

# Bike Ped NEWS

The Newspaper of the Hillsborough County  
Bicycle/Pedestrian Advisory Committee



Issue 35

A Transportation Partner

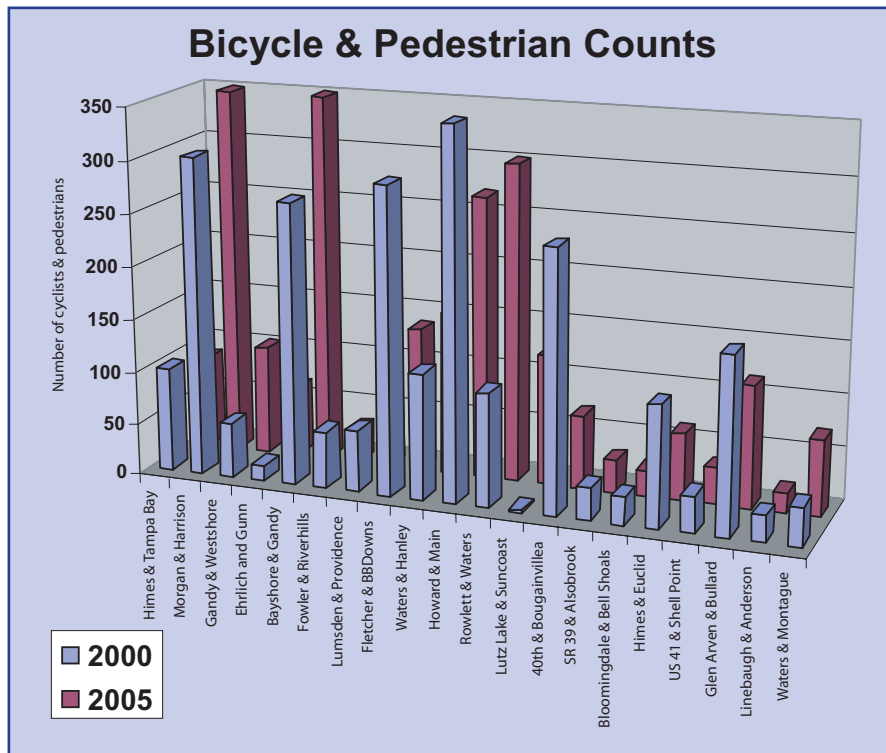
Autumn 2005

## Bicycling & Walking Really Count

Accurate bicycle and pedestrian counts are key to understanding the relative level of safety of our roadways. Currently, there is no other way to know how many non-motorized travelers are out there. The number of bike and ped crashes with autos at a given location is much more meaningful when the volume of cyclist and pedestrian activity is known. However, gathering these counts is much more difficult than counting vehicles. A rubber tube counter isn't sensitive enough, and cyclist and pedestrian paths are not restricted in the way vehicular traffic is. Laser counters can be used to count off-road trail users who are confined to an isolated path without motor vehicles being falsely counted, sidewalks and streets must be canvassed by hand.

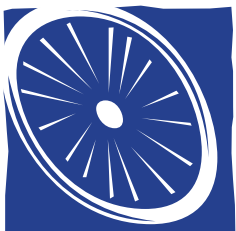
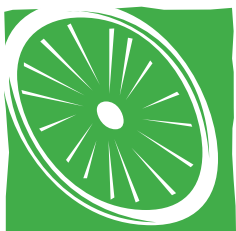
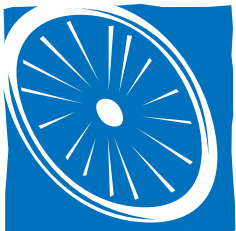


To capture trends in bike and ped activity in 2000 and 2005, we collected data at the same twenty locations in Hillsborough County. Some trends have emerged:



The overall number of people counted increased, but the numbers varied sometimes dramatically from one location to another for a variety of reasons, such as road construction or the opening of recreational trail. Just as bicycle and pedestrian crash data has shown, the majority of non-motorized travelers are adult males who are likely making a trip to work, shopping, or appointments and may be accessing a bus for part of the trip as well.

The full report on the non-motorized transportation trends between 2000 and 2005 will soon be available at [www.hillsboroughmpo.org](http://www.hillsboroughmpo.org). For more information, please contact **Gena Torres** at 813/273-3774 x357 or via email at [torresg@plancom.org](mailto:torresg@plancom.org). ❖



# BOB Increases Bus Ridership

No, he isn't a public transit guru! BOB is Bikes On Buses. The Center for Urban Transportation Research at the University of South Florida recently completed a study of BOB programs around the country. By integrating transit with bicycles, transit agencies have expanded their service area, attracted new patrons, and increased transit usage with a relatively small investment and minimal administration. Over 40,000 buses in more than 300 transit agencies around the United States are equipped with bike racks - including all HARTline buses! - and an estimated 670,000 bikes-on-transit trips are provided each month.

The study concludes that the return on investment in BOB programs has been substantial. Locally, BOB ridership has grown so fast that racks often fill up, causing some cyclists to be discouraged. Several ways to improve programs were identified, including:

- Install three-bike capacity racks on the most popular routes. (HARTline buses carry two-bike racks.)
- Allow patrons to bring their bicycles on board when the racks are full and the wheelchair area is vacant.
- Abandon permit requirements. (Recently implemented by HARTline!)
- Invest in secure bicycle parking (racks and lockers) at bus stops.
- Collect BOB boarding data, and track performance measures.
- Periodically survey BOB patrons to discover innovative ways of improving the service.



For further information or a copy of the final report, please contact **Christopher Hagelin** at 813/975-2977 or via email to [hagelin@cutr.usf.edu](mailto:hagelin@cutr.usf.edu). ❖

## Commuter Corner



If only more people had Selina Rosen's attitude, we'd have so much more positive energy toward each other... AND the roads would be less congested too! On her bike ride from the Rivercrest area to Downtown, Selina feels she is helping the environment by not polluting with her car. [Editors note: *And she is!*

*Car emissions are one of the greatest contributors to ozone.*] Enjoying the early morning ride when the sun shines through the trees, she can absorb the wonderful architecture from Tampa's past. Along her route many people wave and say, "Good morning!" - not a bad way to start the day.

*"It's like therapy. I get a work-out and work out my day's issues on the ride home."*

When considering why more people don't cycle to work, Selina suggests the distance between where people live and where people work makes them feel as if it is unreasonable to bike. She hopes that HARTline's Bikes on Buses has made this a bit easier to overcome. She adds that she feels there is a misconception that it is more "cool and convenient" to use a car.

Selina says her ride would be more enjoyable if there were less cars and more designated bike lanes, something the Bicycle Pedestrian Advisory Committee continues to pursue. ❖

