



# BICYCLE FRIENDLY COMMUNITY FEEDBACK REPORT 2017



GAINESVILLE, FL

### **About the Bicycle Friendly Community<sup>SM</sup> Program**

The Bicycle Friendly Community (BFC<sup>SM</sup>) program provides a roadmap to improve conditions for bicycling and the guidance to make your distinct vision for a better, bikeable community a reality.

The Bicycle Friendly Community program was created in 2003 and since that time more than 800 communities have applied for recognition and for feedback on how to improve their communities for people who bike. There are five award levels that communities can reach – bronze, silver, gold, platinum, and diamond. Regardless of a community's award level, each community receives a report card providing insights into how they can improve. Bicycle Friendly Community awards are recognized for four years and each community must apply every four years to maintain their recognition. Currently recognized communities can be found in our award database: <http://bikeleague.org/bfa/awards#community>.

### **About the Bicycle Friendly America<sup>SM</sup> Program**

The Bicycle Friendly Community<sup>SM</sup>, Bicycle Friendly State<sup>SM</sup>, Bicycle Friendly Business and Bicycle Friendly University<sup>SM</sup> programs are generously supported by members of the League of American Bicyclists. To learn more about building a Bicycle Friendly America, visit <http://www.bikeleague.org/BFA>

The League of American Bicyclists is leading the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.



**Congratulations!** The League of American Bicyclists has designated **Gainesville, Florida** as a Bicycle Friendly Community at the **Silver** level. Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Gainesville a safe, comfortable and convenient place to bicycle.

Below, reviewers provided highlights from your 2017 BFC application as well as recommendations to help you further promote bicycling in Gainesville. We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The key steps and category scores for Gainesville, Florida are on your [Bicycle Friendly Community Report Card](#).

This Report includes additional feedback created in response to the answers in your Spring 2017 BFC application, and results from surveys conducted in your community.

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## Engineering

The most visible and perhaps most tangible evidence of a great place for bicycling is the presence of infrastructure that welcomes and supports it. Survey after survey shows that the physical environment is a key determinant in whether people will get on a bike and ride. The most advanced Bicycle Friendly Communities have well-connected bicycling networks, consisting of quiet neighborhood streets, conventional and protected bike lanes, shared use trails; policies to ensure connectivity and maintenance of these facilities; and secure, convenient and readily available bike parking.

**Engineering Highlights** from your application include:

- Over 35 miles of shared use paths and multi-use trails, including 10 new miles added since 2014
- Recent reconstruction of Depot Avenue as a Complete Street, and addition of bike lanes on NW 16th Avenue and NW 8th Avenue
- Designation of the City's first two bicycle boulevards on NW 12th Street and NW 2nd Avenue
- Zagster Bike Share program, with 22 bikes and 4 stations
- *Requirement to include sufficient and convenient bicycle parking at all developments, including covered or indoor bike parking requirements in certain zoning districts.*

- Bike parking is provided at all major transit stops, and 100% of buses are equipped with bike racks

Below, you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Engineering category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

### Policies and Design Standards

Your community's score in this sub-category was **70%** of the highest community score in this sub-category. This subcategory is worth 12.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Strengthen your Complete Streets ordinance or create a program to ensure more rigorous implementation.

Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume. Check out Seattle's <https://www.seattle.gov/transportation/bikemaster.htm>.

Develop a design manual that meets current NACTO standards or endorse the NACTO Urban Bikeway Design Guide. Learn more at <https://nacto.org/publication/urban-bikeway-design-guide/>.

## End-of-Trip Facilities

Your community's score in this sub-category was **75%** of the highest community score in this sub-category. This subcategory is worth 12.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Pass a local ordinance that would require larger employers to provide shower and locker facilities.

Increasing and improving bicycle parking should also include increasing the diversity of bicycle parking types, particularly to accommodate long-term and short-term parking at transit and commercial districts.

## Bicycle Access to Public Transportation

Your community's score in this sub-category was **84%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Work with the Regional Transit System (RTS) to ensure that all transit vehicles that operate in or through your community accommodate cyclists, particularly during peak hours.

## Off-Street Bicycle Facilities

Your community's score in this sub-category was **73%** of the highest community score in this sub-category. This subcategory is worth 22% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Expand and improve the off-street shared use path and bicycle trail network to encourage more people to cycle and to improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

## On-Street Bicycle Facilities

Your community's score in this sub-category was **32%** of the highest community score in this sub-category. This subcategory is worth 28% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. See Bicycle Boulevards in action.



<https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards>.

Buffered bike lanes provide additional protection for bicyclists by clearly demarcating areas to avoid, such as the "door zone," and providing increased separation on higher speed or higher volume roads. They are an important tool for creating a safe and comfortable bicycle network suitable for people of all ages and abilities.

Protected bike lanes provide a safe option for bicyclists on roads with higher speeds, high bicycle traffic volumes, and/or factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover.

Raised cycle tracks provide a safe option for bicyclists on roads with higher speeds, high bicycle traffic volumes, and/or factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover.

## Other Bicycle Accommodations

Your community's score in this sub-category was **43%** of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Consider lowering the speed limit to 20 mph on residential streets. Speed has been identified as a key risk factor in

road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes.

Make signalized intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function, speed, and land use. Learn more at <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-signals/> and <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/>.

## Bike Sharing

Your community's score in this sub-category was **33%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Increase the number of bicycles and stations in your community's public bike share system. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the "last mile" between public transit and destinations. See what is being done across the country at <http://nacto.org/bikeshare>.

## Other Bicycle-related Amenities

Your community's score in this sub-category was **50%** of the highest community score in this sub-category. This subcategory is worth 2.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

In addition to the bicycle-accessible skate park your community offers, recreational bicycling can be promoted through bicycle amenities such as a mountain bike park, a cyclocross course, indoor cycle training facility, or a pump track. Consider adding these kinds of recreational facilities to your community if possible, or if such facilities already exist nearby, partner with local organizations to promote these resources to residents and visitors.

## Education

Offering a lot of ways for people to get the skills and confidence to ride is a key part to building great places for bicycling. At the community level this begins with bicycle-safety education being a routine part of public education. Communities should also offer options for adults looking to improve their biking skills with everything from online tips, brown bag lunch presentations and in-depth on-bike training opportunities. The League's Smart Cycling program, with more than 2,000 League Cycling Instructors around the country, is a great resource in delivering high quality education programs. It is also vital to make motorists and cyclists aware of their rights

and responsibilities on the road through public education campaigns that promote the Share the Road message.

**Education Highlights** from your application include:

- 26-50% of elementary schools offer bicycle education to students
- Bike education opportunities offered for adults at least monthly
- Public education campaign including outreach via social media, local access television, radio, City website, and printed media

Below, you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Education category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

## Youth Bicycle Education

Your community's score in this sub-category was **53%** of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Education category. The recommendation(s) below would help you improve your score.

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 your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools. Click here for an exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the National Highway Traffic Safety Administration's Safe Routes To School Toolkit or visit [www.saferoutesinfo.org](http://www.saferoutesinfo.org).

Bicycle education in public and private elementary schools is especially important so that all children are able to ride a bicycle safely. The ability to ride a bicycle as a child can have a profound positive impact on the physical activity and mobility of a child. Learning this skill at an early age also provides a basis for a life that integrates physical activity and helps prevent obesity-related health problems.

There is no better way to learn to ride than to experience riding a bicycle in a controlled setting with a trained instructor. Providing on-bike instruction to all students ensures that all students are able to learn to ride in the best possible setting regardless of the availability of a bicycle in their household.

A learn to ride class should be available in every community. This type of class provides basic bicycle education, such as how to position yourself on the road, how to signal your intentions, how to cross a street, and how to make turns.

Parents play a key role in whether and how often children and youth ride. By providing family-oriented classes parents and children can learn safe riding practices and other

bicycle-related skills together and become more comfortable riding as a family and individuals.

## Adult Bicycle Education

Your community's score in this sub-category was **73%** of the highest community score in this sub-category. This subcategory is worth 30% of the points in the Education category. The recommendation(s) below would help you improve your score.

Work with your community's existing League Cycling Instructors (LCIs) to increase bike education opportunities for adults. Find a list of your local LCIs at <http://bikeleague.org/bfa/search/map?bfaq=32609>.

Bicycle Ambassador programs are a great way to normalize bicycling for transportation and recreation with the goal of getting more people to consider bicycling more often. Bicycle Ambassadors programs should contain at least 2 of the following elements: 1) Ambassadors are trained on safe bicycling practices, 2) Ambassadors are present at community events, 3) Ambassadors can be requested for private events, 4) Ambassadors model good behavior by riding with highly visible signage to identify themselves as ambassadors, and 5) Ambassadors are trained on public engagement to welcome questions from potential bicyclists.

Studies have shown that people are most open to changes in their commute mode when they start a new job or move residences. New residents should be made aware of how

they can bike in their new community so that they understand their options for recreation and transportation.

## Motorist Education

Your community's score in this sub-category was **40%** of the highest community score in this sub-category. This subcategory is worth 25% of the points in the Education category. The recommendation(s) below would help you improve your score.

Many communities have engaged taxi drivers by distributing decals or other materials to remind taxi drivers of bicycle-vehicle collisions that are associated with taxis, such as dooring collisions with exiting taxi passengers.

## Bicycle Safety Education Resources

Your community's score in this sub-category was **50%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Education category. The recommendation(s) below would help you improve your score.

The League offers a series of educational videos that can easily be downloaded or shared online. Topics range from How to Choose a Bicycle, to proper steering, signaling, and intersection positioning on a bike. Use these videos to educate residents and visitors on bicycling basics. Make these videos available on your website and share on social media to promote bike safety education to broader

audiences. View and download the videos at: [bikeleague.org/ridesmartvideos](http://bikeleague.org/ridesmartvideos).

Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education, recruit more knowledgeable cycling ambassadors, deliver education to motorists, and have experts available to assist in encouragement programs. Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) for more information.

## Encouragement

Communities play a critical role in encouraging people to ride by giving them a variety of opportunities and incentives to get on their bikes. This can be done through the celebration of National Bike Month and Bike to Work Day, producing community bike maps, route finding signage, bicycle-themed celebrations and rides and commuter challenges.

**Encouragement Highlights** from your application include:

- Four League-recognized Bicycle Friendly Businesses
- One League-recognized Bicycle Friendly University
- Bicycle Pedestrian Advisory Board's Bike/Ped Friendly Awards recognition for local businesses
- Numerous local bicycling-related organizations, including: Active Streets Alliance; The Freewheel Project; Gainesville Cycling Club; Bikes 4 Vets; The Greater Alachua Trail Keepers; and Gainesville Citizens for Active Transportation



- Community events organized by Active Streets Alliance including multiple 'open streets' events, open forum discussions, Pecha Kucha nights, and Gainesville's first kinetic derby - *Menagerie in Motion*
- Frequent bike rides and membership events hosted by Gainesville Cycling Club
- Community-wide events during National Bike Month, including a Ride with the Mayor
- GIS-based online community bike map (<http://tinyurl.com/j32gse5>)

Below, you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Encouragement category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

## Encouragement Policies, Programs and Partnerships

Your community's score in this sub-category was **44%** of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

A trip reduction ordinance often requires congestion mitigation actions by all or some of: developers, large employers, and transportation management associations or

districts. Successful ordinances ensure that trip generation and multimodal options are addressed by the organizations covered by the ordinance through a variety of options to encourage trip reduction chosen by the covered organizations. See <http://mobility.tamu.edu/mip/strategies-pdfs/travel-options/technical-summary/trip-reduction-ordinances-4-pg.pdf> and <http://www.nctr.usf.edu/clearinghouse/tro.htm>. See also <http://www.abettercity.org/docs/Effective%20TRO%20Final.pdf>.

A community-wide Guaranteed Ride Home (GRH) program makes it easier for employers in your area to offer this perk to their bicycling employees, and can be an effective way to increase bike commuting. Such a program provides a safety-net for employees who might be hesitant to bike to work due to getting called away for family reasons or fear of getting stuck in bad weather. The Guaranteed Ride Home program from Georgia Commute Options is one example: <http://bit.ly/GeorgiaGRH>.

## Route-Finding Support

Your community's score in this sub-category was **56%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Expand the bicycle mapping and route-finding services in your community, both digitally and in print. A strong community bike map should outline the existing on and off-



road bicycle network by infrastructure type and should also mark the locations of landmarks, public restrooms, water fountains, bike repair stations and bike parking. Work with local entrepreneurs or students to develop a smart phone app version of your map.

## Bicycle Culture and Promotion

Your community's score in this sub-category was **62%** of the highest community score in this sub-category. This subcategory is worth 75% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Challenges for students biking to school can go beyond the trip to school and involve intra- or inter-school competitions for the number of trips by students. Challenges could also feature different types of bicycling, such as BMX or mountain biking.

A public education campaign is a great way to help people understand the many benefits of bicycling and reach people who may have only associated bicycling with one thing. Help people consider the many ways that bicycling can be a solution for them and your community.

A community celebration or ride for new bicycle projects can help draw attention to investments made in your community. This can be useful to build public support for bicycling projects, highlight new traffic patterns, and help educate the public about the use of a new facility.

Develop an Earn-a-Bike program in your community. These programs teach essential bicycle repair skills to youth and adults. Participants learn about bicycle parts and how to make necessary repairs to their own bicycle. At the conclusion of the program, participants take home their newly refurbished bicycle as well as many lifelong skills.

## Access to Bicycle Equipment and Repair Services

Your community's score in this sub-category was **74%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Increase the community's support for The Freewheel Project. This is a great way to support bicycle education and to make bicycling more accessible to all. Sponsor and partner on events and classes, and provide them with free advertising space on public outlets.

## Enforcement

Communities have an essential role in creating safe places to bike by setting clear rules of the road to ensure safety for all road users; ensuring that law enforcement officers are knowledgeable about traffic laws related to bicycling; and setting enforcement policies that prioritize traffic safety. A good relationship between the bicycling community and law

enforcement is important and can be accomplished by having a police representative on your Bicycle Advisory Committee, having police officers on bikes, and proactively addressing issues important to the bicycling community, like bike theft.

**Enforcement Highlights** from your application include:

- 2013 Bicycle and Pedestrian Safety Study
- Use and analysis of bike/ped crash data in prioritizing facility projects and roadway improvements, as well as in determining traffic enforcement practices
- Law-enforcement point person identified to interact with bicyclists
- Several bicycle-related training opportunities for police officers, including: International Police Mountain Bike Association training; Law Enforcement Bicycle Association training; Presentation/Training by League Cycling Instructor or local bicycle advocate; Institute for Police Training and Development bicycle training
- Helmet & bike light giveaways

Below, you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Enforcement category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

## Public Outreach

Your community's score in this sub-category was **46%** of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Identify a law enforcement officer who would like to be a representative of the police department to the bicycling community, including engaging with city staff and bicycle advisory committee members on bicycling-related issues. This representative will also be vital in improving communications with law enforcement on the needs of bicyclists locally.

Consider whether bikes would be a useful patrol or public safety tool for your community. Bicycles can increase interaction between police officers and the community and allow police and other public safety personnel increased mobility at events or in urban areas.

## Bicycle-Related Training for Law Enforcement Personnel

Your community's score in this sub-category was **65%** of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.



Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.

Ensure that police officers receive training on racial profiling awareness in multimodal transportation enforcement. Racial profiling awareness or similar training can be helpful for community-oriented policing and increasing the legitimacy of traffic enforcement.

Ensure that police officers receive training on the most common bicycle crash types in general and in your community. Data on bicycle crashes in your community can help police understand the magnitude of dangers to bicyclists in your community and the areas that are most dangerous. This knowledge should help police officers understand how to effectively enforce traffic laws in ways that will make bicycling safer.

## Bicycle-Related Laws

Your community's score in this sub-category was **90%** of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

It is unfortunately fairly common for bicyclists to be injured by opening car doors. People who choose to ride far to the right or in bicycle lanes adjacent to park cars need to be aware of this danger, but it should ultimately be the responsibility of people in cars to look before opening their doors. More than 40 states have passed laws that prohibit opening a car door into the path of a bicyclist. If your state has not passed such a law, see if you can pass a local ordinance that provides this protection to bicyclists and promote your local law so that people look before opening their doors.

There are 9 states that have passed laws that define a group of "vulnerable road users" and create penalties for seriously injuring or killing people within that group. These laws work on the idea of general deterrence - that if people know that they might suffer a harsh penalty for an action they will be more likely to avoid doing that action. If your state has not passed this type of law consider what actions affect the safety of bicyclists in your town and how you can create a local ordinance that deters people from taking those actions.

Photo enforcement can be an effective way to promote safe driving behaviors. It is important that photo enforcement is deployed in a transparent and legitimate manner so that the public understands that it is used for safety, not revenue creation. According to the Insurance Institute for Highway Safety, there were 430 communities with red light camera programs and 141 communities with speed camera programs as of June 2016.

## Bicycle-Related Enforcement Practices and Programs

Your community's score in this sub-category was **18%** of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Consider whether a ticket diversion program makes sense for your community. A ticket diversion for bicyclists allows bicyclists who are ticketed to receive safety training in lieu of paying a fine or as a condition of a reduced fine. This allows bicyclists who may not have previously received safety training to learn about proper riding techniques and hopefully correct poor behavior. Ticket diversion programs for motorists can incorporate training on sharing the road with bicyclists and pedestrians. In some cases, educational programs can supplement other traffic citation punishments; for example, drivers who are convicted of DUI or have a suspended license can be educated on transportation alternatives, such as transit and biking, to facilitate their mobility.

Transparency is important so that the public understands traffic enforcement and it can help ensure that traffic enforcement is seen as legitimate and in service of public safety. Regularly available raw data allows the public, as individuals and through organizations, to understand traffic enforcement and how the community promotes traffic safety through enforcement.

Analysis and reports on traffic citation data can help the public understand traffic safety priorities and how those priorities are furthered by traffic enforcement. Analysis and reports can also highlight any safety issues that a community does not currently have the ability to address through enforcement, due to lacking an appropriate law, or which requires an alternative countermeasure.

## Bicycle Safety Policies and Programs

Your community's score in this sub-category was **50%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Adopt a Vision Zero plan to improve road safety for all road users. To learn more about Vision Zero, visit [visionzeronetwork.org](http://visionzeronetwork.org).

## Crash and Fatality Reporting

Your community's score in this sub-category was **18%** of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Continue working to reduce the number of crashes and fatalities involving motor vehicles and bicyclists.

The Bicycle and Pedestrian Safety Study completed in 2013 is a great document for understanding safety issues in your community. Build upon this data-driven work by adopting a Vision Zero policy to reduce traffic deaths for all road users to zero by a certain date.

Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

## Evaluation & Planning

Metrics are essential. A comprehensive bicycle master plan, in combination with dedicated funding and active citizen/organizational support is the foundation of a great bicycling community— indeed, progress without these elements is difficult. A successful plan focuses on developing a seamless cycling network that emphasizes short trip distances, multi-modal trips and is complemented by encouragement, education and enforcement programs to increase usage. A dedicated Bicycle Program Coordinator and an effective Bicycle Advisory Committee play an important role in helping decision makers create, implement, and prioritize those bicycle programs and policies.

**Evaluation & Planning Highlights** from your application include:

- Full-time, paid Bicycle/Pedestrian Coordinator position on staff

- Bicycle Pedestrian Advisory Board (BPAB) that meets every two months
- Average of 19% of community's total annual transportation budget has invested in bicycle projects annually, over the last five fiscal years
- Community Development Block Grant funds dedicated for the construction of new bicycle and pedestrian infrastructure in qualifying areas of the City
- Safe Routes to School and other grants have been used to fund improvements in underrepresented areas of the community
- Wild Spaces/Public Places half-cent sales tax referendum passed by citizens, which will help fund multi-use trails within the community
- Use of automated/electronic bicycle counters
- City of Gainesville Transportation Improvement Plan adopted in 2017
- MTPO Year 2040 Long Range Transportation Plan adopted in 2015
- 2013 City Parks, Recreation and Cultural Affairs Master Plan adopted in 2013
- Countywide Bicycle Master Plan originally adopted in 2001, with addendums in 2004 and 2008

Below, you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Evaluation & Planning category. Use this information to understand your community's

strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

## Staffing and Committees

Your community's score in this sub-category was **65%** of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Appoint a staff member Safe Routes to School Coordinator, or create a new position. A Safe Routes to School Coordinator makes walking and bicycling to school safer and more accessible for children, including those with disabilities, and works to increase the number of children who choose to walk and bicycle. This may involve working with schools on site plans, working with the community on surrounding street plans, and implementing programming that teaches bicycle skills in school.

Have your Bicycle Advisory Committee meet monthly to step up your Bicycle Friendly Community efforts.

Work with the University of Florida to promote collaborations between the University and community that can help create conditions that support bicycling.

## Planning, Funding, and Implementation

Your community's score in this sub-category was **45%** of the highest community score in this sub-category. This

subcategory is worth 35% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Begin the process for creating a new Bicycle Master Plan or update your 2001 plan, most recently revised in 2008. Particular attention should be paid to addressing roads with posted speeds of between 25 and 35 mph, which make up a larger proportion of your community's road network than average. Updating your older bicycle master plan is an opportunity to adhere to the latest best practices and to recognize new demands for bicycle facilities, programs, and services among residents and visitors. It is also an opportunity to set ambitious but attainable ridership targets for the next 5-10 years.

Ensure that there is a feedback mechanism to help the community meet goals for the implementation of your bicycle and pedestrian plan.

It is very important that bicycling plans and transit plans are coordinated so that people can use bicycles to access transit and bicycle-transit conflicts can be minimized.

## Evaluating Ridership

Your community's score in this sub-category was **36%** of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.



Regular statistically-valid community bicycle surveys help a community understand the needs of bicyclists in the community and what sort of investments might entice people to bike more often or fix barriers that currently prevent them from biking more.

Travel diaries help communities understand how all residents move around the community. This information is great for monitoring changes in how people move around and community goals related to active transportation.

Ensure that your bicycle counts capture the gender of cyclists. If women ride significantly less than men, this gender gap may be addressed through infrastructure improvements, and targeted education and encouragement efforts. Learn more at [bikeleague.org/womenbike](http://bikeleague.org/womenbike).

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

## Evaluating the Bicycle Network

Your community's score in this sub-category was **44%** of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Establish a pre/post evaluation process for major bicycle-related road projects that involve types of bicycle infrastructure not previously used in your community and/or

region or applications of bicycle infrastructure that are innovative for your community. Pre/post evaluation can help you communicate about the effects of these projects and leverage the experience gained through a project for future planning and projects.

Level of Traffic Stress analysis measures low-stress connectivity, defined as "the ability of a network to connect traveler' origins to their destinations without subjecting them to unacceptably stressful links." This type of analysis is suitable for all communities, but is particularly useful for communities that have goals to increase bicycle use or encourage more "interested but concerned" riders to bike more often. Targeting investments to increase low-stress connectivity is likely to address concerns of those riders and increase their mobility to more community destinations.

Bicycle level of service (LOS) looks at speed, delay, and space, like motor vehicle level of service, but also incorporates "quality of service" by accounting for measures like comfort, safety, and ease of mobility. An LOS model can help determine areas where bicycle levels of service are insufficient and identify possible safety problems.

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**For more ideas and best practices please visit  
the [Bicycle Friendly Community Resource Page:](http://www.bikeleague.org/content/resources)  
<http://www.bikeleague.org/content/resources>**

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