



BFC_Spring_2014_closed Submitted by Dekova Batey on 2014-02-19 07:00:50

Application Tips

- The application will be referring to your type of jurisdiction as "community" throughout the application due to the great variety of types of jurisdictions applying, which does not include bicycle amenities, services and other resources outside your boundaries.
- The word limits for open ended questions are just guidelines as the system is actually using a character limit. Ensure that your entered text does not get cut off, even if you stay within the word limit.
- Ensure to log out using the Log Out button. Closing the browser will not log you out completely and will trigger a warning that another user is logged in next time you sign in. If this occurs, and you are certain that no other user is logged in at the same time, you can just disregard the warning and it will disappear within 24 hours.
- At the end of the application, you can upload any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB). You can submit up to 5 files at the time and there is no limit on how many files can be submitted. Please note that the files will upload immediately to a separate server and will not appear as an attachment.

Name of Community

Name of Community

City of Gainesville

County/Borough/Parish

Alachua

State

Florida

Has the community applied to the Bicycle Friendly Community program before?

Yes

If yes, what was the result of the community's last application?

Silver

If designated, what year was your community first awarded a Bronze or higher award?

2004

Mayor or top elected official (include title)

Mayor Ed Braddy

Phone

352-334-5015

Email

bikeped@cityofgainesville.org

Address

P.O. Box 490, MS 58

Website

www.cityofgainesville.org

BFC Contact Profile

Note: This person will receive any future BFC related communication and will be listed as the contact person for the community on the award web profile, if designated.

Name of BFC contact

Debbie Leistner

Title

Public Works Planning Manager

Department

Public Works

Employer

City of Gainesville

Address

P.O. Box 490, MS 58

City

Gainesville

State

Florida

Zip

32627-0490

Phone

352-393-8412

Email

leistnerdl@cityofgainesville.org

Is the BFC contact also the Bicycle Program Manager?

Yes

If no, does your community have a Bicycle Program Manager?

If different from above, what is the Bicycle Program Manager's contact information (email and phone)?

"Same"

Applicant name and email, if different from BFC contact or Bicycle Program Manager contact

"Same"

Community Profile

1. Type of Jurisdiction

Town/City/Municipality

2. For purposes of comparison, would you describe your community as largely

urban

3. ClimateAverage daytime temperature (in °F)

January

55.5

April

68

July



80.5

October

71.5

Average precipitation (in inches)

January

3.33 inches

April

2.67 inches

July

6.07 inches

October

2.88 inches

4. Size of community (in sq. mi.)

Total area

62.9 square miles

Water area

1.1 square miles

Land area

61.8 square miles

5. Total Population

126,047

5a. College/University student population (during semester)

50-75%

6. Population Density (Person per sq. mi. of land area)

2,044 per square mile

7. Median Household Income

31,426

8. Age distribution (in percent)

Under 5

5.12%

Age 5-17

21.74%

Age 18-64

63.54%

Age 65+

9.60%

Totals (should equal 100)

100%

9. Race (in percent)

White

68.36%

Black or African American

23.24%

American Indian and Alaska Native

0.25%

Asian

4.49%

Native Hawaiian and Other Pacific Islander

0.03%

Some other race

1.45%

Two or more races

2.18%

Totals (should equal 100)

100%

Hispanic or Latino (of any race)

95,447

10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents, work on bicycle issues in your community?

1.5

11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

76-100%

12. Do you have an officially recognized Bicycle Advisory Committee?

Yes

12a. How often does it meet?

Every two months

12b. How many members serve on the committee?

13

12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? Check all that apply.

User Group,Transportation Department

12d. Name and email of Bicycle Advisory Committee Chair

Arthur Stockwell - artstockwell@hotmail.com

13. List all bicycle advocacy groups in your community

Gainesville Cycling Club The Kickstand

13a. List the name and email of the primary contact for each bicycle advocacy group. If a primary contact is the applicant or BFC contact, list an alternative contact.

Gainesville Cycling Club - James Thompson jtexconsult@gmail.com The Kickstand - Rajeeb Das rdas@ufl.edu

13b. Do you contract with any advocacy groups for services or programs? Check all that apply.

No

13c. List all advocacy groups that are working with you on this application.

Gainesville Cycling Club Bicycle/Pedestrian Advisory Board The Kickstand

14. What are the primary reasons your community has invested in bicycling? Check all that apply.

Improved quality of life,Improving public health,Community connectivity,Transportation options,Reduce car-parking demands,Climate change/environmental stewardship concerns,Decrease traffic congestion,Increase tourism,Increase property values,Cooperation with adjacent communities,Public demand,Economic development,Support



Smart Growth 

or other growth management goals ,Traffic and bicycle/pedestrian safety,Meet local or state requirements

15. What was your community's most significant achievement for bicycling in the past 12 months? (500 word limit)

In the past 12 months, dedicated funding has allowed the City of Gainesville to plan, design, and implement many projects related to our bicycle and pedestrian connectivity objectives. The City Commission maintains a strategic initiative related to promoting neighborhood connectivity and dedicated funding has allowed us to pursue critical gap-closing projects that significantly enhance our overall network despite their relatively small scale as independent projects. In addition, we have implemented our first bike box and are in the process of installing our first bicycle boulevard. These new and innovative infrastructure projects are highly visible in the community and have helped to galvanize community support for our bicycle initiatives.

16. If you have applied to the BFC program before, describe any improvements that have occurred for cycling in your community since your last application. (500 word limit)



Since our last Bike Friendly Communities application in 2009, the City of Gainesville has made significant progress in planning, designing, and implementing improvements and expansions to our bicycle network. The City recently completed a Bicycle and Pedestrian Safety Study which examined crash data and paired that information with site specific solutions based on the 5E's. This study will be used in the planning of future projects and to prioritize improvements and budget requests. A road diet has been completed on a two-mile stretch of Main Street which reduced travel lanes from 4 to 3 and added bicycle lanes among other improvements. The City's first bike box was installed at an intersection with high rates of bicycle traffic. In addition, a major state road reconstruction project will implement buffered bike lanes in an area of significant bicycle traffic adjacent to the University of Florida, regional hospitals, and dense student house developments. The City has identified several corridors as future "Bicycle Boulevards" and installation is underway on the first of these, which will provide a convenient and safe alternative to a heavily traveled state highway and connect several student and faculty residential areas to the University of Florida and bicycle routes to Downtown and the City's "Innovation Square" economic development area. The nearly two-mile initial implementation will include special roadway signage, reduced posted speed limits, bicycle detection at signalized intersections, enhanced bike lane markings and the first use of "sharrows" in the City. The off-street network has continued to expand. The City completed a connection project between the 6th St rail trail and the Porter's Community, one of many such projects that have been implemented or are planned to close small gaps in the bicycle network. The City is also in the final construction stages of a vital "rails-to-trails" connection that will close a large gap in the regional off-street trail network along W 6th Street. Additional segments of the Archer Braid trail (linking the University of Florida to the City of Archer southwest of Gainesville) are also under construction. In addition, the Community Redevelopment Agency enhanced a significant rail trail overpass on the Depot Avenue rail trail that improved lighting and access while also creating a signature landmark for the trail network and the community as a whole. The Public Works Department recently adopted a new design manual for road construction which reaffirmed existing commitments to plan and design for the needs of bicyclists in all roadway projects. The City adopted an updated Transportation Mobility element to the Comprehensive Plan that provides specific goals, objectives, and policies that promote bicycling and multimodal transportation. Through public funding and private sector collaboration, the City has added nearly 11 miles of off-street trails and sidewalks since 2009.

17. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)

Continued expansion of the City's on and off-street bicycle networks is expected over the next 12 months, in addition to other safety, comfort, and efficiency improvements to improve the quality of bicycle service provided. Buffered bike lanes are planned for installation on NW 8th Avenue adjacent to two public schools, a major City park and recreation center, and a nature trail system. Additional construction on segments of the Archer Braid trail will continue, as will connectivity projects funded through a \$200,000 set aside by the City Commission to improve neighborhood connectivity. The Depot Avenue corridor and SE 4th Street corridor will be reconstructed with the addition of bike lanes, while NW 16th Avenue will be reconstructed with wide outside shared lanes (with sharrows) and widened sidewalks. Expansion of the "bicycle boulevard" network is expected to continue through the next 12 months, with plans to implement an east-west corridor to compliment the north-south corridor under construction currently. Video detection equipment is expected to be installed at signals throughout the City to allow for reliable bike detection and signal actuation.

Engineering

18. Does your community currently have any of the following policies in place? Check all that apply.

Local Complete Streets policy  ,Local bicycle accommodation policy 

18a. When was it adopted?

The City has adopted several policy documents implementing Complete Streets including the Comprehensive Plan - Concurrency Management Element (1999), Transportation Element (2001), Transportation Mobility Element (adopted 2013 to replace the previous two




18b. Provide a link or attach a copy of this legislation or policy

<http://www.cityofgainesville.org/PlanningDepartment/ComprehensivePlanning/PlanElements.aspx>;
http://ncfrpc.org/mtpo/publications/MTPOUrbanDesignPolicy/MTPO_UDPM.pdf; http://www.cityofgainesville.org/Portals/0/pw/EDCmanual_2013_v1.pdf

18c. What tools are in place to ensure implementation? Check all that apply.

Implementation guidance,Design manual,Training,Oversight by Bicycle Program Manager

19. Does your community currently have any of the following additional policies in place? Check all that apply.

Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project,Streetscape design guidelines  ,Mixed-use zoning,Form-based/design-based codes  ,Connectivity policy or standards  ,Policy to preserve abandoned rail corridors for multi-use trails,Other

If other, describe (100 word limit)

The City's Transportation Mobility Program provides for new development to offset vehicular trip impacts through the implementation of multimodal solutions or payments to the City in lieu of construction to accomplish the same outcomes. To date, in payments alone, more than \$3 million dollars have been collected for these projects over 14 years.

20. How do you ensure your engineers and planners accommodate bicyclists according to AASHTO, MUTCD and NACTO standards? (Check all that apply.)

Adopted local design manual,Other

If other, please describe (100 word limit)

Engineering and planning staff frequently participate in webinars sponsored by AASHTO, MUTCD, and NACTO on a variety of issues including bicycle planning.

21. Which of the following significant physical barriers to cycling exist in your community? Check all that apply.

No significant physical barriers

22. How do you ensure that there are end-of-trip facilities for bicyclists? Check all that apply.

Bike parking ordinance for all new developments specifying amount and location ,Ordinance that allows bike parking to substitute for car parking

23. Do your standards for bike parking conform with APBP guidelines?

Yes

24. What is the total number of public and private bike parking spaces in your community?

The City has a partial inventory of bicycle parking, focused on the downtown area. In that approximately 2 square mile area, there are 2,091 spaces (1630 private / 461 public).

24a. What percentage of bike racks conform with APBP guidelines?

more than 75%

24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:

Bike lockers

Less than 1%

Parking spaces in bike depots (i.e. Bikestation)

None

Parking spaces in bike corrals (on-street bike parking)

None

25. Approximately what percentage of the following locations has bike racks or storage units? Answer all that apply.

Public and private schools

More than 90%

Higher Education Institutions

More than 90%

Libraries



More than 90%

Transit stations and major bus stops

26-50%

Parks & recreation centers

More than 90%

Other government owned buildings and facilities

76-90%

Event venues (e.g. convention center, movie complex)

More than 90%

Hotels & restaurants

51-75%

Office buildings

26-50%

Retail stores

51-75%

Multi-family housing

76-90%

Public housing

51-75%

26. Does your community have transit service (bus, light rail, heavy rail)?

Yes

26a. What percentage of buses are equipped with bike racks?

All

26b. Are bikes allowed inside transit vehicles?

No

27. What is the centerline mileage of the existing off-road bicycle network within your community?

19.54

27a. How many miles of the following off-road bicycle accommodations do you have? Answer all that apply (in centerline miles)

Paved shared use paths (?10feet)

19.54

Natural surface shared use paths (?10feet)

Singletrack

27b. What percentage of all natural surface trails and singletrack are open to bicyclists?

Not applicable

27c. What are the exceptions? (100 word limit)

NA

28. What is the centerline mileage of your road network (including state owned and private roads)?

665.43

28a. What is the street network density of your road network? (centerline miles of road per sq. mi. of land area)

10.1 - 15.0

28b. What percentage of roads has posted or design speeds of 25mph and lower?

1-25%

28c. What percentage of roads has posted or design speeds of 35mph and higher?

11-25%

28d. What percentage of the existing on-street bicycle network meets or exceeds current AASHTO, MUTCD and NACTO standards?

More than 90%

28e. List your existing on-road bicycle accommodations that meet or exceed AASHTO, MUTCD and NACTO standards. Answer all that apply (in centerline miles)

Conventional bike lanes (ridable surface ?4feet)

65.4

Shared lane markings

Contra-flow bike lanes

Protected or buffered bike lanes (one-way)

3.62

Protected or buffered bike lanes (two-way)



Raised cycle tracks

Left-side bike lanes

Bike boulevards or Neighborhood Greenways

1.13

29. What other ways have you improved conditions for bicyclists? Check all that apply.



Road diets , Area wide traffic calming , Bike cut-throughs, Signed bike routes, Roundabouts that accommodate bicycles, Bike/pedestrian

overpasses/underpasses, Removal of on-street car parking, Speed tables to calm traffic, Car-free/Car-restricted zones

30. What percentage of arterial streets has dedicated space for cyclists (e.g. bike lanes, paved shoulders ?4feet, cycle tracks, etc)?

67%

31. Which of the following broader transportation policies and programs are in place in your community? Check all that apply.

Maximum car parking standards , Paid public parking, Shared-parking allowances , Prioritization of active mobility in planning and design processes, Other

If other, describe (250 words)

The City's Land Development Code sets strict requirements for block sizes to maximize connectivity and create a gridded network for all users.

32. What maintenance policies or programs ensure the on-street bicycle network (including shoulders) remains usable and safe? Select all that apply.

32a. Street sweeping

Same time as other travel lanes

32b. Snow clearance

No snow

32c. Pothole maintenance

Within one week of complaint



32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). (100 word limit)

Ongoing roadway inspection guides resurfacing efforts. The current pavement condition index (PCI) for the City is 72. Local tow companies ensure that debris is cleared from the roadway - including bike lanes - following crashes.

33. What maintenance policies or programs ensure the off-street bicycle network remains usable and safe? Select all that apply.

33a. Path sweeping

Not applicable

33b. Vegetation maintenance

Monthly

33c. Snow clearance

No snow

33d. Surface repair

Within 24 hours of complaint

33e. Describe any other maintenance policies or programs for the off-street bicycle network, if applicable. (100 word limit)

The Public Works and Parks, Recreation, and Cultural Affairs departments work collaboratively to maintain the off-street trail network, including mowing, tree trimming and other landscaping management, litter removal, pavement maintenance, and other routine maintenance activities as needed.

34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners? Check all that apply.

Online reporting, Monthly meeting, Other

If other, describe (100 word limit)

The Public Works Department employs two dedicated positions that provide customer service and complaint entry during normal business hours, as well as operates a 24 hour hotline for reporting of any infrastructure concerns. In addition, an online comment form and "SeeClickFix" online tool are available for the reporting of infrastructure concerns. Bi-monthly meetings of the Bicycle/Pedestrian Advisory Board provide a forum for citizens to engage with planners and engineers and to report concerns and questions.

35. How do you accommodate cyclists at intersections in your community? Check all that apply.

Most signals are timed, Demand activated signals with loop detector (and marking) or bike accessible push-button, Video or microwave detection, Advance stop line or Bike Box, Path crossing with high visibility markings or signs, Raised path crossings

36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment. (500 word limit)

The City has installed bicycle repair stations and bicycle pumps for public use. The Bicycle-Pedestrian Program and City-owned transit agency also work together to identify and implement bicycle parking at targeted locations throughout the City.

Education

37. What percentage of your public and private schools offer bicycle education, e.g. through a Safe Routes to School or similar program?

Elementary

26-50%

Middle School

26-50%

High School

1-25%

38. Outside of schools, how are children taught safe cycling skills? Check all that apply.

Bike clinics or rodeos, Youth recreation programs, Helmet fit seminars, Safety town, Other

If other, describe (250 word limit)

The Bicycle/Pedestrian Program participates in various community programs and events at libraries, schools, Safety City, Jr. Fire Academy, Police Camps, neighborhood groups, recreation centers, churches and after school programs.

39. Do you have a ticket diversion program? Check all that apply.

No

40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply.

Public service announcements, Community newsletter/magazine article, Utility bill insert, Flyer/handout, Info sessions/lunch seminars, Bicycle ambassador program, Dedicated bike page on community website, Share the Road Signs

41. How many times per year are the following adult bicycling education classes held within your community? Answer all that apply.

Traffic Skills 101 classes or equivalent (full-day training course, including classroom and on-bike instruction)

1

Cycling Skills classes (three to four hour classroom training courses)

30

Commuter classes (one to two hour classes)

Bicycle maintenance classes or workshops

15

42. Do you offer regular Smart Cycling courses for your community engineers and planners that include on-bike instruction and in-traffic cycling?

No

43. Has your community hosted a League Cycling Instructor seminar in the past two years?

No

43a. How many League Cycling Instructors are there in your community?

2

43b. List League Cycling Instructors that have taught at least one class during the past 12 months. (250 word limit)

44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? Check all that apply.

City staff, Transit operators

45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, women, youth and adult minorities and non-English speakers, and persons with disabilities of all ages. (250 word limit)

The bicycle/pedestrian program implements a broad outreach program that ensures connection with communities and individuals of varied backgrounds, ages, socio-economic levels, social status (work-release/partial incarceration or homeless). There is also ongoing coordination with schools, recreation centers, neighborhood groups, and the local Safety City teaching facility which includes a diverse mix of participants.

46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)

The City utilizes a variety of media outlets to provide educational outreach to the public including social media such as Facebook, local access television, radio, program website, and printed media distribution at public facilities. The program also participates in events sponsored by businesses in the community such as big-box retailers and hospitals.

Encouragement

47. How do you promote National Bike Month/your own dedicated Bike Month? Check all that apply.

Official Proclamation, Public Service Announcements, Videos promoting bicycling on community website/TV channel, Publish a guide to Bike Month Events, Bike Month



Website,Commuter Challenge,Bike to School Day,Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits),Other
If other, describe (250 word limit)

For National Bike Month, the City traditionally holds a press conference highlighting local bicycle groups, programs and efforts. In addition, the Bicycle/Pedestrian Program typically implements a major project for the community; in past years, this has included a bicycle repair station unveiling, recumbent sized bicycle locker unveiling, and other bike innovation presentations.

47a. What percentage of the population participate in Bike Month events?

Less than 5%

47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes


If yes, describe (500 word limit)

The City coordinates surveys for bike commuting during National Bike Month and provides recognition to participating cyclists.

47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?

1-25%

48. How do you promote bicycling outside of your official Bike Month? Check all that apply.

Community and charity rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Business program that provides discounts for customers arriving by bicycle, Triathlons and bicycle races, Bike commuter events, Car-free days , Bike to School Day, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Other

If other, describe (250 word limit)

In 2013, the Gainesville Cycling Club was the top team in the National Bike Challenge promoted by The League of American Bicyclists. The Bicycle/Pedestrian Program participates in various community events providing educational materials, training, and presentations.

49. List the signature cycling events that occur in your community. (250 word limit)

Horse Farm 100 Bicycle Triathlon Gainesville Cycling Club Group Rides

49a. How does the municipality sponsor or actively support these events?

No support/Not applicable

50. Does your local tourism board or chamber of commerce promote bicycling in your area?

Yes

If yes, describe (250 word limit)

Visit Gainesville provides funding to print the official City bikeway system maps that include on and off-road bicycle facilities as well as safety information, points of interest, maintenance contacts, and bicycle shop locations for all of Alachua County. They also distribute information about bicycling on their website: <http://www.visitgainesville.com/get-outdoors/biking/>.

51. Are there cycling clubs in your community? Check all that apply.

Recreational bike clubs, Friends of the Trail groups, Racing clubs or teams, Other

If other, describe (100 word limit)

Additional groups of advocate cyclists (not officially organized) coordinate rides for special causes/events and area homecoming parade. There are also informal groups that meet to ride area dirt path trails.

51a. List the names of the clubs. (500 word limit)

Gainesville Cycling Club Team Florida Friends of The Gainesville-Hawthorne Trail (FROGHAT) A few other unnamed groups

52. How many specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

13

52a. List their names. (250 word limit)

8th Ave. Bike & Coffee Shop Bike Works Bike ans More Chain Reaction Gator Cycle Mr. Goodbike Schwinn Shop Super Cool Bike Shop Swift Cycle Bike Preserve The Outfitter (UF) Cycle Therapy Recycled Bicycles The Kickstand

53. Which of these bicycling amenities do you have in your community? Check all that apply.

None

53a. Is there a skate park in your community?

Yes

If yes, do bikes have access to the skate park?

Always

54. Are there opportunities to rent bicycles in your community?

Yes

55. Does your community currently have a bike sharing program that is open to the general public?

No

55a. If yes, please provide details about the system below.

How many bikes are in the system?

How many stations are in the system?

How many trips are being made annually?

56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?

No

57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?

No

58. Does your community have a bike co-op or non-profit community bike shop?

Yes

If yes, describe its services (250 word limit)

The Kickstand provides low-to-no cost bicycle repair services at a dedicated location as well as at the weekly downtown farmers market. In the past, services such as 'fix-a-bike, earn-a-bike' have been offered for the homeless and low-income population.

58a. If yes, does the co-op/non-profit community bike shop receive support from the local government?

59. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply.

Other

If other, describe (100 word limit)

The Bicycle/Pedestrian Program has coordinated a bicycle fix-up program with a local Salvation Army Youth group and local law enforcement neighborhood programs.

60. What mapping and route finding information is available for your community, which has been updated in the last 18 months? Check all that apply.

Online route finding service, Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities, Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities, Printed greenways and trails map

61. Describe any other programs or policies your community has to encourage cycling. (500 word limit)

Enforcement

62. How does your police department interact with the local cycling community? Check all that apply.

Identified law-enforcement point person to interact with cyclists, Other

If other, describe (100 word limit)

Regional law enforcement agencies participate in the local Community Traffic Safety Team. There is also coordination between the Bicycle/Pedestrian program and regional law enforcement through neighborhood programs and outreach activities.



63. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? Check all that apply.

International Police Mountain Bike Association training ,Law Enforcement Bicycle Association training,National Highway Traffic Safety Administration Law Enforcement Training,Completion of Smart Cycling course by one or more officers,Presentation by League Cycling Instructor or local cyclist,Institute for Police Training and Development bicycle training

64. What enforcement programs that target improving cyclist safety are in place? Check all that apply.

Helmet giveaways,Light giveaways,Targeting motorist infractions,Share the road campaigns

65. What percentage of patrol officers are on bikes?

1- 10%

66. Are any other public safety (e.g. EMS) employees on bikes?

Yes

If yes, describe (50 word limit)

City code enforcement staff utilize bicycles on routine patrols for code violations.

67. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?

Yes

68. Which of the following safety services and amenities are available in your community?

Emergency call boxes/phones along trails,Trail watch programs/ Trail patrols,Street lighting on most arterials,Street lighting on most non-arterials,Stolen or impounded bikes recovery system or assistance,Non-mandatory bike registration

69. Are there any local or state ordinances that protect cyclists? Check all that apply.

Specific penalties for failing to yield to a cyclist when turning ,It is illegal to park or drive in a bike lane (intersections excepted),Ban on texting while driving,Safe passing distance law,Other

If other, describe (250 word limit)

The State of Florida permits municipalities to install red light cameras. At this time, the City of Gainesville has not approved the installation of red light cameras.

70. Do your local ordinances place any restrictions on cyclists? Check all that apply.

Local law requires cyclists to use bike lanes when provided

71. Describe any other enforcement programs or policies relating to cycling. (500 word limit)

Evaluation and Planning

72. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

72a. If yes, please provide details about the plan below.

Provide a link to the plan or describe. (250 word limit)

http://ncfrpc.org/mtpo/publications/MTPO_Publications.html

When was it passed or most recently updated?

2008

Is there a dedicated funding source for implementation?

No

What percentage of the current plan has been implemented?

Approximately 50%

Are you meeting annual target goals for implementation?

Yes

73. Do you have a trails master plan that addresses mountain bike access?

No

74. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?

No

75. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?

Yes

If yes, please describe the most recent results. (250 word limit)

The Gainesville Metropolitan Transportation Planning Organization collects bicycle volume data and produces regular reports on the subject (annually 1982-1999, each five years thereafter). In the most recent 2009 publication, a total 12 hour volume of 6,535 bicyclists were counted at 13 locations throughout the urbanized area. This was an increase of 1,861 bicyclists compared to 2005. In addition, the City is currently exploring available technologies, with the intention to purchase and implement the program within calendar year 2014.

75a. If yes, do the counts capture the gender of cyclists?

No

76. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?

Yes

If yes, please describe the results. (250 word limit)

The City routinely conducts pre/post evaluations of bicycle infrastructure improvements. Most recently, the City completed a study of the Main Street reconfiguration project, in which bicycle lanes were added and vehicular travel lanes were reduced from 4 to 3. The data showed the bicycle volumes increased by 95-147% on Main Street and 35-88% on cross streets following reconfiguration.

77. Does your community establish target goals for bicycle use, e.g. a certain level of bicycle mode share?

No

78. What is the most current journey-to-work data for your community? Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the American FactFinder website (Advanced Search). Choose the most recent data set available for your community. Divide the total number of bicycle/pedestrian/transit commuters by the total number of commuters and multiply the result by 100.

Bicycling (in %)

6.0

Percentage of bicycle commuters who are women (See topic B08006. Choose the most recent data set available for your community. Divide the total number of women bicycle commuters by the total number of bicycle commuters and multiply the result by 100.)

39.9

Walking (in %)

4.9

Transit (in %)

8.2

79. What is the average commuting distance to work for residents of your community? Tip: This data is not available nationally and needs to be collected locally (or estimated).

2-5 miles

80. What percent of children commute to school by bicycle? Tip: This data is not available nationally and needs to be collected locally.

Elementary

Middle School

High School



81. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?

409

81a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?

5

81b. Do you have a specific plan or program to reduce these numbers?

Yes

If yes, describe (250 word limit)

The City recently completed a Bicycle and Pedestrian Safety Study. The study examined crash data including a variety of potential influencing factors contributing to the incidents. Locations were studied at the sector, corridor, and intersection level and prioritized based upon accident frequency and severity. Site specific intervention strategies were then matched to the locations based on the 5E's. The study results have provided the City with a means to target interventions more directly and provide greater safety benefits under a constrained budget.

82. Do you measure the Bicycle Level of Service of roads and/or intersections?

Yes

If yes, please describe your methodology and recent results. (250 word limit)

The Gainesville Metropolitan Transportation Planning Organization produces a Multimodal Level of Service report which is updated at least annually. Bicycle, pedestrian and transit levels of service analyses employ a two-tiered approach. Those facilities for which the highway level of service is analyzed using the Florida Department of Transportation Generalized Tables, are also analyzed for bicycle, pedestrian and transit level of service using the Florida Department of Transportation Generalized Tables. Those facilities for which the highway level of service is analyzed using Florida Department of Transportation LOSPLAN software, are also analyzed for bicycle, pedestrian and transit level of service using Florida Department of Transportation LOSPLAN software. Levels of service are assigned a rating of A through E, with A being highest. The 2012 report found the following levels of service for roadways within the urbanized area (which includes areas outside City limits): State facilities (A-1, B-25, C-13, D-8, E-7); County facilities (A-3, B-6, C-18, D-12, E-4); and City facilities (A-7, B-9, C-18, D-4, E-2).

83. Do you have community-wide trip reduction policies or programs?

Yes

If yes, describe the policy/program and the results. (250 word limit)

The City's Comprehensive Plan - Transportation Mobility Element and Future Land Use Element provide goals, objectives, and policies that promote the creation of a multimodal environment, including mixed-use development, street connectivity, the provision of bicycle and pedestrian infrastructure, and other trip reduction strategies. In addition, the City provides the opportunity for development to offset projected trip impacts through the implementation of trip reduction strategies such as ride sharing or van pooling programs. Further, the City's transit system has existing agreements with the University of Florida and Santa Fe College to provide unlimited transit service to students, faculty, and staff. They also offer a transit pass program to businesses; current participants include major local employers including the City of Gainesville, Gainesville Regional Utilities, and the University of Florida Health System.

83a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?

No

84. Have you done an economic impact study on bicycling in your community?

No

85. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?

Yes

If yes, describe (250 word limit)

The City has dedicated Community Development Block Grant funds for the construction of new bicycle and pedestrian infrastructure in qualifying areas of the City. In addition, the Bicycle/Pedestrian Program provides outreach events at schools and community centers throughout the City on a regular and ongoing basis.

86. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)

The Long Range Transportation Plan for the urbanized area identifies and prioritizes projects for all modes over a 25 year time horizon. The plan is currently being updated for 2040. The City Parks, Recreation, and Cultural Affairs Department adopted a master plan in 2013 which includes a significant focus on the provision of bicycle amenities and the need for multimodal connectivity between park facilities and neighborhoods.

Final Overview

87. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

Reason One (250 word limit)

Gainesville's support for multimodal transportation is long-standing and engrained in the policies and procedures of the City and its various departments. Although our Bicycle and Pedestrian Program has existed for 30 years, the City has continued to find new and innovative ways to increase the bicycle-friendliness of our community. In just the past 5 years, the City has achieved several important policy and planning milestones, including completion of a Bicycle Safety Plan; adoption of a Parks, Recreation, and Cultural Affairs Master Plan; release of a new Bikeway System Map; creation of a new Bicycle and Pedestrian Program website and logo; and many others. Updated regulatory documents including the City's Comprehensive Plan and Engineering Construction and Design Manual carry forward long-standing policies that promote mixed land uses, in-fill redevelopment, and the provision of multimodal facilities in all projects. The City also has a strategic initiative specifically targeting improvement of multimodal access to neighborhoods.

Reason Two (250 word limit)

The City continues identifying and implementing infrastructure improvements to promote bicycling as a viable means of transportation. New roadway projects have added bicycle infrastructure including on-street lanes, buffered bike lanes and off-street trails. Off-street trail expansions are improving local and regional bicycle connectivity. Low cost improvements have retrofitted existing corridors with bicycle lanes; a bike box was installed at an intersection with high volume of cyclists; implementation of a bike boulevard network in underway; and connectivity projects large and small are closing gaps between neighborhoods and creating a more cohesive network. The implementation of video detection at signalized intersections will further improve bicycling safety and efficiency. Our future infrastructure planning includes several projects that will improve and expand our existing bicycle network. The allocation of dedicated funding for bicycle and pedestrian infrastructure improvements has allowed for many of these improvements, and future funding scenarios may accelerate this progress; in 2014, Alachua County is preparing to present voters with a sales tax referendum that would include significant annual funding for multimodal transportation projects.

Reason Three (250 word limit)

Over 30 years, the City of Gainesville Bicycle and Pedestrian Program has ensured that countless residents, from school children to senior citizens, recreational riders to competitive cyclists, and everyone in between have been educated about the benefits of bicycling, the ways to ride safely, and have been encouraged to get out and ride. On average, the bike program participates in over 70 outreach events per year. Beyond reaching these audiences, the program has helped to create a community that is supportive of bicycling and ensured that the bicycling community has a formal outlet for interaction with policy makers and implementers. This, in turn, has driven the policy and infrastructure accomplishments of the City and continues to push our progress towards a more bicycle-friendly future.

88. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

Aspect One (100 word limit)

The City hopes to expand business support of bicycling. In particular, future plans include studying and reporting back on the local economic benefits accrued by bicycling.

Aspect Two (100 word limit)

The City has not regularly collected data on bicycling trips. Data collection would allow for improved facility planning as well as support funding requests. We are currently reviewing available technologies to implement recurring bicycle trip counts and expect to purchase equipment and implement a count program within the current year.

Aspect Three (100 word limit)

The expanded use of innovative bicycle infrastructure treatments such as bike boxes and cycle tracks is an existing goal that is largely dependent upon the availability of funding.

89. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

If yes, describe (250 word limit)

The application process has been very helpful in identifying new initiatives that we can implement in the future to increase bicycle-friendliness in our community.

90. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?



Yes

If yes, describe (250 word limit)

We plan on pursuing many new projects as a result of this application, including but not limited to the following: implementation of a Green Lane, a report on economic impacts of bicycling; and additional outreach to and collaboration with businesses and educational institutions in our community.

Submit any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB) here. You can submit up to 5 files at the time and there is no limit on how many files can be submitted. By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling. Please note that the files will submit immediately and will not appear as an attachment.

We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

Yes

How did you hear about the BFC program?

The City of Gainesville is currently a Silver rated Bicycle Friendly Community.