St. Petersburg’s reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.

Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations through the use of bike corrals, bike valets, and incentives or requirements for bike parking in buildings.

Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to expand and improve your in-school bicycle education program.

Your application indicated that most of the bicycle-related fatalities in St. Petersburg have occurred on the State roadway system. Work with neighboring local jurisdictions to encourage FDOT to improve the safety of these roads for all road users, including bicyclists and pedestrians.

Mandatory registration can be a barrier to some people choosing to use a bicycle. You should review your local ordinance that requires bicycle registration and consider non-enforcement actions that can address the concerns that led to the current requirement.