MOVING SAFETY HARBOR

FORWARD

Sidewalk and Bicycle Facility Master Plan

DRAFT:
June 2022

MOVING SAFETY HARBOR FORWARD

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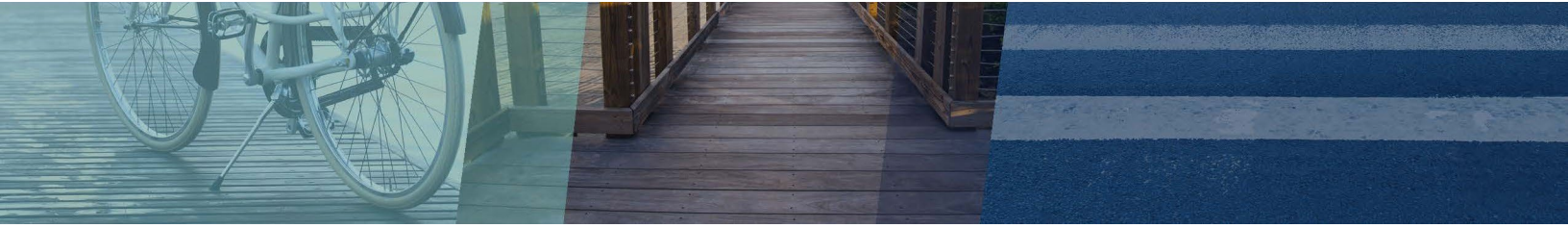


Section 1: Introduction

Plan Purpose

The purpose of the Moving Safety Harbor Forward Sidewalk and Bicycle Facility Master Plan (Master Plan) is to identify priority projects for improving multimodal connectivity throughout Safety Harbor. The identified projects will connect the community to area destinations such as Downtown, schools, parks, commercial areas, and neighborhoods. The project recommendations included in this plan seek to improve bicycle and pedestrian safety and connectivity throughout the City of Safety Harbor. The Master Plan builds on previous mobility planning efforts.

The plan provides a flexible game plan for prioritizing funding. The City of Safety Harbor collects mobility fees as outlined in the Pinellas County Mobility Fee Ordinance (N. 16-21) that can be used towards implementation of the plan. In addition to Mobility Fee funds, the projects identified in this Master Plan include recommendations that are eligible for other funding sources such as through partnership funding with Forward Pinellas, Pinellas County, and the Florida Department of Transportation (FDOT). Furthermore, the projects identified in the plan set the groundwork for eligibility for various grant funding opportunities.

Mobility Fee Funding

The Ordinance was developed by Pinellas County as part of the 2013 Mobility Plan. The Mobility Plan was developed in response to the Community Planning Act of 2011, which eliminated mandatory transportation concurrency requirements and allowed municipalities to adopt an alternative concurrency system. There are two multimodal impact fee districts within the City: Safety Harbor Area (District 5) and Safety Harbor Downtown Area (District 5A). A map of the District 5A mobility fee district boundary is provided in **Figure 1**. The funds collected from the mobility impact fee district can be used to fund plans or projects that involve improvements to transportation modes, which includes sidewalks and bicycle facilities. In addition to the Mobility Fee fund, other potential funding sources for the priority sidewalk and bicycle facility projects include the Community Redevelopment District Tax Increment Financing (TIF) funds, Capital Improvement Program (CIP) funds, Penny for Pinellas funding, and grant funding options through Forward Pinellas, Pinellas County, or the state or federal government sources.

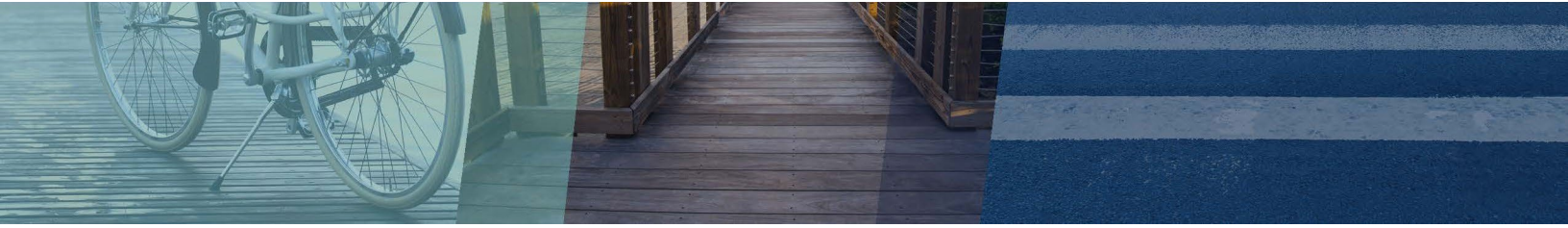
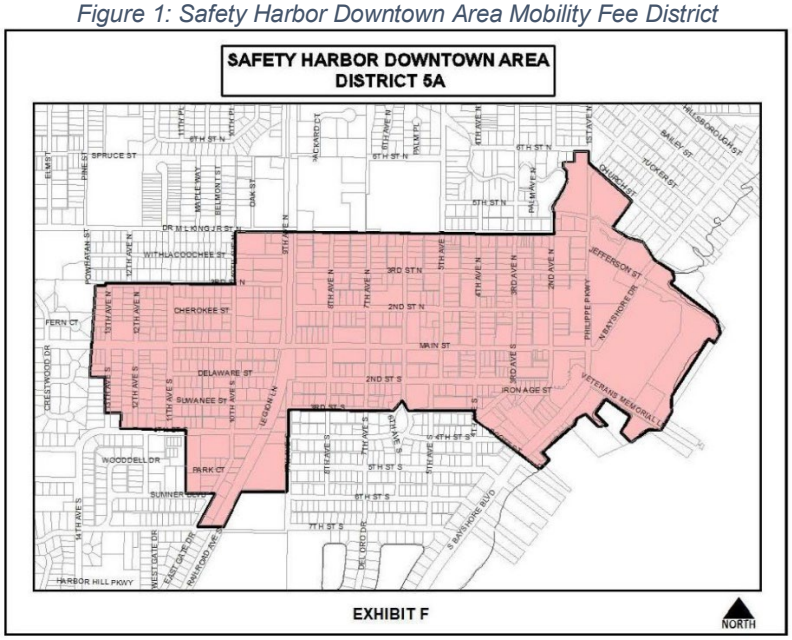


Figure 1: Safety Harbor Downtown Area Mobility Fee District



Source: Pinellas County

Previous Planning Efforts

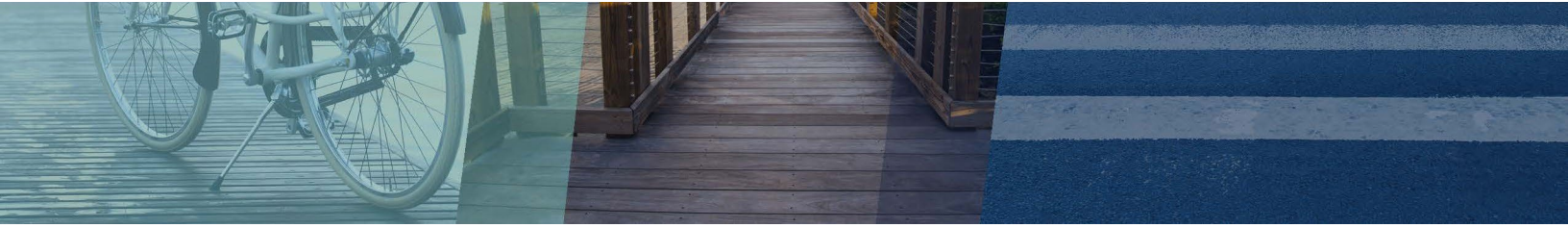
There have been previous City plans and assessments that relate to improvements to the pedestrian and bicycle transportation network within the City. These past efforts have been reviewed to ensure the Master Plan recommendations build upon previous findings and recommendations. These City plans and assessments include:

- City of Safety Harbor Comprehensive Plan Transportation Element and Capital Improvement Element
- Safety Harbor Downtown Master Plan (updated in 2012)
- Safety Harbor Walkability Audit Report (2017)
- Trail, Sidewalk Inventory, and Bicycle Route Map

There are also other previous planning efforts conducted in the surrounding areas and municipalities adjacent to Safety Harbor. These plans include:

- City of Oldsmar Transportation Plan
- City of Clearwater Complete Streets Implementation Plan
- Forward Pinellas Transportation Improvement Program (TIP), Advantage Pinellas: Active Transportation Plan (2020) and Vision Zero efforts including an equity analysis
- Florida Department of Transportation (FDOT) Work Program and SR 580 Corridor Planning and Concept Development Study
- SR 590 Improvements

Previous and ongoing planning efforts in Safety Harbor and the surrounding communities, along with existing conditions, were taken into consideration for the development of the sidewalk and bicycle facility project recommendations. From these planning efforts, projects were identified and considered in the Master Plan prioritization and recommendations.



Below are some common and major themes from the previous plans:

- Add **shared-lane markings** to low-traffic streets
- Add **high-visibility crosswalks** near recreational, commercial, and civic uses
- Add **shade trees** for pedestrians
- Repair crumbling **sidewalks** and fill sidewalk gaps
- Improve **lighting** for sidewalks
- **Use paint** to improve intersections
- Implement **traffic calming** measures
- Improve **access to schools**
- Relocate **utility poles that block sidewalk** paths
- **Improve wayfinding** to downtown
- Expand the City's **overall bicycle network** to popular destinations

What's Included in this Plan

The Master Plan is divided into six sections:

Section 1: Introduction

This section provides context and guiding principles that are referenced throughout the Master Plan.

Section 2: Existing Conditions

This section provides an overview of previous planning efforts relating to sidewalks and bicycle facilities, existing conditions, and planned future improvements. Included within the existing conditions is a summary of five-year crash data.

Section 3: Community and Stakeholder Engagement

This section summarizes the community engagement that occurred during the development of the Master Plan.

Section 4: Mobility Improvement Strategies

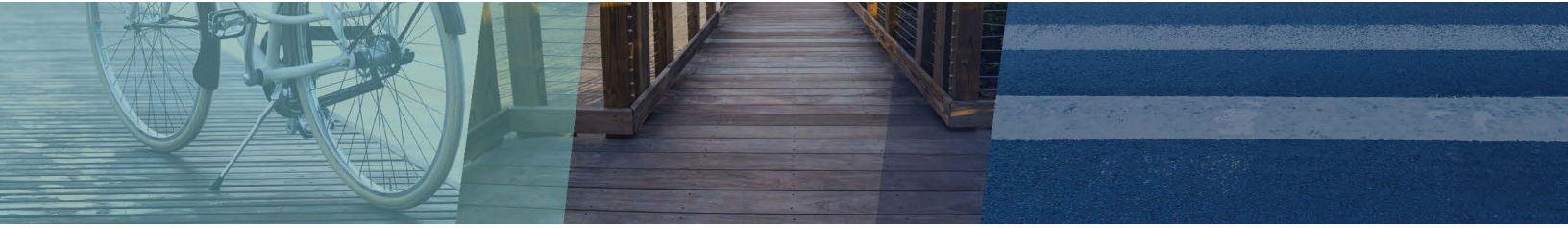
This section provides examples of types of mobility improvements strategies for various pedestrian and bicycle facilities.

Section 5: Recommended Bicycle Facility and Sidewalk Improvements

This section outlines the metrics used to prioritize the identified pedestrian and bicycle projects. It includes the prioritized list of improvements along with estimated project costs by project type and priority, and potential funding sources for these improvements and next steps.

Section 6: Next Steps

This section provides strategies for project implementation and highlights potential funding sources for the identified and prioritized bicycle facility and sidewalk projects.



Guiding Principles

The guiding principles outline the overall goals and intentions that are interwoven throughout all sections of the Master Plan. The guiding principles direct improvement recommendations such as the types of improvements and which improvements are prioritized first for implementation. The guiding principles encapsulated in the Master Plan are listed below.

Guiding Principle 1: Safety

- Improve safety for pedestrians and bicyclists
- Identify locations that are areas of concern

Guiding Principle 2: Connectivity

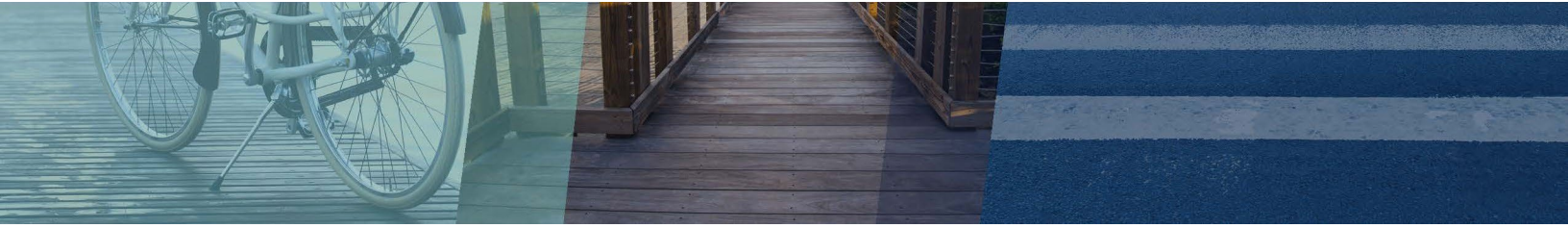
- Improve mobility and connections to destinations

Guiding Principle 3: Community Support

- Build off previous planning efforts and ensure consistency with other planning documents

Guiding Principle 4: Equity & Inclusion

- Increase equity by providing connections and access to community destinations and resources for people of all ages, abilities, and incomes



Section 2: Existing Conditions

A primary goal of the Moving Safety Harbor Forward Master Plan is to encourage mobility of all transportation types by providing safe and accessible multimodal facilities. To reach this goal it is imperative to understand the existing transportation network, people's daily travel needs, and current travel patterns. The review of existing conditions also helps understand current needs and deficiencies in the City's sidewalk and bicycle network. The following summary provides key facts and takeaways of the existing multimodal conditions (broken down by transportation type), as well as the challenges and opportunities presented by the current conditions. The following existing conditions were reviewed for the Master Plan:

- Existing Facilities
- Safety
- Planned Improvements

Field Review of Existing Conditions

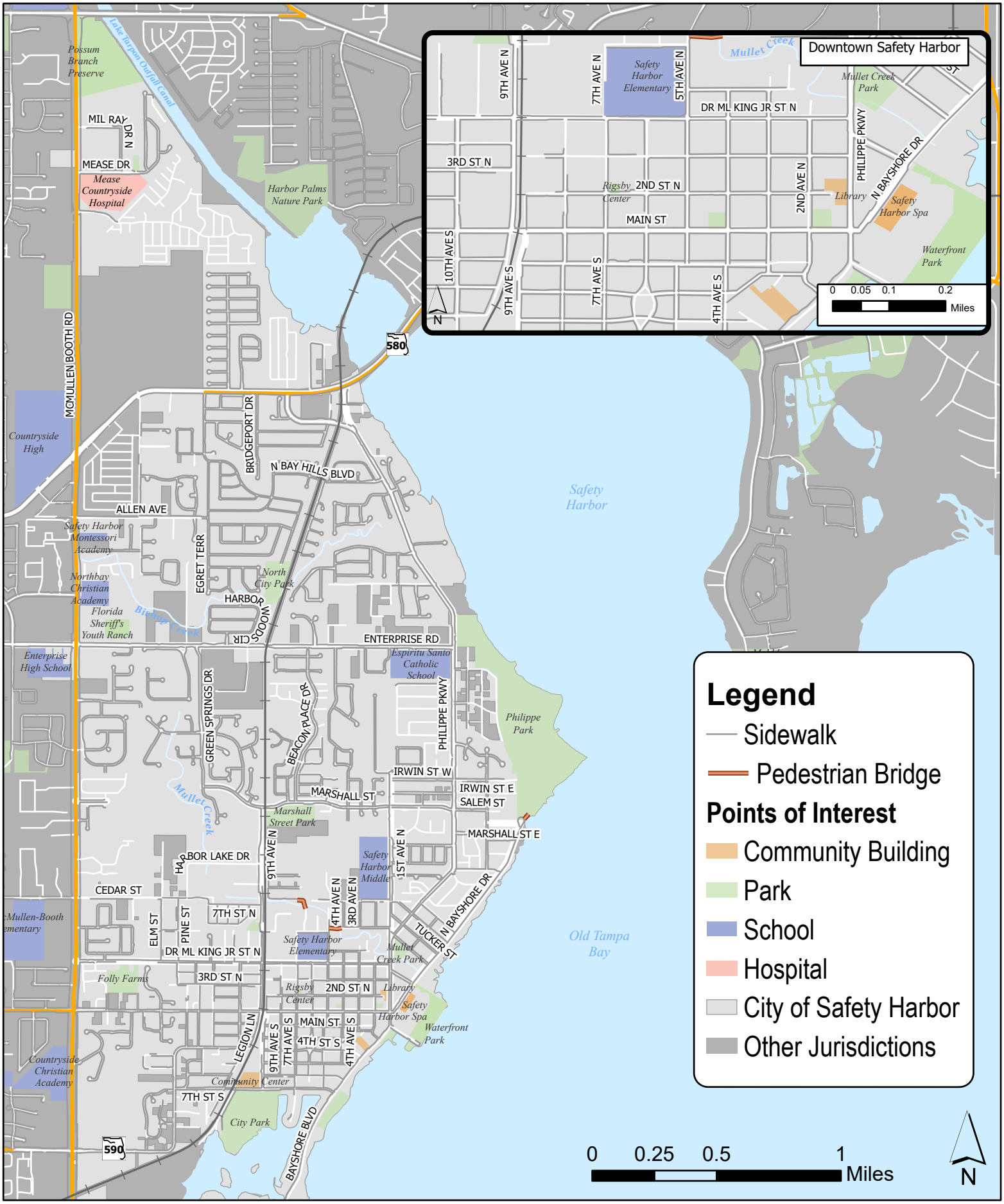
Several field reviews of existing conditions were conducted in the Fall of 2021. The purpose of the field reviews was to gain an understanding of how Safety Harbor residents and visitors use existing pedestrian and bicycle facilities and networks, as well as, to understand the level of comfort and safety experienced on these facilities. Additionally, park and school locations were visited to identify potential connection improvements. Some high-level observations from the field review include:

- Large amount of activity in Downtown and Safety Harbor Waterfront Park
- High volume of pedestrian and bicycling activity along Bayshore Boulevard Trail
- High volume of pedestrian and bicycling activity along N. Bayshore Boulevard and Philippe Park Drive, within Philippe Park
- Curb ramp and ADA improvements are needed throughout the City, particularly along Main Street
- High speeds and difficulty crossing on SR 580

Existing Facilities

Sidewalks and Crossings

The City of Safety Harbor generally has a well-connected sidewalk network, particularly in and around the Downtown area. Within the Safety Harbor City limits, approximately 69 percent of the streets have sidewalks on both sides. The neighborhoods with limited presence of sidewalks are mostly within the northern portion of the City limits. Furthermore, there are existing sidewalks that need repairs due to crumbling pavement, trip hazards, non-ADA compliant curb ramps, and close proximity to roadways which raises safety and comfort concerns for pedestrians. The City's pedestrian network includes pedestrian footbridges that provide direct connections to schools, parks, and neighborhoods over bodies of water and wetlands. These pedestrian footbridges are located at the entrance of Philippe Park at the end of N. Bayshore Drive, across Mullet Creek between 4th Avenue N. and 5th Avenue N., and between 6th Avenue N. and Meldrum Street. The pedestrian footbridge locations and existing sidewalk network are shown in **Figure 2**. It should be noted that the City's sidewalk inventory was not updated as part of this project.



Existing Sidewalks

Figure 2

Pedestrian footbridge at Philippe Park

Sidewalks along Main Street

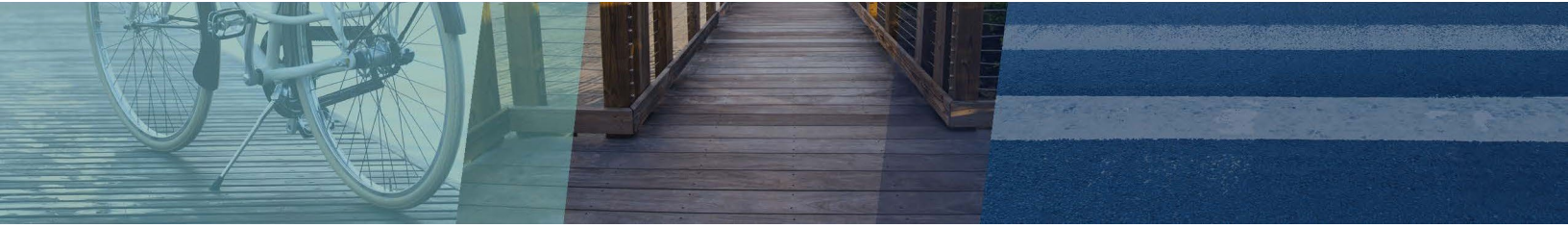
Crossings

The most notable element for intersections within the City are the non-ADA compliant curb ramps due to updated ADA requirements, such as at the intersections along Main Street. One notable aspect of Main Street intersections is their brick material. Brick intersections provide a visual cue to drivers that pedestrians are present, slow down vehicle speeds, and provide a sense of place for a community. There are also some instances of intersections without curb ramps and detectable warnings at spot locations throughout the City.

Intersection without curb ramp and detectable warnings

Recent Intersection Improvements on Main Street

In addition to intersection crossings, there are several flashing mid-block crossings, or Rectangular Rapid Flashing Beacons (RRFBs), located throughout the City. Most of the RRFBs are located along trails and major corridors where pedestrians and bicyclists need to cross to access parks and other community destinations.



Barriers to Connectivity

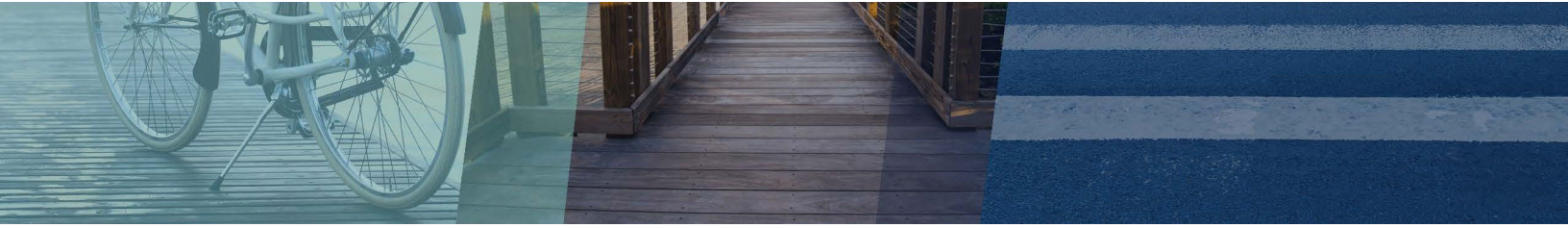
The CSX railroad dissects the City, primarily running parallel with 9th Avenue. The railroad has resulted in many east/west streets with railroad crossings, while also creating east/west barriers because of limited connection across the railroad. In addition to the barrier the railroad creates, there are also existing issues with the crossing locations for pedestrian and bicyclists, due to lack of adequate crossing facilities.

Bicycle Facilities and Trails

Shared Lanes/Low-Speed Roadways

There are many low-speed streets within the City of Safety Harbor that are favorable for bicycle travel. These streets are primarily residential streets that provide connections to destinations within the City. These streets include Main Street, Green Springs Drive, Beacon Place Drive, 5th Avenue N, and 7th Avenue S, to name a few, as shown in the City's Walking and Bicycle Routes Map (**Figure 3**).

Bicyclists and Pedestrians traveling on a low-speed road in Philippe Park



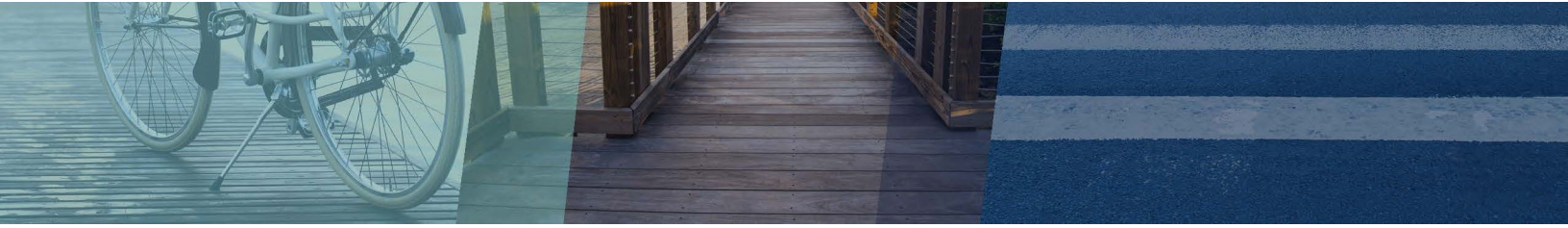
Bicycle Lanes

There are limited dedicated bicycle facilities within the City. The only dedicated bicycle lanes within the city limits are on the SR 580 bridge, providing a connection to the City of Oldsmar, and on McMullen Booth Road, adjacent to the western City limits. Neither of these roadways are City owned or maintained. SR 580 is owned by FDOT and McMullen Booth Road is owned by Pinellas County. While there are minimal bicycle lanes present within the city, there a several bicycle lane connections adjacent to the city which provide opportunities for future connections such as on Sunset Point Road/SR 576 and NE Coachman Road/ SR 580. The existing bike lanes are shown in **Figure 4**.

Trails

There is one dedicated trail within the City. The Bayshore Boulevard Trail runs parallel with Bayshore Boulevard from the southern City limits to downtown Safety Harbor. The trail provides a connection from the Courtney Campbell Trail and the Ream Wilson Trail. The connection to the Courtney Campbell Trail provides a connection from Safety Harbor to Tampa, many bicyclists utilize the trail connections to ride between the two cities. The Ream Wilson Trail provides a trail connection from Safety Harbor to Clearwater. During the COVID-19 pandemic, trail usage has increased as more residents and visitors sought out outdoor spaces for exercise and recreational activities. While there are minimal trails present within the city, there a several trail connections in adjacent cities that provide opportunities for future connections. The existing trails are shown in **Figure 4**.

Trail connection through Safety Harbor Waterfront Park



Bicycle Amenities

Bicycle amenities, such as public bicycle racks and bicycle repair stations, help facilitate connectivity by providing bicycle parking at key destinations and repair tools along key routes. The existing bicycle amenities were reviewed and documented during the existing condition analysis. There are 23 bicycle racks and two bicycle repair stations located throughout the City of Safety Harbor. The locations of these bicycle amenities are shown in **Figure 4**.

Bicycle repair station located at N Bayshore Drive & Church Street

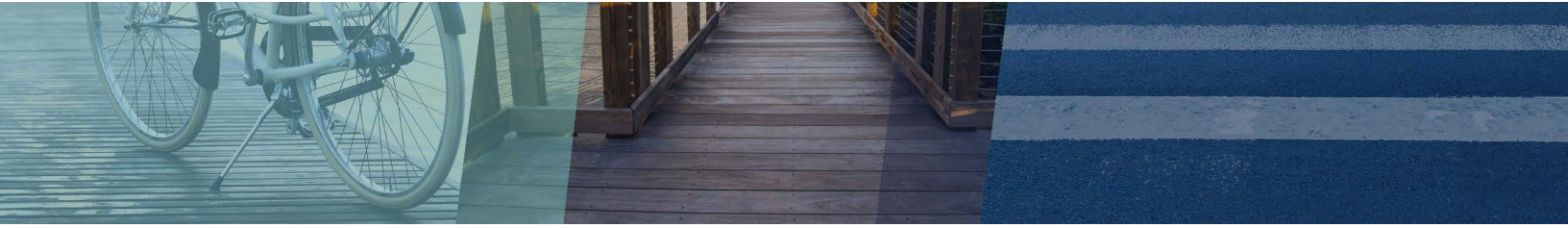
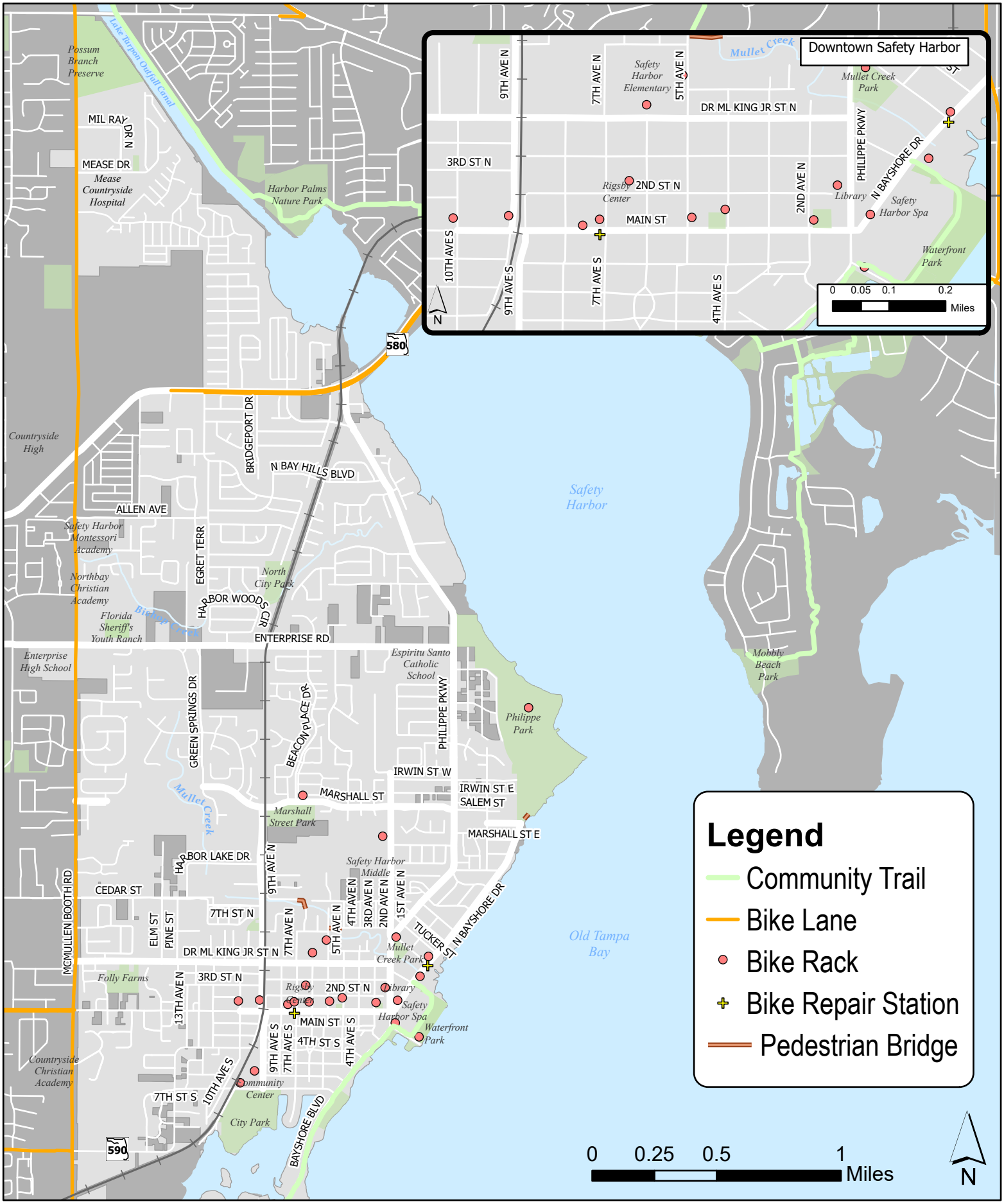


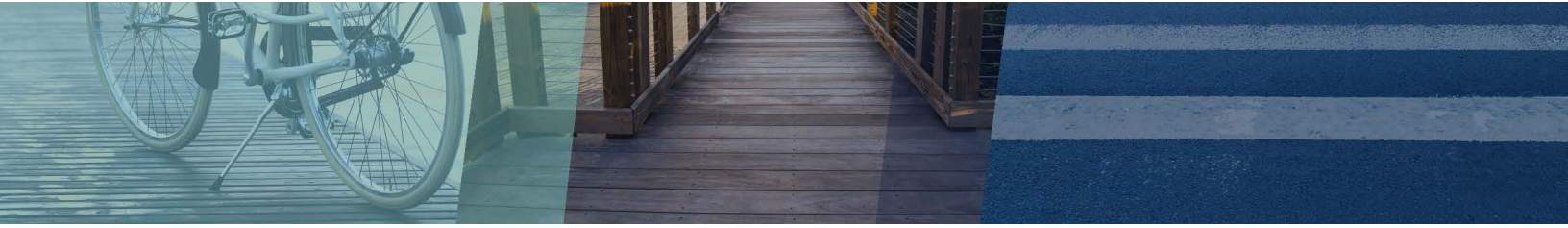
Figure 3: Safety Harbor Walking and Bicycling Routes

Source: City of Safety Harbor



Existing Bicycle & Network Facilities

Figure 4



Safety

Crash Data

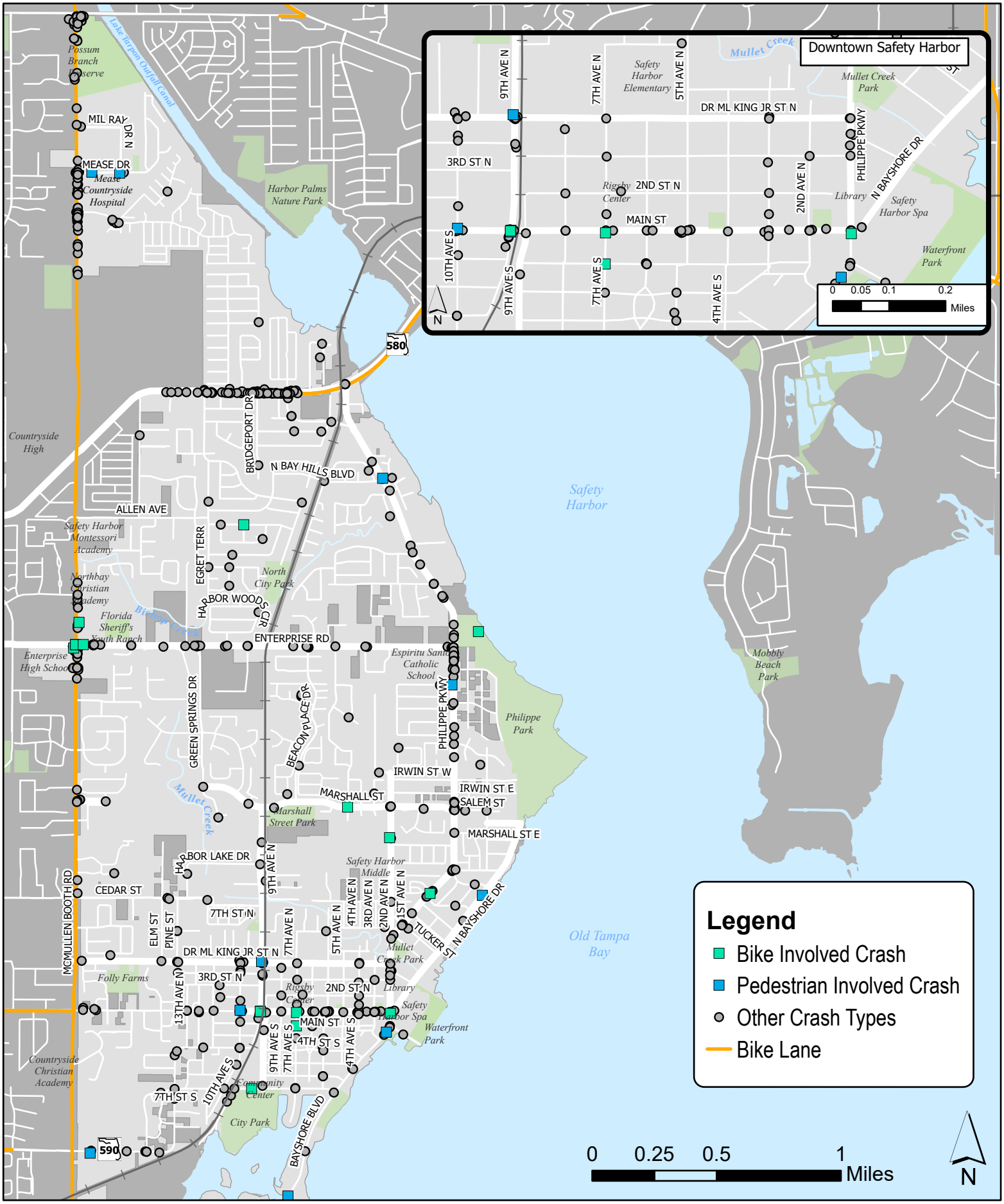
Crash data provided by Forward Pinellas from 2016 to 2020 was analyzed as part of the existing conditions assessment to better understand safety issues for pedestrians, bicyclists, and vehicles in Safety Harbor. A total of 710 crashes were reported within the City limits during this timeframe (**Table 1**). Of the total crashes, 15 crashes involved bicyclists and 13 crashes involved pedestrians. The locations with the most bicycle or pedestrian involved crashes include Enterprise Road and McMullen Booth Road and N Bayshore Drive and Philippe Parkway. A map of all crash locations by crash mode type is provided in **Figure 5**.

Table 1: Crash Types by Year (2016 - 2020)

Crash Type	2016	2017	2018	2019	2020	Total Number of Crashes	Percent of Total Crashes
Angle	26	24	19	28	11	108	15.2%
Bike	1	5	2	2	5	15	2.1%
Head On	4	2	1	2	2	11	1.5%
Hit Fixed Object	22	18	36	28	16	120	16.9%
Hit Non-Fixed Object	2	0	2	1	1	6	0.8%
Left Turn	5	9	4	8	3	29	4.1%
Pedestrian	3	0	1	2	7	13	1.8%
Rear End	75	81	53	59	38	306	43.1%
Right Turn	1	0	2	1	0	4	0.6%
Run Off Road		0	1	1	0	2	0.3%
Sideswipe	20	22	6	6	7	61	8.6%
Single Vehicle	3	1	2	1	0	7	1.0%
Unknown	9	7	1	2	0	19	2.7%
U-Turn	2	3	1	3	0	9	1.3%
Grand Total	**173**	**172**	**131**	**144**	**90**	**710**	**100%**

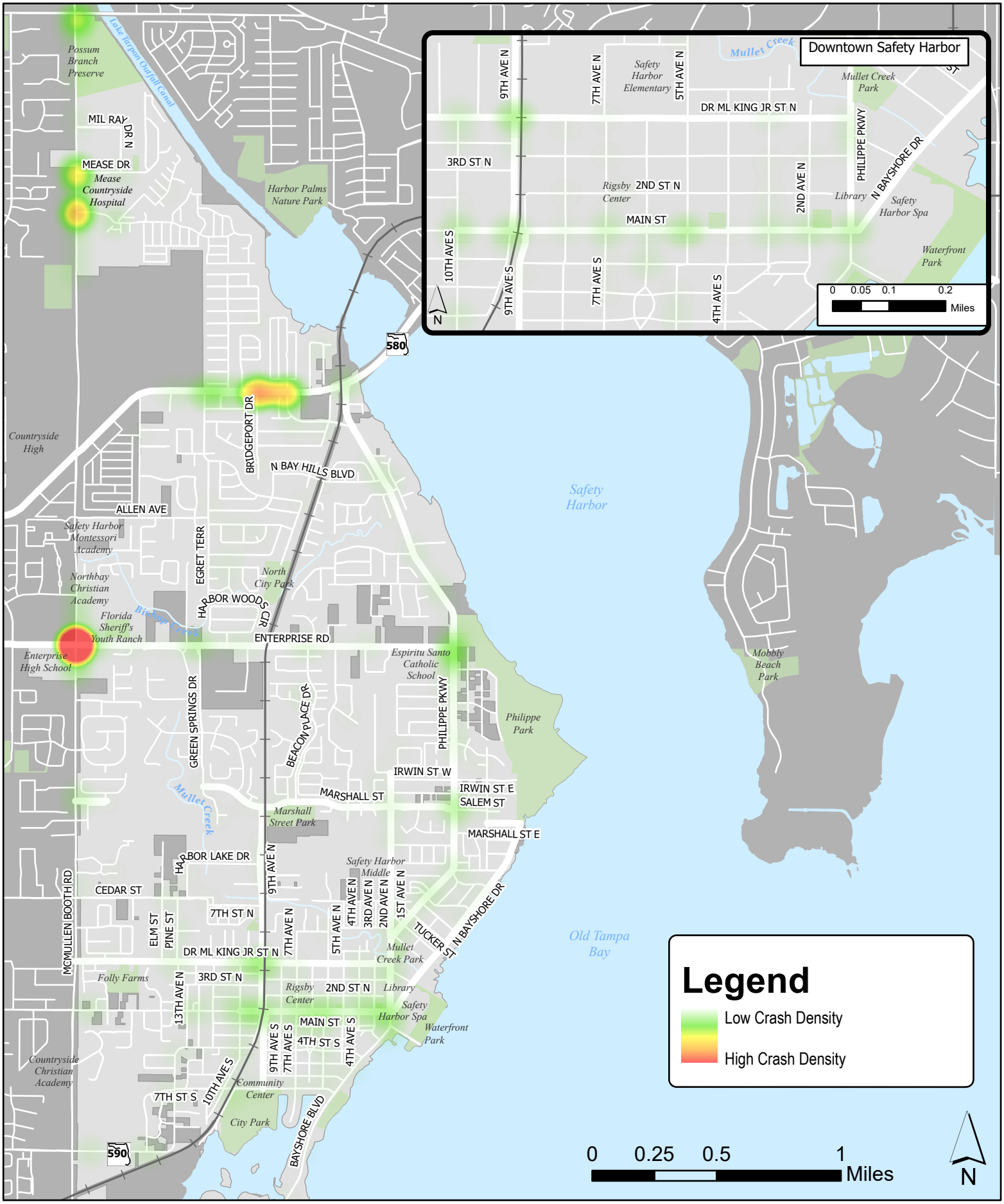
Source: Forward Pinellas

A heat-map of all crash locations between 2016 and 2020 is provided in **Figure 6**.The hot-spot intersections were further examined for potential safety improvements as part of this Master Plan. There are several roadways with a significant number of crashes that will require partnerships with Pinellas County, Forward Pinellas, and FDOT to improve safety. As shown in the map on the next page, there are several corridors that have a significant number of crashes within the City. These corridors include McMullen Booth Road, Phillippe Parkway, Main Street, Enterprise Road, and State Road 580. These roadways are owned by either the FDOT or the County which will require the City to partner and coordinate to implement safety improvements along these corridors. Another partnership opportunity is with Forward Pinellas through their Vision Zero efforts.



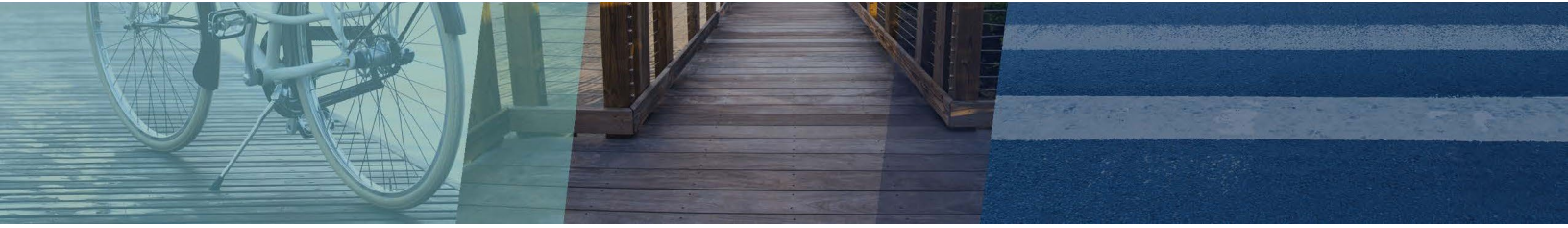
Safety Harbor Crash Locations (2016 - 2020)

Figure 5



Crash Heat Map (2016 - 2020)

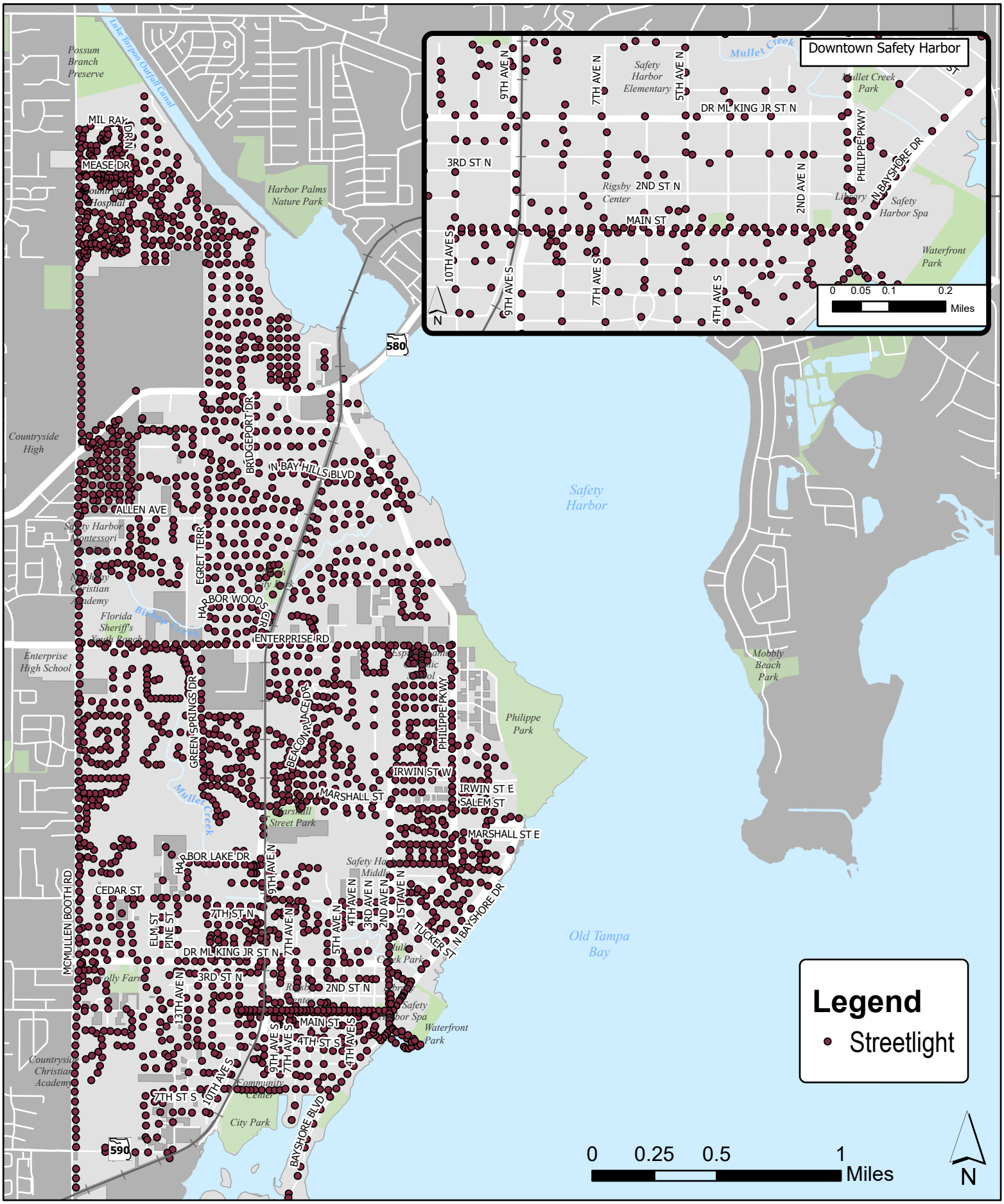
Figure 6



Streetlighting

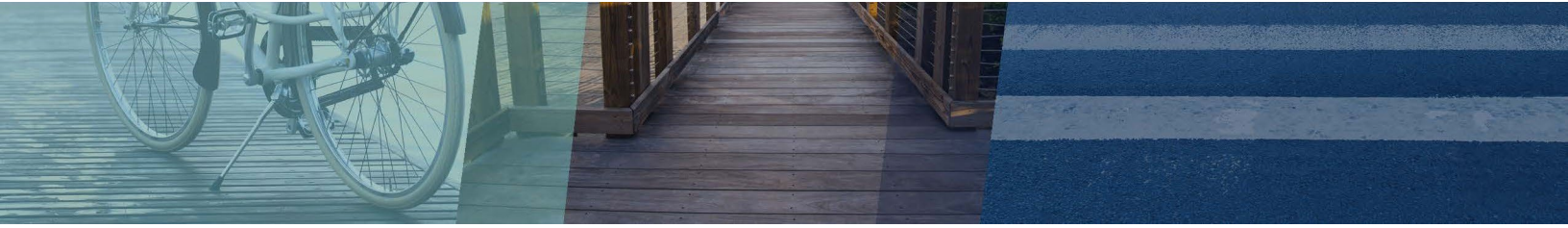
The locations and conditions of street lighting in the City were also reviewed as part of the safety analysis. Dark, or unlit conditions, along roadways can inhibit safe travel for all modes and road users. Part of the consideration is to balance an increase in lighting for safety while maintaining the charm of Safety Harbor. A lack of lighting also decreases the perception of walkability, bikability, and safety on roadways. As shown in **Figure 7**, there is a strong presence of streetlights within the City with some gaps in the streetlight network along SR 580, Philippe Parkway, and Cedar Street. The streetlight data and crash data were compared to identify intersections with nighttime crashes caused by potential dark-lighted conditions. The areas with frequent nighttime crashes are

- Enterprise Road and McMullen Booth Road
- SR 580 and Bridgeport Drive
- SR 580 and SR 590
- Enterprise Road and Philippe Parkway
- Main Street and Legion Lane
- Main Street and 5th Avenue South
- Main Street and S Bayshore Boulevard
- Philippe Parkway and Washington Drive



Existing Safety Harbor Streetlight Locations

Figure 7

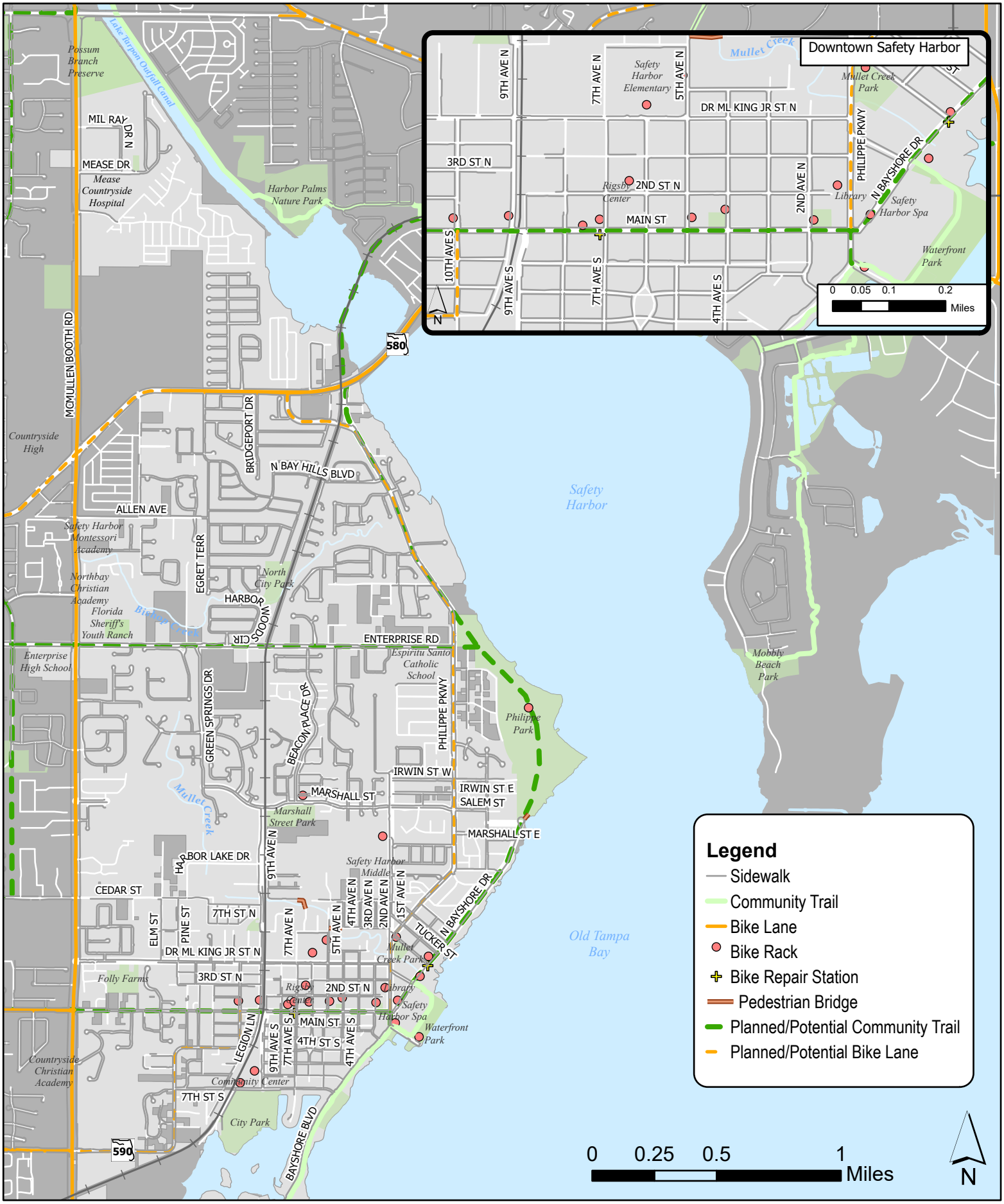


Planned Improvements

The planned future improvements identified in the Advantage Pinellas Active Transportation Plan were reviewed during the existing conditions analysis. The planned improvements are shown in **Figure 8** and include roadways with future shared-lane markings and bicycle lanes, as well as future trail locations.

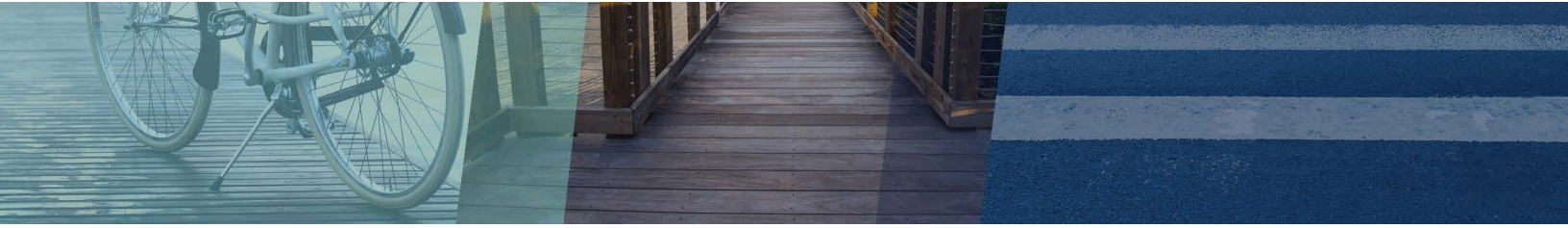
Planned (unfunded and conceptual) improvements in the City of Safety Harbor include sharrows/shared lane markings on Main Street from Philippe Parkway to McMullen Booth Road and on 4th Street North from Philippe Parkway to Elm Street, Elm Street to Cedar Street, and Cedar Street to McMullen Booth Road. There are two planned bicycle lanes identified in Safety Harbor. The planned bicycle lane projects are located on Philippe Parkway from Main Street (Downtown to SR 580) and SR 590 (Main Street to McMullen Booth Road). Additionally, there are future community trails improvements in Safety Harbor on Main Street (Downtown to McMullen Booth Road), Bayshore Boulevard (Downtown to Philippe Park), and Enterprise Road (Phillippe Parkway to McMullen Booth Road). These bicycle lane and trail improvements were identified as part of the Forward Pinellas Active Transportation Plan developed in 2020.

The Forward Pinellas Transportation Improvement Plan also identifies a roadway improvement project on SR 590 in Safety Harbor from Northeast of Leonard Drive to Delaware. Programmed improvements on SR 590 are also identified in the FDOT Work Program. Construction of these improvements is planned to begin Summer 2023. In addition, in Clearwater, an overpass is funded in 2023 at the intersection of the Courtney Campbell Causeway and Bayshore Boulevard for trail users.



Existing and Planned Bicycle and Pedestrian Improvements

Figure 8



Benefits of Sidewalk and Bicycle Facilities Improvements

Several benefits were identified during the review of existing conditions, as well as community and stakeholder engagement identified in the next section. Investment in sidewalk and bicycle facility improvements provide a multitude of benefits that relate to the guiding principles of this Master Plan. Sidewalk and bicycle facilities improvements contribute to safety and connectivity, quality of life, economic development, and equity. The benefits of sidewalk and bicycle facility investments are described in detail below.

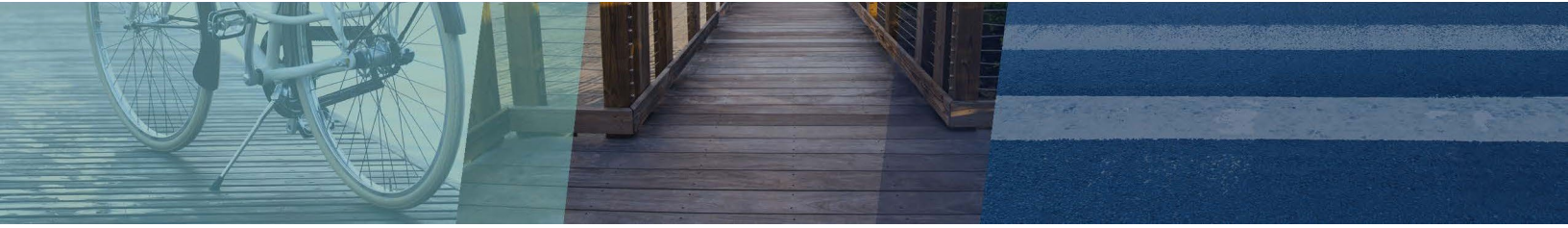
Safety and Connectivity

Pedestrian and bicycle improvements deliver safer streets by providing dedicated spaces and crossings for people walking and bicycling. This Plan aims to improve connectivity and accessibility specifically for pedestrians and bicyclists. This Plan provides improvements to ensure people of all ages and abilities can travel safely and access the destinations they desire. A particular focus of the Master Plan will be implementing ADA improvements such as curb ramps, detectable warnings, reduced trip hazards, and mitigating overgrown landscaping or debris. Improved accessibility and connectivity enable people to maintain their independence and self-sufficiency, particularly seniors, children, and people who have disabilities.

Quality of Life (Health and Sustainability)

Well-connected pedestrian and bicycle networks provide numerous health and sustainability benefits, resulting in a high quality of life for the community. Walkable and bikeable communities allow residents to move their bodies to reach destinations as an alternative to driving. Additionally, safe walking and biking routes to school aid in reducing childhood obesity by providing ways for children to travel without the use of a vehicle. Not only do safe and well-connected pedestrian and bicycle facilities provide physical exercise, but they also eliminate the risk of being involved in a vehicle crash. Due to the impacts of the COVID-19 pandemic, it is evident how important outdoor recreation facilities are for the community, physically and mentally. Many cities have seen an increase in walkers, runners, scooters, and bicyclists during the pandemic which makes it even more crucial to have safe, well-connected, and adequate facilities for people to recreate.

Bicycle and pedestrian networks naturally incorporate sustainability and best practices to promote clean, efficient, and safe infrastructure and systems. These elements and practices are not new technology, instead, they reference how streets used to be designed before automobiles. A well-connected pedestrian and bicycle network allows individuals to live without a personal vehicle while helping to reduce greenhouse gas emissions. Additional sustainable transportation tools include traffic calming improvements, such as street trees and landscaping which help reduce the heat island effect and naturally assist stormwater management.

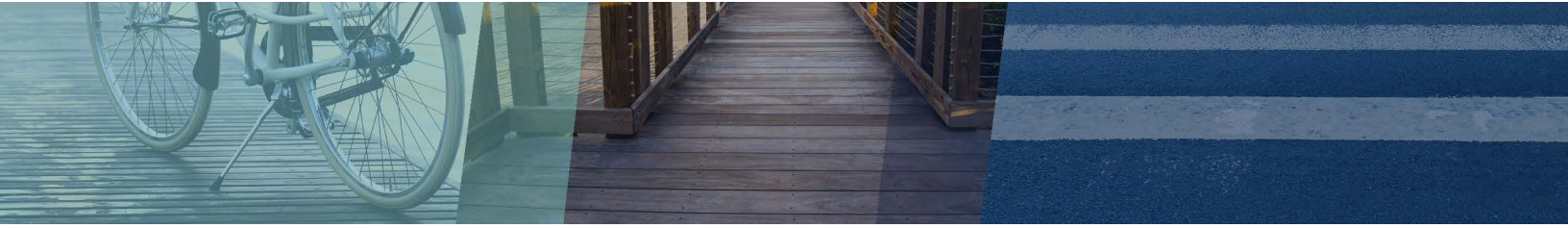


Economic Development

It is proven that pedestrian and bicycles improvements and facilities provide immense economic benefits. Residential property values are higher in neighborhoods that are walkable, and adjacent to bike facilities. Similarly, commercial properties in walkable and bikeable neighborhoods generate more revenue than commercial properties solely accessible by cars. Retail properties adjacent to street trees and a pedestrian oriented environment also generate more income than those that are not. Bicycle and pedestrian facilities not only provide mobility options outside of a vehicle but also provide value to the local economy.

Equity, Inclusion, and Diversity

A well-connected sidewalk and bicycle network allows people of all abilities, ages, and income levels to access goods, amenities, and services. According to the US Census Bureau American Community Survey (2008-2012), almost one-third of Americans cannot drive, due to age or abilities, which makes non-automotive transportation options and facilities essential for every city. Pedestrian and bicycle facilities allow children to safely walk or bike to school or parks and gives elderly populations more freedom to access destinations without a vehicle. Improving and adding pedestrian and bicycle facilities also increases safety and access for low-income residents and minority communities. Based on the US Census Bureau American Community Survey (2008-2012), walking and bicycling disproportionately serves the poor and minority communities. Investing in infrastructure like sidewalks and bike facilitates create better and safer travel routes for car-free households. A block group analysis was conducted as part of the prioritization of projects to identify areas of the City that may require a more equitable distribution of recommendations.



Section 3: Community and Stakeholder Engagement

The project team conducted extensive community involvement efforts and different types of engagement to identify key needs and prioritize funding for the projects identified in this plan. The project team responded to the community's diverse communication needs by ensuring the surveys, workshop materials, and study documentation were accessible online or as hard copies. All information and meeting notices were promoted through social media channels, community newsletters, emails to community contacts, and word-of-mouth. Advisory Board members from the Park and Recreation Advisory Board, Planning and Zoning Board, and Diversity Advisory Board were sent information about the plan and were invited to participate. Community input was incorporated into the final mobility improvement concepts to address community needs and meet project goals. The following types of engagement efforts were conducted to allow for various opportunities for public participation depending on individual comfort levels and availability:

- Community Workshop
- Online Survey and Map
- Focus Groups
- 3rd Friday Street Celebration
- Great American Teach-In

Community Workshop

A community workshop for the Moving Safety Harbor Forward Master Plan was held on October 25, 2021 at the Safety Harbor Public Library. Over 40 people attended the workshop to facilitate community discussion and gather feedback on the City's sidewalk and bicycle facilities' existing conditions, safety concerns, and mobility concerns. Safety Harbor Inspired Planners (SHIP) helped to facilitate workshop attendance and participation by advertising the event and conducting drawings for giveaways to local shops and restaurants during the workshop.

The intent of the workshop was to receive feedback from participants to better understand existing sidewalk, bicycle facilities, trail conditions and needs and to inform the final Master Plan projects and concepts. The workshop was just one form of engagement used to help develop the Master Plan.

The workshop activities included the following:

- Open House with existing conditions mapping
- Existing Conditions Presentation
- Interactive Workshop Activities

Presentation during the Open House

Open House

The workshop began with an Open House session. During the Open House, participants viewed maps of existing sidewalk facilities, bicycle facilities, and crash data locations. Participants were provided with the following prompts to consider when provided feedback and ideas:

- Tell us how you travel in and around Safety Harbor?
- What are the locations that you wish would be easier or more comfortable to access?
- What are your sidewalk and bicycle facility related concerns in Safety Harbor?

Workshop participants were able to provide their answers on a comment card. A copy of the workshop comment card is provided in the Appendix. General themes and ideas gathered from the comment cards include the following:

- Most respondents walk, bike, or drive in and around Safety Harbor
- Need for maintenance improvements for uneven or cracked sidewalks, as well as, overgrown vegetation
- Need for ADA improvements at intersections along Main Street
- Need for bicycle boulevards or low-volume street bicycle routes to connect destinations around the City
- Need for additional signage and lighting along trails, sidewalks, and bicycle paths
- Need for education on proper safety measures and procedures for walking, biking, and driving with multiple modes present

Mapping Activities during the Open House

Mapping Activity

Following the presentation, participants were encouraged to map out their typical walking and bicycling travel patterns and to identify areas of safety concerns. Multiple, larger maps were available throughout the meeting room to facilitate discussion among community members and the project team. Stickers, markers, and post-it notes were provided to assist participants in identifying different improvement opportunities and areas of concerns. Participants were asked to place stickers on the map to show where they thought specific improvements were needed. Copies of the scanned workshop maps, which include community comments, are provided in the Appendix. The following major themes were identified from the mapping activity:

- Needed improvements on Enterprise Road, including a bike lane
- The need for safe bicycle connections between City destinations, such as parks and recreation facilities, as well as, to destinations outside the City such as trails in Oldsmar/along SR 580
- Potential neighborhood greenway locations
- Sidewalk and ADA improvements on Main Street
- Bicycle improvements on N Bayshore Drive, such as sharrows and signage
- Additional bike parking near City destinations
- Considerations for how children travel in and around the City, as well as, improvements needed near schools
- Improved lighting and wayfinding needed throughout the City
- Identification of existing gaps in sidewalk connections
- Identification of current maintenance or landscaping needs along sidewalks
- Locations for amenities such as bike repair stations, bike racks, and benches

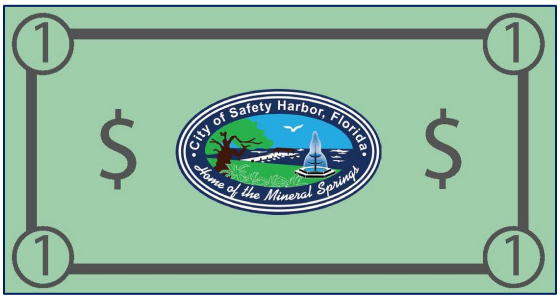
Mapping Activities during the Open House

Prioritization Activity

The project prioritization activity allowed participants to allocate a budget toward the following improvement types identified in the Project Prioritization Methodology:

- Safety
- Connectivity
- Community Support
- Complexity and Cost

Participants were given $5 each in “Safety Harbor” dollars (play money) to allocate across the four prioritization criteria. Boxes labeled with the different categories of improvements were used to collect the allocated dollars. Participants were asked to distribute their money into boxes to indicate their preferred improvement priorities. The results of the prioritization activity are shown in
Table 2. The priority that received the most money was Safety, followed by Connectivity, Community Support, and then Complexity and Cost.



Sample "Safety Harbor" Dollar

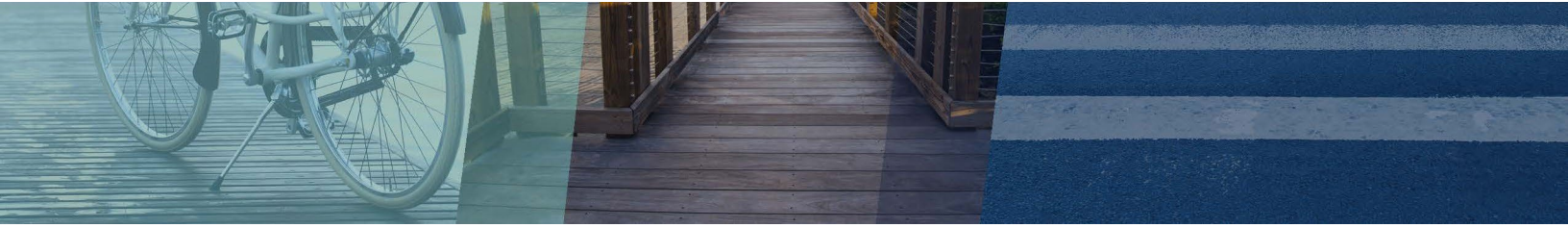


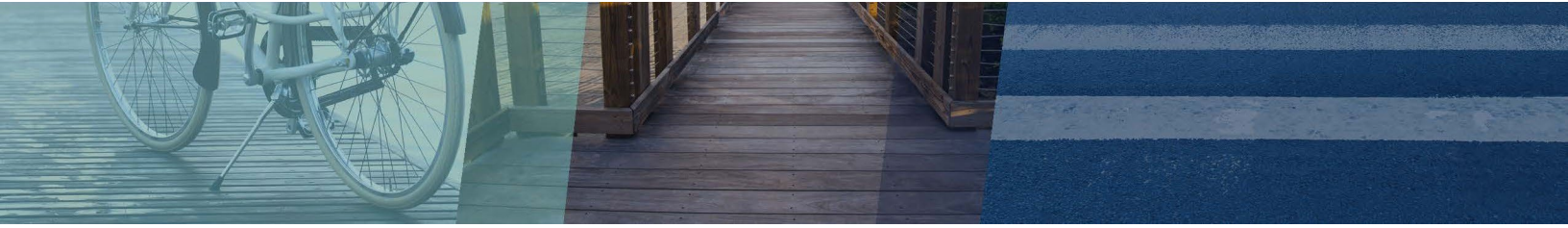
Table 2: Prioritization Activity Results

Category	Total Amount	Percent of Total Amount
Safety	$61	41%
Connectivity	$49	33%
Community Support	$21	14%
Complexity and Cost	$19	12%
Total	***$150***	***100%***

Mapping Activities during the Open House

Online Survey and Map

An online survey was conducted from October to December 2021 and was promoted on the City's website, Cityscape Newsletter, emails to community contacts, and the City's social media platforms. Over 85 people participated in the online survey and the online map had over 180 comments. The survey and online map collected information about people's existing travel habits and locations for concerns and improvements within the City relating to sidewalks and bicycle facilities. The online map collected comments throughout the City with a concentration of comments in downtown, Enterprise Road, Phillippe Parkway, Bayshore Drive, 1st Avenue N, and 9th Avenue N. The comments included a variety of categories relating to pedestrian facilities, bicycle facilities, crossings, safety, and other concerns or improvements. A map of the Public Comment feedback by project type is shown in **Figure 9**.



Pedestrian

Many comments on the online map regarding pedestrian infrastructure included adding sidewalks, widening sidewalks, maintenance, and lighting. Below are some of the notable pedestrian concerns and ideas:

- Widen sidewalks in downtown
- Maintain landscape and debris along sidewalks, especially in downtown, and ensure street furniture (garbage cans, etc.) are not blocking sidewalks
- Fill sidewalk gaps throughout the City

Bicycles

Comments provided on the online map included adding new bicycle facilities and improving existing facilities. Below are concerns and opportunities that were identified on the online map:

- Add dedicated bike facilities to connect to Safety Harbor City Park and Recreation Center
- Add more bike racks in downtown and near businesses and attractions
- Add dedicated bicycle facility on Enterprise Road
- Improve bicycle facilities on Phillippe Parkway

Crossings

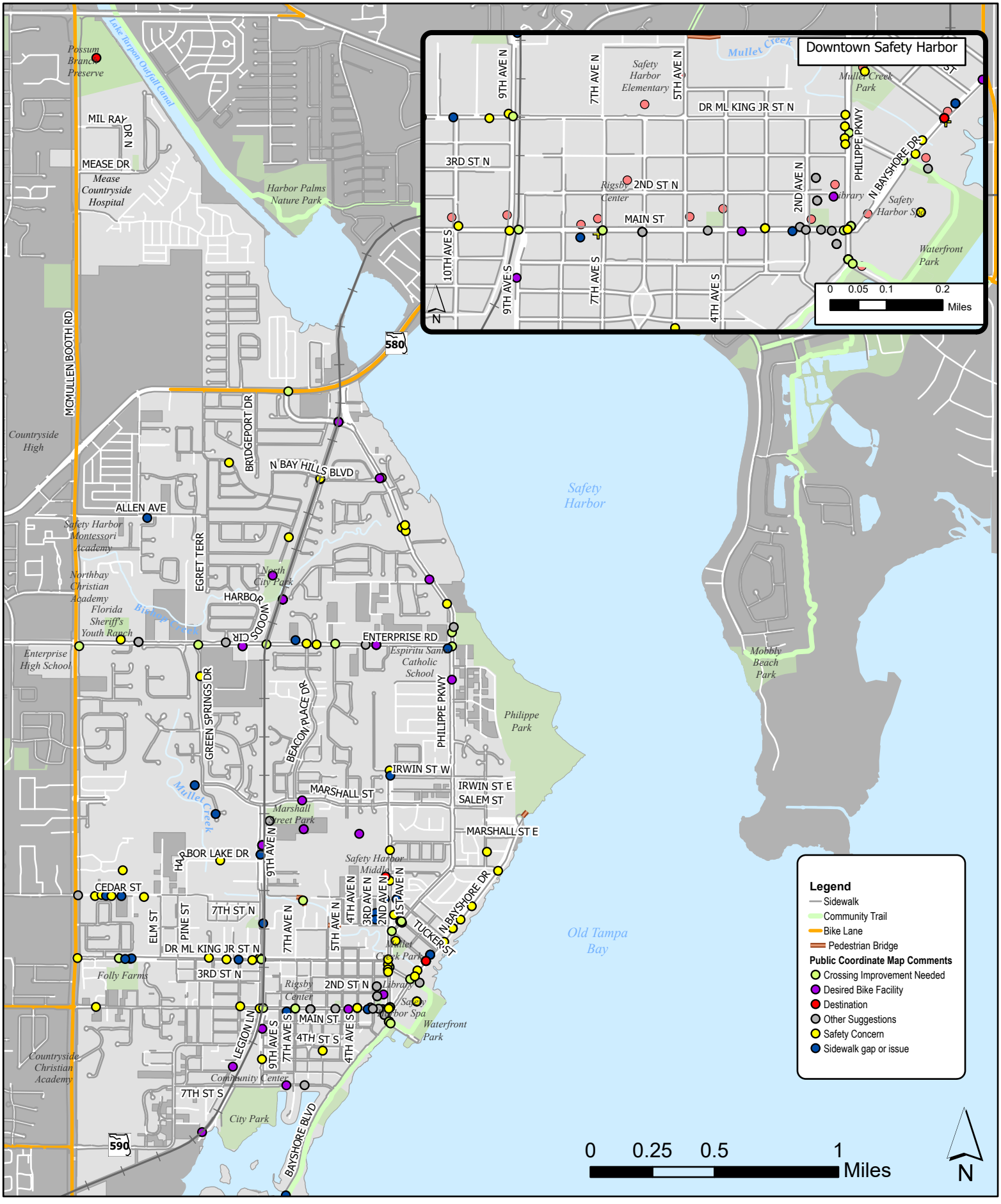
Crossing concerns or opportunities identified on the online map include crossing conditions (intersections, mid-block, and crosswalks), non-compliant ADA infrastructure, safety, and signage. Below are some locations that were identified on the online map for crossing concerns or opportunities:

- Enterprise Road
- 4th Street North
- Main Street (downtown)
- Phillippe Parkway
- S Bayshore Boulevard

Safety

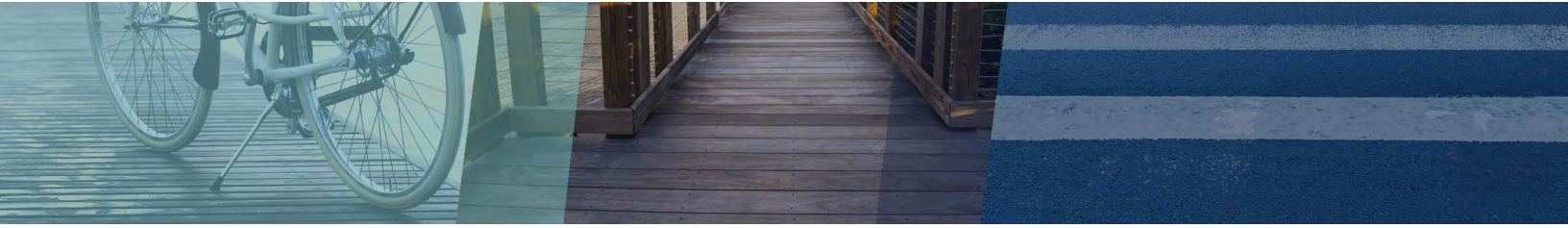
The safety concerns were the top category used to comment on the online map. These concerns included existing sidewalk conditions and facilities, speeding vehicles, obstructed sight lines for drivers and bicyclists, insufficient lighting, overgrown landscaping, and crossings. The streets with the most safety comments were:

- Enterprise Road
- Cedar Street
- 4th Street North/Dr. Martin Luther King Jr Street North
- Main Street
- 9th Avenue North
- Phillippe Parkway
- Bayshore Boulevard



Map App Results

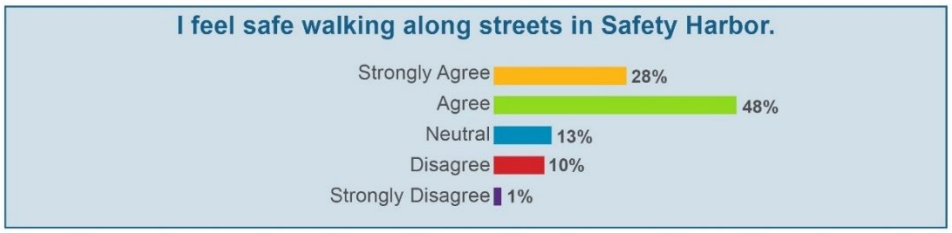
Figure 9

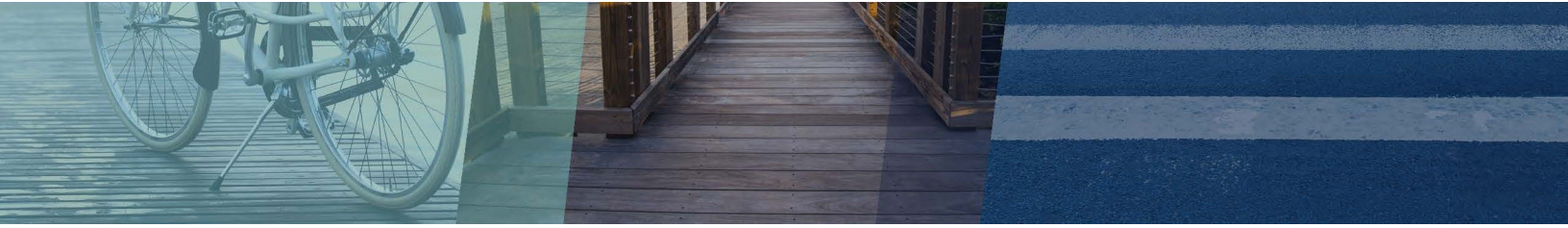


Online Survey

An online survey was conducted simultaneously with the online map to gather input for the Safety Harbor Sidewalk and Bicycle Facilities Master Plan. There were 89 survey participants and questions were asked about participant's travel habits and preferences, existing sidewalk and bicycle facilities, and types of improvements they would like to see within the City.

The questions also focused on which improvements would encourage them to walk or bicycle more than they already do. Improved sidewalks and frequent and improved crossings were the top answers that would encourage people to walk more than they currently do. The top answer that would encourage people to bicycle more was more bicycle paths and routes. The results from these questions are shown in the figures below.





As shown in the above figures, survey respondents generally feel comfortable walking and biking within Safety Harbor. Participants who did not feel safe walking or bicycling commented on areas where safety can be improved through increased lighting, slowing vehicular traffic, improved crossings, and dedicated bicycle facilities. The overall survey results show participants support improvements that will expand and improve existing facilities to encourage more pedestrian and bicycling activity.

Focus Groups

A total of four focus groups were held on November 16th, 2021 to gather input for the Safety Harbor Sidewalk and Bicycle Facilities Master Plan. The focus groups included members from the Safety Harbor Chamber of Commerce, Safety Harbor Elementary School, Safety Harbor Middle School, Espiritu Santo Catholic School, and local and regional public agencies such as City of Clearwater, City of Oldsmar, FDOT, Forward Pinellas, Pinellas County, and Pinellas Suncoast Transit Authority (PSTA).

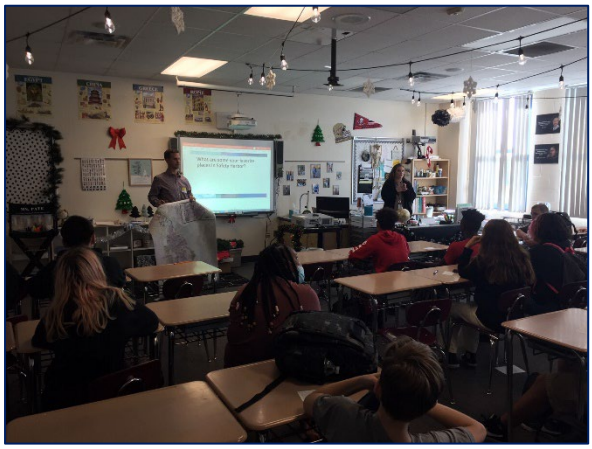
Below are some of the top priorities and concerns related to sidewalks and bicycle facilities within the City that were discussed during the focus groups:

- Traffic calming.
- Connections to surrounding municipalities and destinations such as Oldsmar, Clearwater, the Pinellas Trail, and other areas of Pinellas County.
- Equity should be a vital piece when assessing areas for improvements. A priority should be made for improvements that will benefit lower income populations, people with disabilities or mobility challenges, or historically excluded communities.
- More parking for bicyclists and vehicles in downtown.
- Provide options for those bicycling including slow speed streets to avoid congested areas with those walking, bicycling, and driving near Bayshore Blvd and Main Street.

3rd Friday Street Celebration and the Great American Teach-In

City staff and the project team attended the City's 3rd Friday Street Celebration to raise awareness about the Safety Harbor Sidewalk and Bicycle Facilities Master Plan and promote the online survey and map. This was done by handing out flyers with the project website and survey information and speaking with attendees about walking and biking within the City. After this outreach effort, there was an increase in activity and responses for the online survey and map.

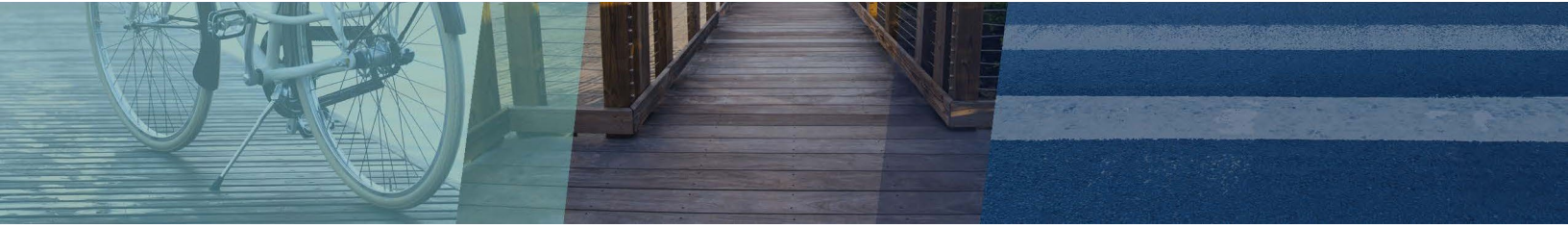
The project team also participated in the Great American Teach-In on November 17th, 2021 at the Safety Harbor Middle School. The project team engaged with civics and government classes on a mapping exercise. The team heard from students about heard about needs for safer sidewalks and streets for bicycling and skateboarding near the school and on Main Street.



Third Friday and Great American Teach-In Engagement

City Commission Meeting

On December 6th, 2021, Kimley-Horn staff presented an update of the Safety Harbor Sidewalk and Bicycle Facilities Master Plan to the City Commission. The presentation outlined the existing sidewalk and bicycle conditions, the prioritization criteria, public outreach conducted thus far, and next steps.



Section 4: Mobility Improvement Strategies

The mobility strategies included in this section consist of various design and infrastructure improvement elements for increasing safety, improving connectivity, and enhancing street aesthetics as well as creating a sense of place. These strategies are meant to serve as a toolbox for the City moving forward. The descriptions and images included in this section provide a broad overview of each design element and mobility strategy.

Pedestrian and Intersection Strategies

Sidewalks

Sidewalks are usually located beside roadways and are designed to accommodate pedestrians, aside from vehicular traffic. They help provide a safe and comfortable designated route for all users. Typical minimum sidewalk widths in residential areas are five feet. In downtown or high traffic areas, minimum sidewalk widths should typically be eight feet wide, depending on available right-of-way and the location of utilities and drainage.

Sidewalk

Trails/Shared Use Paths

Trails, or shared use paths, are multi-use paths designed for both transportation and recreation purposes and are facilities on exclusive right-of-way with minimal cross flow by motor vehicles. The primary users of shared use paths are bicyclists and pedestrians, including pedestrians with strollers and those using mobility devices such as manual or motorized wheelchairs. Shared use paths and trails serve as a supplement to on-road bike lanes, shared roadways, bike boulevards, sidewalks, and paved shoulders.

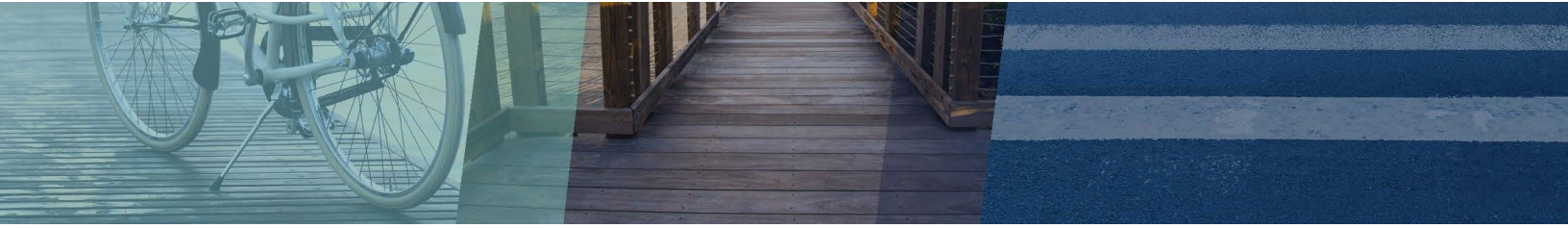
High Visibility Crosswalks

High visibility crosswalks use various patterns and materials to help make the intersection more visible when compared to a traditional crosswalk. High-visibility crosswalks are more noticeable to oncoming vehicles, creating a safer environment for pedestrians to walk.

High Visibility Crosswalk

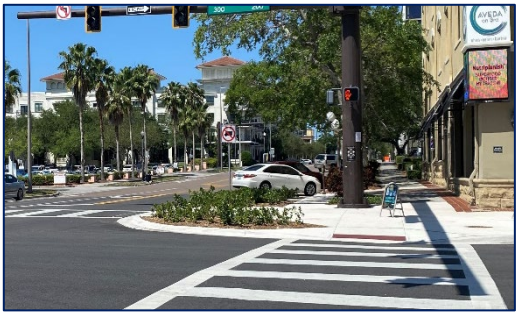
Pedestrian Refuge Islands

Pedestrian refuge islands allow pedestrians to have a safe place to stop halfway through an intersection or when crossing a busy street. These islands are typically constructed at the end of a median and include landscaping and/or bollards. These are particularly useful for elderly residents and people who are disabled who may take longer to cross large intersections.



Curb Radius Reductions/Curb Bulb Outs/Curb Extensions

Curb extensions physically shorten crossing distances and allow crossing bicyclists and pedestrians to make use of shorter gaps, visually and physically narrowing the roadway which creates safer and shorter crossing distances, while increasing available space for pedestrians and street furniture.



Curb Bulb Out

Rectangular Rapid Flashing Beacons (RRFBs)

RRFBs can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and midblock crossings by increasing motorist awareness of potential pedestrian conflicts.

Leading Pedestrian Intervals (LPIs)

Leading Pedestrian Intervals (LPIs) provide a head-start to pedestrians crossing a roadway so they are more visible to turning vehicles. LPIs are best used in high pedestrian and high vehicle traffic areas. LPIs provide pedestrians with an advance start to cross a signalized intersection before the concurrent green signal phase.

Curb Ramps

Curb ramps provide an adequate transition between sidewalks and street crossings, allowing for pedestrians to reach the street level without speeding off the curb. They also require warning fields to provide additional indication.

Bicycle Strategies

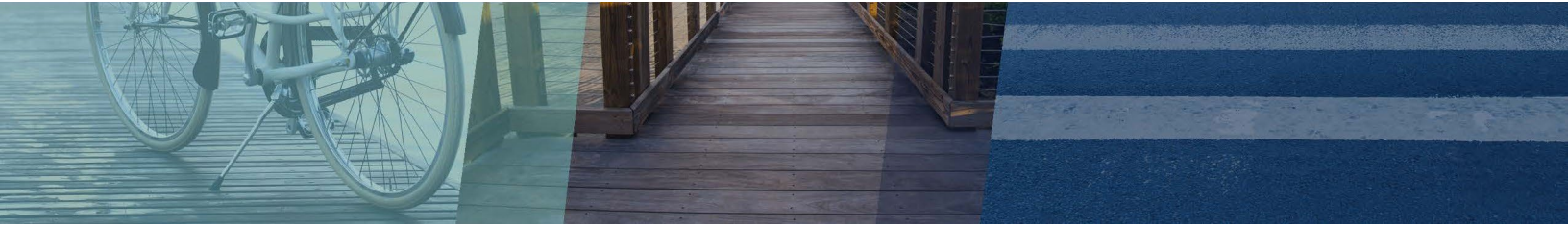
Neighborhood Greenways

Neighborhood greenways are low-speed and low-traffic volume roadways identified as part of a connected network of bicycle routes. Greenway corridors are typically implemented where it is not necessary or desirable to create dedicated, exclusive space for bicycling on streets. Greenways may include traffic calming elements, shared lane marking, and wayfinding signage.

Shared lanes are defined by shared lane arrows or shared lane markings (sharrows) on a given roadway. The use of sharrows intend to give drivers two messages: bicyclists are expected to be present in the area and the location where they are expected travel on. However, sharrows do not indicate an independent bike path, instead they illustrate a shared lane environment for bicycles and automobiles

Bike Lanes

Bike lanes enable bicyclists to ride safely without interference from existing traffic conditions and encourage safe, predictable behavior and movements between bicyclists and motorists. Bike lanes may be distinguished using color, lane markings, signage, and intersection treatments.



Protected Bike Lanes

Protected bike lanes are much safer than typical painted bike lanes because of the physical barrier between users and motorists. The use of landscaping, raised curbs, bollards, planters, and other methods create a protective barrier for bicyclists and vehicle traffic. Protected bike lanes improves safety and encourages more people to bike to their destination.

Protected Bike Lane

Buffered Bike Lane

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

Buffered Bike Lane

Painted Bike Lane

Painting bike lanes beautify roadways, naturally slow vehicle speeds, and bring attention to motorists of bicycle activity.

Trails/Shared Use Path

Shared use paths are designed to provide off-road routes for a variety of users. They may extend or complement roadway network.

Traffic Calming/Roadway Strategies

The City of Safety Harbor has an existing Traffic Calming program in place to guide traffic calming efforts, create safer environments for all road users, and find solutions to their neighborhood traffic problems. Some of the traffic calming strategies below are already included in the Safety Harbor Traffic Calming program.

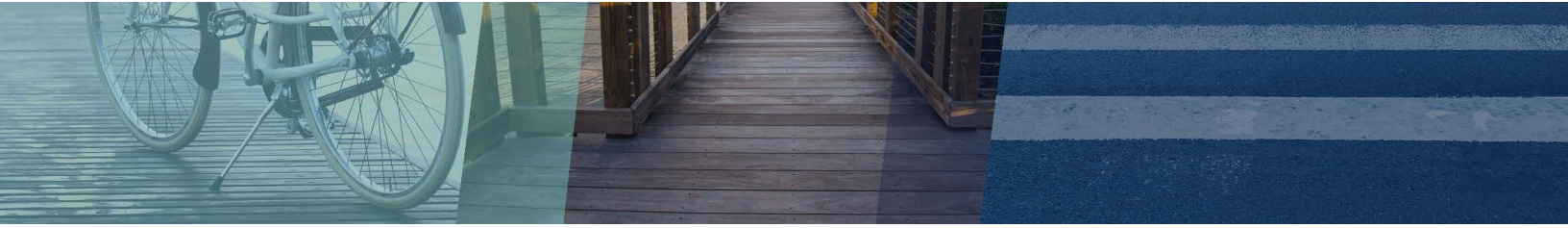
Flat Top Speed Humps

Flat top speed humps, or speed tables, are flat, paved humps in the street. The height of the speed hump determines how fast it may be navigated without causing discomfort to drivers or damage to vehicles. Discomfort increases as speed over the hump increases. Typically speed humps are placed in a series rather than singularly. They are installed with a minimum height of three inches to a maximum of four inches.

Flat Top Speed Hump

Road Striping

Road striping is used to highlight various areas along roadways and increase the driver awareness of certain conditions. An example is edge of road striping which creates a narrowing/slowing effect, while defining space for bike lanes.



Rumble Strips and Textured Pavement
Rumble strips are rough sections of pavement in roadways that call attention to vehicle speed. Rumble strips also act as a noise tool to attract attention to a device. Similarly, a change in pavement texture (e.g. asphalt road to brick crossing) help to increase drivers' awareness and slow down vehicle speeds.

Raised Crosswalks
Raised crosswalks are speed humps designed as a pedestrian crossing, generally used at mid-block locations. Raised crosswalks can be accompanied by RRFBs.

Pedestrian Refuge Island
Pedestrian refuge islands are located in the center of a street, segregating vehicle travel lanes. Pedestrian refuge islands provide space for pedestrian dwelling/waiting during crossings at intersections or mid-block locations.

Chicanes and Pinpoints
Chicanes offset curb extensions on residential or low volumes downtown streets and are used to slow vehicle speeds. Additionally, chicanes increase the amount of public space available on a corridor and can be used for seating, bike racks, landscaping, and other amenities. Pinch points are curb extensions that may be applied at midblock locations to slow vehicle speeds and increase public space. Pinch points can also facilitate midblock crossings on low volume streets.

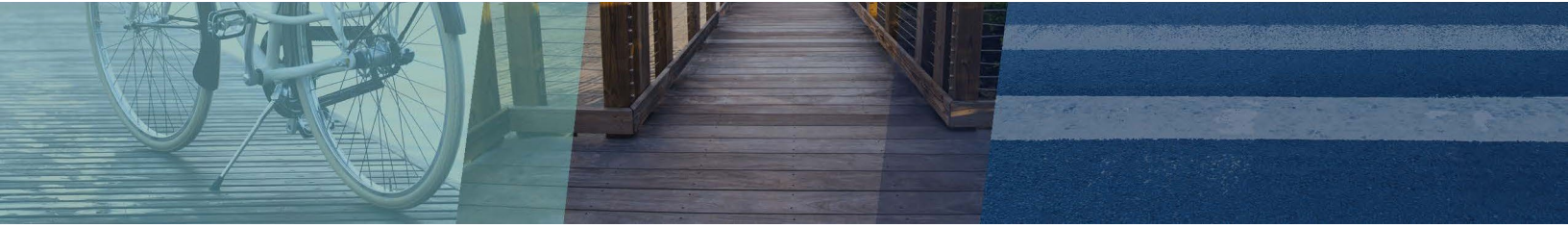
Placemaking and Amenity Strategies

Wayfinding Signage
A comprehensive wayfinding system directs residents and visitors to districts and destinations, while also encouraging walking and bicycling and contributing to a sense of place. Signs are typically placed at decision points along routes, at intersections of two or more paths, or other key locations leading to and along pedestrian and bicycle routes.

Landscaping
Landscaping can benefit public safety and add enhancements to the community by improving the aesthetics of the area, while complementing the adjacent streetscape. Landscaping also provides visual indications for its users. Street trees, particularly canopy and shade trees, can create comfort in inhospitable environments, especially for pedestrians and transit users. Additionally, landscaping naturally slows vehicle speeds due to narrowed sight lines.

Functional Public Art and Amenities
Bicycle parking public art can include bike racks, bike storage containers, and bike repair stations. These amenities encourage people to bike to their destinations and contribute to a sense of place. In addition to bike parking, other amenities, such as benches, outdoor café seating, parklets, bollards, public art, and trash receptacles can be artistic and used to create a sense of place.

Artistic Bicycle Parking at the Safety Harbor Library



Lighting

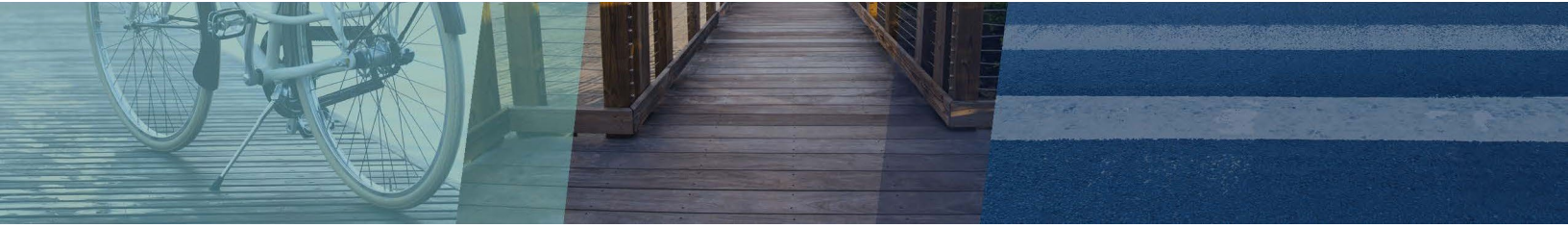
Pedestrian-scale lighting improves nighttime security and safety for all roadway users. Many pedestrian activities occur during low-light conditions, so the quality, placement, and sufficiency of lighting helps to create a safe and comfortable environment for motorists, bicyclists, and pedestrians.

Education, Enforcement, and Encouragement Strategies

Physical infrastructure is only one aspect of safe mobility for pedestrians, bicyclists, and drivers alike. Concerted educational, enforcement, and encouragement efforts are also needed to promote and enhance safe and comfortable pedestrian and bicyclist environments.

Educational activities can be used to inform drivers, bicyclists, and pedestrians on rules and safety practices when traveling among a mix of modes. Educational techniques may include printed information, community meetings and workshops with staff, interaction with neighborhoods, and sign campaigns. Enforcement strategies, when coupled with education activities, are key components in increasing safety for all road users. Enforcement strategies can be implemented to ensure all road users, regardless of modes, are traveling safely by following traffic laws and rules. Enforcement strategies may include speed monitoring and ticketing campaigns.

Both educational and enforcement strategies can be used to influence driver, bicyclist, and pedestrian behaviors to increase safety for all road users. Educational and enforcement stratifies can be supplemented with encouragement strategies. Encouragement strategies aim to get the community involved and excited about pedestrian and bicycle safety and mobility in an informative manner. Examples of encouragement activities include hosting routine community workshops to educate residents on completed and upcoming bicycle and pedestrians projects, and education on pedestrian and bicycle safety measures. An example of a potential workshop is a Florida Traffic and Bicycle Safety Workshop. Additional encouragement activities include hosting bicycle repair classes, the use of a bicycle valet at community events, and facilitating a Bike and Walk to school program.



Section 5: Recommended Bicycle Facility and Sidewalk Improvements

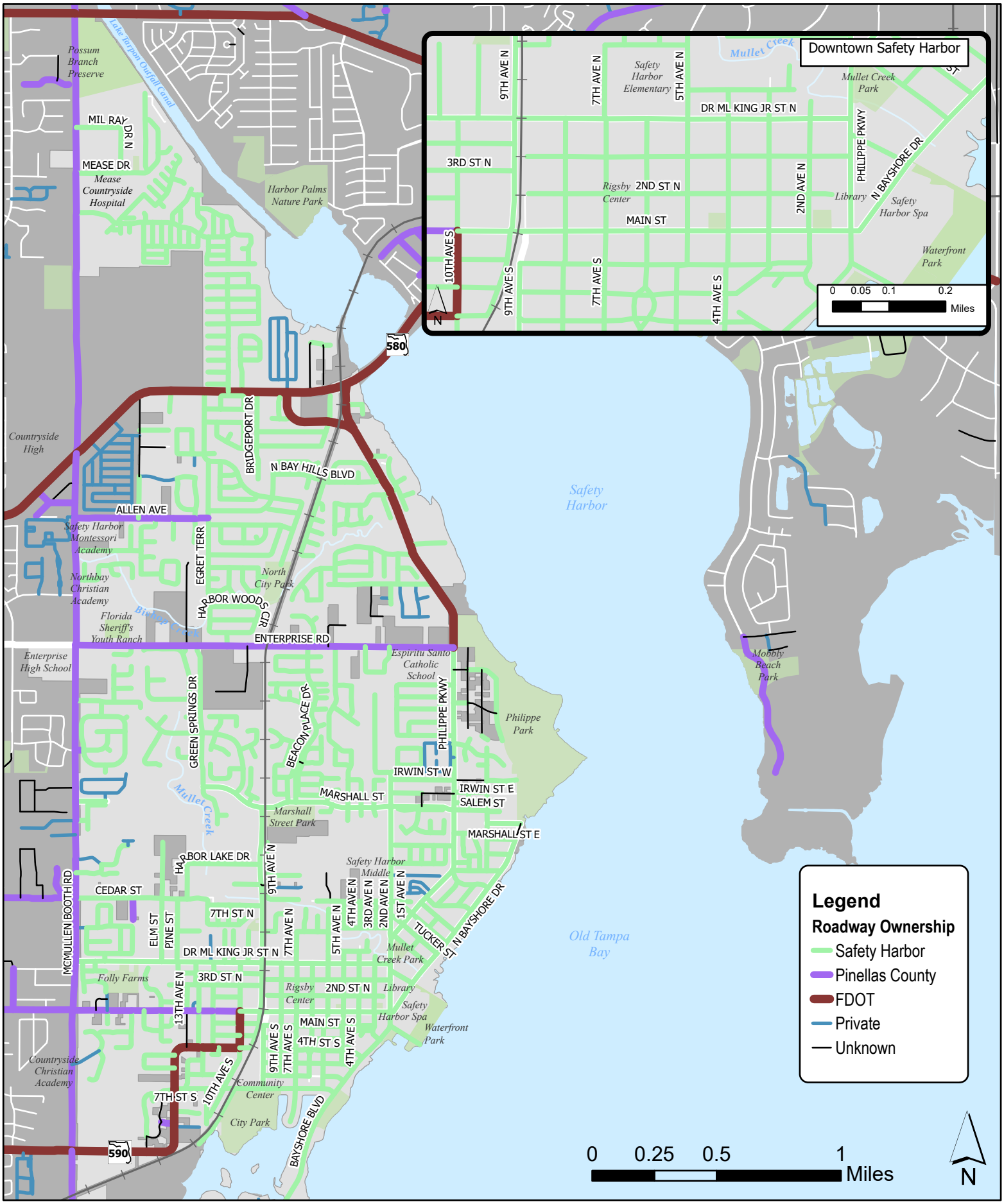
The projects identified in this Master Plan include bicycle facility, sidewalk, and crossing improvements. The recommended improvements are located on City, County, and State roadways. The City will focus funds on recommendations located on City roadways and will partner with other agencies for improvements on County and State roadways. The map in **Figure 10** depicts the City, County, and State roadways. The bicycle facility improvements include initial neighborhood greenways implementation with signage and sharrows, followed by long-term bicycle lane or trail improvements and additional greenways. It should be noted that improvements for neighborhood greenway corridors may include sharrows or painted street markings, traffic calming elements, landscaping, and wayfinding signage. The recommended bicycle facility projects are identified in **Figure 11**.

The sidewalk improvements focus on filling existing gaps in the sidewalk network near schools and areas of activity. The recommended pedestrian and crossing improvement projects are identified in **Figure 12**.

Once identified, projects were scored in order to prioritize recommendations that can be implemented to improve pedestrian and bicyclist safety and connectivity in Safety Harbor. The project prioritization process and results are documented in the following section. The intent of the prioritization process is to provide an initial tiering of high priority improvements that City staff can revisit and implement over time.

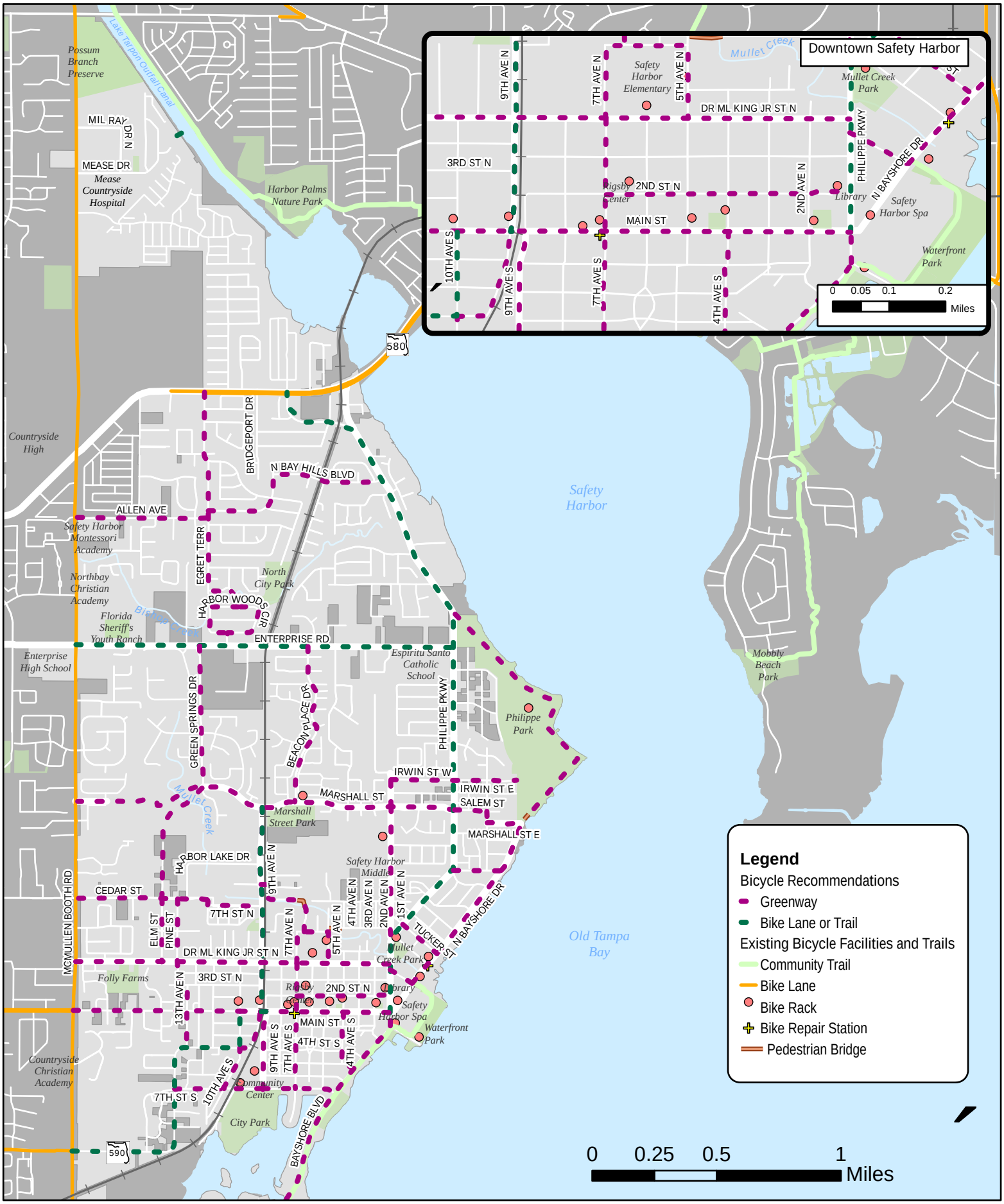
Additional, non-location specific recommendations for improving safety and connectivity in Safety Harbor include the following:

- Lighting updates throughout the City where applicable particularly at intersections
- Intersection improvement zones where specific intersection and crossing improvements can be determined after further study
- Detectable warnings and ADA compliance of curb rampa at intersections throughout the City
- Wayfinding and signage
- Implementation of bicycle repair stations and bike racks in all City parks
- Sidewalk maintenance to address ADA compliance sidewalk cracking, trip hazards, and repairs
- Adopt a Vision Zero Ordinance



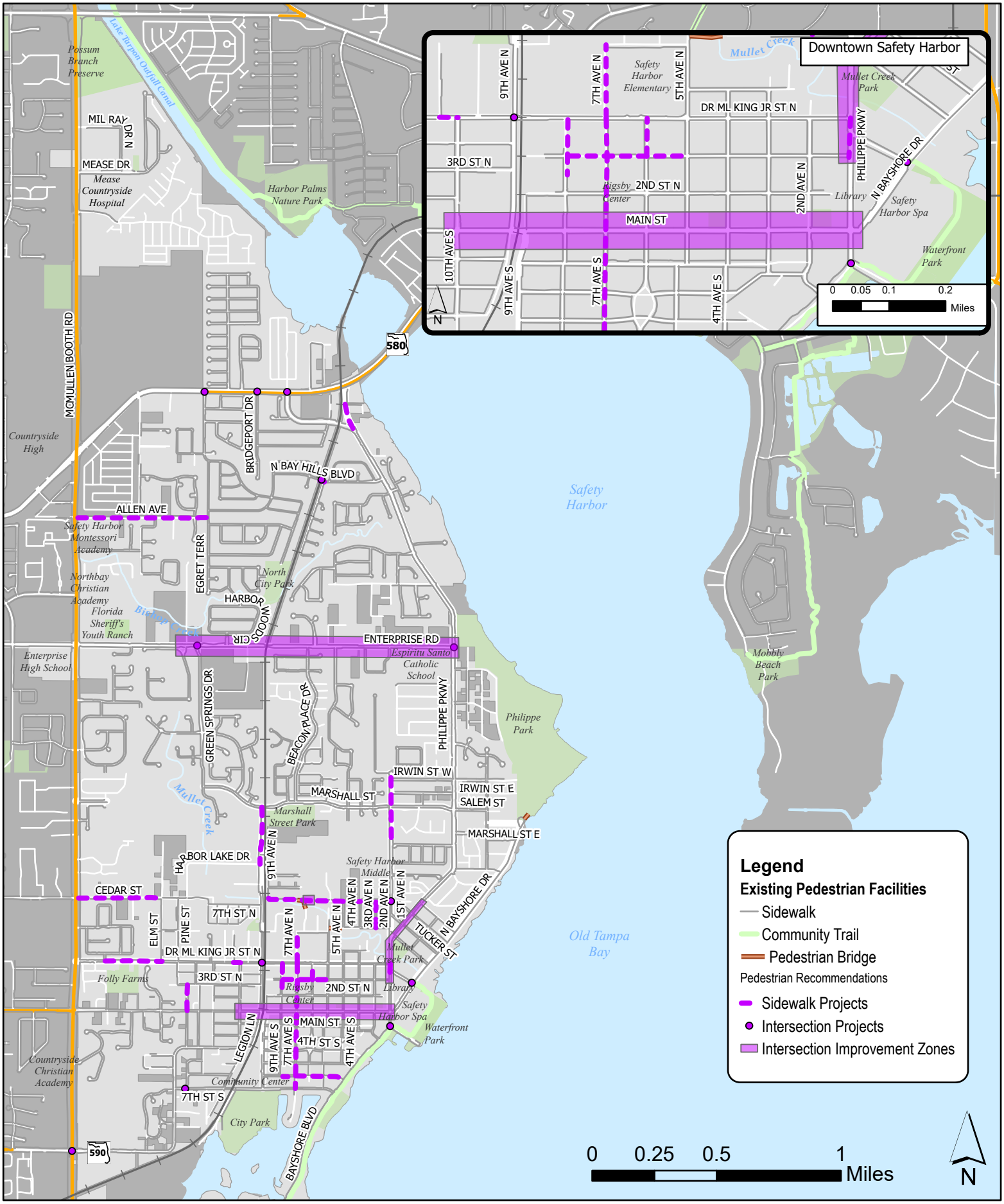
Roadway Ownership

Figure 10



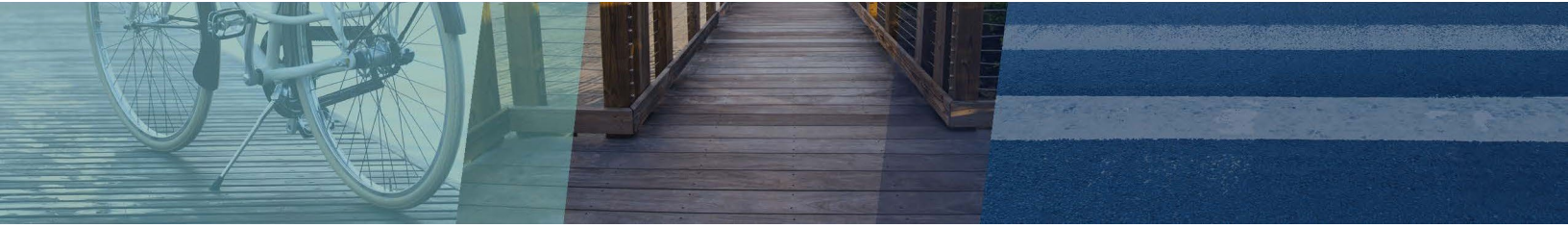
Bicycle Facility and Amenities Recommendations

Figure 11



Pedestrian and Intersection Project Recommendations

Figure 12

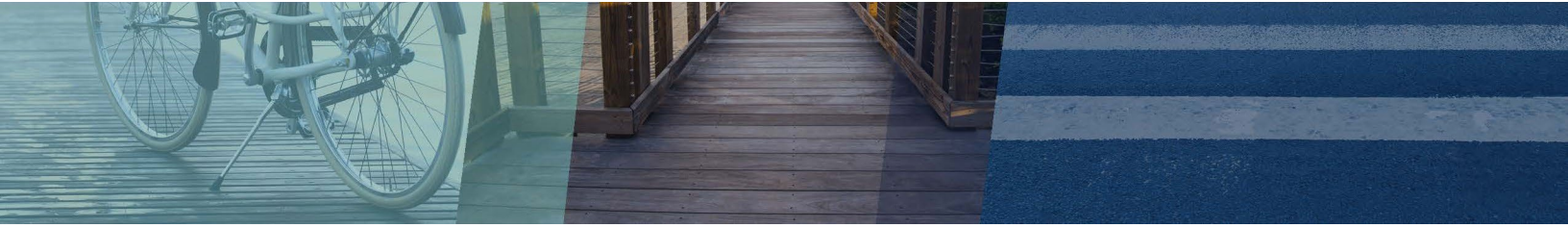


Prioritization Criteria

A prioritization process was developed to evaluate the bicycle and pedestrian project recommendations based on categories related to safety, proximity to destinations, connectivity, community support, ease of implementation, equity, and overlap with existing plans and projects. Each project received points for each category and each category was weighted based on feedback from the community workshop and stakeholder feedback. The weighted scores for each project were used to rank and prioritize the recommended bicycle, pedestrian, and intersection improvement projects into three Tiers. Projects with higher scores rank higher in the overall project priority list. The project prioritization will assist and guide implementation of the project recommendations that align with community input and the guiding principles of this Master Plan. Error! Reference source not found. summarizes the project prioritization categories, values, weights, and score ranges.

Table 3: Prioritization Criteria, Values, and Weights

Criteria	Criteria	Values	Weights	Score Range
Safety	Pedestrian-involved crash history within 200 feet of the project location	Number of Crashes	30%	Low (1) Medium (3) High (5)
	Bicycle-involved crash history within 200 feet of the project location	Number of Crashes		Low (1) Medium (3) High (5)
	Vehicle crashes history within 200 feet of the project location	Number of Crashes		Low (1) Medium (3) High (5)
	Dark conditions crash history within 200 feet of the project location	Number of Crashes		Low (1) Medium (3) High (5)
	All crashes history within 200 feet of the project location	Number of Crashes		Low (1) Medium (3) High (5)
Destinations	The project is located with 500 feet of a school, park, library, or hospital	Yes or No	30%	Yes (5) No (0)
Connectivity	The project fills an existing gap in the sidewalk of bicycle network	Yes or No		Yes (5) No (0)
Community Support	The project aligns with public and stakeholder feedback	Yes or No	10%	Yes (5) No (0)
Ease of Implementation	Project feasibility based on a desktop review of potential drainage impacts, utility relocations, and ROW acquisitions.	Score for complexity based on desktop review	10%	High Complexity(1) Medium Complexity (3) Low Complexity (5)
Equity	Project is located in areas with high equity scores as identified in the Forward Pinellas Active Transportation Plan	Yes or No	10%	Yes (5) No (0)
Other Infrastructure Projects	The project aligns with project identified in other existing planning or identified projects	Yes or No	10%	Yes (5) No (0)



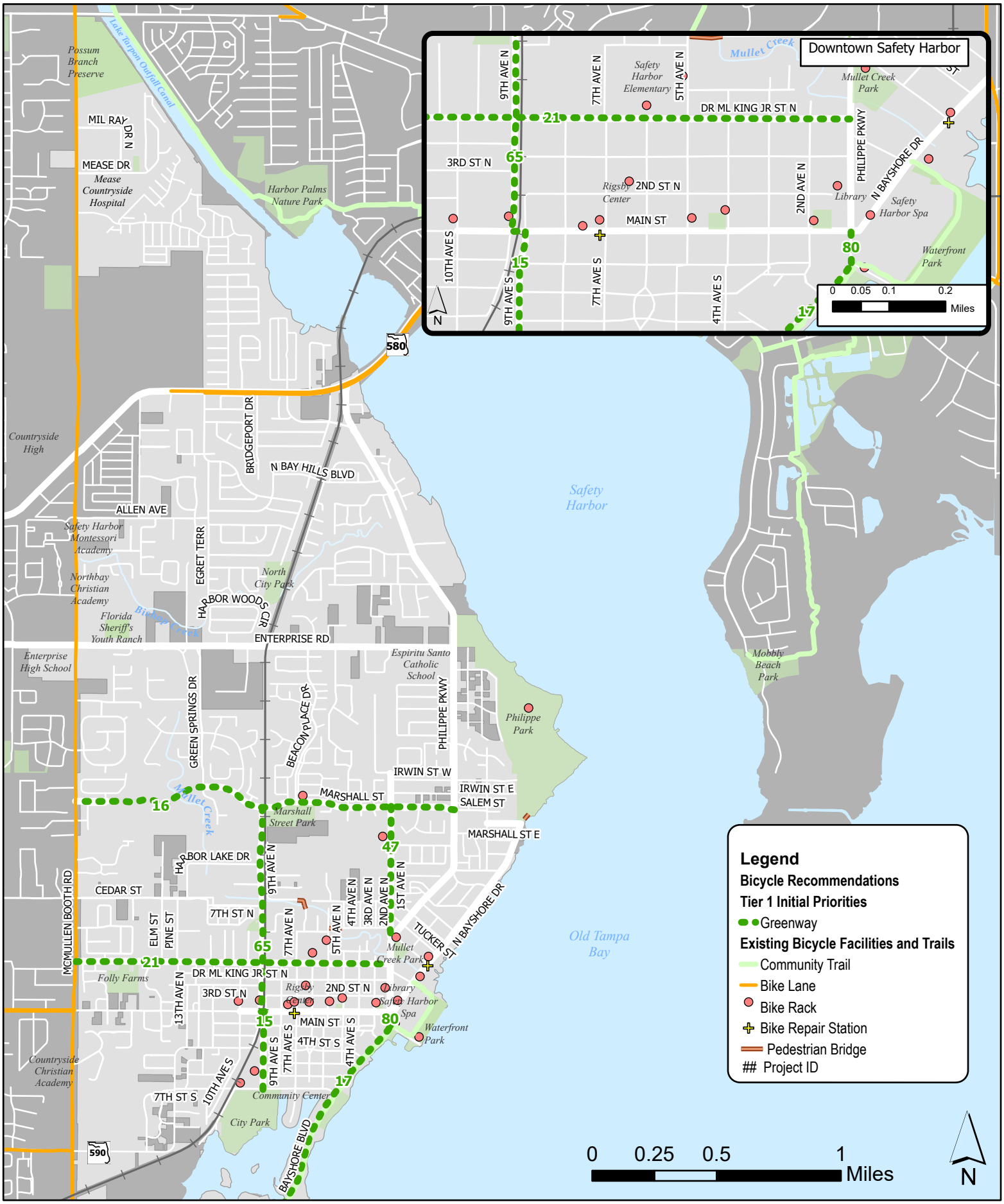
Project Priority Results

The prioritized projects were grouped by tier as follows: Tier 1 (Initial Priorities), Tier 2 (Other Priorities), and Tier 3 (Visionary) projects. The prioritized bicycle project recommendations are shown in **Figure 13**, **Figure 14**, and **Figure 15**. The prioritized sidewalk and crossing improvement project recommendations are shown in **Figure 16**, **Figure 17**, and **Figure 18**. The recommended projects are planning-level recommendations. The identified projects will need to be further developed through the design process. For example, a corridor with a sidewalk project may evolve to a trail or greenway project over time as projects are implemented. It is recommended that Tier 1 projects be implemented first. Tier 2 projects are typically more complex, in terms of construction and costs, than Tier 1 projects. Tier 3 projects include long-term, visionary projects or projects that may take coordination and other agency funds to implement. A summary of project costs by project type and project tier is provided in **Table 4**. A full project list is provided in the Appendix.

Table 4: Project Costs by Project Type and Tier

Project Type	Approximate Length in Miles or Number of Intersections	Estimated Planning-Level Cost (City Right-of-Way)	Estimated Planning-Level Cost (Non-City Right-of-Way)
Tier 1			
Bicycle Improvements	5.5 Miles	$280,000	N/A
Sidewalk Improvements	0.4 Miles	$140,000	N/A
Intersections	10 Intersections	$990,000*	N/A
	Tier 1 Total	$1,410,000	N/A
Tier 2			
Bicycle Improvement	2.9 Miles	$140,000	$10,000
Sidewalk Improvements	0.7 Miles	$240,000	N/A
Intersections	2 Intersections	$80,000	N/A
	Tier 2 Total	$460,000	$10,000
Tier 3			
Bicycle Improvement	16.6 Miles	$3,110,000	$3,370,000
Sidewalk Improvements	2.3 Miles	$610,000	$220,000
Intersections	11 Intersections	$190,000	$1,400,000
	Tier 3 Total	$3,910,000	$4,990,000

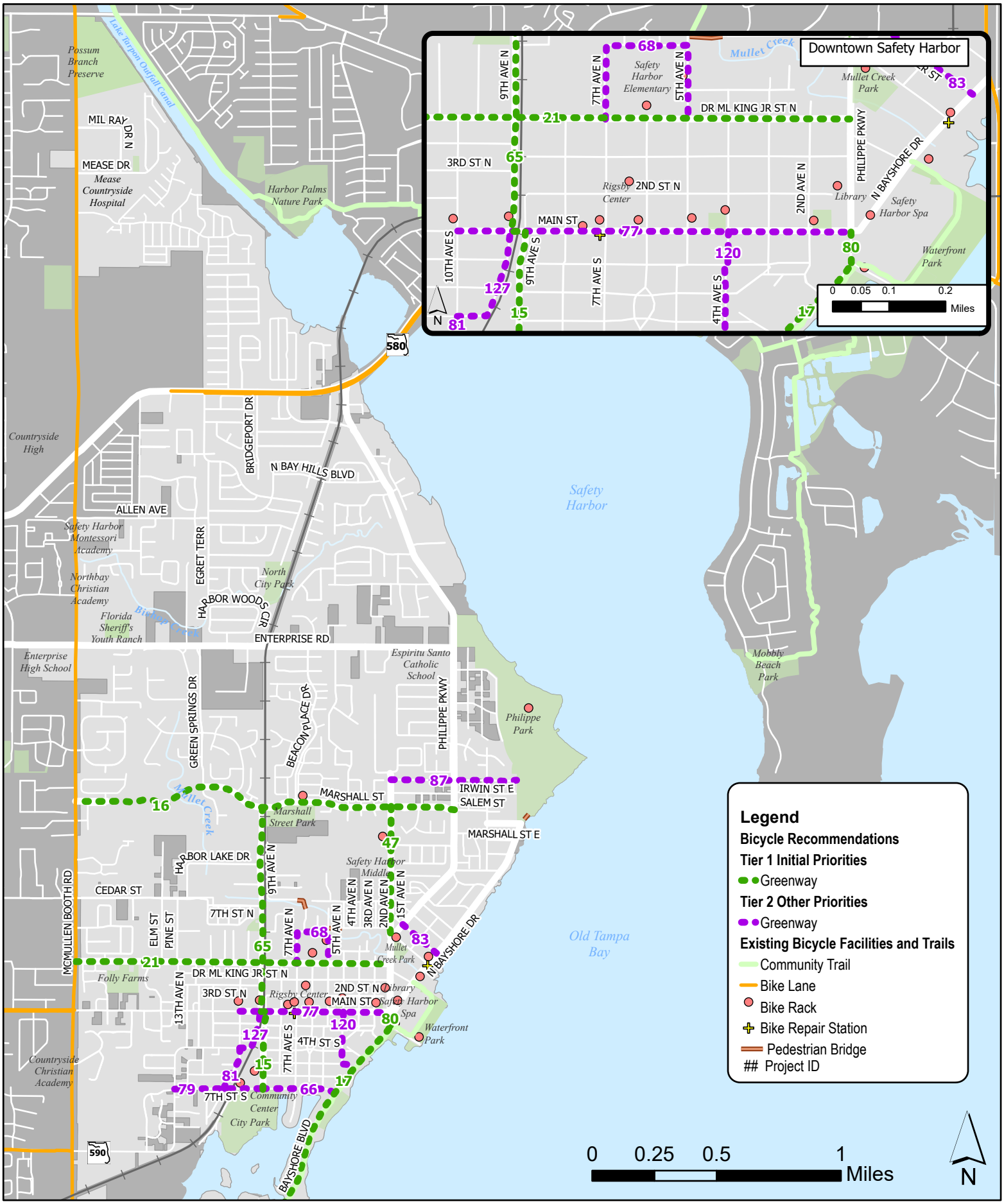
**The Tier 1 intersection improvements include phase improvements along Main Street.*
Note: Potential right of way acquisition, drainage impacts, utility impacts, and inflation are not included in the project costs.



Bicycle Project Recommendations

Tier 1 Projects

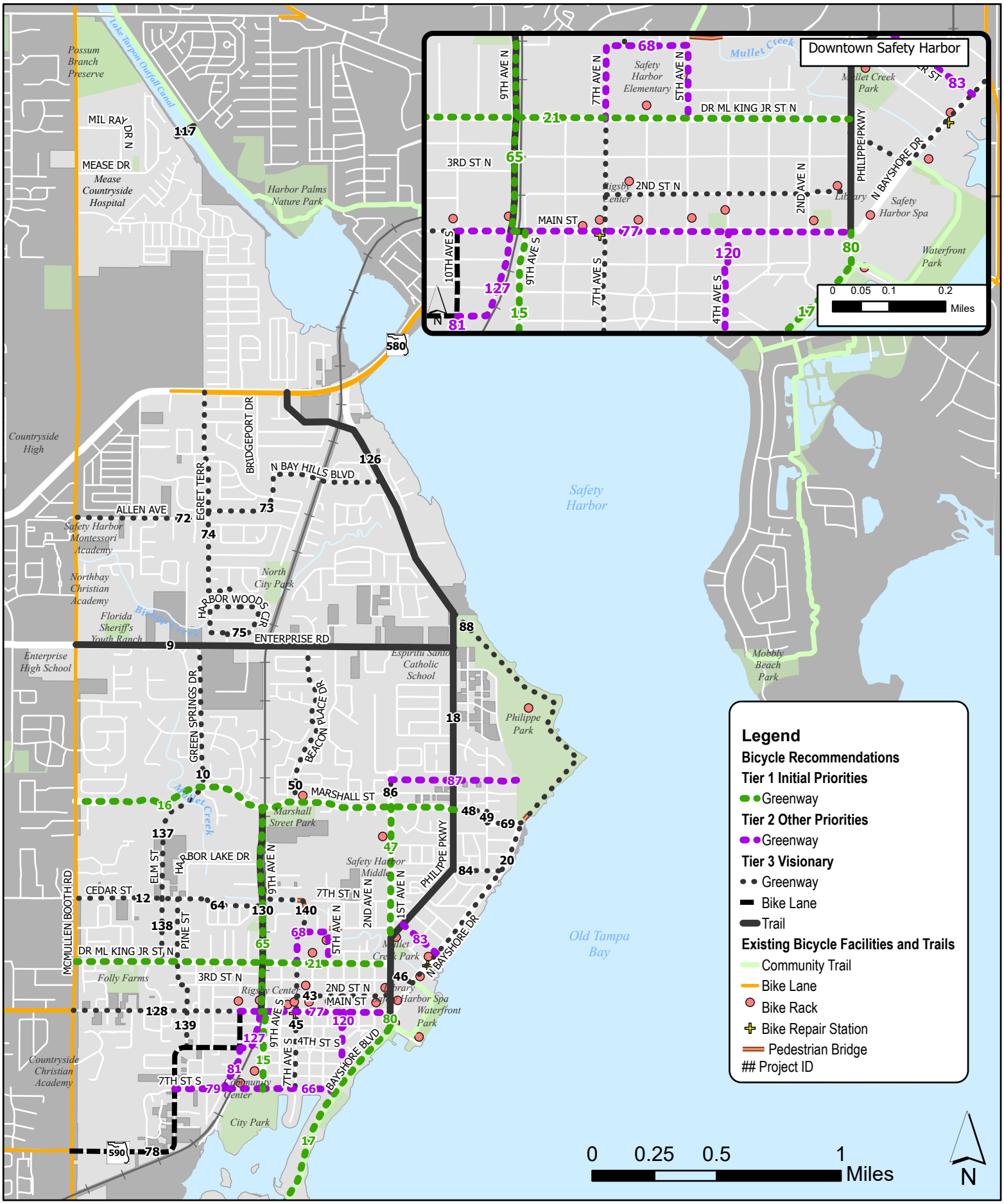
Figure 13



Bicycle Project Recommendations

Tier 1 and 2 Projects

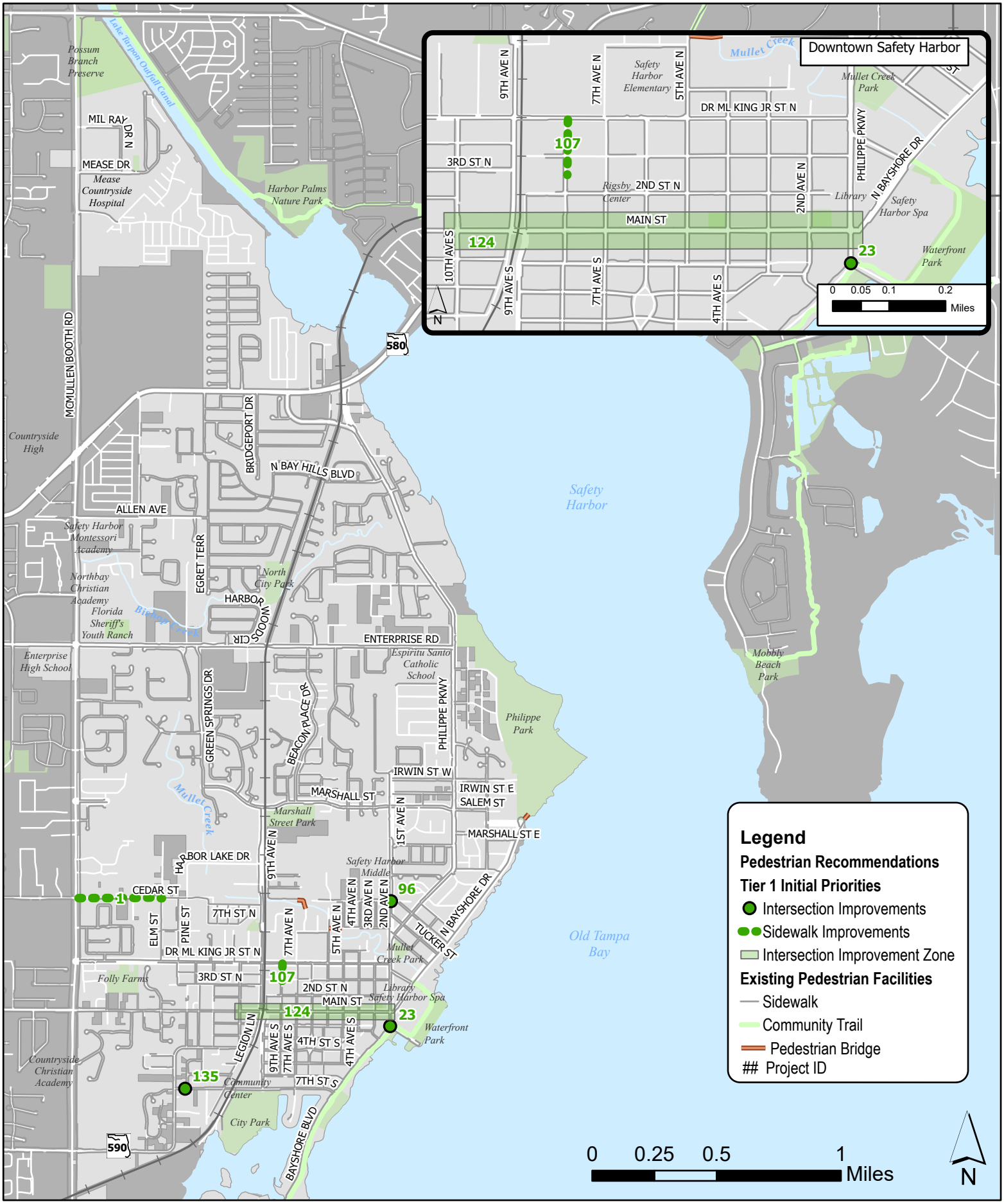
Figure 14



Bicycle Project Recommendations

Tier 1, 2, and 3 Projects

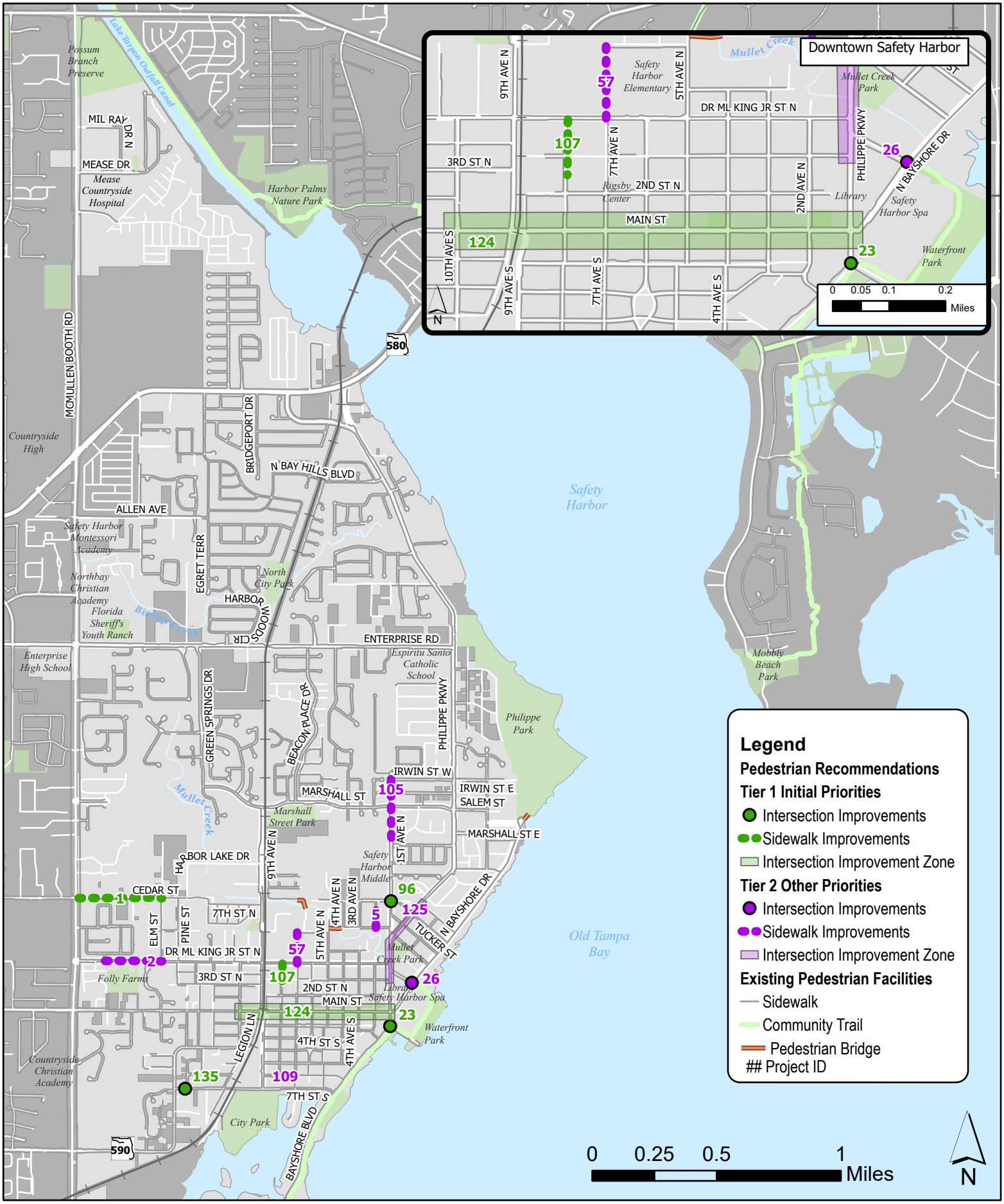
Figure 15



Pedestrian Project Recommendations

Tier 1 Projects

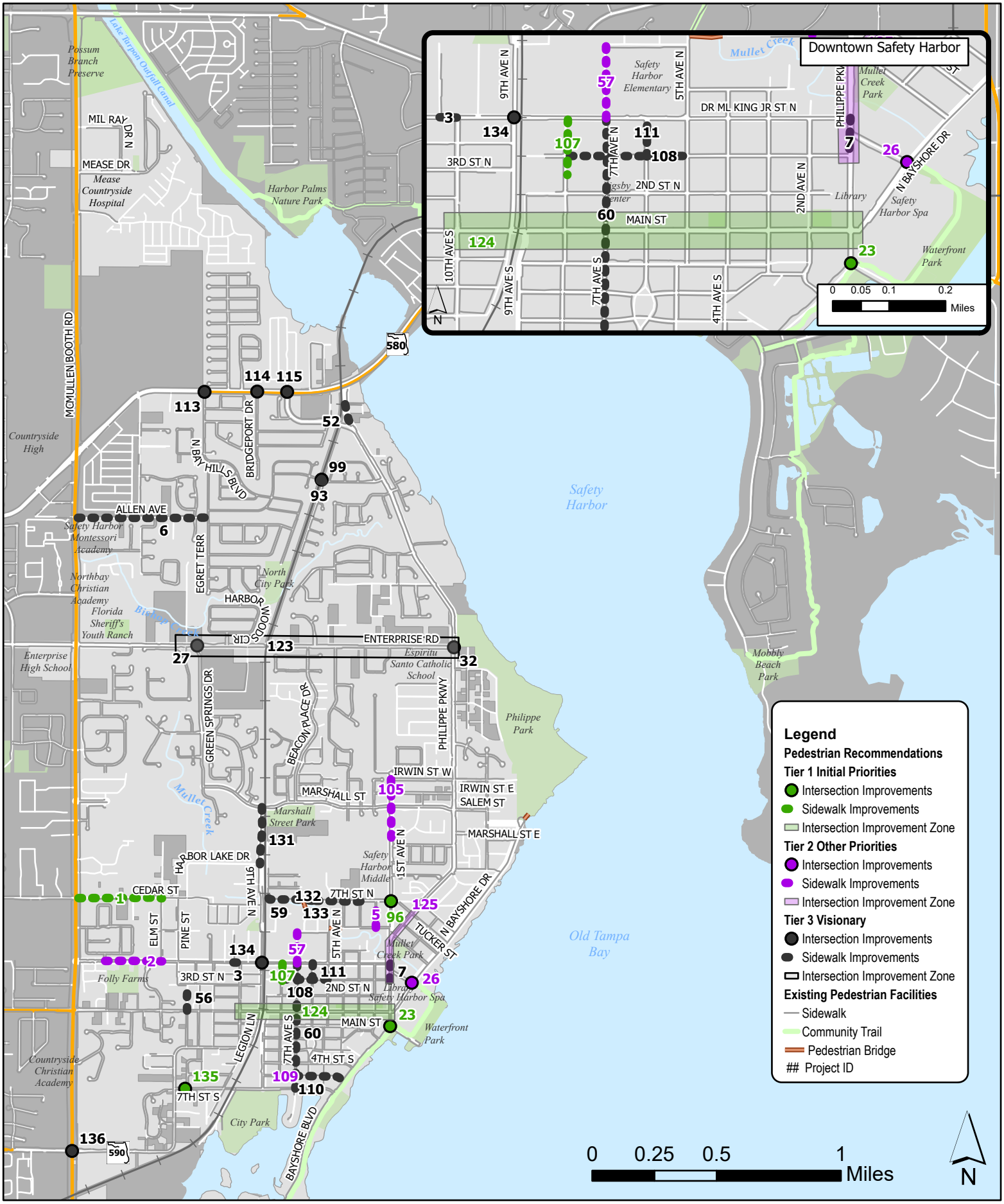
Figure 16



Pedestrian Project Recommendations

Tier 1 Projects

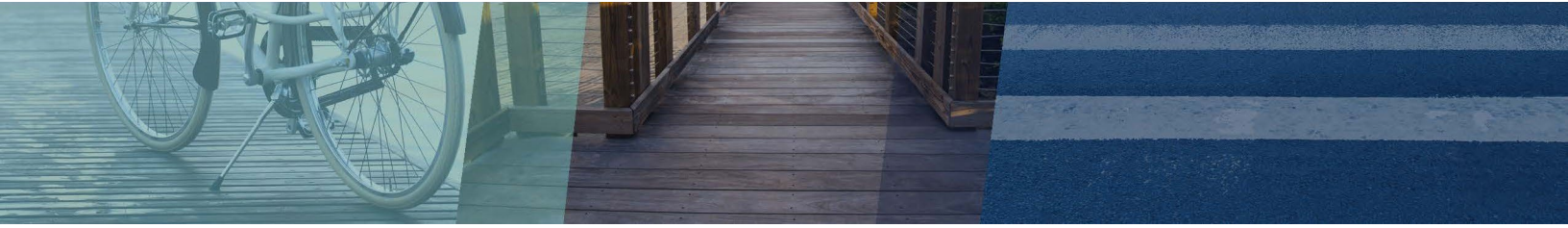
Figure 17



Pedestrian Project Recommendations

Tier 1, 2, and 3 Projects

Figure 18



Section 6: Next Steps

The next steps for the City of Safety Harbor's consideration in implementing the bicycle facility and sidewalk project recommendations identified in this Master Plan fall into two categories: funding and partnerships, and education and outreach.

Funding and Partnerships

The intention of this Master Plan is to identify projects that can be funded with Mobility Fee funds. While the projects in this plan are eligible to use Mobility Funds, additional funding is needed to accomplish all projects to put the full plan into action. Additional City funds include Community Redevelop Development (CRD) Tax Increment Financing (TIF) funds and Capital Improvement Program (CIP) funds. Additional funding opportunities may include federal, state, regional, and local grants such as the following:

- Florida Department of Economic Opportunity (DEO) Technical Assistance Grants
- Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grants
- Safe Streets and Roads for All (SS4A) Grants – consider working with Forward Pinellas to develop a Comprehensive Safety Action Plan
- Community Development Block Grants (CDBG)
- Federal Bipartisan Infrastructure Bill grants
- Forward Pinellas Transportation Alternatives Grant Funding
- Forward Pinellas Complete Streets Grant Funding
- Environmental Protection Agency (EPA): Grant opportunities for green infrastructure and landscaping, and healthy community initiatives

Partnerships with regional and local agencies will be needed for identified projects that are outside of Safety Harbor's jurisdiction or ownership. These partnerships include the following:

- **Local City Partnerships**: Coordination with adjacent municipalities to leverage funding for bicycle and pedestrian projects that provided connections between municipalities
- **County Partnership**: Partner with Pinellas County to fund projects with the Penny of Pinellas Funding and coordinate with the County on projects identified on County-owned or maintained roadways.
- **Forward Pinellas Partnership:** Coordination and partner with Forward Pinellas to determine transportation alternatives funding, funding for recreational trails, and programing projects in the Transportation Improvement Plan (TIP) and Long Range Transportation Plan (LRTP).
- **State Partnerships:** Coordinate with the FDOT to fund and implement projects on state roads, such as SR 580 and SR 590, within the City.
-

Education and Outreach

Community interest and involvement throughout the development of the Safety Harbor Bicycle Facilities and Sidewalk Master Plan demonstrates the community's commitment to improving safety and mobility in the City. Continued community involvement is imperative to implementing the goals, objectives, and projects identified in this plan. Outreach efforts should take place as projects move through the design and implementation process. Community outreach efforts can also be used to continue the educational efforts and develop a dialogue between the City and community members.