



# Temple Terrace, FL

2024 BFC Award: Honorable Mention

BFC Award History: Honorable Mention in 2014.

The 5 Es Category Scores	Temple Terrace	Max Score this round
Engineering	24.67%	79.26%
Education	24.01%	83.25%
Encouragement	18.89%	90.86%
Evaluation & Planning	13.12%	75.73%
Equity & Accessibility	8.46%	75.47%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

## Key Outcomes

Overall Commuter Ridership: 1.6%

Male Commuter Ridership: 1.6%

Female Commuter Ridership: 1.6%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 9.4

Annual Average Bicyclist Fatalities in last 5 years: 0.4

(Crashes and Fatalities both reported by applicant)

## Temple Terrace's BFA Program Stats

# of Local Bicycle Friendly Businesses: 1

# of Local Bicycle Friendly Universities: 0

# of Local League Cycling Instructors: 2

Florida's Bicycle Friendly State Ranking: #8

## Community Profile

Population: 26,690

(Size classification for weighted scoring: Small)

Area: 7.77 square miles

Population Density: 3,435.00 people/square mile

Land Classification: Mostly Suburban

Poverty Rate: 13.2%\*

Median Household Income: \$62,415\*

Percent of the Population that Speaks a

Language Other Than English at Home: 27%\*

Percent with Disability: 11.6%\*

Percent of Households with No Vehicle Available: 3%\*

\*Source: [https://data.census.gov/profile/Temple\\_Terrace\\_city\\_Florida?g=160XX00US1271400](https://data.census.gov/profile/Temple_Terrace_city_Florida?g=160XX00US1271400)

## Temple Terrace's Bike Links

Bike Network Map, if available:

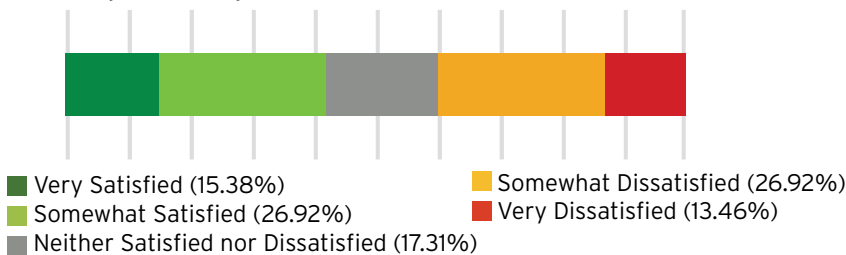
PDF available upon request.

Bike Plan, if available:

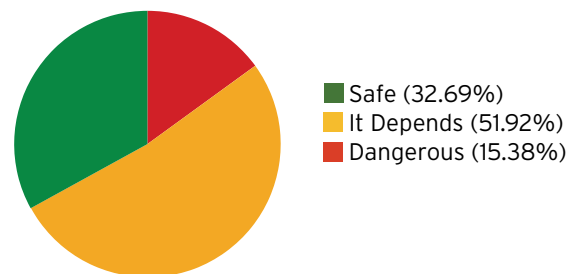
(Plan is currently under development)

## 2024 BFC Public Survey Response Summary for Temple Terrace, FL

How satisfied are you with how this community is designed for making bike riding safe? (n = 52)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 52)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 53)

1. Improve existing bike lanes to protected bike lanes (56.60%)
2. More bike paths (43.40%)
3. More bike lanes (33.96%)
4. Improve markings and signage that direct people to safe bike routes (30.19%)
5. Increase education for drivers (24.53%)

## About this Report Card

The following scores are based on the online application submitted by Temple Terrace in the 2024 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All 2024 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

<b>ENGINEERING</b>	<i>Temple Terrace earned a weighted score of 24.67% in the Engineering Category. Below is the full breakdown of points that Temple Terrace earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	Temple Terrace's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	1.9 / 41 pts
	End-of-Trip Facilities	5.0 / 44 pts
	Bicycle Network	20.3 / 128 pts
	Network Maintenance	8.8 / 32 pts
	Bicycle Access to Public Transportation	3.4 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	1.0 / 6 pts
	Regional Coordination	14.2 / 23 pts
Engineering Bonus Points	1.2 / 10 pts	

<b>EDUCATION</b>	<i>Temple Terrace earned a weighted score of 24.01% in the Education Category. Below is the full breakdown of points that Temple Terrace earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	Temple Terrace's Subcategory Points in Education
	Youth Bicycle Education	5.6 / 68 pts
	Adult Bicycle Education	16.7 / 47 pts
	Motorist Education	5.8 / 28 pts
	Bicycle Safety Education Resources	1.9 / 16 pts
	Inclusive Education	2.8 / 26 pts
Education Bonus Points	0 / 7 pts	

<b>ENCOURAGEMENT</b>	<i>Temple Terrace earned a weighted score of 18.89% in the Encouragement Category. Below is the full breakdown of points that Temple Terrace earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	Temple Terrace's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	1.0 / 17 pts
	Route-Finding Support	3.0 / 10 pts
	Bicycle Culture and Promotion	17.6 / 91 pts
	Access To Bicycle Equipment and Repair Services	2.2 / 35 pts
	Reducing Work-Related/Fleet VMT	0 / 11 pts
	Encouragement Bonus Points	0.5 / 7 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Temple Terrace earned a weighted score of 13.12% in the Evaluation &amp; Planning Category. Below is the full breakdown of points that Temple Terrace earned in each subcategory of the Evaluation &amp; Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	Temple Terrace's Subcategory Points in Evaluation & Planning
	Staffing And Committees	5.3 / 35 pts
	Public Engagement for Bicycle Planning	7.0 / 35 pts
	Planning, Funding, And Implementation	0.8 / 46 pts
	Evaluating The Bicycle Network	0 / 25 pts
	Evaluating Ridership	(0.3) / 20 pts
	Evaluating & Improving Safety Outcomes	5.7 / 42 pts
Evaluation & Planning Bonus Points	0.7 / 15 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Temple Terrace earned a weighted score of 8.46% in the Equity &amp; Accessibility Category. Below is the full breakdown of points that Temple Terrace earned in each subcategory of the Equity &amp; Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	Temple Terrace's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	2.4 / 24 pts
	Equity Data Collection & Goals	2.7 / 27 pts
	Equity & Accessibility Policies & Plans	0.5 / 21 pts
	Equity & Accessibility in Engineering	0.3 / 44 pts
	Equity & Accessibility in Education	6.2 / 52 pts
	Equity & Accessibility in Encouragement	2.1 / 42 pts
	Equity & Accessibility in Evaluation & Planning	0 / 51 pts
Equity & Accessibility Bonus Points	0 / 9 pts	



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## FEEDBACK TO IMPROVE:

**To improve upon Temple Terrace's Honorable Mention status and earn a Bicycle Friendly Community award designation in the future, BFC Reviewers recommend...**

- » Build upon your 2016 Complete Streets Resolution by adopting a Complete Streets policy or ordinance, and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Continue to increase the amount of high quality bicycle parking throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See [www.apbp.org/bicycle-parking-solutions](http://www.apbp.org/bicycle-parking-solutions))
- » Improve bicycle safety education for students of all ages by incorporating on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the County, the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.
- » Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns and create an inclusive, welcoming environment.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, 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](http://bikeleague.org/ridesmart) for more information.



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## FEEDBACK TO IMPROVE, CONTINUED:

- » Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other Temple Terrace area employers.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.
- » Develop new tools or systems to proactively involve, collaborate with, and empower citizens to become more engaged in the bicycle planning process. Consider developing a community-wide public engagement plan, guide, and/or toolkit to help improve and standardize future engagement efforts. See the International Association for Public Participation's Spectrum of Public Participation for more information and resources.
- » Your application indicated that your community is currently creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan should build upon the Imagine 2040 Comprehensive Plan, and should take advantage of best practices that are applicable to a community of your size, including the use of separated bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.
- » Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps. Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: [https://bit.ly/FHWA\\_connectivity](https://bit.ly/FHWA_connectivity) and [https://bit.ly/FHWA\\_bikepedPMs](https://bit.ly/FHWA_bikepedPMs).
- » Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Temple Terrace. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.



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## FEEDBACK TO IMPROVE, CONTINUED:

- » Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety. Look into the Safe Streets and Roads for All (SS4A) Planning and Demonstration Grants from the U.S. Department of Transportation for potential funding opportunities to support the development of a comprehensive roadway safety action plan: <https://www.transportation.gov/grants/SS4A>.
- » Consider what other local community groups exist in Temple Terrace who may be good potential partners to reach new audiences and build on existing bike education, encouragement, and engagement efforts. Question F4 on the BFC application provides a wealth of suggested community partners for you to consider, beyond the existing bike clubs and organizations that are already active in this space.

## MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>