

# PLANNING STUDY

## KEY PRINCIPLES OF CORRIDOR SELECTION



### CONNECTIVITY

Route connects the overall bike network



### DIRECTNESS

Bicycling distances and stops are minimized



### WAYFINDING

Route is easy to follow



### LIVABILITY

Route directs bicyclists through greenspaces and promotes economic prosperity



### SAFETY

Conflicts with motor vehicles are limited



### FEASIBILITY

Route is feasible within the existing ROW, and limits impacts to parking, freight, transit, and other potential conflicts



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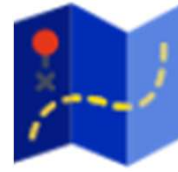
## SEPARATED BIKE FACILITIES



**500+**  
cycle tracks  
constructed in the U.S.  
since 2000

**9**

cycle tracks  
constructed in  
Florida



**250+**  
cycle tracks  
currently planned  
in the U.S.

**8**

cycle tracks  
currently planned  
in Florida

*\*includes one and two-way*

### SEPARATED BIKE FACILITIES IN THE U.S.

While there may be concerns with reallocating roadway space for separated bike facilities, experience suggests that negative effects are likely to be minor. Cities across the United States are pushing for more separated bike facilities, recognizing that the benefits are far greater than potential costs.



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## LINKING KEY DESTINATIONS

# 53%

of survey respondents chose creating  
& maintaining a connected, low-  
stress bikeway network  
**linking key destinations**  
as the most important goal out of the  
five goals for the Orlando Bike Plan

*Based on 225 responses to the 2019 Orlando  
Bicycle Plan Update Survey question "Which  
of the following goals of the Bike Plan  
Update do you feel is most important?"*

## WHAT IS IMPORTANT TO ORLANDO RESIDENTS?

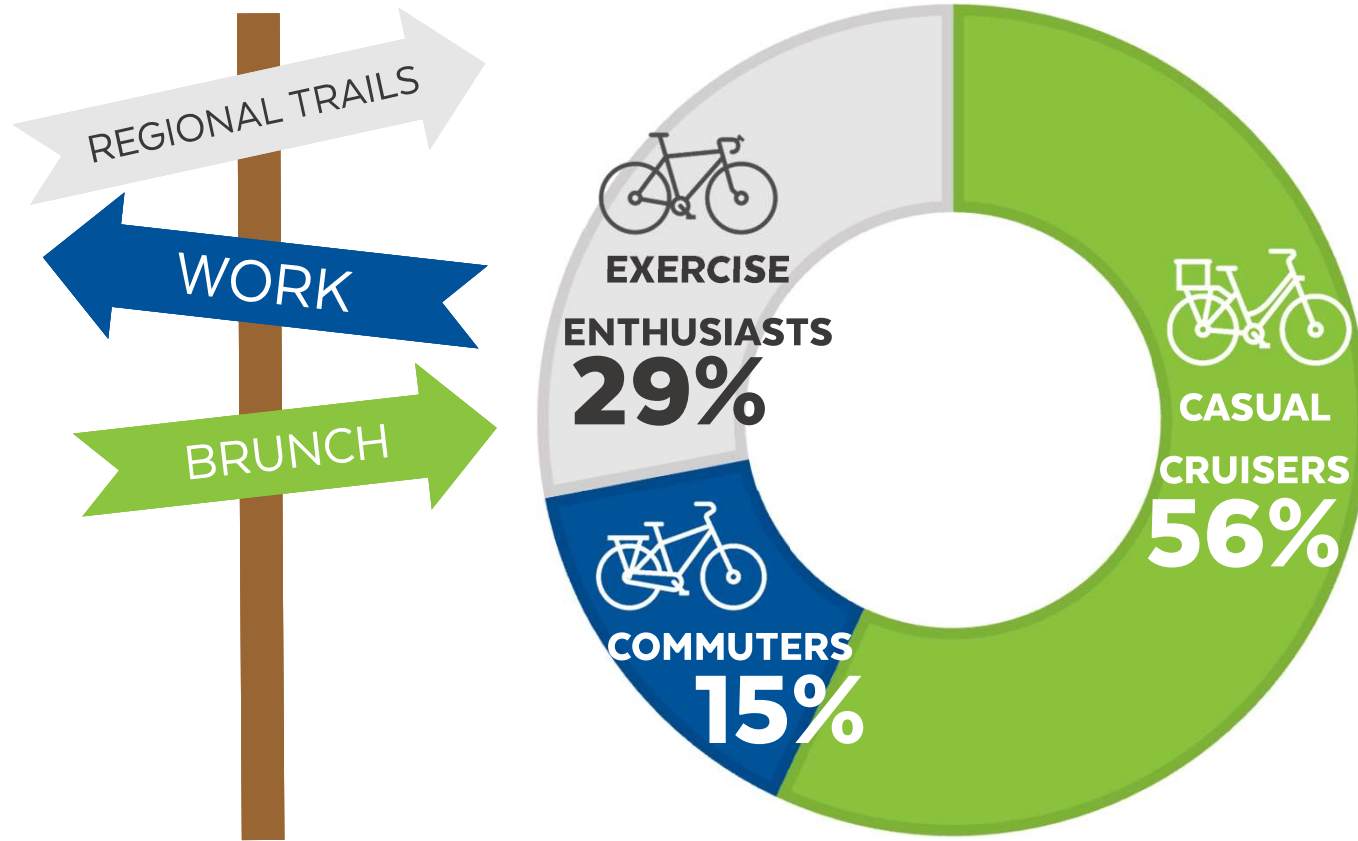
As a part of the citywide bicycle master plan update, an online survey was conducted between March and April 2019 to gain feedback from members of the public on their current bicycling habits and the key goals and objectives that the city should focus on in the future.

Survey responses indicated a strong preference for future investments to focus on providing more separated bike facilities and on connecting the bike network with key destinations so that bicycling can be a viable and convenient transportation option.



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## TYPES OF CYCLISTS



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Differing purposes along with the idea of “key destinations” was used to divide cyclists into three types for this study: exercise enthusiasts, commuters, and casual cruisers.

**EXERCISE ENTHUSIASTS:** Exercise enthusiasts are bicycling for health and exercise rather than a means of transportation. The primary objective for these cyclists is to minimize conflicts & delays to the greater bikeway network.

**COMMUTERS:** Commuters use bicycles as a means of transportation between their home and work or school. For commuters, households, jobs, & civic uses should be connected through the most comfortable and direct route.

**CASUAL CRUISERS:** Casual cruisers would like to use bicycles for transportation to recreation, leisure, shopping, and entertainment destinations.

Results based on 205 responses to the 2019 Orlando Bicycle Plan Update Survey question “What is Your Primary Purpose For Bicycling?”

Casual commuters defined as those who chose “recreation / leisure” or “travel for shopping / entertainment”;

Commuters defined as those who chose “commuting to / from work or school”; Exercise enthusiasts defined as those who chose “health”;

Respondents who chose “Other” were excluded from results.

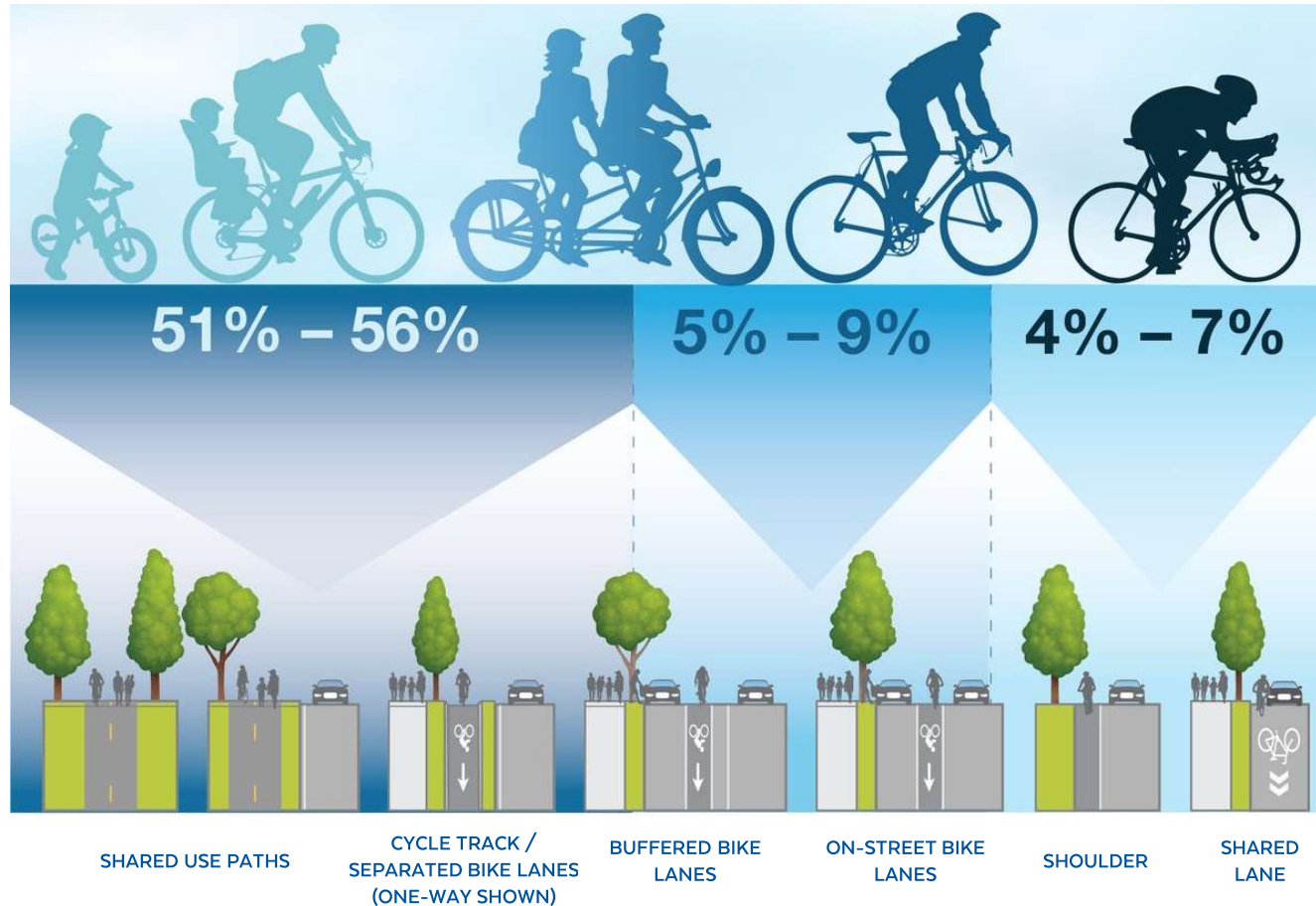




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## TYPES OF FACILITIES

### WHICH FACILITIES WILL MAKE RIDERS FEEL SAFER?



NOTE: Percentages represent the level of comfort that people feel bicycling, according to peer-reviewed surveys as recently as 2016.

SOURCE: Adapted from the FHWA Bikeway Selection Guide: [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)

FHWA guidance indicates that the majority of potential bicyclists would feel safest using bike facilities that are more separated from vehicular traffic (e.g. cycle tracks or shared use paths).

### CYCLE TRACKS

Cycle tracks (i.e. separated bike lanes) provide exclusive space for bicyclists along or within a roadway that is physically separated from motor vehicles and pedestrians by vertical elements, such as curbs, bollards, posts, planters, or raised from the street to the sidewalk level or an intermediate level.

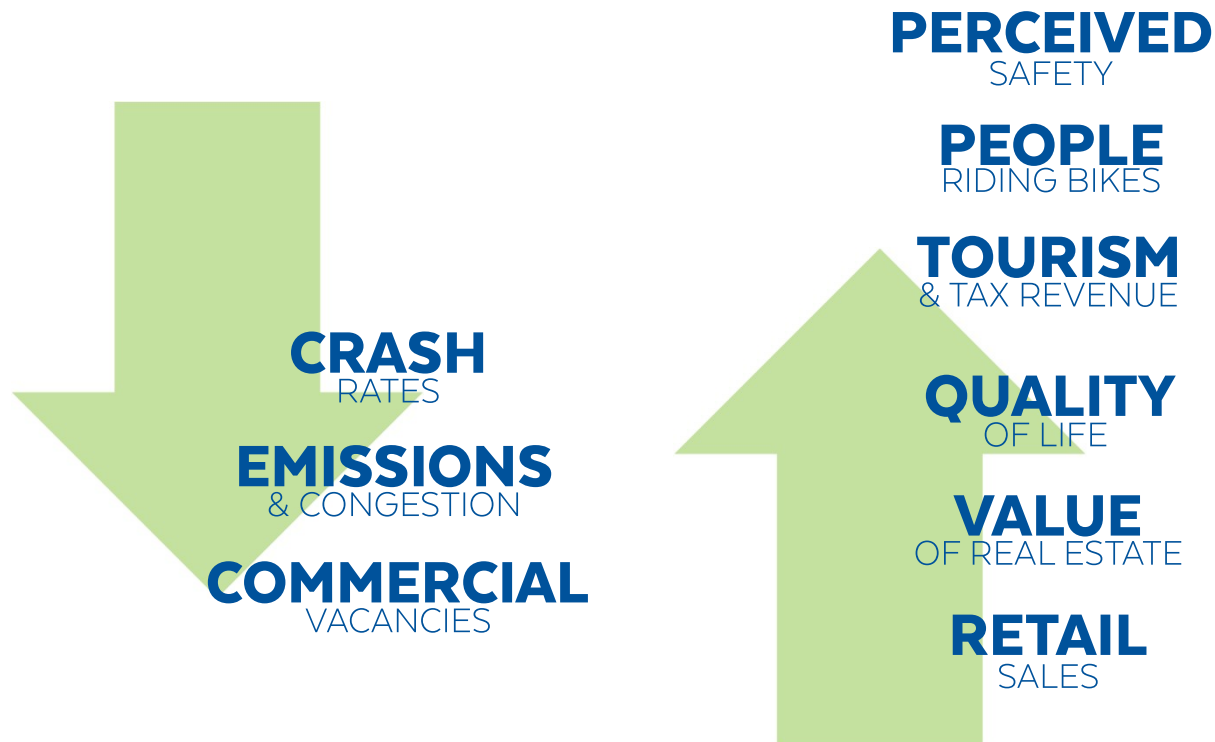
### SHARED USE PATHS

Unlike other types of bike facilities, shared use paths are designed to support and encourage use by pedestrians and bicyclists. Shared use paths can be adjacent to roadways or along an independent alignment. Shared use paths are more commonly used in suburban and rural contexts where there are fewer potential pedestrian and bicyclist conflicts.



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## BENEFITS OF CYCLE TRACK



## BENEFITS

Implementing separated bike facilities has been found to increase ridership by more than 75% (Monsere et al, 2014), which creates health benefits from higher levels of physical activity, reduced motor vehicle emissions, and fewer cars on the road. Streets with separated bike facilities are found to be safer for both bicyclists (in part due to the “safety in numbers” phenomenon) and drivers (Marshall et al, 2018).

Communities that have invested in separated bike facilities have also experienced increased business activity, property values, and tax revenues (Clifton et al, 2012), with the majority of business owners supportive of the projects after implementation.

