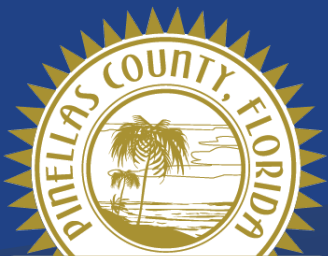
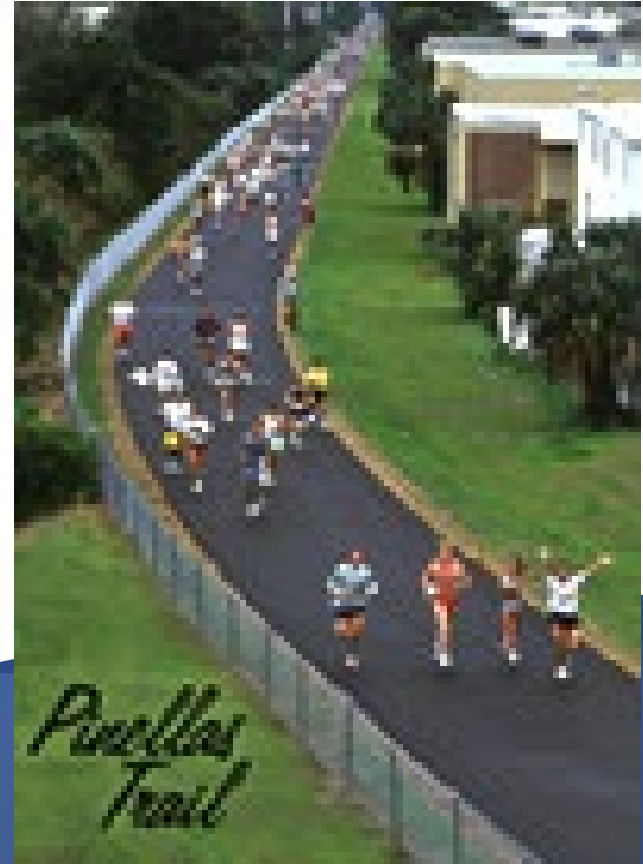


Pinellas Trail Issues: Speeding, E-bikes, and Trail Courtesy



Paul Cozzie, Parks & Conservation Resources
Whit Blanton, Forward Pinellas
Joan Rice, Public Works

Our Vision: To Be the Standard for Public Service in America



About the Trail...



What is the Trail?

For purposes of this discussion, "Pinellas Trail" includes the Fred Marquis Pinellas Trail, Duke Energy Trail and Coast to Coast Connector.

While it is best known as a recreational amenity it is also an alternative transportation corridor, extremely large storm water conveyance, linear park, greenway corridor, and neighbor to thousands of homes along its length.

There are currently 67 miles of trail constructed, with an additional 7 miles to be completed to create "the Loop".

Who is Responsible?

Because of the various roles the Pinellas Trail plays it is cooperatively managed through the Pinellas County Public Works Department, Parks and Conservation Resources, and Forward Pinellas, with additional support by municipal partners.

Department Roles



Public Works

- Pavement
- Ditch Maintenance
- Traffic Signage
- Capital Construction
- Bridges and Overpasses

Parks & Conservation Resources

- Volunteers
- Friends of the Pinellas Trail
- Ranger Patrol (rules enforcement)*
- 911 Safety Markers
- Trash and Litter
- Mowing

Forward Pinellas

- Planning Support
- Trail Security Task Force
- Attendance/Visitation Data

*Actual Law Enforcement is limited to the Police Departments of Tarpon Springs, Clearwater, Largo, Belleair, St Petersburg and the Pinellas County Sheriff's Office.

Unprecedented Participation: Over 2M users annually

Relatively Limited Trail Opportunities for Size of Population

User Experiences vs. Expectations

- Trail Courtesy
- Posted Speed Limit of 20mph
- Trail Users "Stay Right Except to Pass"
- Introduction of E-bikes/Micromobility Devices

Pinellas Trail Speed Study

- With rising complaints, Forward Pinellas conducted a trail speed study in 2022
- Combination of trail counters and 10 hours of field observation using radar at various locations
- Incidence of exceeding 20 mph is very low
 - E-bike speeding is ~1 percent of all bicyclists and 5-10% of speeding bicyclists
 - Electric speeders \approx 0.6% all measurements
- Possible speeding perception issue with the largest speed bands are 0-5 (walkers) and 11-15 (cyclists)



Field Work

December 13, 2021

- 1 hour at Dunedin counter
- 1 hour at Bay Pines counter

- **April 11, 2022**

- 2 hours at Dunedin counter
- 2 hours at Palm Harbor counter

- **April 12, 2022**

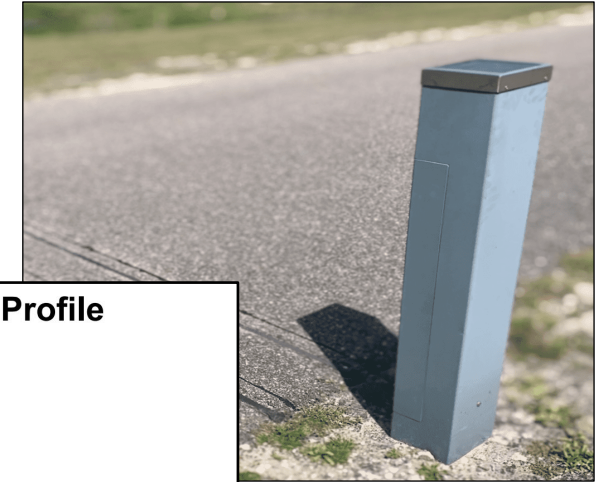
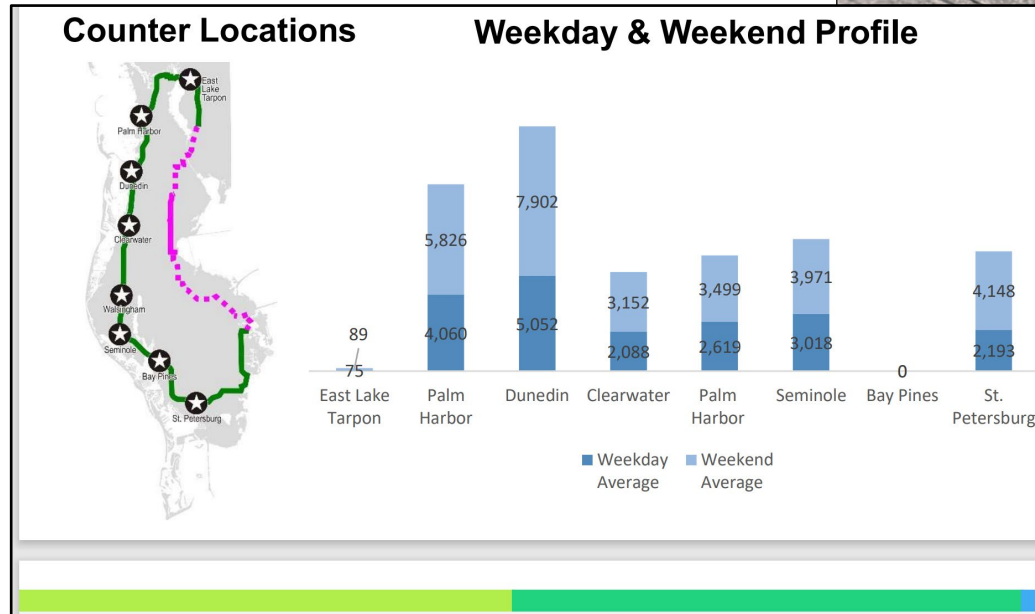
- 2 hours at Bay Pines counter
- 2 hours at St. Pete counter

- Areas chosen because of heavy use and higher speeding rates
- Need to collect data on electronic/non-electronic users
- Used county speed guns
- Overall trends matched trail counters
- Data collected
 - Time
 - Speed
 - Electronic or not

Pinellas Trail Speed Study

Summary of Trail Counter Data

- Total Measurements-543,305
- Total Speeders-5,729
- Overall Speeding Rate-1.05%
- Average daily speeding rate
 - East Lake-3.6%
 - Dunedin-0.5%
 - Clearwater-0.5%
 - Walsingham-0.25%
 - Seminole-1%
 - Bay Pines-2.6%
 - St. Petersburg-1.3%



E-bikes and Micromobility Devices

Florida's Statutory Framework Ch. 316, F.S.






ELECTRIC BICYCLE.—A bicycle or tricycle equipped with fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets certain classification requirements (see chart)

Afforded all the rights and privileges, and subject to all duties, of a bicycle operator

Local governments may govern the operation of e-bikes on streets, sidewalks, trails, paths, etc. under their jurisdiction

E-bikes or operators not subject to the provisions of law relating to financial responsibility, driver or motor vehicle licenses, vehicle registration, title, etc.

Micromobility Classifications

	Electric Standing or Sitting Scooters	Electric Bicycles Class 1 (pedal assist)	Electric Bicycles Class 2 (throttle assist)	Electric Bicycles Class 3 (pedal assist at higher speed)	Other Small Electric Devices (electric skateboards)
Weight	Typically < 50 pounds	Typically < 100 pounds with multiple passenger versions near 200 pounds.	Typically < 100 pounds	Typically < 100 pounds with multiple passenger versions near 200 pounds.	Typically < 50 pounds
Motor	Typically electric motor with less than 750 watts.	Typically electric motor with less than 750 watts.	Typically electric motor with less than 750 watts.	Typically electric motor with less than 750 watts.	Typically electric motor with less than 750 watts.
Power Supply	Motor propels scooter with minimal assistance by rider. Most cease to assist when e-scooter reaches 20 miles per hour.	Motor provides assistance only when rider is pedaling and ceases to assist when e-bike reaches 20 miles per hour.	Motor exclusively propels bike and ceases to assist when e-bike reaches 20 miles per hour.	Motor provides assistance only when rider is pedaling and ceases to assist when e-bike reaches 28 miles per hour.	
Speed	20 miles per hour or less; some cities apply additional restrictions.	20 miles per hour or less.	20 miles per hour or less.	28 miles per hour or less.	Most are 20 miles per hour or less with some models up to 30 miles per hour.
					

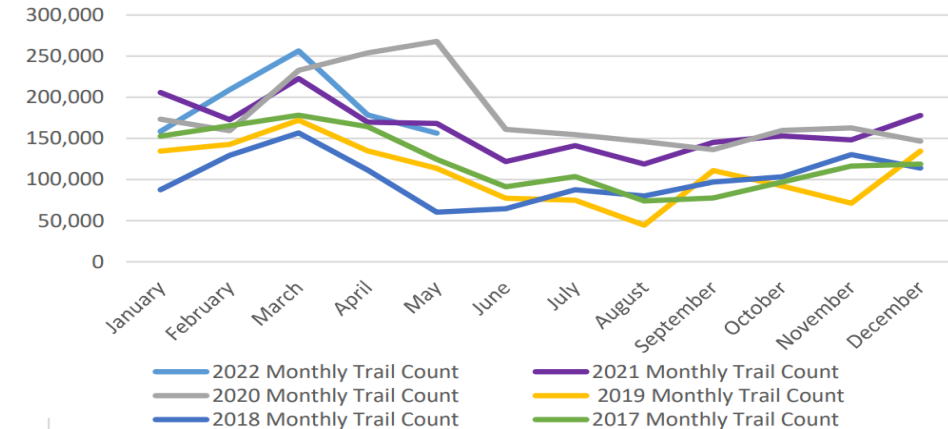
E-bikes and Micromobility Devices



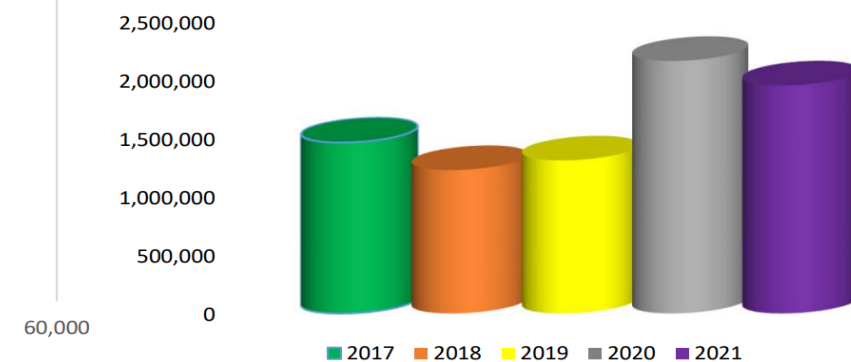
E-Bike User Growth

- More than 880,000 e-bikes sold in 2021 in the U.S.
 - Double the 450K sold in 2020
 - 608,000 electric cars and trucks were sold in 2021
- 240 percent growth in sales in the last year – fastest growing market segment
- Pinellas Trail user count grew to +2 million each year since 2019
 - E-bike average = 13.3% in 2022

Monthly Trail Counts 2017 - 2022



Pinellas Trail Use 2017 – 2021



*Technical issues with several counters in 2019 resulting in several missing days of data during 2019.

Encouraging E-Bikes

Denverite

News Things to Do Culture Homes & Cranes

Denver's e-bike rebates are already gaining traction with residents

The city has received about 2,600 rebate applications since the program launched only two weeks ago.



Cyclists speed by Denver Parks and Recreation's safety booth on the Cherry Creek Trail, May 16, 2019. (Kevin J. Beaty/Denverite)

SBLOG MASS

Mass. Clean Energy Center Awards \$500,000 in E-Bike Subsidy Programs

Christian MilNeil | Mar 9, 2022 • 0 COMMENTS



E-bikes and trailers are parked on the sidewalk outside the Whole Foods Market on Houston Street

Denver Launches Nation's Best E-Bike Rebate Program

STARTING APRIL, RESIDENTS CAN GET AT LEAST A \$400 REBATE FOR AN E-BIKE PURCHASE.

Apr 22, 2022

BY MOLLY HUREFORD

Gear-obsessed editors choose every product we review. We may earn commission if you buy from a link. [How we test gear.](#)

Bicycling BIKES & GEAR HEALTH & NUTRITION TRAINING REPAIR ALL ACCESS! SUBSCRIBE

- \$400/\$1200 rebates (reg/cargo)
- E-bike Lending Library
- Grants for low-income & disadvantaged areas

Current/Proposed E-Bike Ordinances

- Concerns about rentals on the beach and conflicts with people walking
- 10 local gov'ts have or are considering ordinances for e-bikes, e.g.:
 - St. Petersburg
 - St. Pete Beach
 - North Redington Beach
 - Indian Shores
 - Treasure Island
 - Madeira Beach
 - Dunedin

St. Petersburg

- Restricts e-bikes & e-scooters from downtown and Central Ave sidewalks, pier
- Enforcement of rentals through GPS and display information
- Dunedin treats e-bikes as micromobility

Beach Communities:

- Restrict e-bikes from the beach (sand)
- Prohibit e-bikes from sidewalks on local streets
- Do not always specify e-bikes or micromobility

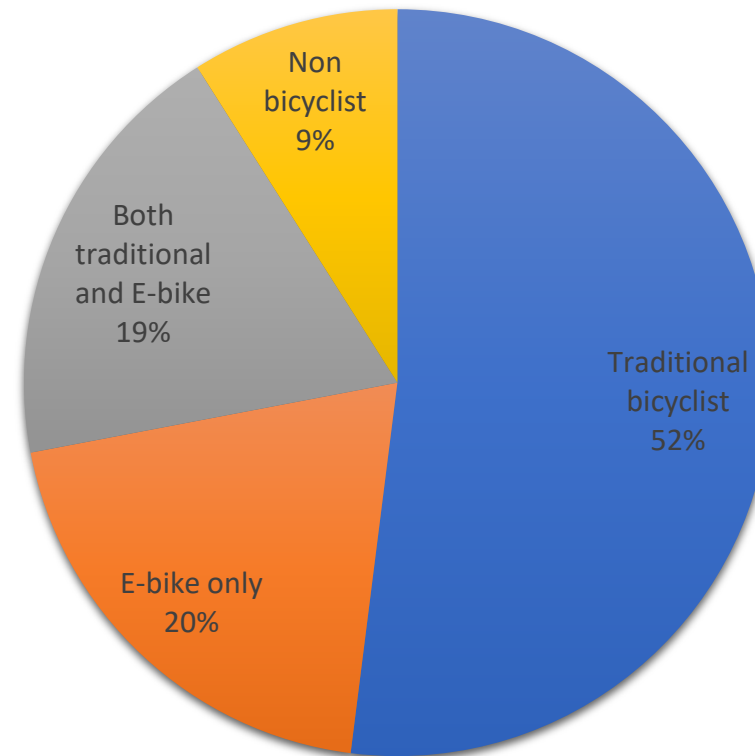
E-Bike Online Survey

Online survey

3-weeks in April 2022



Over 2000 participants



99% own their e-bike

75% of e-bikes are two years old or less

51% weight of the e-bikes are more than 50 pounds

Reasons for owning an e-bike

- For health or disability reasons
- To go farther
- Purely for fun
- As a clean energy alternative to driving
- Running errands
- More efficient trips
- Commuting



Non E-bike Users

26% have ridden an e-bike in the past

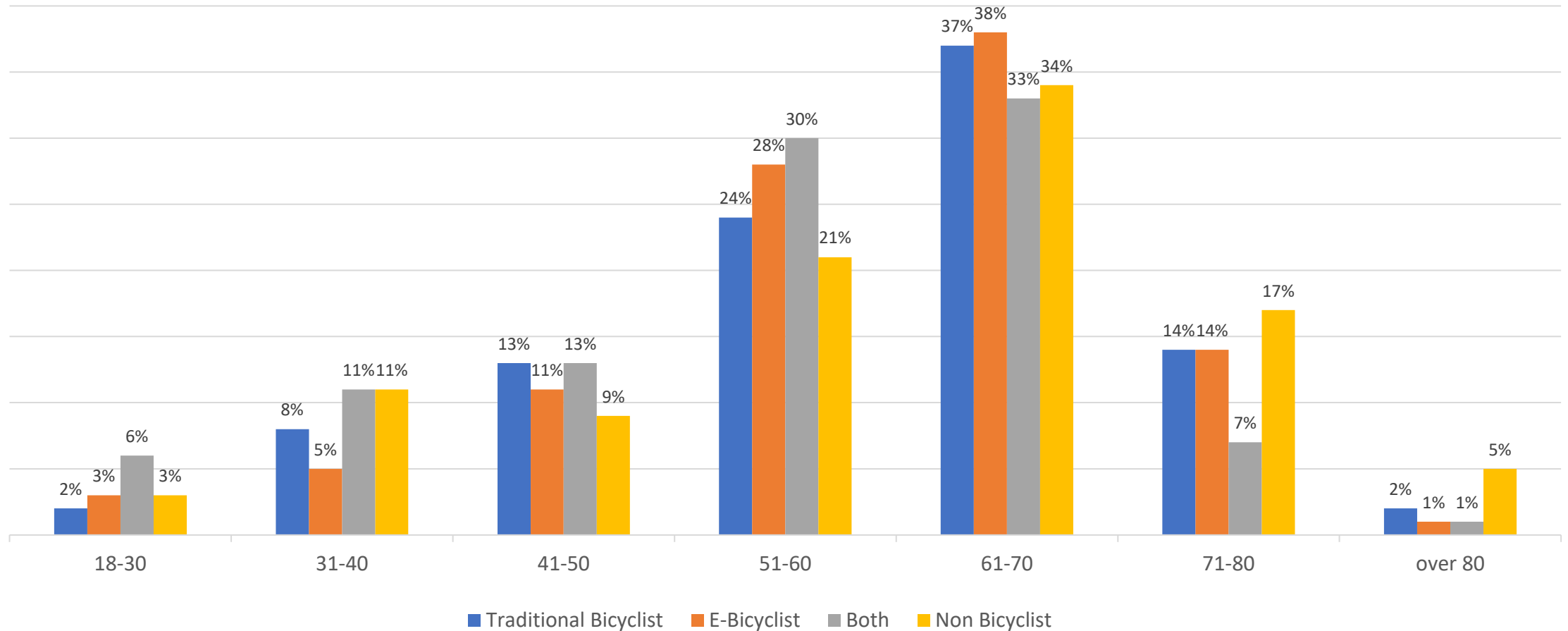
18% are thinking of buying an e-bike

71% would buy an e-bike if they had a physical limitation

80% said they have safety concerns

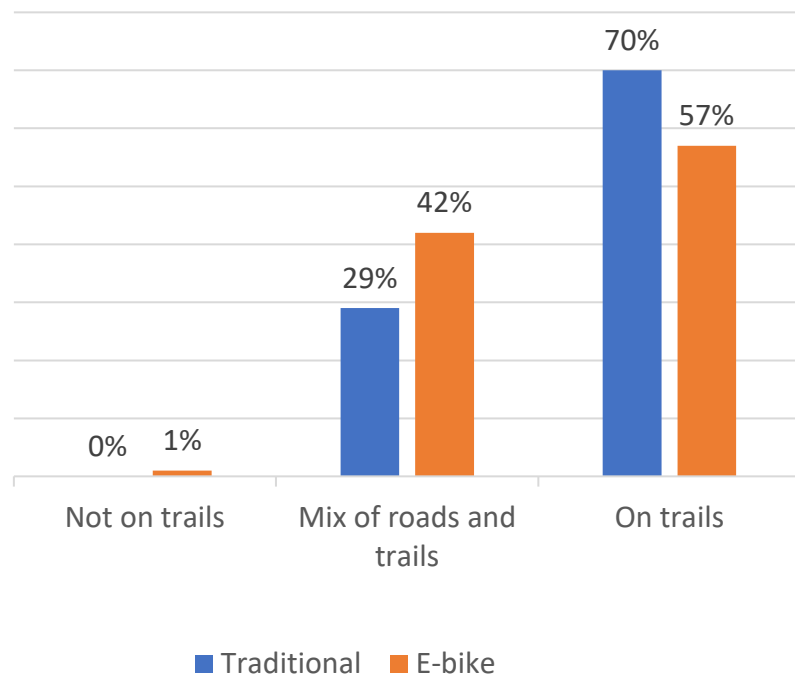
- Top 5 safety concerns about e-bikes
 - Speed of e-bikes
 - E-bike users are reckless, dangerous, don't follow the rules, and lack of courtesy
 - E-bikes are beyond the physical ability of the users
 - E-bike weight, size, and lack of sound
 - E-bikes need to be on their own facility or on the road

Age of Survey Participants

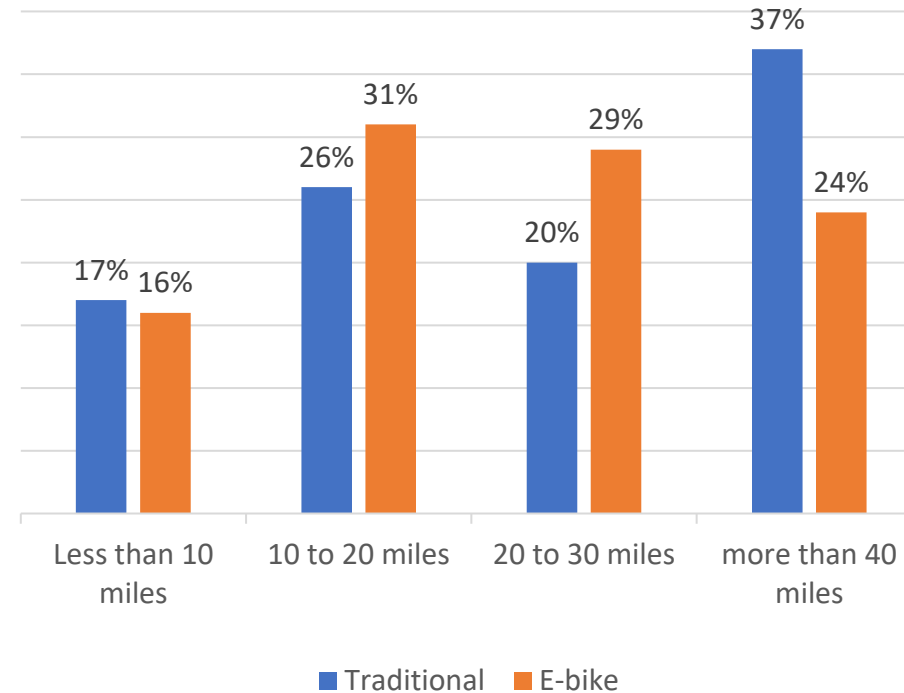


Differences Between Traditional and E-Bike Users

Where do you ride

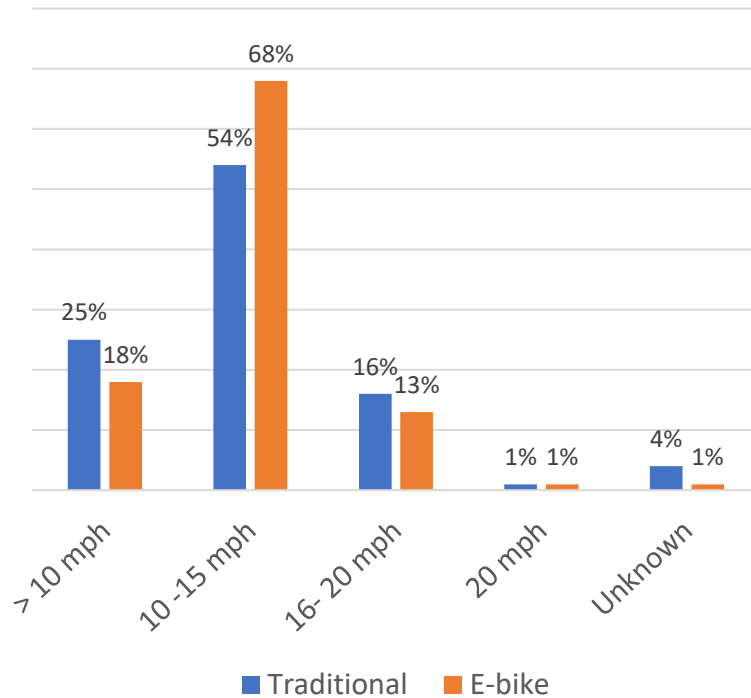


Number of miles in a week

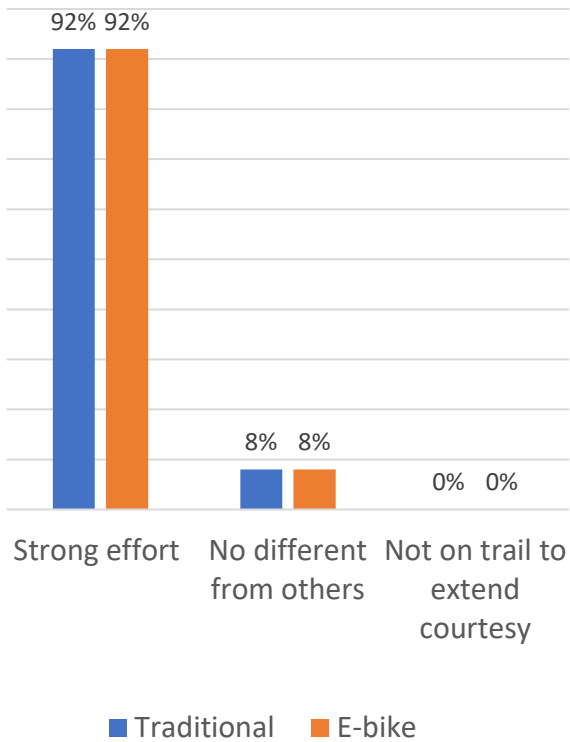


E-Bike Survey

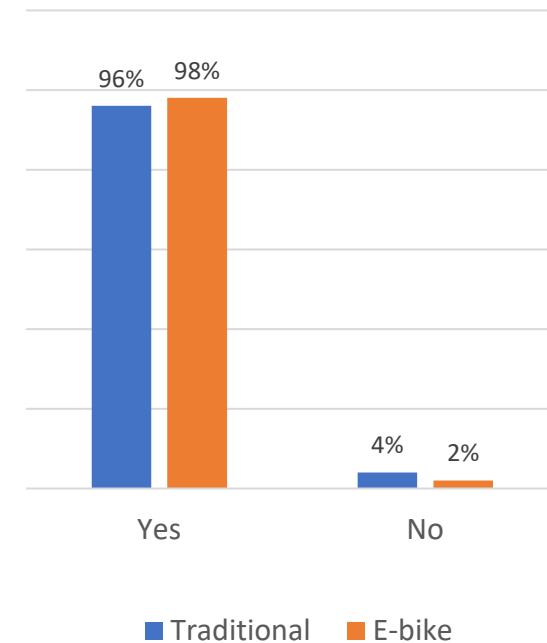
Speed



Courtesy



Obey signage

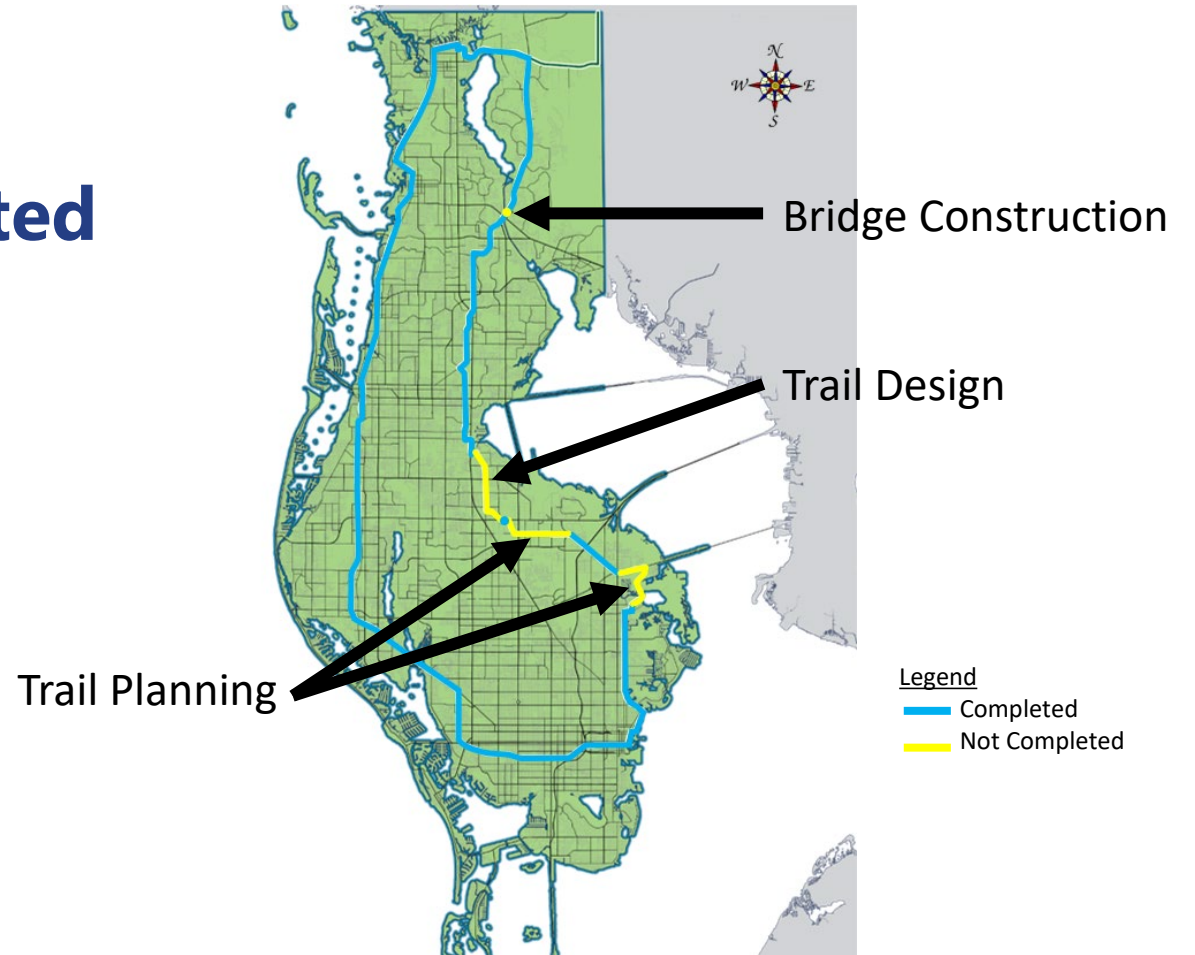


Pinellas Trail Loop Update

67 miles of trail completed

9 miles of trail to be completed

- Design – 3.7 miles
- Planning – 5.3 miles



Next Steps



Trails are for Everyone: Cyclists, Pedestrians, E-bikes and Micromobility
Emphasize Keep Right Except to Pass

- New pavement markings
- Online trail user education tools

Continue Courtesy Campaign

New Trail Signage



Questions?

