



ORLANDO, FL

TOTAL POPULATION

267410

POPULATION DENSITY

2256.6

TOTAL AREA (sq. miles)

118.5

OF LOCAL BICYCLE FRIENDLY BUSINESSES **1**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Orlando
High Speed Roads with Bike Facilities	47%	16%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	25%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	12%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 89K	1 PER 107 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 /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	Orlando
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	0.5%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	2189
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	29



KEY STEPS TO SILVER

- » It is great to hear about Orlando's use of bikeshare data to target infrastructure improvements for people who bike. This new data source may suggest that it would be worthwhile to update your 2008 Bicycle Plan in order to align this heatmap-driven work with a more comprehensive bicycle plan. Consider whether mobile app data, like Strava Metro, or permanent or mobile electronic counters would be worthwhile supplements as part of a more comprehensive planning process.
- » Creating a comprehensive safety plan or a broader Vision Zero policy would aid in creating 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.
- » Implement more designs found in the NACTO Urban Bikeway Design Guide. These designs have been shown to improve conditions for people who bike in other cities throughout the United States. Orlando needs to improve its on-street bicycle network and a broader range of designs and treatments will



make it easier to craft appropriate solutions for your streets.

- » Develop outreach methods that specifically target families, women, and non-English speaking communities. Targeted outreach should include outreach to motorists so that everyone understands changes made to the community and how to properly interact on your roadways.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk. Increasing staff time, either by creating a position or changing the responsibilities of current staff, can have a positive impact on the ability of your community to execute bicycling and walking-related projects and programs.
- » Bicycle-safety education should be a routine part of education, for students of all ages, schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to develop and implement a Safe Routes to School program for all schools.