



EXECUTIVE SUMMARY

The Bicycle Plan was developed in response to *Bicycling Magazine's* ranking of Orlando as the second "Worst" city for bicycling in their 1990 annual ranking of major cities. City of Orlando officials took the ranking as a challenge and set out to improve conditions for bicyclists. In early 1994, the Bicycle Plan was complete and set forth the City's bicycling vision for the foreseeable future.

In September 1996, Mayor Hood issued a challenge to complete 100 miles of bikeway facilities by 2000 which was met and exceeded prior to the end of 2000. In December of 2000, the League of American Cyclists recognized the City of Orlando's efforts by issuing the "Bicycle Friendly Community" designation. In 2004 and 2006, the League upgraded the City of Orlando's Bicycle Friendly Community status to the Bronze Level.

As of June 2008, the City has provided 252 miles of bicycle facilities for residents, employees and visitors. The Bicycle Plan extends the vision by calling for the construction of 100 additional miles of bikeways by 2015 through development review, road resurfacing and new road and trail projects.

The Importance of Bicycling

The City of Orlando recognizes the role bicycling has for the citizens of Orlando. Having a connected bicycling network as an integral part of the transportation system is essential for the commuter. Bicycling is also a means of interacting with the community and satisfying recreational needs. The City of Orlando prides itself on the progress it has made in implementing a multi-modal approach to transportation while offering an inexpensive and efficient alternative to the single occupancy vehicle. In addition, increased bicycle commutation reduces congestion on the overburdened transportation network, and reduces carbon monoxide production and other ozone depleting emissions.

Plan Overview

The City of Orlando Bicycle Plan is a long-range plan detailing the City's bicycle facility improvements through 2015. The Orlando City Council originally approved the Bicycle Plan in May of 1994. The 2001 Plan update called for the development of an additional 100 miles of bikeway facilities within the City for a total of 248 miles of bikeways connecting all parts of the City by 2010. The 2010 goal was exceeded in 2008.

The goal of the Bicycle Plan is to increase bicycle use for transportation by implementing a system of safe, economical and efficient bikeway facilities, supporting bicycle-related programs, and promoting the network.





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City of Orlando staff and the Bicycle Plan Advisory Committee met from December 2007 through May 2008 to update the goals and direction of the Bicycle Plan while staying true to the essence of the original vision. The Bicycle Plan incorporates this vision by outlining future bicycle opportunities for the City of Orlando. This is achieved through a set of goals, objectives and policies framed in the Growth Management Plan, Downtown Transportation Plan and Bicycle Friendly Community policies, a recommended bikeway facilities map and various bicycle support programs. The purpose and vision of the plan is as relevant today as it was in 1994.

2008 updated vision:

Mobility is a key element in the well being of a city, and the transportation system is the basic framework upon which a city is built. As we plan for transportation in Orlando, it is our vision to have a transportation system with various mobility alternatives for residents, employees and visitors alike. One of the most effective ways to counterbalance travel demand and traffic congestion in urban areas is to provide transportation choices.

We visualize a multimodal transportation system for Orlando which creates a high level of accessibility, reduces dependency on the automobile, increases transit usage, creates a quality pedestrian environment, and offers a safe and attractive climate for bicycling.

The increased use of bicycles and other non-motorized modes can prevent environmental degradation and conserve energy.

Community Voice and Feedback

City staff conducted an electronic survey to gather feedback on the types of facilities bicyclists today favor. Staff and the Bicycle Advisory Committee conducted a detailed review of existing facilities, bicycle parking, transit integration and institutional arrangements to determine the City's bicycle facility deficiencies and needs.

To ensure the best bicycle network for the City, staff also reviewed bike parking standards, bicycle lanes, multi-use trails, community outreach, promoting cycling, safety information dissemination and signage. This update includes the best of these current practices ensuring Orlando's future is characterized as a bicycle oriented, active and livable city.

