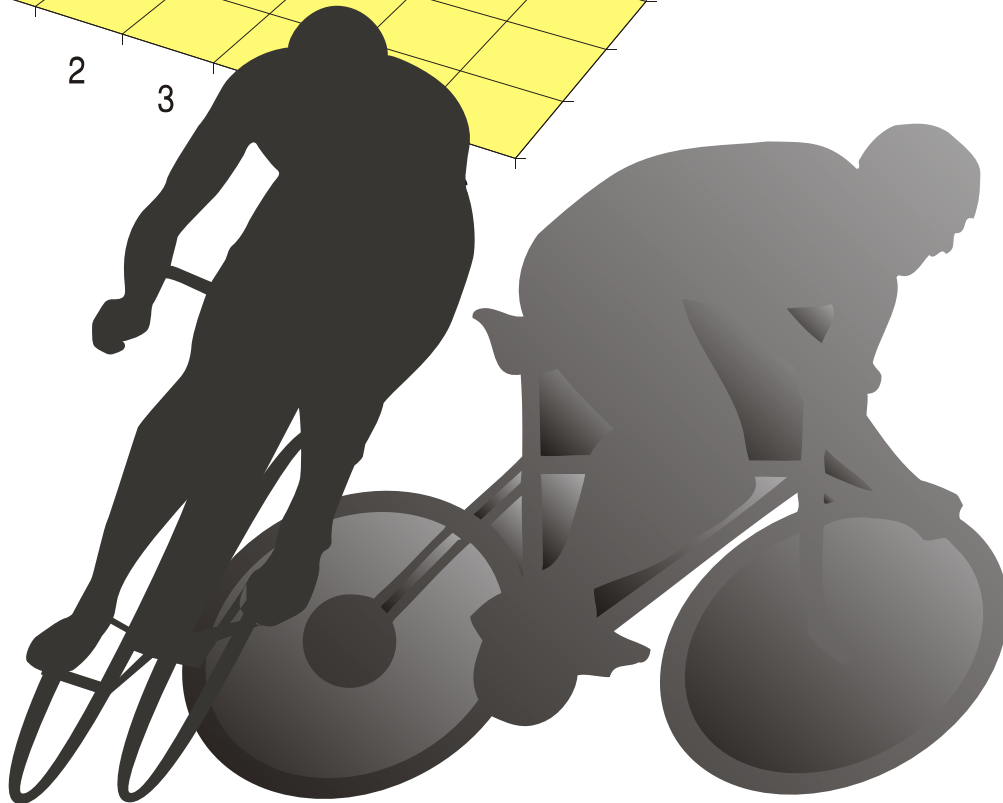
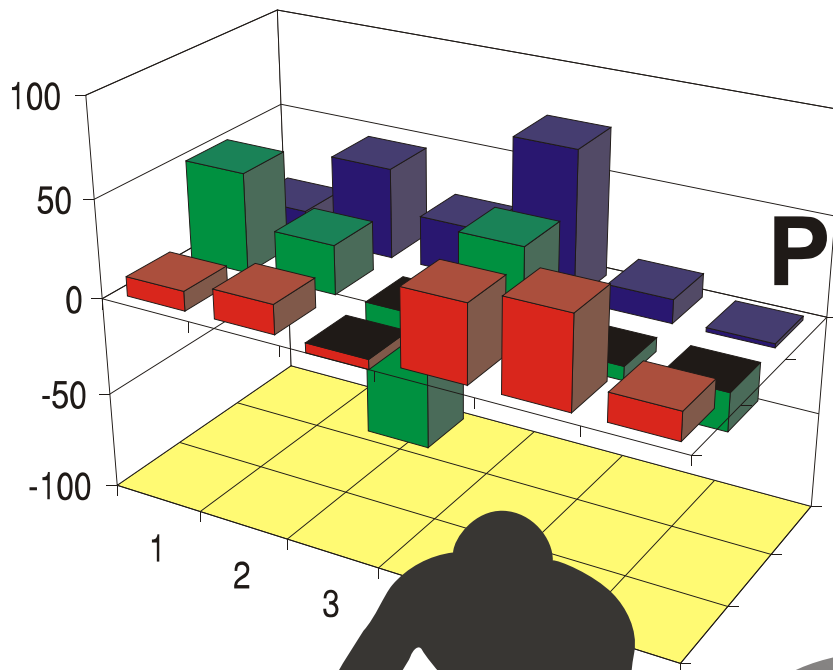


2005 BICYCLE USAGE TRENDS PROGRAM



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

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
EXECUTIVE SUMMARY.....	vii
I. INTRODUCTION.....	1
Purpose.....	1
Scope.....	2
II. METHODOLOGY.....	5
Bicycle Counts - Days and Time.....	5
Bicycle Counting Form.....	5
Bicycle Counts - Directional Movement.....	6
Bicycle Counts - By Facility Type (On/Off-Street Activity).....	6
Bicycle Volume Trends Analysis 1982 - 2005.....	6
III. DATA RESULTS/DISCUSSION.....	11
12-Hour Weekday Count Locations (7:00 a.m. - 7:00 p.m.).....	11
Bicycle Volume Trends Analysis 1982 - 2005.....	14
Appendix A - Bicycle Count Location Form.....	A-1
Appendix B - Directional Movement By Count Location.....	B-1
Appendix C - Summary Of Gainesville Bicycle/Motor Vehicle Accidents.....	C-1
Appendix D - Summary Of Gainesville Bicycle/Motor Vehicle Accidents by Facility Type.....	D-1

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1 Permanent Bicycle Count Locations - Gainesville Metropolitan Area, 2005.....	2
2 Bicycle Volume By Count Location (12-Hour Weekday Counts 7:00 a.m. - 7:00 p.m.) Gainesville Metropolitan Area, 2005.. ..	12
3 Bicycle Volume For All Count Locations (12-Hour Weekday Counts 7:00 a.m. - 7:00 p.m.) Gainesville Metropolitan Area, 2005.. ..	14
4 Bicycle Volume Trends Analysis Gainesville Metropolitan Area, 1982 - 2005.	16

LIST OF ILLUSTRATIONS

<u>Illustration</u>	<u>Page</u>
I Bicycle Usage Trends Program Count Locations.	3
II In-Street Bicycle Facilities.....	7
III Off-Street Bicycle Facilities.....	9
IV Bicycle Volume By Weekday Count Location (12-Hour Counts 7:00 a.m. - 7:00 p.m.)..	13
V Bicycle Volume For All Weekday Locations (12-Hour Counts 7:00 a.m. - 7:00 p.m.). .	15
VI Bicycle Count Totals Gainesville Metropolitan Area, 1984 - 2005.....	15

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EXECUTIVE SUMMARY

The Bicycle Usage Trends Program contains the results of the 2005 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 5 years to correspond with the development of the long range transportation plan. This Report presents results from data collected in 2005, as well as some of the data collected from 1985 through 1999.

SUMMARY FINDINGS

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

12-HOUR WEEKDAY COUNT LOCATIONS (7:00 a.m. - 7:00 p.m.)

- (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 approximately 59 percent of the total 12-hour volume of 4,674 bicycles. The total 12-hour volume counts ranged from a high of 1,028 bicycle observations at W. 17th Street and W. University Avenue to a low of 49 observations at Newberry Road and N.W. 62nd Street.
- (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 1 to 22 percent of the total volume.

BICYCLE VOLUME TRENDS ANALYSIS 1982 - 2005

The 2005 total volume counted of 4,674 is the lowest since 1983 and is approximately 576 less than the 1999 count (see Table 2 and Illustration VI). In addition, 59 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 2005 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 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 5 years to correspond with the development of the long range transportation plan. This Report presents results from data collected in 2005, as well as some of the data collected from 1982 through 1999.

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 report contains thirteen permanent locations (Table 1). Twelve locations were counted in the fall of 2005 and due to road construction in the fall of 2005, one location (number 25) was counted during the spring of 2005 (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

MTPO staff, in cooperation with the Bicycle/Pedestrian Advisory Board (B/PAB), selected thirteen permanent count locations within the GMA for this year's Report. Permanent count locations are counted every year in order to provide continuity and detect trends over time. The thirteen permanent count locations are shown in Table 1 and Illustration I.

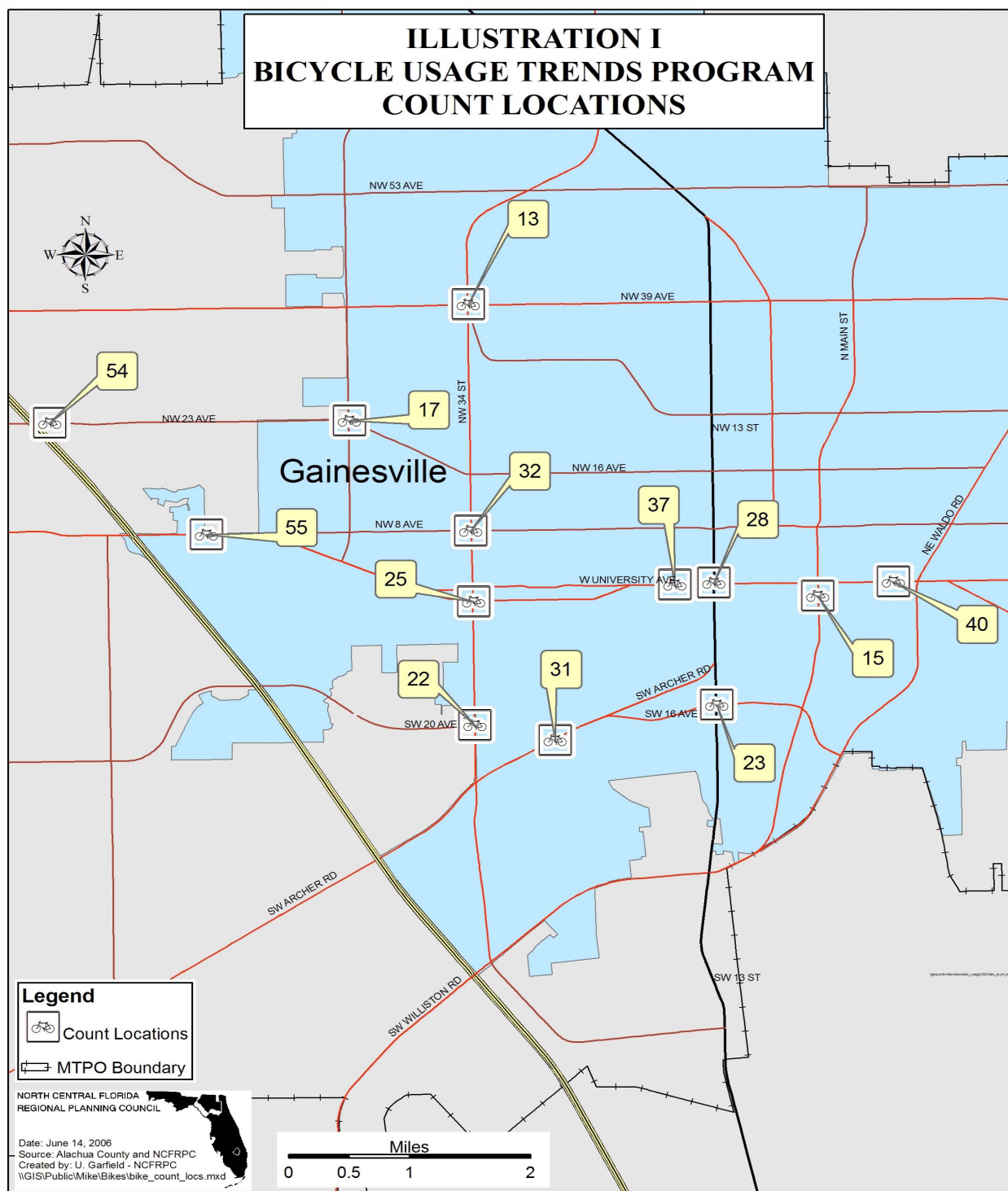
TABLE 1

**PERMANENT BICYCLE COUNT LOCATIONS-
GAINESVILLE METROPOLITAN AREA, 2005**

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



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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 March - April 2005 and September through December 2005. Weekday counts were taken Monday through Friday 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;
5. whether cyclists were traveling on-street or off-street and

In addition, field information was collected on whether the cyclist was traveling with or against traffic, and wearing a helmet. 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, his 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.

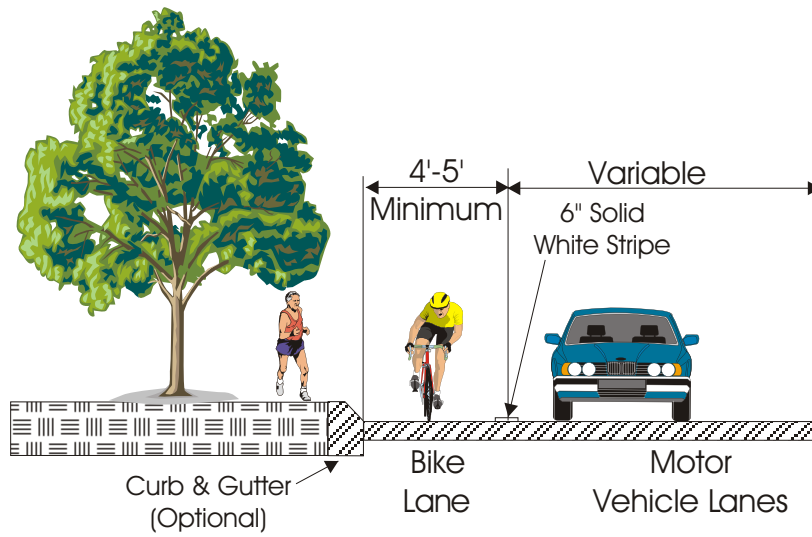
Off-street cyclists were those not traveling on the roadway. The majority of off-street cyclists were using sidewalks and bicycle paths (see Illustration III), however, some were traveling on unpaved shoulders.

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 he/she 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.

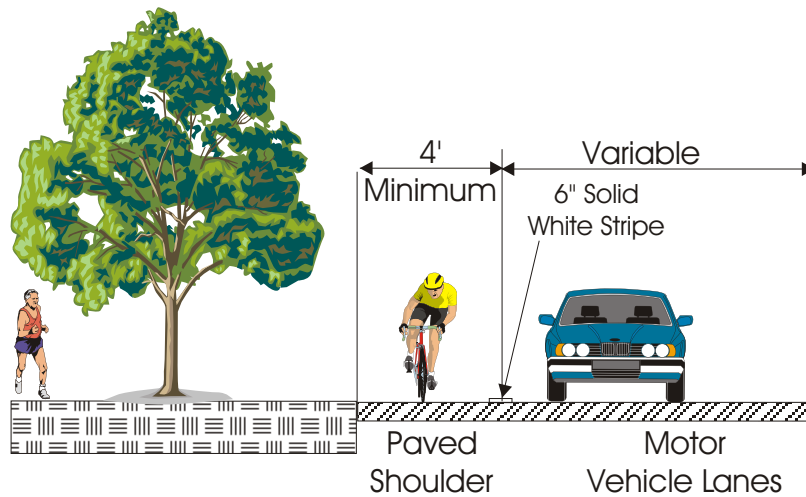
BICYCLE VOLUME TRENDS ANALYSIS 1982 - 2005

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.

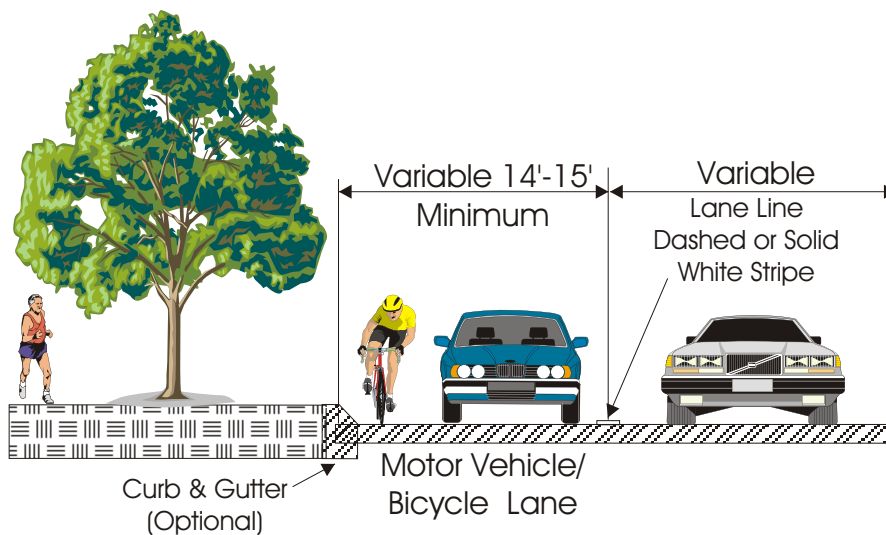
ILLUSTRATION II IN-STREET BICYCLE FACILITIES



Bicycle
Lane



Paved
Shoulder

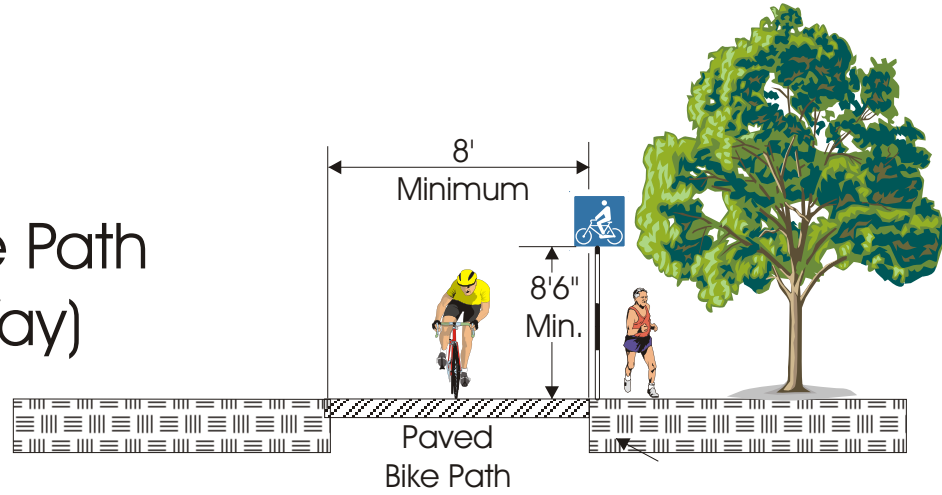


Wide
Curb
Lane

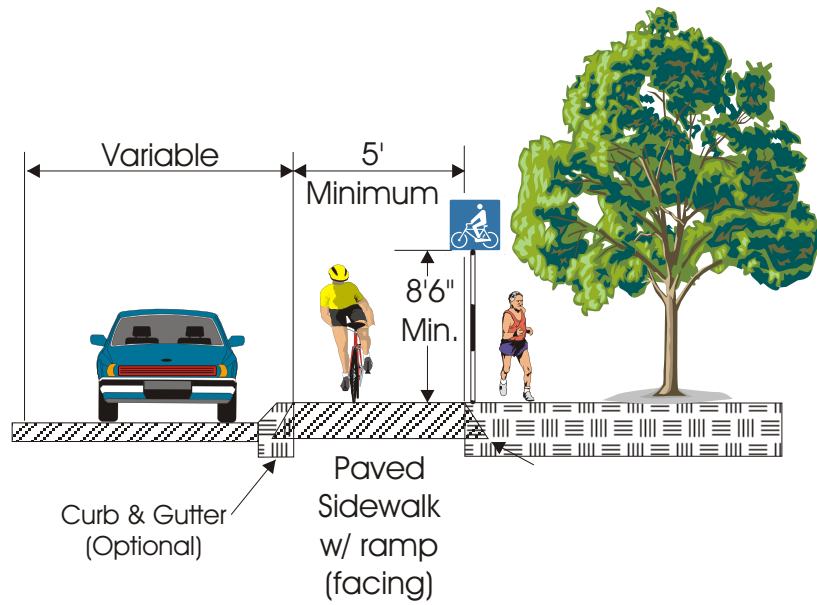
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ILLUSTRATION III
OFF-STREET BICYCLE FACILITIES

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 Spring and Fall of 2005. Included in this section is a discussion of 12-hour weekday count information and historical trends in bicycle counts for the period 1982 through 2005.

12-HOUR WEEKDAY COUNT LOCATIONS (7:00 a.m. - 7:00 p.m.)

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 4,674 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 1,028 bicycles were observed. This represents approximately 22 percent of the total 12-hour volume. The 12-hour volume count was lowest at N.W. 23rd Avenue and N.W. 83rd Street (Location # 54) where 50 bicycles were observed and at Newberry Road and N.W. 62nd Street (Location #55) where 49 bicycles were observed. This represents approximately 1.1 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. S.W. 13th Street and S.W. 16th Avenue (Location #23) - 417;
2. W. 13th Street and W. University Avenue (Location #28) - 891;
3. SW 23rd Terrace and Archer Road (Location #31) - 432; and
4. W. 17th Street and W. University Avenue (Location #37) - 1,028.

Additionally bicycle usage was high at S. Main Street and S.W. 2nd Avenue (Location 15) where 454 bicycles were observed.

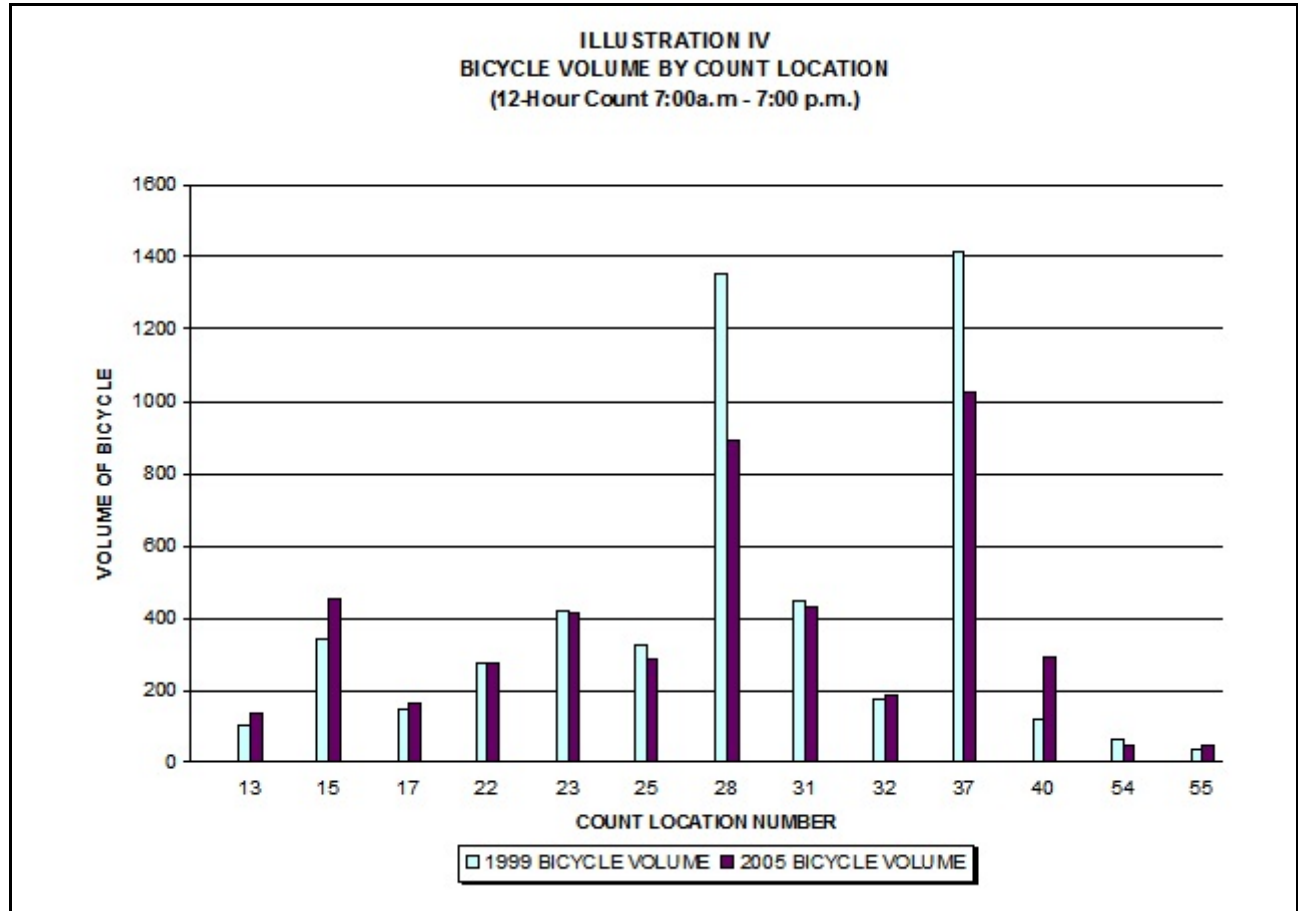
TABLE 2

**BICYCLE VOLUME BY COUNT LOCATION
(12-Hour Weekday Counts 7:00 a.m. - 7:00 p.m.)
GAINESVILLE METROPOLITAN AREA 2005**

^a COUNT LOCATION NUMBER	INTERSECTION	1996 BICYCLE VOLUME	1997 BICYCLE VOLUME	1998 BICYCLE VOLUME	1999 BICYCLE VOLUME	2005 BICYCLE VOLUME	2005 % OF TOTAL
13	N.W. 34 TH Street and N.W. 39 th Avenue	188	162	202	103	138	2.95%
15	S. Main Street and S.W. 2 nd Avenue	533	449	385	344	454	9.71%
17	N.W. 43 rd Street and N.W. 23 rd Avenue	134	177	183	147	167	3.57%
22	S.W. 34 th Street and S.W. 20 th Avenue	541	486	386	276	279	5.97%
23	S.W. 13 th Street and S.W. 116 th Avenue	936	711	581	421	417	8.92%
25	S.W. 34 th Street and S.W. 2 nd Avenue	687	420	442	330	288	6.16%
28	W. 13 th Street and W. University Avenue	1,609	1,471	1,619	1,357	891	19.06%
31	S.W. 23 rd Terrace and Archer Road	938	719	687	449	432	9.24%
32	N.W. 34 th Street and N.W. 8 th Avenue	298	255	238	177	191	4.09%
37	W. 17 th Street and W. University Avenue	2,194	1,707	1,298	1,416	1,028	21.99%
40	E. 9 th Street and E. University Avenue	227	154	203	122	290	6.20%
54	N.W. 23 rd Avenue and N.W. 83 rd Street	34	68	43	69	50	1.07%
55	Newberry Road and N.W. 62 nd Street	62	33	66	39	49	1.05%
TOTAL		8,381	6,752	6,333	5,250	4,674	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 a.m. to 7:00 p.m.

According to Table 3 and Illustration V, bicycle volume:

1. increases after 8:00 a.m., decreases steadily after 9:00 a.m., increases again after 1:00 p.m. and decreases sharply after 6:00 p.m.;
2. was highest between 5:00 p.m. and 6:00 p.m. when 531 bicycles were observed. This represents approximately 12.52 percent of the total 12-hour volume; and
3. was lowest between 12:00 p.m. and 1:00 p.m. when 314 bicycles were observed. This represents approximately 6.72 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 Countys 7:00 a.m. - 7:00 p.m.)
GAINESVILLE METROPOLITAN AREA, 2005**

TIME INTERVAL	NUMBER OF BICYCLES	PERCENT OF TOTAL
7:00 - 8:00 A.M.	334	7.15%
8:00 - 9:00 A.M.	387	8.28%
9:00 - 10:00 A.M.	363	7.77%
10:00 - 11:00 A.M.	341	7.30%
11:00 - 12:00 Noon	340	7.27%
12:00 - 1:00 P.M.	314	6.72%
1:00 - 2:00 P.M.	337	7.21%
2:00 - 3:00 P.M.	359	7.68%
3:00 - 4:00 P.M.	360	7.70%
4:00 - 5:00 P.M.	463	9.91%
5:00 - 6:00 P.M.	585	12.52%
6:00 - 7:00 P.M.	491	10.50%
TOTAL	4,674	100%

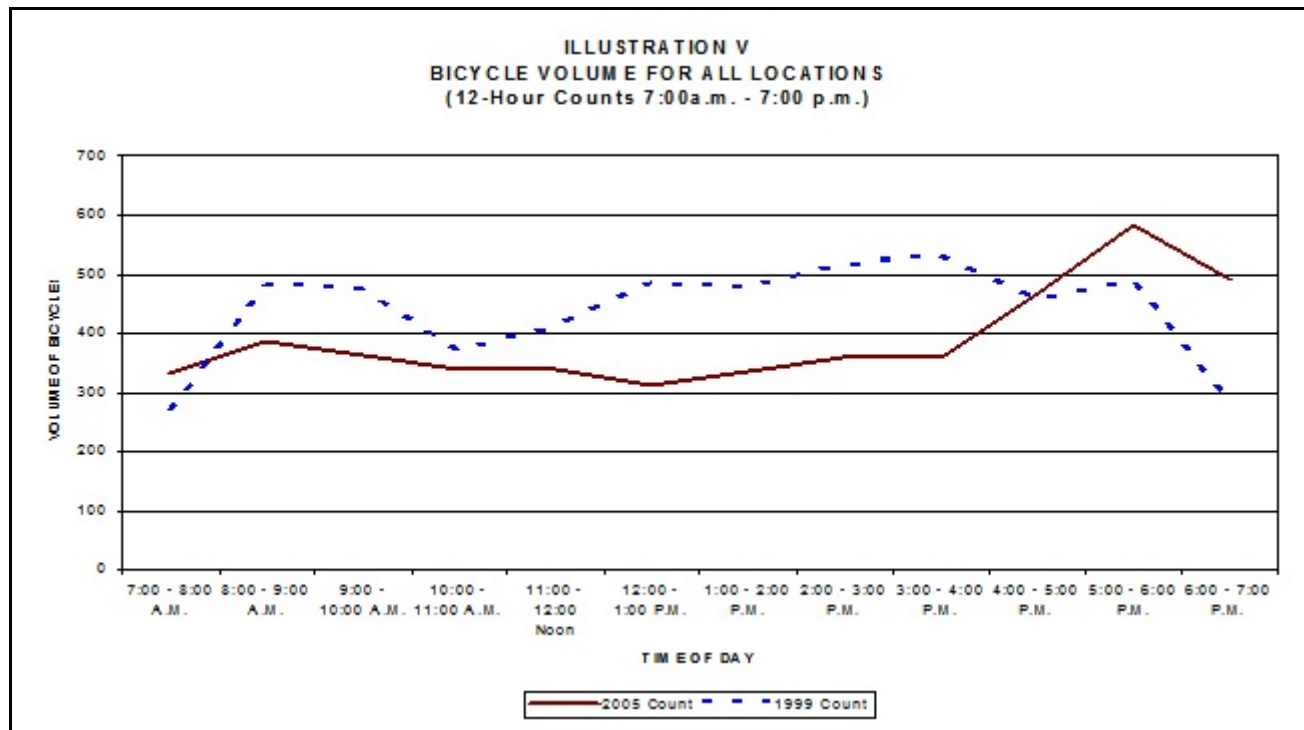
Source: Metropolitan Transportation Planning Organization staff.

**BICYCLE VOLUME
TRENDS ANALYSIS 1982 - 2005**

As noted earlier, the thirteen permanent count locations (see Table 1) are where counts were taken each year in order to provide continuity and detect trends. However, in 1992 two additional locations were counted that had been counted in previous years and again in 1995 two additional locations were added. Yearly comparisons of bicycle volume by count location are contained in Table 4 and Illustration IV.

Table 4 presents the data for the thirteen permanent count locations that were generally counted every year since 1985 plus the additional two locations from 1992. According to Table 4, locations #13, #22 and #23 were counted each year for the period 1982 -1995. Count locations #15, #25, #28 and #31 were counted every year, except 1983. Location #37 (W. 17th Street and W. University Avenue) was counted every year, except 1982. Location #40 (E. 9th Street and E. University Avenue) was counted every year, except 1982 and 1983.

Information on total bicycle volume for 1985 through 2005 is given in Illustration VI. These years are used because bicycle counts have been taken at all of the thirteen permanent locations for each year.



BICYCLE VOLUME BY LOCATION FOR THE PERIOD 1982 - 2005

The 2005 total volume counted is about 576 less than the 1999 count (see Table 4 and Illustration VI). In addition, 59 percent of the total volume was observed at the four count stations surrounding the University of Florida Campus.

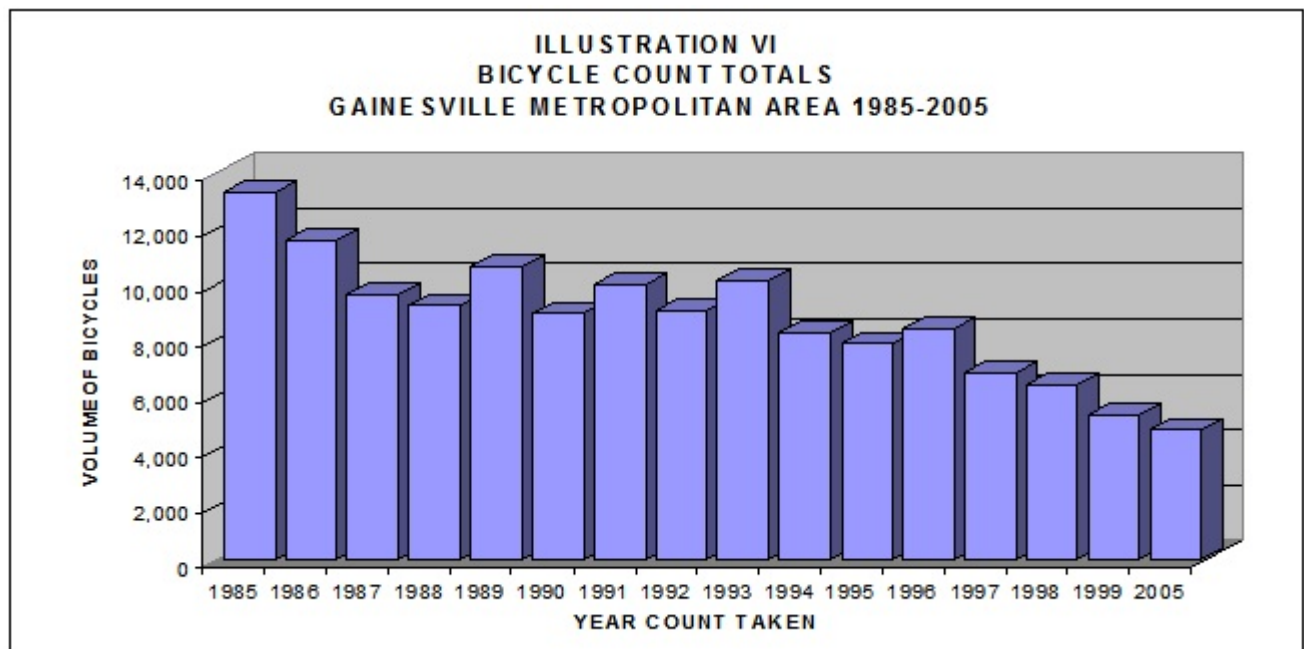


TABLE 4

BICYCLE VOLUME TRENDS ANALYSIS

GAINESVILLE METROPOLITAN AREA, 1985 - 2005

NUMBER	INTERSECTION	YEAR															
		1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2005
13	N.W. 34th Street and N.W. 39th Avenue	162	111	84	129	157	156	176	187	143	99	99	188	162	202	103	138
15	S. Main Street and S.W. 2nd Avenue	630	529	560	518	566	581	667	668	529	603	585	533	449	385	344	454
17	N.W. 43rd Street and N.W. 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
22	S.W. 34th Street and S.W. 20th Avenue	1,053	893	626	731	812	957	732	675	631	474	571	541	486	386	276	279
23	S.W. 13th Street and S.W. 16th Avenue	2,026	1,231	1,369	1,384	1,564	897	1,621	1,493	785	741	1,019	936	711	581	421	417
25	S.W. 34th Street and S.W. 2nd Avenue	1,296	853	867	760	868	767	929	697	819	656	740	687	420	442	330	288
28	W. 13th Street and W. University Avenue	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
31	S.W. 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
32	N.W. 34th Street and N.W. 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
37	W. 17th Street and W. University Avenue	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
40	E. 9th Street and E. University Avenue	225	247	165	224	259	225	314	224	233	176	177	227	154	203	122	290
54	N.W. 23rd Avenue and N.W. 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
55	Newberry Road and 62nd Boulevard	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
		a	a	a	a	a		a	a	a	a	a					
	TOTAL	13,313	11,574	9,606	9,208	10,577	8,895	9,976	8,988	10,116	8,195	7,834	8,381	6,752	6,333	5,250	4,674

* Figure includes data for locations where available.

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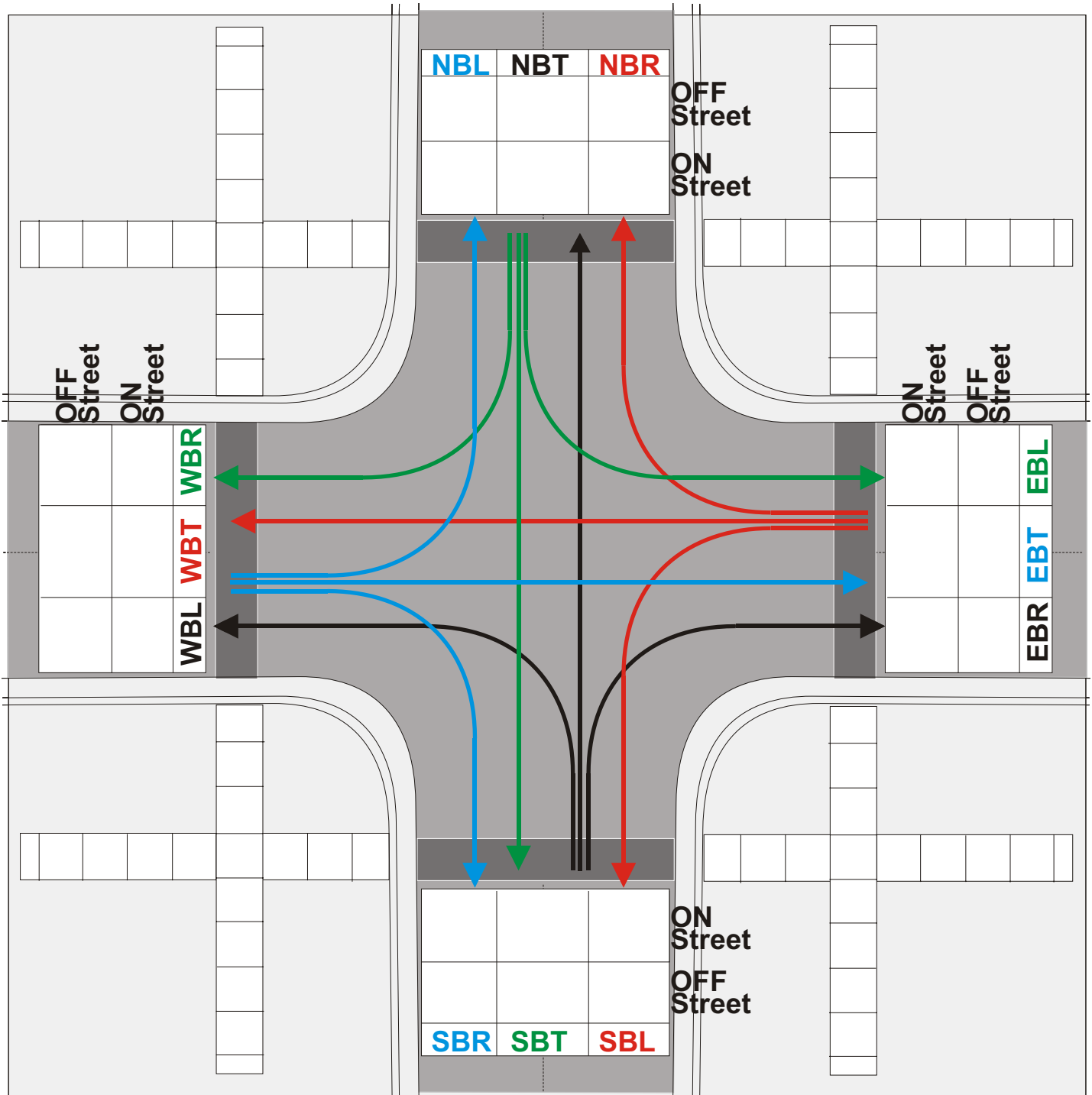
N/A = Counts were not taken at this location for this year.

Source: Metropolitan Transportation Planning Organization, Bicycle Usage Trends Program Reports, 1982 - 2005.

APPENDIX A-
Bicycle Count Location Form

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2005 BICYCLE USAGE TRENDS PROGRAM



LEGEND

| = w/ traffic
 ~ = against traffic



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

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APPENDIX B -
Directional Movement by Count Location

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2005 BICYCLE USAGE TRENDS PROGRAM
ALL LOCATIONS

			NBL	NBT	NBR				
			156	275	137	off street			
			54	465	37	on street			
	off street	on street					on street	off street	
WBR	168	41					17	107	EBL
WBT	628	224	4674				197	685	EBT
WBL	99	26					23	197	EBR
			71	463	66	on street			
			96	253	189	off street			
			SBR	SBT	SBL				

Total bikes at all Locations	4674
Total bikes at: All	4674
Percent of Bikes at: All	100.00%

Total Bikes on Road:	1684
Total Bikes off Road:	2990
Percent of Bikes on Road:	36.03%
Percent of Bikes off Road:	63.97%

Time Period	Total Bikes	% of total
7:00 - 8:00 A.M.	334	7.15%
8:00 - 9:00 A.M.	387	8.28%
9:00 - 10:00 A.M.	363	7.77%
10:00 - 11:00 A.M.	341	7.30%
11:00 - 12:00 Noon	340	7.27%
12:00 - 1:00 P.M.	314	6.72%
1:00 - 2:00 P.M.	337	7.21%
2:00 - 3:00 P.M.	359	7.68%
3:00 - 4:00 P.M.	360	7.70%
4:00 - 5:00 P.M.	463	9.91%
5:00 - 6:00 P.M.	585	12.52%
6:00 - 7:00 P.M.	491	10.50%
Total Bikes per location	4674	100.00%

	off street	on street				on street	off street	
WBR	4	4	138			0	1	EBL
WBT	11	20				16	11	EBT
WBL	6	6				3	7	EBR
			1	9	1	on street		
			8	2	5	off street		
			SBR	SBT	SBL			

Total Bikes on Road:	77
Total Bikes off Road:	61
Percent of Bikes on Road:	55.80%
Percent of Bikes off Road:	44.20%

B-4

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

		NBL	NBT	NBR	
		5	21	14	off street
		4	9	5	on street
	off street	on street			
WBR	2	3			
WBT	5	151			
WBL	5	3			
			454		
				on street	off street
				7	2
				138	7
				12	4
				EBL	EBT
				EBR	
				7	4
				4	29
				13	
				SBR	SBT
				SBL	

Total bikes at all Locations	4674
Total bikes at: Location 15	454
Percent of Bikes at: Location 15	9.71%

Total Bikes on Road:	343
Total Bikes off Road:	111
Percent of Bikes on Road:	75.55%
Percent of Bikes off Road:	24.45%

Time Period	Total Bikes	% of total
7:00 - 8:00 A.M.	30	6.61%
8:00 - 9:00 A.M.	21	4.63%
9:00 - 10:00 A.M.	40	8.81%
10:00 - 11:00 A.M.	30	6.61%
11:00 - 12:00 Noon	34	7.49%
12:00 - 1:00 P.M.	39	8.59%
1:00 - 2:00 P.M.	31	6.83%
2:00 - 3:00 P.M.	38	8.37%
3:00 - 4:00 P.M.	35	7.71%
4:00 - 5:00 P.M.	51	11.23%
5:00 - 6:00 P.M.	49	10.79%
6:00 - 7:00 P.M.	56	12.33%
Total Bikes per location	454	100.00%

	off street	on street				on street	off street	
WBR	5	1	167			2	4	EBL
WBT	24	5				5	14	EBT
WBL	5	5				0	1	EBR
				7	22	0	on street	
				5	4	1	off street	
				SBR	SBT	SBL		

Total Bikes on Road:	80
Total Bikes off Road:	87
Percent of Bikes on Road:	47.90%
Percent of Bikes off Road:	52.10%

B-6

2005 BICYCLE USAGE TRENDS PROGRAM
Location 22
S.W. 34th Street and S.W. 20th Avenue

			NBL	NBT	NBR				
			24	50	2	off street			
			26	22	1	on street			
	off street	on street					on street	off street	
WBR	28	23					0	0	EBL
WBT	1	0	279				0	3	EBT
WBL	7	2					0	0	EBR
			4	36	0	on street			
			14	36	0	off street			
			SBR	SBT	SBL				

Total bikes at all Locations	4674
Total bikes at: Location 22	279
Percent of Bikes at: Location 22	5.97%

Total Bikes on Road:	114
Total Bikes off Road:	165
Percent of Bikes on Road:	40.86%
Percent of Bikes off Road:	59.14%

Time Period	Total Bikes	% of total
7:00 - 8:00 A.M.	30	10.75%
8:00 - 9:00 A.M.	21	7.53%
9:00 - 10:00 A.M.	28	10.04%
10:00 - 11:00 A.M.	22	7.89%
11:00 - 12:00 Noon	12	4.30%
12:00 - 1:00 P.M.	13	4.66%
1:00 - 2:00 P.M.	13	4.66%
2:00 - 3:00 P.M.	20	7.17%
3:00 - 4:00 P.M.	25	8.96%
4:00 - 5:00 P.M.	27	9.68%
5:00 - 6:00 P.M.	44	15.77%
6:00 - 7:00 P.M.	24	8.60%
Total Bikes per location	279	100.00%

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

		NBL	NBT	NBR	
		66	83	13	off street
		3	10	0	on street
	off street	on street			
WBR	74	3			
WBT	177	7			
WBL	18	1			
			891		
				on street	off street
				0	17
				18	207
				2	29
				EBL	EBT
				EBR	
				4	17
				17	65
				54	
				SBR	SBT
				SBL	

Total bikes at all Locations	4674
Total bikes at: Location 28	891
Percent of Bikes at: Location 28	19.06%

Total Bikes on Road:	71
Total Bikes off Road:	820
Percent of Bikes on Road:	7.97%
Percent of Bikes off Road:	92.03%

Time Period	Total Bikes	% of total
7:00 - 8:00 A.M.	54	6.06%
8:00 - 9:00 A.M.	49	5.50%
9:00 - 10:00 A.M.	59	6.62%
10:00 - 11:00 A.M.	67	7.52%
11:00 - 12:00 Noon	76	8.53%
12:00 - 1:00 P.M.	79	8.87%
1:00 - 2:00 P.M.	91	10.21%
2:00 - 3:00 P.M.	82	9.20%
3:00 - 4:00 P.M.	80	8.98%
4:00 - 5:00 P.M.	89	9.99%
5:00 - 6:00 P.M.	85	9.54%
6:00 - 7:00 P.M.	80	8.98%
Total Bikes per location	891	100.00%

2005 BICYCLE USAGE TRENDS PROGRAM
Location 32
N.W. 34th Street and N.W. 8th Avenue

		NBL	NBT	NBR	
		10	27	26	off street
		0	4	0	on street
	off street	on street			
WBR	10	0			
WBT	22	5			
WBL	7	1			
			191		
				on street	off street
				1	13
				2	24
				1	5
					EBL
					EBT
					EBR
				3	2
				4	22
				SBR	SBT
					SBL

Total bikes at all Locations	4674
Total bikes at: Location 32	191
Percent of Bikes at: Location 32	4.09%

Total Bikes on Road:	20
Total Bikes off Road:	171
Percent of Bikes on Road:	10.47%
Percent of Bikes off Road:	89.53%

Time Period	Total Bikes	% of total
7:00 - 8:00 A.M.	19	9.95%
8:00 - 9:00 A.M.	20	10.47%
9:00 - 10:00 A.M.	7	3.66%
10:00 - 11:00 A.M.	9	4.71%
11:00 - 12:00 Noon	8	4.19%
12:00 - 1:00 P.M.	4	2.09%
1:00 - 2:00 P.M.	13	6.81%
2:00 - 3:00 P.M.	15	7.85%
3:00 - 4:00 P.M.	7	3.66%
4:00 - 5:00 P.M.	15	7.85%
5:00 - 6:00 P.M.	37	19.37%
6:00 - 7:00 P.M.	37	19.37%
Total Bikes per location	191	100.00%

	off street	on street				on street	off street	
WBR	8	0	1028			1	9	EBL
WBT	102	14				4	109	EBT
WBL	18	0				1	32	EBR
				21	275	22	on street	
				16	39	19	off street	
				SBR	SBT	SBL		

Total Bikes on Road:	623
Total Bikes off Road:	405
Percent of Bikes on Road:	60.60%
Percent of Bikes off Road:	39.40%

B-13

	off street	on street				on street	off street	
WBR	13	0	290			0	4	EBL
WBT	51	9				5	59	EBT
WBL	6	1				0	26	EBR
			1	25	6	on street		
			4	6	23	off street		
			SBR	SBT	SBL			

Total Bikes on Road:	71
Total Bikes off Road:	219
Percent of Bikes on Road:	24.48%
Percent of Bikes off Road:	75.52%

B-14

			NBL	NBT	NBR			
			0	0	0	off street		
			0	0	0	on street		
			49					
off street	on street							
WBR	0	0						
WBT	18	0						
WBL	4	0				on street	off street	
						0	0	EBL
						1	20	EBT
						0	3	EBR
			0	0	0	on street		
			0	0	3	off street		
			SBR	SBT	SBL			

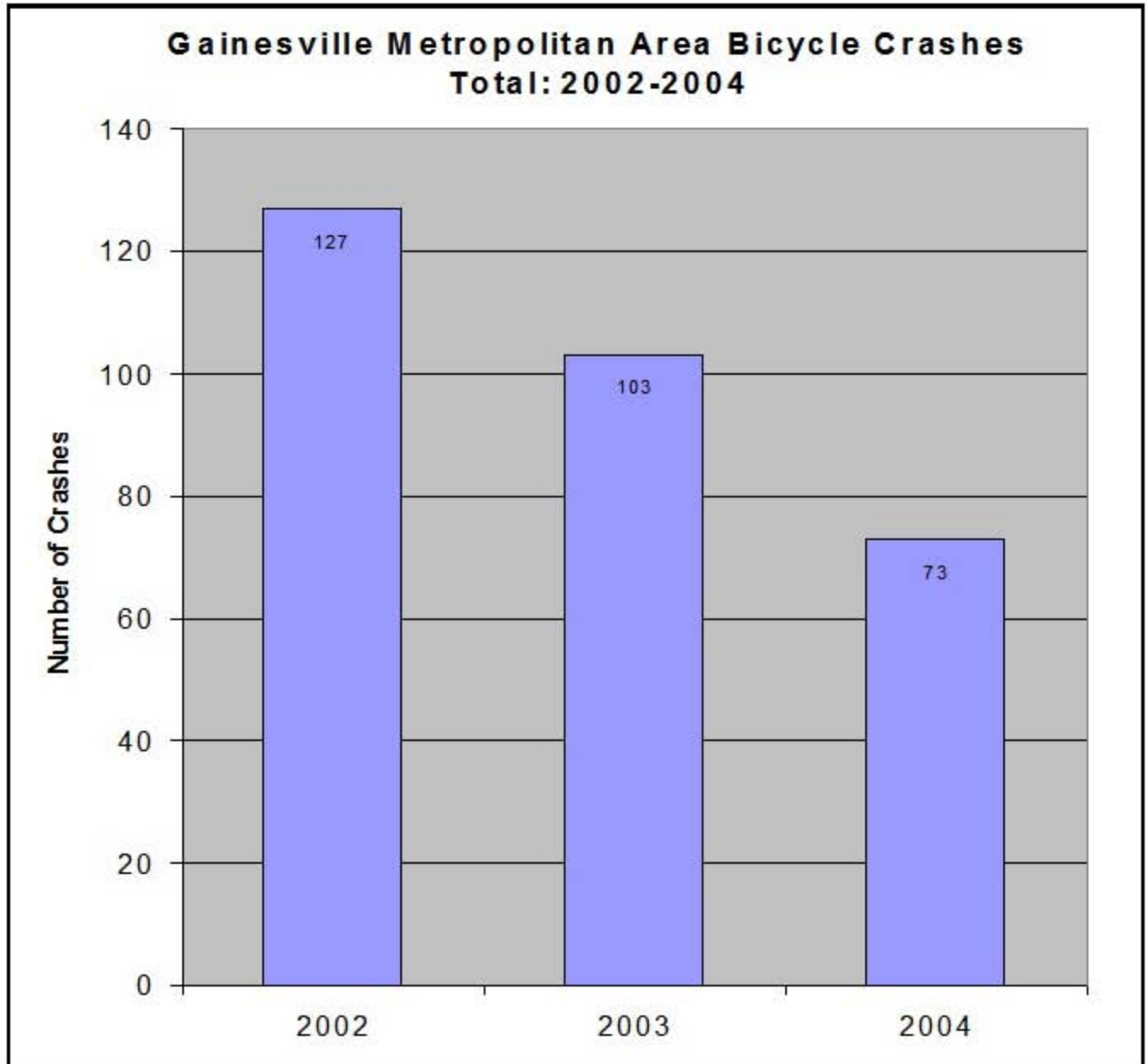
Total bikes at all Locations	4674
Total bikes at: Location 55	49
Percent of Bikes at: Location 55	1.05%

Total Bikes on Road:	1
Total Bikes off Road:	48
Percent of Bikes on Road:	2.04%
Percent of Bikes off Road:	97.96%

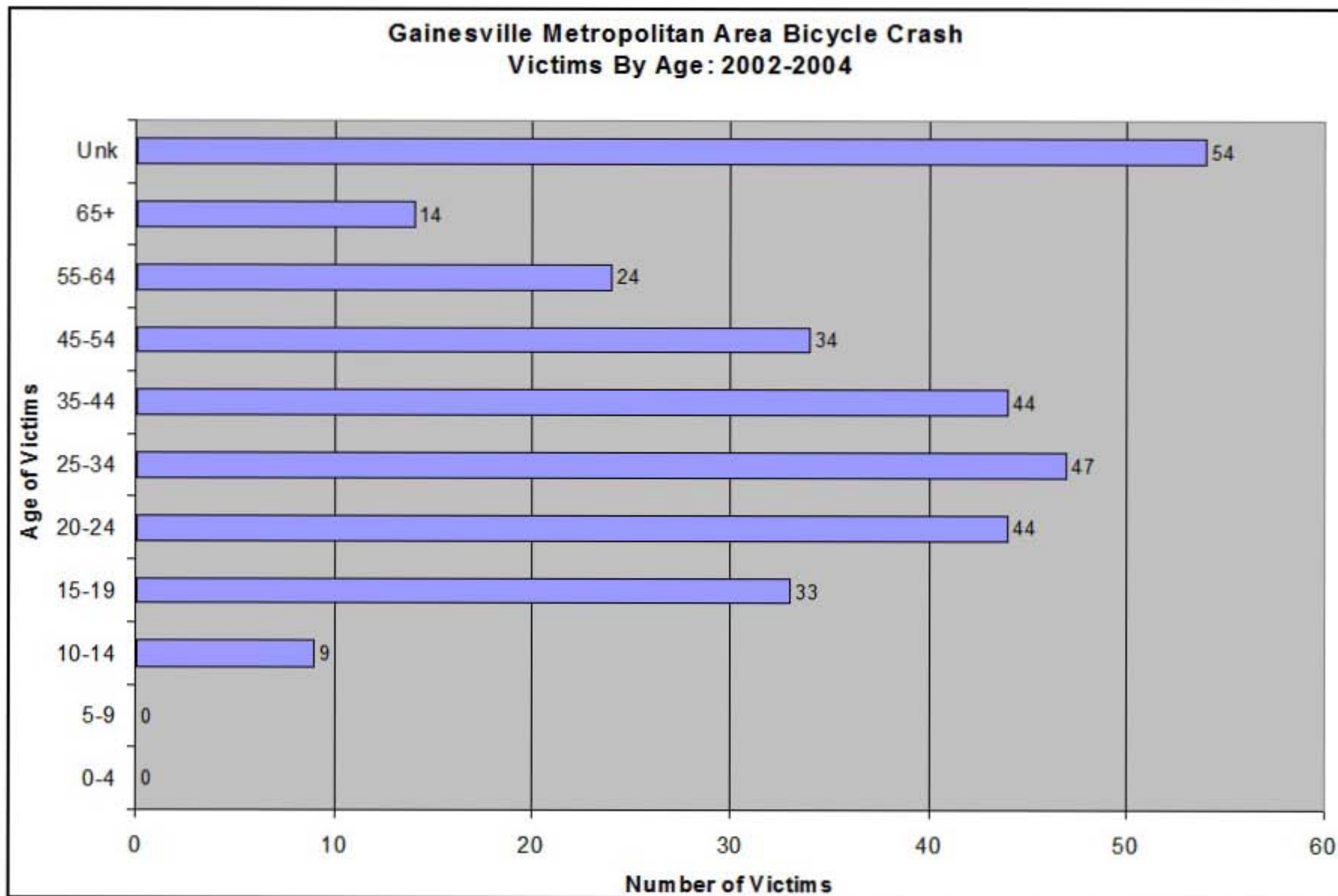
Time Period	Total Bikes	% of total
7:00 - 8:00 A.M.	3	6.12%
8:00 - 9:00 A.M.	4	8.16%
9:00 - 10:00 A.M.	6	12.24%
10:00 - 11:00 A.M.	6	12.24%
11:00 - 12:00 Noon	0	0.00%
12:00 - 1:00 P.M.	4	8.16%
1:00 - 2:00 P.M.	2	4.08%
2:00 - 3:00 P.M.	2	4.08%
3:00 - 4:00 P.M.	3	6.12%
4:00 - 5:00 P.M.	5	10.20%
5:00 - 6:00 P.M.	8	16.33%
6:00 - 7:00 P.M.	6	12.24%
Total Bikes per location	49	100.00%

APPENDIX C -
Summary of Gainesville Bicycle/Motor Vehicle Accidents

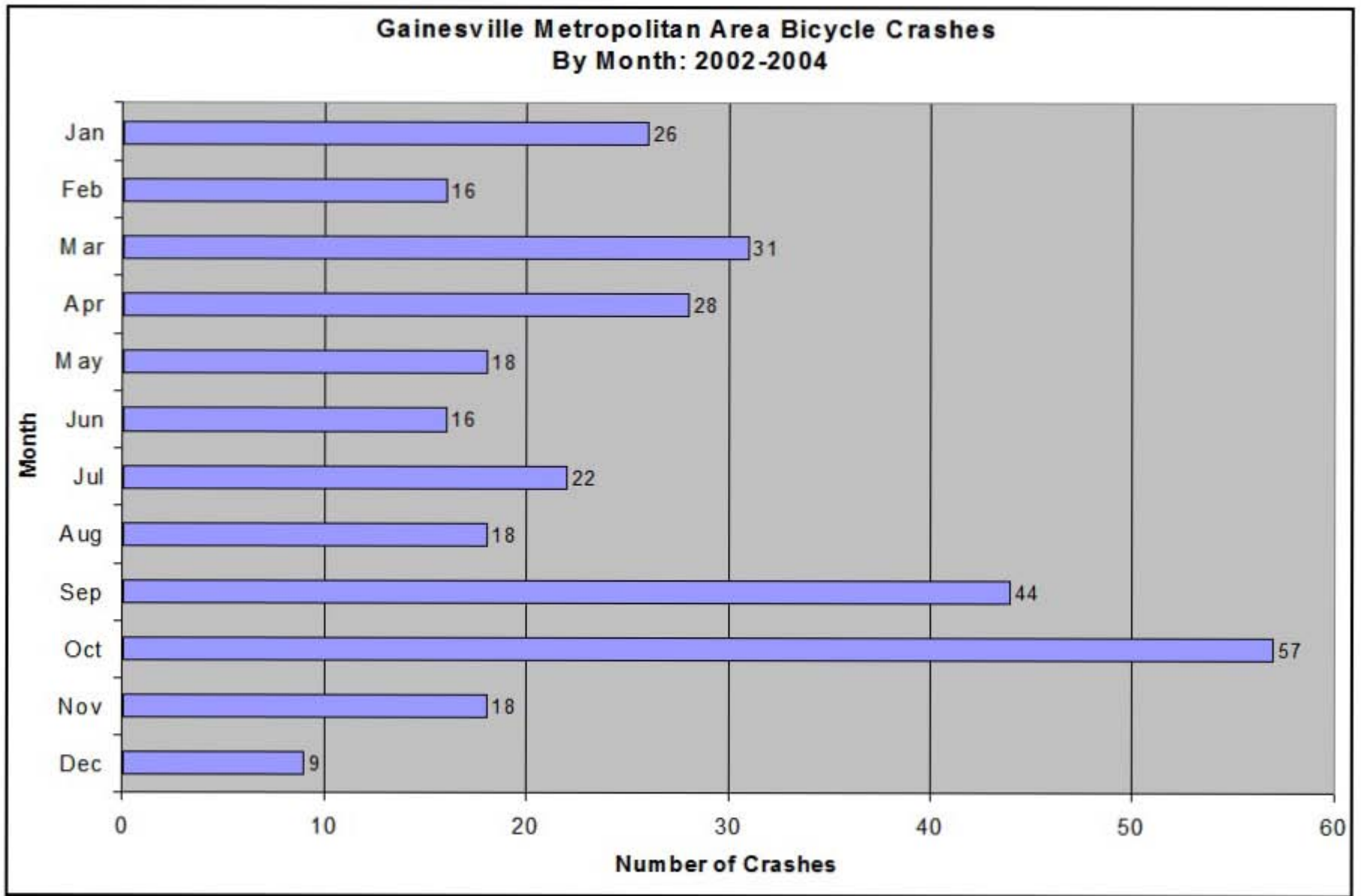
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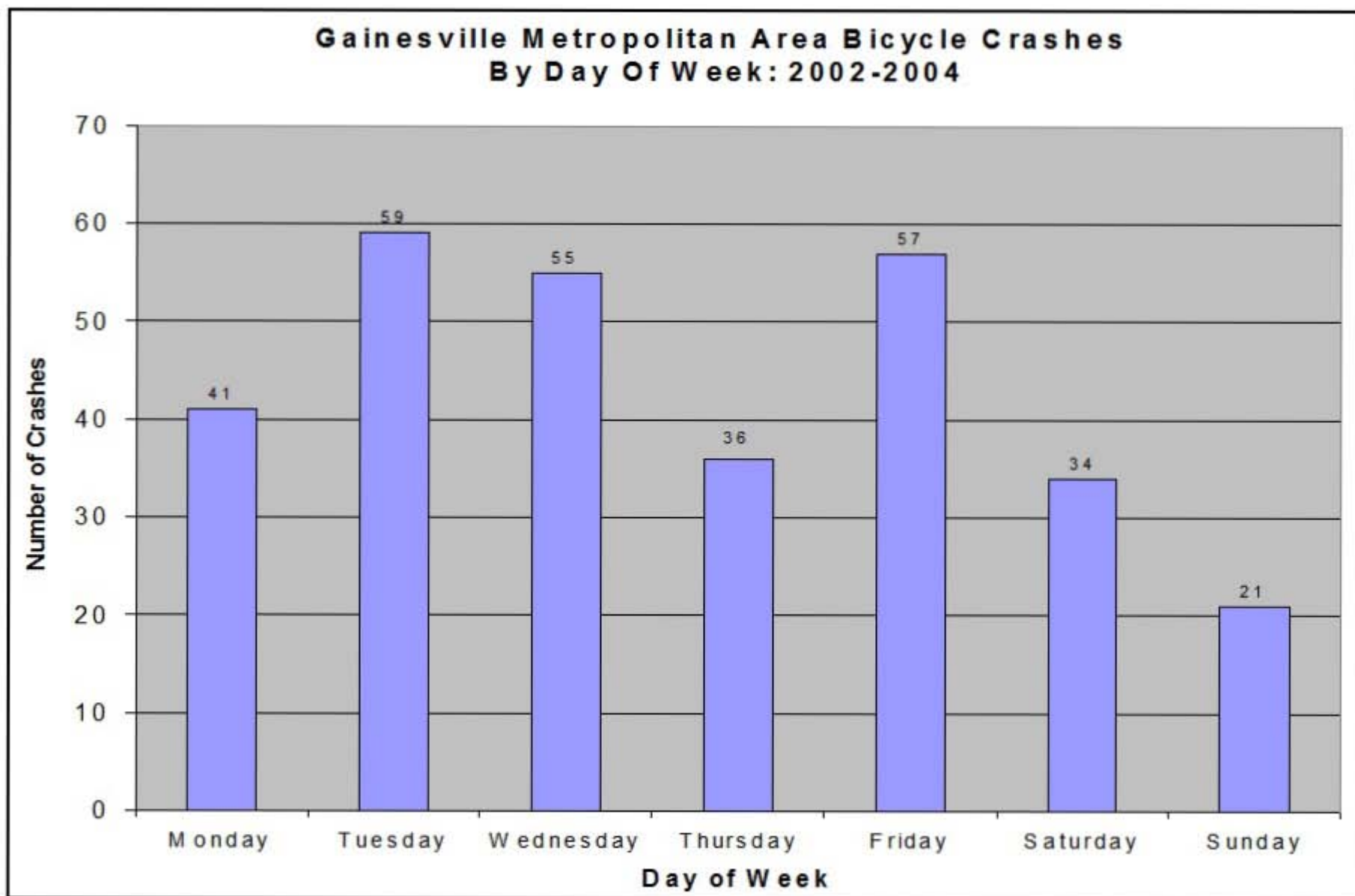
Source: Florida Dept of Highway Safety and Motor Vehicles



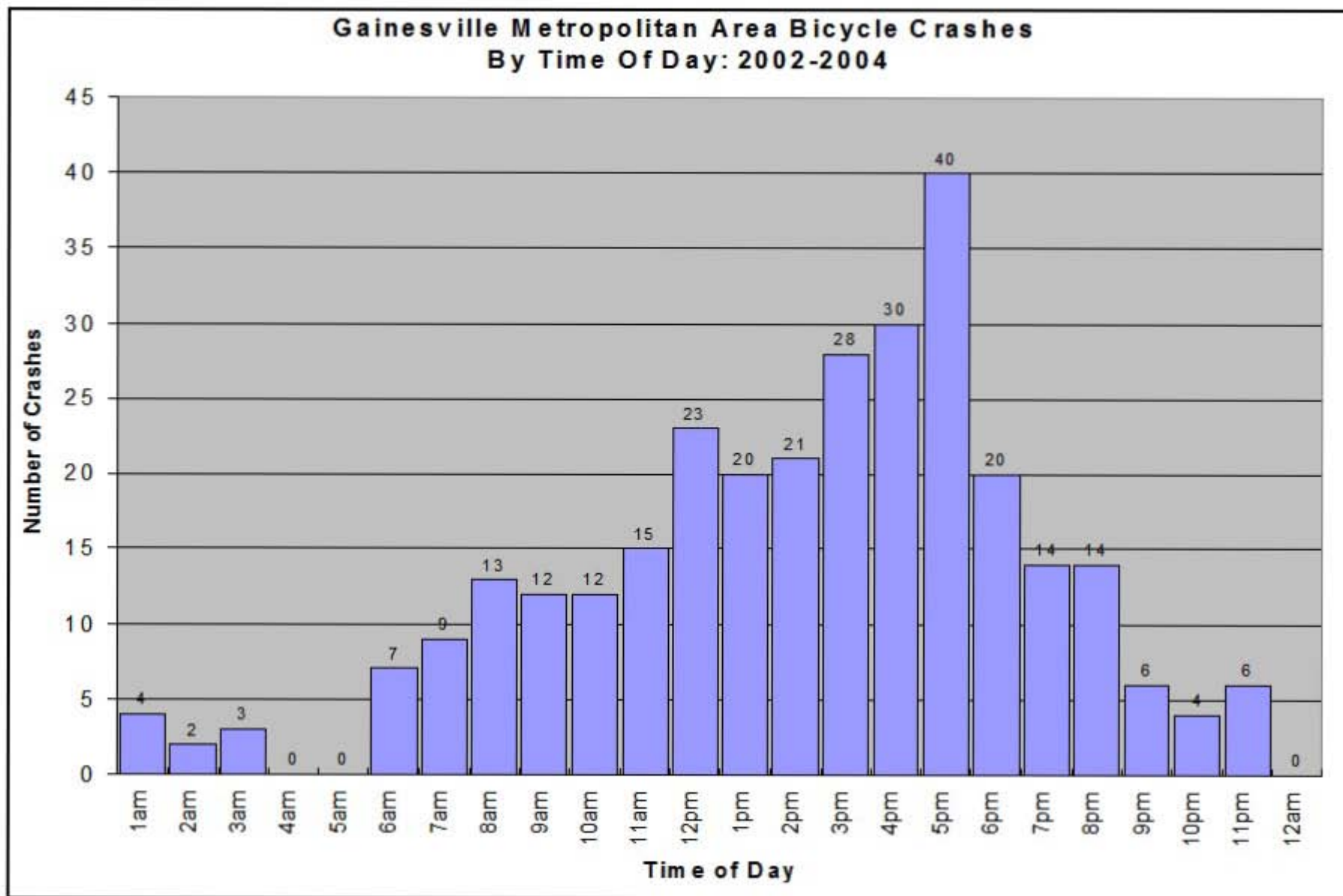
Source: Florida Dept of Highway Safety and Motor Vehicles



Source: Florida Dept of Highway Safety and Motor Vehicles



Source: Florida Dept of Highway Safety and Motor Vehicles

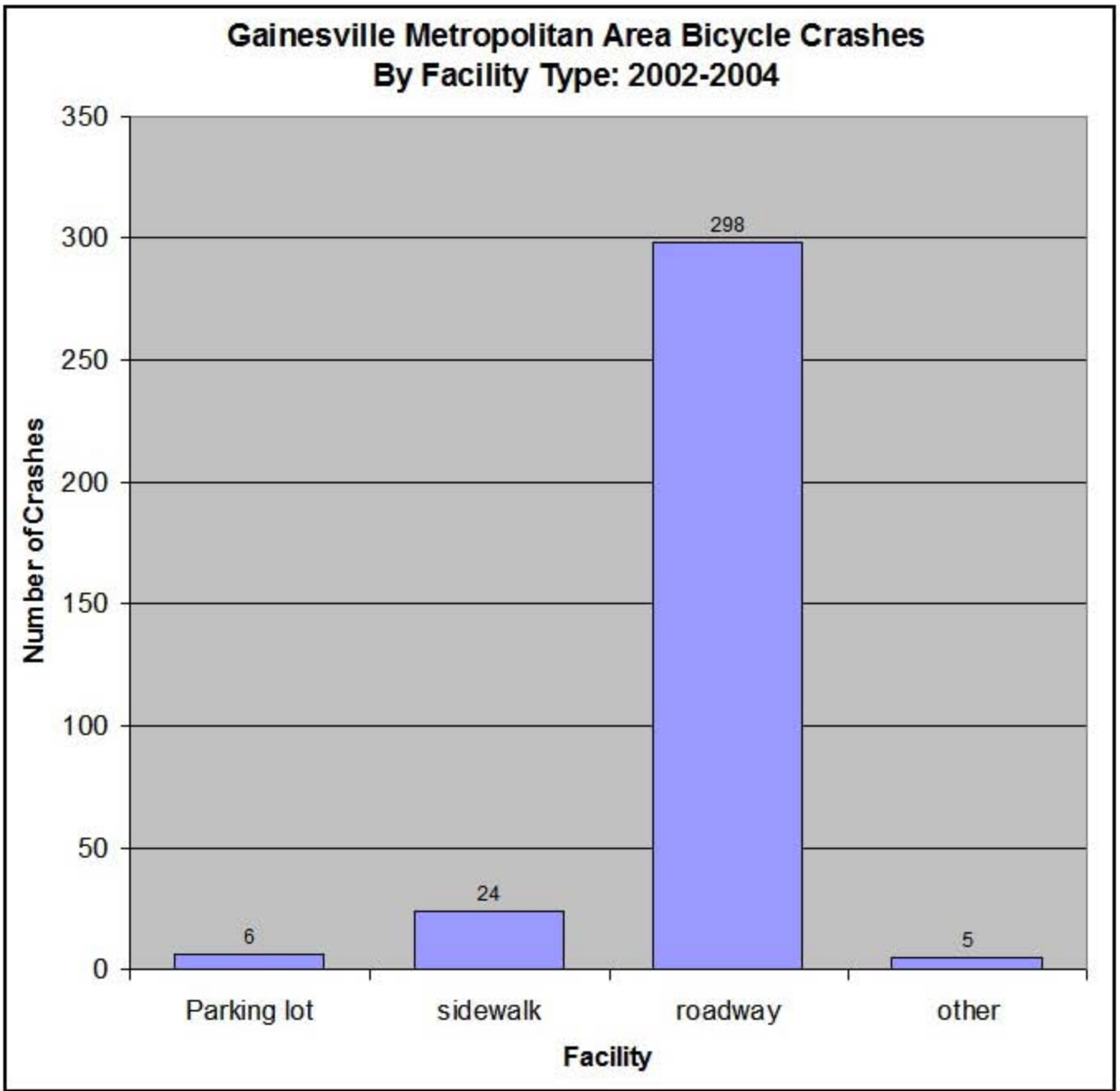


Source: Florida Dept of Highway Safety and Motor Vehicles

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APPENDIX D -
Summary of Gainesville Bicycle/Motor Vehicle Accidents by Facility Type

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Source: Florida Dept of Highway Safety and Motor Vehicles

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
TRANSPORTATION PLANNING STAFF

Charles F. Justice, AICP Executive Director

Scott Koons, AICP Assistant Executive Director

Marlie Sanderson, AICP Director of Transportation Planning

Lynn Franson-Godfrey, AICP Senior Planner

Brian Waterman, AICP Senior Planner

* Michael Escalante, AICP Senior Planner

* Ursula Garfield Assistant Planning Technician

* Primary Responsibility

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