



INDIAN RIVER COUNTY, FL

TOTAL POPULATION
154383

POPULATION DENSITY
307

TOTAL AREA (sq. miles)
503

OF LOCAL BICYCLE FRIENDLY BUSINESSES **2**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Indian River County
High Speed Roads with Bike Facilities	35%	88%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	37%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	11%	5%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 77K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	7 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5 / 10

KEY OUTCOMES

	Average Silver	Indian River County
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.4%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	324
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	46



KEY STEPS TO SILVER



» Continue to close gaps and expand the all-ages bicycling network by adding context-appropriate bike facilities depending on motor vehicle speeds and traffic volume for example on arterial streets like Main St. Vero Beach, RT 60, Indian River Blvd, and Sebastian Blvd implement wide buffered or protected bike lanes.

» Develop a design manual that meets current standards in the FHWA's Small Town and Rural Multimodal Network Guide.

» Indian River County has many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets and encourage bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.

» Install shared lane markings and "Bikes May Use Full Lane" signs on lower speed roads without bike lanes.

» Use the incredible abundance of canal right-of-way to build multi-

use paths to increase places for active transportation and recreation.

» Prioritize bike lanes on some east-west roads in the central and southern portions of the County.

» Continue to increase high quality bike parking at destinations throughout the county.

» Track ridership and network/programming quality with a regular public survey.

» Use the Bicycle Friendly Driver program to increase awareness and safety starting with businesses and organizations with fleets.

» Congratulations on the planned launch of a the public bike share program! Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the "last mile" between public transit and destinations. Growing the number of bikes will help improve availability and convenience for users.