



BICYCLE FRIENDLY STATE

REPORT CARD

Florida

RANKING # 24

REGIONAL RANKING >> SOUTH #4

GOVERNOR: Rick Scott

DOT COMMISSIONER: Jim Boxold

BICYCLE/PEDESTRIAN COORDINATOR: DeWayne Carver

STATE ADVOCACY GROUP: Florida Bicycle Association

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

3 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE



SAFE PASSING LAW (3 FEET OR GREATER)



COMPLETE STREETS POLICY

DEDICATED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)



SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN



2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

39 of 100

2014: 35 of 100

FEEDBACK

- Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes.
- Adopt specific and data-driven performance measures to decrease bicycle fatalities.
- Adopt a statewide, all-ages cell phone ban to combat distracted driving and increase safety for everyone.
- Modify state roadway design standards and criteria, including revisions to the Florida DOT Complete Streets Policy, to better control vehicle speeds in urban areas.
- Adopt a statewide bicycle plan that addresses each of the five "Es", has clear implementation actions, and performance measures to gauge success.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets Policy compliance. This can include measuring the performance of Complete Streets according to a variety of factors, such as economic performance, speed reduction, or safety metrics.
- Dedicate state funding for bicycle projects and programs focused on communities that do not have a local funding base for matching federal funds or are otherwise transportation disadvantaged.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions. A mode share goal should explicitly state how many more people or percentage of people you hope to enable to choose bicycling as a form of transportation in the coming years.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. [For more information, visit www.bikeleague.org/states](http://www.bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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