



BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#15

TOTAL COUNTS
 BICYCLE FRIENDLY COMMUNITIES 23
 BICYCLE FRIENDLY BUSINESSES 62
 BICYCLE FRIENDLY UNIVERSITIES 4

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

FLORIDA

STATE ADVOCACY GROUPS: THE FLORIDA BICYCLE ASSOCIATION & BIKE FLORIDA

Summary

Florida has made significant progress in recent years to update and upgrade its efforts within the state Department of Transportation related to bicycling. These efforts come after years of being the most dangerous state to bike and walk in the United States. Florida remains one of the more dangerous states for bicyclists, with a per capita bicyclist fatality rate more than one standard deviation above any other state. However, this fatality rate does not account for recreational bicycling in the state and the per bicycle commuter rate points to potential improvement.

One way in which Florida has been innovative in addressing its historic bicycle and pedestrian safety issues is the TransPed Initiative. This data and geographic-driven tool provides a one-stop-shop for pedestrian and bicycle data, bringing together over 70 data layers. As this tool is deployed planners, engineers, and others will gain access to a powerful data analysis and visualization tool that can support efforts to improve biking and walking.

One area where Florida still has a lot of progress to make is stronger laws related to driving, particularly distracted driving. The state's lawmakers have not enacted laws that have been widely adopted by other states that would allow more proactive enforcement, such as a primary enforcement texting ban.

Comparison States	
National (Overall)	Southern Region (out of 13)
13. Michigan	1. Virginia
14. Vermont	2. Florida
15. Florida	3. Georgia
16. Illinois	4. North Carolina
17. Maine	5. Texas

Categories	Rank out of 50
Infrastructure & Funding	8
Education & Encouragement	6
Legislation & Enforcement	42
Policies & Programs	3
Evaluation & Planning	10

Feedback Points

Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes. The best way to get people to use bike lanes is to make them safe, convenient, and connected so that they are appealing and accessible to people who bike.

Florida has a long and sustained record as one of the most dangerous states for bicyclists. Florida has the highest per capita bicyclist fatality rate by two standard deviations and this rate is increasing. This extraordinary safety crisis deserves extraordinary actions by FDOT and all communities in Florida to improve traffic safety, particularly for people who bike and walk.

Florida should develop and adopt a statewide bike plan. While Florida has taken steps to institutionalize the state's complete streets law and create better bicycle facilities the state still does not have a statewide bike plan to provide a consistent and comprehensive framework for long-term improvements.

Florida is a large and diverse state that needs similarly diverse educational materials so that drivers, pedestrians, and bicyclists are informed about traffic laws and using the road safely. Public education efforts, and driver education, should attempt to bridge cultural gaps relevant to recent migrants and older person in order to effectively reach these groups with information about safe riding and safely sharing the road with bicyclists.

» Feedback Continued on Page 3

Bicycle Friendly Actions	✓ = Progress ✓ = New in 2017
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	
2% or more fed funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.7% of commuters biking to work ⁱ	17/50
Safety	23.1 fatalities per 10k bike commuters ⁱⁱ	47/50
Spending	\$3.18 per capita FHWA spending on biking and walking ⁱⁱⁱ	13/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 8 th of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	34/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	18/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	14/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	10/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	4/8 pts
Total of Possible 100 Points: 80/100 pts	

 Policies & Programs Ranked 3 rd of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	55/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	21/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	13/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	5/6 pts
Total of Possible 100 Points: 94/100 pts	

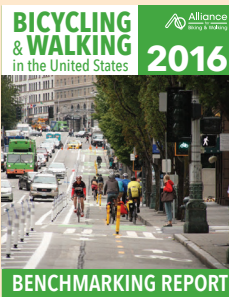
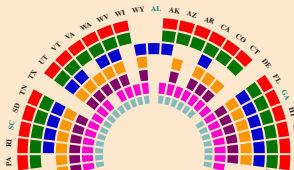

 Education & Encouragement Ranked 6 th of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	35/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	11/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	15/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 76/100 pts	

 Evaluation & Planning Ranked 10 th of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	46/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	18/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	5/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 77/100 pts	

 Legislation & Enforcement Ranked 42 nd of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	5/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	11/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	25/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	10/10 pts
Total of Possible 100 Points: 51/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.



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Feedback Points, CONTINUED

>> Cont'd from Page 1

The Florida legislature is considering a bill that would include vulnerable road users in the state's current Move Over law. This would be a great step towards expanding protections for people who bike and walk.

Adopt a primary enforcement texting ban for all drivers that prohibits, at a minimum, writing or sending text messages while driving. As of July 217, 43 states have a primary enforcement texting ban for all drivers.

The Florida legislature should improve existing Vulnerable Road User legislation so that is enforceable regardless of whether a driver leaves the scene of the crash.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! Over 75% of our funding comes from individuals. Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.

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