

Bike Ped NEWS

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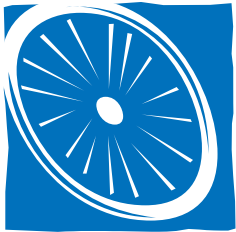
A Transportation Partner

Spring 2006



Why did the chicken cross the road?

That's easy... to get to the other side! Perhaps, if pedestrians were a little less brave and a little more 'chicken' about when and where they cross the road, the Tampa Bay area would not regularly appear atop the national pedestrian fatalities listings. People focused on reaching their destinations as quickly as possible often dart across busy roadways, rather than using designated pedestrian crossings. On the other hand, drivers need to remain alert and respect the rights of pedestrians crossing roads, especially at marked crosswalks. Illustrated on the right, a 6 foot chicken recently spent hours traversing campus crosswalks in an awareness campaign to remind drivers of this at Iowa State University.



So, why do people cross roads where they do? Where are they most often getting hit? What will make a crosswalk more usable and safe? Dr. Xuehao Chu of the Center for Urban Transportation Research, guest speaker at the April 8th BPAC Strategy Session, has coauthored 2 papers on this topic: *Why People Cross Where They Do* and *Crossing Locations, Light*

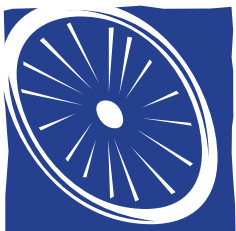
Conditions, and Pedestrian Injury Severity. He notes that more than 70% of pedestrian crashes occur mid-block, rather than at intersections; though this could be a reflection that more people actually cross mid-block than at intersections. But

mid-block crashes are more likely to be fatal.

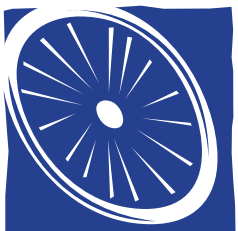
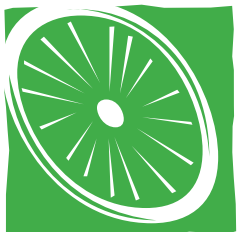
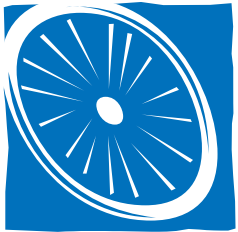
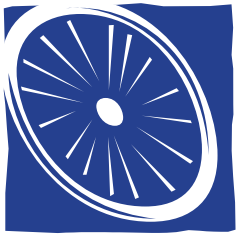


Another study, commissioned by your MPO, *Design Treatments & Criteria: At Grade and Separated Pedestrian Crossings*, compares street level crosswalks with pedestrian bridges or tunnels. Bridges and tunnels are most effective when there are 'captive users' - like on a trail or at an event destination, such as the bridge from parking to Legends Field over Dale Mabry. But,

these solutions are very expensive and, at many locations, are likely to be ignored by pedestrians choosing to take the shortest route across the street. Examples of other solutions to increase crosswalk safety mid-block include: advance driver yield lines and signage; audible pedestrian countdown signals; median 'refuge' islands; 2 stage crosswalks (an example of this is pictured on the right); curb extensions; and pedestrian scale lighting.



In designing livable roadways, all of these tools should be considered, whether we're looking at safe routes to school for kids, ADA accessibility, or just being a more healthy community. For more information, please contact **Gena Torres** at **813/273-3774 x357** or via email at torresg@plancom.org. ❖



April 19th - 21st, the Florida Department of Transportation and the Florida Bicycle Association collaborated to hold the 2nd annual Pro Bike®/Pro Walk Florida Conference in St. Augustine. A great opportunity for challenges specific to Florida to be addressed right here at home, sessions focused on the unique terrain, climate, and population (tourists, locals, age range, nationalities and incomes) we Floridians encounter. It's hoped these sessions will inspire changes in education, enforcement, design and attitudes that will improve local conditions. For more information, visit www.probikeprowalkflorida.com. ❖

The 1st Pro Bike® meeting was held in 1980, when 200 bicycle professionals convened in Asheville, North Carolina to look at the decade ahead and try to envision bicycle programs of the future. Little did they know they were laying the foundation for what would become the United States' largest biennial gathering of bicycling and walking advocates and professionals. At the 1994 conference in Portland, Oregon the expanded program included pedestrian issues. Pedestrian workshops and training sessions have become an increasingly important part of the schedule of what has evolved into the Pro Bike®/ Pro Walk Conference.



Commuter Corner

Be aware. There's a new Bond in town! Bond. Julie Bond.

She's one of those crazy bicyclists who enjoys her morning commute on 2 wheels neither shaken nor stirred. Julie just moved to Tampa Palms from Salt Lake City and is committed to a car-free lifestyle. She works as a senior researcher at the University of South Florida's Center for Urban Transportation Research (CUTR). Julie is also the Executive Director of the New North Transportation Alliance and is the newest member of BPAC!

"I practice what I preach," says Julie. "I ride my bike to work every day. My husband and I walk to Publix with backpacks to carry home our groceries."



With the high cost of gas, parking, car payments, insurance and maintenance, maybe Julie isn't so crazy after all. Julie believes that people really do want to have a community in which you can walk and bike safely. Though she avoids driving on New Tampa's congested roadways, part of her job will be to help drivers avoid gridlock when construction starts on major roadways, such as the widening of Bruce B. Downs. Julie also plans to help organize a new coalition for business owners and residents of the Busch Boulevard corridor to keep them involved and informed throughout the upcoming repaving and beautification project.



Julie implemented a pedestrian safety program in Utah to help reduce accidents involving people crossing busy intersections. The city provided orange flags at each corner of an intersection for pedestrians to carry as they crossed the street. "It's an inexpensive and very easy program to put in place," she said. It's those outside-the-box ideas and hands-on experience in bicycle and pedestrian issues that makes Julie a huge asset to the BPAC.

Welcome to Florida, Julie Bond! ❖