

Goal 3:

Provide beautiful streets that are aesthetically pleasing, safe, multi-modal, and livable.

Objective 3.1:

Design roadways at a bicycle and pedestrian scale and use bicycle / pedestrian-first designs.

Objective 3.2:

Use traffic calming techniques on residential roadways to ensure compliance with speed limits.

*Objective 3.3:*

Develop streetscapes that are aesthetically pleasing and inviting to people incorporating textured (e.g., brick) surfaces, narrower travel lanes, pavers, decorative lamps, on-street parking, colorized pavement, and street trees where appropriate. Develop entrance features (neighborhood markers) where appropriate to enhance a sense of “place”. Maximize permeable surfaces; increase storm water recharge within rights-of-way. Incorporate art into public projects and capital improvement efforts. Convert one-way streets to two-way streets where possible.

Objective 3.4:

Design of future facilities will incorporate environmental sensitivity.



Objective 4.5:

Identify, eliminate, and reduce mandatory requirements for accommodating the automobile. Proactively identify and consider revision of codes, practices, and regulations that encourage an automobile-oriented result.

Objective 4.6:

Better “balance” the ‘level of service’ for motor vehicle users with that for bicyclists and pedestrians; consider adjustments as needed.

Objective 4.7:

Establish a public information program encouraging the increased use of bicycle and pedestrian modes as transportation.

Objective 4.8:

Establish a citizen Bicycle and Pedestrian Advisory Committee (appointed by the Mayor with confirmation of City Council) to support and encourage the use of non-motorized transportation and provide advice to the City in matters related to planning and developing facilities and programs.

Objective 4.9:

Provide transportation options for all citizens that will increase the levels of bicycling and walking and reduce the percentage of automobile trips.

Goal 5:

Enhance the safety of pedestrians and bicyclists in St. Petersburg.

Objective 5.1:

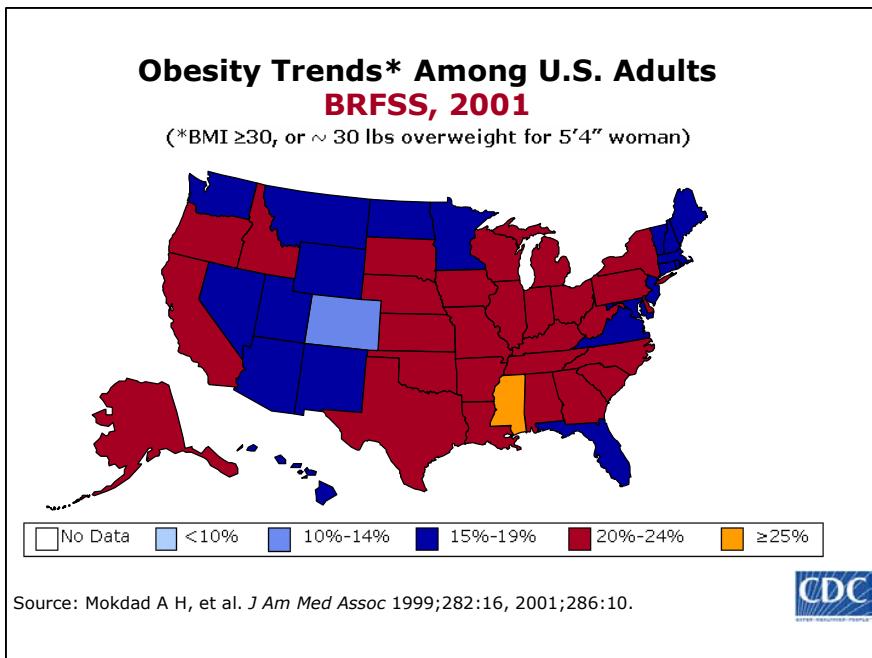
Reduce the pedestrian crash rate.



Public Health

In recent years there have been several initiatives, at the state and national levels that specifically address health issues such as general physical activity (or inactivity) and obesity. Improvements to the bicycling and walking environment promote greater bicycling and walking activity thereby encouraging increases in physical activity, which in turn reduces obesity.

According to the Centers for Disease Control (CDC) and Prevention, National Center for Chronic Disease Prevention and Health Promotion, one of the national health objectives for the year 2010 is to reduce the prevalence of obesity among adults to less than 15%. In 2001, twenty states had obesity prevalence rates of 15-19 percent (including Florida); 29 states had rates of 20-24 percent; and one state reported a rate over 25 percent.



To address both physical inactivity and obesity, the CDC has developed a myriad of programs including Active Community Environments (ACEs), KidsWalk-to-School and State-based Nutrition and Physical Activity Programs. While these initiatives address both inactivity and obesity, ACEs specifically promotes

walking, bicycling, and the development of accessible recreation facilities.



