



INVERNESS, FL

TOTAL POPULATION

7233

POPULATION DENSITY

992.2

TOTAL AREA (sq. miles)

7.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES **3**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Inverness
High Speed Roads with Bike Facilities	47%	59%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	95%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	14%	75%
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	ACTIVE	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 89K	1 PER 2 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	6 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 / 10

KEY OUTCOMES

	Average Silver	Inverness
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	1.3%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	36087
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	1739



KEY STEPS TO SILVER

- » Work with local businesses to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations. Bike corrals, cohesively branded community or business district bike racks, and off-street bike cages or high capacity parking at transit hubs can be effective ways to increase bike parking.
- » Ensure that high speed and/or high volume roads do not pose a barrier to bicycling in your community. It is important that your bike network is safe, comfortable, and navigable for people of all ages and abilities. Road and/or lane diets may be appropriate for calming traffic while providing safe and comfortable places for people to bike and walk. Your application identified at least two ways high speed roads may pose a barrier: 1) many high speed roads only have standard striped bicycle lanes and people may not feel safe using those facilities, and 2) Florida SR 44 / US Highway 41 poses a particular barrier to people who cannot cross it without experiencing a high-stress traffic situation. Addressing these issues, particularly low-stress connections that avoid SR 44/



- US 41, may require longer-term planning efforts given the potential cost.
- » The current on-street bicycle network lacks many facilities on lower-speed roads. Bicycle facilities on lower-speed roads can be useful for ensuring that people feel safe and comfortable while bicycling as well as helping people find appropriate routes through your community. Work to create a low-stress connected network.
- » Clearly communicate progress on bicycle plans and other key metrics to inform citizens about the accomplishments and return on investment of improvements for bicycling and walking.
- » Improve Bike Month activities by creating Bike to School Day events. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.
- » Adopt a Vision Zero plan to improve road safety for all road users. To learn more about Vision Zero, visit visionzeronetwork.org.