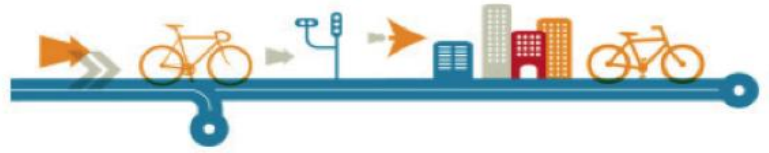




BICYCLE FRIENDLY COMMUNITY FEEDBACK

#140187B



GAINESVILLE, FL

Spring 2014

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 recommendations to help you further promote bicycling in Gainesville. **Key recommendations are highlighted in bold.**

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 cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Regulations that require bike parking for new developments can secure private funding. See [this bicycle parking ordinances](#) for guidance.

Increase the amount of high quality bicycle parking at popular destinations throughout the community, particular

downtown and along major business corridors like University Avenue.

Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks. Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will 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.

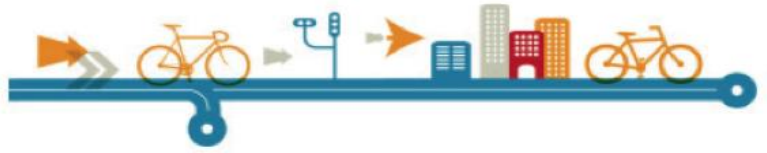
Develop an easier mechanism that will allow cyclists to report hazards to traffic engineers and planners, such as a hotline or an online reporting tool. Ensure to follow up on reports promptly.

Promote active transportation by reducing traffic speeds. Lower the speed limit to a maximum of 25 mph especially downtown, around schools and shopping centers, and in neighborhoods. Use traffic calming measures and low speed design principles to achieve higher compliance rates. 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. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20



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mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. Studies also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.

Continue to 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.

Install a bicycle wayfinding system that includes destination and distance information at strategic locations around the community, integrating preferred on street routes and off-street facilities.

Arterial roads are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths. Shared lane markings (Sharrows) should not be used on high speed roads. Particularly the two most heavily traveled east-west routes to the populous west side of town need to be improved for cyclists. The most dangerous sections are Archer Road between SW 34th Street and I-75 and

Newberry Road from east of the Oaks Mall to just beyond I-75.

Adequately maintain your on and off road bicycle infrastructure to ensure usability and safety. In particular, address potholes and other hazards faster.

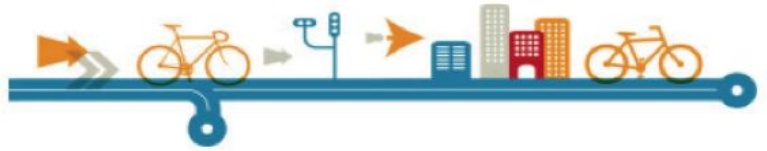
Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO design guidelines (preferred) and the 2012 AASHTO Guide for the Development of Bicycle Facilities for recommended intersection treatments. Signal activation is needed throughout the city but particularly on bicycle boulevards and on preferred bicycle routes. The intersections of SW 34th St./SW Archer Rd.; SW 34th St./SW 2nd Ave.; and NW 39th Ave./NW 43rd St. are particularly dangerous for cyclists and need to be addressed immediately.

The Archer Braid trail has inconsistent and missing sign at several intersections. Where the busy SW 88th street, which feeds a major subdivision, crosses the trail, there is no stop sign on the trail for bicyclists headed in the northeast bound direction. Also, the use of a stop sign for pedestrians and cyclists at a driveway of a single home (between the two entrances to the Mentone subdivision) is inappropriate.



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Education

Bicycle-safety education should be a routine part of primary and secondary education, 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. For more information, see the National Highway Traffic Safety Administration's Safe Routes To School Toolkit or visit www.saferoutesinfo.org.

Offer bicycling skills training opportunities for adults more frequently and encourage your local bicycle advocacy group or bike shop to help. You can set up a class by contacting an instructor in your area. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

Host a League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults and kids, and have experts available to assist in encouragement programs. Visit <http://bikeleague.org/content/become-instructor> for more information.

Encouragement

Consider offering a 'Ciclovia' or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action.

Promote cycling throughout the year by offering or supporting more community and charity rides, free bike valet parking at events, and bicycle-themed festivals, parades or shows.

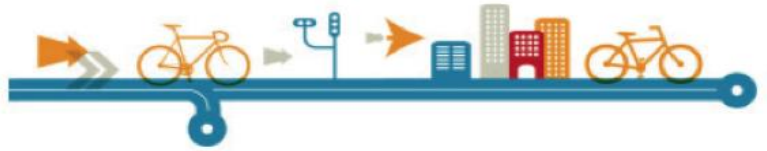
Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the "last mile" between public transit and destinations. See what is being done across the country at <http://nacto.org/bikeshare/>

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League



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offers many tools to help promote the Bicycle Friendly Business program in your community.

Encourage the University of Florida and other local institutions of higher education to promote cycling to students, staff, and faculty and to seek recognition through the Bicycle Friendly University program. Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community will benefit as well: Communities near BFUs have a higher number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets, and university-hosted public bicycle events, programs, and classes. The League offers many tools to help promote the Bicycle Friendly University program in your community.

Enforcement

Provide adequate path lighting to allow for safe commuting before dawn and after dusk.

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement penalties for motor vehicle users that 'door' cyclists, ban cell phone use while driving, pass laws/ordinances protect all vulnerable road users, and make it illegal to harass a cyclist.

Evaluation & Planning

Dedicate more staff time to bicycle planning and programming. Comparing staffing levels to bicycle commuter data showed that larger bicycle and pedestrian staffs (per capita) are correlated with higher bike commuter levels. This shows that communities that make a serious commitment to bicycle planning see a greater return on investment than communities with fewer staff.

Update your comprehensive bike plan in close collaboration with the community to ensure public involvement, information and ownership. Focus on developing a seamless on and off street bicycling network that creates short distances between residential areas and popular destinations. Complement infrastructure planning with encouragement, education, and enforcement programs to increase usage. Develop a clear vision statement and set ambitious but attainable targets. The overarching goal should be to encourage residents to bike more often for recreation and transportation. See examples from Davis, CA; Denver, CO; Greenville, SC; and Seattle, WA.

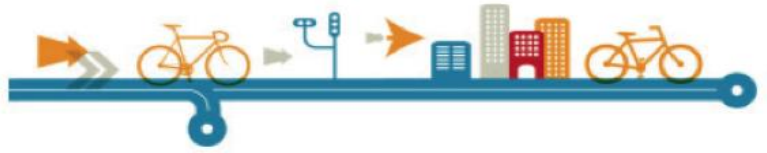
Ensure that there is dedicated funding for the implementation of the bicycle master plan.

Ensure that your bicycle counts capture the gender of cyclists.



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Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, build a campaign around it, and ensure data collection necessary to monitor progress. We recommend a target of 10% ridership by 2020.

Continue to strengthen and support more partnerships with local bicycling (and walking) advocates, organizations and businesses.

COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.