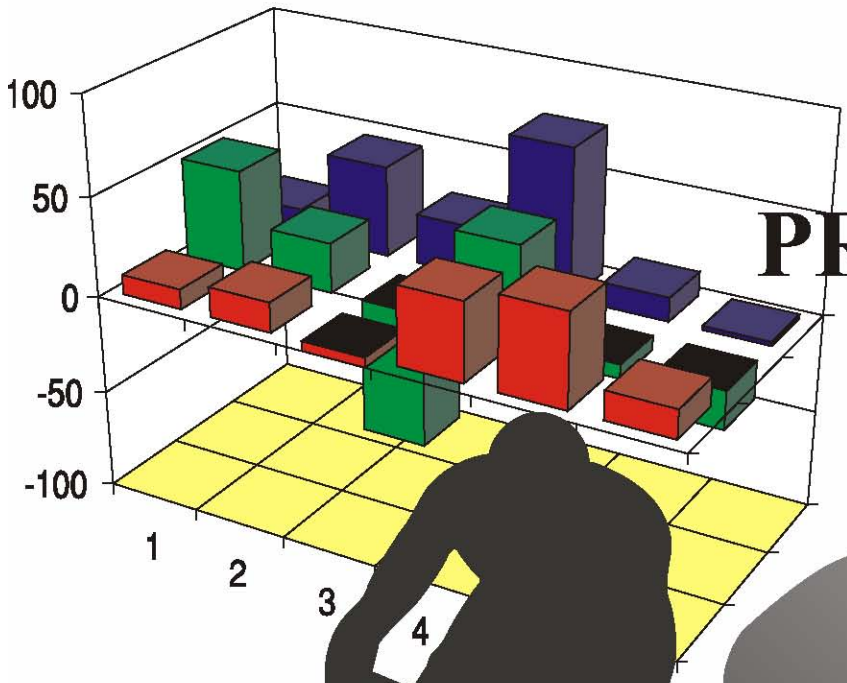
2009 BICYCLE USAGE TRENDS PROGRAM



Prepared for the
Metropolitan Transportation Planning Organization
(MTPO) for the Gainesville Urbanized Area
by the North Central Florida Regional Planning Council

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EXECUTIVE SUMMARY

The Bicycle Usage Trends Program contains the results of the 2009 bicycle count activities conducted by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area. The MTPO is responsible for transportation planning within the Gainesville Metropolitan Area (GMA). The purpose of the Program is to establish a historical record of bicycle activity within the GMA by collecting, monitoring and reporting bicycle activity information. This information is used to develop bicycle planning strategies and evaluate the effectiveness of bicycle engineering and enforcement activities.

The MTPO has collected this type of bicycle count information yearly from 1982 through 1999. On December 14, 2000, the MTPO decided to have the report of bicycle count information prepared every five years to correspond with the development of the long range transportation plan. This Report presents results from data collected in 2009, as well as some of the data collected from 1985 through 2005.

SUMMARY FINDINGS

Upon examination of the data presented in this Report, the summary findings are as follows:

12-HOUR WEEKDAY COUNT LOCATIONS (7:00 am - 7:00 pm)

(1) Generally, bicycle volume counts increased the closer they were taken to the University of Florida. Four of the locations (#23, #28, #31 and #37) represent 62 percent of the total 12-hour volume of 6,535 bicycles. The total 12-hour volume counts ranged from a high of 1,734 bicycle observations at W 17th Street and W University Avenue to a low of 68 observations at Newberry Road and NW 62nd Street, as well as NW 23rd Avenue and NW 83rd St.

(2) Bicycle volume is fairly constant from 8:00 a.m. to 6:00 p.m. at the 12-hour (7:00 a.m. - 7:00 p.m.) day count locations (see Illustration V). Bicycle volumes range from approximately one to 26.5 percent of the total volume, per location.

BICYCLE VOLUME TRENDS ANALYSIS 1982 - 2009

The 2009 total volume count of 6,535 is the highest since 1997 and is approximately 1,861 more than the 2005 count (see Table 2 and Illustration VI). In addition, 61.71 percent of the total volume was observed at the four count stations surrounding the University of Florida Campus.

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I

INTRODUCTION

The Bicycle Usage Trends Program contains the results of the 2009 bicycle count activities conducted by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area. The MTPO is responsible for transportation planning within the Gainesville Metropolitan Area (GMA). The purpose of the Program is to establish a historical record of bicycle activity within the GMA by collecting, monitoring and reporting bicycle activity information.

The MTPO collected this type of bicycle count information yearly from 1982 through 1999. On December 14, 2000, the MTPO decided to have the report of bicycle count information prepared every five years to correspond with the development of the long range transportation plan. This Report presents results from data collected in 2009, as well as some of the data collected from 1982 through 2005.

The Program began in 1982 with 32 count locations. In the 1983, 1984 and 1985 Programs, 10, 12 and 14 locations, respectively, were counted. Fifteen locations were counted in the 1986, 1987 and 1988 Programs. In 1989 through 1991, nine locations were counted. In 1992, two additional locations were added to the count and again in 1995 two additional locations were added. The 2005 and 2009 reports contain thirteen permanent locations (Table 1). These locations were counted in the fall of 2009 (Illustration I).

PURPOSE

The purpose of this Report is to monitor, collect and present information on bicycle activity for selected count locations within the GMA. The data reported in this Report is used to develop historical activity profiles for selected bicycle count locations. This information is used to develop bicycle planning strategies within the GMA and to evaluate the effectiveness of bicycle engineering and enforcement activities.

The following is a list of some of the uses for the information presented in this Report:

1. to identify historical trends of bicycle activity;

2. to collect historical bicycle count information which is used to develop long-range transportation plans; and

3. to provide information concerning:

    A. the effectiveness of bicycle education and enforcement programs;

    B. the future needs for bicycle facilities; and

    C. the safety of on-street versus off-street bicycle facilities.

SCOPE

For this Report, there are 13 permanent count locations within the GMA. These locations were selected by the Bicycle/Pedestrian Advisory Board with the assistance of MTPO staff. Nine of these locations (#13, #15, #22, #23, #25, #28, #31, #37 and #40) have been maintained from the Program's inception in 1985. During the Program, four locations have been added. These include: #32 and #54 in 1992; and #17 and #55 in 1995. From 1985 to 1999, this trend analysis Program was conducted annually. Since 1999, bicycle usage data has been collected to coincide with the MTPO Long Range Transportation Plan update. The 13 permanent count locations are shown in Table 1 and Illustration I.

TABLE 1

PERMANENT BICYCLE COUNT LOCATIONS-
GAINESVILLE METROPOLITAN AREA, 2009

COUNT LOCATION NUMBER	INTERSECTION
13	NW 34th Street and NW 39th Avenue
15	S Main Street and SW 2nd Avenue
17	NW 43rd Street and NW 23rd Avenue
22	SW 34th Street and SW 20th Avenue
23	SW 13th Street and SW 16th Avenue
25	SW 34th Street and SW 2nd Avenue
28	W 13th Street and W University Avenue
31	SW 23rd Terrace and Archer Road
32	NW 34th Street and NW 8th Avenue
37	W 17th Street and W University Avenue
40	E 9th Street and E University Avenue
54	NW 23rd Avenue and NW 83rd Street
55	Newberry Road and SW 62nd Boulevard

[a] Each location in the program is assigned a number. See Illustration I for the location of each count station.

Source: Metropolitan Transportation Planning Organization staff.

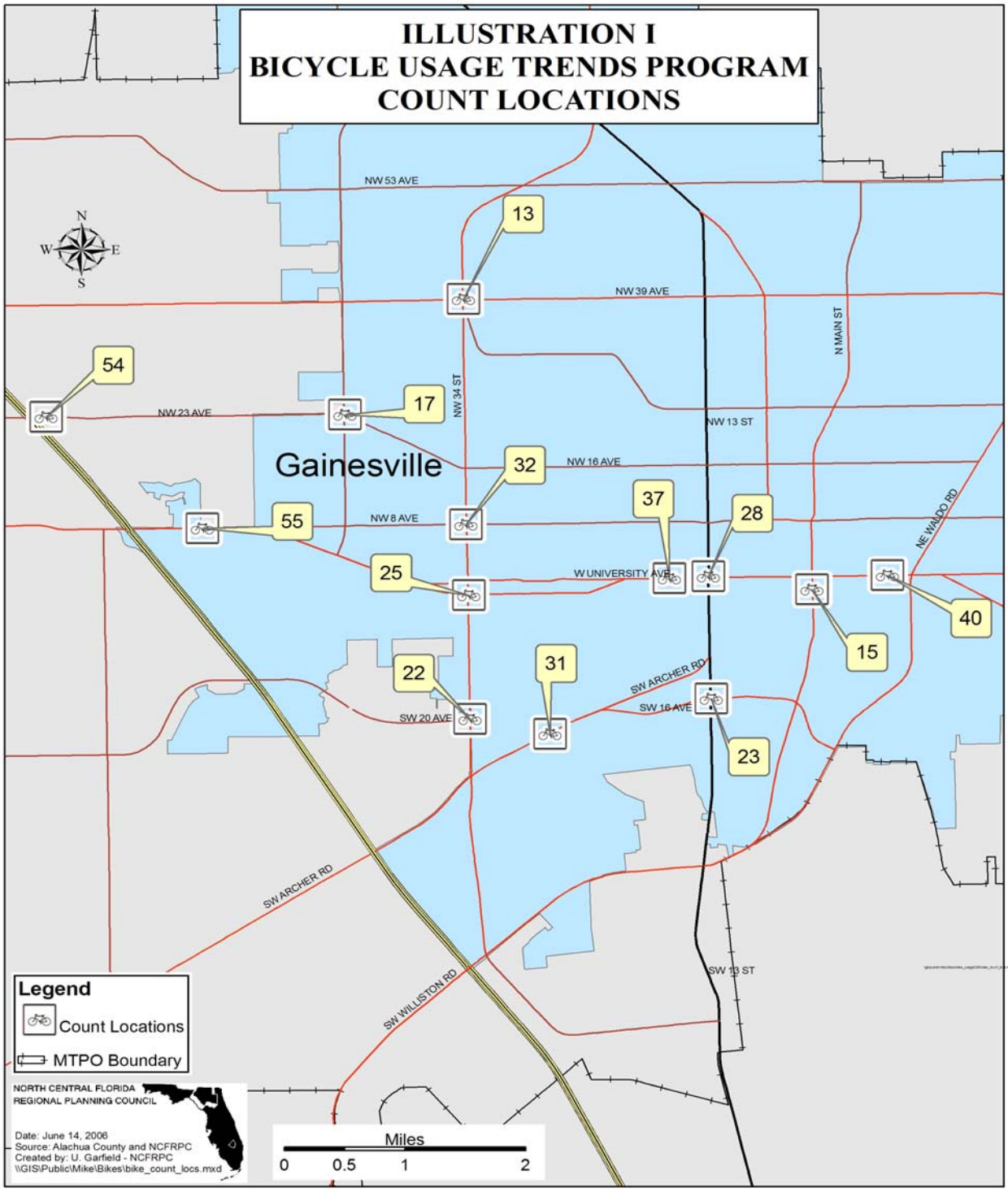
ILLUSTRATION I
BICYCLE USAGE TRENDS PROGRAM
COUNT LOCATIONS
NW 53 AVE
NW 39 AVE
NW 34 ST
N MAIN ST
NW 23 AVE
NW 13 ST
Gainesville
NW 16 AVE
NW 8 AVE
NE WALDO RD
W UNIVERSITY AVE
SW ARCHER RD
SW 16 AVE
SW 20 AVE
SW 13 ST
SW WILLISTON RD
13
54
17
32
37
28
55
25
40
15
22
31
23
Legend
Count Locations
MTPO Boundary
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL
Date: June 14, 2006
Source: Alachua County and NCFRPC
Created by: U. Garfield - NCFRPC
\\GIS\Public\Mike\Bikes\bike_count_locs.mxd
Miles
0
0.5
1
2

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II

METHODOLOGY

The following paragraphs discuss the methodology used in this Report. Metropolitan Transportation Planning Organization (MTPO) staff were responsible for the field collection of the weekday bicycle count information. MTPO staff also performed the statistical analysis and prepared the written report discussing the results of the bicycle count information.

BICYCLE COUNTS - DAYS AND TIME

The data was collected from August to November 2009. Weekday counts were taken Tuesday through Thursday except:

1. holidays;

2. days in which public schools, the Santa Fe Community College or the University of Florida were not in session; and

3. days of inclement weather.

At each location, counts were conducted and recorded on a 15-minute basis. The 15-minute interval is based upon standard traffic engineering practices to determine peak-hour volumes. Over a twelve-hour time period, 48 separate recordings were made for bicycle volume at a given count location.

BICYCLE COUNTING FORM

Counting took place where all legs of the count location/intersection were visible to the observer. As cyclists rode through the intersection, they were recorded on a count form.

Appendix A contains the bicycle count form used for each count location. This form identifies:

1. the location number and description of the intersection;

2. the 15-minute time interval;

3. the date;

4. the directional movement; and

5. whether cyclists were traveling on-street or off-street.

In addition, field information was collected on whether the cyclist was traveling with or against traffic. However, an analysis of this information is not included in this Report.

BICYCLE COUNTS - DIRECTIONAL MOVEMENT

At a typical intersection, the counting form provided for 24 separate types of movements during each 15-minute period. Appendix B contains total directional movements for each count location. A movement was recorded on the basis of where the cyclist approached the intersection to his or her eventual destination. An approach and destination in the same direction was considered a through movement. No consideration was given to movements within the intersection.

For example, if a cyclist was observed traveling south approaching the count location intersection and turned west at the intersecting street, the field counter coded the cyclist's movement through the intersection as Southbound Right (SBR). If the cyclist continued south or turned east, the cyclist's movement would have been recorded as Southbound Through (SBT) or Southbound Left (SBL), respectively.

BICYCLE COUNTS - BY FACILITY TYPE (ON/OFF-STREET ACTIVITY)

Each bicycle movement through the intersection was identified as to whether the cyclist was traveling on-street or off-street. On-street cyclists were those using either an on-street bicycle facility (see Illustration II) or were traveling on a roadway which did not have any type of bicycle facility.

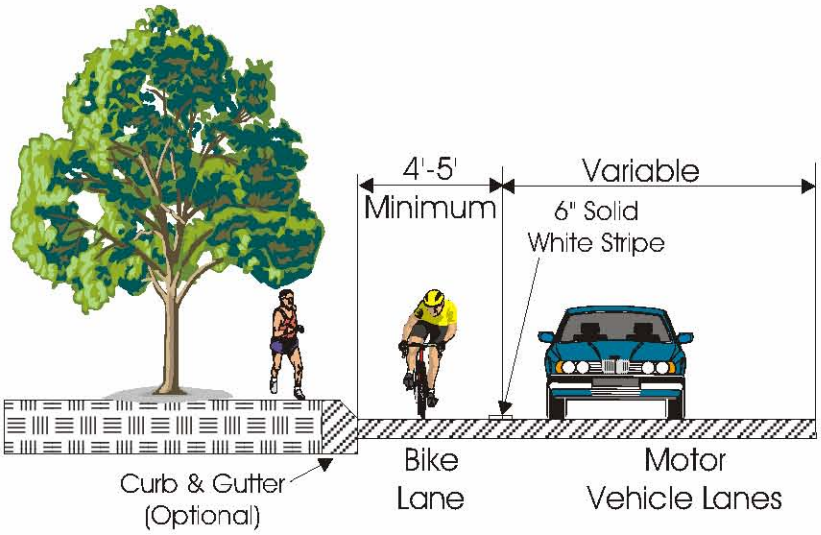
Off-street cyclists were those not traveling on the roadway. The majority of off-street cyclists were using sidewalks and bicycle paths (see Illustration III), however, some were traveling on unpaved shoulders.

On-street and off-street counts required that some subjective judgments be made. Generally speaking, whether the cyclist was on versus off street was determined by where the cyclist was riding as the cyclist departed the intersection. For example, if the cyclist approached the intersection on-street, but switched to off-street when leaving the intersection, it was recorded that the cyclist was traveling off-street. Appendix B contains information concerning whether the cyclist was traveling on-street or off-street for each count location.

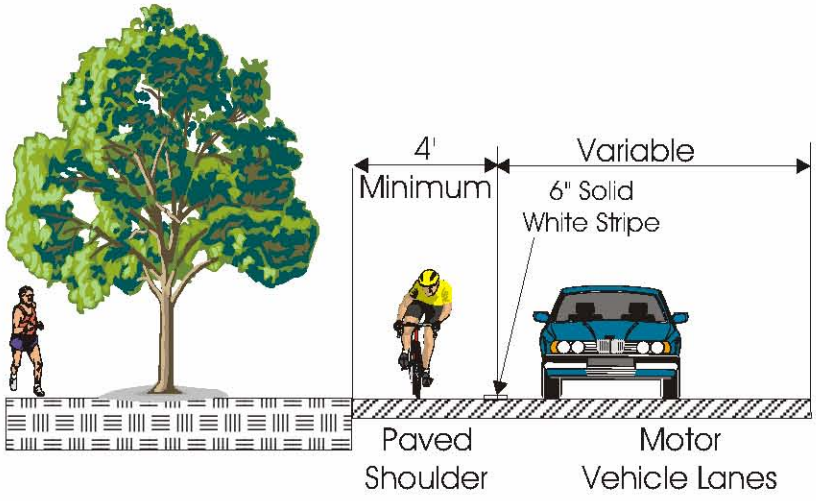
BICYCLE VOLUME
TRENDS ANALYSIS 1985 - 2009

The thirteen permanent locations contained in this year's Report are where counts generally have been taken since the Program began in 1982. Historical trends can be noted from the bicycle activity information collected at each of these locations. Table 1 lists these thirteen count locations.

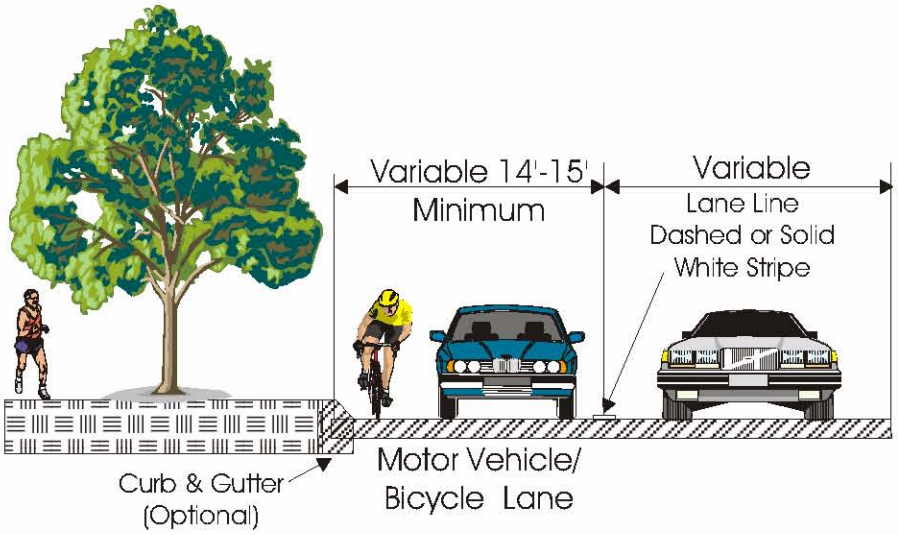
ILLUSTRATION II
IN-STREET BICYCLE FACILITIES



Bicycle Lane



Paved Shoulder



Wide Curb Lane

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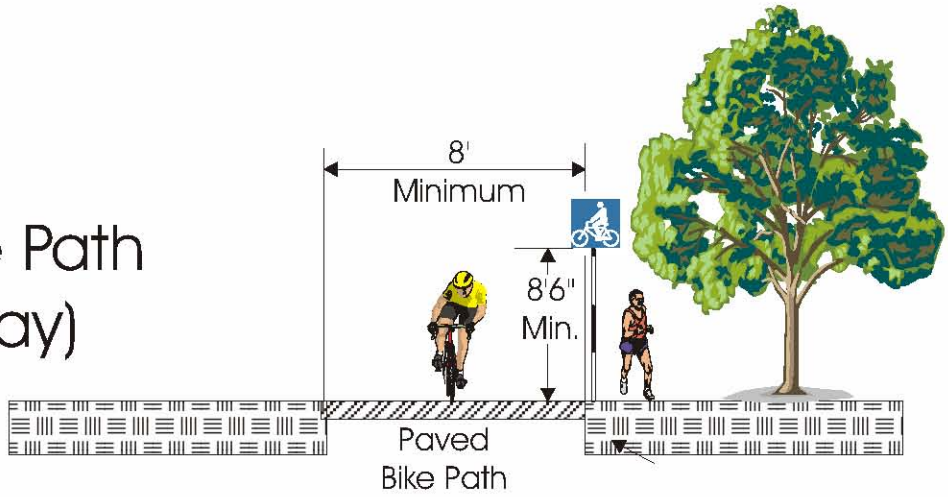
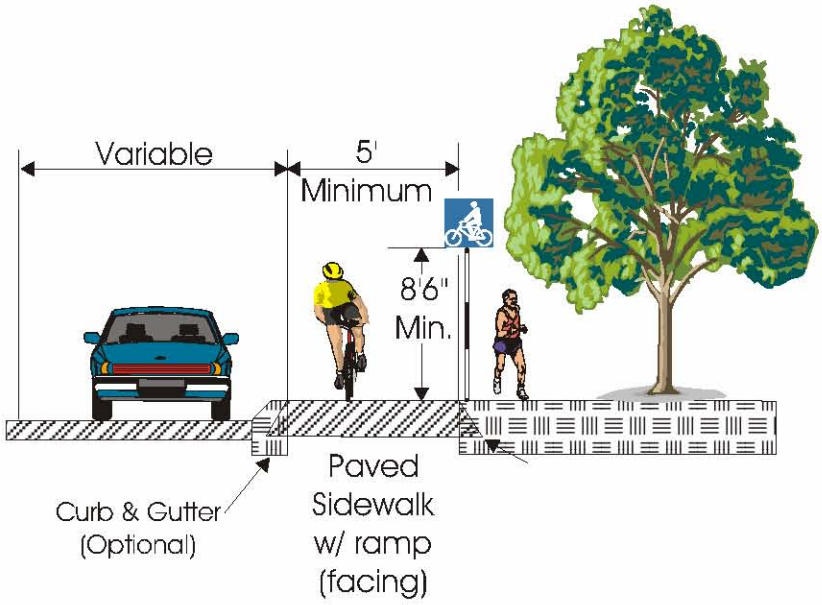
ILLUSTRATION III
OFF-STREET BICYCLE FACILITIES

Bicycle Path (Two Way)



Sidewalk with ramps



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III

DATA RESULTS/DISCUSSION

This section discusses the results of the bicycle count information collected by the MTPO in the Fall of 2009. Included in this section is a discussion of 12-hour weekday count information and historical trends in bicycle counts for the period 1982 through 2009.

12-HOUR WEEKDAY COUNT LOCATIONS (7:00 am - 7:00 pm)

The data for the 12-hour weekday count locations are presented in the graphs and tables on the following pages. Table 2 and Illustration IV contain information concerning bicycle volume by count location. Bicycle volume by time is shown in Table 3 and Illustration V.

BICYCLE VOLUME BY COUNT LOCATION

According to Table 2 and Illustration IV, a total of 6,535 bicycles were counted during the 156 counting hours at the thirteen permanent count locations. The 12-hour volume count was highest at W 17th Street and W University Avenue (Location #37) where 1,734 bicycles were observed. This represents approximately 22 percent of the total 12-hour volume. The 12-hour volume count was lowest at NW 23rd Avenue and NW 83rd Street (Location # 54) and at Newberry Road and NW 62nd Street (Location #55) where 68 bicycles were observed in both locations. The count at each of these locations represents approximately one percent of the total 12-hour volume.

Generally speaking, larger numbers of bicycles were observed near the University of Florida. For example, the following bicycle observations were made at the following four locations near the University of Florida:

1. SW 13th Street and SW 16th Avenue (Location #23) – 480;
2. W 13th Street and W University Avenue (Location #28) – 1,191;
3. SW 23rd Terrace and Archer Road (Location #31) - 628; and
4. W 17th Street and W University Avenue (Location #37) - 1,734.

Bicycle usage was also high at S Main Street and SW 2nd Avenue (Location 15), where 645 bicycles were observed.

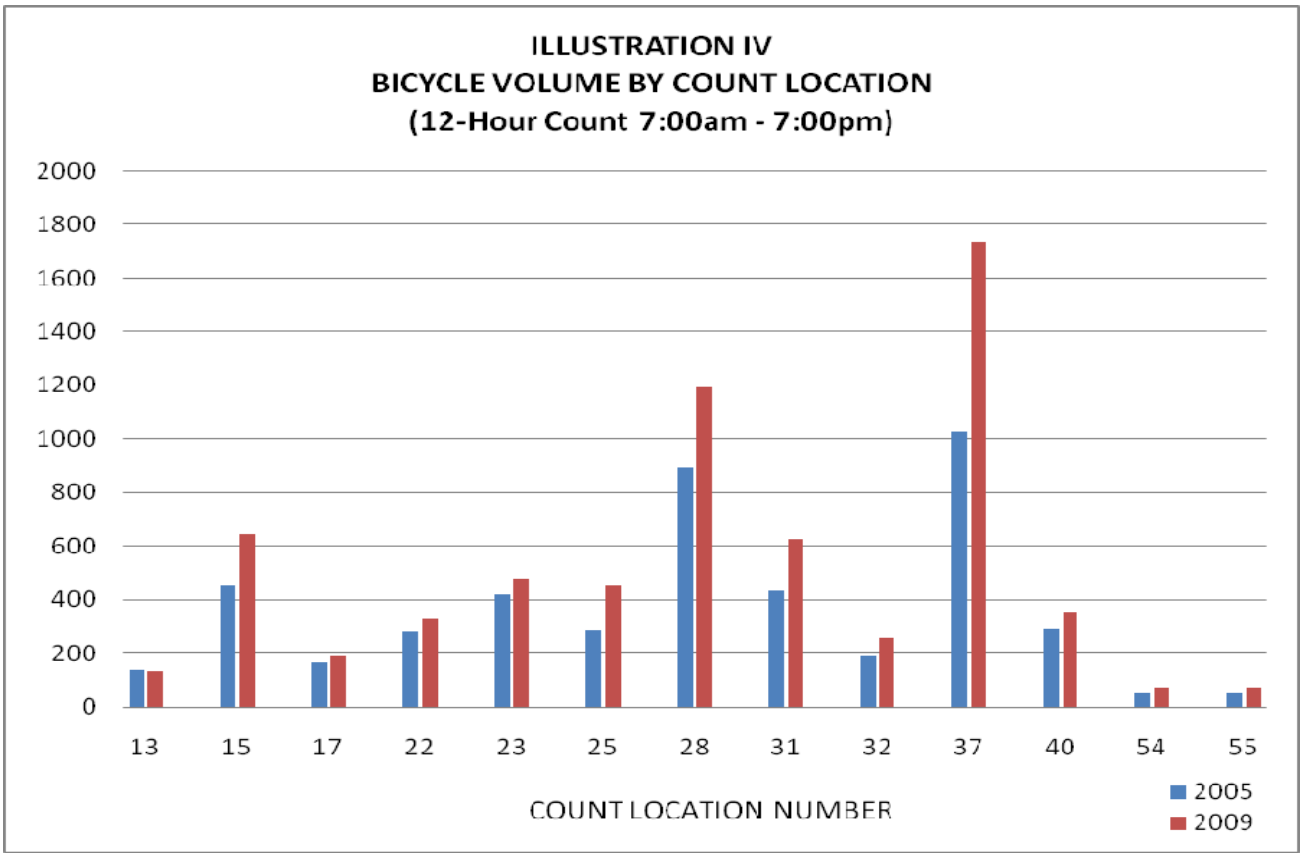
TABLE 2

BICYCLE VOLUME BY COUNT LOCATION
(12-Hour Weekday Counts 7:00 a.m. - 7:00 p.m.)
GAINESVILLE METROPOLITAN AREA 2009

[a] COUNT LOCATION NUMBER	INTERSECTION	1997 BICYCLE VOLUME	1998 BICYCLE VOLUME	1999 BICYCLE VOLUME	2005 BICYCLE VOLUME	2009 BICYCLE VOLUME	PERCENT OF TOTAL (2009)
13	NW 34TH Street and NW 39th Avenue	162	202	103	138	134	2.05%
15	S Main Street and SW 2nd Avenue	449	385	344	454	645	9.87%
17	NW 43rd Street and NW 23rd Avenue	177	183	147	167	189	2.89%
22	SW 34th Street and SW 20th Avenue	486	386	276	279	329	5.03%
23	SW 13th Street and SW 16th Avenue	711	581	421	417	480	7.35%
25	SW 34th Street and SW 2nd Avenue	420	442	330	288	457	6.99%
28	W 13th Street and W University Avenue	1,471	1,619	1,357	891	1,191	18.22%
31	SW 23rd Terrace and Archer Road	719	687	449	432	628	9.61%
32	NW 34th Street and NW 8th Avenue	255	238	177	191	257	3.93%
37	W 17th Street and W University Avenue	1,707	1,298	1,416	1,028	1,734	26.53%
40	E.9th Street and E University Avenue	154	203	122	290	355	5.43%
54	NW 23rd Avenue and NW 83rd Street	68	43	69	50	68	1.04%
55	Newberry Road and NW 62nd Street	33	66	39	49	68	1.04%
TOTAL		**6,752**	**6,333**	**5,250**	**4,674**	**6,535**	**100%**

[a] Each location in the program is assigned a number. See Illustration I for the location of each count station.

Source: Metropolitan Transportation Planning Organization staff.



BICYCLE VOLUME BY TIME

Table 3 and Illustration V contain information on bicycle volume by time of day for the 12-hour weekday count locations. This information is concerned with total bicycles counted for one-hour intervals from 7:00 am to 7:00 pm.

According to Table 3 and Illustration V, bicycle volume:

1. increases after 8:00 am, generally decreases after 9:00 am, increases again after 3:00 pm and decreases sharply after 6:00 pm;

2. was highest between 5:00 pm and 6:00 pm when 656 bicycles were observed. This represents approximately ten percent of the total 12-hour volume; and

3. was lowest between 7:00 am and 8:00 am when 344 bicycles were observed. This represents approximately five percent of the total 12-hour volume.

Illustration V also shows bicycle volume at all thirteen permanent count stations. Bicycle volume is shown for the current and previous count year for the 12-hour count interval.

TABLE 3

BICYCLE VOLUME FOR ALL COUNT LOCATIONS BY TIME
(12-Hour Weekday Counts 7:00 am - 7:00 pm)
GAINESVILLE METROPOLITAN AREA, 2009

TIME INTERVAL	NUMBER OF BICYCLES	PERCENT OF TOTAL
7:00 - 8:00 AM	344	5.26%
8:00 - 9:00 AM	540	8.26%
9:00 - 10:00 AM	600	9.18%
10:00 - 11:00 AM	572	8.75%
11:00 - 12:00 Noon	525	8.03%
12:00 - 1:00 PM	538	8.23%
1:00 - 2:00 PM	541	8.28%
2:00 - 3:00 PM	484	7.4%
3:00 - 4:00 PM	592	9.06%
4:00 - 5:00 PM	594	9.09%
5:00 - 6:00 PM	656	10.04%
6:00 - 7:00 PM	549	8.43%
TOTAL	**6,535**	**100%**

Source: Metropolitan Transportation Planning Organization staff.

BICYCLE VOLUME
TRENDS ANALYSIS 1985 - 2009

As noted in the Scope, nine of the 13 permanent count locations have been counted every Program year, with two additional locations being counted every Program year since 1992 and another two additional locations being counted every Program year since 1995 (see Table 1). Comparison of bicycle volume by count location for Program years 2005 and 2009 are contained in Table 4 and Illustration IV.

Table 4 presents the data for the 13 permanent count locations. Illustration IV presents the bicycle volume data in a bar chart. This chart provides a visual depiction of the bicycle volume trend within the GMA.

In comparing the bicycle volumes for years 2005 and 2009, the data shows that there were significant increases in volume at count locations adjacent to the University of Florida (UF) and in downtown Gainesville. Count locations not adjacent to UF and downtown showed slight or no volume increases. The volume increases may be attributed to rising fuel costs and infill development within the GMA.

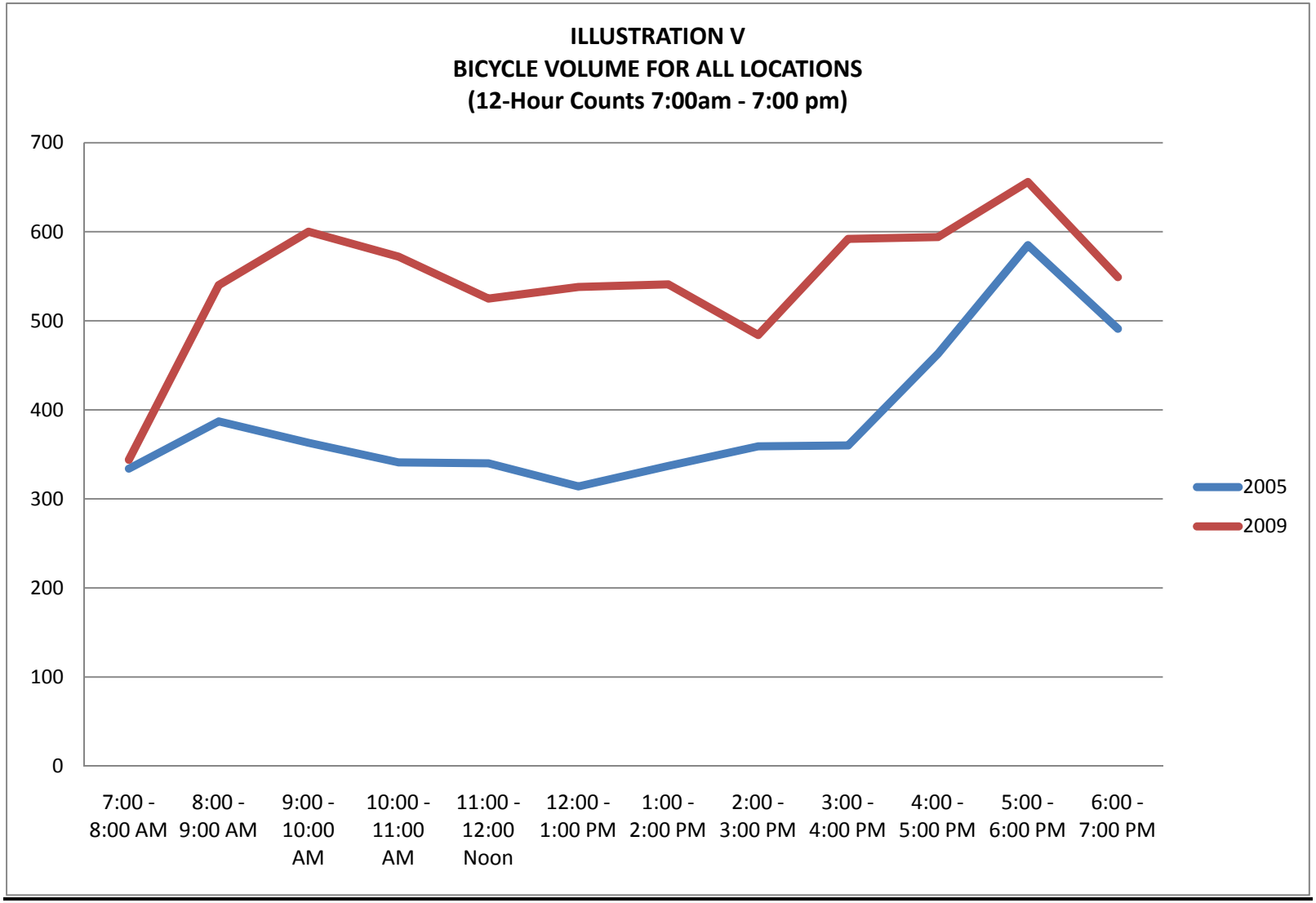


ILLUSTRATION V
BICYCLE VOLUME FOR ALL LOCATIONS
(12-Hour Counts 7:00am - 7:00 pm)
700
600
500
400
300
200
100
0
7:00 - 8:00 AM
8:00 - 9:00 AM
9:00 - 10:00 AM
10:00 - 11:00 AM
11:00 - 12:00 Noon
12:00 - 1:00 PM
1:00 - 2:00 PM
2:00 - 3:00 PM
3:00 - 4:00 PM
4:00 - 5:00 PM
5:00 - 6:00 PM
6:00 - 7:00 PM
2005
2009

BICYCLE VOLUME BY LOCATION FOR THE PERIOD 1985 - 2009

The 2009 total volume counted is about 1,861 more than the 2005 count (see Table 4 and Illustration VI). In addition, about 62 percent of the total volume was observed at the four count stations surrounding the University of Florida Campus.

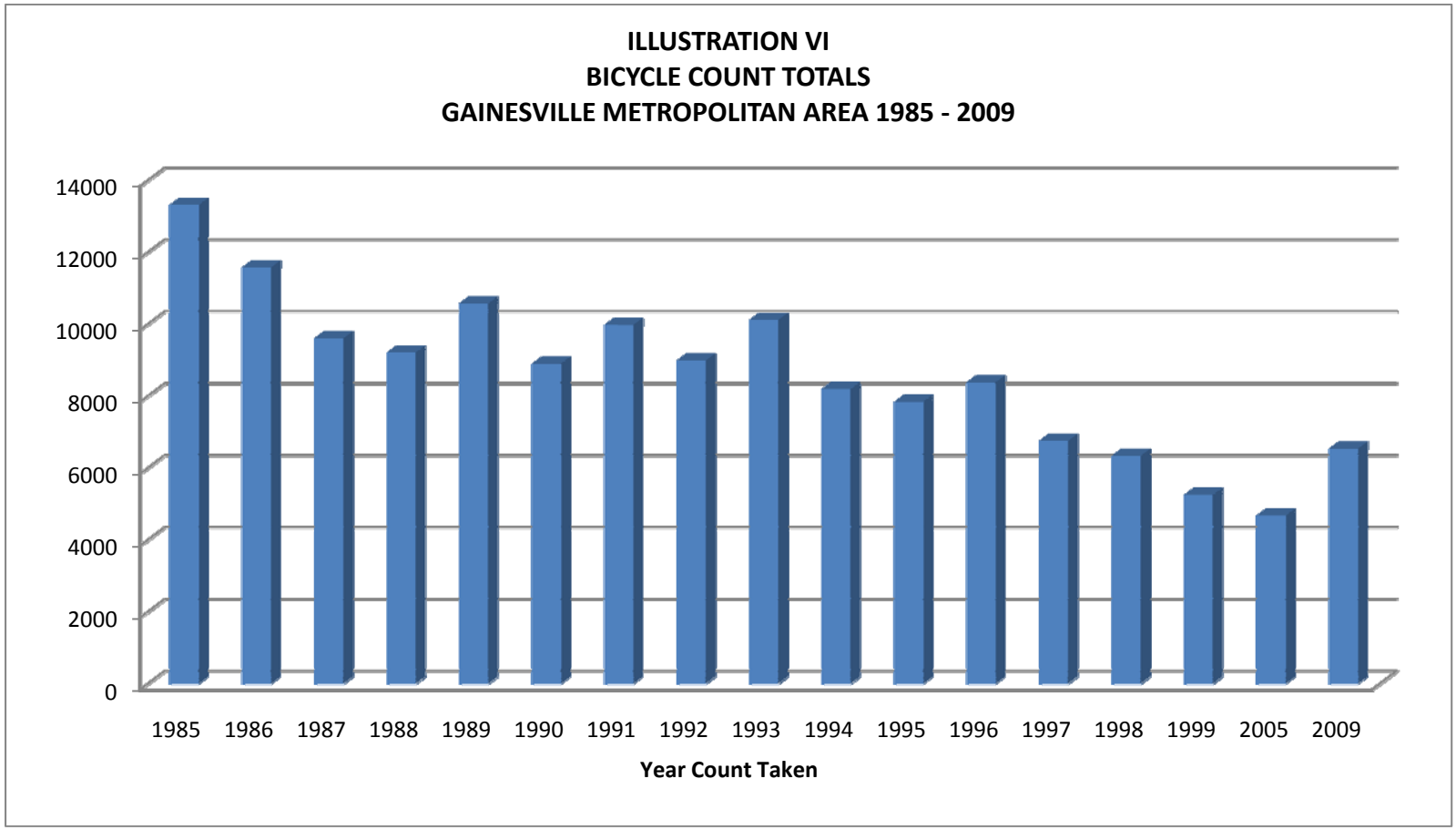


TABLE 4

BICYCLE VOLUME TRENDS ANALYSIS

GAINESVILLE METROPOLITAN AREA, 1985 - 2009

NUMBER	INTERSECTION	YEAR																
		1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2005	2009
13	NW 34th Street and NW 39th Avenue	162	111	84	129	157	156	176	187	143	99	99	188	162	202	103	138	134
15	S Main Street and SW 2nd Avenue	630	529	560	518	566	581	667	668	529	603	585	533	449	385	344	454	645
17	NW 43rd Street and NW 23rd Avenue	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	61	134	117	183	147	167	189
22	SW 34th Street and SW 20th Avenue	1,053	893	626	731	812	957	732	675	631	474	571	541	486	386	276	279	329
23	S.W. 13th Street and S.W. 16th	2,026	1,231	1,369	1,384	1,564	897	1,621	1,493	785	741	1,019	936	711	581	421	417	480
25	SW 34th Street and SW 2nd Avenue	1,296	853	867	760	868	767	929	697	819	656	740	687	420	442	330	288	457
28	W 13th Street and W University	3,188	2,873	2,327	1,944	2,462	1,886	2,112	1,504	2,290	2,304	1,664	1,609	1,471	1,619	1,357	891	1,191
31	SW 23rd Terrace and Archer Road	1,368	1,191	732	1,034	1,121	1,121	1,144	1,134	1,612	917	915	938	719	687	449	432	628
32	NW 34th Street and NW 8th Avenue	N/A	N/A	N/A	N/A	N/A	N/A	N/A	297	410	329	319	298	255	238	177	191	257
37	W 17th Street and W University	3,365	3,646	2,876	2,484	2,768	2,305	2,281	1,508	2,594	1,835	1,532	2,194	1,707	1,298	1,416	1028	1,734
40	E 9th Street and E University Avenue	225	247	165	224	259	225	314	224	233	176	177	227	154	203	122	290	355
54	NW 23rd Avenue and NW 83rd Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	601	70	61	64	34	68	43	69	50	68
55	Newberry Road and W 62nd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	88	62	33	66	39	49	68
	TOTAL	a 13,313	a 11,574	a 9,606	a 9,208	a 10,577	a 8,895	a 9,976	a 8,988	a 10,116	a 8,195	7,834	8,381	6,752	6,333	5,250	4,674	6,535

[a] Figure includes data for locations where available.

//gis/public/mike/bikes/bike_usage2005/2005_bikes.xls

N/A = Counts were not taken at this location for this year.

Source: Metropolitan Transportation Planning Organization, Bicycle Usage Trends Program Reports, 1982 - 2009.

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APPENDIX A-
Bicycle Count Location Form

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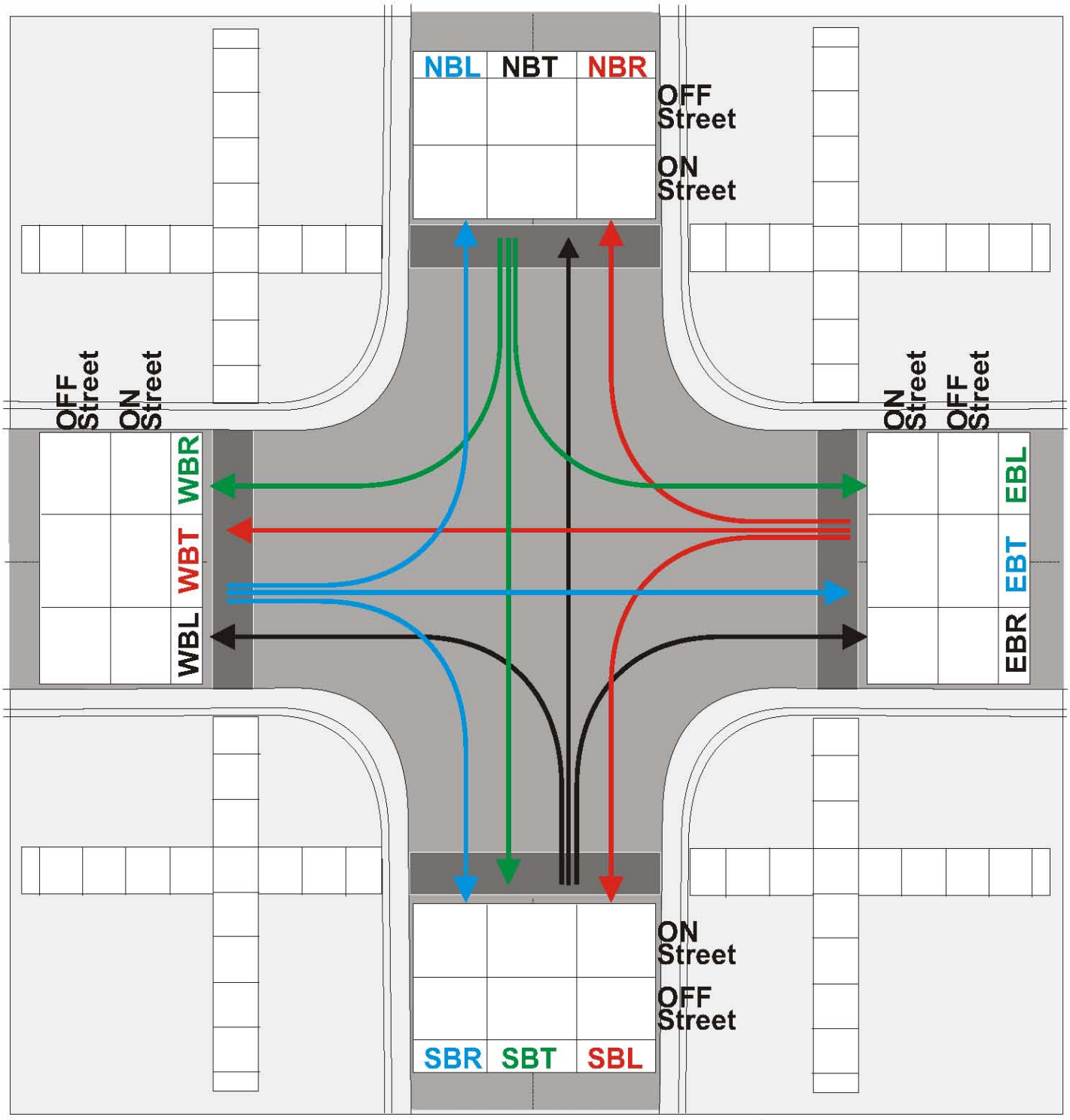
2009 BICYCLE USAGE TRENDS PROGRAM



LEGEND

| = w/ traffic
~ = against traffic

N

Location # _____
Date: ____/____/____
From: _____
To: _____

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APPENDIX B -
Directional Movement by Count Location

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2009 BICYCLE USAGE TRENDS PROGRAM
ALL LOCATIONS

	NBL	NBT	NBR	
off street	208	332	107	off street
on street	107	559	134	on street

	off street	on street	
WBR	183	68	
WBT	889	316	
WBL	186	35	

6535

	on street	off street	
	32	173	EBL
	257	928	EBT
	32	329	EBR

	SBR	SBT	SBL	
on street	114	599	96	on street
off street	141	422	288	off street

Total bikes at all Locations		6535
Total bikes at:	All	6535
Percent of Bikes at:	All	100.00%

Total Bikes on Road:	2349
Total Bikes off Road:	4186
Percent of Bikes on Road:	35.94%
Percent of Bikes off Road:	64.06%

Time Period	Total Bikes	% of total
7:00 - 8:00 A.M.	344	5.26%
8:00 - 9:00 A.M.	540	8.26%
9:00 - 10:00 A.M.	600	9.18%
10:00 - 11:00 A.M.	572	8.75%
11:00 - 12:00 Noon	525	8.03%
12:00 - 1:00 P.M.	538	8.23%
1:00 - 2:00 P.M.	541	8.28%
2:00 - 3:00 P.M.	484	7.41%
3:00 - 4:00 P.M.	592	9.06%
4:00 - 5:00 P.M.	594	9.09%
5:00 - 6:00 P.M.	656	10.04%
6:00 - 7:00 P.M.	549	8.40%
Total Bikes per locatic	6535	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
LOCATION 13
NW 34TH Street and NW 39th Avenue

NBL	NBT	NBR	
0	3	0	off street
2	12	6	on street

	off street	on street
WBR	1	2
WBT	4	17
WBL	8	7

134

on street	off street	
4	3	EBL
9	8	EBT
1	10	EBR

4	15	1	on street
5	5	7	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 13	134
Percent of Bikes at:	Location 13	2.05%

Total Bikes on Road:	80
Total Bikes off Road:	54
Percent of Bikes on Road:	59.70%
Percent of Bikes off Road:	40.30%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		18	13.43%
8:00 - 9:00 AM		12	8.96%
9:00 - 10:00 AM		11	8.21%
10:00 - 11:00 AM		7	5.22%
11:00 - 12:00 Noon		10	7.46%
12:00 - 1:00 PM		7	5.22%
1:00 - 2:00 PM		3	2.24%
2:00 - 3:00 PM		12	8.96%
3:00 - 4:00 PM		17	12.69%
4:00 - 5:00 PM		8	5.97%
5:00 - 6:00 PM		16	11.94%
6:00 - 7:00 PM		13	9.70%
Total Bikes per location		134	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 15
S Main Street and SW 2nd Avenue

NBL	NBT	NBR	
8	40	13	off street
4	7	3	on street

	off street	on street
WBR	4	9
WBT	6	233
WBL	10	6

645

on street	off street	
6	10	EBL
184	11	EBT
8	6	EBR

19	7	1	on street
10	30	10	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 15	645
Percent of Bikes at:	Location 15	9.87%

Total Bikes on Road:	487
Total Bikes off Road:	158
Percent of Bikes on Road:	75.50%
Percent of Bikes off Road:	24.50%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		32	4.96%
8:00 - 9:00 AM		59	9.15%
9:00 - 10:00 AM		47	7.29%
10:00 - 11:00 AM		54	8.37%
11:00 - 12:00 Noon		44	6.82%
12:00 - 1:00 PM		57	8.84%
1:00 - 2:00 PM		50	7.75%
2:00 - 3:00 PM		55	8.53%
3:00 - 4:00 PM		54	8.37%
4:00 - 5:00 PM		60	9.30%
5:00 - 6:00 PM		74	11.47%
6:00 - 7:00 PM		59	9.15%
Total Bikes per location		645	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 17
NW 43rd Street and NW 23rd Avenue

NBL	NBT	NBR	
8	13	5	off street
4	10	3	on street

	off street	on street
WBR	6	3
WBT	23	4
WBL	14	5

189

on street	off street	
2	10	EBL
3	22	EBT
4	4	EBR

10	15	0	on street
7	9	5	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 17	189
Percent of Bikes at:	Location 17	2.89%

Total Bikes on Road:	63
Total Bikes off Road:	126
Percent of Bikes on Road:	33.33%
Percent of Bikes off Road:	66.67%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		21	11.11%
8:00 - 9:00 AM		19	10.05%
9:00 - 10:00 AM		13	6.88%
10:00 - 11:00 AM		9	4.76%
11:00 - 12:00 Noon		17	8.99%
12:00 - 1:00 PM		14	7.41%
1:00 - 2:00 PM		12	6.35%
2:00 - 3:00 PM		21	11.11%
3:00 - 4:00 PM		24	12.70%
4:00 - 5:00 PM		11	5.82%
5:00 - 6:00 PM		17	8.99%
6:00 - 7:00 PM		11	5.82%
Total Bikes per location		189	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 22
SW 34th Street and SW 20th Avenue

NBL	NBT	NBR	
46	39	1	off street
52	24	0	on street

	off street	on street
WBR	26	39
WBT	0	0
WBL	10	3

329

on street	off street	
1	0	EBL
0	0	EBT
2	0	EBR

3	33	1	on street
5	42	2	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 22	329
Percent of Bikes at:	Location 22	5.03%

Total Bikes on Road:	158
Total Bikes off Road:	171
Percent of Bikes on Road:	48.02%
Percent of Bikes off Road:	51.98%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		26	7.90%
8:00 - 9:00 AM		39	11.85%
9:00 - 10:00 AM		30	9.12%
10:00 - 11:00 AM		30	9.12%
11:00 - 12:00 Noon		16	4.86%
12:00 - 1:00 PM		15	4.56%
1:00 - 2:00 PM		22	6.69%
2:00 - 3:00 PM		15	4.56%
3:00 - 4:00 PM		28	8.51%
4:00 - 5:00 PM		47	14.29%
5:00 - 6:00 PM		31	9.42%
6:00 - 7:00 PM		30	9.12%
Total Bikes per location		329	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 23
SW 13th Street and SW 16th Avenue

NBL	NBT	NBR	
4	10	22	off street
8	103	32	on street

	off street	on street
WBR	7	6
WBT	35	15
WBL	17	6

480

on street	off street	
4	38	EBL
7	26	EBT
2	1	EBR

20	86	0	on street
6	21	4	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 23	480
Percent of Bikes at:	Location 23	7.35%

Total Bikes on Road:	289
Total Bikes off Road:	191
Percent of Bikes on Road:	60.21%
Percent of Bikes off Road:	39.79%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		27	5.63%
8:00 - 9:00 AM		56	11.67%
9:00 - 10:00 AM		55	11.46%
10:00 - 11:00 AM		47	9.79%
11:00 - 12:00 Noon		33	6.88%
12:00 - 1:00 PM		30	6.25%
1:00 - 2:00 PM		40	8.33%
2:00 - 3:00 PM		34	7.08%
3:00 - 4:00 PM		43	8.96%
4:00 - 5:00 PM		38	7.92%
5:00 - 6:00 PM		45	9.38%
6:00 - 7:00 PM		32	6.67%
Total Bikes per location		480	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 25
SW 34th Street and SW 2nd Avenue

NBL	NBT	NBR	
5	18	17	off street
1	17	7	on street

	off street	on street
WBR	5	0
WBT	78	4
WBL	19	1

457

on street	off street	
2	32	EBL
1	93	EBT
2	44	EBR

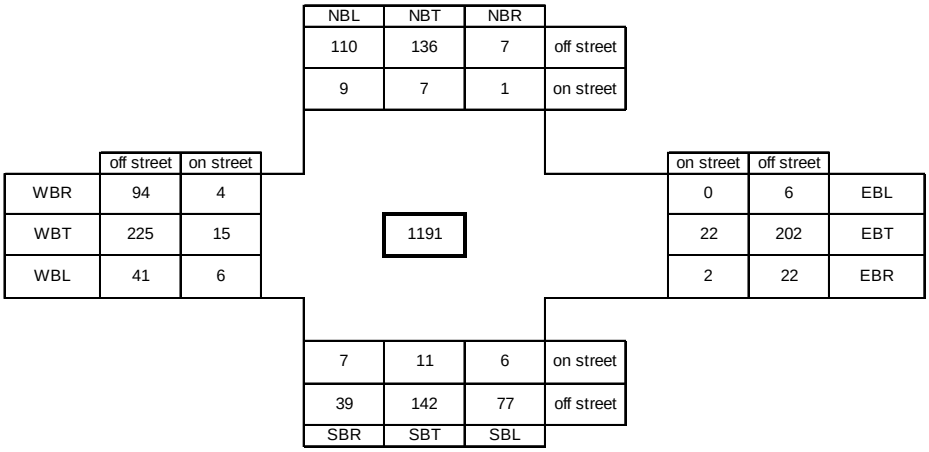
20	12	17	on street
14	23	25	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 25	457
Percent of Bikes at:	Location 25	6.99%

Total Bikes on Road:	84
Total Bikes off Road:	373
Percent of Bikes on Road:	18.38%
Percent of Bikes off Road:	81.62%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		28	6.13%
8:00 - 9:00 AM		52	11.38%
9:00 - 10:00 AM		44	9.63%
10:00 - 11:00 AM		35	7.66%
11:00 - 12:00 Noon		29	6.35%
12:00 - 1:00 PM		30	6.56%
1:00 - 2:00 PM		31	6.78%
2:00 - 3:00 PM		31	6.78%
3:00 - 4:00 PM		31	6.78%
4:00 - 5:00 PM		41	8.97%
5:00 - 6:00 PM		46	10.07%
6:00 - 7:00 PM		59	12.91%
Total Bikes per location		457	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 28
W 13th Street and W University Avenue



Total bikes at all Locations		6535
Total bikes at:	Location 28	1191
Percent of Bikes at:	Location 28	18.22%

Total Bikes on Road:	90
Total Bikes off Road:	1101
Percent of Bikes on Road:	7.56%
Percent of Bikes off Road:	92.44%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		44	3.69%
8:00 - 9:00 AM		66	5.54%
9:00 - 10:00 AM		99	8.31%
10:00 - 11:00 AM		114	9.57%
11:00 - 12:00 Noon		111	9.32%
12:00 - 1:00 PM		107	8.98%
1:00 - 2:00 PM		121	10.16%
2:00 - 3:00 PM		70	5.88%
3:00 - 4:00 PM		162	13.60%
4:00 - 5:00 PM		111	9.32%
5:00 - 6:00 PM		108	9.07%
6:00 - 7:00 PM		78	6.55%
Total Bikes per location		1191	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 31
SW 23rd Terrace and Archer Road

NBL	NBT	NBR	
0	0	0	off street
0	0	0	on street

	off street	on street
WBR	0	0
WBT	176	1
WBL	13	0

628

on street	off street	
0	0	EBL
3	211	EBT
2	120	EBR

2	0	22	on street
6	0	72	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 31	628
Percent of Bikes at:	Location 31	9.61%

Total Bikes on Road:	30
Total Bikes off Road:	598
Percent of Bikes on Road:	4.78%
Percent of Bikes off Road:	95.22%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		44	7.01%
8:00 - 9:00 AM		65	10.35%
9:00 - 10:00 AM		71	11.31%
10:00 - 11:00 AM		55	8.76%
11:00 - 12:00 Noon		56	8.92%
12:00 - 1:00 PM		39	6.21%
1:00 - 2:00 PM		42	6.69%
2:00 - 3:00 PM		35	5.57%
3:00 - 4:00 PM		44	7.01%
4:00 - 5:00 PM		43	6.85%
5:00 - 6:00 PM		72	11.46%
6:00 - 7:00 PM		62	9.87%
Total Bikes per location		628	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 32
NW 34th Street and NW 8th Avenue

NBL	NBT	NBR	
7	41	15	off street
0	6	2	on street

	off street	on street
WBR	7	0
WBT	55	2
WBL	7	0

257

on street	off street	
1	20	EBL
0	26	EBT
0	6	EBR

3	6	0	on street
11	38	4	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 32	257
Percent of Bikes at:	Location 32	3.93%

Total Bikes on Road:	20
Total Bikes off Road:	237
Percent of Bikes on Road:	7.78%
Percent of Bikes off Road:	92.22%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		19	7.39%
8:00 - 9:00 AM		16	6.23%
9:00 - 10:00 AM		14	5.45%
10:00 - 11:00 AM		16	6.23%
11:00 - 12:00 Noon		20	7.78%
12:00 - 1:00 PM		18	7.00%
1:00 - 2:00 PM		12	4.67%
2:00 - 3:00 PM		16	6.23%
3:00 - 4:00 PM		18	7.00%
4:00 - 5:00 PM		30	11.67%
5:00 - 6:00 PM		52	20.23%
6:00 - 7:00 PM		26	10.12%
Total Bikes per location		257	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 37
W 17th Street and W University Avenue

NBL	NBT	NBR	
7	27	9	off street
21	348	68	on street

	off street	on street
WBR	11	2
WBT	187	18
WBL	37	1

1734

on street	off street	
12	37	EBL
22	209	EBT
9	86	EBR

21	365	40	on street
34	109	54	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 37	1734
Percent of Bikes at:	Location 37	26.53%

Total Bikes on Road:	927
Total Bikes off Road:	807
Percent of Bikes on Road:	53.46%
Percent of Bikes off Road:	46.54%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		46	2.65%
8:00 - 9:00 AM		117	6.75%
9:00 - 10:00 AM		181	10.44%
10:00 - 11:00 AM		178	10.27%
11:00 - 12:00 Noon		157	9.05%
12:00 - 1:00 PM		180	10.38%
1:00 - 2:00 PM		166	9.57%
2:00 - 3:00 PM		160	9.23%
3:00 - 4:00 PM		125	7.21%
4:00 - 5:00 PM		162	9.34%
5:00 - 6:00 PM		144	8.30%
6:00 - 7:00 PM		118	6.81%
Total Bikes per location		1734	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 40
E 9th Street and E University Avenue

NBL	NBT	NBR	
1	5	5	off street
5	25	7	on street

	off street	on street
WBR	10	0
WBT	67	1
WBL	8	0

355

on street	off street	
0	11	EBL
3	84	EBT
0	29	EBR

3	49	8	on street
4	3	27	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 40	355
Percent of Bikes at:	Location 40	5.43%

Total Bikes on Road:	101
Total Bikes off Road:	254
Percent of Bikes on Road:	28.45%
Percent of Bikes off Road:	71.55%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		24	6.76%
8:00 - 9:00 AM		24	6.76%
9:00 - 10:00 AM		30	8.45%
10:00 - 11:00 AM		20	5.63%
11:00 - 12:00 Noon		24	6.76%
12:00 - 1:00 PM		31	8.73%
1:00 - 2:00 PM		31	8.73%
2:00 - 3:00 PM		26	7.32%
3:00 - 4:00 PM		30	8.45%
4:00 - 5:00 PM		36	10.14%
5:00 - 6:00 PM		38	10.70%
6:00 - 7:00 PM		41	11.55%
Total Bikes per location		355	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 54
NW 23rd Avenue and NW 83rd Street

NBL	NBT	NBR	
12	0	13	off street
1	0	5	on street

	off street	on street
WBR	12	3
WBT	10	0
WBL	0	0

68

on street	off street	
0	6	EBL
0	5	EBT
0	0	EBR

1	0	0	on street
0	0	0	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 54	68
Percent of Bikes at:	Location 54	1.04%

Total Bikes on Road:	10
Total Bikes off Road:	58
Percent of Bikes on Road:	14.71%
Percent of Bikes off Road:	85.29%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		7	10.29%
8:00 - 9:00 AM		7	10.29%
9:00 - 10:00 AM		3	4.41%
10:00 - 11:00 AM		2	2.94%
11:00 - 12:00 Noon		1	1.47%
12:00 - 1:00 PM		4	5.88%
1:00 - 2:00 PM		6	8.82%
2:00 - 3:00 PM		7	10.29%
3:00 - 4:00 PM		8	11.76%
4:00 - 5:00 PM		4	5.88%
5:00 - 6:00 PM		10	14.71%
6:00 - 7:00 PM		9	13.24%
Total Bikes per location		68	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 55
Newberry Road and NW 62nd Street

NBL	NBT	NBR	
0	0	0	off street
0	0	0	on street

	off street	on street
WBR	0	0
WBT	23	6
WBL	2	0

68

on street	off street	
0	0	EBL
3	31	EBT
0	1	EBR

1	0	0	on street
0	0	1	off street
SBR	SBT	SBL	

Total bikes at all Locations		6535
Total bikes at:	Location 55	68
Percent of Bikes at:	Location 55	1.04%

Total Bikes on Road:	10
Total Bikes off Road:	58
Percent of Bikes on Road:	14.71%
Percent of Bikes off Road:	85.29%

Time Period		Total Bikes	% of total
7:00 - 8:00 AM		8	11.76%
8:00 - 9:00 AM		8	11.76%
9:00 - 10:00 AM		2	2.94%
10:00 - 11:00 AM		5	7.35%
11:00 - 12:00 Noon		7	10.29%
12:00 - 1:00 PM		6	8.82%
1:00 - 2:00 PM		5	7.35%
2:00 - 3:00 PM		2	2.94%
3:00 - 4:00 PM		8	11.76%
4:00 - 5:00 PM		3	4.41%
5:00 - 6:00 PM		3	4.41%
6:00 - 7:00 PM		11	16.18%
Total Bikes per location		68	100.00%

APPENDIX C – Multimodal Analysis 2009

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MULTIMODAL ANALYSIS

As part of the Metropolitan Transportation Planning Organization's Year 2035 Long Range Transportation Plan update, the Technical Advisory Committee requested MTPO staff assistance for collection of some multimodal data. The purpose of this data collection was to get a sense of the modal splits within the Gainesville Metropolitan Area, particularly near the University of Florida campus.

The Subcommittee asked that counts for bicycle, pedestrian, motorscooter and motorcycle activity be collected at the Bicycle Usage Trend Program permanent count locations. These counts were collected in the fall of 2009. The bicycle volume was collected according to the Report methodology. The motorscooter, motorcycle and pedestrian counts consist of an overall count from all approaches at each intersection. Exhibit 1 shows the results. In addition, Exhibit 1 identifies the adjacent roadway annual average daily traffic (AADT), as provided by the Alachua County Public Works Department and the Florida Department of Transportation 2008 Florida Traffic Information & Highway Data DVD.

Exhibit 1 also shows the percent of non-motorized traffic. This percentage was derived by subtracting bicycle and pedestrian volumes from the adjacent AADT. The average non-motorized modal split for the permanent count locations is five percent. The lowest modal split of 0.33 percent is at the Newberry Road and NW 62nd Street intersection. The highest modal split of 23.39 percent is at the W University Avenue and NW 17th Street intersection. Overall, there are higher non-motorized modal shares adjacent to the University of Florida campus and downtown Gainesville.

EXHIBIT 1

MULTIMODAL ANALYSIS
AT BICYCLE USAGE TREND PROGRAM SITES
GAINESVILLE METROPOLITAN AREA 2009

[a] COUNT LOCATION NUMBER	INTERSECTION	BICYCLE VOLUME	PEDESTRIAN VOLUME	MOTOR SCOOTER VOLUME	MOTORCYCLE VOLUME	AADT VOLUME	[b] PERCENT NON-MOTORIZED
13	NW 34TH Street and NW 39th Avenue	134	95	98	224	21,400	1.07%
15	S Main Street and SW 2nd Avenue	645	677	102	61	14,400	9.18%
17	NW 43rd Street and NW 23rd Avenue	189	163	126	225	30,884	1.14%
22	SW 34th Street and SW 20th Avenue	329	180	460	215	42,500	1.20%
23	SW 13th Street and SW 16th Avenue	480	512	291	235	19,133	5.18%
25	SW 34th Street and SW 2nd Avenue	457	525	389	291	18,967	5.18%
28	W 13th Street and W University Avenue	1,191	2,431	886	311	29,000	12.49%
31	SW 23rd Terrace and Archer Road	628	213	772	448	47,000	1.79%
32	NW 34th Street and NW 8th Avenue	257	326	157	142	16,300	3.58%
37	W 17th Street and W University Avenue	1,734	5,516	1,096	284	31,000	23.39%
40	E.9th Street and E University Avenue	355	281	28	82	19,200	3.31%
54	NW 23rd Avenue and NW 83rd Street	68	44	112	169	15,850	0.71%
55	Newberry Road and NW 62nd Street	68	84	104	198	46,000	0.33%
	TOTAL	6,535	11,047	4,621	2,885	351,634	5.00%

[a] Each location in the program is assigned a number. See Exhibit 2 for the location of each count station.

AADT – Annual Average Daily Traffic
Source: Metropolitan Transportation Planning Organization staff.

[b] AADT volume minus bicycle and pedestrian volume

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

TRANSPORTATION PLANNING STAFF

	Scott Koons, AICP	Executive Director
	Marlie Sanderson, AICP	Director of Transportation Planning
	Lynn Franson-Godfrey, AICP	Senior Planner
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