

PLANNING A BICYCLE AND PEDESTRIAN-FRIENDLY COMMUNITY

Biking and Walking to a Healthier, Greener Community

Biking and walking are a healthy, environmentally-friendly alternative for everyday recreational and transportation needs. Consider a few key facts:

- 40% of all automobile trips in the U.S. are two miles or shorter and over 25% are less than one mile.¹
- Much of a car's air pollution is generated when it is first started; switching to biking or walking for short trips could positively impact air quality.²
- If every sedentary person in the US walked or cycled 1/2 hour per day, heart disease, obesity and diabetes would be cut in half.³
- Companies such as Johnson & Johnson, AT&T and BlueCross BlueShield note that employees who walk or bike to work miss fewer days and have lower medical bills.⁴



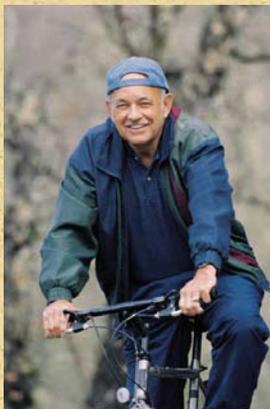
Sprawling development, wider and faster roads, safety concerns, long distances between jobs, schools, shopping and housing, and fewer pedestrian and bike-friendly neighborhoods may hinder the everyday use of these transportation modes for short trips. But with careful planning and modest transportation investments, communities can enjoy biking or walking as safe, healthy, and environmentally-friendly means of transportation.



A Bicycle and Pedestrian-friendly Transportation Master Plan

When considering how to integrate bicycle lanes, multi-use paths, and other bicycle and pedestrian-friendly facilities into its long-term plan, the Town of Jupiter weighs:

- Community usage — and desired usage — of the facilities. Determining locations that will most benefit residents, considering where should areas of paths be connected, and determining the appropriate types of paths.
- Developer participation. Enhancing public infrastructure by requiring developers to include facilities like bicycle racks, benches, showers and other amenities to support recreational activities.
- Environmental and traffic impact. Encouraging walking or bicycling for short trips reduce traffic congestion and lessen affects on the environment.
- Integration with other transportation modes. Finding ways to connect bicycle and pedestrian paths to future mass transit options to increase their utility.
- Developing a useful network. Partnering with other agencies — such as FDOT and Palm Beach County — to develop a network of bike lanes and shared use paths to connect over 68 miles of access within Jupiter.

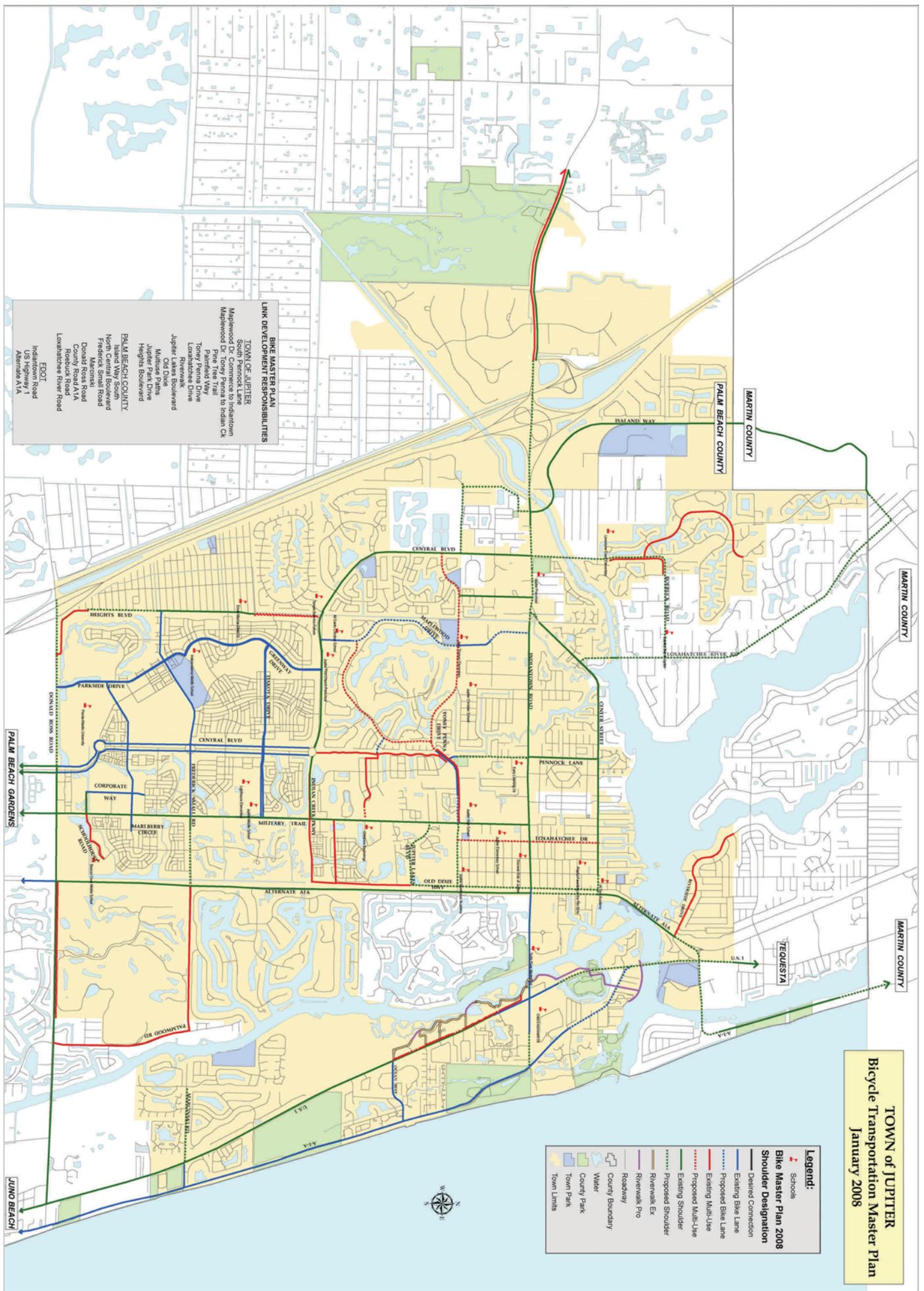


The Town of Jupiter encourages residents to provide their feedback on how they use bicycle and pedestrian facilities, and how they would like the future plans developed. For more information, please contact the Town of Jupiter Engineering Department at 561.746.5134 or go to www.jupiter.fl.us.

1. US Dept of Transportation, "1995 National Personal Transportation Survey"
2. Gardner, Gary, "When Cities Take Bicycles Seriously," World Watch Magazine, Sept/Oct 1998
3. World Health Organization, "BAT List v4 no.899.2"
4. Washington State Energy Office, "Easy Walking Workplace"



TOWN OF JUPITER



BIKE MASTER PLAN LINK DEVELOPMENT RESPONSIBILITIES

TOWN OF JUPITER
 South Pennock Lane
 Maplewood Dr. Connector to Indianon
 Maplewood Dr. Connector to Indianon
 Pine Tree Trail
 Parkside Way
 Tony's Peninsula Drive
 Loxachatchee Drive
 Jupiter Lakes Boulevard
 Old Dixie
 Jupiter Palms
 Jupiter Palms
 Heights Boulevard

PALM BEACH COUNTY
 Sand Way South
 North
 Frederick Small Road
 Maronetti
 Donald Ross Road
 County Road A1A
 Loxachatchee River Road

FOOT
 Indianon Road
 US Highway 1
 Alternate A1A

Jupiter's bicycle and pedestrian trails
68 miles existing • 26 additional miles planned