

Walking and Bicycling Demand

Total Demand Calculation

A weighted cumulative total demand score was calculated for each TAZ for both walking and bicycling based on input through the Community Involvement Plan and refined by the Bicycle and Pedestrian Task Force. The Bicycle and Pedestrian Task Force selected the weights used for each factor (school demand, commercial demand and social/recreation demand) based on community desires and data collected by the University of South Florida Center of Urban Transportation Research Center's "Bicycle and

Pedestrian Travel: Exploration of Collision Exposure in Florida."

The Task Force chose to weigh the school demand lower for bicycling as most school aged children utilize the sidewalks rather than on-road accommodations such as a bicycle lanes.

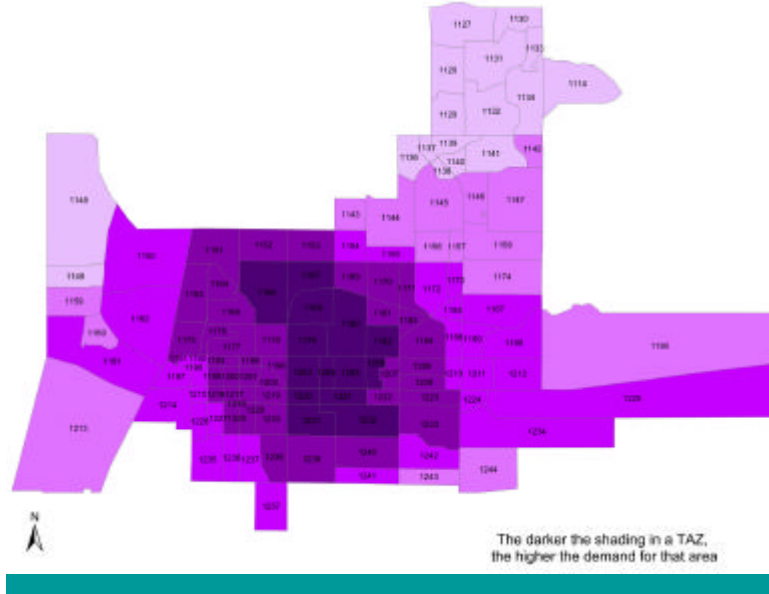
The results of the potential bicycling demand demonstrate that the need is greater within the center of the City, while the results for potential walking demand demonstrate the need within the downtown core and along Gulf-to Bay Boulevard (SR 60) near Belcher Road.

Total Demand Calculation Weighting

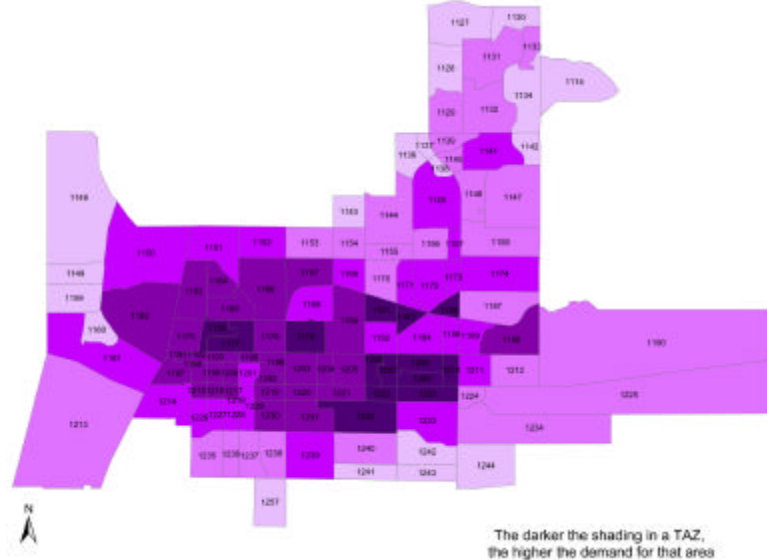
	<i>Commercial Demand</i>	<i>Social/Recreation Demand</i>	<i>School Demand</i>
Bicycles	40%	40%	20%
Pedestrians	25%	25%	50%



Total Bicycling Demand by TAZ



Total Walking Demand by TAZ



The darker the shading in a TAZ, the higher the demand for that area

Total Demand Calculation by segment

					Total Pedestrian Demand Score			Total Pedestrian Demand Score	Cumulative Total
	from	to	TAZ 1	%		TAZ 2	%		
Cleveland	Gulf-to-Bay	Myrtle Ave	1193	50	60.68	1199	50	54.72	57.7

Sample of Total Demand Calculation

Segment Application

The total demand score per TAZ was then applied to each segment that was studied within the City of Clearwater. First, the percentage of each TAZ that intersected each segment was determined. The total score for each segment was calculated based on the proportional percentage (see example). The results of the demand calculation for sidewalk construction and on-road bicycle facilities are presented in Appendix B-Sidewalk Construction Demand and Appendix C-Bicycle Facilities Demand.

Conclusion

The methodology as developed that was guided by the Bicycle and Pedestrian Master Plan Task Force was used as one of the factors to prioritize the list of segments for walking and bicycling modifications. It is a methodology that provides the technique by which to measure potential walking and bicycling demand and can be utilized in the future as our trip generators change.

