

Clearwater Characteristics

On the Gulf Coast of the Sunshine State, more and more people are traveling by bicycle and foot. **Each day in Clearwater, there is an average of 18,494 bicycle trips taken with an average traveling distance of 4.53 miles. There are 121,841 pedestrian trips taken at an average of 1.17 miles per trip.**

Restore human legs as a means of travel. Pedestrians rely on food for fuel and need no special parking facilities.

~ Lewis Mumford

Trip Characteristics

In the Florida, between 1998 and 2002, the Bicycle Trip Rate per capita (BTR) increased by 29% while the Pedestrian Trip Rate per capita (PTR) increased by 16%. The largest increases in BTR and PTR were by the 21 – 49 age group and 65+ group, respectively. The BTR for the 21 - 49 age group grew by 67% in that time period to 0.25. Seniors 65 and older showed a 74% increase to a 1.01 PTR, however, the 21 – 49 group at 1.20 has a greater PTR.

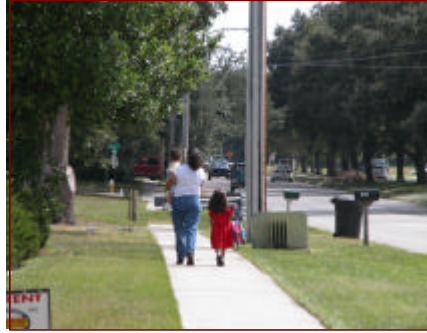
Floridians are willing to travel 5.07 mi. by bicycle and 1.47 mi. as a pedestrian for social and recreational trips. When comparing these figures to the national average, they are 2.76 mi. and 119% greater for bicycling and 0.50 miles and 50% greater for pedestrians. For work trips, Floridians are willing to travel 4.33 mi by bicycle and 0.67 mile as

pedestrian. These figures are 1.50 mi. and 53% greater than the national averages for bicycling, but are 0.21 mi. and 24% less for pedestrians. Floridians are willing to travel 2.46 miles by bicycle and 0.63 miles as a pedestrian for shopping trips. These figures are 1.07 mi. and 77% greater for bicycling and 0.12 mi. and 24% greater for pedestrians than the national averages. As a percentage of total trips taken, social and recreation trips account for 75% of all bicycle trips and 55% of total pedestrian trips. Bicycling and pedestrian work trips account for 5% of the total number of trips, while 13% of bicycle and 21% of pedestrian trips were shopping related.

The “to work” Bicycle Trip Rate per capita for Florida and Clearwater is twice that of the rest of the nation. Almost 10% of Floridians living within 10 minutes of their workplace choose



Clearwater Characteristics



Walking to School

to bike to work. Those living 10-19 minutes from work make up 33% of the population that bikes to work, resulting in 77% of the population that bikes to work living with 20 minutes of their workplace. Calculated at average speeds of 10 mph and 15 mph, the radius within which 77% of the population that bikes to work is three to five miles from the workplace destination.

Personal Characteristics

Certain characteristics show to be indicative of a person's likelihood of acting as a pedestrian or bicyclist. Adults who share or own no vehicle walk and bike the most. People's

walking patterns are less dependent on vehicle ownership than are bicycling patterns. A person who owns between 0 – 0.5 vehicles is most likely to be a bicyclist compared to people of greater vehicle ownership levels (0.5 vehicles per person results from 1 vehicle being shared by two people, two vehicles by four people). Compared to other vehicle ownership levels, owners of between 0 – 0.9 vehicles are most likely to be pedestrians. Most likely to walk and bike are households with annual incomes of \$40K - \$60K and \$25K - \$40K, respectively. PTR for full time employed is 1.15, which is 17% greater than the PTR of 0.98 for unemployed.

Males are twice as likely to bike as are females, but they are involved in a disproportionate number of traffic crashes involving motor vehicles and pedestrians or bicyclists. Pedestrians and bicyclists make up 13% of all motor vehicle related deaths, 11% and 2%, respectively.



Clearwater Characteristics

Tendencies

Other trip characteristics are important in understanding bicyclist and pedestrian tendencies. Most pedestrian trips involved walking beside traffic. 66% of bicycle trips involved sharing a traffic lane and 64% included making a turn across traffic. 39% of bicycle trips were in "heavy traffic". A small, but significant portion of bicyclists (13%) and pedestrians (8%) felt nervous on their most recent trip. The main reason for citing this was speeding or inattentive drivers. The second reason was infrastructure problems such as heavy traffic, poor lighting or the absence of paths and sidewalks.

The National Highway Transportation Safety Administration cites that pedestrian and bicyclist fatalities are most likely to occur in urban areas, where there is likely to be heavy traffic and during the summer months. In the Tampa Bay area and

more specifically in Clearwater, accommodating weather permits year round bicycle riding which leads to the chance for more incidents and thus a greater need for proper planning, infrastructure and education.



Shopping Cyclists Downtown

Conclusion

It is important to understand bicycle and pedestrian trip information as well as the personal characteristics of those who walk and bike in Clearwater. This information is useful in developing programs and infrastructure to address corresponding needs.