**Florida**

**REGIONAL RANKING ★ ★ SOUTH #4**

**GOVERNOR:** Rick Scott

**DOT COMMISSIONER:** Jim Boxold

**BICYCLE/PEDESTRIAN COORDINATOR:** DeWayne Carver

**STATE ADVOCACY GROUP:** Florida Bicycle Association

### CATEGORY SCORES

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>SCORING: 5 = HIGH</th>
<th>1 = LOW</th>
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<tbody>
<tr>
<td>Legislation and Enforcement</td>
<td>2</td>
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<tr>
<td>Policies and Programs</td>
<td>3</td>
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<td>Infrastructure and Funding</td>
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<tr>
<td>Evaluation and Planning</td>
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### TOP 10 SIGNS OF SUCCESS

- 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

**RANKING # 24**

**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 snapshot 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 or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.