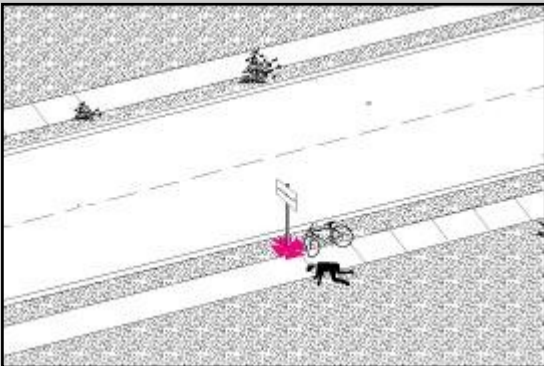
These crashes do not involve a motor vehicle and can occur in a variety of ways, including falls from a bike, a collision between two bicycles, a collision between a bike and a pedestrian, or a bicyclist striking an object.

Crash Type 13A

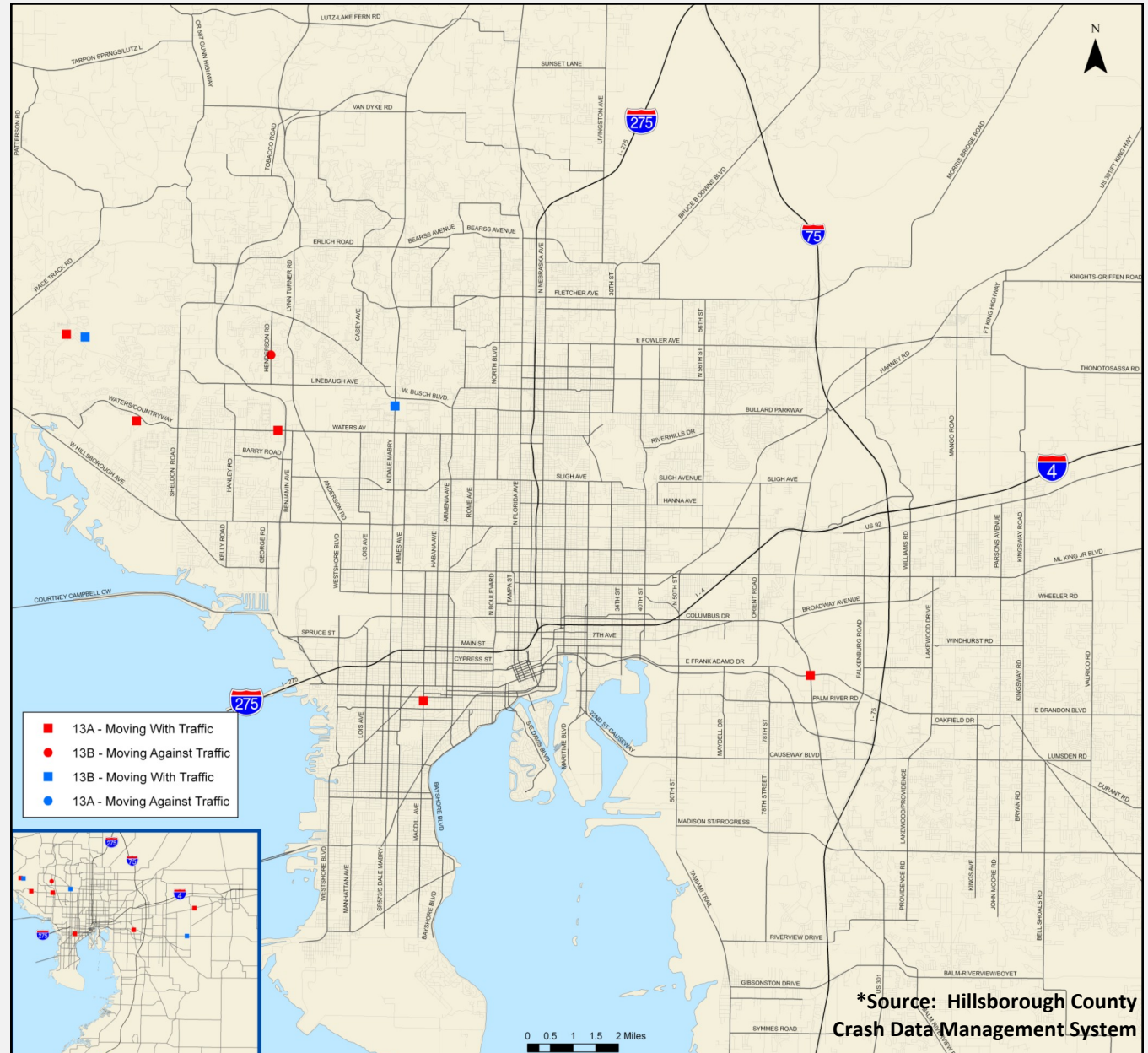


The bicyclist loses control due to a pavement surface irregularity, debris, or other hazard.

Crash Type 13B



The bicyclist strikes a pedestrian, object or other bicyclist on a shared-use path, sidewalk, or roadway.

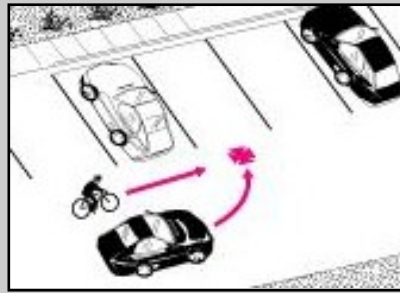


*Source: Hillsborough County Crash Data Management System

Map 22: Bicycle Crashes: Non-Motor Vehicle Crashes

Appendix B | Hillsborough Countywide Bicycle Crashes (2005-2009)

Crash Type 14: Non-Roadway and Other Causes

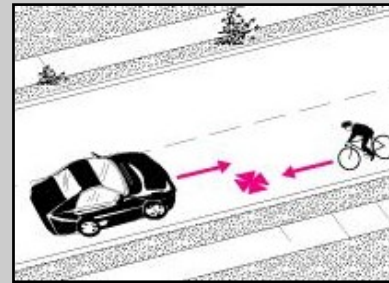


Crash Type 14A (Non-Roadway)

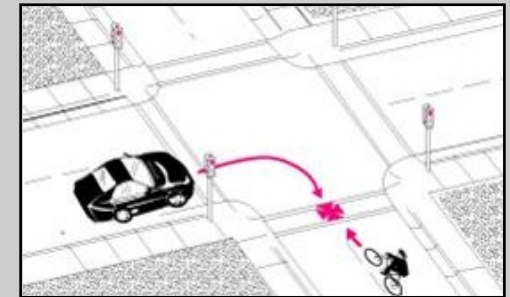
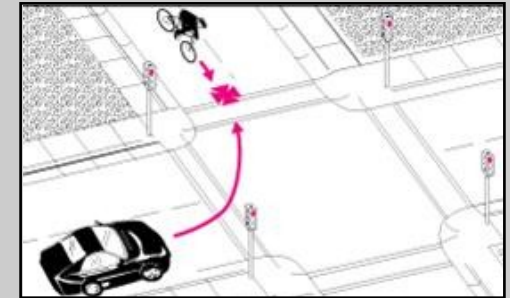
A motorist and bicyclist collide in a parking lot or driveway. The motor vehicle may be backing at the time of the crash.

Crash Type 14B (Other)

Either the bicyclist or the motorist was traveling in the wrong lane or direction and collided head-on with the other. The motorist could have been passing another vehicle.

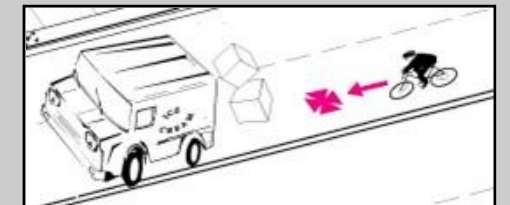


Crash Type 14C (Other)

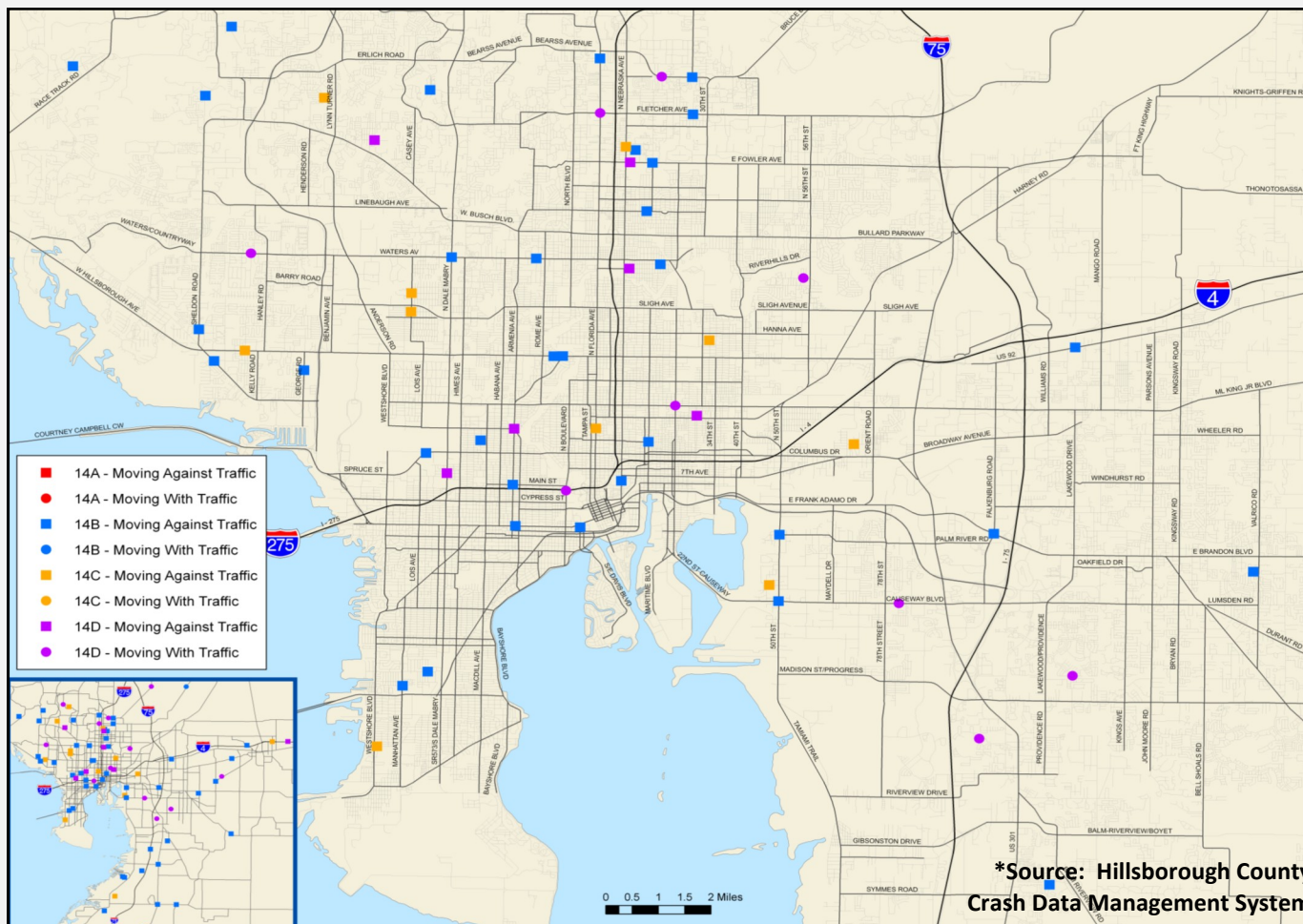


Either the bicyclist or motorist made a turning error (swung too wide on a right turn or cut the corner on a left turn) and turned into the opposing lane or path of the other.

Crash Type 14D (Other)



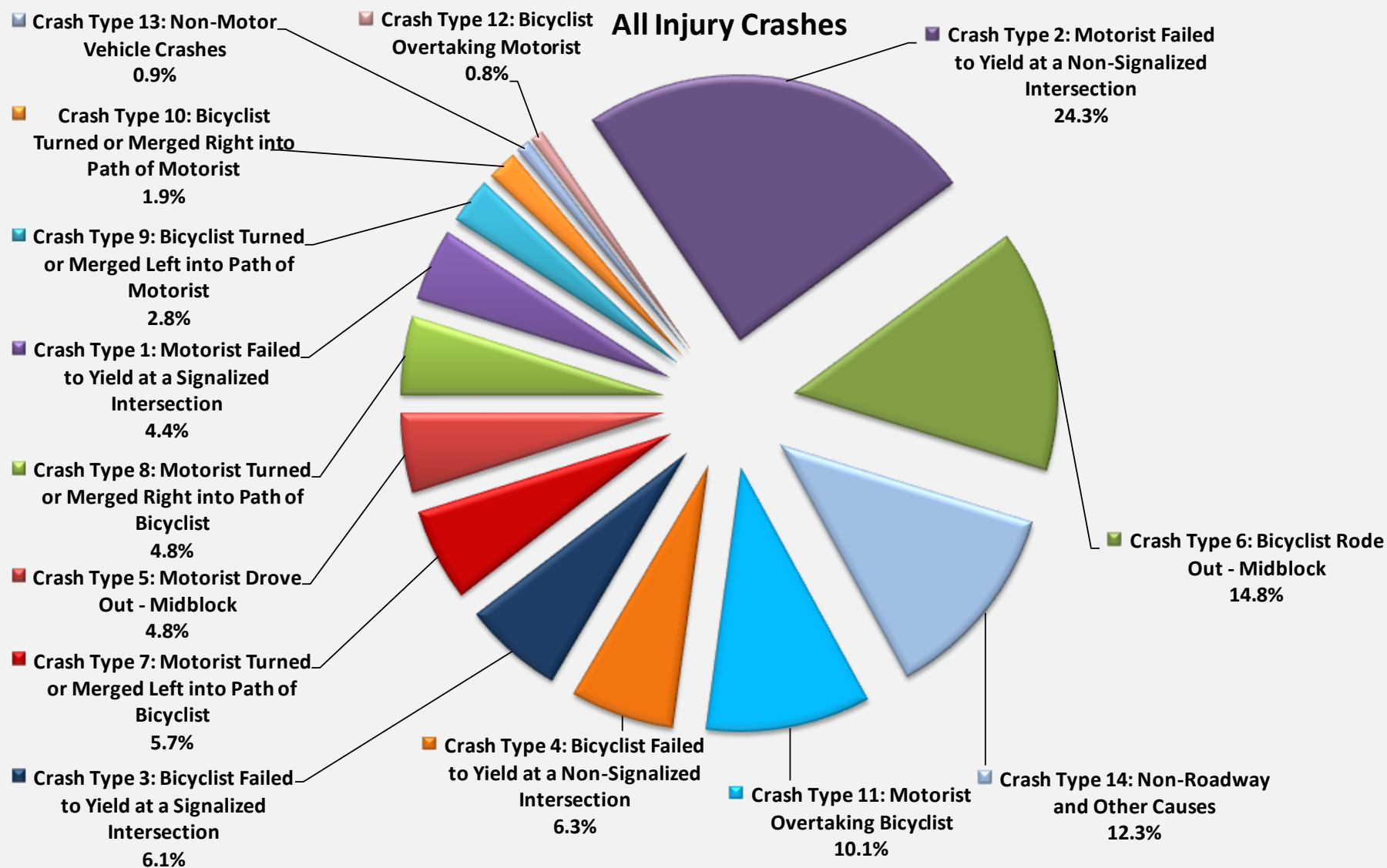
The bicyclist or motorist intentionally caused the crash, one or the other lost control due to impairment, mechanical problems, or other causes, or there were other unusual circumstances such as the bicyclist being struck by falling cargo.

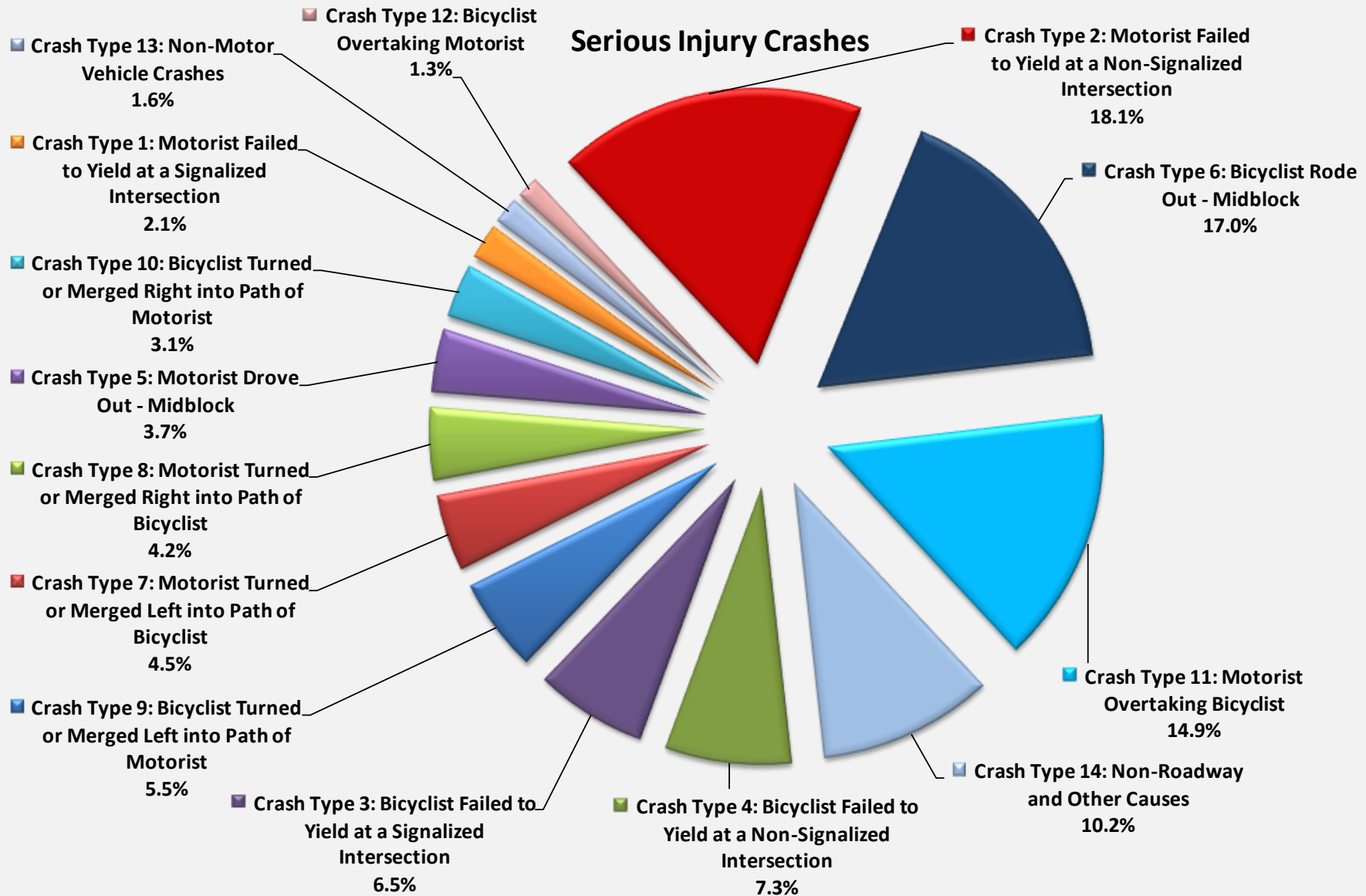


Map 23: Bicycle Crashes: Non-Roadway and Other Causes

Appendix C | Crash Type Breakdown (2005-2009)

The charts shown below present the breakdown of the 14 different crash types presented in Appendix B. The chart on page C-1 shows the crash type distribution for all crashes resulting in an injury or a fatality. The chart on page C-2 shows the crash type distribution for serious injury crashes—crashes classified as resulting in either an “Incapacitating Injury” or a “Fatality.”





Appendix D | Detailed Outreach Summary

Stakeholder Workshop—November 29, 2010

The attendants who participated in this workshop are listed below. The first set of questions participants were asked to answer deals with Infrastructure. Their responses are listed below:

Name	Agency	Question:	1	2	3	4	5
Leticia Messam	AAA						
Jim Shish	BPAC						
Ben Money	City of Tampa						
Jean Dorzback	City of Tampa						
John Marsh	City of Tampa						
Jose Menendez	Cycling Advocate						
Peter Hsu	FDOT						
Dennis Scott	FDOT Central Office						
Jeanette Rouse	FDOT CTST						
Adam Perez	FDOT D7						
Ron Chin	FDOT Design/Project Management						
Lori Snively	FDOT ISD						
Kris Carson	FDOT PIO						
Wayne Ponder	FDOT/Cardno TBE						
Dan Rodriguez	HART						
Lucia Garsys	Hillsborough County Administration						
Tina Russo	Hillsborough County Parks & Rec						
John Lyons	Hillsborough County Public Works						
David Bender	Hillsborough County Sheriff						
Tony Mannarino	Hillsborough County Sheriff						
Peter Brett	Hillsborough County Traffic Services						
Gary Tait	Hillsborough County Traffic Services/BPAC						
Beth Alden	Hillsborough MPO						
Gena Torres	Hillsborough MPO						
Bevin Maynard	SafeKids						
Alan Snel	Southwest Florida Bicycle United Dealers						
Terry Farrell	Tampa Bay Free Wheelers						
Karen Kress	Tampa Downtown Partnership						
Brian Dugan	Tampa Police Department						
Sgt. Larry Kraus	Tampa Police Department						
William Shaw	Tampa Police Department						
Brad Perrish	Temple Terrace Planning						
Jason Jackman	USF/CUTR						
Julie Bond	USF/New North Transportation Alliance						
		Group 1	<ul style="list-style-type: none"> Designate bicycle priority roadways Complete streets ordinance Each agency to have designated bike/pedestrian coordinator Clearly understood messaging and markings coupled w/ education. campaign Retrofit existing streets with bike lanes 	<ul style="list-style-type: none"> FDOT - required to justify bike facilities in every project HART - "bikes on bus" training TPD - message on rear window - "3' law" 	<ul style="list-style-type: none"> FDOT - additional signage & pavement markings (shared-lane arrows - approx. \$10,000 per mile) HART - add bike info to maps Slow traffic speeds - signal timing Personally ride a bike and promote bicycling to friends Encourage people to report bicycle crashes Maintenance of Traffic plans - consider bike and pedestrians 	<ul style="list-style-type: none"> Institute policies: Max. # of lanes allowed and min. lane width Company subsidize transit and bike commuters Improve mobility choices Educate young people - future drivers Law enforcement training Reduce driver distractions - cell phones etc Target education campaign to dependant riders (pawn shops) No Right turn on red 	<ul style="list-style-type: none"> Gas tax/toll roads - hit people in their wallets to reduce driving Driver education include bike safety/share the road - General bike education about bike use - "cool thing to do" Cultural shift/attitude against SOV FDOT - program projects just for bike infrastructure (work plan) Increase off-road trail network - design them to be open at night with trail management
		Group 2	<ul style="list-style-type: none"> Consider bicyclist in every transportation project Retrofit key corridors with signs and pavement markings Educate through signage - example wrong way 	<ul style="list-style-type: none"> FDOT - adding bike lanes into any new projects MPO - conduct problem analysis - crash mapping - develop buildable projects 	<ul style="list-style-type: none"> FDOT - take info back to staff to get buy in through agencies' policies Track, monitor short term Maintain consistent communication across agencies 	<ul style="list-style-type: none"> Infrastructure concerns - single point of communication system that will reach all agencies (or specific agencies depending on facilities and jurisdictions) Increase signage - FDOT to purchase, furnish. Locals to install and maintain 	<ul style="list-style-type: none"> Agency cooperation - especially due to scarce funding sources - building upon each other projects (via communication) Develop safety standards and countermeasures Secure long-term funding for bicycle infrastructure
		Group 3	<ul style="list-style-type: none"> Create alternative/shadow network <ul style="list-style-type: none"> -add bike lanes -create connectivity Lighting and visibility (including "use full lane" signs) Speed management Maintain bike lanes (clear debris) 	<ul style="list-style-type: none"> County - intersection updates for lighting Fletcher Ave study and planned improvements Refuge islands and road diets Bad example: cross creek blvd where bike lane ends and new pavement does not include bike lane Changed intersection crosswalks and pedestrians signals and upgrade street lighting at intersection (but not entire corridor) 	<ul style="list-style-type: none"> Increase signage: "Share the Road," "Use Full Lane," "Wrong Way" Continue to pave and stamp the bike lanes and shared lane arrow with existing resurfacing projects Identify alternative/shadow network Maintain clean streets/debris removal from bike lanes/shoulders Secure funding for these projects 	<ul style="list-style-type: none"> On existing resurfacing projects, pave and stamp the bike lanes and shared lane arrow Identify alternative/shadow network Upgrade street lighting along entire corridor Implement collector network improvements Implement off-road trail connectivity into on-road network for mobility, not just recreation Integrate agency's recreation and transportation staff 	<ul style="list-style-type: none"> Goal: All arterials should be "complete streets" Deal with the politics to reclaim public right-of-way for public use/benefit - distinguish front yards from public space Create a comprehensive trail system for commuters
		Group 4	<ol style="list-style-type: none"> Consistency across jurisdictions Increase bike facilities on collectors and arterials Improve lighting 	<ul style="list-style-type: none"> State - upgrade standards - each project has mobility study City of Tampa - first to implement shared-lane arrows County - add bike lanes with resurfacing 	<ul style="list-style-type: none"> Implement more wrong way signs, arrows More shared lane markings Improve poor lighting Detection enhancement and markings at sensitive locations 	<ul style="list-style-type: none"> MPO - reprioritize safety projects that involve bicycling DOT - implement long term lighting policies Road diets policy Bicycle safety audits 	<ul style="list-style-type: none"> Improve data collection Complete streets Context sensitivity Infrastructure funding should be equal to problem Improved interconnectivity
		KEY ITEMS	<ol style="list-style-type: none"> Complete streets policy Improve lighting Consistency and coordination across jurisdictions Retrofit priority corridors 		<ul style="list-style-type: none"> Focus on low-hanging fruit: pavement markings, signing, Jumping onto resurfacing projects already in the pipeline 	<ul style="list-style-type: none"> Road Diets policy Connecting a shadow network Increase signage Implement a single-point of communication for all agencies Keep lines of communication open with all agencies 	<ul style="list-style-type: none"> Coordination across jurisdictions and agencies to build upon each others projects FDOT - secure long-term funding and plan programs for dedicated bike infrastructure Develop bike safety standards and countermeasures Complete streets Reclaim public ROW for public use

Stakeholder Workshop—November 29, 2010

The second set of questions participants were asked to answer deals with Education and Enforcement. Their responses are listed below:

Question:	1	2	3	4	5
	Top Three Infrastructure-Related Goals	What has your agency recently done with infrastructure to improve bike safety?	What can your agency do today or next week?	What can your agency do in the next 5 yrs?	What can be done long-term?
Group 1	<ul style="list-style-type: none"> Designate bicycle priority roadways Complete streets ordinance Each agency to have designated bike/pedestrian coordinator Clearly understood messaging and markings coupled w/ education. campaign Retrofit existing streets with bike lanes 	<ul style="list-style-type: none"> FDOT - required to justify bike facilities in every project HART - "bikes on bus" training TPD - message on rear window - "3' law" 	<ul style="list-style-type: none"> FDOT - additional signage & pavement markings (shared-lane arrows - approx. \$10,000 per mile) HART - add bike info to maps Slow traffic speeds - signal timing Personally ride a bike and promote bicycling to friends Encourage people to report bicycle crashes Maintenance of Traffic plans - consider bike and pedestrians 	<ul style="list-style-type: none"> Institute policies: Max. # of lanes allowed and min. lane width Company subsidize transit and bike commuters Improve mobility choices Educate young people - future drivers Law enforcement training Reduce driver distractions - cell phones etc Target education campaign to dependant riders (pawn shops) No Right turn on red 	<ul style="list-style-type: none"> Gas tax/toll roads - hit people in their wallets to reduce driving Driver education include bike safety/share the road - General bike education about bike use - "cool thing to do" Cultural shift/attitude against SOV FDOT - program projects just for bike infrastructure (work plan) Increase off-road trail network - design them to be open at night with trail management
Group 2	<ul style="list-style-type: none"> Consider bicyclist in every transportation project Retrofit key corridors with signs and pavement markings Educate through signage - example wrong way 	<ul style="list-style-type: none"> FDOT - adding bike lanes into any new projects MPO - conduct problem analysis - crash mapping - develop buildable projects 	<ul style="list-style-type: none"> FDOT - take info back to staff to get buy-in through agencies' policies Track, monitor short term Maintain consistent communication across agencies 	<ul style="list-style-type: none"> Infrastructure concerns - single point of communication system that will reach all agencies (or specific agencies depending on facilities and jurisdictions) Increase signage - FDOT to purchase, furnish locals to install and maintain 	<ul style="list-style-type: none"> Agency cooperation - especially due to scarce funding sources - building upon each other projects (via communication) Develop safety standards and countermeasures Secure long-term funding for bicycle infrastructure
Group 3	<ul style="list-style-type: none"> Create alternative/shadow network -add bike lanes -create connectivity Lighting and visibility (including "use full lane" signs) Speed management Maintain bike lanes (clear debris) 	<ul style="list-style-type: none"> County - intersection updates for lighting Fletcher Ave study and planned improvements Refuge Islands and road diets Bad example: cross creek blvd where bike lane ends and new pavement does not include bike lane Changed intersection crosswalks and pedestrians signals and upgrade street lighting at intersection (but not entire corridor) 	<ul style="list-style-type: none"> Increase signage: "Share the Road," "Use Full Lane," "Wrong Way" Continue to pave and stamp the bike lanes and shared lane arrow with existing resurfacing projects Identify alternative/shadow network Maintain clean streets/debris removal from bike lanes/shoulders Secure funding for these projects 	<ul style="list-style-type: none"> On existing resurfacing projects, pave and stamp the bike lanes and shared lane arrow Identify alternative/shadow network Upgrade street lighting along entire corridor Implement collector network improvements Implement off-road trail connectivity into on-road network for mobility, not just recreation Integrate agency's recreation and transportation staff 	<ul style="list-style-type: none"> Goal: All arterials should be "complete streets" Deal with the politics to reclaim public right-of-way for public use/benefit - distinguish front yards from public space Create a comprehensive trail system for commuters
Group 4	<ol style="list-style-type: none"> Consistency across jurisdictions Increase bike facilities on collectors and arterials Improve lighting 	<ul style="list-style-type: none"> State - upgrade standards - each project has mobility study City of Tampa - first to implement shared-lane arrows County - add bike lanes with resurfacing 	<ul style="list-style-type: none"> Implement more wrong way signs, arrows More shared lane markings Improve poor lighting Detection enhancement and markings at sensitive locations 	<ul style="list-style-type: none"> MPO - reprioritize safety projectors that involve bicycling DOT - implement long term lighting policies Road diets policy Bicycle safety audits 	<ul style="list-style-type: none"> Improve data collection Complete streets Context sensitivity Infrastructure funding should be equal to problem Improved interconnectivity
KEY ITEMS	<ol style="list-style-type: none"> Complete streets policy Improve lighting Consistency and coordination across jurisdictions Retrofit priority corridors 		<ul style="list-style-type: none"> Focus on low-hanging fruit: pavement markings, signing, Jumping onto resurfacing projects already in the pipeline 	<ul style="list-style-type: none"> Road Diets policy Connecting a shadow network Increase signage Implement a single-point of communication for all agencies Keep lines of communication open with all agencies 	<ul style="list-style-type: none"> Coordination across jurisdictions and agencies to build upon each others projects FDOT - secure long-term funding and plan programs for dedicated bike infrastructure Develop bike safety standards and countermeasures Complete streets Reclaim public ROW for public use

Appendix D | Detailed Outreach Summary

Public Workshop—November 29, 2010

The attendants who participated in this workshop are listed below:

Name	Company
Randy Myhre	Olivers Cycle Sports
Jerry Napon-Sixt	Kronos, Inc
Jim Shirk	BPAC
Jose Menendez	Cycling Advocate
Harry Portellos	Anston Greenlees
Bridget Haardt	
Jared Vidovic	VA Hospital
Margaret Shepard	
Michelle Calonge	
Kellie Cye	City Bike Tampa
Jason Cye	City Bike Tampa
Marcia Mejia	HART

Appendix D | Detailed Outreach Summary

Public Workshop—November 29, 2010

The detailed responses provided at this workshop are listed below:

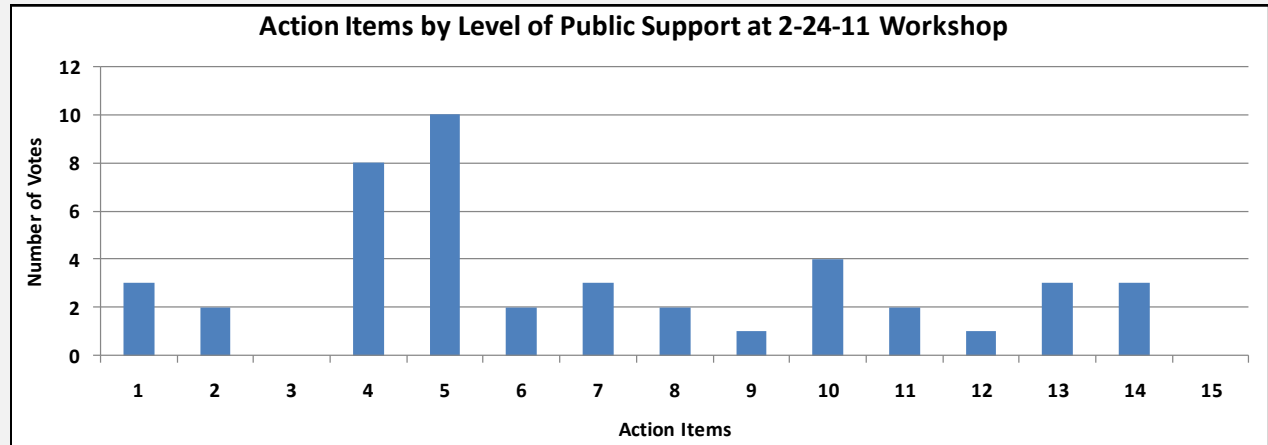
#	Question:	1 Three most importation roadway changes that should be implemented to improve bicycle safety	2 Three specific roadway improvements at specific locations that you recommend to improve bicycle safety:	3 What three specific education outreach efforts do you recommend to improve bicycle safety?	4 What three specific enforcement activities do you recommend to improve bicycle safety?	5 Do you have any other recommendations to improve bicycle safety?	Additional Comments:
6		1) add bike lanes 2) limit roadway speeds by narrowing lanes-increasing capacity 3) limit right on red	1) bike delay loop for E.W. signal @ Hillsborough and Florida 2) Change length of crossing time @ major intersections	1) shelters/pawn shops - no wrong way riding 2) shelters/pawn Shops/schools - give out lights and vests	1) enforce speed limits 2) enforce distracted driving (eating, texting, etc) 3) enforce correct/equipped riding		
7							Is there a grant available to people/businesses for education and certification in teaching bicycle safety to others? We would like to earn this certification but find the cost for classes to be prohibitive.
8		1) Mark and designate recommended routes to key destinations to link together the disconnected infrastructure in Hillsborough 2) Mark roadways w/wide curb lanes w/sared-roads	1) Create bicycle corridor E-W through north Tampa-Hillsborough to Bearss, Dale Mabry to 22nd	1) offer bicycle safety courses in schools and to be required as part of drivers education 2) PSAs that feature safe cycling laws/hints 3) Advertise the safety initiative to encourage cycling	1) auto and cycling non-compliance with signals, aggressive drivers, speeding, etc. 2) cycle visibility - reflectors, lights, etc.		
9		1) bike lanes 2) sharrows in appropriate locations	1) be sure current standards on roadway projects are done.	1) Effective cycling workshops for all public 2) public bicycling safety awareness for drivers	1) Citing dangerous and aggressive behaviors by drivers and prosecuting. 2) citing/educating cyclist for erratic behavior	1) More and more public and cyclist safety education 2) source other communities approaches to get ideas 3) Encourage rear view mirrors for cyclist 4) encourage more bicycle racks - municipal and community to facilitate more riding	
10		1) slow speeds and enforcement increases 2) safe bicycling from USF to downtown route 3) safer pedestrian crosswalks right and left turners	1) Bruce B. Downs and Fowler right hand turn lanes with no signage 2) Bayshore Blvd- safe pedestrian crossing 3) Slow speeds around USF - connect USF to Flatwoods 4) bike lane on 30th south of Fowler 5) bus service to Flatwoods	1) educate bus drivers and police about laws regarding pedestrians 2) Education at the DMV 3) Television commercials 4) close down a roadway on a weekend afternoon to promote safe cycling for families	1) pedestrians have the right of way - failing to yield 2) speeding/reckless driving 3) enforce no lights for cyclists(provide a warning citation or requirement to fix within 30 days)		
11		1) reduce city-wide speed limit by 10 mph (most people drive up to 10 mph over posted limit anyways this would keep them at a fairly reasonable speed)	1) bike pedestrian bridge/crossover on E. Hillsborough near 40th Street	1)Lower speed limit city-wide 2) make pedestrian crossings(especially for sidewalks with heavy bicycle traffic) more visible - yellow stripped markings - flashing caution lights - yield to pedestrians and bikes flashing lights	1) Bicycle mounted police officers to patrol around Hillsborough Ave. between Nebraska and 47th Street to give advice/warnings to bicyclists in dangerous infraction of the law - riding against traffic, no lights at night, crossing dangerously, etc. 2) police officers could distribute and help attach bike lights when a person in obviously too poor to buy lights let alone pay a ticket.	simplify educational materials for readability (bi-lingual w/ Spanish)	

Appendix D | Detailed Outreach Summary

Public Workshop—February 24, 2011

The attendants who participated in the workshop are listed below. The chart below presents the level of support for each Action Item from participants at this workshop.

Name	Company
Ivonne Alvarez	Attny: Francisco Coll
Halim Karam	Attny: Francisco Coll
Michael Schwaid	Pinellas County Tax Collector
Ray Booth	
Frank Harned	HSCO
Tomohiko Music	
Brian Eckman	Carrollwood Bicycle
Lee Royal	FDOT
Julie Bond	
Kevin Ratnasamy	
Sara Hendricks	
Ed Hillsman	
Sharon Monahan	Penn's Cycling School
Paula Sandusky	
Krisa Royal	USF
David Royal	USF
Jose Menendez	Cycling Advocate
Ryan Schweitzer	Cycling Advocate
Jennifer Bartlett	Sprinkle Consulting
Jeanne Coleman	Law Office of Jeanne Coleman
Chris MacFarland	Law Office of Jeanne Coleman



Public Workshop—February 24, 2011

The detailed responses provided by each of the workshop participants are listed below.

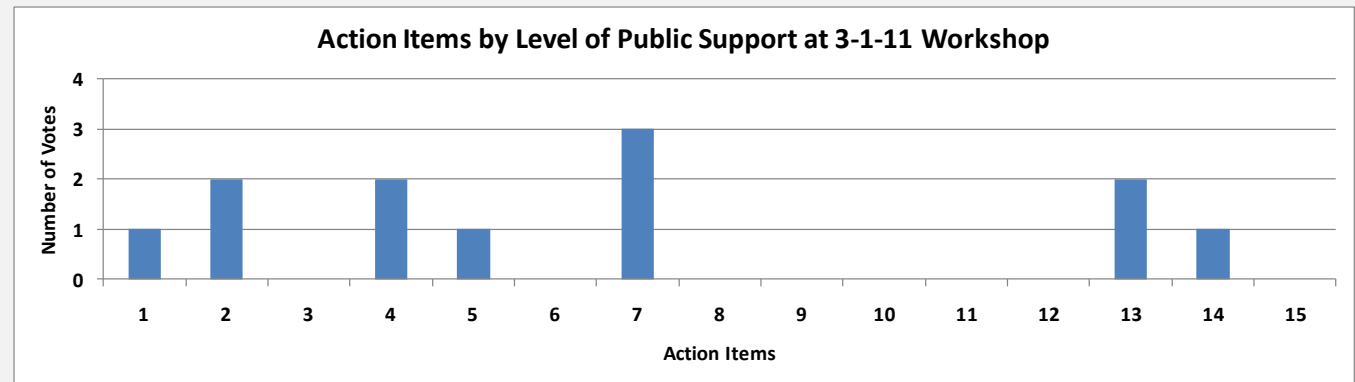
#	Question:	1			2	3	4
#		In your opinion, which of the following Action Items are the most important to improve bicycle safety? Please list your top three in the space provided.			Do you have additional items that you would add to the Action Items above? If so, please list those below.	Would you remove any of the Action Items? If so, please list those below.	Do you have any OTHER recommendations to improve bicycle safety?
	Attendant	#1	#2	#3			
1		5	4	1		No	Leverage the local cycling community by asking for volunteers to distribute light sets and reflective clothing to cyclists riding in the dark without lights or reflective clothing.
2		4	5	13	<ul style="list-style-type: none"> Add sharrows and signage where bike lanes are missing or not continuous Consistency of bike lane stripping Less sensors on signals back to timers 		
3		13	11	5	<ul style="list-style-type: none"> Install share the road signs Install 3 ft rule signs Bike lanes that are properly engineered 		<ul style="list-style-type: none"> Fix Fowler Ave/Morris Bridge Rd signage Give away vests and lights Use billboards to promote bike safety and the 3 ft law I want to be able to ride safely from Temple Terrace to Hyde Park.
4		13	12	6			<ul style="list-style-type: none"> Need to make a start now-don't wait for complete plan Put bike lanes in where room is already there - Euclid, Platt St., Cleveland St. Start putting bike lanes where cyclists already ride Give lights to night/early morning riders who don't have them (most are using bikes because they don't have cars to get to work and work clothes are dark) Wrong way signs are good Educate motorists that cyclists belong on the road too Fix existing bike lane stripes - Fletcher/Fowler Ave near I-75
5		2	5	7		No	
6		10	1	4 & 5	<ul style="list-style-type: none"> Driver education and enforcement programs. Bicyclists can be in the right place and doing the right things but reckless drivers are our biggest problem. 		<ul style="list-style-type: none"> Extensive driver and bike/ped education Bicycle safety training in schools License system of some kind for cyclists-similar to drivers ed Change laws in some way so that at fault drivers are held accountable Fear of punishment is a great way to change driving behavior Educate drivers about cyclists rights to the road Most drivers are aggressive and negative toward bicycles because they think we should not be on the road.
7		4 & 5	2	14	<ul style="list-style-type: none"> Citations or warnings for bikers & drivers, speed limit decreases, assess speed limit differentials between cross streets with bike lanes, more involved, detailed, difficult, Educational driver training before drivers licenses are issued - Harder more expensive drivers ed. 		
8		10	4	5	<ul style="list-style-type: none"> Educate at bike stores - during sales, remind buyers of road rules Bike lane maintenance - road debris, glass and garbage 		<ul style="list-style-type: none"> Bicycle license/permit -If cars are vehicles and bicycles are vehicles both need to be tested equally Requiring permits would provide a number of jobs - could be added to the DMV Cyclists should have a form of identification.
9		6	7	8	Give rear lights to bicyclists that are riding without them		<ul style="list-style-type: none"> Educate people how to share the road; on signs & billboards show how a bicyclist looks as you approach him in a car. Rather than showing a profile; use sharrows when no room for bike lanes.
10					<ul style="list-style-type: none"> Enforcement and education of motorists to observe laws on yielding to pedestrian cyclists (and other motor vehicles) Publicize this part of bicycle safety education campaign Aggressive maintenance campaign for bike lanes and shoulders Educate law enforcement about bicycle law and accepted principals of safe bicycle behavior many encourage unsafe behavior and cite safe behavior Work with property owners to develop bike/ped cut throughs so people can get around without riding on bus streets - Fletcher, 56th, Fowler, Morris Bridge "Superblock" Aggressively correct more bad design as was just done on Fletcher @ 56th 		
11		5	4	14			Reference night-time fatalities look at the victim target group would guess that riders killed are homeless, drunk, or people moving throughout the community that "don't want to be seen"
12		4	7	11	These action items are all important for a coordinated program and the items selected above are the ones to do first and not to the exclusion of the others.	No	5c is especially important and this kind of enforcement activity should be explicitly prioritized to law enforcement officers by their supervisors
13		8	4	5			Adopt a full time bicycle traffic safety education program addressing all areas of educating the public including grades K-8th
14		10	9	1	<ul style="list-style-type: none"> Increase driver education Increase off-road and well marked bike lanes Add signs to alert drivers bikes are sharing roads 		Tampa needs a functional public transit system to reduce automobile traffic on roads. We need to stop prioritizing cars - if traffic doesn't move, good, maybe people will consider structuring their lives differently. Public transit is a key factor.
15		5	14	10	<ul style="list-style-type: none"> Meaningful consequences for drivers who kill cyclists/pedestrians More off-road bike paths Ban cell phones 		Having functional public transportation would really help prioritize cars. Culturally, that's what needs to happen. Otherwise, drivers will continue to believe they own the road. Thank you for making this a priority.

Appendix D | Detailed Outreach Summary

Public Workshop—March 1, 2011

The attendants who participated in this workshop are listed below. The chart below presents the level of support for each Action Item from participants at this workshop. A list of the detailed responses provided by each of the workshop participants are listed below.

Name	Company
Rosemary Cosme	
Donna Kibler	
Keith Kibler	
Janille Smith-Colin	
Kaleb Dowell	
Ben Simon	
Willie Burkhardt	
Lori Snively	FDOT
Mark Ramanauskas	
Jerry Smith	
Scotty Schrier	TBARTA
Michael Dowell	
Jose Menendez	Cycling Advocate
Eric Saggars	HNTB

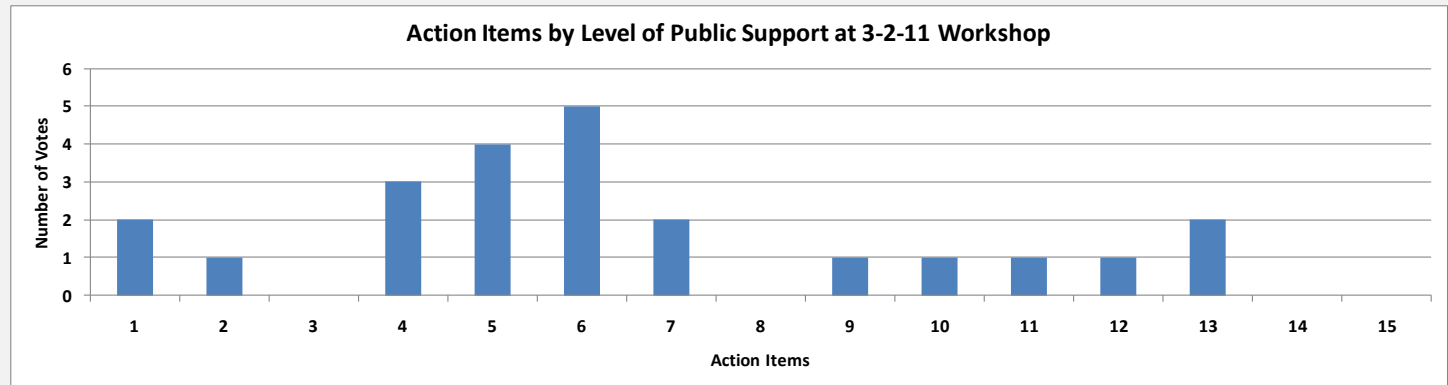


#	1 In your opinion, which of the following Action Items are the most important to improve bicycle safety? Please list your top three in the space provided.			2 Do you have additional items that you would add to the Action Items above? If so, please list those below.	3 Would you remove any of the Action Items? If so, please list those below.	4 Do you have any OTHER recommendations to improve bicycle safety?
	#1	#2	#3			
1		2		<ul style="list-style-type: none"> • Law Enforcement emphasis and penalizing offenders • Cell Phone, Texting, distracted drivers should be stopped- laws & enforcement 		Driver education needs more emphasis in your plan
2				<ul style="list-style-type: none"> • Educate high school new drivers on bikes and the roads • Too much trash, glass, and solid waste on the roadways & bike lanes • Need to change the culture need more respect outlaw cell phone use in Florida while driving 	do not remove any of them put more cops on bikes. Bloomingdale Ave needs lights the full route	
3	1	5	7	When talking about lights at nighttime, maybe consider neon vests during daytime just like homeless people		
4	2	4	7	enforce wearing a helmet		
5	4	5	13			
6	7	14	13			

Public Workshop—March 2, 2011

The detailed responses provided by each of the workshop participants are listed below.

Name	Company
Jessica Brenner	
Donald Hayward	
James Shish	Chair BPAC
Myron Griffin	
Jose Menendez	Cycling Advocate
Michael Blair	
Rick Hickman	
Lisa Hickman	
Chris Evans	
Margaret Shepard	Bike Rider



1			2	3	4
In your opinion, which of the following Action Items are the most important to improve bicycle safety? Please list your top three in the space provided.			Do you have additional items that you would add to the Action Items above? If so, please list those below.	Would you remove any of the Action Items? If so, please list those below.	Do you have any OTHER recommendations to improve bicycle safety?
#1	#2	#3			
			Educate drivers @ "point reduction" schools for speedy/ wreckless driving	lets add to light pollution. Also spend the money on bike lights and education lighting roadways for bike safety makes as much sense as lighting everywhere in case someone wants to read at night.	
11	13	6			More East-West bike lane corrections
2	6	12	Bicycle safety education programs provided in Hillsborough County schools. Should be every year at every level (age/grade)	no	Law enforcement agencies in our area are not taking an active role in ensuring existing laws are being followed/enforced. HCSO and TPD need to step up to the task of giving bicycle safety issues their attention in order for our communities to be safer for bicyclists and motorists alike.
4	5	6 & 7	Motorist Enforcement - enforce 3 foot rule law, speeding, violating right-of-way	14 - No evidence lights help 13 deaths in well lit areas 10 in unlit. Waste of money from bicycle perspective also, less likely to see bike slights.	Road diets, slow speed limits, better signage
4	5	8			
5	4	1	Change culture of drivers which harbors animosity toward cyclists. ie - honking at cyclists entitlement to roadways.		make bicycle road riding mandatory to get a drivers licence would encourage more obedience and practice of practical driving laws, increase driver awareness of the light on cyclists, and increase to amount of cyclists on the roads, forcing cars to deal with cyclist more often and in greater frequency.
1	10	6		14 - I feel like improving lighting will have a negligible impact on safety. Bike lights are more visible the darker it is.	law enforcement
6 & 7	13	8 & 5		14 - is poor lighting actually the cause of the accidents in corridors? Lighting is oddly specific without proof that is causing crashes.	There's a mention to add signage for bicyclist. Signage at intersections for drivers that could keep them from making mistakes motorists often make when turning right (looking for cyclists/peds who are using crosswalk & looking before turning left or right)

safety idea

Sent: Monday, November 29, 2010 6:26 PM

To: Gena Torres

SUBMITTED BY CITIZEN

Ms. Torres,
I have the following idea:

As a bicyclist at an intersection I push the pedestrian button an wait for the OK to cross. I have seen many occasions where the symbol indicates it is safe to cross, but vehicles going in my same direction are not prevented from turning right and crossing my path. I have had several close calls. Is it possible to signal a RED right turn arrow to motorists after a pedestrian/cyclist has pushed the button to cross an intersection.

Suggestions for the *Bicycle Safety Action Plan* Workshop

Submitted by citizen at Public Workshop

- I. Educate and furnish safety equipment to the working poor** who rely on bicycle transportation, at places they frequent for shopping:
 - A. **Create partnerships between agencies and discount retail chains** to distribute educational materials (which should be modified for easy readability, possibly bi-lingual Spanish/English), bicycle lights, batteries and reflective vests at low-to-no cost
 - Retail outlets (examples):**
 - a. Sav-a-Lot
 - b. Dollar stores
 - c. Flea markets
 - d. Thrift stores
 - Agencies (examples)**
 - e. Bay Cycle
 - f. CUTR
 - g. FDOT
 - h. Florida Bicycle Association
- II. Enforce bicycle laws through verbal warnings/explanation of bicycle laws**
 - A. **Police officers on bicycles** could issue verbal warnings while educating bicyclists when they see them in **dangerous infraction of the laws** (riding against traffic, crossing busy roads under dangerous conditions, riding at dusk/night with no lights, etc.)
 - B. **These same officers could give information as to where to obtain low-to-no cost safety equipment** for low-income persons
- III. Add mandatory bicycle safety and bicycle law components to school curriculum**
 - A. Elementary and middle school **PE classes: bicycling safety content**
 - B. High school **Driver Education classes: driver awareness of bicyclists**
- IV. Work with the Probation Department (Salvation Army) to educate both drivers and DUI ex-drivers/bicyclists**
 - A. **TV/ DVD-combo playing an informative/educational video** (by League of American Bicyclists) in a loop in Probation Office waiting rooms
 - B. **Distribution of bicycle safety brochures and equipment**, to persons convicted of DUI who lose their driver's privileges, by their probation officer (furnished through the Salvation Army?)
- V. Educate the homeless and indigent population who rely on bicycles for transportation and distribute safety equipment to them**
 - A. **TV/DVD-combo playing an informative/educational video (LAB)** in a loop at centers caring for the homeless
 - B. **Distribution of lights, batteries, reflective vests, helmets** to bicyclists (Metropolitan Ministries, homeless shelters, church organizations, other charitable organizations)
- VI. Require pawn shops** (a major supplier of bicycles to low-income bicyclists, DUI bicyclists, etc.) **to distribute informational materials and safety equipment with each bicycle sold**

Hillsborough County
Bicycle Safety Action Plan
Public Workshop
Monday November 29, 2010



1) What are the three most important roadway changes that should be implemented to improve bicycle safety (General: May apply to all of one type of roadway)?

- MORE BIKE LANES / MARKINGS? STRIPING / BIKE SIGNAGE
- IDENTIFY KEY NORTH-SOUTH / EAST-WEST 4-LANE CORRIDORS TO CONVERT TO 3-LANE + 2 BIKE LANE
- TRAFFIC CALMING (RESIDENTIAL SPEED BUMPS, ROUNDABOUTS, CONTRAST DEVICES)

2) What are three specific roadway improvements at specific locations that you recommend to improve bicycle safety (Specific locations)?

- ADD BIKE LANE TO SOUTHBOUND (DIRECTION OUT OF DOWNTOWN) BAYSHORE BLVD.
- CONTINUE ENHANCEMENTS TO BIKE LANE OF NEBRASKA AVE NORTH OF MLK AND HILLSBOROUGH - IT ENDS AT HILLSBOROUGH.
- PROVIDE SAFER CROSSINGS OF HILLSBOROUGH RIVER - BRIDGE LANE ENHANCEMENTS FOR BIKES OR DEDICATE NEW RIVER CROSSINGS FOR EXCLUSIVE BIKE USE.

3) What are three specific education outreach efforts (type and audience) that you recommend to improve bicycle safety

- LAW ENFORCEMENT: (POLICE-SHERIFF) - ENFORCE 3' SAFE PASS ZONE
- CYCLISTS: USE LIGHTS, REFLECTIVE GARMENTS, RIDE WITH TRAFFIC
- MOTORISTS: SLOW DOWN! (IT'S NOT A RACE TO GET THERE FIRST!)

4) What are three specific enforcement activities (type and location) that you recommend to improve bicycle safety

- LAW ENFORCEMENT: STOP CYCLIST TRAVELING AGAINST TRAFFIC ON MAJOR ARTERIES LIKE NEBRASKA OR FLORIDA AVE
- LAW ENFORCEMENT: TICKET SPEEDERS ON BAYSHORE & HILLSBOROUGH AVE
- LAW ENFORCEMENT: TICKET RED LIGHT VIOLATORS ON HILLSBOROUGH AVE

5) Do you have any other recommendations to improve bicycle safety?

NEXT TO CARELESS DRIVERS, ROAD DEBRIS POSES MY MOST SIGNIFICANT SAFETY RISK. THE STREETS OF TAMPA ARE ESPECIALLY BAD - JUST FILTHY WITH TRASH. A NICE BIKE LANE IS USELESS IF IT IS NOTHING MORE THAN A MINEFIELD OF BROKEN GLASS, BITS AND PIECES OF AUTOMOBILES, YARD TRASH, NAILS AND CHUNKS OF METAL AND CONCRETE. IT'S EMBARRASSING.

I THINK THE FDOT/LOCAL TRANSPORTATION PLANNERS STATE-WIDE SHOULD LOBBY FOR CHANGING STATE LAW TO ALLOW CYCLISTS TO TREAT "STOP" SIGNS AS "YIELD" SIGNS, AND TO TREAT RED LIGHTS AS "STOP" SIGNS - (AT A RED LIGHT, CYCLIST STOPS, THEN CROSSES WHEN SAFE). THIS WOULD SAVE A LOT OF MONEY BY NOT SPENDING ON CYCLIST CROSSING SIGNS, AND WOULD CLARIFY FOR MOTORISTS WHAT TO EXPECT FROM A CYCLIST. I THINK CYCLISTS WOULD LOVE IT - AS IT WOULD KEEP MOMENTUM ON A RIDE, AND SINCE MY SAFETY IS MOSTLY RELATED TO MY SPEED AND AGILITY, IT WOULD KEEP THOSE FACTORS IN PLAY.

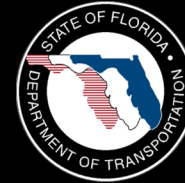
Contact Information (Optional)

Name:

Address:

Phone:

E-mail:



The Goal of the Bicycle Safety Action Plan:

We will reduce the average number of combined severe injury and fatality bicycle crashes to less than 68 per year by the year 2015 and to less than 41 per year by the year 2025. We will reduce the number of fatal bicycle crashes per million population to below 3.66 per year by 2015, to below 2.35 by 2025 and to below 1.04 by 2035.

For further information, contact Gena Torres:
Hillsborough County MPO
601 E. Kennedy Blvd., 18th Floor
Tampa, FL 33602
(813) 273-3774