BICYCLE FRIENDLY COMMUNITY

Spring 2018

BRONZE

THE LEAGUE OF AMERICAN BICYCLISTS

CLERMONT, FL

TOTAL POPULATION
35,208

POPULATION DENSITY
2,019

TOTAL AREA *(sq. miles)*
14

 # OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

 # OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	*Clermont*
High Speed Roads with Bike Facilities	37%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	45%	13%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	12%	10%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	NO
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NONE
Bicycle–Friendly Laws & Ordinances	SOME	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 100K	1 PER 9K

CATEGORY SCORES

ENGINEERING *Bicycle network and connectivity*	**2.6** /10
EDUCATION *Motorist awareness and bicycling skills*	**2.9** /10
ENCOURAGEMENT *Mainstreaming bicycling culture*	**4.1** /10
ENFORCEMENT *Promoting safety and protecting bicyclists' rights*	**3.1** /10
EVALUATION & PLANNING *Setting targets and having a plan*	**3.7** /10

KEY OUTCOMES

	Average Silver	*Clermont*
RIDERSHIP *Percentage of Commuters who bike*	2.6%	0.00%
SAFETY MEASURES CRASHES *Crashes per 10k bicycle commuters*	523	INSUFFICIENT RIDERSHIP DATA
SAFETY MEASURES FATALITIES *Fatalities per 10k bicycle commuters*	5.8	INSUFFICIENT RIDERSHIP DATA

KEY STEPS TO SILVER

» The City of Clermont has a limited bicycle network. Based on the data provided it is unlikely that it provides a low-stress experience suitable for people of all ages and abilities. A Complete Streets policy can help your community take advantage of low-cost opportunities to improve your bicycle network during repaving or other road maintenance activities.

» Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume.

» Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

» Develop a community wide trip reduction program.

» Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

» Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

» Create a bicycle count program that utilizes several methods of data collection. Automated electronic bicycle counters can provide long-term data on bicycle use at fixed points in the community while mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network.

SUPPORTED BY **eco counter** AND LEAGUE MEMBERS