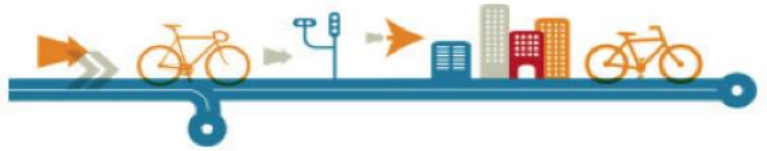




BICYCLE FRIENDLY COMMUNITY FEEDBACK



INDIAN RIVER COUNTY, FL

Spring 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Indian River County a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Indian River County. **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

Adopt a **Complete Streets** policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of

transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.

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

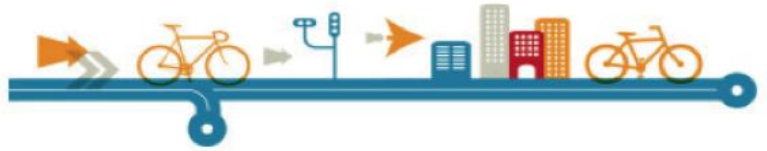
Increase the amount of high quality bicycle parking at popular destinations throughout the county.

Ensure that all transit vehicles accommodate cyclists, particularly during peak hours. See this report on integrating bicycling and public transport.

Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks. Work with Indian River Farms to develop cycling routes that would allow for more east - west bicycle commuting. 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



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users of various abilities and comfort levels.

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 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.

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](#) with distance and destination information at strategic locations around the county, 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.

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.

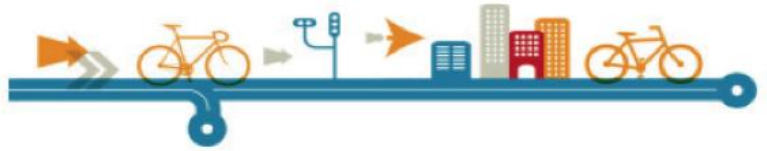
Adequately maintain your on and off road bicycle infrastructure to ensure usability and safety. Keep bike lanes cleared of glass and debris as well as encroaching grass.

Education

Bicycle-safety education should be a routine part of secondary education too, 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 develop and implement a Safe Routes to School



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or equivalent program that emphasizes bicycling for all secondary schools. For more information, see the National Highway Traffic Safety Administration's Safe Routes To School Toolkit or visit www.saferoutesinfo.org.

It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message. Take advantage of your local bicycle groups for content development and staffing.

Offer bicycling skills training opportunities for adults more frequently and encourage your local bicycle advocacy group or bike shop to help. 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>.

Encouragement

Expand encouragement efforts during Bike Month in partnership with local bicycle advocacy groups. Host, sponsor and encourage bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more

information, visit <http://bikeleague.org/bikemonth>.

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.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

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

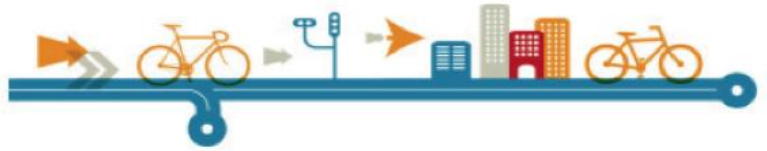
Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the "last mile" between public transit and destinations. See what is being done across the country at <http://nacto.org/bikeshare/>

Enforcement

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, implement penalties for motor vehicle users that 'door' cyclists, ban cell phone use while driving, and pass laws/ordinances protecting all vulnerable road users.



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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.

Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct at least yearly counts using automated or manual counters in partnership with advocacy organizations. Consider participating in the National Bicycle and Pedestrian Documentation Project.

Ensure that your bicycle counts capture the gender of cyclists.

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.

Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the county. Available tools include Intersection Magic and the Pedestrian and Bicyclist Crash Analysis Tool.

Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.

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

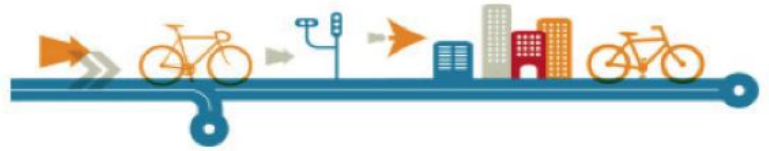
Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive Find it, Fund it tool to search for eligible funding programs by bike/ped project type or review 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



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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.