



City of Sanibel

2009 SHARED USE PATH MASTER PLAN

Volume 2 - Appendices

Final Draft

March 2009



City of Sanibel

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MASTER PLAN**

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City of Sanibel

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TABLE OF CONTENTS

APPENDICES

- A. Sanibel Plan Goals, Objectives and Policies
City of Sanibel Parks and Recreation System Master Plan
- B. 2003 Master Plan for Future Path Extensions
- C. Synopsis of City and State Traffic, Pedestrian and Bicycle Regulations
- D. City Resolution No. 96-230, Marked Crosswalk Standards
- E. Land Development Code, Sec. 126-934. Traffic Visibility Across Corner Lots and Sec. 126-935. Traffic Visibility at Driveway Intersections
- F. Shared Use Path Safety Awareness Program
- Sanibel Bicycle Club, Inc.
- G. Shared Use Path Users and Summary of 2006 Shared Use Path Intercept Survey and Community Outreach Program
- H. Examples of Potential Shared Use Path Public Safety Campaign Material
- I. Samples of Potential Shared Use Path Safety Training Lessons
- J. Examples of Shared Use Path Safety Guides
- K. Overview of Manual for Uniform Traffic Control Devices (MUTCD) for Way Finding Signage
- L. Potential Description, Organization and Objectives for a Shared Use Path Ambassador Program
- M. Potential Alternative Strategies and Sources of Funding

Appendix A.

Sanibel Plan Goals, Objectives and Policies City of Sanibel Parks and Recreation System Master Plan

Appendix A. Sanibel Plan Goals, Objectives and Policies

Section 3.3.3

Transportation Element

Pursuant to Section 163.3177(3), Florida statutes and Chapter 9J-5.019(4) of the Florida Administrative Code.

Goals, Objectives and Policies

Goal Statement

Provide a safe, convenient and efficient motorized and non-motorized transportation system for all residents and visitors to the City of Sanibel while preserving the natural beauty and unique atmosphere of the Island.

Objective 2

A balanced transportation system is desired which is compatible with other elements of the *Sanibel Plan*. It should provide, to the extent possible, transportation alternatives to the automobile, compatible with the City's character, that create the higher level of service through reduced traffic demand rather than increased roadway capacity.

Policy 2.2. The capacity, safety and operations of the intersections of arterial roadways with arterials, arterials with collectors, and collector roadways with collector roadways should be improved through a continuing program of intersection capacity enhancement/operational improvements. In the Capital Improvement Program, the City will prioritize the improvements identified in the Transportation Element, conduct detailed engineering surveys of the priority locations, prepare drawings and program the improvements for construction, if warranted, in the Capital Improvement Program.

Policy 2.7. Continue to expand the City's shared use path system whenever it can be accomplished in a fiscally sound manner and whenever it can be accomplished in a manner compatible with surrounding land uses. It is important that the City of Sanibel be a walkable and bikeable community.

Policy 2.8. Improved protection for the bicyclists should be provided throughout the City, and in particular; along Periwinkle Way.

- Provide shared use path markings at intersections of the shared use path with arterials and collectors
- For those segments of the shared use path that cannot be physically separated from the auto traveling lane, consider painting those shared use paths to clearly delineate the auto versus bike areas and/or improve shared use path markings to clearly delineate the separation
- Where possible, provide a physically separated shared use path along or parallel to Periwinkle Way from Causeway Boulevard to Tarpon Bay Road

Policy 2.9. Develop pedestrian pathways to serve activity areas and internal traffic in residential and commercial areas, interconnect residential and commercial areas where appropriate, so as to encourage through pedestrian and bicycle traffic and serve the recreational facilities on Sanibel. When financially and physically feasible, these pathways should be similar to, but separated from, those proposed for bikes.

Policy 2.13. Enforce the prohibition on the use of sidewalks and shared use paths by mopeds and motorized scooters.

Policy 2.17. Continue to explore the economic, legal and practical feasibility of measure to reduce auto ridership, including, but not limited to:

- Restricted auto access and auto travel within Sanibel

Review the status of the previously identified objectives and policies and the progress to date on the above measures. After thorough issue resolution and public input, implement appropriate solutions.

Objective 5

The City will coordinate the Transportation Element with the plans and programs of the State, Region, County and other local jurisdictions.

Policy 5.1. The Transportation Element will incorporate, to the greatest degree possible, the long-range plans of the Lee County Metropolitan Planning Organization.

Appendix B.

2003 Master Plan for Future Path Extensions

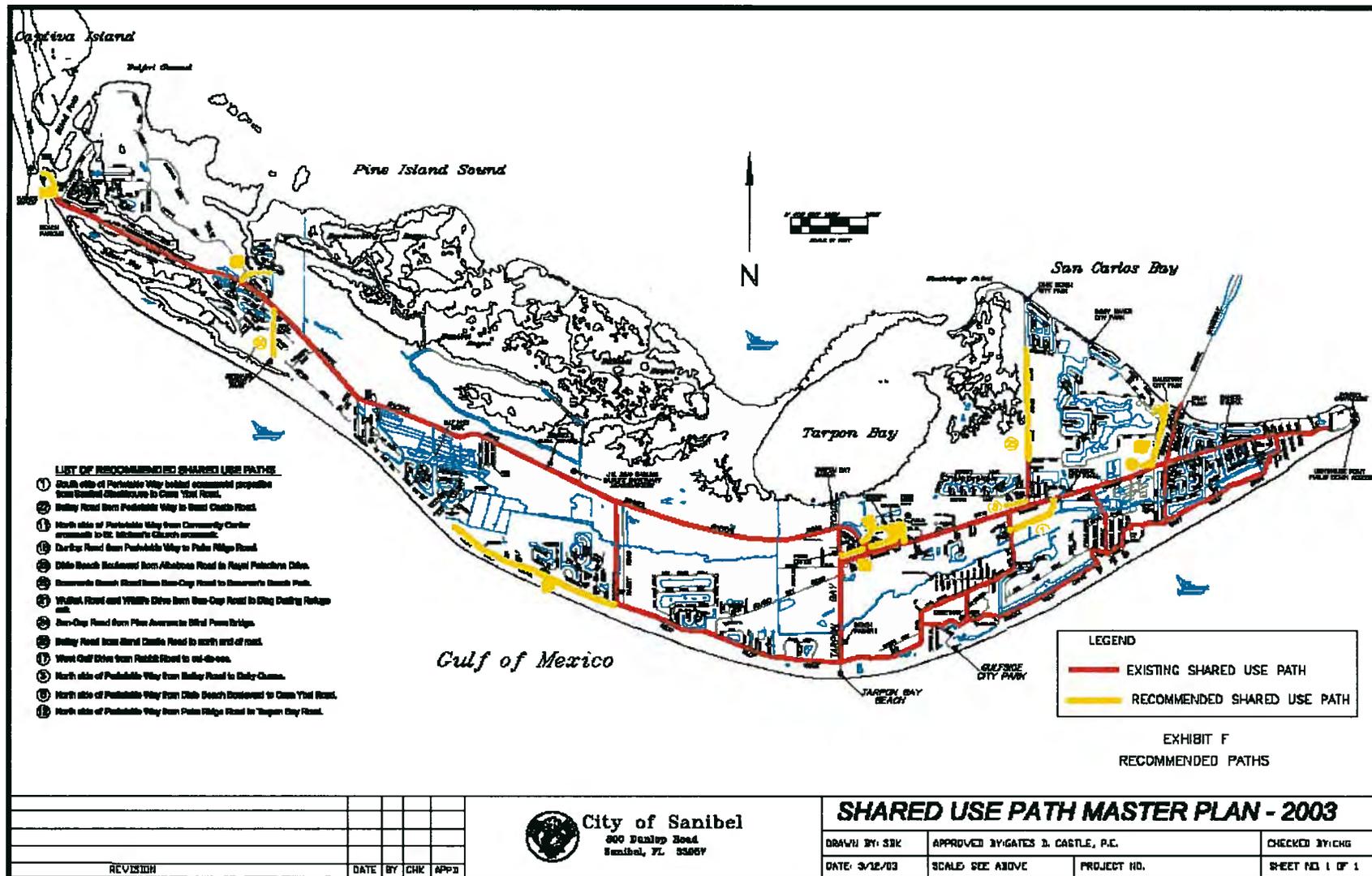
2003 MASTER PLAN FOR FUTURE PATH EXTENSIONS

RECOMMENDED SHARED USE PATHS

- **South side of Periwinkle Way behind commercial properties from Sanibel Steakhouse to Casa Ybel Road (#1)***
- **Bailey Road from Periwinkle Way to Sand Castle Road (#27)***
- **North side of Periwinkle Way from Community Center crosswalk to St. Michael's Church crosswalk (#11)**
- **Dunlop Road from Periwinkle Way to Palm Ridge Road (#16)***
- **Dixie Beach Boulevard from Albatross Road to Royal Poinciana Drive (#25)***
- **Bowman's Beach Road from San-Cap Road to Bowman's Beach Park (#20)**
- **Wulfert Road and Wildlife Drive from San-Cap Road to Ding Darling Refuge exit (#21)***
- **San-Cap Road from Pine Avenue to Blind Pass Bridge (#24)**
- **Bailey Road from Sand Castle Road to north end of road (#28)***
- **West Gulf Drive from Rabbit Road to cul-de-sac (#17)**
- **North side of Periwinkle Way from Bailey Road to Dairy Queen (#3)**
- **North side of Periwinkle Way from Dixie Beach Boulevard to Casa Ybel Road (#8)**
- **North side of Periwinkle Way from Palm Ridge Road to Tarpon Bay Road (#12)**

***One of Parks & Recreation Committee's Top 5 Choices**

Appendix B. 2003 Master Plan for Future Path Extensions



Appendix C.

Synopsis of City and State Traffic, Pedestrian and Bicycle Regulations

FLORIDA BICYCLE LAW ENFORCEMENT GUIDE

A review of
Florida's bicycle traffic laws
to help with warnings,
citations and crash reports
July 2007

All citations are to the 2007 Florida Statutes



Bicycles are Vehicles



Visit you local tax collector

Share the Road
specialty license plates benefit
bicycle and pedestrian safety education
programs statewide. Proceeds are apportioned
equally for this purpose to

Bike Florida

PO Box 5295, Gainesville, FL 32627-5295

www.bikeflorida.org

and the

Florida Bicycle Association

PO Box 718, Waldo, FL 32694-0718

www.floridabicycle.org

CONTENTS

The challenge of bicycle traffic enforcement . . . . .	.2
WHAT TO ENFORCE . . . . .	.4
UNIFORM TRAFFIC CONTROL LAW SYNOPSIS . . . . .	.6
Legal status of cyclist . . . . .	.6
Equipment and passengers . . . . .	.7
Lighting equipment . . . . .	.8
Bicycle helmet . . . . .	.8
Headset not to be worn . . . . .	.9
Laws for all drivers (motorists & cyclists) . . . . .	.9
Driving on right side of roadway . . . . .	.9
Obedience to traffic control devices . . . . .	.10
Entering stop or yield intersections . . . . .	.10
Traffic control signals . . . . .	.12
Yielding on entry to roadway . . . . .	.12
Overtaking and passing a vehicle . . . . .	.13
Method of turning right at intersections . . . . .	.14
Not to drive under the influence . . . . .	.15
Duty to exercise due care . . . . .	.15
Appropriate driving speed . . . . .	.16
Laws for bicycle drivers . . . . .	.16
Position on roadway . . . . .	.16
Riding two abreast . . . . .	.18
Method of turning at intersections . . . . .	.19
Signaling a turn or stop . . . . .	.20
When overtaking on the right is permitted . . . . .	.20
Laws for sidewalk riders: operating as a pedestrian . . . . .	.21
Bicycle crash investigation . . . . .	.22
Mopeds . . . . .	.24
Motorized scooters . . . . .	.25

The challenge of bicycle traffic enforcement

Operating in traffic is a cooperative activity, governed by rules. Traffic rules incorporate practices found, through experience, to facilitate safe and efficient travel. Since not everyone has enough experience to appreciate the rationale of the rules, seasoned and informed enforcement is necessary to help instill safe habits. Officers exercise discretion in enforcement actions; an effective officer is prepared to explain the principles involved when a cyclist or motorist uses poor judgment.

Key traffic principles for cyclists include:

- ***Cyclists on roadways fare best when they act and are treated as drivers of vehicles.***

Riding as a driver makes a cyclist visible and predictable. Nationally, only about 30 percent of bicycle injuries treated in emergency rooms involve collisions with motor vehicles and fewer than one in 700 bicycle injuries is fatal. Crashes in traffic are caused by avoidable errors. In 70 percent of police-reported bicycle-motor vehicle crashes, the cyclists involved

had violated traffic rules; in about 45 percent, motorists had violated the rules.

● ***A cyclist is safer riding with traffic than facing it.***

A cyclist who rides facing oncoming traffic increases his risk of being hit by a motorist by two to four times. Drivers entering and exiting the roadway at side streets and driveways do not expect bicycle traffic to approach from this direction.

● ***Lamps must be used on a bicycle after sunset to alert other drivers.***

A rear reflector may not be recognized as attached to a moving vehicle, and frontward illumination is needed to alert drivers not approaching from the rear. Nighttime collisions are much more likely to result in incapacitating injury or death. About 60 percent of fatal bicycle crashes in Florida occur during non-daylight hours. (Moderately priced bicycle lamps that run many hours on a set of AA batteries are now available.)

● ***A cyclist traveling more slowly than other traffic should ride to the right, except to pass, to make a left turn, when necessary to avoid hazards, or when a lane is too narrow to share.***

A cyclist should ride to the right to make it easier for faster vehicles to pass, but should follow a pre-

dictable line. Swerving left to avoid a parked car, broken pavement edge, a drain cover, pooled water, gutter debris, etc., may surprise an overtaking motorist. A cyclist who stays far right is less visible to drivers emerging from driveways and side streets and to oncoming drivers making left turns. A cyclist may leave the right-most side of the roadway when (1) moving as fast as other traffic, (2) passing another vehicle, (3) making a left turn, (4) avoiding roadside hazards, (5) where a lane is too narrow for a bicycle and another vehicle to travel safely side by side. (Moving left in such a lane helps cue an overtaking driver who might otherwise misjudge passing space.)

WHAT TO ENFORCE

Note: this document is not intended as a cyclist's handbook. For this purpose, readers are referred to *Florida Bicycling Street Smarts*, available from Florida Bicycle Association.

In a national study*, the following violations were identified as common contributing factors in bicycle-motor vehicle crashes.

Cyclist –

Riding against traffic on roadway15%

Failure to yield, entering roadway midblock12%

Failure to yield at stop or yield sign10%
Cycling at night without lights5-15%
**Failure to yield, signalized or uncontrolled
intersection7%**

Motorist –

Failure to yield at stop or yield sign10%
**Failure to yield, entering roadway
from driveway7%**
**Failure to yield, turning left in front
of oncoming cyclist6%**
**Failure to yield, signalized or uncontrolled
intersection4%**
Improper right turn in front of cyclist4%

*W.W. Hunter, W.E. Pein, and J.C. Stutts, *Bicycle Crash Types: A
1990's Informational Guide*, Report No. FHWA-RD-96-104,
Federal Highway Administration, 1997.

UNIFORM TRAFFIC CONTROL LAW SYNOPSIS

For purposes of reducing high-crash-risk behaviors, **the most important sections below are indicated with asterisks (*)**. Citations are to the Florida Uniform Traffic Control Law (Chapter 316, Florida Statutes).

Legal status of cyclist

A bicycle is defined as a vehicle [§316.003(2)] for purposes of the Uniform Traffic Control Law. A bicycle with an electric helper motor that cannot propel it faster than 20 mph on level ground is included in this definition.

A person in control of a vehicle on a street or highway is a driver [§316.003(1)]. As a driver, a cyclist must follow the traffic rules common to all drivers. As the driver of a bicycle, he must also obey rules adopted specially for bicycles.

A cyclist has all of the rights to the roadway applicable to any driver, except as to the special regulations for bicycles [§316.2065(1)]. A cyclist is not required to have a driver's license [§322.01(42)].

● A bicyclist riding on a sidewalk or crosswalk has the rights and duties of a pedestrian

[§316.2065(11)], as well as certain other duties (see *“Laws for sidewalk riders,”* below).

- Infractions of bicycle regulations in §316.2065 and moving and non-moving violations of other sections of Chapter 316 are subject to civil penalties as provided in §318.18. (For an infraction by a child cyclist, an officer could consider issuing a verbal or written warning.)
- Points are not assigned to the driver's license of a person who committed a violation while driving a bicycle. Points apply only to motor vehicle operation [§322.27(3)(i)].
- Local authorities may require bicycle registration, prohibit riding on sidewalks on roads under their jurisdiction, etc. [§316.008].

Equipment and passengers

- Every bicycle must be equipped with a brake or brakes that allow the rider to stop within 25 feet from a speed of 10 mph on dry, level, clean pavement [§316.2065(14)].
- A bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped; an adult bicyclist may carry a child in a backpack or sling, child seat or trailer designed to carry children [§316.2065(3)].

***LIGHTING EQUIPMENT [§316.2065(8)]**

A bicycle operated between sunset and sunrise must be equipped with a lamp on the front exhibiting a white light visible from 500 feet to the front and both a red reflector and a lamp on the rear exhibiting a red light visible from 600 feet to the rear. Additional lighting is permitted and recommended. ***The risk of fatal or incapacitating injury increases sharply at night.***

BICYCLE HELMET [§316.2065(3)(d,e)]

A bicycle rider or passenger under 16 years of age must wear a bicycle helmet that:

- is properly fitted;
- is fastened securely;
- meets a nationally recognized standard.

Under federal law, bicycle helmets are required to meet the standards of the Consumer Product Safety Commission.

Bicycle helmets, properly fitted and secured, have been found effective at reducing the incidence and severity of head, brain and upper facial injury. (Head injuries account for about one third of the hospital emergency room visits of injured cyclists.)

Use of helmets by adult role models promotes use

among youth. Agencies should consider rewarding children who comply with this section, as well as warning those who don't.

HEADSET NOT TO BE WORN [§316.304]

A cyclist may not wear a headset, headphone or listening device, other than a hearing aid, while riding.

(Loud headphones can damage hearing and shut out the outside world. However, no cyclist should depend on hearing before turning or changing lane position.)

Laws for all drivers (motorists & cyclists)

Impartial enforcement of traffic law on all roadway users improves the climate for bicycle enforcement.

***DRIVING ON RIGHT SIDE OF ROADWAY**

[§316.081]

Upon all two-way roadways of sufficient width, a vehicle must be driven on the right half of the roadway. Exceptions include (a) when overtaking and passing another vehicle under the rules governing such movement (*see Overtaking and Passing a Vehicle, below*) and (b) when an obstruction exists making it necessary to drive to the left of the center

of the highway. However, any person so doing shall yield the right-of-way to all vehicles traveling in the proper direction within such distance as to constitute an immediate hazard.

A cyclist driving against the direction of traffic on the roadway should be warned or cited. This is a major contributing factor in bicycle-motor vehicle crashes; motorists entering and leaving the roadway at intersections and driveways do not expect traffic to approach from the wrong direction. (For riding on paved shoulders, see "Position on roadway" under "Laws for bicycle drivers" below.)

***OBEDIENCE TO TRAFFIC CONTROL DEVICES**
[§316.074]

A driver must obey all applicable traffic control devices (signs, markings, and traffic signals).

***ENTERING STOP OR YIELD INTERSECTIONS**
[§§316.123 & 316.130(7)]

In the U.S., the STOP sign has been the sign most commonly used to control priority at intersections and public driveways; YIELD signs may also be used for this purpose.

A driver who approaches a STOP or YIELD sign must, before proceeding into the intersection, (1)

stop at a marked stop line, if present, and otherwise before the crosswalk (at a STOP sign) (2) yield to a pedestrian crossing in the crosswalk (whether marked or unmarked) and (3) yield to drivers in the crossing road. The legal difference is that, at a YIELD sign, the driver is required to slow to a speed reasonable for the existing conditions but need stop only if necessary to yield or otherwise necessary for safety.

Proper yielding prevents crashes; stopping and proceeding without yielding does not. A study by the Insurance Institute for Highway Safety found that 70 percent of crashes that occurred at one- and two-way stop signs involved stop sign violations, but in two thirds of these cases, the driver **did** stop; the crash occurred when the driver then proceeded without yielding.

Sight distance triangles at some intersections where stop signs have been installed are sufficient that a driver who slows on such an approach can complete a scan (left and right) for potentially conflicting traffic and still have time to yield, if necessary. Nevertheless, the law requires a driver to stop at a stop sign, even when it can be seen without making a full stop that no potentially conflicting traffic is approaching. Enforcement should prioritize motorists and cyclists who fail to prepare to yield at stop or yield intersections. Enforcement of the "full

stop" requirement at a stop sign should be applied even-handedly to motorists and cyclists, or it will not be perceived as impartial.

TRAFFIC CONTROL SIGNALS [§316.075]

Vehicular traffic must comply with indications of traffic signals.

An electrical circuit with loops embedded in the pavement is commonly used to detect vehicles waiting for a green light at a signalized intersection. These loops are essentially metal detectors. Many bicyclists are unaware of this system or do not understand how it works. The most sensitive position for a two-wheeled vehicle is (usually) directly over a pavement cut, but if the detector's sensitivity is set too low, a bicycle or motorcycle may not be detected; the signal will stay red until a car stops over the loop. An unresponsive loop should be reported to the local traffic engineering office.

***YIELDING ON ENTRY TO ROADWAY**

[§316.125(2)]

The driver of a vehicle emerging from an alley, building, private road or driveway shall stop the vehicle immediately prior to driving onto a sidewalk crossing, and shall yield to all vehicles and pedestrians which are so close thereto as to constitute an immediate hazard. *Failure to observe this rule is a typical factor in crashes involving sidewalk cyclists.*

***OVERTAKING AND PASSING A VEHICLE**

[§§316.083, 316.085]

The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left thereof at a safe distance and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle. The driver of a vehicle overtaking a bicycle or other non-motorized vehicle must pass the bicycle or other non-motorized vehicle at a safe distance of not less than 3 feet between the vehicle and the bicycle or other non-motorized vehicle. *See the exception discussed below in "When overtaking on the right is permitted." To pass a cyclist with safe clearance, it may be necessary for a motorist to enter (at least partially) the next lane, when and where it is safe to do so.*

No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless the left side is clearly visible and free of oncoming traffic for a sufficient distance ahead to permit passing to be made without interfering with the operation of any vehicle approaching from the opposite direction. In every event an overtaking vehicle must return to an authorized lane of travel as soon as practicable and, in the event the passing movement involves the use of a lane authorized for vehicles approaching from the opposite direction, before

coming within 200 feet of any approaching vehicle [§316.085].

The prohibition of passing in a no-passing zone does not apply when an obstruction exists making it necessary to drive to the left of the center of the highway [§316.0875(3)]. *Thus, when a cyclist is traveling so slowly as to constitute an "obstruction," a motorist may cross the center line in a no-passing zone to pass the cyclist if the way is clear to do so, i.e., when it can be seen that any oncoming traffic is far enough ahead that the motorist could finish passing before coming within 200 feet of an oncoming vehicle.*

About 1 percent of bicycle-motor vehicle crashes involve motorists who misjudge the width or length necessary to pass a cyclist. Close passing causes some cyclists to "hug the curb," or ride on the sidewalk, where crash risk actually increases.

***METHOD OF TURNING RIGHT AT INTERSECTIONS [§316.151(1)(a)]**

Both the approach for a right turn and the turn are to be made as closely as practicable to the right-hand curb or edge of the roadway. ***For this reason, a driver preparing to turn right should—after yielding to any bicycle driver present—enter or closely approach a bicycle lane, if one is pres-***

ent. This reduces conflicts with following drivers, makes the driver's intention more clear than signaling alone, and prevents an overtaking cyclist from trying to pass on the right and possibly colliding. A motorist who makes a sharp right turn immediately after passing a cyclist has turned incorrectly.

***NOT TO DRIVE UNDER THE INFLUENCE**

- It is unlawful to operate any vehicle while under the influence of alcohol or drugs [§316.193].
- The requirement to submit to a breath test [§316.1932] does not apply to a cyclist, since consent is deemed to have been given only by a person with a driver's license who is operating a motor vehicle.
- It is unlawful for any person to possess an open container of an alcoholic beverage while operating a vehicle, or while one is a passenger in or ON any vehicle [§316.1936(2)].

DUTY TO EXERCISE DUE CARE

- Every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian or bicyclist [§316.130(15)].
- Any person operating a vehicle upon the streets or highways within the state shall drive the same in a careful and prudent manner, having regard for the width, grade, curves, corners, traffic, and all other

attendant circumstances, so as not to endanger the life, limb, or property of any person [§316.1925].

APPROPRIATE DRIVING SPEED

The driver of every vehicle shall drive at an appropriately reduced speed when approaching and crossing an intersection, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, or when special hazards exist by reason of roadway conditions [§316.185]. Speed shall be controlled [§316.183] and decreased below speed limit [§316.185] as may be necessary to avoid colliding with any person or vehicle.

Laws for bicycle drivers

***POSITION ON ROADWAY [§316.2065(5)]**

A cyclist on a roadway who is not traveling as fast as the "normal speed of traffic" must ride as close as practicable to the right hand curb or edge of the roadway, except in the following situations:

- when passing another vehicle;
- when making a left turn (see "Method of turning at intersections" above);
- when reasonably necessary to avoid conditions including, but not limited to, a fixed or moving

object, parked or moving vehicle, pedestrian, animal, or surface hazard;

- when a lane is too narrow for a bicycle and another vehicle to travel safely side by side.

A cyclist should maintain at least 2 feet of clearance from a curb or pavement edge.

Since the recommended minimum clearance for passing a bicyclist (at moderate speed) is 3 feet (Florida Driver's Handbook) and the total width of larger motor vehicles (with extending mirrors) is commonly 8 feet or more, a lane with less than 14 feet of usable width is usually too narrow for motor traffic to pass. Consequently, where restricted conditions prevent inclusion of bicycle lanes or paved shoulders on laned urban roadways, the Florida Department of Transportation's Manual of Uniform Minimum Standards recommends an outside lane width of 14 feet as the "minimum width that will allow passenger cars to safely pass bicyclists within a single lane," i.e., without the need for passing motorists to use part of the next lane ("Curb Lanes," see chapter 9 at [http://www.dot.state.fl.us/rddesign/Florida Greenbook/FGB.htm](http://www.dot.state.fl.us/rddesign/Florida%20Greenbook/FGB.htm)).

A cyclist riding past parallel-parked cars should maintain a clearance of 4 feet (>1 meter) to avoid risk of collision with an opening car door.

- A cyclist going straight through an intersection should not ride in a lane marked exclusively for right turns, i.e., one marked or signed with the word "ONLY" (*see "Obedience to traffic control devices" above*).
- A bicyclist operating on a one-way street with two or more traffic lanes may ride as close to the left-hand edge of the roadway as practicable.
- *Paved shoulders – Where a curb is not present, the right-hand edge of a roadway is the line between the roadway and the shoulder. Since the definition of "roadway" excludes the shoulder [§316.003], cyclists are not required to ride on paved shoulders, although they may prefer to do so. A cyclist may ride only along a right-side paved shoulder, i.e., must ride in the direction of traffic, since this is the only practical way to comply with the requirement to obey all applicable traffic signals and signs [§316.074].*

RIDING TWO ABREAST [§316.2065(6)]

- Cyclists may ride two abreast only within a single lane and when not impeding traffic.
- Cyclists may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

In a lane "too narrow for a bicycle and another vehi-

cle to travel safely side by side" (see "Position on roadway" above), passing cyclists "at a safe distance" requires use of the next lane (see "Overtaking and passing a vehicle" above). In this case, cyclists riding two abreast cause no additional impediment to traffic.

METHOD OF TURNING AT INTERSECTIONS

[§316.151]

Left turn –

A cyclist intending to make a left turn is entitled to full use of the lane from which a driver may legally make a left turn. Option: instead of making a left turn as a motorist does, a cyclist may proceed through the rightmost portion of the intersection and turn as close to the curb or edge as practicable at the far side. Before proceeding in the new direction of travel, the cyclist must comply with any official traffic control device.

Right turn –

See "Method of turning right at intersections" under "Laws for all drivers" above

SIGNALING A TURN OR STOP

[§§316.155(2)(3) & 316.157(1)]

A signal of intention to turn must be given during the last 100 feet traveled by a vehicle before turning. If

a cyclist needs both hands for control, the signal need not be given continuously.

A cyclist signals intent to:

- turn left – by extending the left arm and hand horizontally;
- turn right – by extending the right hand and arm horizontally, or by extending the left hand and arm upward;
- stop or suddenly reduce speed– by extending the left hand and arm downward.

WHEN OVERTAKING ON THE RIGHT IS PERMITTED [§316.084]

Overtaking on the right is permitted upon a street or highway with unobstructed pavement not occupied by parked vehicles, of sufficient width for two or more lines of moving traffic in each direction. The driver of a vehicle may overtake and pass another vehicle on the right only under conditions permitting such movement in safety.

*A cyclist traveling in a bicycle lane, or in a lane wide enough for motor vehicles and bicycles to share (see "Roadway position" above) may pass motor vehicles on the right, **but must take care to avoid turning vehicles.** Passing is allowed in these*

cases since there is sufficient width for two lines of moving traffic (one of which is bicycle traffic).

Laws for sidewalk riders: operating as a pedestrian

- A cyclist riding on a sidewalk or crosswalk has the rights and duties of a pedestrian [§316.2065(10)] *and therefore may ride in either direction. However, equipment and passenger regulations still apply since the cyclist is still a "bicycle rider." Sidewalks are not designed for bicycle speeds, but bicycles are permitted where not prohibited by local ordinance (use is prohibited downtown in many cities).*
- At a signalized intersection, a cyclist approaching on a sidewalk must obey the instructions of any applicable pedestrian control signal. *That is, he may start to cross a roadway in a crosswalk only during a steady Walk phase, if one is displayed. If no pedestrian signal is provided, the cyclist may proceed in accordance with the signal indications for the parallel roadway traffic flow [§316.084].*
- A cyclist riding on a sidewalk or crosswalk must yield the right-of-way to pedestrians and must give an audible warning before passing [§316.2065(11)].
- Vehicles may not be propelled by other than human power on sidewalks or bicycle paths [§316.1995].

Bicycle crash investigation

Careful reporting of bicycle crashes can help traffic safety specialists choose effective countermeasures. Some bicycling-related factors are not adequately addressed in the standard crash form. Noting these in the narrative will help provide information to assess what factors did (or did not) contribute to the crash, and assure fair treatment of all parties. Some injuries to bicyclists do not involve motor vehicles but can be serious. Officers present should record the following information when relevant:

General

- Position of sun, time of day, glare factor.
- Surface hazards: surface debris, standing water, potholes, pipe lids, railroad tracks, pavement subsidence or cracks, etc. that might have caused the cyclist to swerve.
- View obstructions: trees, bushes, parked cars, utility poles, etc. that might have interfered with the cyclist's and motorist's views of each other.
- Site location: was the cyclist in a bike lane? On some curbed roadways, a shoulder strip is separated by an edge line but is not signed or marked as a bike lane. Legally, a bike lane is present only where

a strip is designated with Bike Lane signs and/or symbol markings.

The cyclist

- Lamps and reflectors: If crash occurred after sunset, bicycle headlamp, taillamp and rear reflector should have been in use. Non-use should be reported as "Defective/Improper Lights" (details should be given in narrative). If lamps were damaged in crash, are the batteries charged? Was other reflective material used (panniers, ankle straps, backpack, etc.)?
- Helmet: Use should be reported in "Safety Equipment" box.
- Injured cyclist should save all clothing and equipment damaged in the crash, refrain from repairing or cleaning such items and have injuries properly examined and documented.

The motorist

- Did the motorist fail to scan for a cyclist approaching from the right on a sidewalk?
- If a motorist alleges he didn't see a cyclist in daylight where views were unrestricted, the possibility of drug or alcohol use, distractions or fatigue should be considered.

Fatalities and incapacitating injuries

- Do not move the bicycle until its location and position has been photographed or otherwise accurately recorded.
- The bicycle should be thoroughly inspected by the investigator.
- The bicycle should be held as evidence and only released when the case is closed.

Mopeds

A moped is "[a]ny vehicle with pedals to permit propulsion by human power, having a seat or saddle for the use of the rider and designed to travel on not more than three wheels; with a motor rated not in excess of 2 brake horsepower and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground..." [§316.003(77)].

Mopeds are classified as motor vehicles for purposes of driver license law [§322.01(26)]. A person operating a moped is therefore required to have a driver's license [§322.03]. A moped must be registered [§320.0803]. Rules on roadway position are the same as for bicycles [§316.208(2)]. A moped may not be propelled on a sidewalk with its motor operating [§316.208(4)].

Motorized scooters

A motorized scooter is "[a]ny vehicle not having a seat or saddle for the use of the rider, designed to travel on not more than three wheels, and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground" [§316.003(82)]. Motorized scooters are classified as motor vehicles under driver license law [§322.01(26)]. A person who operates a motorized scooter is therefore required to have a driver's license [§322.03].

Chapter 66

TRAFFIC*

Article I. In General

Secs. 66-1—66-30. Reserved.

Article II. Parking, Stopping and Standing

Division 1. Generally

- Sec. 66-31. Definitions.
- Sec. 66-32. Responsibility for posting signs; unauthorized signs.
- Sec. 66-33. Parking near mailbox.
- Sec. 66-34. Where prohibited; exceptions; violation.
- Sec. 66-35. Parking recreational vehicles.
- Sec. 66-36. Owner presumed to be violator.
- Sec. 66-37. Penalty; payment of fine; referral to county court.
- Sec. 66-38. Parking or stopping a bus while leaving the engine running.
- Sec. 66-39. Parking in designated handicapped parking spaces.
- Secs. 66-40—66-55. Reserved.

Division 2. Beach Area Parking Restrictions

Subdivision I. In General

- Sec. 66-56. Findings of fact; applicability.
- Sec. 66-57. Definitions.
- Sec. 66-58. Official parking zone map and general prohibition.
- Secs. 66-59—66-75. Reserved.

Subdivision II. Permits

- Sec. 66-76. Types of permits.
- Sec. 66-77. Availability.
- Sec. 66-78. Evidence of status.
- Sec. 66-79. Transfer.
- Sec. 66-80. Display of permit.
- Sec. 66-81. Bicycles and mopeds.
- Sec. 66-82. Business entity-owned vehicles.
- Sec. 66-83. Oversize vehicles.
- Sec. 66-84. Exceptions.
- Sec. 66-85. Fees; hours.
- Secs. 66-86—66-100. Reserved.

Subdivision III. Regulations

- Sec. 66-101. Prohibitions and penalties.
- Secs. 66-102—66-120. Reserved.

Article III. Speed Limits

- Sec. 66-121. Thirty-five mile per hour speed limit.

***Cross references**—Any ordinance prescribing traffic or parking regulations for specific streets or locations saved from repeal, § 1-9(7); offenses generally, ch. 42; streets, sidewalks and other public places, ch. 58.

State law references—State uniform traffic control law, F.S. ch. 316; municipal regulation prohibited in areas covered by F.S. ch. 316, F.S. § 316.007; traffic powers of municipalities generally, F.S. § 316.008.

SANIBEL CODE

- Sec. 66-122. Bridge at Buell Creek; speed limit.
Secs. 66-123—66-140. Reserved.

Article IV. Weight Limits

- Sec. 66-141. Vehicle weight limits, generally.
Sec. 66-142. Overweight vehicles that enter the city via barge.
Secs. 66-143—66-160. Reserved.

Article V. Bicycles and Mopeds

- Sec. 66-161. Definitions.
Sec. 66-162. Impoundment.
Sec. 66-163. Posting of article and regulations.
Sec. 66-164. Use of bicycle paths/crosswalks.
Sec. 66-165. Driving on a bicycle path.
Sec. 66-166. Parking on bicycle path.
Sec. 66-167. Mechanical condition and equipment.
Sec. 66-168. Operation of mopeds on beaches.
Sec. 66-169. Certain bicycles and mopeds prohibited.
Sec. 66-170. Operation of motorcycles, motorized scooters, motor-driven cycles and mopeds prohibited.
Sec. 66-171. Penalties.
Secs. 66-172—66-190. Reserved.

Article VI. Impoundment

- Sec. 66-191. Authority to impound certain vehicles.
Sec. 66-192. Maintenance of storage places for impounded vehicles.
Sec. 66-193. Notice of impoundment.
Sec. 66-194. Impoundment after request to leave vehicle.
Sec. 66-195. Release of motor vehicle from impoundment.
Sec. 66-196. Hearing.
Sec. 66-197. Towing and storage charges to constitute lien; limitations.
Sec. 66-198. Satisfaction of lien; notice of public sale.
Sec. 66-199. Redemption before public sale.
Sec. 66-200. Disposition of proceeds derived from sale.
Sec. 66-201. Relation to statutory procedures.
Sec. 66-202. Implementation and administration.
Secs. 66-203—66-220. Reserved.

Article VII. Wheel Locks

- Sec. 66-221. Authority to use wheel locks.
Sec. 66-222. Notice.
Sec. 66-223. Hearing.
Sec. 66-224. Impoundment.
Secs. 66-225—66-240. Reserved.

Article VIII. Electric Personal Assistive Mobility Devices

- Sec. 66-241. Findings.
Sec. 66-242. Prohibition of EPAMDs.
Sec. 66-243. Limited use of EPAMDs authorized.

and in or upon the premises of all businesses furnishing bicycles for the use of their customers or tenants.

(Code 1981, § 17-39)

Sec. 66-164. Use of bicycle paths/crosswalks.

(a) Under all circumstances, bicyclists and pedestrians using the bicycle path shall exercise due and proper care for one another.

(b) A person operating a bicycle upon a bicycle path within the city shall operate the bicycle in a careful and prudent manner, having regard for the width, grade, curves, corners, other bicycle and pedestrian traffic, nearby motor vehicle traffic, and all other attendant circumstances, so as not to endanger the life, limb, or property of any person.

(c) A person propelling a bicycle upon and along a bicycle path, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian, and shall give an audible signal before overtaking and passing such pedestrian.

(d) A person propelling a bicycle upon a bicycle path shall obey all signage and traffic devices set forth by the city for operation upon such bicycle path.

(e) No bicycle or other human-powered vehicle which exceeds 36 inches total width shall be operated upon any public bicycle path.

(Code 1981, § 17-40)

Sec. 66-165. Driving on a bicycle path.

(a) Except as provided in subsection (b) of this section, no operator shall drive a motor vehicle or moped upon a bicycle path or other portion of a roadway set aside for the exclusive use of bicycles, or bicycles and pedestrians, except for crossing incident to appropriate access to adjacent property.

(b) This prohibition does not apply to a public officer or employee in the performance of duty, or to a person operating a motorized wheelchair or other device which is designed and being used for transportation of a person with a disability.

(Code 1981, § 17-41; Ord. No. 99-10, § 2, 12-21-1999)

State law reference—Similar provisions, F.S. § 316.2075.

Sec. 66-166. Parking on bicycle path.

No operator, except a public officer in the performance of his duties, shall park a motor vehicle or a moped upon a bicycle path or other portion of a roadway set aside for the exclusive use of bicycles. The owner of a vehicle found in violation of this section shall be deemed prima facie responsible therefor.

(Code 1981, § 17-42)

Sec. 66-167. Mechanical condition and equipment.

(a) *Bicycles.* No person shall operate a bicycle which is not in such mechanical condition so that it can be safely operated. Equipment on all bicycles shall include the equipment required by state law. Businesses renting or providing bicycles shall comply with all safety standards required in this article for such bicycles rented or provided.

(b) *Mopeds.* No person shall operate, nor shall any person rent, lease or otherwise provide to the public a moped, which is not in such mechanical condition so that it can be safely operated. Equipment on all mopeds shall be that which is required by state law.

(Code 1981, § 17-43)

Sec. 66-168. Operation of mopeds on beaches.

No person shall operate a moped upon any beach or beach access within the city.

(Code 1981, § 17-44)

Sec. 66-169. Certain bicycles and mopeds prohibited.

(a) No person shall operate upon any street or bike path of the city any bicycle or moped which is designed and equipped so that the normal position of the operator thereof is supine or that the normal position of the operator is such that there is no clear, horizontal line of sight over the handlebars and all other parts of the bicycle or moped. For purposes of this section, "supine" means situated so that the torso of the operator is at an angle of greater than 25 degrees from vertical.

(b) No bicycle or other human-powered vehicle which exceeds 36 inches total width shall be operated upon any public street or road within the city.

(c) No bicycle or other human-powered vehicle which exceeds 36 inches total width shall be rented, or offered for rental, by any person for operation upon any public bicycle path or any public street or road within the city.

(Code 1981, § 17-48)

Sec. 66-170. Operation of motorcycles, motorized scooters, motor-driven cycles and mopeds prohibited.

It is unlawful and prohibited to operate motorcycles, motorized scooters, motor-driven cycles or mopeds upon Main Street north of Center Street, except as necessary to go to and from a residence located thereon.

(Code 1981, § 17-49)

Sec. 66-171. Penalties.

(a) A violation of any of the provisions of this article shall be deemed a noncriminal infraction, subject to a maximum civil penalty of \$500.00.

(b) If the court finds that a minor committed any violation of any of the provisions of this article, the court may also impose one or more of the following sanctions:

- (1) The court may reprimand or counsel the minor and his parents or guardian.
- (2) The court may require the minor to attend for a reasonable period a traffic school conducted by a public authority.
- (3) The court may order the minor to remit to the general fund of the city a sum not exceeding the maximum fine applicable to an adult for a like offense.
- (4) The court may order the minor to participate in a public service or community work project for a minimum number of hours. A minor who participates in such a work program shall be considered an employee of the city for the purposes of this article.

(5) The court may impose a curfew or other restriction on the liberty of the minor for a period not to exceed six weeks.

(c) In addition to those penalties specified in this section, operators convicted of any offense prohibited by this article may have their driving privileges revoked or suspended by the court in accordance with like standards contained in F.S. § 316.655.

(d) To the extent that any penalty contained in this section is inconsistent with the penalties provided in F.S. § 316.655, then the penalties provided in F.S. § 316.655 shall prevail.

(Code 1981, § 17-50)

State law reference—Custody and detention of minors, F.S. § 316.635.

Secs. 66-172—66-190. Reserved.

ARTICLE VI. IMPOUNDMENT*

Sec. 66-191. Authority to impound certain vehicles.

The police may cause to be impounded:

- (1) Any motor vehicle unlawfully parked in violation of any provision of the ordinances of the city or state law which prohibit the parking of vehicles at the place where or time when the impounded motor vehicle is found.
- (2) Any motor vehicle which is:
 - a. A stolen motor vehicle;
 - b. Subject to seizure and forfeiture under the laws of the state; or
 - c. Subject to being held for use as evidence in a criminal trial.
- (3) Any motor vehicle, the continued presence of which, because of the physical location or condition of the motor vehicle, poses a danger to the public safety or to the motor vehicle.

(Code 1981, § 17-71)

*State law reference—Impoundment, F.S. § 316.2045.

Appendix D.

City Resolution No. 96-230, Marked Crosswalk Standards

**Appendix D.
City Resolution No. 96-230 – Marked Crosswalk Standards**

**CITY OF SANIBEL
RESOLUTION NO. 96-230**

A RESOLUTION ESTABLISHING A PROCEDURE, STANDARDS AND FACTORS FOR CONSIDERATION AND ESTABLISHMENT OF MARKED CROSSWALKS WITHIN THE CITY OF SANIBEL; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Sanibel may have a special need for marked crosswalks, especially during the tourist season; and

WHEREAS, there are no state, county or federal warrants for locating marked crosswalks; and

WHEREAS, there is a dearth of established standards for establishment of marked crosswalks, in the profession of traffic engineering and traffic safety; and

WHEREAS, a procedure, standards and factors for consideration as to whether to establish marked crosswalks are necessary due to the unique characteristics of the City of Sanibel and Sanibel Island, especially with regard to bike path location, street location, scenic preservation and seasonal influx of residents and tourists; and

WHEREAS, Florida law provides that pedestrians have the right-of-way in crosswalks;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sanibel, Lee County, Florida:

Section 1. The Council hereby establishes the following PROCEDURE for establishment of marked crosswalks within the City of Sanibel:

- a. All requests for establishment of a marked crosswalk should be filed with or forwarded to the City Manager.
- b. The City Manager, through the City Engineer, will review the request, perform a traffic analysis if advisable, and make a recommendation to the City Council as to whether a crosswalk should be established at the location.
- c. The City Council will make a determination as to whether a marked crosswalk should be established at the location after receiving public input and taking into consideration the City Manager's recommendation.

Section 2. The following STANDARDS should be applied in considering a request for a marked crosswalk or determining whether a marked crosswalk should be established:

- a. Whether, and to what extent, safety of pedestrians or bicyclists is likely to be enhanced as a result of marking.
- b. Whether, and to what extent, traffic flow and safety of vehicular traffic are likely to be impeded as a result of marking.

Section 3. In applying these standards, the following FACTORS, to the extent applicable, should be taken into account:

Appendix E.

Land Development Code

Sec. 126-934

Traffic Visibility Across Corner Lots

Sec. 126-935

Traffic Visibility at Driveway Intersections

Appendix E.

Land Development Code

Sec. 126-934. Traffic Visibility Across Corner Lots

Sec. 126-935. Traffic Visibility at Driveway Intersections

Sec. 126-934. Traffic visibility across corner lots

On corner lot, when both abutting streets are traveled roadways, no structure, including a street graphic, and no part of any vegetation or any other obstruction to vision, may intrude at a height between 30 inches and 60 inches above ground level into a triangular area formed by the point of the intersection of the lines established by the edge of the pavement or the traveled roadway and the points on each of such lines 25 feet from the point of intersection.

Sec. 126-935. Traffic visibility at driveway intersections.

At the intersection of any driveway with a bike path or with a collector or arterial street, no structure, including a street graphic, and no part of any vegetation or any other obstruction to vision, may intrude at a height of between 30 inches and 60 inches above ground level into a triangular area formed by the point of intersection of the lines established by the edge of the driveway and the edge of the bike path, pavement or traveled roadway and the points on each of such lines 15 feet from the point of intersection.

(Ord. No. 85-26, § 1(I.E. 12(c)), 11-27-1985)

Appendix F.

Shared Use Path Safety Awareness Program - Sanibel Bicycle Club, Inc.

Sanibel Bicycle Club
Shared Use Path Safety Awareness Program

In 2008 the Sanibel Bicycle Club launched a public awareness program titled “Bike Safely on Sanibel”. The program was designed to provide path safety education for the many visitors and residents who bike on the island each year, many of whom are not regular bike riders and not familiar with the rules for safe biking. Program materials emphasize safe riding practices, including proper equipment (like helmets, lights at night, and not wearing earphones) and proper riding practices (like riding on the right, passing on the left, warning to pass, and giving pedestrians the right of way).

Elements of the program include: posters for bulletin boards and store windows; fliers in hotel & resort welcome packets; and placemats in restaurants that kids can color while they dine. Also included are “Safe Biking Rules” signs on bike racks and inside bike baskets.

Posters and fliers were illustrated with whimsical cartoon artwork to make the message eye-catching and entertaining, especially to children and families.

Implementation of the new safety program was done by the Sanibel Bicycle Club, aided by a special grant from the Florida Bicycle Association which also provided guidance on the program’s safety messages. Printing and logistical support are being provided by the Sanibel-Captiva Chamber of Commerce. Sanibel’s City staff also provided advice and counsel on the program as it was developed. Many of the illustrations used were provided by Billy Kirkland of Billy’s Bikes. In addition, local businesses cooperated by allowing placement of the materials.

Artwork of Program Elements:

- PDF of the “Safe Biking Rules” sign placed on bike racks and bike baskets.
- PDF of the program poster, in 2 sizes: 8 ½” x 11” and 11” x 17”
- PDF of a children’s restaurant placemat (intended for coloring with crayons)

Photos of the plan materials in use (with suggested captions):

Photo #1: Posters on bulletin boards and other prominent locations.

Photo #2: Fliers placed in condo and resort welcome packets.

Photo #3: Signs fit inside rental bike baskets to provide a reminder of safe biking rules.

Photo #4: An Island bike rack displays a “Safe Biking Rules” sign.

Photo #5: Placemats let kids color as they learn about the rules of the road.

Photo #6 : A large version of the safety poster placed at Billy’s Bikes.

Bike Safety

on Sanibel's Roads and pathways



Ride on the Right.*

Remember you are sharing the path or road with others. Maintain a safe interval between riders.



Pass on the left after an audible warning.*

Ring your bell and call out "Passing on your left".



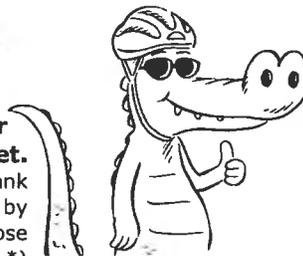
Signal your moves.

Use hand signals to let others know you are slowing, stopping or turning. When stopped, clear the path to allow others to get by.



Always wear a helmet.

Your head will thank you. (Required by state law for those under 16.*)



Don't wear earphones.*

Stay alert, and make sure you can hear what's going on around you.



Be Visible at night.

Use front & rear lights* and wear light-colored or reflective clothing.

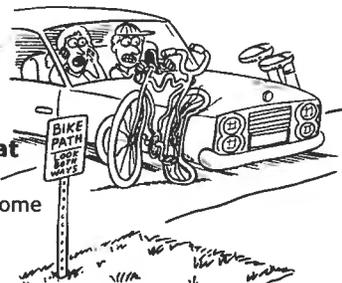
Give right-of-way to pedestrians.*

That includes walkers, skateboarders & roller-bladers.



Be cautious at driveways.

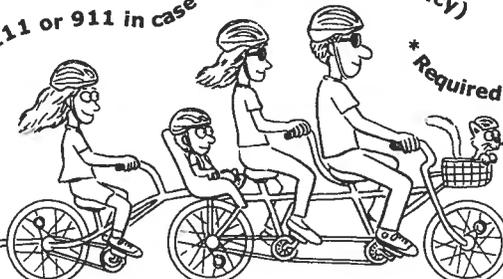
Motorists may come out suddenly.



Report all Crashes.



(Call 239-472-3111 or 911 in case of medical emergency)



* Required by Florida Law

Safe Biking Rules

- Ride on the right, and share path with others.*
- Pass on the left, and give audible warning.*
- Don't use earphones.*
- Use lights at night.*
- Wear a helmet (required by law for riders under 16*).
- Keep a safe interval, and when stopped, clear the path.
- Pedestrians have right-of-way.*
- Report all crashes.
Call 239-472-3111
(or 911 for emergencies)

* Required by Florida Law

No Beach Riding

Bike Safely

on Sanibel's roads and pathways



Ride on the right.*
Remember, you are sharing the path with others. Maintain a safe interval between riders.



Pass on the left after an audible warning.*
Ring your bell, and call out "Passing on your left".

Signal your moves.
Use hand signals to let others know you are slowing, stopping or turning. When stopped, clear the path to allow others to get by.



Always wear a helmet.
Your head will thank you. (Required by state law for those under 18.)*



Don't wear earphones.*
Stay alert, and make sure you can hear what's going on around you.

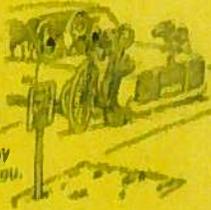


Be visible at night.
Use front & rear lights*, and wear light-colored or reflective clothing.

Give right-of-way to pedestrians.*
That includes walkers, skateboarders & roller-bladers.



Be cautious at driveways.
Motorists may not see you.



* Required by Florida Law

Report all crashes. Call 330-477-2111 or 911 in case of medical emergency.

Sponsors: Sanibel Bicycle Club / Florida Bicycle Association / sharetheroad.org / Sanibel-Captiva Chamber of Commerce

Welcome
Visitors!

Bike Safely on Sanibel's roads and pathways



Ride on the right.*
Remember, you are sharing the path with others. Maintain a safe interval between riders.



Pass on the left after an audible warning.*
Ring your bell, and call out "Passing on your left!"

Signal your moves.
Use hand signals to let others know you are slowing, stopping or turning. When stopped, clear the path to allow others to get by.



Always wear a helmet.
Your head will thank you. (Required by state law for those under 16.)*



Don't wear headphones.*
Stay alert, and make sure you can hear what's going on around you.



Be visible at night.
Use front & rear lights*, and wear light-colored or reflective clothing.



Give right-of-way to pedestrians.*
That includes walkers, skateboarders & rollerbladers.



Be cautious at driveways.
Motorists may not see you.

* Required by Florida Law.

Report an Ombos. Call 239-477-3111 or 911 in case of medical emergency.

Sponsors: Sanibel Bicycle Club/Florida Bicycle Association/sharetheroad.org/Sanibel-Captive Chamber of Commerce

Safe Biking Rules

- Ride on the right, and share path with others.*
- Pass on the left, and give audible warning.*
- Don't use earphones.*
- Use lights at night.*
- Wear a helmet (required by law for riders under 16*).
- Keep a safe interval, and when stopped, clear the path.
- Pedestrians have right-of-way.*
- Report all crashes.
Call 239-472-3111
(or 911 for emergencies)

No Biking

Safe Biking Rules

- Ride on the right, and share path with others.*
- Pass on the left, and give audible warning.*
- Don't use earphones.*
- Use lights at night.*
- Wear a helmet (required by law for riders under 16*).
- Keep a safe interval, and when stopped, clear the path.
- Pedestrians have right-of-way.*
- Report all crashes. Call 239-472-3111 (or 911 for emergencies)

* Required by Florida Law

No Beach Riding

Bike Safely on Sanibel



Ride on the right.*
Remember, you are sharing the path with others. Maintain a safe interval between riders.

Signal your moves.
Use hand signals to let others know you are slowing, stopping or turning. When stopped, clear the path to allow others to get by.



Don't wear earphones.*
Stay alert, and make sure you can hear what's going on around you.

* Required by Florida Law.



Pass on the left after an audible warning.*
Ring your bell, and call out "Passing on your left".

Give right-of-way to pedestrians.*
That includes walkers, skateboarders & roller-bladers.



Always wear a helmet.
Your head will thank you. (Required by state law for those under 16.)*

Be visible at night.
Use front & rear lights*, and wear light-colored or reflective clothing.



Be cautious at driveways.
Motorists may not see you.



Report all Crashes. Call 781-472-3111 or 911 in case of medical emergency.



Colored by:
Alexa
Clowers
North Carolina



Bike Safely on Sanibel

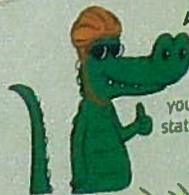


Ride on the right.*
Remember, you are sharing the path with others. Maintain a safe interval between riders.

OUTTA MY WAY!



Pass on the left after an audible warning.*
Ring your bell, and call out "Passing on your left".



Always wear a helmet.
Your head will thank you. (Required by state law for those under 16 *)

Signal your moves.
Use hand signals to let others know you are slowing, stopping or turning. When stopped, clear the path to allow others to get by.



Give right-of-way to pedestrians.*
That includes walkers, skateboarders & rollerbladers.



Be visible at night.
Use front & rear lights*, and wear light-colored or reflective clothing.



Don't wear earphones.*
Stay alert, and make sure you can hear what's going on around you.

Be cautious at driveways.
Motorists may not see you



Report all crashes. Call 239-472-3111 or 911 in case of medical emergency.

*** Required by Florida Law.**



Appendix G.

Shared Use Path Users and Summary of 2006 Shared Use Path Intercept Survey and Community Outreach Program

Appendix G.

Shared Use Path Users Summary of 2006 Shared Use Path Intercept Survey and Community Outreach Program

Source: Sprinkle Consulting, Inc.

November 1, 2007

4.1 Introduction

Public input of Sanibel citizens was received regarding the existing conditions described above, as well as recommendations for future improvements. This input was garnered through two primary activities: an intercept survey of users on the paths, which was part of an effort to gather path usage statistics, and a community open house workshop, which was supplemented by an open e-mail comment period. These activities and their results are described in this section.

4.2 Development of Pathway User/Usage Database (Intercept Survey)

Many factors have been found to contribute to the number of individuals who ride bikes in a community. Several studies have found that increasing the miles of bicycle facilities increases the number of commuter cyclists^{3,4}. More recently and in Florida, FDOT District 7's *Corridor-Level Mode Shift & Induced Recreational Travel Study* (May 2006), and FDOT Central Office's *Conserve by Bicycle Program Study* (November 2006) confirmed that the amount of utilitarian and recreational riding is dependent upon many characteristics of the built environment. These characteristics include the following:

- Mile of bicycling facilities provided
- Aesthetics of the riding environment
- Points of interest along the facilities
- Proximity to user populations
- Overall connectivity of the bicycling network

³Nelson, Arthur C., David Allen, If you Build Them, Commuters Will Use Them, If You Build Them, Commuters Will Use Them Association Between Bicycle Facilities and Bicycle Commuting. In *Transportation Research Record 1578*, TRB, National Research Council, Washington, D.C., 1997, pp. 79-83.

⁴Dill, Jennifer, Theresa Carr, Bicycle Commuting and Facilities in Major US Cities. If You Build Them, Commuters Will Use Them. In *Transportation Research Record 1828*, TRB, National Research Council, Washington, D.C., 2003, pp. 116-123.

Sanibel provides for all of these factors in ways that exceed all other communities in Florida. This has resulted in high volumes of non-motorized users on Sanibel's roads and pathway system.

To provide baseline information to decision makers for policy and operational decisions, an aspect of this *Plan* involved providing information on rider volumes and trip characteristics. Specifically, one objective of this *Comprehensive Shared Use Path Plan* is to "Develop a database of information on usage and users that will assist the City to respond to policy issues as they arise." To this end, the *Plan* consulting team and City of Sanibel staff conducted a survey of shared use path users in April 2006. The survey effort had two components: 1) a questionnaire designed to gather user characteristics and elicit feedback, and 2) a user count. In combination with the review of official documents, the results of this survey provide a clearer perception of the existing conditions of Sanibel's pathways.

The questionnaire was developed by the consulting team and then refined based upon comments from City staff. The instrument was designed to capture a variety of user characteristics and information, including community of residence information, trip characteristics, path usage data, helmet usage, and general comments regarding the path network. A copy of the questionnaire is shown in Figure G.1.

In addition to the survey information, the City was interested in obtaining baseline data of the total count of pathway (and non-motorized roadway) users in the City of Sanibel. Consequently, the user count data collection form was developed and used to tally path users by hour and by mode of transportation (bicycle, pedestrian, tandem, inline skates, surrey, etc.) An indication of anyone passing the survey location using the roadway instead of the path was also included. A blank count sheet is also included in this document as Figure G.2.

The survey was held at six strategic locations selected to capture a majority of the path users during the survey times. With one exception (Sanibel-Captive Road west of Rabbit Road), all locations were T-intersections, and users arriving from all three approaches to the intersection were counted and offered a change to answer the questionnaire. The six locations are listed below:

- Sanibel-Captiva Road west of Rabbit Road;
- Sanibel-Captiva Road @ Tarpon Bay Road;
- West Gulf Drive @ Tarpon Bay Road;
- Periwinkle Way @ Casa Ybel Road;
- Middle Gulf Drive @ Donax Street; and
- Periwinkle Way @ East Gulf Drive.

A weekday afternoon and a weekend morning were chosen as the optimum time periods to both maximize users and capture a variety of user types and trip purposes. Specifically, the surveys were conducted during the week following Easter on Thursday, April 20 from 12:30 PM to 4:30 PM, and on Saturday, April 22 from 8:00 AM to 12:00 PM. The survey was not announced or publicized in advance. The survey was administered by City staff workers on both days. Two workers were present at each of the sites, one performing the user counts and the other administering the surveys (because of expected high path volume, an additional surveyor was stationed at the Periwinkle Way @ Casa Ybel Road location). The weather was sunny and warm both days with high temperatures near 90°F (see Figure G.3).



Figure G1
City of Sanibel
SHARED USE PATH TRAVEL SURVEY

We are City of Sanibel are working to provide you the best transportation/recreation system. To do this, we need to better understand travelers' characteristics along this pathway corridor.

Please help us out by taking a couple of minutes to answer these brief survey questions regarding your present trip. Thank you for your valued time and help!

What is today's date? _____ / _____ / 2006

Tell us about yourself....

1. Where is your primary residence?

- Sanibel
- Elsewhere in Lee County
- Elsewhere in Florida
- United States outside Florida
- Outside the United States

2. If Sanibel is your primary residence, what months of the year do you live here?

3. If Sanibel is not your primary residence, what is the length of your stay?

- 1-2 Days
- 3-7 Days
- 1 Week – 1 Month
- 1 – 2 Months
- Longer than 2 months

4. If you are riding a bicycle or other conveyance, is that bicycle or conveyance?

- Self-owned
- Rented
- Provided by the property at which you are staying
- Other _____

Tell us about your present trip

5. What is the primary purpose of your present trip (please choose only one response)

- | | |
|----------------------|------------------------------|
| Commute to/from Work | Fitness |
| School | Walking the Dog |
| Shopping/Errands | Other (Please Specify) _____ |
| Recreation | |

6. What is the origin of your present trip?

7. What destination of your present trip?

8. Approximately how many total miles (or hours) do you plan on traveling today using your current mode of transportation? _____

Tell us about your general habits and preferences ...

9. How many times during the past week have you done the following activities within Sanibel?

Jogged/Walked	_____	Total Weekly Miles	_____
Ridden a Bicycle	_____	Total Weekly Miles	_____
Inline Skated	_____	Total Weekly Miles	_____
Other ()	_____	Total Weekly Miles	_____

10. What do you think could be done to improve the Sanibel shared-use path system?

11. Additional comments/notes. _____

Thank you for participating in this survey!

OFFICIAL USE ONLY

1.
2.
3.
4.

Street Name: _____

Time Period: _____

Data Collector: _____

User Type	On/Off Street	
Pedestrian	on	
	off	
Bicycle	on	
	off	
Recumbent Bicycle	on	
	off	
Tandem Bicycle	on	
	off	
Inline Skates	on	
	off	
Skateboard	on	
	off	
Kick Scooter	on	
	off	
Other (define)	on	
	off	
Other (define)	on	
	off	
Other (define)	on	
	off	

Figure G.2. Path User Count Sheet



Figure G.3. Surveying path users in Sanibel

At a staff briefing prior to the survey, the City workers were briefed regarding the questionnaire and general survey instructions which are included as part of this Appendix. Yellow signs reading “PATH SURVEY AHEAD” were placed on the approaches to the intersections. As path users approached, they were asked if they would be willing to participate in a path survey for the City of Sanibel; cold water bottles were offered as an incentive to accept the invitation. The questions were read to the users and transcribed on the questionnaire by the surveyors. The surveyors were instructed to administer only one survey to each party of travelers, even if there was more than one person in the group.

The user counts indicate a total of 4007 trail users crossing the six survey locations during the specified times. The location with the highest path volume (1142) was West Gulf Drive @ Tarpon Bay Rd, which is heavily traveled in large part because of the beach parking lot located just north of the intersection along Tarpon Bay Rd. Table G.1 shows the user counts for each location, and Table G.2. indicates the number of users by mode. Complete hourly counts by mode and location, which also include on-road non-motorized travelers, are included as part of Appendix G.

Table G.1. User Count by date and Location

Location	Thursday 4/20	Saturday 4/22	Total
San-Cap Rd W of Rabbit Rd	146	220	366
San-Cap Rd @ Tarpon Bay Rd	230	204	434
West Gulf Dr @ Tarpon Bay Rd	662	480	1142
Periwinkle Way @ Casa Ybel Rd	484	359	843
Middle Gulf Dr @ Donax St	240	278	518
Periwinkle Way @ East Gulf Dr	328	376	704

Table G.2. Modal User Count

Non-Motorized Mode	User Count	User %
Bicycle	2979	74.88
Pedestrian	771	19.38
Tandem Bicycle	139	3.49
Recumbent Bicycle	26	0.65
Surrey	26	0.65
Bicycle with Trailer	17	0.43
Inline Skates	9	0.20
Pedestrian with Stroller	7	0.18

A total of 442 questionnaires was filled out, 208 on Thursday and 234 on Saturday. Highlights of the results are shown below:

- 36% names Sanibel as their primary residence, 4% Lee County outside Sanibel, 1% Florida outside Lee County, 53% United States outside Florida, and 6% international;
- Among residents, the average number of months residing on the Island is 9.67;
- Among visitors, the majority were visiting Sanibel for longer than one week but less than one month;
- For those riding a bicycle or other conveyance, 62% owned the conveyance while the remainder were rented or provided by a rental property;
- The most common trip purpose was recreation (45%), followed by fitness (29%), shopping/errands (19%), commuting to or from work (3%), walking the dog (1%), and school (1%); the remaining 2% of trip purposes did not fit into these categories;
- Among bicyclists, 37% were wearing helmets;
- The average group size was 1.97;
- The average daily miles of travel on the day of the survey, regardless of mode, was 10.95;
- The average distance of a bicycling trip (including recumbents and tandems) was 22.1 miles; the average walking trip was 3.6 miles; and
- The respondents were 50% male, 41% female.

The mileage data can be used to provide an approximate base line for future reference. In all, bicyclists reported a total mileage of 7934 miles ridden during the two study periods. Translated to a four month season, and assuming each count represents an average weekday afternoon or weekend morning, this can be roughly extrapolated to 460,000 miles of bicycling during these hours in the peak season. The total walking miles reported in the surveys was 215 miles.

The westernmost survey location was located approximately one-half mile from the entrance to the Sanibel School and multiple students were surveyed at this location after leaving school. As such, it was determined that a representative sample of schoolchildren was achieved through this survey effort.

The database compiled from this survey effort is anticipated to be used by the City to assist in the response to future policy issues as they arise.

4.3 Open House Workshop

In addition to the user intercept survey, the Sanibel public was also engaged through an Open House Public Workshop held in November 2006 (Figures G.5 and G.6). The workshop was held at BIG ARTS and consisted of a series of “move at your own pace” topic stations, including the following:

- Welcome – participants signed in, provided their contact information, and were briefed regarding the other station activities
- Existing Conditions – participants viewed a continuously running presentation showing the City’s existing path network, a list of path-related policies, a description of the City’s path-related activities in recent years, user rates at various locations, and photographs of residents and visitors enjoying the paths
- Survey Results – participants were presented the results of the user survey described above
- Conceptual Plans – participants were presented the results of the user survey described above
- Needs Identification – participants interactively identified desired path system expansions and were given comment cards for additional Plan-related comments

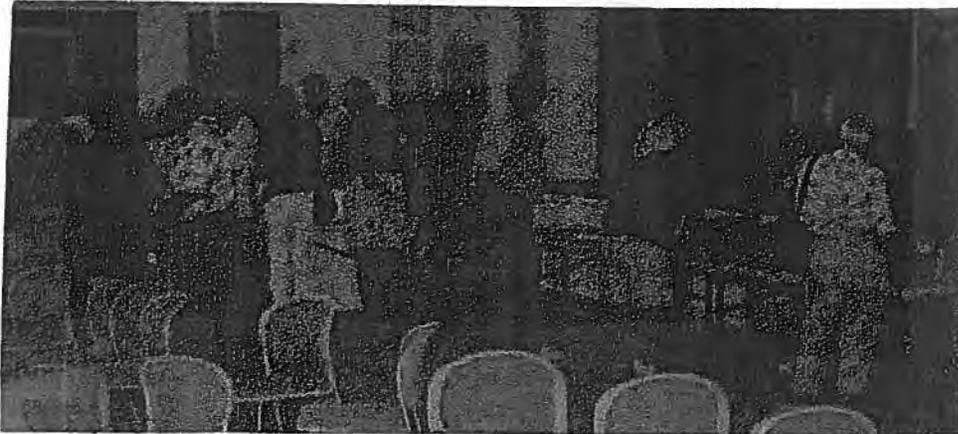


Figure G.5. Open house participants



Figure G.6. Participant discussion concept plans

In addition, City staff hosted another station at which participants could view plans for the proposed realignment of Periwinkle Way and provide feedback. For interested parties unable to attend the workshop, an e-mail address was set up to receive additional comments. This electronic comment submittal system was advertised on the City's website and in local newspapers. Public comments from the workshop and the e-mail system were catalogued, reviewed, and compared with the results of the user intercept survey to identify any additional desired projects.

Using the same assumptions, this represents 10,812 miles of walking during these hours of the peak season.

Comparison to Other Florida Pathways

The user counts that were performed coincidentally with the Sanibel shared use path intercept survey have been compared to similar counts performed for other shared use path facilities around the state of Florida (Table G.3.). These statewide counts were conducted for several distinct Florida Department of Transportation research studies: FDOT District 1's Sidepath Safety Study (counts conducted in March 2004), FDOT District 7's Corridor-Level Mode Shift & Induced Recreational Travel Study (May 2006), and FDOT Central Office's Conserve by Bicycle Program Study (November 2006). These various user counts each took place for 3-5 hours on a weekday afternoon, making them comparable to the Sanibel 4-hour weekday count on April 20, 2006. Most of the other paths are sidepaths (located in the same right-of-way as a parallel roadway), though a few are independently aligned trails. As can be seen in the table, the average user count among the six Sanibel count stations is significantly higher than even the Pinellas Trail, which is generally considered as one of Florida's (and the Nation's) premier trails. Furthermore, the Sanibel counts dwarf the statewide average. This information reinforces the notion that Sanibel's path system is unique within the state in terms of its very high level of usage. This fact has many potential implications, including providing the City with leverage in applying for path funding resources.

Table G.3. Shared Use Path User Counts in Florida

Path Facility	County	Count Date	Bicyclists	Pedestrians
Archer Rd	Alachua	3/3/2004	9	5
Black Creek Trail	Clay	3/10/2004	25	3
Six-Mile Cypress Pkwy	Lee	3/11/2004	14	2
U.S. 98	Walton	3/17/2004	31	32
Suncoast Trail	Pasco	3/18/2004	71	31
S.R. 84	Broward	3/24/2004	5	0
Bruce B. Downs Blvd.	Hillsborough	5/17/2006	10	3
Pinellas Trail	Pinellas	5/23/2006	92	108
St. Marks Trail	Wakulla	11/13/2006	15	8
Sprig-to-Spring Trail	Volusia	11/14/2006	3	1
20 th St	Hillsborough	11/15/2006	21	3
Upper Tampa Bay Trail	Hillsborough	11/16/2006	22	24
M-Path	Miami-Dade	11/16/2006	32	46
West Orange Trail	Orange	11/20/2006	16	6
Average	N/A	N/A	26	19
Sanibel Average	Lee	4/20/2007	274	68

Pathway User Recommendations

One of the most instructive elements of the questionnaire was the space provided for comments by the path users (“What do you think could be done to improve the Sanibel shared-use path system?” and “Additional comments/note”). From the 242 completed questionnaires, over 250 unique comments and nearly 1000 total comments were received. For ease of communication these comments were broken down into fourteen general categories. A pie chart (Figure G.4) showing the relative prevalence of these categories is shown below. The most commonly cited comment types, each representing about 16% of the total, were maintenance issues (generally resurfacing and vegetation trimming), path widening needs (both generally and site-specific), and positive comments. A list of all specific comments and their respective number of occurrences is included as part of this Appendix.

Sanibel Path Survey Comment Types

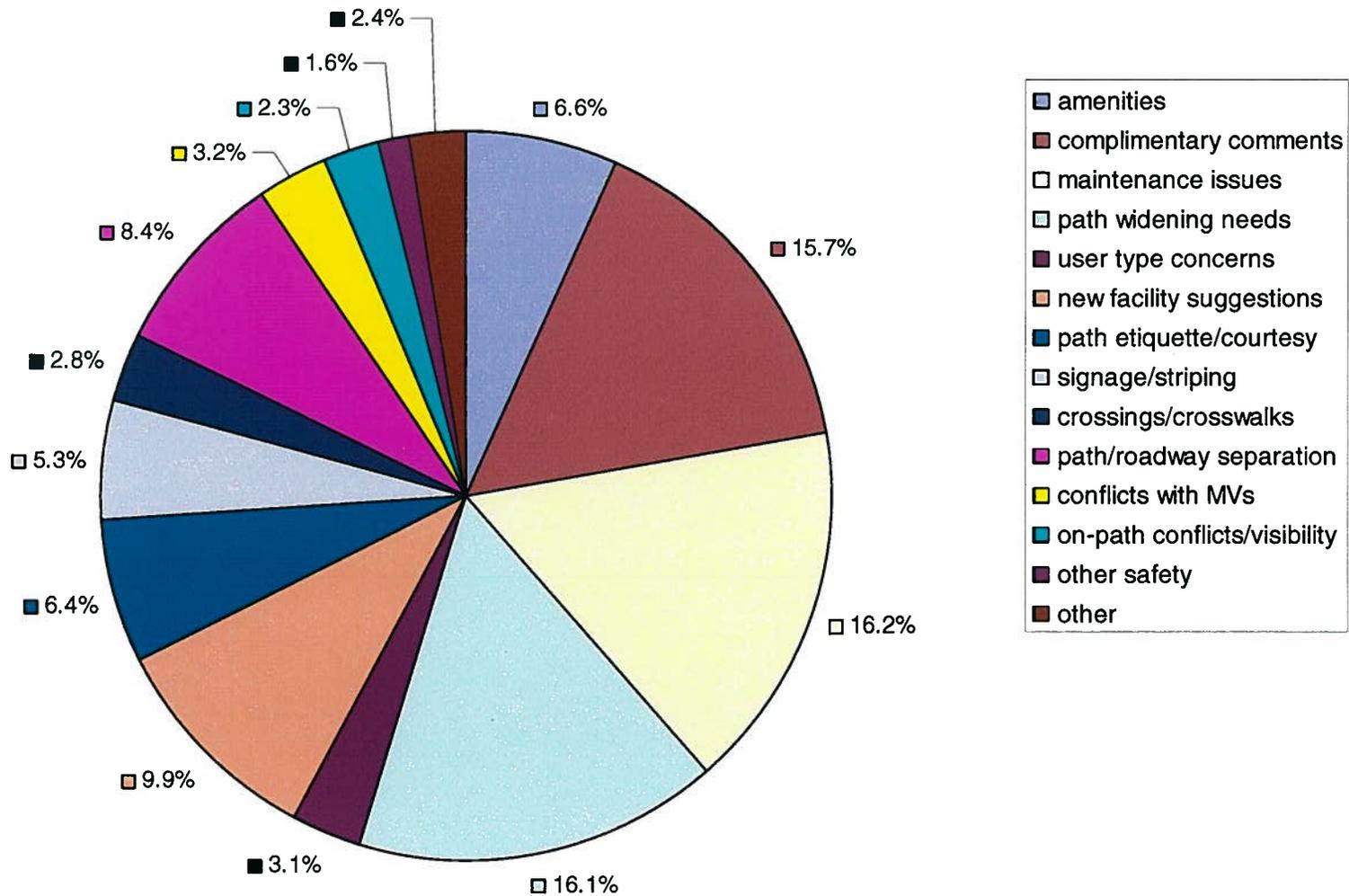


Figure G.4 Relative Prevalence of Comment Types

Sanibel Shared-Use Path Surveyor Instructions

Safety Instructions

- Please wear your safety vest at all times.
- When available, use any marked crosswalks if you need to cross the intersection

Survey Instructions

- As anyone approaches your station on the shared-use path, attempt to flag him or her down in a friendly manner. Please hold out a water bottle, which will be used as an incentive for the potential survey takers.
- Use the following opening line, or some variation of it: "Would you mind taking a few minutes to answer some questions about the paths in Sanibel?"
- If they decline, thank them and wait for the next traveler. If they accept, thank them and begin administering the survey.
- If there is more than one person in the group, either administer the survey to a particular individual or have the group answer the questions collectively. Please do not administer more than one survey to the same group.
- Fill out the answer yourself on the survey. If possible, have the person read the survey along with you as they answer the questions; this way, they can see the possible responses.
- After administering the survey, thank the person again and fill out the information in the "Official Use Only" box. #1 represents the traveler's sex (M or F), #2 is group size (how many people are traveling in the party), #3 is mode of transportation (pedestrian, bicycle, inline skates, wheelchair, recumbent bicycle, Segway, bike w/training wheels, surrey, etc.), and #4 is helmet usage (Y or N).
- We would also like to keep a total count of the users who cross your location by hour. For each person who passes your location, regardless of whether he or she accepts the survey, please make a tally mark on the streets provided to you in the appropriate column (mode). Most users will be using the path and should be coded in the off-street row. If anyone is in the street itself, code them in the "on-street row."
- Be safe, be friendly, and have fun!

Question-Specific Instructions/Notes

- #1. If someone has questions about the appropriate definition of “primary residence,” ask where his or her driver license is issued or where they vote.
- #2. Write a span of months in the blank, or “year-round” if appropriate.
- #5. Some people may have a trip chain wherein they are making several stops. If this is the case, we are interested only in the trip beginning at their last stop and ending at their next stop (hence the need for only one check mark).
- #6/7. People may answer this question in whatever way they wish (address, business name, intersection of streets, pointing in a direction and saying “two miles that way,” etc.). Please write the answer in the blanks provided, keeping in mind that we’ll ultimately need to be able to figure out the actual location of the origin or destination.
- #8. We are hopeful that more people will be able to give a mileage estimate. If they are struggling to do so, we will also accept a duration (i.e., 2 hours) instead of a distance.
- #9. For the “Other” option, please write in any valid transportation modes names by the respondent, including those listed on the previous page.
- #10. This is obviously an open-ended question. Answers may involve the need for paths in specific locations, general or specific safety concerns, or characteristics of the paths themselves. Please transcribe enough of the response to capture the essence of the comments.
- #11. This is not something you explicitly need to ask. If something comes up during one of the previous questions that needs to be explained, this is the place to put it. For example, a respondent in a group of three may say “I’m from here, but my three buddies riding with me are visiting from Canada.” If necessary, this space can also be used for overflow from question #10.

Sanibel Shared Use Path User Count: Middle Gulf Drive @ Donax Street

Mode	Thursday 4/20/06 12:30 P.M. – 1:30 P.M.	Thursday 4/20/06 1:30 P.M. – 2:30 P.M.	Thursday 4/20/06 2:30 P.M. – 3:30 P.M.	Thursday 4/20/06 3:30 P.M. – 4:30 P.M.	4/20/06 Total	Saturday 4/22/06 8:00 A.M. – 9:00 A.M.	Saturday 4/22/06 9:00 A.M. – 10:00 A.M.	Saturday 4/22/06 10:00 A.M. – 11:00 A.M.	Saturday 4/22/06 11:00 A.M. – 12:00 P.M.	4/22/06 Total	Grand Total
Bicycle	57	70	56	34	217	45	41	44	43	173	390
Pedestrian	2	0	6	10	18	28	31	19	11	89	107
Tandem Bicycle	0	4	0	0	4	1	3	0	3	7	11
Recumbent Bicycle	0	0	0	0	0	0	2	4	2	8	390
Bicycle w/Trailer	0	0	0	0	0	0	0	0	0	0	0
Pedestrian w/Stroller	0	0	0	0	0	0	0	0	0	0	0
Surrey	0	0	1	0	1	0	0	1	0	1	2
Inline Skates	0	0	0	0	0	0	0	0	0	0	0
Skateboard	0	0	0	0	0	0	0	0	0	0	0
Moped	0	0	0	0	0	0	0	0	0	0	0
ATV	0	0	0	0	0	0	0	0	0	0	0
Bicycle (on road)	2	1	1	0	4	6	7	1	0	14	18
Pedestrian (on road)	0	0	0	0	0	3	0	0	0	3	3
Tandem Bicycle (on road)	0	0	0	0	0	0	1	0	0	1	1
Total	61	75	64	44	244	83	85	69	59	296	540

Sanibel Shared Use Path User Count: San-Cap Rd W of Rabbit Rd

Mode	Thursday 4/20/06 12:30 P.M. – 1:30 P.M.	Thursday 4/20/06 1:30 P.M. – 2:30 P.M.	Thursday 4/20/06 2:30 P.M. – 3:30 P.M.	Thursday 4/20/06 3:30 P.M. – 4:30 P.M.	4/20/06 Total	Saturday 4/22/06 8:00 A.M. – 9:00 A.M.	Saturday 4/22/06 9:00 A.M. – 10:00 A.M.	Saturday 4/22/06 10:00 A.M. – 11:00 A.M.	Saturday 4/22/06 11:00 A.M. – 12:00 P.M.	4/22/06 Total	Grand Total
Bicycle	49	48	43	6	146	38	46	62	65	211	357
Pedestrian	0	0	0	0	0	6	31	0	2	8	8
Tandem Bicycle	0	0	0	0	0	0	0	0	0	0	0
Recumbent Bicycle	0	0	0	0	0	0	0	0	1	1	1
Bicycle w/Trailer	0	0	0	0	0	0	0	0	0	0	0
Pedestrian w/Stroller	0	0	0	0	0	0	0	0	0	0	0
Surrey	0	0	0	0	0	0	0	0	0	0	0
Inline Skates	0	0	0	0	0	0	0	0	0	0	0
Skateboard	0	0	0	0	0	0	0	0	0	0	0
Moped	0	0	0	0	0	0	0	0	0	0	0
ATV	0	0	0	0	0	0	0	0	0	0	0
Bicycle (on road)	2	0	0	0	0	0	5	4	0	9	9
Pedestrian (on road)	0	0	0	0	0	0	0	0	0	0	0
Tandem Bicycle (on road)	0	0	0	0	0	0	0	0	0	0	0
Total	49	48	43	6	146	44	51	66	68	229	375

Sanibel Shared Use Path User Count: San-Cap Rd @ Tarpon Bay Rd

Mode	Thursday 4/20/06 12:30 P.M. – 1:30 P.M.	Thursday 4/20/06 1:30 P.M. – 2:30 P.M.	Thursday 4/20/06 2:30 P.M. – 3:30 P.M.	Thursday 4/20/06 3:30 P.M. – 4:30 P.M.	4/20/06 Total	Saturday 4/22/06 8:00 A.M. – 9:00 A.M.	Saturday 4/22/06 9:00 A.M. – 10:00 A.M.	Saturday 4/22/06 10:00 A.M. – 11:00 A.M.	Saturday 4/22/06 11:00 A.M. – 12:00 P.M.	4/22/06 Total	Grand Total
Bicycle	53	74	67	19	213	47	30	59	51	187	400
Pedestrian	1	1	0	2	4	4	0	2	4	10	14
Tandem Bicycle	3	4	0	0	7	1	0	0	5	6	13
Recumbent Bicycle	2	1	1	0	4	0	0	0	1	1	5
Bicycle w/Trailer	1	0	0	0	1	0	0	0	0	0	1
Pedestrian w/Stroller	0	0	0	0	0	0	0	0	0	0	0
Surrey	0	1	0	0	1	0	0	0	0	0	1
Inline Skates	0	0	0	0	0	0	0	0	0	0	0
Skateboard	0	0	0	0	0	0	0	0	0	0	0
Moped	0	0	0	0	0	0	0	0	0	0	0
ATV	0	0	0	0	0	0	0	0	0	0	0
Bicycle (on road)	1	0	0	0	1	6	0	5	0	5	6
Pedestrian (on road)	0	0	0	0	0	3	0	0	0	0	0
Tandem Bicycle (on road)	0	0	0	0	0	0	0	0	0	0	0
Total	61	81	68	21	231	52	30	66	61	209	440

Sanibel Shared Use Path User Count: West Gulf Dr @ Tarpon Bay Rd

Mode	Thursday 4/20/06 12:30 P.M. – 1:30 P.M.	Thursday 4/20/06 1:30 P.M. – 2:30 P.M.	Thursday 4/20/06 2:30 P.M. – 3:30 P.M.	Thursday 4/20/06 3:30 P.M. – 4:30 P.M.	4/20/06 Total	Saturday 4/22/06 8:00 A.M. – 9:00 A.M.	Saturday 4/22/06 9:00 A.M. – 10:00 A.M.	Saturday 4/22/06 10:00 A.M. – 11:00 A.M.	Saturday 4/22/06 11:00 A.M. – 12:00 P.M.	4/22/06 Total	Grand Total
Bicycle	106	70	60	54	290	65	78	88	73	304	594
Pedestrian	80	100	111	59	350	26	24	41	44	135	485
Tandem Bicycle	8	0	1	2	11	5	4	5	9	23	34
Recumbent Bicycle	2	1	0	0	3	0	0	3	2	5	8
Bicycle w/Trailer	0	0	2	0	2	0	0	3	0	3	5
Pedestrian w/Stroller	0	3	0	0	3	2	1	0	1	4	7
Surrey	0	1	0	2	3	0	0	1	1	2	5
Inline Skates	0	0	0	0	0	0	0	0	4	4	4
Skateboard	0	0	0	0	0	0	0	0	0	0	0
Moped	0	0	0	0	0	0	0	0	0	0	0
ATV	0	0	0	0	0	0	0	0	0	0	0
Bicycle (on road)	2	0	0	0	0	4	7	0	0	11	11
Pedestrian (on road)	0	0	0	0	0	0	0	0	0	0	0
Tandem Bicycle (on road)	0	0	0	0	0	0	0	0	0	0	0
Total	196	175	174	117	662	102	114	141	134	491	1153

Sanibel Shared Use Path User Count: Periwinkle Way @ Casa Ybel Rd

Mode	Thursday 4/20/06 12:30 P.M. – 1:30 P.M.	Thursday 4/20/06 1:30 P.M. – 2:30 P.M.	Thursday 4/20/06 2:30 P.M. – 3:30 P.M.	Thursday 4/20/06 3:30 P.M. – 4:30 P.M.	4/20/06 Total	Saturday 4/22/06 8:00 A.M. – 9:00 A.M.	Saturday 4/22/06 9:00 A.M. – 10:00 A.M.	Saturday 4/22/06 10:00 A.M. – 11:00 A.M.	Saturday 4/22/06 11:00 A.M. – 12:00 P.M.	4/22/06 Total	Grand Total
Bicycle	145	113	98	72	426	59	51	91	90	291	400
Pedestrian	0	4	3	6	13	10	0	10	0	26	14
Tandem Bicycle	9	11	5	3	28	5	0	11	6	24	13
Recumbent Bicycle	0	0	1	0	1	0	0	0	3	3	5
Bicycle w/Trailer	3	2	1	0	6	2	0	1	2	5	1
Pedestrian w/Stroller	0	0	0	0	0	0	0	0	0	0	0
Surrey	4	0	2	2	8	0	0	2	2	5	1
Inline Skates	0	0	0	0	0	1	0	0	2	3	0
Skateboard	0	0	0	0	0	0	0	0	0	0	0
Moped	0	0	0	0	0	0	0	0	0	0	0
ATV	0	0	0	0	0	0	0	2	0	2	0
Bicycle (on road)	0	0	0	0	0	0	0	0	0	0	6
Pedestrian (on road)	0	0	0	0	0	0	0	0	0	0	0
Tandem Bicycle (on road)	0	0	0	0	0	0	0	0	0	0	0
Total	161	130	110	83	484	77	30	117	105	359	843

Sanibel Shared Use Path User Count: Periwinkle Way @ East Gulf Dr

Mode	Thursday 4/20/06 12:30 P.M. – 1:30 P.M.	Thursday 4/20/06 1:30 P.M. – 2:30 P.M.	Thursday 4/20/06 2:30 P.M. – 3:30 P.M.	Thursday 4/20/06 3:30 P.M. – 4:30 P.M.	4/20/06 Total	Saturday 4/22/06 8:00 A.M. – 9:00 A.M.	Saturday 4/22/06 9:00 A.M. – 10:00 A.M.	Saturday 4/22/06 10:00 A.M. – 11:00 A.M.	Saturday 4/22/06 11:00 A.M. – 12:00 P.M.	4/22/06 Total	Grand Total
Bicycle	82	69	61	57	269	48	67	82	53	250	519
Pedestrian	7	3	8	3	21	56	24	19	11	110	131
Tandem Bicycle	5	1	6	2	14	0	7	4	4	15	29
Recumbent Bicycle	0	0	0	0	0	0	0	0	0	0	0
Bicycle w/Trailer	0	0	0	0	0	0	0	0	0	0	0
Pedestrian w/Stroller	0	0	0	0	0	0	0	0	0	0	0
Surrey	0	0	2	3	5	0	0	0	0	0	5
Inline Skates	0	0	0	0	0	1	0	0	0	1	1
Skateboard	0	0	1	4	5	0	0	0	0	0	5
Moped	0	7	7	0	14	0	0	0	0	0	14
ATV	0	0	0	0	0	0	0	0	0	0	0
Bicycle (on road)	3	2	0	2	7	10	0	3	2	15	22
Pedestrian (on road)	0	0	0	0	0	0	0	0	0	0	0
Tandem Bicycle (on road)	0	0	0	0	0	0	0	0	0	0	0
Total	97	82	85	71	335	115	98	108	70	391	726

Sanibel Shared Use Path User Comments

Comment	#
Paths should be wider	113
Great/nice/impressed/fabulous/good/wonderful/enjoyable/pleasurable/excellent/marvelous/lovely/perfect/impressive	101
General bumpy/resurfacing needs	45
Periwinkle path too close to road	33
OK/fine	30
Separate paths from roadway	22
Eliminate bumps caused by roots	19
Bicyclist education/courtesy/awareness	18
Rabbit Rd path needs repaving/has root problems	18
More shade	17
Vegetation needs trimming	17
Safety/etiquette instructions for renters/tourists	16
Periwinkle is dangerous/scary/unsafe	14
Water fountains	12
More centerlines needed	11
More paths in general	10
Motorist awareness/courtesy/yielding	10
Ban Segways	9
General safety	9
More signage	9
Path all the way to Captiva	9
Create Periwinkle bypass (Sanibel Steakhouse to Bank of the Islands)	8
Path needed to City Hall and library	8
Pothole problematic	8
Resurfacing needed on San-Cap from Wulfert to Pine Ave	8
Some turns are too narrow	8
Mandatory bike bell rule	7
Path on north side of Periwinkle	7

Sanibel Shared Use Path User Comments (Cont'd.)

Comment	#
Intersection/crossing improvements	6
More off-road paths	6
Physical divider along Periwinkle	6
Surreys too big for paths	6
Benches	5
Bicyclists should ride on the paths, not the roads	5
Bike path needed on Captiva	5
Blind curves problematic	5
East Gulf Dr is too narrow	5
Improve visibility of crosswalks/re-paint	5
More crosswalks along Periwinkle	5
Path should continue to Dixie Beach	5
People don't stay on the right side of the path	5
Widen Periwinkle Path	5
Better maintenance needed	4
Gators near Doc Ford's/Rabbit Rd	4
Heavy MV traffic	4
Make water available	4
Move paths from high traffic areas	4
Path needed at Dixie Beach and Bailey Rd.	4
Paths why we live on Sanibel	4
Significant reason why we visit	4
Widen Tarpon Bay path	4
Ban surreys	3
Construct to DOT width standards	3
Cyclists should not use paths	3
Decrease amount of time for construction	3
Give out maps	3
Light paths	3

Sanibel Shared Use Path User Comments (Cont'd.)

Comment	#
Mile markers	3
More crosswalks	3
More passing courtesy	3
No paths in some areas/more paths needed	3
Overgrown on San-Cap	3
Post survey results on website	3
Put paths on both sides of roads	3
Rest stops/shelters	3
Rules of the road signage	3
Trash cans	3
Widen Algiers/cemetery	3
Widen San-Cap path west of Wulfert	3
Bicycle stop signs bigger and clearer	2
Bike lanes on roadways	2
Blind areas on Middle Gulf	2
Bumpy by Bailey's	2
Casa Ybel path should be widened	2
Colored route signage	2
Connect West Gulf and San-Cap	2
Dangerous curve at Elinor	2
Destination signage/directions	2
Driveways dangerous	2
Educate people on proper usage	2
Enforcement needed at crosswalks	2
Extend path through Gumbo Limbo out behind City Hall	2
Go through Ding Darling	2
Helmet enforcement	2
Improve visibility	2
Informational books/pamphlets should be available	2
Need more vegetation	2

Sanibel Shared Use Path User Comments (Cont'd.)

Comment	#
No reason to widen paths	2
Path extended on back side of East Gulf and Middle Gulf	2
Pedestrians should walk single file, not abreast	2
Pleased to have paths	2
Promote helmet usage	2
Rabbit Road path should be wider	2
Restrooms	2
Separate area for pedestrians	2
Stripe lines around curves	2
Sweep gravel off paths	2
Sweeping/cleaning/debris	2
Tarpon Bay path too close to road	2
Too dusty around pier/lighthouse	2
Wide yellow line to separate bike paths from roads	2
Wider path on east end	2
"Bike only" courtesy signs at select locations	1
"No stopping" signage needed on bridges	1
3-4 Ft. paved berm needed for road bikers with narrow tires	1
Address safety rules for inline skaters	1
All the way to Bailey's	1
Allow electric vehicles	1
Alternate route in the interior	1
Bad visibility at Tarpon Bay Rd	1
Bailey Rd needs path	1
Bailey's road curb	1
Ban motorized vehicles	1
Best bike paths in Florida	1
Best ever seen	1
Better cooperation needed between bicyclists and pedestrians	1
Better maps should be available	1

Sanibel Shared Use Path User Comments (Cont'd.)

Comment	#
Bicyclists do not stop at intersections	1
Bike crossing to post office	1
Bike path on both sides of Tarpon Bay and Palm Ridge	1
Bike path rental rules need to be enforced	1
Bike path rough along Periwinkle	1
Bike racks	1
Bike racks needed at Blind Pass	1
Bike repair stations needed	1
Blind Pass is dangerous – too narrow	1
Box culvert on San-Cap needs to be fixed	1
Bridge approach needs guardrail	1
Bridges too narrow	1
Bridges where there are stops	1
Brighter signs	1
Bumps in front of Bank of the Islands	1
Car Fumes	1
Car vs bike stop clarity	1
Cars do not stop at Periwinkle Community Center crosswalk	1
Casa Ybel overgrown	1
Charge off-Islanders to use paths	1
Clear debris at Island Cow	1
Compliments to the City	1
Concern about visibility of bike trailers	1
Continuous path all the way up West Gulf	1
Create path on Sand Castle Rd	1
Crosswalk at Island Cow	1
Crosswalk on Middle Gulf Dr/Casa Ybel	1
Crosswalk to the Bean coffee shop	1
Cut back vegetation on Lindgren and Angel Wing	1
Dangerous crossing at Donax and Periwinkle	1

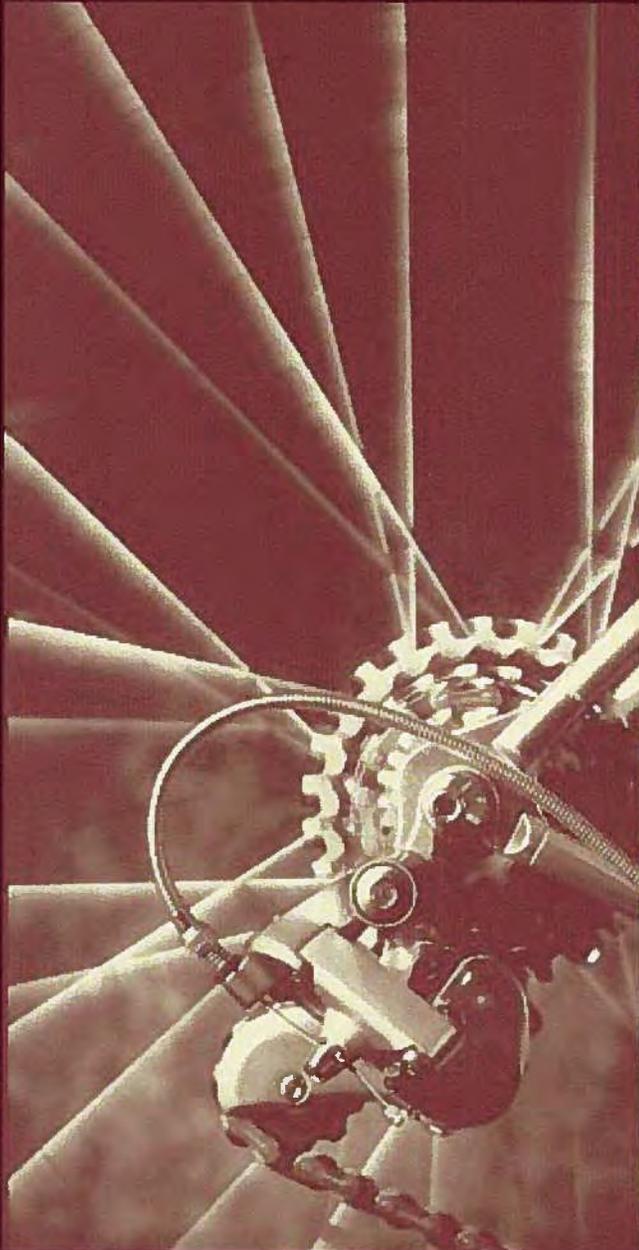
Sanibel Shared Use Path User Comments (Cont'd.)

Comment	#
Deep drop offs where built up	1
Difficult to get past slow riders	1
Dinkins Cut unpaved	1
Displeasure with changes in user type	1
Don't have paths so close to businesses	1
Drivers drive too fast	1
East Gulf Dr has blind spot	1
East Gulf needs resurfacing between school and Blind Pass (?)	1
Elders do not tolerate children	1
Encourage people to ride bikes	1
Excess traffic on bike paths ¹	1
Extend to North Carolina	1
View vegetation overhangs on Casa Ybel	1
General courtesy	1
Give out red wine instead of water	1
Good crosswalks	1
Grates are dangerous	1
Guardrails needed	1
Have businesses post informative rules	1
Headlights needed on bikes at night	1
Impressed with Donax crossing improvement	1
Improve area at 7-11 east	1
Improve the system	1
It's nice that you don't need a car on Sanibel	1
Keep vehicles off bike paths	1
Make passing signage available in other languages near Ding-Darling	1
Make path widths uniform	1

Appendix H.

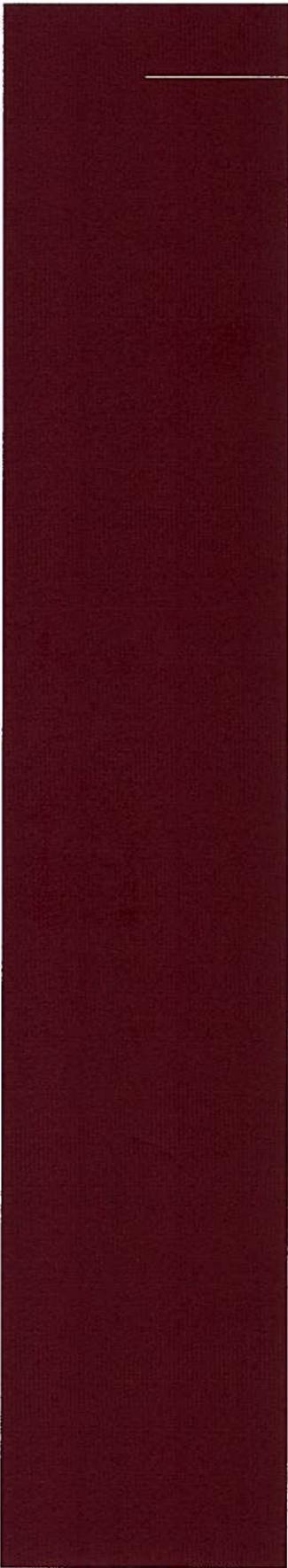
Examples of Potential Shared Use Path Public Safety Educational Material

Good Practices Guide For Bicycle Safety Education



U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-02-001
HSA-4/30-02 (5M)QE



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Publication number: FHWA-SA-02-001
HSA-4/30-02 (5M)QE

Table of Contents

Background and Purpose	1
Structure of the Good Practices Guide	1
Case Studies	2
Interview Method	2
Case Studies Quick Reference	4
Elementary, Middle, and/or High School-Age Programs	7
Adult Programs	32
Train-the-Trainer Programs	34
Planning Your Program	52
Funding Your Program	53
Sample Funding Sources	54
Tips for Finding and Preparing Grants	54
Bicycle Safety Education in Public Schools	56
Developing Partnerships	58
Alternative Venues and Subjects	60
Off-Campus Programs	60
Progressive Bicycle Education Programs	60
Evaluation Methods	62
Evaluation of Students' Knowledge and Skills Retention	62
Program Evaluation	62
Publicity	63
Conclusion	64

Background and Purpose

In 1998, the Federal Highway Administration (FHWA) convened a steering group of bicycle safety experts and developed the National Bicycle Safety Education Curriculum. This Curriculum lists several bicycle safety education topics and target audiences – cyclists of different ages and abilities, as well as motorists. A Resource Catalog was developed which identifies and describes bicycle safety education programs that address these curriculum topics and target audiences. This Resource Catalog has been converted to a searchable, online database that is available at the following internet address: www.bicyclinginfo.org/ee/fhwa.html.

The FHWA has determined that good practices can be drawn from some of the educational resources identified in the resource catalog/database. The FHWA conducted in-depth interviews with bicycle safety educators, developed case studies, and summarized the results as good practices. The *Good Practices Guide* will be useful to those who plan to develop bicycle safety education programs, as well as those who are looking for the ideal existing bicycle safety program to use in their community.

The purpose of the *Good Practices Guide* is to serve as an informational resource for educators and other interested professionals in planning and developing bicycle safety education programs. The *Guide* examines 15 existing bicycle safety education programs in the United States and one from Canada.

The FHWA would like to acknowledge the assistance of the National Highway Traffic Safety Administration (NHTSA) in the development of this document. FHWA and NHTSA developed a formal partnership in 1998 to produce and oversee implementation of an intermodal plan to improve pedestrian and bicyclist safety, promote bicycling and walking as alternative modes of transportation, and support ongoing livability initiatives.

Structure of the Good Practices Guide

The *Good Practices Guide* consists of three primary sections: Case Studies, Good Practices, and Conclusion.

- **Case Studies** – This section includes a brief introduction that describes the selection of case studies, the interview method, a case studies quick reference, and the case studies. The case studies provide specific examples of how educators have developed bicycle safety programs.

- **Planning Your Program** – This section describes lessons that can be learned from the bicycle safety education programs surveyed and provides a holistic view of the different strategies and issues that should be considered while developing a bicycle safety education program. The section is organized into six topic areas:
 - Funding Your Program
 - Bicycle Safety Education and Public Schools
 - Developing Partnerships
 - Alternative Venues and Subjects
 - Evaluation Methods
 - Publicity

- **Conclusion** – This section summarizes the major issues that should be considered when developing a bicycle safety education course.

Case Studies

A list of bicycle safety program sponsors was identified as potential interviewees. This list was developed with the assistance of FHWA, NHTSA, the League of American Bicyclists, and individual bicycle safety experts. Program sponsors were then contacted and interviewed using a pre-established set of questions. Sixteen interviews were developed into case studies.

Interview Method

During the interviews, various bicycle-related topics were emphasized. However, all interviews included the following questions:

- What is the program title?
- What is the target audience?
- When did the program begin?
- What is the time duration of instruction?
- What are the learning topics?
- What is the method of instruction?
- What learning materials or resources are provided to the participants?

-
- Are there evaluation methods? What are they?
 - What is the funding method of the program?
 - What are the elements of the program that make it successful?
 - What are the elements of the program that prove challenging?
 - What recruiting or publicity methods are used for the program?

Sixteen case studies of bicycle safety programs are organized under the following three headings:

- Elementary, Middle, and/or High School Age Programs
- Adult Programs
- Train-the-Trainer Programs

See the following two pages for quick reference to the sixteen bicycle safety program case studies in this *Good Practices Guide for Bicycle Safety Education*.

Case Studies Quick Reference

Elementary, Middle, and/or High School Age Programs

Program Title	Description	Page
<i>BikEd Hawaii</i>	One week (five 45-minute sessions) on-bike program for fourth grade students	7
<i>Bicycle Safety Education Program (BSE)</i>	One-hour classroom presentation for third through fifth grade students	9
<i>BIPED</i>	45-minute classroom presentation for kindergarten through fifth grade students	12
<i>Bicycle Safety and Awareness Program</i>	Seven- to ten-hour on-bike program for fourth through seventh grade students	15
<i>Kids on Bikes</i>	Two-hour classroom/on-bike program for elementary school-age children	17
<i>After School Bike Club</i>	Eight 90 minute on-bike sessions for middle school-age children	19
<i>Bike Lesson and Safety Training Program (BLAST)</i>	Two-hour classroom/on-bike program for elementary, middle school, and high school-age students	22
<i>Earn a Bike and Ride Club</i>	18 hours working in program bicycle shop, six hours working on own bicycle, and 20 hours of safety instruction (ten weeks, two hours per week) for upper-elementary-age through high school-age youths	26
<i>Sprockids</i>	Flexible ten-week program (two one-hour sessions per week) for elementary through high school-age students	29

Adult Programs

Program Title	Description	Page
<i>Effective Cycling/Road I</i>	20 hours (five four-hour sessions) on-bike program for adults (primarily) and teenagers	32

Train-the-Trainer Programs

Program Title	Description	Page
<i>Texas SuperCyclist Project (Instructor Training)</i>	One-day workshop instructing bicycle safety for teachers of fourth and fifth grades	34
<i>Florida Traffic and Bicycle Safety Education Program</i>	One- to two-day workshops for school teachers and community trainers to serve as instructors for grades K-2, grades 3-5, grades 6-8, and driver's education students	38
<i>Helmet Your Brain – Avoid the Pain® Helmet Education Program</i>	90-minute program for teachers of primary, elementary, and middle school children	41
<i>Nevada Elementary Traffic Safety Program Instructor Course</i>	Two-day workshop for law enforcement officers, teachers, and other community volunteers who teach bicycle safety to children of any age	44
<i>Teaching Safe Bicycling (TSB)</i>	One-day workshop for bicycle safety instructors, including police officers, school teachers and others who instruct elementary and middle school students	47
<i>Home to School Safe Travel for Children (Train-the-Trainer)</i>	Two-day workshop for teachers, police officers, fire department staff, and other professionals who teach bicycle and pedestrian safety to children grades K-5	50

Home	How2Buy	Helmets	Children	Promotions	Pamphlets	Statistics	Laws	Standards
Quick	New	Briefs	Services	Press	Links	Sitemap	Search	Translate

Bicycle Helmet Safety Institute

Bike Safety Campaigns: For Starters

If you are launching a bike safety campaign, here is a basic approach.

For starters, a helmet campaign is good, but a more comprehensive safety campaign is better. Teaching a rider to use a helmet helps when they crash, but teaching them how to avoid crashes first and to wear a helmet for the times when they still crash can prevent more injuries. So if you have the resources our ideal campaign would include:

1. Basic bicycle safety education for riders

Start with elementary school kids, who are still reachable at young ages. Emphasize fashion, since kids do things in herds or don't do them at all. Use sports celebrities (people from local high school teams do fine, you don't need pros), police motorcycle officers and fire fighters--all interesting to kids, and all helmet wearers. Send messages to the parents through the kids, and provide parents with info on what parental instruction a kid needs for bicycling.

2. Helmet promotion

Well-covered on these pages. If you have not seen our [program resources list](#), it's a good place to start. We would include cheap helmets, education and eventually a law after people get used to the idea that helmets are

really necessary for safe cycling.

3. Driver education

What can you do locally to make drivers more aware of cyclists, and pre-conditioning them to react properly to a cyclist on the roadway.

4. Facilities improvement

What can your local Public Works department do to make the streets and trails in your city safer for bicycles? There is guidance available for the traffic engineers in AASHTO's bicycle facility handbook. And is your town ready to talk about Traffic Calming? If so, there is a wealth of info available on how to design facilities that encourage cars to proceed at reasonable speeds so that pedestrians and bicycles are not threatened.

That's the whole ball of wax, covering a comprehensive bicycle safety program. You can make a difference in your city. If the scope sounds intimidating, start with some piece of it and see if you can pull other people in to help. Having an overview will help you see things that can be done along the way.

This page was last revised on: August 26, 2006.

[Contact us.](#)



Home	How2Buy	Helmets	Children	Promotions	Pamphlets	Statistics	Laws	Standards
Quick	New	Briefs	Services	Press	Links	Sitemap	Search	Contact

Appendix I.

Samples of Potential Shared Use Path Safety Training Lessons

The Sanibel School
3840 Sanibel Captiva Road
Sanibel, Florida 33957

Here is a list of classes and activities that are presented to students of The Sanibel School.

Bicycle Safety Classes

Classroom Lessons

1. Helmets
2. Seeing / Being Seen
3. Hazard Identification
4. Reaction Time
5. Emergency Turns
6. Traffic Flow
7. Scanning
8. Driveways
9. High – Traffic Intersections

Outside – On – Bike Lessons

1. Bicycle Sizing
2. Traffic Mix
3. Stopping
4. Rock Dodge
5. Scanning to the Rear
6. Right Hand Turns
7. Left Hand Turns
8. Intersections

Appendix I. Samples of Shared Use Path Safety Training Lessons

Below are samples of some resources available for a safety training program.

Florida Safe Routes to School - Elementary Traffic Safety Education Guide

Funded by the The Florida Department of Transportation, the University of Florida has recently released its newly revised Florida Safe Routes to School - Elementary Traffic Safety Education Guide. This comprehensive update contains four sections:

- *Section I: Administrators' guide:* recommendations for program implementation, funding sources, training team, etc.
- *Section II: Safe Routes to School:* an overview of the 5 Es, resource information, a student travel tally, a parent survey, a student activity (mapping a safe route), and a school site assessment survey from Florida Safe Ways to School Tool Kit
- *Section III: Student activities:* pedestrian and school bus safety student activity lessons (grades K-1-2), bicycle safety lessons (grades 3-5), and resource materials. Also included in this section are lessons for 5th graders (which address their developmental differences from 3rd and 4th graders), adaptations for students with special needs, examples of enhancement activities for math, social science, science and language arts classes, and three example test questions for our state "FCAT" test (Florida Comprehensive Achievement Test)
- *Section IV: Resources:* specifications for trailers and bicycles, helmet companies, audio/video/DVD resources, a detailed breakdown of rodeo station cards, and a detailed School Walking and Bicycling plan.

The entire Florida curriculum set and videos are now available to purchase in CD/DVD format from the Florida Traffic and Bicycle Safety Education Program. The in-state base price is \$20 each, with discounts for bulk purchases. The out-of-state purchase price is \$25 for quantities with discounts for bulk purchases. More detailed ordering information can be found by emailing safety@hhp.ufl.edu. **Note:** this price includes the Florida DVDs only; the recommended Walk Smart/Bike Smart DVDs from the Oregon Center for Applied Science must be ordered separately from http://colo4.orcasinc.com:8081/products/category_list.html?index=12

The Florida Safe Routes to School movement began early in 1997 with a 10-school pilot program that produced the Safe Ways to School Tool Kit (downloadable from UFL website below). For more information on Florida's SRTS program, see www.srtsfl.org or contact the state SRTS coordinator, Pat Pieratte, pat.pieratte@dot.state.fl.us.

The revised curriculum guide was a project of the Florida Traffic and Bicycle Safety Education Program at the University of Florida, formerly directed by APBP member Linda Crider. The project has been recently transferred to Dr. Dan Connaughton at the University of Florida, College of Health and Human Performance, where it will continue to be funded by the Florida DOT. For more information, visit <http://www.safety.hhp.ufl.edu>

Learning to Give Lesson Plan (<http://learningtogive.org/>)

Purpose:

Learners will learn about the need for bicycle safety through understanding and relating the five basic rules of bicycle safety to others in the community. Learners will become aware of the basic vocabulary associated with philanthropy as they prepare for their service activity.

Duration:

Three Thirty to Forty Minute Class Periods

Objectives:

The learner will:

- demonstrate the importance of wearing a bicycle helmet through a journal entry in words or pictures.
- state the five bicycle rules in writing by drawing pictures with short captions or by reciting orally.
- construct a graph showing how many classmates have bicycle helmets.

demonstrate knowledge of key words of philanthropy vocabulary (e.g., **philanthropy**,

Materials:

- A bicycle helmet
- Two musk melons (The bicycle helmet should fit securely on one melon.)
- A large sheet of plastic to protect the floor.
- *The Children's Book of Heroes* (see **Bibliographical References**)
- Book entitled *Safety on Your Bicycle*
- *Parent Letter (Attachment One)*
- *Helmet Song (Attachment Two)*

Handout 1: Parent Letter

Handout 2: Helmet Song

Handout 3: Assessment Rubric

Instructional Procedure(s):

Anticipatory Set:

The teacher demonstrates what happens when a melon is dropped to the floor from shoulder height with and without a bicycle helmet.

- Spread the plastic out on the floor. The floor should be tile or concrete, not carpeted.
- Gather the learners so all can see you and ask how the melon is like their head (*i.e., round, hard outside and squishy inside*).
- Drop the unprotected melon from shoulder height. If it does not break open, be sure to point out any "dent" or soft spot that the impact causes.
- Ask "*What would happen if this melon were a person's head?*"
- Ask "*What would happen to the melon if protected by the bike helmet?*" (Be sure to practice this demonstration before doing it for the class to be sure the bike helmet is secure enough to protect the melon. You may need to add foam inside the helmet to cushion it.)
- Drop the melon that is protected by the bike helmet. Ask "*What does this tell you about the importance of wearing a bicycle helmet?*"
- Ask, "*Who needs a helmet to stay safe when riding a bicycle?*"
- Ask, "*How would wearing helmets help the people in our neighborhood to be safer?*"
- Ask learners, "*What is philanthropy?*" Place the word so that all can clearly see.
- Tell learners that through acts of philanthropy, they can make their community and neighborhood safer. Help learners to define philanthropy and develop the definition provided (*giving of one's time, talent or treasure for the sake of another or for the common good*).
- Ask, "*Could we provide helmets to the people in our community?*"
- Develop the definitions of **need**, **service**, **common good** and **mentor** as applicable to bicycle safety. Inform learners that in this unit they will act as mentors to younger children.

- Teach the helmet song to remind learners of the importance of wearing their helmet. The following day, review the helmet demonstration by asking, "*What did we learn yesterday when we dropped melons with and without a bike helmet?*"
- Ask for a show of hands of learners that have bike helmets. Use individual learner pictures or name cards to construct a class bar graph to show who has a helmet. The horizontal row showing the numbers 0 through the number of learners in your class and the vertical rows labeled yes (have a helmet) and no (don't have a helmet).
- Kindergarten and first grade learners would interpret this information as a class. Ask, "Do we have more learners with or without helmets? Why is it important to have a helmet? How many of our friends in class should have a helmet?"
- On the third day show the children a video on bicycle safety. Ask, "*What bicycle safety rules do you remember from the video?*" Compile a class list of bicycle safety rules addressed in the video.
- Ask, "*Are these rules a law that has to be followed? Would it be a good idea for all people who ride bikes to follow the rules?*"
Instructor's Notes: Develop the definitions of law and rule. Have the learners give an example of a classroom rule and a law in their state. It is recommended that the instructor refer to some states having mandatory motorcycle helmet laws. Research the local community to determine if there is a bicycle helmet law.
- Read and discuss with the class one or more of the stories from *The Children's Book of Heroes* (a collection of stories that teaches such character attributes as: honesty, courage, and responsibility) which explores responsibility, common good, seeing and responding to a need.
- Read the book, *Safety on Your Bicycle*, to the class. Have the learners discuss the story as you read it. After you read the story and show the video, compare the teachings in the two.

Assessment:

- Following the melon demonstration, learners will draw a picture and/or write a sentence in a journal that shows how a helmet protects you when riding a bike.
- Learners will write a journal entry about the book read.
- After viewing the video, use **Attachment Three: Assessment Rubric** to evaluate the learners' knowledge of bicycle rules
- Record learners' participation in the creation of a bar graph about bicycle helmet ownership and interpret the information it provides through class discussion.

School/Home Connection:

Send the letter home after this lesson to provide parents with the bicycle safety rules the children are learning.

Extension:

During the graphing activity second graders could transfer the information to an individual paper graph and answer the above questions in a written form. Kindergarten and first grade students should assist the instructor in placing the information on very large grid paper to be displayed in the room.

Copyright © LearningToGive.org

**Bicycle Safety Education Resource Center
Federal Highway Administration**

This Resource Center provides bicycle safety education information for the following groups: Preschool (under age 5), Beginner (ages 5-8), Young (Ages 9-12), teenage (13+), Adult, Senior, Motorists, and Adults Teaching Children. The Resource Center consists of three parts: a

database, a database guide, and a good practices guide to use in designing a program. The website is <http://www.bicyclinginfo.org/education/resource/fhwa.html>.

Lee County Health Department's Bicycle/Pedestrian Program

Program Coordinator Dan Moser

Dan_Moser@doh.state.fl.us

(239) 332-9514

Our program offers a variety of educational and other services. If what you're looking for isn't listed here please feel free to contact us.

CYCLING SKILLS TRAINING – Training to conduct Bike Safety Education Programs is available to groups, large or small, throughout Lee County. Our certified Bicycle Safety Education Instructor Trainers will work with public or private schools, youth organizations, civic and service organizations, and other formal or informal groups at your location. Our goal is to provide the training necessary to address the specific needs of your participants. We can also loan you the cones, signs, and other items needed to set-up a multi-station outdoor course for cyclists to learn the skills needed to safely navigate roadways and trails. There is no fee for many of our trainings, but time commitment, scheduling, and other arrangements must be made well in advance and are based on availability of our trainers and desired date(s).

BIKE HELMET PROGRAM – We usually have available bicycle helmets of all sizes, from *toddler to adult* that can be purchased for \$5 each or are free if prescribed by child's pediatrician or referred by an appropriate source such as a social worker. All are CPSC-approved and are effective for use by in-line skaters and skateboarders as well as cyclists.

CHILD PEDESTRIAN SAFETY - *SafeLee*, an innovative "hands-on" traffic safety program aimed at children 4-8 years old, is available for use by any group, school (public or private), daycare center, or youth organization wishing to expose young children to the basics of pedestrian safety. This mobile, "kid-sized" street allows children to experience sidewalk, driveway, and street crossing hazards first-hand but without the risk that is associated with the real thing. There is no fee for the use and training associated with *SafeLee* but your request for training must be made well in advance.

ADULT & ELDER ADULT BICYCLE & PEDESTRIAN SAFETY- Our certified instructors offer hands-on educational programs for both those returning to their bikes and the experienced cyclist.

CONTACT

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 or lcrider@nervm.nerdc.ufl.edu

Program Implemented: Statewide

Target Age Group: Schools teachers (and community trainers) to serve as instructors for K-2 and grades 3-5

Length of Program:

10-hour (1 1/2 day) workshop for school teachers and an 8-hour workshop for community trainers.

3-5 hours of classroom instruction each year in K-5 grades and 3-5 hours of on-bike training each year in grades 3-5 and pedestrian training in K-2.

Objectives:

For adults: to teach bicycle and traffic safety skills and rules of the road;

For children: to be predictable and competent in traffic.

Training:

Every program instructor is a certified *Effective Cycling* Instructor by the League of American Bicyclists. This certification along with other training requirements qualifies them to teach the curriculum to teachers and community leaders. School teachers learn how to train their students in progressive acquisition of bicycle and traffic safety skills; development of decision making skills; development of balance; increased awareness of neighborhood and surroundings; increased awareness of conservation issues and earth friendly habits; and independent mobility, health, and exercise.

Traffic education for grades K-2 focuses on pedestrian safety, while grades 3-5 receive bicycle safety training. Lessons include outside on-bike practice and inside instruction with interactive video components and activity sheets. The curriculum emphasizes safe traffic behavior such as stopping at the edge, searching left-right-left, scanning to the rear, signaling, avoiding hazards, and importance of wearing a helmet. Many schools have implemented this curriculum within their physical education program instruction.

Fourteen-foot trailers have been designed to accommodate all the necessary equipment to replicate traffic environments on school property. Each trailer is equipped with bicycles, helmets, stop signs, tool kits, rope for lane markers, traffic cones, bicycle bumps, visual barrier props, truck props, car props, teacher's manuals, videos, curriculum materials. The on-bike component of the training is designed to put children in replicated traffic scenarios that have resulted in death and injuries to their age group due to unsafe pedestrian and bicycle behaviors.

*Note: According to Robert Seidler of *Seidler Productions*, the Florida program is a less comprehensive version of the *Elementary Traffic Education Program K-5* described above (personal communication, August, 1998).

Evaluation:

A study conducted as part of the Duval County Traffic, Bicycle and Pedestrian Safety Education Project evaluated the effectiveness of this curriculum (Kinney and McCloskey, 1997).

As part of the project, Duval County school board modified their safety curriculum goal stating that in five years all students by the end of fifth grade will have participated in a bicycle safety program. During the 1996-97 school year, 3,128 elementary age children were trained in Duval County schools. In addition, 75 percent of the elementary school student population received 50,000 bicycle helmets purchased with the raised fund of \$222,739. Finally, a bike helmet law was activated in January of 1997 mandating all children 16 years and under to wear a bicycle helmet when riding where traffic passes. The results of the study (n=621) indicated an increase in helmet use from 19 percent in 1996 to 47 percent in 1997; an 80 percent decrease in the bicycle-related mortality and a 68 percent decrease in the bicycle-related morbidity from 1996 to 1997. The cost-benefit analysis realized for the decreased injuries for 1997 is \$22.85 million. The 1997 data concerning riding behavior represent 6.9 percent of all participants observed demonstrating scanning skills, .6 percent using hand signals, and 10.6 percent demonstrating conspicuity behavior. The preliminary findings from 1998 observations showed nearly 55 percent of the participants wearing helmets and a 25 percent increase in helmet use from 1997 to 1998 for the target 0-12 age group (McClosky, 1998, personal communication).

Appendix J.

Examples of Shared Use Path Safety Guides

Below are Bicycle Safety Tips from:

California Department of Transportation
National Highway Traffic Safety Administration
Wisconsin Department of Transportation

Links to Sites that cannot be copied:

Southwest Florida Municipal Planning Organization Bicycle Safety Brochure
Plano, Texas Brochure

California Department of Transportation

Bicycle Commuting & Safety

What has two wheels, improves mobility and air quality, reduces traffic congestion and parking demand, saves energy, and promotes healthy living through enjoyable exercise? Sound too good to be true? Planners, engineers, policymakers, and cyclists recognize these as benefits of bicycle commuting.

Equipping Your Bicycle for Commuting

1. Make sure the bicycle is properly sized and adjusted.
2. Use a white headlamp and a red rear reflector for night riding.
3. A rack over the rear wheel is convenient for carrying items such as books, a briefcase, or clothing.
4. Carry a basic tool kit, tire patch kit and tire pump for those unexpected roadside repairs.

Bicycle Safety Guidelines

- Wear a bicycle helmet. It is the law for persons under 18 years of age.
- Ride with the traffic flow.
- Ride in a straight line.
- Ride to the right if you are moving slower than other traffic, unless you are turning left, passing another bicycle or vehicle, or avoiding hazards.
- Stop at stop signs and red lights.
- Use a light, reflectors and reflective clothing during darkness.
- Wear bright clothing during the daytime.
- Ride to the right if you are moving slower than other traffic, unless you are turning left, passing another bicycle or vehicle, or avoiding hazards.
- Keep a safe distance from parked cars.
- Use proper hand signals when turning, stopping or changing lanes.
- Use extra caution when it is raining, and allow extra time to stop.
- Cross railroad tracks at a right angle.
- Walk your bike when using a crosswalk.
- Do not wear headphones on both ears while riding.
- Keep your bike properly maintained so it is safe.
- Do not drink and ride.

- Ride defensively.
- Use hand signals.
- Be alert for road hazards.
- Watch for cars at cross streets and driveways.
- Obey all traffic signals.
- Use lights at night.
- Keep your bike in good condition.
- Ride in the same direction as the flow of traffic. Keep right where practicable to allow vehicles to pass.
- Be aware of parked cars and watch for car doors that may open.
Give pedestrians the right of way.

Kids and Bicycle Safety



[click here for a printable version](#)

DOT HS 810 601

April 2006

Bicycle riding is fun, healthy, and a great way to be independent. But it is important to remember that a bicycle is not a toy; it's a vehicle! Be cool – follow some basic safety tips when you ride.

Safe Riding Tips

Before using your bicycle, make sure it is ready to ride. You should always inspect your bike to make sure all parts are secure and working properly.

Remember to:

- **Wear a Properly Fitted Bicycle Helmet.** Protect your brain, save your life. For more information see the National Highway Traffic Safety Administration publication **“Easy Steps to Properly Fit a Bicycle Helmet.”**
- **Adjust Your Bicycle to Fit.** Stand over your bicycle. There should be 1 to 2 inches between you and the top tube (bar) if using a road bike and 3 to 4 inches if a mountain bicycle. The seat should be level front to back. The seat height should be adjusted to allow a slight bend at the knee when the leg is fully extended. The handlebar height should be at the same level with the seat.
- **Check Your Equipment.** Before riding, inflate tires properly and check that your brakes work.
- **See and Be Seen.** Whether daytime, dawn, dusk, foul weather, or at night, you need to be

seen by others. Wearing white has not been shown to make you more visible. Rather, always wear neon, fluorescent, or other bright colors when riding day or night. Also wear something that reflects light, such as reflective tape or markings, or flashing lights. Remember, just because you can see a driver doesn't mean the driver can see you.

- **Control Your Bicycle.** Always ride with at least one hand on the handlebars. Carry books and other items in a bicycle carrier or backpack.
- **Watch for and Avoid Road Hazards.** Be on the lookout for hazards such as potholes, broken glass, gravel, puddles, leaves, and dogs. All these hazards can cause a crash. If you are riding with friends and you are in the lead, yell out and point to the hazard to alert the riders behind you.
- **Avoid Riding at Night.** It is far more dangerous to ride at night than during the day because you are harder for others to see. If you have to ride at night, wear something that makes you more easily seen by others. Make sure you have reflectors on the front and rear of your bicycle (white lights on the front and red rear reflectors are required by law in many States), in addition to reflectors on your tires, so others can see you.

Many bicycle-related crashes resulting in injury or death are associated with the bicyclist's behavior, including such things as not wearing a bicycle helmet, riding into a street without stopping, turning left or swerving into traffic that is coming from behind, running a stop sign, and riding the wrong way in traffic. To maximize your safety, always wear a helmet AND follow the rules of the road.

Rules of the Road – Bicycling on the Road



Bicycles in many States are considered vehicles, and cyclists have the same rights and the same responsibilities to follow the rules of the road as motorists. When riding, always:

- **Go With the Traffic Flow.** Ride on the right in the same direction as other vehicles. Go with the flow – not against it.
- **Obey All Traffic Laws.** A bicycle is a vehicle and you're a driver. When you ride in the street, obey all traffic signs, signals, and lane markings.
- **Yield to Traffic When Appropriate.** Almost always, drivers on a smaller road must yield (wait) for traffic on a major or larger road. If there is no stop sign or traffic signal and you are coming from a smaller roadway (out of a driveway, from a sidewalk, a bike path, etc.), you must slow down and look to see if the way is clear before proceeding. This also means yielding to pedestrians who have already entered a crosswalk.
- **Be Predictable.** Ride in a straight line, not in and out of cars. Signal your moves to others.
- **Stay Alert at All Times.** Use your eyes AND ears. Watch out for potholes, cracks, wet leaves, storm grates, railroad tracks, or anything that could make you lose control of your bike. You need your ears to hear traffic and avoid dangerous situations; don't wear a

headset when you ride.

- **Look Before Turning.** When turning left or right, always look behind you for a break in traffic, then signal before making the turn. Watch for left- or right-turning traffic.
- **Watch for Parked Cars.** Ride far enough out from the curb to avoid the unexpected from parked cars (like doors opening, or cars pulling out).

Sidewalk versus Street Riding

The safest place for bicycle riding is on the street, where bicycles are expected to follow the same rules of the road as motorists and ride in the same direction.

- Children less than 10 years old, however, are not mature enough to make the decisions necessary to safely ride in the street.
- Children less than 10 years old are better off riding on the sidewalk.
- For anyone riding on a sidewalk:
 - Check the law in your State or jurisdiction to make sure sidewalk riding is allowed.
 - Watch for vehicles coming out of or turning into driveways.
 - Stop at corners of sidewalks and streets to look for cars and to make sure the drivers see you before crossing.
 - Enter a street at a corner and not between parked cars. Alert pedestrians that you are near by saying, “Excuse me,” or, “Passing on your left,” or use a bell or horn.



For more information on bicycle safety, visit the National Highway Traffic Safety Administration (NHTSA) Web site at: www.nhtsa.dot.gov



Wisconsin Department of Transportation

Rules for riding bicycles on the road

[General rules](#) | [Narrow lanes](#) | [Wide lanes](#) | [Doors](#) | [Take the lane](#) | [How to ride](#) | [Motorist reminders](#)

General rules

- Ride at least three feet from the curb or parked vehicles or debris in curb area and in a straight line. Don't swerve in and out around parked vehicles.
- Always ride in the same direction as traffic.
- Sidewalk riding for bicyclists past the learning stage and being closely supervised by adults can be more dangerous than on the road, obeying traffic laws. It is also illegal unless the community has passed an ordinance specifically permitting sidewalk riding. This can be age-restricted, location-restricted or based on the type of property abutting the sidewalk.
- Obey all traffic laws.
- Be predictable! Let other users know where you intend to go and maintain an understood course.

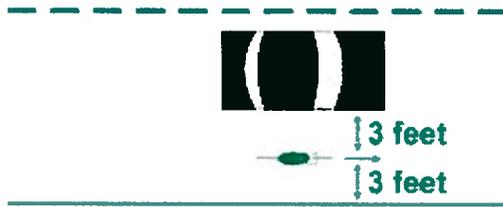
Narrow lanes

- Ride in the center of the lane.
- Keep at least three feet between yourself and passing or parked traffic.



Wide lanes

- Ride just to the right of the actual traffic line, not alongside the curb.
- Keep at least three feet between yourself and the curb or from parked vehicles. Motorists should be passing you with at least 3 feet of clearance.



Don't get the door prize!

- Ride in a straight line three feet out from parked cars. You'll avoid car doors that open in front of you and you'll be more visible to other drivers.
- Don't pull into the space between parked cars. Ride just to the right of the actual traffic line, not alongside the curb.
- Ride straight, three feet from parked cars - don't get "doored"



Take the lane

You will fare better with other road users if you function like a legal vehicle operator, which you are.

- **Right turning motorists** can be a problem, but taking the lane or more of the right portion of the wide curb lane can prevent this. Take an adult bicycling course to learn skills and develop confidence in traffic.
- **Left turning motorists** are the cause of most adult bicyclists' crashes. Motorists claim not to see the cyclist who is traveling in a straight path in the opposite direction.

Bicyclists, when making your own left turn look over your left shoulder for traffic, signal your left turn and change lanes smoothly, so you are to the left side or center of the through lane by the time you reach the intersection. If a left turn lane is present, make a lane change to center of that lane. Do not move to left of that lane as left-turning motorists may cut you off.

- Do not wait until you reach the crosswalk, then stop and try to ride from a stop across other traffic. If you need to cross as a pedestrian, leave the travel lanes, then get into the crosswalk, walking or riding your bicycle like a pedestrian travels, not fast, and with pedestrian signals.

Lane positioning can be especially important in approaching a downhill intersection. Moving to the center makes you more visible to intersecting and left turning motorists in opposing lanes.

- Going downhill, your speed is likely to be closer to traffic speeds or posted speed limits. Hugging the curb when there are visual barriers increases your chance to be struck by a bigger vehicle, or of hitting a pedestrian or sidewalk riding bicyclist.

- Take the lane, be seen and see other traffic better if you are close to traffic speeds

How to ride

Wear bright colors during the day and retro-reflective items at night along with headlight and taillight to increase your visibility to other road users.

- Wear a bicycle helmet on every ride to reduce your chance of head injury in event of a fall or crash. Most serious injuries from a fall or crash are to the head and most frequently, the forehead, so wear helmet level with the ground, just above the eyebrows.

Be aware of changing road surfaces, new construction or unusual barriers on the roadway, distracters for both you and other vehicle operators.

- Leaves can be slippery in the early morning and are a hazard even when slightly damp. Distractions such as dogs, wild animals and even humans can draw attention from the roadway and lead to a crash. Expect them.

Motorist reminders

- Bicycles are vehicles. They belong on the road.
- Cyclists need room to get around potholes, sewer grates and other obstructions.
- Leave at least three feet when passing bicycles, more room at higher speeds.
- Change lanes to pass any bicycle traveling in a narrow lane.
- Train yourself to scan for fast moving (it's hard to tell speed) bicycles and motorcycles in the opposing lane to you when turning left, and scan sidewalks and crosswalks for pedestrians and bicyclists using the sidewalk and crosswalk as a pedestrian. Always scan to your right side sidewalk before you leave a stop light or stop sign. And to the left and right side sidewalks when on a one-way street.

Other Links – These are PDF's and cannot be copied:

Southwest Florida Metropolitan Planning Organization:

http://www.mpo-swfl.org/content/Maps/bikemap_back.pdf

Plano, Texas:

<http://pdf.plano.gov/police/docs/BicycleSafeyRules.pdf>

Appendix K.

Overview of Manual for Uniform Traffic Control Devices (MUTCD) for Way Finding Signage



BICYCLE NO. 2

TECHNICAL COMMITTEE RECOMMENDATION

TECHNICAL COMMITTEE: Bicycle Technical Committee

DATE OF ACTION: June 23rd, 2005 (*modified January 20th, 2006*)

TOPIC: Proposed D1 & D11 Series Bicycle Guide Signs
Part 9 of the MUTCD

ORIGIN OF REQUEST: NCUTCD Bicycle Technical Committee

DISCUSSION:

The system of bicycle route guide signs currently in the MUTCD works reasonably well in areas where only one bicycle route exists. Urban areas, however, frequently have locations where multiple routes intersect or overlap. In these locations, the signage system currently established in the MUTCD has limited flexibility in addressing these issues, and can result in sign clutter and higher costs.

To address this concern, the following changes to the MUTCD signage for bicyclist guidance are proposed:

1. Add new Bicycle Destination Signs (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c) for specific use as guide and wayfinding signs for bicycle travel. These revised D1 series signs include a bicycle symbol added to the principal legend. The proposal allows the use of these new Destination Signs in place of the D11-1 / D1-1 / M7-1 sign assembly currently shown in the MUTCD. Using these new bicycle-specific signs will decrease costs and reduce sign clutter because all pertinent user information can be located on one panel. This allows travelers to quickly comprehend sign information with minimal distraction.
2. Add a new optional Bicycle Route Guide Sign (D11-1c). The new optional D11-1c sign substitutes additional route name, direction, or destination information in lieu of a generic "BIKE ROUTE" message to provide improved guidance and destination information to bicyclists. By replacing the "BIKE ROUTE" text with more specific information, the D11-1c can be used to replace D11-1 / D1-1 sign assemblies, reducing sign clutter and cost. It can also increase user comprehension of the sign by reducing the amount of text and incorporating all messages into one sign panel.

The proposed signs are modeled after successful bikeway sign systems that are in place in other countries that incorporate a bike symbol, destination, direction and distance (if appropriate) into a single panel. The design has been adjusted to be consistent with US and MUTCD guidelines for guide signing.



Example of bicycle-specific guide signing outside US (Netherlands)

The proposed Standard, Guidance, and Option statements are modeled after similar wording in Chapter 2D for directional signing for conventional roads.

These proposed changes were also reviewed and approved by the NCUTCD Guide and Motorist Information (G/MI) Technical Committee at their meeting in June 2005.

COMMITTEE ACTION:

The Bicycle Technical Committee recommends that the National Committee submit this proposal as developed by the NCUTCD BTC to sponsors for comment and approval.

Approved unanimously by NCUTCD Council January 20th, 2006.

Note: Deleted items are shown in ~~strike through red~~, and added text is shown in underline green.

Insert the following entries into existing Table 9B-1:

<u>Destination</u>	<u>D1-1, D1-1a</u>	<u>Varies x 150</u> <u>(Varies x 6)</u>	<u>Varies x 450</u> <u>(Varies x 18)</u>
<u>Bicycle Destination</u>	<u>D1-1b, D1-1c, D1-2b,</u> <u>D1-2c, D1-3b, D1-3c</u>	<u>Varies x 150, 300, 450</u> <u>(Varies x 6, 12, 18)</u>	<u>Varies x 150, 300, 450</u> <u>(Varies x 6, 12, 18)</u>
<u>Street Name</u>	<u>D3</u>	<u>Varies x 150</u> <u>(Varies x 6)</u>	<u>Varies x 450</u> <u>(Varies x 18)</u>
<u>Bicycle Route Guide</u>	<u>D11-1, D11-1c</u>	<u>600 x 450</u> <u>(24 x 18)</u>	<u>600 x 450</u> <u>(24 x 18)</u>

Revise Sections 9B.19 and 9B.21 :

Section 9B.19 Bicycle Route Guide Signs (D11-1, D11-1c, D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c)

Guidance: Option:

~~If used, Bicycle Route Guide (D11-1) signs (see Figure 9B-4) should~~ may be provided ~~at decision points along designated bicycle routes, including signs to inform bicyclists of bicycle route direction changes and to confirm confirmation signs for route direction, distance, and destination.~~

If used, Bicycle Route Guide signs ~~should~~ may be repeated at regular intervals so that bicyclists entering from side streets will have an opportunity to know that they are on a bicycle route. Similar guide signing ~~should~~ may be used for shared roadways with intermediate signs placed for bicyclist guidance.

Alternative Bicycle Route Guide Signs (D11-1c) may be used to provide information on route direction, destination, and/or route name in place of the "BIKE ROUTE" wording on the D11-1 sign (see Figure 9B-4 and 9B-6).

Destination (D1-1, D1-1a) signs, Street Name (D3) signs or Bicycle Destination (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c) signs (see Figure 9B-4) may be installed to provide direction, destination, and distance information as needed for bicycle travel. If several destinations are to be shown at a single location, they may be placed on a single panel with an arrow (and the distance, if desired) for each name. If more than one destination lies in the same direction, a single arrow may be used for the destinations.

Guidance:

Adequate separation should be made between any destination or group of destinations in one direction and those in other directions by suitable design of the arrow, spacing of lines of legend, heavy lines entirely across the panel, or separate panels.

Standard:

An arrow pointing to the right, if used, shall be at the extreme right of the sign. An arrow pointing left or up, if used, shall be at the extreme left. The distance figures, if used, shall be placed to the right of the destination names.

On Bicycle Destination signs, a bicycle symbol shall be placed next to each destination or group of destinations. If an arrow is at the extreme left, the bicycle symbol shall be placed to the right of the respective arrow.

Guidance:

Unless a sloping arrow will convey a clearer indication of the direction to be followed, the directional arrows should be horizontal or vertical.

The bicycle symbol should be to the left of the destination legend.

If several individual name panels are assembled into a group, all panels in the assembly should be of the same length.

Support:

Figure 9B-5 shows an example of the signing for the beginning and end of a designated bicycle route on a shared-use path. Figure 9B-6 shows an example of signing for an on-roadway bicycle route. Figure 9B-7 shows examples of signing and markings for shared-use paths.

Section 9B.21 ~~Destination Arrow and Supplemental Plaque Signs for Bicycle Route Signs~~

Option:

~~Destination (D1-1b and D1-1c) signs (see Figure 9B-4) may be mounted below Bicycle Route Guide signs, Bicycle Route signs, or Interstate Bicycle Route signs to furnish additional information, such as directional changes in the route, or intermittent distance and destination information.~~

The M4-11 through M4-13 supplemental plaques (see Figure 9B-4) may be mounted above the appropriate Bicycle Route Guide signs, Bicycle Route signs, or Interstate Bicycle Route signs.

Guidance:

If used, the appropriate arrow (M7-1 through M7-7) sign (see Figure 9B-4) should be placed below the Bicycle Route Guide sign, Bicycle Route sign, or Interstate Bicycle Route sign.

Arrow signs and supplemental plaques should not be used in conjunction with Bicycle Destination Signs.

Standard:

The arrow signs and supplemental plaques used with the D11-1 or M1-8 signs shall have a white legend and border on a green background.

The arrow signs and supplemental plaques used with the M1-9 sign shall have a white legend and border on a black background.

Insert the following signs into existing Figure 9B-4:



D1-1



D1-1a



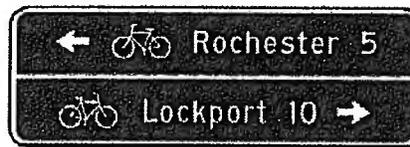
D1-1b



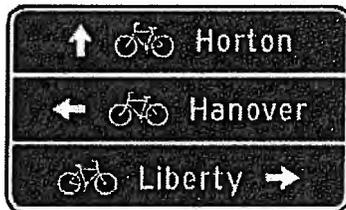
D1-1c



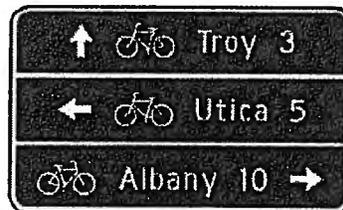
D1-2b



D1-2c



D1-3b



D1-3c



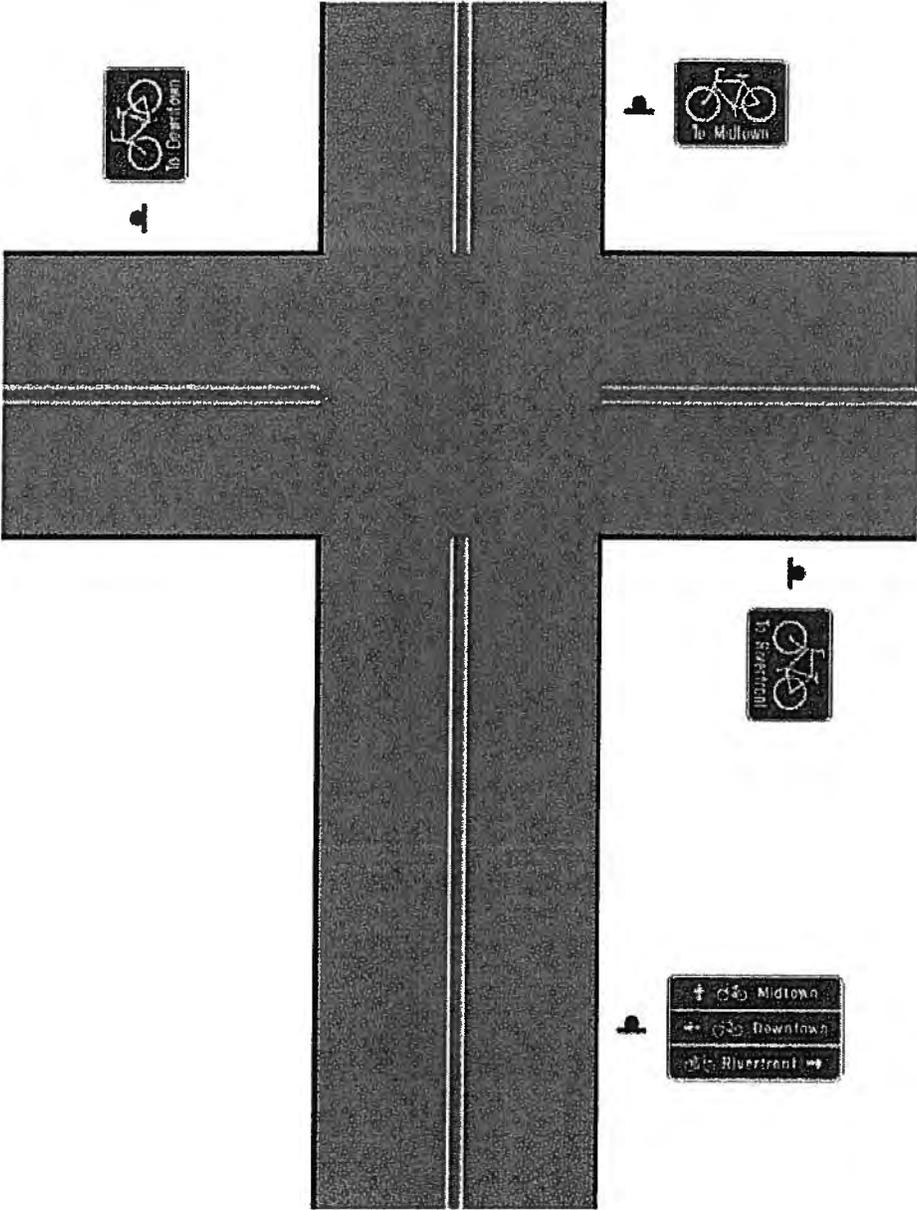
D3



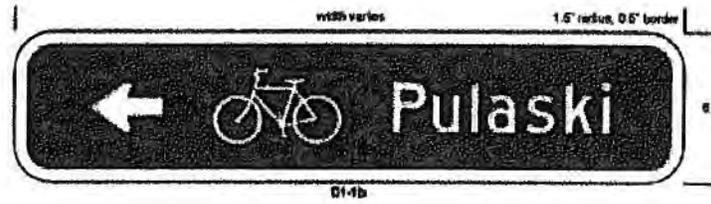
D11-1c

Replace existing Figure 9B-6 with the following:

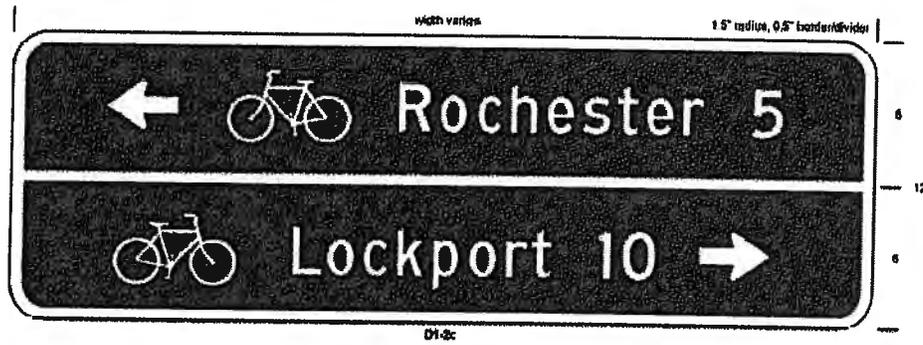
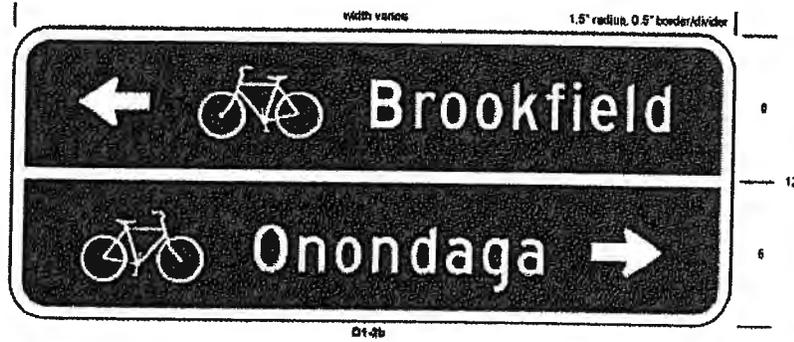
Figure 9B-6. Example of Bicycle Guide Signing



SHS figures



SHS figures



Appendix L.

Potential Description, Organization and Objectives for a Shared Use Path Ambassador Program

Appendix L. Potential Description Organization and Objectives for a Shared Use path Ambassador Program

Many towns and cities around the country have implemented volunteer bicycle patrols or ambassador programs to help them manage their path networks. The volunteers typically serve as additional eyes and ears of law enforcement agencies – reporting crashes, incidents, or even crimes along the paths. In addition, ambassadors (who can include pedestrians, runners, cyclists, or other users) promote safe and proper path use by all those using the pathway network. Program members often provide path users with educational information regarding path courtesy and safety issues. Volunteers can also report maintenance or safety needs to City staff so that the needs can be addressed before they become hazards.

Such programs are usually officially organized groups that are recognized by the jurisdiction or agency they are assisting. Volunteer efforts are typically coordinated by either the Parks and Recreation Department or police Department. The participants are limited to those over 18 years of age and must complete an orientation/training program to become program volunteers. Some programs ask their volunteers to carry a pack with some minimal supplies such as a patch kit and small pump, a first aid kit with antiseptic and band aids, extra fluids and an energy bar.

Before starting a volunteer program the City of Sanibel should first determine if there are citizens willing to participate in the effort; this would include a lead volunteer to schedule and organize the patrols. If the volunteer pool is deemed large enough, the City should meet with some volunteers and affected departments to develop a list of responsibilities for the volunteers and a procedure for managing them. These procedures would include answering such questions as –

- What type of training will be required/
- How many individuals will make up each team?
- When and where should they focus their efforts?
- What information should they provide path users?
- Should they have a uniform t-shirt and/or identity badges?
- How and to whom should routine maintenance issues be reported?
- What is the appropriate mechanism for reporting incidents to the police Department?
- In which situations should they just talk to pathway users and for which should they call the police or EMS?
 - Littering
 - Illegal parking
 - Non-injury cashes
 - Segway® use outside the allowed areas
- Should the program provide some visitor information?
- How will the success of the program be measured?

The International Mountain Bicycling Association has a formal training and certification for volunteer bike patrols. Certification requires a current certification in first aid and CPR. Additionally, volunteers must take a course (there are several options) and pass a certification test. They must also be members of the National Mountain Bike patrol (NMBA) which requires a \$50 minimum fee.²⁷ Several NMBA patrols currently operate in Florida: the Ocala MBA patrols the Santos Trails, the Wilderness Trails Bike patrol operates in the parks west of the Temple Terrace area of Tampa, and the Alafia River State park has a bike patrol.

A volunteer program (Figure 5.32), even with a lead volunteer, does not run itself.



Figure 5.32 Uniformed Bike Patrol Members

Someone at the City would have to be responsible for overseeing the ambassador program. This would include keeping a contact list of the volunteers, organizing training sessions, obtaining and distributing uniform shirt or identity badges, developing and distributing informational material to the lead volunteer, and various other tasks. One task of the City staff person might be tracking the effectiveness of the program as measured against some criteria for success; this could help in obtaining any funding that might be needed to continue or expand volunteer program activities. Because of the numerous responsibilities, the City staff person would like constitute a full-time position, and adequate resources would need to be available to create such a position.

Those coordinating a volunteer ambassador program should realize that people who volunteer for this effort need to feel their efforts are valued and making a difference. The training sessions are an excellent venue for recognizing their efforts but occasional articles in the *Islander* or *Reporter*, or even the *Ft. Myers News-Press*, can continue to encourage volunteers. Once the program is up and running awards ceremonies could be held to honor volunteers with special accomplishments or time commitments.

²⁷Information on the National Mountain Bike Patrol program can be found online at <http://www.imba.com/nmbp/index.html>

You have reached the cached page for
<http://www.ci.minneapolis.mn.us/bicycles/ambassador.asp>

Below is a snapshot of the Web page as it appeared on **2/21/2009** (the last time our crawler visited it). This is the version of the page that was used for ranking your search results. The page may have changed since we last cached it. To see what might have changed (without the highlights), [go to the current page](#).

Live Search is not responsible for the content of this page.

Bicycle & Pedestrian Ambassador Program

The Bicycle & Pedestrian Ambassador Program is a 3-year education and promotion effort. Ambassador Program staff will work in Minneapolis and the surrounding 13 communities to increase bicycling, walking, and roadway safety. In addition to general programming, the Bicycle & Pedestrian Ambassadors will initiate Youth and Volunteer Programs.



Over the summer of 2007, Public Works assembled a diverse group of community and government agency stakeholders to assist in the development of the Ambassador Program. Read more about the Ambassador Program Steering Committee, and further details on the Ambassadors in the [Comprehensive Work Plan](#).

Learning how to maintain bicycles will likely be one of the programming strategies of the Ambassador Program.



If you are interested in volunteering with the Ambassador Program, please send your contact information to Shanai Matteson at shanai.matteson@ci.minneapolis.mn.us or 612-221-3300.

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Comprehensive Work Plan
for the
Bicycle & Pedestrian Ambassador Program

City of Minneapolis Department of Public Works
October 18, 2007

Mission Statement:

The Bicycle & Pedestrian Ambassador Program will strive to increase rates of bicycling and walking in the Non-Motorized Transportation Pilot Program (NTP) area, by providing educational resources and performing grassroots outreach to our communities.

Priorities (in no particular order):

1. Deliver an effective marketing campaign.
2. Build a culture of courtesy, acceptance, and safety for all mode shares – motorists, bicyclists, and pedestrians.
3. Build a program with long-term committed stakeholders.
4. Create a social norm where walking and biking are part of everyday routines.
5. Work with community leaders to frame program strategies, build community-based partnerships, and work with volunteers.
6. Leverage existing governmental and community efforts to maximize results.
7. Build a program with clear and measurable outcomes, as well as built-in evaluation that fulfills the grant's intent.

Target Audiences:

This program must provide education and outreach to the NTP target area (see page 4, third paragraph) as a whole with special attention to the following target audiences:

- Communities and population groups where bicycling and walking rates are most likely to increase.
- Minority communities, with a focus on culturally relevant programs and messages.

Narrative:

Roles of Grantor and Grantee:

The Bicycle & Pedestrian Ambassador Program is a community partnership led by the City of Minneapolis Department of Public Works (hereafter, City of Minneapolis). The grantor of this award, Transit for Livable Communities (hereafter, TLC), is responsible for guiding the City of Minneapolis to carry out the requirements of the program.

Role of Steering Committee:

The City of Minneapolis has assembled a group of community stakeholders, made up of representatives from the community at large and government agencies. A list of steering committee stakeholders can be found in Appendix A, accompanied by the needs of each party, as they relate to the Ambassador Program. This group is responsible for advising the grantee on the preferred direction of the Ambassador Program. More specifically, their advice is sought to a) create and maintain the program's overarching priorities, and b) assist with the implementation of the program. The Steering Committee will be chaired by the City of Minneapolis, with a TLC representative serving as an additional member. If a steering committee member is no longer able to serve on the committee, representation from his or her constituency or agency will be sought.

Roles of Community Education, Park Board, & Department of Health in Youth Programming:

The grantee has invited representatives from the Minneapolis Public Schools Community Education Department, the Minneapolis Park & Recreation Board, and the City of Minneapolis Department of Health to assist in the creation of youth programming for the Ambassador Program. These representatives will assist the City of Minneapolis in the execution and supervision of a youth ambassador program. A sub-work plan will be created by the City of Minneapolis, informed by the advice of Community Education, the Park Board, and the Department of Health.

Roles of Other Agencies in Adult Programming:

To be determined.

Position of the Program Manager:

The Ambassador Program will be led by a full-time program manager, who will be a City of Minneapolis employee. This person will be in charge of carrying out and maintaining the Comprehensive Work Plan, in addition to supervising the Ambassadors. He or she will also be responsible for cultivating partnerships in the community, in addition to serving as a direct communication link with TLC. Regular outreach to the steering committee and elected officials/management staff will also be the responsibility of the Program Manager.

Emphasis Placed on Bicycling and Walking:

The Ambassador Program will focus on bicycling and walking in an equal manner, with a focus on reducing vehicular travel. Where programming lends itself to a focus on bicycling, corresponding opportunities which focus on walking will be pursued. Since walking trips are sometimes less feasible than biking trips, because of distance, opportunities to connect with transit may play a strong role in walking-related programming.

Community Partnerships:

The Ambassador Program requires strong community partnerships, in order to fulfill three program priorities. These include Longevity of the Program (Priority #3), Grassroots Involvement (Priority #5), and Resource Leverage (Priority #6). Community partners may include, but not be limited to, members of the Steering Committee. The extent and shape of community partnerships will be informed by programming strategies.

Programming Strategies:

The mission statement and target audience sections on page 2 provide a foundation for the creation of "programming strategies." Any created strategies should increase rates of bicycling and walking, and reach the target audiences listed. Three additional priorities provide further guidance. These include Building a Sharing Culture (Priority #2), Creating a New Social Norm (Priority #4), and Constructing Measurable Outcomes (Priority #7).

Subpopulations:

Subpopulations are smaller categories contained within the two target audiences: 1) Communities where biking and walking rates are likely to increase, and 2) Minority communities (see page 2, heading 3). Subpopulations may be characterized by (but not limited to) geographic location, gender, age, familial position, income level, and health

status. In order to spread Ambassador Program resources in a prudent manner, the Program Manager will identify subpopulations for programming emphasis.

Research:

Community partnerships and programming strategies will be solidified by research. The goal of research will be to ascertain the most effective education and outreach methods which can increase the rates of bicycling and walking in the 14-community NTP area. TLC will lead research efforts, and will also work closely with the Program Manager to incorporate findings into the Comprehensive Work Plan. Research will play a pivotal role in the identification of subpopulations to be targeted. Research will also identify the types of trips which are most likely to involve bicycling and walking, as well as potential barriers to biking and walking.

Marketing & Outreach Materials:

TLC will create a marketing campaign, relying on the Ambassadors to be the main disseminators of related information (Priority #1). The Program Manager will work closely with TLC to fold a marketing campaign into the Comprehensive Work Plan. The Program Manager will also work with TLC to deliver and create any additional and necessary outreach materials. The Ambassadors will help to orchestrate the inclusion of media outreach, enforcement efforts, and infrastructure improvements into a marketing campaign.

Non Motorized Transportation Pilot Program Area:

The NTP area contains Minneapolis and the adjoining 13 communities (Brooklyn Center, Columbia Heights, Edina, Falcon Heights, Fridley, Golden Valley, Lauderdale, Richfield, Robbinsdale, Roseville, St. Anthony, St. Louis Park, St. Paul). The Ambassador Program will serve the entire NTP area, with a goal of 15% to 25% of the efforts focused in the adjoining communities. The Program Manager will produce a plan which achieves this goal, in the context of the creation of programming strategies.

Outcomes:

In order to evaluate the effectiveness of the Ambassador Program, the Program Manager will create measurable outcomes which reflect the intentions of this Comprehensive Work Plan. Whenever possible, these outcomes should contain numeric goals. While outcomes will be left to the discretion of the Program Manager, a list of example outcomes which may serve as a guide can be found in Appendix B.

Evaluation:

In order to produce compelling stories which prove the Ambassador Program's positive effect on behavior change, additional evaluation will be carried out. This effort will be led by TLC, with assistance from the Ambassador Program. While the outcomes in the previous section are intended to measure the *contact* Ambassadors have with the public, evaluation will measure the *results* of that contact.

Program Launch-Related Benchmarks:

Benchmarks	Time Frame	Person/Position Responsible
Post job position for Program Manager	September 2007	Jon Wertjes, Brenda Shepherd
Hire Program Manager	October 2007	Jon Wertjes will assist in determining a hiring committee.
Post job positions for Ambassadors	December 2007	Program Manager, Brenda Shepherd
Hire Ambassadors	January 2008	Program Manager

TLC-Related Benchmarks:

Benchmarks	Time Frame	Person/Position Responsible
Receive briefings from TLC on direction of research, marketing, and outreach material development	October 2007	Program Manager, Joan Pasiuk
Incorporate TLC research into the direction of the Ambassador Program	January or February 2008	Program Manager, Joan Pasiuk

Steering Committee-Related Benchmarks:

Benchmarks	Time Frame	Person/Position Responsible
Review the comprehensive work plan	August 2007	Shaun Murphy, Steering Committee
Meet with the newly hired Program Manager, and establish a schedule and rough agendas for upcoming meetings	November 2007	Shaun Murphy, Steering Committee, Program Manager

Program Manager-Related Benchmarks:

Benchmarks	Time Frame	Person/Position Responsible
Establish ties to community leaders, including those in the private, public, and non-profit sectors, by assessing current outreach efforts to cyclists & pedestrians	November 2007	Program Manager
Review other volunteer programs, laying the foundation for a Master Bicycle & Pedestrian Volunteer Program	November 2007	Program Manager
Review other youth programs, laying the foundation for a Youth Ambassador Program	November 2007	Program Manager

Assemble a training curriculum for ambassadors	December 2007	Program Manager
Carry out ambassador training, utilizing the League of American Bicyclists training and equivalent pedestrian curriculum.	January 2008	Program Manager
Evaluate opportunities for a non-profit to assist ambassadors in community engagement	January 2008	Program Manager
Establish 2008 measurable outcomes	February 2008	Program Manager, Ambassadors
Select subpopulations for Ambassador focus	February 2008	Program Manager, Ambassadors
Detail plan for achieving a 15% to 25% goal of Ambassador efforts in adjoining communities	February 2008	Program Manager, Ambassadors
Launch programming based on measurable outcomes	February 2008	Program Manager, Ambassadors
Launch Ambassador Program website pages, to be added to the Bike Walk Twin Cities website.	March 2008	Program Manager, Katie Eukel
Draft media outreach plan, based on overall BWTC media efforts	March 2008	Program Manager, Matt Laible
Schedule NTP Grand Opening events	July 2008	Program Manager
Write Year 1 evaluation report	November 2008	Program Manager
Submit revised 2009 budget	November 2008	Program Manager

Youth Ambassador Program Benchmarks:

Benchmarks	Time Frame	Person/Position Responsible
Write a sub-work plan which details the execution of the Youth Ambassador Program	December 2007	Program Manager, Colleen Sanders, Corky Wiseman, Patty Bowler
Write a recruitment plan for hiring high school youth ambassadors	February 2008	Youth Ambassador
Establish ties with Community Education/Park Board/Safe Routes to School sites which are interested in youth cycling and walking programs	February 2008	Youth Ambassador, Colleen Sanders, Corky Wiseman, Patty Bowler
Initiate pilot programs at Community Education & Park Board youth sites	March 2008	Youth Ambassador
Hire high school youth ambassadors	April 2008	Youth Ambassador
Launch program for high school youth ambassadors	May 2008	Youth Ambassador

Adult Ambassador Program Benchmarks:

To be determined.

Appendix A: **Steering Committee Members, with Accompanying Ambassador Program Needs**

Community at Large

Adjunct Professor - Christie Manning

- Reach out to the community in an effective and proven manner, using past research and allowing opportunities for future study.

Alliance for Sustainability - Sean Gosiewski

- Spread the messages of increased biking and walking to the grassroots level, to those who have the interest and/or need to hear it.

Bike Walk Advisory Committee - Terra Cole

- Use the resources granted through the Non-Motorized Transportation Pilot Program in a fair and responsible manner, serving the interests of our diverse communities.

Downtown Minneapolis Transportation Management Organization - Teresa Wernecke

- Increase the prevalence of bicycling and walking in downtown Minneapolis, in order to fulfill the TMO's mandate to decrease Single Occupancy Vehicle use in the central district.

East Side Neighborhood Services - Sheila Biernat

- Increase bicycling and walking amongst a variety of neighborhood residents (seniors, women, communities of color, immigrants, etc.).
- Educate residents how to incorporate bicycling and walking into daily life. Effective education would focus on locations (business districts, farmers' markets, block clubs, community events, etc.), available amenities (bike lanes, bike and pedestrian paths, bike racks, bike shops etc.), and issues of concern (traffic safety, crime, traveling with children, etc.)

Midway TMO – Jessica Treat

- Increase the prevalence of bicycling and walking in the Midway area of St. Paul, in order to fulfill the Midway TMO's mandate to decrease Single Occupancy Vehicle use.

Government Agencies

City of Minneapolis Department of Health & Family Support - Patty Bowler, Alice Tibbetts

- Increase physical activity amongst Minneapolitans, in order to fulfill our city vision of healthy lifestyles.
- Assist in carrying out the Safe Routes to Schools & Parks plan, currently under development.
- Encourage more students to travel to school on foot or by bicycle, in a safe way.
- Increase the comfort level amongst parents and school staff, in allowing students to walk or bike to school.

Hennepin County Human Services & Public Health Department - Sonja Savre

- Increase physical activity amongst Hennepin County residents, in order to fulfill the county's vision of healthy residents.
- Provide resources to the county's Health @ Work program, which gives employers information to promote healthy employees.

Law Enforcement – Shannon McDonough

- Increase safety and lawful behavior amongst bicyclists and pedestrians.
- Increase bicycling and walking so our community has more engaged and available residents.

Metro Transit - John Siqveland

- Encourage the public on how to combine bicycling and walking trips with the train and buses safely, courteously, and efficiently, in order to increase transit use and maximize the reach of the transit system.

Minneapolis Park & Recreation Board - Michelle Kellogg, Corky Wiseman

- Encourage more park users to travel to and through parks on foot or by bicycle, in a safe manner.
- Give Parks youth opportunities to teach others how to become healthier, gain more independence, and be safe through bicycling and walking.

Minneapolis Public Schools Community Education Department- Colleen Sanders

- Give After School youth opportunities to teach other youth how to become healthier, gain more independence, and be safe through bicycling and walking.

University of Minnesota Parking & Transportation Services - Steve Sanders

- Increase bicycling and walking on, between, and around the UM campuses, in order to fulfill its mission of encouraging alternative modes of transportation.
- Increase safety amongst young adults in the dense and congested area University area.

Grantee

City of Minneapolis Department of Public Works - Shaun Murphy

- Increase the prevalence of biking and walking, to fulfill our city vision of a multi-modal transportation system.
- Reduce maintenance needs and congestion caused by vehicles.
- Decrease the number of traffic crashes involving cyclists and pedestrians through education, to fulfill our city vision of a safe community.

Grantor

Transit for Livable Communities – Steve Clark, Joan Pasiuk

- Increase bicycling and pedestrian mode share, to ensure that a successful report can be made to Congress in 2010.
- Fulfill the innovative mandate of the Non-Motorized Transportation Pilot Program, by working in communities whose populations are not likely to bike and walk.
- Help to ensure that the Ambassador Program can become self-sustaining into the future, after NTP funding ends in 2010.

Appendix B: Example Outcomes

- Increase general recognition of the Ambassador Program by 10%, from the general public.
- Start bike/walk to school programs at 2 high schools, 2 middle schools, and 2 upper elementary schools.
- Bring a face-to-face bike/walk message to 1,000 people in an immigrant community.
- Organize 10 bike rides and/or walks in a non-immigrant community of color (at least 50% minority population).
- Pilot a “Bike/Walk to Shopping” Program, with at least 40 participating businesses.
- Staff 10 community events, with at least 2 outside of Minneapolis and at least 3 at an event with a majority of participation by communities of color.
- Receive media coverage at least 4 times with TV stations, at least 6 times with major newspapers, and at least 20 times with community newspapers and/or local magazines.
- Staff all grand openings of NTP projects.
- Staff all NTP enforcement efforts where the media is present.
- Pilot a volunteer bike/pedestrian ambassador program, with at least 20 volunteers (no less than 4 outside of Minneapolis, no less than 6 from communities of color).
- Pilot bike programs at 5 parks youth summer camps.
- Pilot bike programs at 5 community education after school/summer programs.
- Work with 10 small employers (less than 50 employees), and 5 large employers (50 or more employees) to increase the rates of biking and walking while commuting and while on-the-job.
- Pilot a “Walk Downtown” campaign in 3 neighborhoods around downtown Minneapolis.

Bicycle Coalition of Greater Philadelphia

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About the Bicycle Ambassadors Program

Who are we?

The Bicycle Ambassadors are a team of adult safety educators working to make bicycling better in the City of Philadelphia. The Bicycle Ambassadors are an education and outreach program of The Bicycle Coalition of Greater Philadelphia sponsored by The City of Philadelphia, University City District and Fairmount Park. Ambassadors work in teams and travel to each event by bicycle (many times with trailers full of information in tow). Our full time Bicycle Ambassadors work from June through September.

What do we do?

The Ambassador program is designed to encourage adult bicyclists to ride more often and ride more safely as well as educate motorists on the rules of the road and provide tips for sharing the road. Ambassadors attend community events as well as create our own events to teach bike safety, sharing the road, bike lane and bike path etiquette and how to bike to work and school. Our message is conveyed through face-to-face interaction allowing for an organic conversation targeting the specific interests, questions and needs of each individual. We work in the neighborhoods of Center City, University City and Fairmount Park.

The program is currently under development and we look forward to a full launch

If you would like the Bicycle Ambassadors to attend your event please complete [Request Form](#).

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bike safety

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Bicycle Ambassadors

To request Ambassadors at your event, download our [PDF req](#) mail it to Julie Salathe (fax: 206.522.2407; PO Box 15165, Sea

- [About](#)
- [Cascade Ambassador Tasks](#)

About

(Mission adopted from the [Chicagoland Bicycle Ambassador](#)

The goal of this program is to increase the number of trips made while decreasing the number of bicycling related fatalities and injuries. As traffic congestion on the rise, it is important for communities to promote healthy alternatives to a sedentary lifestyle.

The Bicycle Ambassador educates and encourages the public to ride and to do so safely by educating residents about riding in traffic, running errands by bike. For Cascade Bicycle Club, the focus of working in the community. Some of the primary goals of the Ambassador Program are reaching new groups and educating riders who are not currently members of other segments of the Club.

The Cascade Bicycle Club Education Foundation is looking for riders who are interested, [contact us](#) to set up a volunteer training session.

Program is partially funded by a grant from REI.



[\[TOP\]](#)

Cascade Ambassador Tasks

1. Attend community events where they will distribute literature (safety brochures, maps) and dispense knowledge about safe cycling and commuting.

2. Attend low-cost helmet sales where they will fit helmets, dispense literature (brochures, safety brochures, maps), and dispense knowledge about



3. Talk to riders and walkers on the trails. Ambassadors will be stop/start points throughout the summer to talk to cyclists about commuting, as well as to distribute materials.

4. Attend children's events such as school assemblies to teach safety and possibly to do helmet fittings.

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Ambassador Request Form

The Bicycle Ambassadors are currently accepting appearance requests for the September 18th-September 19th (September 18th-September 19th). We have six full time seasonal Ambassadors on staff to help with bicycle safety in the neighborhoods of Center City, University City and Fairmount.

If you would like the Ambassadors to come to your event please complete this [Event Request Form](#). Ambassadors work in teams of 2-4 and we can tailor our presentation to the needs of your organization.

Most commonly requested Ambassador Events:

- Brown Bag Lunches on various topics
- Basics of Bike Commuting Presentation
- Attendance at Farmer's Markets
- Attendance at community and corporate Health and Transportation Fairs
- Attendance at events held at Churches or Community Centers



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Appendix M.

Potential Alternative Strategies and Sources of Funding



CITY OF SANIBEL

**APPENDIX M
2009 SHARED USE PATH MASTER PLAN
POTENTIAL FUNDING SOURCES**

SOURCE	PURPOSE	ELIGIBILITY	MAXIMUM GRANT	MATCH REQUIREMENTS	CYCLE
<p>Land and Water Conservation Fund (Administered by FL DEP and funded through the US Department of Interior)</p>	<p>Development of recreation areas such as beaches, picnic areas, trails, ballfields, tennis and basketball courts and playgrounds along with associated support facilities such as lighting, parking, restrooms and landscaping. Enclosed buildings and structures are ineligible. Also may be used for acquisition of land for outdoor recreation purposes.</p>	<p>All local governmental entities for the provision of outdoor recreational sites and facilities for the use and benefit of the public.</p>	<p>The maximum grant amount for the 2009 cycle has not been announced by the Department of Interior. Grant information is expected to be released by January 2009.</p>	<p>50:50</p> <p>Match can include: Cash; *In-kind Services; *Value of donated real property. (*Must be pre-approved by DEP)</p>	<p>The 2009 cycle has not been released by the Department of Interior. Submission schedule is expected by January 2009.</p>
<p>Recreational Trails Program (RTP) (Administered by FL DEP and funded through US Department of Transportation and the Federal Highway Administration)</p>	<p>Projects that provide, renovate or maintain recreational trails, trailhead and trailside facilities to include motorized trails, non-motorized trails and mixed use projects.</p>	<p>Municipal or county governments, state or federal government agencies.</p>	<p>Non-Motorized Projects \$250,000 Motorized Projects \$592,000</p>	<p>Applicant can choose 50:50, 60:40, or 80:20. (Points awarded based on applicant match amount. Higher applicant match provides for point award.)</p> <p>Match can include: Cash or In-Kind Services</p>	<p>The 2009 cycle has not been released by the US Department of Transportation. Submission schedule is expected by January 2009.</p>

APPENDIX M
2009 SHARED USE PATH MASTER PLAN
POTENTIAL FUNDING SOURCES

SOURCE	PURPOSE	ELIGIBILITY	MAXIMUM GRANT	MATCH REQUIREMENTS	CYCLE
Florida Recreational Development Assistance Program (FRDAP) (Administered by the FL DEP Office of Information and Recreation Services)	Development and/or renovation of land for public outdoor recreational purposes. Construction and/or renovation of a public recreational trail. Acquisition of land for public outdoor recreational purposes. Acquisition projects receiving a FRDAP grant must develop the acquired site for public use within three (3) years.	Municipal and county governments with the legal responsibility to provide public outdoor recreation.	\$200,000	No match required for projects less than \$50,000. 25% for projects ranging from \$50,001 to \$150,000. 50% for projects ranging from \$150,001 to \$200,000. Match can include: Cash, In-Kind Services and Value of undeveloped land owned by applicant (subject to conditions.)	2008 Submission Cycle ended September 30, 2008. The 2009 Submission Cycle has not been released.
Bikes Belong Coalition	Facility Project Objectives are to connect existing facilities or create new opportunities; leverage federal, state and private funds; influence policy; and generate economic activity.	Bicycle organizations, coalitions, and associations.	\$10,000	No match requirements.	No submission cycle. Grant requests are reviewed on a quarterly basis by a Committee and sent to Board of Directors for final approval.
Transportation, Community, and System Preservation Program (TCSP)	To improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services and centers of trade. *NOTE-In FY08, only one project funded in Florida was a multi-use trail project for \$245,000.	Municipal or county governments, state or federal government agencies. *NOTE – For the past 8 years, Congress has earmarked the projects funded under this program.	No maximum amount established. The single largest project funded in FL for 2008 was \$980,000. A total of \$270 million has been authorized for this program over the period of 4 years (FY05-FY08).	80:20	No submission cycle established for FY08-09 due to the Congressional earmarking of this program.

APPENDIX M
2009 SHARED USE PATH MASTER PLAN
POTENTIAL FUNDING SOURCES

SOURCE	PURPOSE	ELIGIBILITY	MAXIMUM GRANT	MATCH REQUIREMENTS	CYCLE
<p>Job Access and Reverse Commute Grants (JARC) of the Transportation Equity Act (TEA-21) administered through the Lee County Metropolitan Organization (MPO)</p>	<p>To develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, train, carpool, vans or other transportation services, including transit related aspects of bicycling.</p>	<p>Local governments and private non-profits.</p>	<p>Not determined for the 2009 cycle.</p>	<p>No match requirements.</p>	<p>2008 Cycle ended August 2008. The 2009 cycle has not been released.</p>
<p>Florida Forever Grant Administered by the Florida Communities Trust – Florida Department of Community Affairs</p>	<p>To assist local governments in the acquisition of coastal, conservation, recreation, greenways, and open space land.</p>	<p>Local governments and non-profit environmental groups.</p>	<p>Not determined for the 2009 cycle.</p>	<p>Sanibel would be exempt from match requirement due to permanent population of less than 10,000 residents.</p>	<p>2008 deadline was May 7, 2008. The 2009 cycle has not been released.</p>
<p>The Greenways and Trails Acquisition Program Administered by the FL Department of Environmental Protection.</p>	<p>To conserve, develop, and use natural resources for healthful and recreational purposes and provide open space benefiting environmentally sensitive lands and wildlife and providing people with access to healthy outdoor activities; and as an implementation tool for ecosystem management concepts, while providing recreational opportunities such as hiking, bicycling, and jogging, thereby improving the health and welfare of the people.</p>	<p>Local governments who have applied for, and received a certificate of eligibility from DEP. Project must meet the definition of a greenway or trail under FS 260.013. The planned project corridor is located within or adjacent to at least one opportunity segment on Recreational Prioritization Map and a managing entity.</p>	<p>Not determined for the 2009 cycle. *NOTE – The last project to be funded in Lee County was the Hickey Creek Property at \$209,300.</p>	<p>Could not find information on match requirements.</p>	<p>2008 cycle ended April 17, 2008. The 2009 cycle has not been released.</p>

**APPENDIX M
2009 SHARED USE PATH MASTER PLAN
POTENTIAL FUNDING SOURCES**

SOURCE	PURPOSE	ELIGIBILITY	MAXIMUM GRANT	MATCH REQUIREMENTS	CYCLE
The Kodak American Greenways Awards Administered through a partnership of Eastman Kodak Company, The Conservation Fund and the National Geographic Society	To fund activities such as mapping, ecological assessments, surveying, conferences, and design activities, brochure development, interpretive displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building a foot bridge, planning a bike path, or other creative projects and for all appropriate expenses needed to complete, expand or improve a greenway project including planning, technical assistance, legal and other costs.	Primarily to local, regional, or statewide nonprofit organizations. Public agencies may apply, however, community, non-profits and organizations will receive preference.	\$2,500	No match required.	March 31 through June 30 of each calendar year.

***NOTE:** The following funding sources were not included in the above matrix for reasons notated.

Bike Florida Mini Grants – Information link for grant program is inactive. I’ve emailed the agency but received no response as of 10/30/08.

Conserve by Bicycle Program – Could not find information on the web for this program. This is a Florida Legislature mandated program, which is currently under development.

Lee County Tourist Development Council – Did not research.

Trails in Motion – Administered by the Sanibel Bicycle Club.

The Robert Wood Johnson Foundation – Grant Program has not been offered since 7/26/01.

American Trails Program – This is an informational site only to assist organizations and agencies with the development of trails and greenways.