

## ***Action Plan for Bicycle Friendly Communities***

We, the undersigned Mayors and municipal elected officials, make decisions every day affecting the health and safety of our residents, the efficient conduct of commerce and delivery of government services, and the long term quality of life in our communities.

Cities across the globe are managing diverse issues such as pollution, congestion, traffic safety, accessibility, social inclusion, and economic growth. Increasing urbanization and sprawl is generating extra demand for quality public spaces and recreation opportunities. A renewed emphasis on security and the costs of dealing with the emerging epidemics of obesity and physical inactivity are stretching limited resources even further.

Solutions to these many challenges are equally diverse and complex. This Charter recognizes one policy initiative that addresses these challenges and contributes to many of the solutions necessary to improve the quality of life in cities: increasing the percentage of trips made by bicycle by making communities more bicycle-friendly.

We recognize that increasing bicycle use can:

**Improve the environment** by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces.

**Reduce congestion** by shifting short trips (the majority of trips in cities) out of cars. This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries.

**Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety.

**Increase opportunities** for residents of all ages to participate socially and economically in the community, regardless income or ability. Greater choice of travel modes also increases independence, especially among seniors and children.

**Boost the economy** by creating a community that is an attractive destination for new residents, tourists and businesses.

**Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community.

**Save city funds** by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport.

**Enhance public safety** and security by increasing the number of "eyes on the street" and providing more options for movement in the event of emergencies, natural disasters, and major public events.

**Improve the health** and well being of the population by promoting routine physical activity.

Therefore we, the undersigned Mayors and municipal elected officials, are committed to taking the following steps to improve conditions for bicycling and thus to realizing the significant potential benefits of bicycling in our community. We hereby adopt the following:

**Action Plan for Bicycle Friendly Communities: (1-10)**

**1. Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.**

*BPAB's Safe Routes Subcommittee and other local groups are working on this element.*

**2. Provide safe and convenient bicycle access to all parts of the community through a signed network of on- and off-street facilities, low-speed streets, and secure parking. Local cyclists should be involved in identifying maintenance needs and ongoing improvements.**

*BPAB has recently organized a Safe Routes subcommittee to address this element.*

**3. Establish information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides, a ride with the Mayor)**

*The City's Bicycle/Pedestrian Program and BPAB addresses this element on an ongoing basis via programs such as Bike, Hike , & Bus Week bicycle rides, and community events/presentations.*

**4. Make the City a model employer by encouraging bicycle use among its employees (e.g. by providing parking, showers and lockers, and establishing a city bicycle fleet).**

*The City's Bicycle/Pedestrian Program addresses this element on an ongoing basis via programs such as National Bike to Work Day; Work-site Bike Lockers; Gym shower and changing facilities.*

**5. Ensure all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community. Staff in all departments should be offered training to better enable them to complete this task.**

*The BPAB addresses this element on an ongoing basis via participation on issues such as the recent revision process for the Bicycle Parking Ordinance.*

**6. Educate all road users to share the road and interact safely. Road design and education programs should combine to increase the confidence of bicyclists.**

*The BPAB addresses this element on an ongoing basis via print adds; bumper stickers; pens; pencils; pamphlets/brochures; and bus placards. Currently in planning for other outreach efforts of this program.*

**7. Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.**

*The BPAB addresses this element on an ongoing basis via special meetings with local area law enforcement. BPAB has asked GPD to attend a meeting in the near future to discuss updated enforcement issues and potential danger locations for cyclists.*

**8. Develop special programs to encourage bicycle use in communities where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.**

*The City's Bicycle/Pedestrian Program and BPAB addresses this element on an ongoing basis via programs such as Bike, Hike , & Bus Week events that include UF & Santa Fe Community College Transportation Days, Village Green bicycle repair events with GPD, and special programs at community centers, churches, & schools.*

**9. Promote inter-modal travel between public transport and bicycles, e.g. by putting bike racks on buses, improving parking at transit, and improving access to rail and public transport vehicles.**

*The City's Bicycle/Pedestrian Program and BPAB addresses this element on an ongoing basis via programs such as Bike, Hike, & Bus Week where the Regional Transit System (RTS) works with BPAB to host a Fare Free Bus Day for citizens and assists BPAB with in-kind contributions for RTS Bike, Hike, & Bus Week flyers and brochures. Promotions are made on local radio, TV, and newspaper to promote all forms of alternative transportation including mass transit.*

**10. Establish a citywide, multi-disciplinary committee for non-motorized mobility to submit to the Mayor/Council a regular evaluation and action plan for completing the items in this Charter.**

*At it's last meeting, BPAB's former UF Student Adjunct member - Justin Kristian recommended BPAB create a committee to look at improving our designation up a notch to the Platinum level. In tune with this thinking, BPAB could also consider that type of group looking at the BAP initiatives as well.*

### ***Mayors who have already signed BAP***

Brentwood, California  
Berlin, Germany  
Capetown, RSA  
Carollton, Georgia  
Columbia, Missouri  
Copenhagen, Denmark  
Dar es Salaam, Tanzania  
Dublin, Ireland  
Edinburgh, Scotland  
Gdansk, Poland  
Helsinki, Finland  
Metuchen, New Jersey

New Orleans, Louisiana  
Orlando, Florida  
Oulu, Finland  
Palo Alto, California  
Salem, Massachusetts  
Sandnes, Norway  
Santa Barbara, California  
Salt Lake City, Utah  
Schaumburg, Illinois  
Washington, DC  
Winterthur, Switzerland  
York, Pennsylvania

