

Form: 12504

Sanibel

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Page: BFC: Application Intro

Community Name:

Sanibel

Has the community applied to the Bicycle Friendly Community program before?

Renewing Application

What year was the community's most recent BFC application?

2014

What was the result of the community's most recent BFC application?

Silver

If awarded, the following links will appear on your BFA Award Profile on the League's [Connect Locally Map](#).

Community Website:

<http://www.mysanibel.com/>

Community's Twitter URL:

Community's Facebook URL:

<https://www.facebook.com/search/top/?q=the%20city%20of%20sanibel%20florida>

Page: BFC: Contact Information

Applicant First Name

Keith

Applicant Last Name

Williams

Job Title

Public Works Director

Department

Public Works

Employer

City of Sanibel

Street Address (No PO Box, please)

800 Dunlop Rd.

City

Sanibel

State

Florida

Zip

33957

Phone #

239-472-6397

Email Address

Keith.Williams@mysanibel.com

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

First Name

Craig

Last Name

Chandler

Agency/Department/Organization

Planning Department

Title

planner

Email

Craig.Chandler@mysanibel.com

Do you have a second local government contact to enter?

Yes

First Name

William

Last Name

Dalton

Agency/Department/Organization

Police Dept

Title

Police Chief

Email

William.Dalton@mysanibel.com

Do you have a third local government contact to enter?

No

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

First Name

Bill

Last Name

Sartoris

Organization

Sanibel Bicycle Club

Title

Member

Email

wsart315@aol.com

Do you have a second advocacy contact to enter?

Yes

First Name

Darla

Last Name

Letourneau

Organization

BikeWalkLee

Title

Steering Group Member

Email

dletourneau@BikeWalkLee.org

Do you have a third advocacy contact to enter?

No

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

No

Page: BFC: Community Profile

Please note: The application will refer to your type of jurisdiction as ‘community’ throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

A1. Name of Community:

Sanibel

A2. County/ Borough/Parish:

Lee County

A3. State:

Florida

A4. Link to map of community boundaries:

<https://www.google.com/maps/place/Sanibel+Island/@26.4526556,-82.1404169,13z/data=!4m5!3m4!1s0x88db317657034d75:0x8e468ffaea911e44!8m2!3d26.4433972!4d-82.1115119>

A5. If your community spans multiple jurisdictions or does not align with the name of your community given in Question A1, please specify your census geography(ies) here.

A6. Type of Jurisdiction

Town/City/Municipality

A7. Size of community

33

A8. Total Population:

6741

A9. Population Density:

204

A10. Which of the following best describe your community? Check all that apply.

Small town

A11. What is the street network density?

Less than 5.0

(For internal use only.)

Name

Kevin Ruane

Title

Mayor

Street Address

800 Dunlop Rd.

City

Sanibel

State

Florida

Zip

33957

Phone

239-472-3700

Email

Kevin.Ruane@mysanibel.com

Page: BFC: Engineering

B1. Does your community currently have any of the following policies in place?

Local Complete Streets policy

B1a. What year was the policy adopted?

1976

B1b. Please provide a link to the policy.

<http://www.mysanibel.com/content/download/21388/128171/file/Volume%201%20-%20Sanibel%20Plan.pdf>

B1c. Since the adoption of the policy, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

More than 75%

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume?

Yes

B2a. Please describe.

Given constrained roads (2 lane/no shoulders) all bike/ped facilities are off-road. The Sanibel Plan's Transportation Element (Section 3.3.3). Policy 2.8 states: "Where possible, provide a physically separated shared use path along or parallel to Periwinkle Way from Causeway Boulevard to Tarpon Bay Road."

B3. Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.

Form-based/design-based codes, Connectivity policy or standards

B4. Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment? Check all that apply.

None of the above

B5. Does your community currently have any of the following additional policies in place? Check all that apply.

Accommodation of bicyclists through construction sites in the public right-of-way, Paid public car parking

B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.

Staff participate in bicycle-specific conferences/trainings/educational tours, Webinars , Require project consultants to have bike/ped qualifications

B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.

Public uncovered bike racks, Bike valet parking available at community events

B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.

Publicly accessible air pumps

B9. Do your standards for bicycle parking: Check all that apply.

No standards

B10. What percentage of public and private bike racks conform with APBP guidelines?

Unknown

B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.

Public & private schools (K-12), Libraries, Parks & recreation centers, Other government-owned buildings and facilities, Event venues (e.g. convention center, movie complex), Hotels & restaurants, Office buildings, Retail stores (excluding grocery stores), Grocery stores, Multi-family housing (excluding subsidized or public housing, if any), Subsidized or public housing

B12. Does your community have a rail transit or bus system?

No

A transit system is an important part of creating a Bicycle Friendly Community because it provides people options for accessing places that may be otherwise hard to access by bicycle. Bicycles can serve as excellent solutions to accessing transit, but transit can also resolve barriers to bicycling, including long distances, inaccessible infrastructure, or unsafe portions of a route. Particularly in larger communities transit systems are an integral part of the transportation system and necessary to complement other non-motorized modes.

B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?

Yes

Answer all that apply. (in miles)

Paved shared use paths (≥10 feet)

Paved shared use paths (≥ 8 and <10 feet)

15

Unpaved shared use paths (≥10 feet)

Unpaved shared use paths (≥ 8 and <10 feet)

8

Singletrack

B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.

Refuge islands

B13c. What measures have been taken to improve the safety and convenience of bicyclists on off-street paths? Check all that apply.

“Cut-throughs” that improve network connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Off-street way-finding signage with easily visible distance and/or riding time information for bicyclists while riding, Education/awareness campaign about shared-use path etiquette

Sweeping

Quarterly or more frequently

Vegetation maintenance

Quarterly or more frequently

Snow and ice clearance

N/A - No snow or ice

Surface repair

Within one week of complaint

B14. What is the centerline mileage of your total road network (including federal, state, county and private roads)?

80.68

(in centerline miles)

≤25mph

50

>25mph and ≤35mph

30

>35mph

0

B16. Does your community have on-street bicycle facilities?

Yes

B16a. Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25mph?

No

B16b. Are there any on-street bicycle facilities on roads with posted speeds of >25mph and ≤35mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Shared lane markings

0

Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips)

0

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)

0.22

Buffered bike lanes

0

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35mph?

No

Sweeping

Same time as other travel lanes

Snow and ice clearance

Same time as other travel lanes

Pothole maintenance/ surface repair

Within one week of complaint

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

No

B18. How has your community calmed traffic? Check all that apply.

Speed limits 20 mph or less on residential streets, Used lower design speeds when designing for new roadways, Speed feedback signs/cameras

B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.

None of the above

B20. Are there any signalized intersections in your community?

No

Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.

B21. Does your community currently have a community-wide bike sharing program that is open to the general public?

No

Bike share programs are becoming popular and can contribute to making it possible for more people to choose to bike more often. In many communities bike share programs are large investments and it is important that they are sustainable in order to provide a dependable system for people in the community. While bike share programs are important and encouraged, having one is not essential to receiving a Bicycle Friendly Community award, particularly for smaller communities or non-urban communities.

B22. Which of the following bicycling amenities are available within your community boundaries?

Check all that apply

Signed loop route(s) around the community

B23. Which of the following safety amenities are available in your community? Check all that apply

None of the above

B24. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.

The Sanibel Plan, an award-winning Comprehensive Plan in place since 1976, has embodied a complete streets approach since the beginning (See the Transportation Element Sec. 3.3.3); therefore, no additional Complete Streets Policy resolution or ordinance was needed. (Q B1); Since all the roads on the island are 2 lanes with no shoulders they are classified as constrained roads and cannot be widened; therefore, all the bike/ped facilities are off road. (B1(c)); Since we have no on-road facilities and no road widening, there are no street design codes.

On B8, air pumps are available at the many bike shops and resorts and 2 gas stations on island.

On B10 re: bike racks, our island is unique in that while we have bike racks everywhere (all public and most businesses and destinations) and are heavily used, our island is very safe and bike theft is a virtually non-existent problem here; in fact, the majority of users don't even lock their bikes. Therefore, we have no need for the types of requirements in the APBP guidelines. Our responses to B13(b) and B(23) reflect the fact that our island does not allow any traffic lights or illuminated signs of any kind. The City has a Dark Skies Ordinance.

In a public-private partnership, the City and Sanibel Bicycle Club constructed a Cycling and Pedestrian Information Center including a shelter, safety and information signs, a large map of the trail system, a water fountain and a bear-proof trash container, and bike parking, benches and lush landscaping. In addition, the City has constructed 8 pocket parks with benches and 3 gazebos with water fountains and bike parking located throughout the island. A new pocket park on Casa Ybel Rd. was completed in April 2018 and includes a map of the trail system, a bench and water fountain. In addition, this Spring the City in partnership with the Sanibel Historical Preservation Committee completed a 14-mile Sanibel Heritage Trail with 21 panels located along the island's Shared Use Path system (with pull-off gravel locations). These panels tell the story of Sanibel's history, which give visitors and new residents a better appreciation of the island's history and values. The community is very proud of its 25 mile SUP system that promotes safe, off-street bicycling to almost all points on the island, encouraging bicycle riding for people of all ages and abilities.

A bike sharing program isn't needed on island, as every resort, condo or house rental typically provides their clients free bikes while visiting, and there are 2 major bike rental companies that rent thousands of bikes every day, so the island is saturated with available bikes.

C1. Do any public or private elementary schools offer regular bicycle education to students?

Yes

C1a. What percentage of your public and private elementary schools offer bicycle education?

100%

C1b. What type of bicycle education is offered?

Mandatory on-bike education

C1c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C2. Do any public or private middle schools offer regular bicycle education to students?

Yes

C2a. What percentage of your public and private middle schools offer bicycle education?

100%

C2b. What type of bicycle education is offered?

Bicycle safety presentation with no on-bike component

C2c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C3. Do any public or private high schools offer regular bicycle education to students?

N/A - No high schools

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Bike clinics or rodeos, Helmet fit seminars, Summer camps, Bicycle-related after school programming

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Information sessions/workshops

C5b. What topics are covered in these classes? Check all that apply.

Safe riding skills/habits, Bicycle maintenance

C5c. Who teaches these classes? Check all that apply.

Local bike shop employee, Local bicycle advocate, Local law enforcement officer

C5d. On average, how often are these classes offered?

Annually

C5e. Are bicycles provided to adults by the community, police, non-profit or other entity to allow every resident to participate in on-bike instruction?

Yes

C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.

Community-wide public education campaign, Educational group rides, Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Welcome packet for new residents, Permanent signage, displays, or information kiosks, Table or booth at community events

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Safe riding skills/habits, Sharing the road, trail, or path with vehicles or pedestrians, Traffic laws/ rules of the road

C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following traditionally-underrepresented groups? Check all that apply.

Seniors, Low-income populations

C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.

Share the Road educational videos on community website/TV channel/social media, Share the Road, Bicycles May Use Full Lane, or other bicycle-related traffic signs

C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.

Local government staff, School bus operators

C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community?

0

C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?

Smart Cycling Quick Guide

C13. Describe any other education efforts in your community that promote safe cycling.

In 2016, the Sanibel Bicycle Club (along with other businesses & civic organizations, underwrote an award-winning high quality 7-minute "Cycling on Sanibel" video that takes a "fun" approach to getting the safety message across. (Links: <https://www.youtube.com/watch?v=4CITdJ6m9yo&feature=youtu.be> & <http://bikewalklee.blogspot.com/2016/01/fba-board-impressed-by-sanibel-bicycle.html>) This video has been seen on the websites run by the Club, the City of Sanibel, Lee County Visitors & Convention Bureau, island bike rental businesses and numerous resorts. To further spread this bike safety message, the City integrated the video and its messages into their traffic congestion management strategy, with one of the City's 3 recommendations is to "travel around the island by foot and bike". (Link:

<https://bikewalklee.blogspot.com/2016/03/sanibels-successful-promotion-of-biking.html>)

The Sanibel Bicycle Club and the City Police conduct occasional bike safety sessions for the general public. The two major bike rental businesses in the City give basic instructions to people for rentals. In addition, Billy's Bicycle Rental has printed bicycle safety coloring books that are handed out to children and has a permanent bike safety message board outside their two locations. The Sanibel Bicycle Club has placed plastic "license plates" with the top 10 bike safety rules on almost all bike racks in the city and on the inside basket of many the the thousands of rental bikes. This list is also found on the back of bathroom doors at various popular destinations and businesses, at the Sanibel School and City Rec Center. Both the City and the Club distribute a bike safety brochure to tourists (at Chamber of Commerce, etc.).

Note that the responses to C1b & C2b need to be clarified, since the correct answers were not among the choices. In C1b, all 5th grade students in the Sanibel School are required to take a bike safety class with both safety education in the classroom and on the bike. In grades 7 and 8, the students are offered both kinds of safety education (on and off the bike) but are not mandatory. The Local paper runs regular weekly "Safe Cycling Tips" prepared by the Sanibel Bike Club.

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.

Trip reduction ordinance or incentive program, Local business incentive program that rewards customers arriving by bicycle

D1a. Please provide links for any programs checked above:

<http://www.mysanibel.com/content/download/21388/128171/file/Volume%201%20-%20Sanibel%20Plan.pdf>;
<http://www.mysanibel.com/Departments/City-Manager-s-Office/News/Sanibel-Island-Special-Events-Weekend-Alert-Thursday-March-3rd-through-Sunday-March-6th>

D2. What other groups actively promote bicycling in the community? Check all that apply.

Chamber of Commerce, Tourism Board, Other civic associations (e.g. Rotary, Lion's Club, etc.)

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

No

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Printed/digital bicycle network map

D5. How is National Bike Month/your own dedicated Bike Month promoted in your community? Check all that apply.

Official Proclamation

D6. How is bicycling promoted in your community outside of Bike Month? Check all that apply.

Community and charity rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, Kidical Mass Ride, Business program that provides discounts for customers arriving by bicycle, Bike valet parking at events, Bicycle-themed festivals/parades/shows, Public education campaign related to cycling (e.g. with a focus on public health or environmental benefits), Community celebration/ride each time a bicycle project is completed

D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.

Seniors, Families with toddlers and young children

D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

D9. Are any of the following cycling clubs/groups active in your community? Check all that apply.

Recreational bike clubs, Friends of the Trail groups, Kidical Mass, Family Bike Party, or other family-oriented groups, Senior ride groups, Slow ride group

D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.

Safe Routes to School program

D11. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 1 -15,000 residents

D12. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?

No

D13. Describe any other events, programs or policies your community has to encourage bicycling.

The City Council also presented a Proclamation for Bike Month (link: <file:///C:/Users/Darla%20Letourneau/Downloads/Bicycle%20Friendly%20Month.pdf>).

The City sponsors a free Youth Bike Safety Course and Rodeo at least annually.

(Link:<http://www.mysanibel.com/Departments/City-Manager-s-Office/News/FREE-Youth-Bike-Safety-Course-Rodeo-Thursday-May-17-2018-at-2-30-p.m.-Sanibel-School-Pavilion>). In addition, this year the City applied for a grant from the local Kiwanis Club to implement a youth bike education program, with the Sanibel Rec Department and Sanibel School offering bicycle safety education programs and distributing bicycle safety equipment (helmets and safety lights) to island youth.

The Sanibel Bicycle Club sponsors 2 community rides a week, which are open to the public. The Club, in partnership with business supporters, sponsors an annual Ride of Silence event, which is open to the public and includes bike safety instruction.

In addition, The Ding Darling Refuge sponsors a weekly guided ride through the refuge on bike, and sponsors an annual family-oriented Ding Darling Days which includes car-free roads, bike safety demonstrations and booths, etc. A countywide group, Critical Mass/Streets Alive, Inc. sponsors a monthly slow roll evening family ride on the island path system.

The two island papers also include frequent articles about shared use path issues the city is working on, bike/ped events on island, as well as safety message articles often written by the Sanibel Bicycle Club. See SBC's website for examples of their efforts: <http://www.sanibelbicycleclub.org>.

Annually ABWA sponsors a Poker Pedal which is a fun bike ride around the island, stopping at various predetermined places where participants pick up a card, and at end the rider with the best hand wins.

E1. How does your police department interact with the local cycling community? Check all that apply.

Police department assists with bicycle events/rides, Officers provide bike safety education

E2. What percentage of patrol officers are regularly on bikes?

None

E3. What other public or private bicycle safety programs are in place? Check all that apply.

None of the above

E4. What kind of bicycle-related training is offered to police officers? Check all that apply.

Basic academy training, Training on bicycle crash types, numbers and locations

E5. Are there any local ordinances or state laws that protect bicyclists in your community? Check all that apply.

Ban on texting while driving, Vulnerable road user law, Safe passing distance law, It is illegal to harass a cyclist

E6. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.

None of the above

E7. Which of the following bicycle-related enforcement practices exist in the community? Check all that apply.

None of the above

E8. How does your community use traffic citation data? Check all that apply.

Data/reports are shared with transportation agencies to improve infrastructure

E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?

None of the above

E10. Do police officers report bicyclist crash data?

Yes

E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

15

E11. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

0

E12. Describe any other enforcement or safety programs/policies relating to bicycling.

The City has ordinances requiring reflectors and lights to be used on bicycles after daylight hours, and all riders age 15 and above are required to wear a helmet.

In 2016, the City Council approved placing "3 Feet Please--It's the Law" decals on all city vehicles, in an effort to better protect the safety of road riders on island. (link: <https://bikewalklee.blogspot.com/2016/12/sanibel-city-council-approves-placement.html>)

The Sanibel School has a School Resource Officer who provides bike safety education for the students K-8. The City releases a report to the public each yr. that analyzes crashes on the Shared Use Path System. Here is a link to an example report: <http://www.mysanibel.com/Media/Files/City-Manager-s-Department-2014/Bicycle-Report-070814>

Page: BFC: Evaluation & Planning

F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?

Helping the community become more bicycle-friendly and encouraging ridership is a part of someone's official job description but they have other responsibilities as well.

F1a. Provide contact information if different from applicant.

F2. Is there a Safe Routes to School Coordinator?

There is a full-time, paid Safe Routes to School Coordinator.

F2a. Provide contact information if different from applicant.

there's School District-wide SRTS coordinator who serves all the schools, including the Sanibel School: Nena Garrett, 239-590-4022, NenaSG@leeschools.net

F3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

8

F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.

Attend bicycle-related webinars/trainings

F5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

F5a. How often does the committee meet?

Irregularly

F5b. Provide contact information for the Bicycle Advisory Committee Chair.

Planning Commission chair, Dr. Phillip Marks, email: san.plan@mysanibel.com

F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?

No

The League of American Bicyclists' mission is to create a Bicycle Friendly America for everyone. EDI is an important part of ensuring that community investments and practices related to bicycling work for everyone and are not distributed disproportionately to a particular demographic of your community. Everyone deserves safer streets, better mobility, and improved access to community resources and opportunities. We believe that an EDI initiative, committee, or position is important to building a Bicycle Friendly Community so that improvements to bicycling reflect community engagement and areas of need.

F7. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

F7a. What year was the plan adopted?

2009

F7b. Provide a link to the plan.

<http://www.mysanibel.com/content/download/5387/30287/file/Shared%20Use%20Path%20Master%20Plan%20-%20Sections%201%20and%202.pdf>

F7c. Is there a dedicated budget for implementation of the plan?

Yes

F7c1. What is the designated annual budget?

500000

F7c2. List or describe funding source(s).

gas tax, general revenues, grants (TDC, state & federal), and road impact fees (new source to be added next year)

F7d. Does your plan include a goal to increase bicycle facilities?

Yes

F7d1. Please list or describe these goals.

1. The safety of Sanibel's SUP system and its users shall be of the highest priority.
2. The SUP system will be managed and maintained in a quality manner, to support the full range of current and projected future user demands.
3. Improvements and extensions to the SUP system will be done for the purpose of connecting residents and visitors with frequently visited island destinations and activity centers and to correspondingly reduce vehicular trips and energy consumption.
4. The City will build a sense of stewardship for the SUP system within the greater Sanibel Community.

F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?

All residents have been invited to the public open houses that have been held whenever a bike/ped related plan or project is being developed--from the SUP Master Plan, the SUP Safety Improvement Intersection Study, etc. By ensuring the announcements go to island employees, the Center for Life (Sr. center), and CHR (Community Housing Resources--below-market housing), minority, non-English speaking, seniors, and low-income residents are invited to participate.

F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.

Metropolitan Planning Organization, County/Borough/Parish

F9. Is community-wide bicycle planning integrated with planning for any of the following: Check all that apply.

Public & private schools (K-12), Parks & recreation centers, Subsidized or public housing

F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?

27%

F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)

No

F12. How many lane miles of planned bicycle facilities does your community expect to have installed in the next four years?

2

F13. How many lane miles of bicycle facilities has your community installed in the last two years?

1

F14. How does your community collect information on bicycle usage? Check all that apply.

Any other type of count that includes bicyclists

Additional files may be uploaded at the end of the application.

F14a. Utilitarian ridership data collected locally (e.g. bicycle rides for commuting, running errands, transportation, etc.)

[Download File](#)

F14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

[Download File](#)

F14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

No File Uploaded

F14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

No File Uploaded

F14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

No File Uploaded

F15. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

No

F16. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?

No

F17. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police?

Contact staff directly via call/voicemail/fax/email/text/social media

F18. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling?

None of the above

F19. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling?

None of the above

F20. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks.

Below are explanations for some of our response above:

Response to F2: the Sanibel School (K-8) is part of the Lee County School District, which employs a SRTS coordinator that provides services to all the schools in the County. The SRTS coordinator, along with representatives from all municipalities (including Sanibel), and other stakeholders, is a member of the countywide MPO's Bicycle Pedestrian Coordinating Committee (BPCC), which coordinates activities across the county.

Response to F6: To put into context our lack of an EDI initiative, the island only has 6,741 residents, with following demographics: 55% over 65 yrs. old, only 7% ages 1-17, 98% white and 2% minority. In addition, the island is a major tourist destination and in season an estimated 70% of path users are tourists.

Response to F7: The City's 2009 SUP Master Plan is scheduled to be updated in 2018-19, with funds from the Lee MPO. Link to scope of work: : <http://leempo.com/wp-content/uploads/2016/12/M08.pdf>. The Planning Commission, which also serves as the Bicycle Advisory Committee, will have the lead on the development of this Master Plan and will have more frequent meetings on bike/ped issues than in the past. Ridership data was collected through a manual path intercept survey that was done in 2006 as part of the 2009 Master Plan. That survey was again done in 2012, which showed that a total of 4,650 bikes and 1,361 pedestrians were counted (2 days/4 hr periods each at 7 locations)--an increase of 56% in cyclists and 77% in pedestrians as compared to 2006. Clearly, Sanibel's SUP system is popular and well-used by both residents and visitors, whether they're walking or cycling. As part of the 2018-19 Plan Update, this survey will again be updated.

Responses to F14 (2009 SUP Appendices): Appendix G is the 2008 SUP users survey that includes data on the characteristics of the users.

G1. What are the top three reasons your community has made bicycling a priority?

Improved quality of life, Community connectivity, Decrease traffic congestion

G2. Briefly describe the most positive outcome of your community's support for bicycling.

The 25 mile plus connected and island-wide shared use path system is one of the crown jewels of Sanibel, which is important to the island's quality of life, its feeling of a connected small community, and our ability to experience the many natural beauties of the island "up close and personal" while biking. It is one of the reasons families want to vacation here, and why people choose to live here.

Sanibel Community's commitment to bicycling and its shared use path is part of its commitment to the Sanibel Vision: "Sanibel is and shall remain a small town community whose members choose to live in harmony with one another and with nature; creating a human settlement distinguished by its diversity, beauty, uniqueness, character and stewardship."

The City has branded itself as a "Bikeable/walkable Community" to encourage residents and visitors to walk or bike to events and reduce motor vehicle traffic, and being designated a Silver Bicycle Friendly Community has solidified our brand. This message is included as a banner in City emails, announcement of events, and press releases. The City's overarching "Fit-for-Life" campaign and motto also integrates biking and walking into its ongoing programming and campaign to promote a healthy lifestyle. This campaign includes selling t-shirts with these messages, along with a standard logo for the weekly "upcoming events" email to all residents: "Bike or Hike Sanibel & leave your car behind" (link: • <http://www.mysanibel.com/Departments/City-Manager-s-Office/News/Sanibel-Island-Special-Events-Weekend-Alert-Thursday-March-3rd-through-Sunday-March-6th>). In addition, the City's traffic communications strategy encourages people to bike. (link: <https://bikewalklee.blogspot.com/2016/03/sanibels-successful-promotion-of-biking.html>)

NOTE: In determining the bicycle commuting rate the ACS data is useless. Sanibel is primarily a tourist designation and small town community primarily of retired people; therefore ACS definition of commuting to work doesn't capture the extent to which biking is done for purposes of transportation (going to work, to meeting, to the Rec Center, to run errands, etc. vs. recreation. Sanibel's goal is to reduce the number of cars on the roads, and the City estimates that at least 10% of all trips on island are made by shared use path users; therefore, taking vehicles off the road and reducing traffic congestion. The 2006 & 2012 SUP Users Surveys collected data on trip purposes and the proportion of residents vs. tourists (see links in F20)

G3. Describe any improvements that have occurred for cycling in your community since your last application.

Sanibel has continued to expand and improve its biking infrastructure since our 2014 application. First, the 2 miles of the SUP on the East End of the island were widened to 8 ft. in 2015; a 0.5 mile new SUP segment that connects the path system to Bowman's Beach was completed in the Spring of 2018, including construction of a new crosswalk on San-Cap Rd. from the path system. An island-wide major SUP resurfacing and path repair project was undertaken in 2017-18, including adding safety center lines, etc., both for regular maintenance and to repair damages to the SUP from Hurricane Irma.

Since the LAB's on-site visit to Sanibel in Jan. 2015, the City has addressed the significant concern re: the SUPs ubiquitous and inappropriate "stop" path markings at all intersections and most driveways. The LAB report recommended that the City remove "stop bike" markings on the path, replacing them with alternative markings in needed areas and removing them altogether in other places, or putting up a regulation path stop sign where the intersections are dangerous and a sign is warranted. To address these issues, the City hired a consultant to do an SUP Intersection Improvement Study, which was adopted by the Council in Dec. 2015, with the staff-selected recommendations for immediate implementation approved (with \$65 K funding) by Council in early 2016. Over the past 2 years, the City has removed almost all of the stop markings, as recommended by the Consultant, and replacement signage will follow shortly. As part of the Study implementation, the City also installed "shark's teeth" at key mid-block crosswalks, installed crosswalk "paddles" on key crosswalks on Periwinkle Way, installed "share the road" signs on Tarpon Bay, and completed a major foliage trimming to improve visibility at key locations. The remaining recommendations in this Study will be folded into the Update of the SUP Master Plan development process, which will be undertaken over the next 12 months.

Link to Study: <http://www.mysanibel.com/content/download/23083/141973>.

Throughout this application, we have included the improvements we have made based on the 2015 BFC "report card", e.g., applying for the Kiwanis grant for more bike safety education of students, adding "share the road" sign on road to Tarpon Bay Explorers, the City has increased the number of bike racks it provides for all city and many nonprofit island events, which has increased the number of participants coming to events by bike and on foot, we initiated a program to put "3 ft. please--it's the law" decals on all city police and other city vehicles. We have also secured grant funding for our SUP Master Plan Update, and FEMA funds for repair to the SUP caused by Hurricane Irma. Other recommendations on the "report card" (e.g., further widening of path system to 10 ft.) are continuing and will be considered for enhancement in the upcoming Master Plan Update. Link to Study: <http://www.mysanibel.com/content/download/23083/141973>. Link to 2015 LAB recommendations:

<https://drive.google.com/open?id=1wMNO9Ww9z6OFIbY4PRITsNKUXmPxZ573>.

G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

More education of drivers as well as shared use path users is needed in order for the new SUP traffic treatment to achieve its intended result of making the island roadways and paths safer for everyone. As part of this education effort, strategic enforcement of the traffic rules for both drivers (yielding at crosswalks, giving road cyclists 3 ft.) and path users (stop signs, earbuds, no lights at night, kids without helmets) would assist in achieving compliance.

G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

The SUP Master Plan Update will be developed in the next 12 months, which should provide the community with a vision of how we want to expand and improve our SUP system over the next 10-15 yrs. In terms of new infrastructure, the new path connecting the exit of the Ding Darling Refuge to the SUP system will be constructed, adding 1 more mile to the island's connected system. The final SUP traffic treatment features, as recommended by the Intersection Improvement Study and LAB, will be completed, and the City in collaboration with the Sanibel Bicycle Club, will use its existing communication forums to educate the public about the new SUP treatment system and the responsibilities of all road & path users.

G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G7. How did you hear about the Bicycle Friendly Community program?

existing BFC

Page: Supplementary Materials

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1

BWL 1/24/16 Blog re: SBC's Presentation to FBA Board on the Club's Bike Safety Program

[Download File](#)

File 2

BWL 3/15/16 Blog: SBC receives FBA 2015 Club of the Year Award

[Download File](#)

File 3

Santiva Chronicle 2/25/16 article: Sanibel Paths Busier than Ever

[Download File](#)

File 4

City 6/3/15 Press Release re: SBC's New Bicycle Safety Video

[Download File](#)

File 5

News-Press BWL Column on role of decades of citizen involvement in Sanibel's Shared Use Path system

[Download File](#)

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Upload additional files

File 6

Santiva Chronicle 12/18/16: Sanibel nearing completion of removal of STOP markings on path system

[Download File](#)

File 7

Santiva Chronicle 12/1/15: Sanibel Council approves SUP funds

[Download File](#)

File 8

No File Uploaded

File 9

BWL 10/14/12 Blog: New & improved bike/ped facilities on Sanibel (includes results of 2012 SUP users survey)

[Download File](#)

File 10

No File Uploaded