



**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE**

AMENDED

Notice and Agenda

Date: Tuesday, June 6, 2023

Time: 8:30 A.M.

Location: One Civic Center
Agave Conference Room
7447 E. Indian School Rd Suite 205
Scottsdale, AZ 85251

AGENDA ITEM'S #2 AND #3 SWAPPED ORDER

AGENDA ITEM #4 IS BEING PRESENTED BY GREG DAVIES AND NATHAN DOMME NOW

Call to Order

Roll Call

Don Anderson, Chair, Transportation Commission
Kyle Davis, Subcommittee Member
Maryann McAllen - Commissioner, Parks and Recreation Commission
B. Kent Lall, Commissioner, Transportation Commission
William Levie, Subcommittee Member

One or more members of the Paths & Trails Subcommittee may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)

Public Comment

Spoken comments are being accepted on agendized and non-agendized items. To sign up to speak on these items [click here](#). Request to speak forms must be submitted no later than 90 minutes before the start of the meeting.

Written comments submitted electronically are also being accepted. To be considered, please submit your written Public Comment on an agenda item at least 90 minutes before the meeting's scheduled time to the following link: <https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment>

However, Arizona State Law prohibits the Paths & Trails Subcommittee from discussing or taking action on an item that is not on the prepared agenda.

1. **Approval of Meeting Minutes****Action**
Approval of the Regular Meeting minutes of April 4, 2022
2. **Bicycle Friendly Communities Application Update**.....**Presentation and Discussion**
Information on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner
3. **Bicycle and Pedestrian Count Data** **Information**
Follow up on initial presentation from staff at the two-year mark – Nathan Domme, Transportation Planning Manager
4. **Other Transportation Projects and Programs Status**..... **Information**
A continuing overview of projects/programs including Bike Month recap – Greg Davies, Senior Transportation Planner and Nathan Domme, Transportation Planning Manager
5. **Subcommittee Identification of Future Agenda Items**.....**Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings
6. **Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7839. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Frances Cookson at 480-312-7637.



DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE

**ONE CIVIC CENTER
7447 E. INDIAN SCHOOL ROAD, SUITE 205
SCOTTSDALE, AZ 85251**

TUESDAY, APRIL 4, 2023

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 8:33 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

ROLL CALL

PRESENT: Donald Anderson, Chair – Transportation Commission
Kyle Davis, Subcommittee Member
Maryann McAllen, Commissioner – Parks and Recreation Commission
William Levie, Subcommittee Member

ABSENT: Kent Lall, Commissioner – Transportation Commission

STAFF: Nathan Domme, Transportation Planning Manager
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Kyle Lofgren, Staff Coordinator

PUBLIC COMMENT

There were no public comments.

1. **APPROVAL OF MEETING MINUTES**

Chair Anderson called for modifications and approval of the minutes.

COMMISSIONER MCALLEN MOVED TO APPROVE THE MINUTES OF THE FEBRUARY 7, 2022 MEETING AS PRESENTED. SUBCOMMITTEE MEMBER LEVIE SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBER DAVIS, COMMISSIONER MCALLEN, AND SUBCOMMITTEE MEMBER LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. **FEDERAL HIGHWAY ADMINISTRATION'S SAFETY COUNTERMEASURES**

Nathan Domme, Transportation Planning Manager, reviewed the primary goals for the countermeasures:

- Complete streets safety priority
 - Bike safety
 - Pedestrian safety
 - Auto Safety Transit safety
- Safe System Approach
 - Redundancy
 - Proactive
 - Responsibility is shared
 - Humans make mistakes and humans are vulnerable
 - Death/serious injury is unacceptable
 - Responsibility is shared

The 28 countermeasures fall into the following categories:

- Speed management
- Roadway departure
- Crosscutting
- Pedestrian/bicyclist
- Intersections

A history of the initiative was reviewed. Since 2008, there have been updates in 2017 and 2021. The last update includes countermeasures, including rectangular rapid flashing beacons, crosswalk visibility enhancements and bicycle lanes. There is a focus on proven measures and increasing their installation and use nationally.

The bike and pedestrian category includes the most safety countermeasures, including:

- Road diets (roadway configuration)
- Bicycle lanes
- Walkways
- Crosswalk visibility enhancements

- Leading pedestrian interval
- Medians and pedestrian refuge islands
- Pedestrian hybrid beacons
- Rectangular rapid flashing beacons

An overview of descriptions and City of Scottsdale examples was provided.

In response to a question from Subcommittee Member Davis, Mr. Domme stated that one of the primary considerations for road diet decisions is the volume to capacity ratio. The City has data going back 20 years as well as Maricopa Association of Government's (MAG) projected volumes. Chair Anderson commented that the road diet approach is one of the most cost effective ways to make changes to a roadway. Subcommittee Member Levie suggested the possibility of public education on the concept of road diets, which are receiving negative public attention by a vocal minority who equate them with limitations on freedom of movement. Commissioner McAllen suggested having short informational clips on the monitors at Council and Commission meetings. Ms. Conklu commented that this has been done in the past via Scottsdale Video Network for educational purposes when the City first began to install roundabouts. Greg Davies, Senior Transportation Planner, added that the City makes every effort to make its corridors as safe as possible.

Chair Anderson referenced narrowing of the McDowell Road lanes to 11 feet and asked whether the roadway lane adjacent to bike lane was kept at 12 to 13 feet. Mr. Domme stated that a 13-foot lane would require a buffer and as it is the goal to keep the cars confined to 11 feet, that lane is also reduced to 11 feet.

In response to a question from Chair Anderson, Mr. Domme stated that the average cost of a Pedestrian Hybrid Beacon (PHB/HAWK) was \$150,000 in 2020, however with inflation, this has increased to approximately \$300,000 to \$400,000. At times, a Reflective Rapid Flashing Beacon (RRFB) may be a more economical choice, depending on feasibility and traffic conditions. There are currently 11 HAWKs in the City with three in planning stages.

Commissioner McAllen inquired as to implementation of the HAWKs in northern Scottsdale. Mr. Domme stated that there is one HAWK in the northern area and the intent to add additional HAWKs in both the north and south, particularly in locations where the crossing is connected to a trail. Future sites are planned for Jackrabbit and Miller as well as 68th Street at Avion and Second.

Mr. Domme discussed that Scottsdale is in now in the process of creating a local road safety plan, which will address one of the first proven safety countermeasures created in 2008. The City was awarded a grant to create the plan, which will incorporate bike and pedestrian safety measures. In response to a question from Chair Anderson, Mr. Domme clarified that while the City's Transportation Master Plan includes safety components, it does not currently have a specific safety action plan. Ms. Conklu added that the plan will be very detailed and updates will be provided as it rolls out. The Federal Safe Streets for All program includes very specific components. Cities meeting certain criteria have the option to apply for implementation funds.

3. BICYCLE FRIENDLY COMMUNITIES APPLICATION PROCESS

Susan Conklu, Senior Transportation Planner, provided an overview of the League of American Bicyclists (LAB) organization. The Bicycle Friendly Community (BFC) program recognizes municipalities that actively support cycling and encourage residents to use bicycles for transportation and recreation.

Cities are evaluated on the program five, "E's," which include:

- Engineering
- Education
- Encouragement/events
- Equity
- Evaluation and planning

The program and assessment provides:

- Measurable goals for continuous improvement
- Provides best practices and resources
- Clear comparisons to peer cities
- Assists the City in competing for grants
- May function as a tool for economic development

LAB provides awards in the following categories: Platinum, Gold, Silver, Bronze and honorable mentions. Status is designated every four years. Scottsdale was awarded Silver level in 2005 and was the first community without a university or college to reach this level. Scottsdale achieved Silver again in 2007. Scottsdale reached gold level in 2011, 2015 and 2019. A review of Scottsdale's 2019 report card from LAB was provided.

Commissioner McAllen asked whether the City has a method for informing new businesses or companies regarding incentives for employee bike to work programs. Ms. Conklu stated that the City does not do specific outreach in this regard, however, Maricopa County, via the state-mandated travel reduction program, does utilize such outreach. Any site or employer with more than 50 employees is required to is provided education and incentives for bike travel. Other incentives include carpool parking spaces, vanpool, platinum pass for bus and light rail, bike lockers, bike route planning and other assistance.

Commissioner Davis asked whether success in obtaining grant funding can positively affect the LAB rating or whether the rating is strictly applicable to total overall funding. Ms. Conklu said she would research the answer to this. The application does provide space for submitting additional information not specifically requested.

Subcommittee Member Davis referenced the ridership percentage, commenting that the City is hindered in this regard by not having a university with a large student body population. In addition, the City is a metropolis, with many people living far from where they work, making community via bicycle not viable. He asked whether this will be an insurmountable factor in the City obtaining Platinum status. Ms. Conklu commented that this is only one element of the overall criteria. The

bicycle counting program will help greatly in providing better and stronger ridership data. Ms. Conklu noted that the 2022 Transportation Action Plan Bikeway Element includes a goal to achieve Platinum level certification from LAB.

Key steps to Platinum level include:

- Continue to expand and improve Scottsdale's low-stress on-road bike network that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities
- Expand bicycle safety education to be a routine part of education for students of all ages
- Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools
- Expand bicycle education opportunities for adults
- Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs
- Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers as a way to further encourage ridership
- Adopt a local comprehensive road safety plan or a Vision Zero policy to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians
- Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety

Additional goals for 2020 to 2023 include:

- Engineering
 - Increase total bikeway mileage on arterial and collector roads
 - Improve biking into and within Old Town
 - Complete bike lanes on Dynamite Boulevard
 - Implement path wayfinding signage
- Education
 - Bicycle safety for children K-12
 - Bike 101 community classes for adults
- Encouragement/events
 - Hold signature bike events
 - Open streets event
 - Expand Bike Month events
- Equity
 - Police bike/pedestrian safety outreach, expand current program
 - Enforce new state law on handheld devices while driving
 - Sharing the Road and Path messaging
- Evaluation and Planning
 - Better bicyclist counts, install counters

- Gap analysis of bikeways, including those that access transit stops
- Old Town Bicycle Master Plan
- Update the Transportation Master Plan

Scottsdale's next Bicycle Friendly Community application will be submitted by August 30, 2023. During May and June of last year, staff attended webinars from LAB particularly in terms of the new application questions. Teams meetings with colleagues from the Platinum level communities of Boulder and Fort Collins, Colorado were held to gain important knowledge on their programs. Additional preparation efforts include input from the public, Paths and Trails Subcommittee and the Transportation Commission, with an update provided to the Transportation Commission on March 16, 2023.

4. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Ms. Conklu, Senior Transportation Planner, provided updates on the following programs and projects:

- Scottsdale Ranch improvements
- Senior Expo
- 68th Street update
- Trails
 - Thunderbird Trail
 - Trail Maintenance on Via Dona and 76th Street Trails
- Bike Month
 - Cycle the Arts
 - Bike to work
- Scottsdale Earth Day Celebration

5. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Kyle Lofgren, Staff Coordinator stated that staff will be taking a different item to the Transportation Commission in April, which will move paratransit-related updates to May. The Thomas Road update will be provided on April 20th. Mr. Domme added that there will be a new emphasis on bringing projects to the Transportation Commission and potentially the Paths and Trails Subcommittee to go into greater detail on the guiding documents and reasons that guide design decisions.

The following topic was identified for future agenda items:

- Paths and Trails components of the CIP

6. ADJOURNMENT

With no further business to discuss, the meeting adjourned at 10:34 a.m.

SUBMITTED BY:
eScribers, LLC

***NOTE: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>**

SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT



To: Paths & Trails Subcommittee
From: Susan Conklu, Senior Transportation Planner
Subject: Bicycle Friendly Community Application
Meeting Date: June 6, 2023

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the 2023 Bicycle Friendly Community application.

Background:

The League of American Bicyclists (LAB) offers the Bicycle Friendly America program for communities, states, universities, and businesses as a tool to make bicycling available for transportation and recreation. The Bicycle Friendly Community Program (BFC) provides incentives, hands-on assistance and award recognition for communities that actively support bicycling. These communities welcome cyclists by providing safe accommodations for cycling and encouraging people to bike. Increasing the safety and comfort of bicycling improves public health, the environment, quality of life, and economic development.

The BFC application provides a comprehensive picture of a community by asking questions across five categories often referred to as the Five "Es": Engineering, Education, Encouragement, Equity (formerly Enforcement), and Evaluation & Planning. To be considered for an award, a community must demonstrate achievements in each of the five categories through the application process. Application review includes evaluation from LAB staff and feedback from local cyclists and advocates. Then one of the following awards is issued (from highest to lowest level): Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention. The designated award is held by each entity for four years, after which the application process is repeated. This ensures continual improvements and achievements for biking.

The City of Scottsdale entered the BFC program at the Silver level in 2005 and was notably the first community without a university or college to reach that level. Scottsdale was awarded Silver again in 2007. In 2011, Scottsdale was awarded Gold, which was a goal of the 2008 Transportation Master Plan. In 2015, Scottsdale was again awarded Gold. The 2015 LAB designation announcement included two other communities in the region with Mesa moving up to Silver and Tempe moving up to Gold.

Transportation staff submitted an application to LAB on August 8, 2019. On November 21, 2019 LAB announced the Bicycle Friendly Community Award Designations for fall 2019. Scottsdale was again awarded Gold level and received a Report Card with Key Steps to Platinum.

Update:

On April 26, 2022, the Transportation Action Plan (TAP) was adopted by City Council. The Bikeway Element of the TAP includes a goal, policies and performance measures related to the Bicycle Friendly Community program:

Bikeway Element Goal (B-06)

Achieve a Platinum-level Bicycle Friendly Community certification from the League of American Bicyclists (LAB).

Bikeway Element Policy B-02, B-03, B-04, B-06, B-07

Bikeway Element Performance Measure B-04, B-05, B-06, B-08

Scottsdale's next Bicycle Friendly Community application is up for renewal by August 30, 2023. In preparation for the new application, Transportation staff attended webinars from the League of American Bicyclists on the new questions. Staff also coordinated a Teams meeting with colleagues from the Platinum level communities of Boulder and Fort Collins, Colorado to gain important knowledge on their programs.

Transportation staff provided an update to the Transportation Commission at the March 16, 2023 meeting. Discussion included promoting bike education in the Scottsdale Life publication from Parks and Recreation,

evaluating bike behavior through the annual Travel Reduction Plan annual survey in the region, requests from businesses to increase bike parking, the evaluation for Platinum communities, and ways to mention and link to the Transportation Action Plan in the application to highlight the commitment to continuous improvement.

Transportation staff provided an update to the Paths and Trails Subcommittee at the April 4, 2023 meeting. Discussion included incentives for employee bike commuting programs at new businesses or companies, whether success in obtaining grant funding can positively affect the BFC rating, and the challenge of mode share or ridership percentage within Scottsdale as a large city.

Staff will present the application document (Attachment A) by each section and answer questions from subcommittee members. New questions in this application cycle are highlighted in blue. The sections include:

- Engineering
- Education
- Encouragement
- Evaluation & Planning
- Equity & Accessibility

Staff will cover sections with general questions and go into detail about the subsections and specific questions in the application.

Next Steps:

The application preparation will include input from the public, Paths and Trails Subcommittee, and Transportation Commission. Public meetings and a questionnaire will be planned for June/July 2023 to receive input for the application.

Staff will bring the final update to the Paths & Trails Subcommittee August 1, 2023 for action. The application is due August 30, 2023. Awards will be announced in December 2023. A notable change in future years will include one application cycle per year instead of two.

Attachments:

Attachment A: Bicycle Friendly Community Application

Contacts: Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov

Bicycle Friendly Community

APPLICATION PREVIEW

Updated October 17, 2022

TO APPLY

Applications are only accepted through the online form.

To submit an application online, please visit apply.bikeleague.org

Access additional resources at bikeleague.org/community

Email questions regarding the BFC application or process to bfa@bikeleague.org

UPCOMING APPLICATION CYCLES

Spring 2023

Open: October 2022

Deadline: February 15, 2023

Awards announced: May 2023

Fall 2023

Open: February 2023

Deadline: August 30, 2023

Awards announced: December 2023

APPLICATION TIPS

NOTE: Questions in **shaded blue boxes like this** are dependent fields that do not appear in the online application until their corresponding parent answer option above is selected. **If these questions are not applicable to your community, skip ahead to the next question.**

- To provide continuity for returning applicants, **recent changes are highlighted throughout the application preview below.**
- [Find a Glossary of Terms used in the BFC Application here.](#) If you come across a term on the application that is not listed on the glossary that you have questions about, please email bfa@bikeleague.org.
- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on “Manage Collaborators” in the upper right-hand corner of your online application. [Learn more on our Application Portal FAQs.](#)
- The application will refer to your type of jurisdiction as ‘community’ throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction’s boundaries.** However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate ‘E’ section.



Spring 2023 APPLICATION FOR REVIEW ONLY.

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

- The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.
- **It is not necessary to be able to check every box on this application to earn a BFC designation.** We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.
- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done.** So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).
- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details.** This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.
- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.
- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.
- **A note about the impact of the COVID-19 Pandemic:** We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.
- If you need help with the online application, visit our [Application Portal FAQs page here](#) or contact us at bfa@bikeleague.org.

TO SUBMIT AN APPLICATION, VISIT [APPLY.BIKELEAGUE.ORG](https://apply.bikeleague.org).



Spring 2023 APPLICATION
FOR REVIEW ONLY.

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APPLICATION INTRO

Name of Community:

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

First-Time Application

(Select this option only if your community has NEVER applied to the BFC program before.)

Returning Application*

(Select this option if your community has applied to the BFC program, even if that application did not result in an award, or was more than four years ago.)

***If returning, is your community's intention to renew its existing status at the same BFC Award Level, or to apply for a higher BFC designation?**

Applying for Higher Award Level

Renewing at Current Award Level

***If returning, what year was the community's most recent BFC application, and what was the result (award level)?**

***Please note:** the online BFC application now has the capability to copy previous submissions into the current online form. This feature will work for a limited number of questions and answer options that have remained consistent since your last application, so we encourage renewing applicants who use this feature to review every answer carefully for accuracy. Learn more at: <https://bicyclefriendly.secure-platform.com/a/page/community/renewals>*

Web & Social Media Presence

If awarded, the following links will appear on your BFA Award Profile on the League's [Connect Locally Map](#) and used to promote your community through League social media channels. (optional)

Community Website:

Community's Twitter URL:

Community's Facebook URL:

Community's Instagram URL:

Community's Flickr or other public photo sharing URL:



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CONTACT INFORMATION

Primary Application Contact

Applicant First Name
Applicant Last Name
Title
Department
Employer
Street Address (No PO Box, please)
City
State
Zip
Phone
Applicant Email

Additional Community Contacts

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

- Yes*
 No

***If Yes, provide the following information for each contact: (Up to 10 contacts.)**

First Name, Last Name, Agency/Department/Organization, Title, and Email

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

- Yes*
 No

***If Yes, provide the following information for each contact: (Up to 10 contacts.)**

First Name, Last Name, Organization, Title, and Email



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

- Yes*
- No

***If Yes, provide the following information for each contact: (Up to 10 contacts.)**

Name of Primary Contact, Organization, and Email

Note: The League will contact local bike advocates in your community (both those listed here and others from our existing database of member groups) for their feedback and input about the community's bicycle-friendly efforts.

Mayor or top elected official *Note: For internal use only.*

Name

Title

Email

Street Address

City

State

Zip

COMMUNITY PROFILE

A1. Community Name: (Please do not include "City of", "Town of", etc.)

A2. Name of County/Borough/Parish:

A3. State:

A4. Link to map of community boundaries: (e.g. [Google Maps](#))

A5. Type of Jurisdiction

- Town/City/Municipality
- County/Borough/Parish*
- Metropolitan Planning Organization/
Council of Governments*
- Regional Planning Organization*
- Rural Planning Organization*
- Census Designated Place (not age-restricted)

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.



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- Census Designated Place (age-restricted)
- Indian Country
- Military Base

***A5a. If a County/Borough/Parish, MPO, COG, or RPO, please list all other local jurisdictions (cities, towns, municipalities, or Census Designated Places) that fall within your community's borders.**

A6. Size of community: *(in sq. mi. of land area)*

A7. Total Population:

A8. Population Density: *(Person per sq. mi. of land area)*

A9. Approximately what percentage of your community falls under the following land use type categories?

For definitions, see [FHWA Bikeway Selection Guide \(page 20\)](#).

A9a. Rural

Drop-down menu: 0% ; 1-24% ; 25-49% ; 50-75% ; 76-100%

A9b. Rural Town

Drop-down menu: 0% ; 1-24% ; 25-49% ; 50-75% ; 76-100%

A9c. Suburban

Drop-down menu: 0% ; 1-24% ; 25-49% ; 50-75% ; 76-100%

A9d. Urban

Drop-down menu: 0% ; 1-24% ; 25-49% ; 50-75% ; 76-100%

A9e. Urban Core

Drop-down menu: 0% ; 1-24% ; 25-49% ; 50-75% ; 76-100%

A10. What is the street network density of the community? *(centerline miles of road per sq. mi. of land area)*

- Less than 5.0
- 5.1-10.0
- 10.1-15.0
- More than 15.0

A11. What is the average intersection density? *(intersections per sq. mi. of land area)*

Note: "intersection" should be defined as a junction with three or more eligible road segments.



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- unknown
- Fewer than 60
- 61-100
- 101-160
- 161-260
- 261-500
- More than 500

A12. Do any of the following significant physical barriers to cycling exist in your community? Check all that apply

- Major highways or divided arterials with no or limited crossings
- Topographical challenges (e.g. very hilly community)
- Geographical challenges (e.g. large or sprawling community)
- Extreme heat
- Extreme cold/heavy snow
- Other seasonal or weather challenges
- Bridges that are inaccessible or unsafe for cyclists
- Tunnels that are inaccessible or unsafe for cyclists
- Large body of water (e.g. river)
- Railroad corridors
- Other*
- No significant physical barriers

***A12a. If other, please describe**

Community Socioeconomic & Demographic Information

Find the following information for your community at: <https://data.census.gov/cedsci/>

How to search: (We highly recommend that you do this on a desktop computer as the tables are easier to read on that screen. However, you can still find them from the dropdown menu on your phone or tablet.)

You can search the below questions by typing in your city or community name and clicking on the name in search results. Once it is populated a list of categories will appear on the left hand side of the screen (if using a computer). Under each question below are instructions on how to find the right section to answer each question.



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A13. Census Profile Link:

Tip: from the main search field at <https://data.census.gov/cedsci/>, enter your community's name and click the search icon. From the search results, click "View Profile" on the right hand side. (e.g. See the profile pages for Madison, WI: <https://data.census.gov/cedsci/profile?q=1600000US5548000> ; or for Athens – Clarke County, GA: <https://data.census.gov/cedsci/profile?q=0600000US1305990138> ; or for Jamestown S'Klallam Tribe, WA: <https://data.census.gov/cedsci/profile?q=2500000US1655>)

IF YOUR COMMUNITY DOES NOT FALL NEATLY INTO A CENSUS PLACE: Please use A13 to provide the link to your best source of the following data for all of the following questions below. For questions A14-A22, please provide best estimates for each question. Use the space provided in question A23 to provide any additional information or context about your community to help our reviewers better understand your socioeconomic and demographic details for your community.

A14. Age distribution (in percent)

Tip: This data is available under the "Populations and People" section of your community's census profile page. Click on "Populations and People" on the left hand side of the profile and you should see a simplified graph with the following fields. You can also click on Table "S0101" for a more detailed breakdown of the age categories in your community.

A14a. Under 5 years:

A14b. Under 18 years:

A14c. 18 years and over:

A14d. 65 years and over:

A15. Percent of the Population that Speaks a Language Other Than English at Home:

Tip: Click on the "Populations and People" section of your community's census profile page, and then scroll down to "Language Spoken at Home". Enter the number listed above "Language Other Than English Spoken at Home in (your community)" on the left in question A15. **Enter numbers only - answer must be in ##.## format.**

You can also click on Table "S1601" for a more detailed breakdown of the languages spoken at home in your community.

A16. Percent of population that is Foreign Born:

Tip: Click on the "Populations and People" section of your community's census profile page, and then scroll down to "Native and Foreign Born". Enter the number listed above



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“Foreign Born population in (your community)” on the left in question A16. Enter numbers only - answer must be in ##.## format.

You can also find this information on Table “DP02” under PLACE OF BIRTH for this information, as well as under WORLD REGION OF BIRTH OF FOREIGN BORN for a more detailed breakdown.

A17. Median Household Income:

Tip: This data is listed at the top of your community’s census profile page, or can be found by clicking on the “Income and Poverty” section and then on Table “S1901”. Once on table S1901 scroll to the section “Median income (dollars)” to find the information for this question.

A18. Poverty Rate:

Tip: This data is available under the “Income and Poverty” section of your community’s census profile page. Click on “Income and Poverty” on the left hand side of the profile, and scroll down to “poverty”. Enter numbers only - answer must be in ##.## format.

A19. Bicycle Commute Rates by Sex

Tip: From your community’s census profile page, click on the “Employment” section and then scroll down to “Commuting” and click on **Table S0801: COMMUTING CHARACTERISTICS BY SEX**. On table s0801, find “Means of Transportation to Work” and scroll down to the row that says “Bicycle”. Scroll to the right to find the percentages for Total Estimate, Male Estimate, and Female Estimate in the “Bicycle” row. Enter numbers only - answer must be in ##.## format.

A19a. Bicycle Commuters (Total Estimate as %)

A19b. Male Bicycle Commuters (Estimate as %)

A19c. Female Bicycle Commuters (Estimate as %)

A20. Percent of Household with No Vehicles Available:

Tip: From your Census profile link, click on the “Housing” section and then click on Table “DP04”. Once on table DP04, scroll to the section “VEHICLES AVAILABLE” to find the information for this question. **Scroll to the right to find the percentage for your community next to “No vehicles available”.** Enter numbers only - answers must be in ##.## format.

A21. Disability Characteristics



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Tip: From your Census profile link, click on the “Health” section and then the “Disability” section. Enter the number listed above “Disabled Population in (your community)” on the left in question A21a. Questions A21b-e can be found on the bar graphs on the right in this same section. **Enter numbers only - answer must be in ##.## format.**

***Note:** The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as ‘disabled’. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

For examples, see [“Disabled People Ride Bikes \(and Trikes, and Tandems and Recumbents\)!”](#) a short film produced by [Rooted in Rights](#).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren’t already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

A21a. Total % Disabled Population

A21b. Hearing difficulty (percent)

A21c. Vision difficulty (percent)

A21d. Cognitive difficulty (percent)

A21e. Ambulatory difficulty (percent)

A22. Racial & Ethnicity distribution (in percent)

Tip: From your community’s census profile page, click on the “Race and Ethnicity” section and then click on Table P1 and then DP05 “ACS Demographic and Housing Estimates” and then scroll down to “RACE”. **Scroll to the right to find the Percent column.** Enter numbers only - answers must be in ##.## format.

For the first six categories below, enter the percentage numbers found for that category under “One Race” and then enter the total percentage listed for “Two or more races”. Scroll down to the “HISPANIC OR LATINO AND RACE” section to find the total percentage for “Hispanic or Latino (of any race)”.

A22a. White (number field between 0-100)

A22b. Black or African American (number field between 0-100)

A22c. American Indian and Alaska Native (number field between 0-100)



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A22d. Asian (number field between 0-100)

A22e. Native Hawaiian and Other Pacific Islander (number field between 0-100)

A22f. Some other race (number field between 0-100)

A22g. Two or more races (number field between 0-100)

A22h. Hispanic or Latino (of any race)

A23. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.

For example:

- If your community, or specific neighborhoods within it, has a low response rate to the census or there are large numbers of uncounted residents.
- If there are any neighborhoods or concentrated areas within the community with higher proportions of non-English speakers, or households without access to a vehicle, etc.
- If a neighboring census place counts individuals who work, attend school, or visit your community on a daily basis. (e.g. The statewide residential Texas School for the Deaf and Texas School for the Blind are both located in Austin but census data will list most of those students as living elsewhere.)

ENGINEERING

Policies and Design Standards for the Built Environment

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

Check all that apply.

- Local Complete Streets ordinance*
- Local Complete Streets resolution*
- State, County, or other regional Complete Streets ordinance or resolution that only affects some roads within community
- Local cycling-specific ordinance that specifically requires the construction or upgrade of context-appropriate, low stress bicycle facilities when streets are being reconstructed*
- None of the above

***B1a. What year was the ordinance, policy, or resolution adopted or passed?**

***B1b. Please provide a link to the ordinance, policy, or resolution.**



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

- 0-10%
- 11-25%
- 26-50%
- 51-75%
- More than 75%
- Unknown

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

- Yes*
- No

***B2a. Please describe.**

B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?

- Yes*
- No

***B3a. Please provide a link to your community's bicycle facility design manual or guidelines.**

***B3b. Do/es the manual or guidelines incorporate, reference, or follow any of the following standards? Check all that apply.**

- [Accessibility standards that specifically address accommodating adaptive cycles and cyclists with disabilities](#)
- [Bike facility design standards that incorporate Universal Design principles by addressing the needs of all users and mobility types in public rights-of-way](#)
- [FHWA Bikeway Selection Guide](#)
- [FHWA Small Town and Rural Multimodal Network Guide \(see PDF\)](#)
- [NACTO Guide for Designing for All Ages & Abilities](#)
- [NACTO Urban Bikeway Design Guide](#)
- [NACTO Urban Street Design Guide](#)



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- [AASHTO Guide for the Development of Bicycle Facilities, 4th Edition](#)
- Other**
- None of the above

****B3b1. If other, please describe.**

B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations? Check all that apply.

- Mixed-use zoning or incentives
- Planned Unit Development zoning
- Transit Oriented Development ordinance or program
- Form-based/design-based codes
- Connectivity policy or standards
- Affordable Housing policy or plan
- Infill development incentives
- Urban Growth Boundary or similar
- Other*
- None of the above

***B4a. If other, please describe.**

B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?

- Maximum car parking standards
- No minimum car parking standards
- Car parking minimums have been reduced in last 5 years
- Paid public car parking
- Shared-parking allowances
- Congestion charges
- Engine Anti-Idling law
- Other*
- None of the above



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***B5a. If other, please describe.**

B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure? Check all that apply.

- Requirements to accommodate of bicyclists through construction sites in the public right-of-way
- Policy to preserve abandoned rail corridors for multi-use trails
- Policy to utilize utility corridors for multi-use trails
- Policy that expands the use of bike infrastructure for other multi-modal users (people using scooters, wheelchairs, etc.)
- Other*
- None of the above

***B6a. If other, please describe.**

B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure? Check all that apply.

- Local requirements or prerequisites for bike infrastructure that don't exist for other kinds of transportation infrastructure (e.g. longer public comment period requirements for bike facilities compared to other transportation modes)
- State-level policies that limit or complicate the development of bike infrastructure
- County or MPO-level policies that limit or complicate the development of bike infrastructure
- Other
- None of the above

***B7a-d. For any box checked, please describe the policy or requirement.**

End-of-Trip Facilities

B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community? Check all that apply.

- Bike parking ordinance for existing buildings specifying amount and location
- Bike parking ordinance for all new developments specifying amount and location



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- Incentives or requirements for developers, property management companies, and/or employers to provide secure bike parking and other end-of-trip facilities for cyclists
- Incentives, requirements, or other program(s) to encourage multi-family residential buildings and properties to provide secure bike parking and other end-of-trip facilities for residents and guests
- Incentives, requirements, or other program(s) to encourage local schools to provide secure bike parking and other end-of-trip facilities for students and employees
- Incentives, requirements, or other program(s) to encourage local retail such as grocery stores to provide secure bike parking and other end-of-trip facilities for customers and employees
- Ordinance that allows on-street bike parking/bicycle corrals
- Ordinance that allows bike parking to substitute for car parking
- Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher
- Subsidy program for private bike parking installation
- Public or private program that provides grants for bike racks or free bike racks upon request
- System in place that allows residents to request the installation of new public racks
- Other*
- None of the above

***B8a. If other, please describe.**

B9. Has your community adopted bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?

- Yes*
- No

***B9a. Please provide a link to your community's bicycle parking design standards.**

B9b. Do your community's bicycle parking design standards meet any of the following? Check all that apply.

- Conform with [APBP Guidelines](#)
- Address the need for parking spaces for cargo bicycles, adaptive cycles, recumbents, tricycles, tandems, or other non-standard cycles*



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- Address the need for facilities to recharge electric assist bicycles
- Other*

***B9b1. Please describe or provide the page/section of your design standards that addresses the need for parking non-standard cycles.**

Thank you for sharing more details! The League is looking for examples and resources to help other communities improve their bike parking design standards to address the needs of cargo, adaptive, and other non-standard cycles.

****B9b2. If other, please describe.**

B10. What percentage of public and private bike racks conform with [APBP Guidelines](#)?

- 10% or less
- 11-25%
- 26-50%
- 51-75%
- More than 75%
- Unknown

B11. Does your community have any of the following end-of-trip facilities that are available to the general public? Check all that apply. Note: "Public" may include facilities that are free and open to all as well as fee or subscription-based facilities that are open to any customer. Please do not include private facilities that are limited to the employees or members of a company or exclusive association.

- Public bicycle repair or fix-it stations
- Public bicycle air pumps
- Bicycle Station or Hub that provides lockers and/or showers for commuters
- Public uncovered bike racks
- Public covered bike racks
- Public bicycle lockers or similar individual secure bike parking spaces
- Public secure bike cages, rooms, or pods for communal secure bike parking spaces (e.g. [Oonee Pods](#))
- On-street bike corrals
- Other*
- None of the above

***B11a. If other end-of-trip facilities exist in your community, please describe.**



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B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking? Check all that apply.

- Subsidies for low-income residents to access fee- or subscription-based facilities (if applicable)
- Accessibility audit conducted for end-of-trip facilities (e.g. identifying facilities that are inaccessible to cyclists with disabilities, etc.)
- Quality audit conducted for end-of-trip facilities (e.g. identifying facilities most in need of upgrade)
- Basic inventory conducted for end-of-trip facilities (e.g. identifying gaps in availability)
- Any end-of-trip facility audit or inventory that includes demographic or socioeconomic overlay to identify correlations with historically underinvested areas
- Demographic or socioeconomic analysis conducted to plan for or prioritize installation of new end-of-trip facilities
- Other*
- None of the above

***B12a If other, please describe.**

Bicycle Network

The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the [Safe System Approach](#) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable and accessible to all cyclists.

The following section has been developed using national guidance and standards such as FHWA's [Bikeway Design Guide](#) and [Small Town and Rural Design Guide](#), as well as NACTO's [Designing for All Ages and Abilities contextual guide](#) and [Urban Bikeway Design Guide](#).

As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.



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We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, [Benchmarking Bike Networks](#).

B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.

Please note this does not need to be a formal public-facing map; internal planning maps are appropriate, and in some cases, preferred.

Select any that apply:

- I would like to upload a PDF map*
- I would like to link to an online map*
- No map available

***B13a-b. Bicycle Network Map:** (up to two PDF files and/or two URLs supported through the online application, along with a description of the files/URLs.)

****B13c. If no map is available for your current bicycle network, please explain why. What resources or guidance would be helpful in supporting your community in the development of a current bike map?**

B14. Bicycle Network Worksheet

[Download the BFC Bicycle Network Worksheet \(Microsoft Excel\) here to complete your BFC Bicycle Network Worksheet.](#) After entering your community's road network and bicycle network facilities and markings on the "Current" and "Planned" tabs of the Bicycle Network Worksheet, save your file using the naming convention "**BFC_Spring 2023_B14 BFC Network Worksheet_ YOUR COMMUNITY NAME.xlsx**" before uploading your completed worksheet.

If you have any trouble accessing the excel file linked above, please contact bfa@bikeleague.org and we can provide a copy to you via email. Please see the "Instructions" tab of the worksheet for detailed instructions on how to use the worksheet, as well as the various resources tabs for more tools and guidance on measuring facilities. Please contact bfa@bikeleague.org with any additional questions.

Upload complete file here: _____

B15. Summary of Current Roadway Network



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The following answers for B15a-d should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above).

- B15a. Total current Roadway Network in centerline miles:**
- B15b. Percentage of Roadway Network that is high-speed:**
- B15c. Percentage of Roadway Network that is low-speed:**
- B15d. Percentage of Roadway Network where speed limit is unknown:**

B16. Summary of Current Bicycle Network

The following answers for B16a-h should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

- B16a. Total current mileage of on-street bike facilities:**
- B16b. Total current mileage of off-street bike facilities:**
- B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):**
- B16d. Total current mileage of other markings and features:**
- B16e. Ratio of Total Current Bicycle Network to Roadway Network:**
- B16f. Percentage of Roads with ANY on-street bike facilities:**
- B16g. Percentage of Roads with LOW-STRESS on-street bike facilities**
- B16h. Percentage of Total Bicycle Network that is Low-Stress:**

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

- Yes*
- No

***B17a. If yes, please explain.**

B18. Summary of Planned Bicycle Facilities and Network Improvements

The following answers for B18a-f should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

- B18a. Planned On-Road Bike Facilities:**
- B18b. Planned Off-Road Bike Facilities:**



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B18c. Planned LOW-STRESS Bike Facilities:

B18d. Planned other markings & features:

B18e. Plans to upgrade any existing bike facilities:

B18f. Plans to lower speed limits or design speeds of any existing roads:

B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?

Check all that apply.

- N/A – there are no off-street or side path crossings of roads with motor vehicle traffic
- Bike/pedestrian overpasses/underpasses
- Raised path crossings
- [Refuge islands](#)
- Path crossing with high visibility markings/signs/ [HAWK signals](#)/ Rapid Flashing Beacons
- [Curb extensions](#)
- Signalized crossings
- Stop signs for vehicle traffic
- Other*
- None of the above

***B19a. If other, please describe.**

B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?

Check all that apply.

- Lowered speed limit on a local road in the last 4 years
- Designed new roads with slow speeds, complete streets, and/or Safe System Approach principles
- Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs)
- Narrowing motor vehicle traffic lane widths (lane diet)
- Converted one-way streets to two-way traffic
- Car-free/Car-restricted zones



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- One or more road has been permanently closed to cars in the last 4 years
- Temporary “pop-up” bike infrastructure or traffic calming /tactical urbanism
- Designated “Slow Streets”
- [Shared Space](#)/[Home Zone](#)/[Living Street](#)/[Woonerf](#)
- Speed feedback signs/cameras
- Automated (e.g. camera or video) speed enforcement for motor vehicles
- Other*
- None of the above

***B20a. If other, please describe.**

B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?

Check all that apply.

- “Cut-throughs” that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs)
- Roundabouts that accommodate bicycles
- [Contra-flow bike lanes](#) (e.g. a one-way bike lane installed heading the opposite direction of the adjacent one-way street)
- Conflict zones are marked with colored bike lanes
- [Colored bike lanes](#) outside of conflict zones
- Bicycle left turn lanes
- Shared bicycle/bus lanes
- Removal of on-street car parking
- Reverse angle parking
- Bicycle-friendly storm sewer grates
- Signed bike routes directing bicycle traffic to low-stress facilities
- [On-street wayfinding signage](#) with easily visible distance and/or riding time information for bicyclists
- Off-street wayfinding signage with easily visible distance and/or riding time information for bicyclists
- Parallel but separated paths for bicyclists and pedestrians
- Signage or markings to designate right-of-way on shared-use paths
- Other*
- None of the above

***B21a. If other, please describe.**



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B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?

Reference the Seven Principles of Bicycle Network Design in the FHWA's Bicycle Selection Guide.

- Efforts to reduce noise
- Efforts to reduce air pollution
- Efforts to provide shade
- Efforts to provide other cooling elements
- Efforts to provide protection from inclement weather
- Street lighting on most arterials
- Street lighting on most non-arterials
- Lighting on most shared-use paths
- Lighting on some shared-use paths
- Mirrors to improve sight distance on shared-use paths
- Emergency call boxes/phones along trails
- Benches or other seating options added along bike routes/facilities
- Drinking fountain or water bottle filling stations added along bike routes/facilities
- Public art or murals*
- Historical or cultural information*
- Placemaking efforts to develop interesting or engaging places along the route
- Other**
- None of the Above

***B22a. Please describe any efforts to incorporate public art or murals along your community's bicycle network. (optional file upload for photos)**

***B22b. Please describe any efforts to incorporate historical or cultural information in your community's bicycle network. (optional file upload for photos)**

***B22c. Please describe any placemaking efforts to develop interesting or engaging places along your bicycling network. (optional file upload for photos)**

****B22d. If other, please describe.**

B23. Are there any signalized intersections in your community?

- Yes*
- No



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Skip ahead to B24 if “No” is selected. (Note field B23a will be hidden in online application until corresponding answer above is selected.)

***B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

- Leading Pedestrian Intervals**
- [Video or microwave detection](#) for demand-activated signals
- Demand activated signals with loop detector (and marking)
- Push-buttons that are accessible from the road or trail/side path
- Push-buttons are designed and located at an accessible height for a variety of users**
- Timed signals
- Signals timed for bicycle speeds
- [Bicycle Signal Heads](#)
- Advanced Stop Line or [Bike Box](#)
- [Protected intersection](#)
- [Colored bike lanes](#) in conflict areas
- [Intersection crossing markings](#) for bicycles
- [Refuge islands](#)
- Right corner islands (“pork chops”)
- Automated (e.g. camera or video) red light enforcement for motor vehicles
- Right-on-red restrictions in certain signalized intersections
- Right-on-red restrictions in all signalized intersections
- Other*
- None of the above

***B23a1. If other, please describe.**

B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?

Check all that apply.

- Accessibility audit for one or more segment or project within the bike network***
- Accessibility audit for the bicycle network overall***
- Bollards and control access barriers have been removed or (re)designed at appropriate widths or angles to accommodate non-standard cycles such as hand cycles or adult tricycles**



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- Bikeway lane widths have been (re)designed to accommodate wider non-standard cycles
- Wayfinding signage and/or ground markings have been (re)designed to be clear and accessible for neurodivergent or low-vision cyclists
- Separated bike lanes or cycle tracks have been (re)designed to provide curb access to pedestrians using wheelchairs or other mobility aids
- Construction or roadway maintenance detours for cyclists are designed with ramps and appropriate widths for non-standard cycles
- Other*
- None of the above

***B24a. If other, please describe.**

Network Maintenance

B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)? Check all that apply.

- Online reporting system (e.g. SeeClickFix or local 311 website)
- Mobile app (e.g. local 311 app)
- Dedicated social media account(s) that cyclists are encouraged to report hazards to
- Hotline
- Regular meetings
- Contact directly via call/voicemail/ email/text
- Other*
- None of the above

***B25a. If other, please describe.**

B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?

Check all that apply.

- Established funding or capital budget line item for routine maintenance of bike facilities, such as repainting bike lanes
- Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes)*



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- Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance)**
- Policy or standards for clearing snow and ice from on- and/or off-street bike facilities***
- Policy or set schedule for repaving roads****
- Other****
- None of the above

If “Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes)” is checked:

***B26a. How often do the following maintenance practices occur for on-street bicycle facilities (including shoulders)?**

B26a1. Sweeping

- Before other travel lanes
- Same time as other travel lanes
- After other travel lanes
- Never

B26a2. Pothole maintenance/ surface repair

- Within 24 hours of complaint
- Within 48 hours of complaint
- Within one week of complaint
- Within one month of complaint or longer
- Never

B26a3. Restriping/ repainting markings

- Quarterly or more frequently
- Annually
- As needed
- Never

If “Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance)” is checked:

****B26b. How often do the following maintenance practices occur for off-street bicycle facilities (including shared use paths and trails)?**

B26b1. Sweeping

- Quarterly or more frequently
- Annually



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As needed

Never

B26b2. Vegetation maintenance

Quarterly or more frequently

Annually

As needed

Never

B26b3. Surface repair

Within 24 hours of complaint

Within one week of complaint

Within one month of complaint or longer

Never

B26b4. Restriping/ repainting markings

Quarterly or more frequently

Annually

As needed

Never

If "Policy or standards for clearing snow and ice from on- and/or off-street bikes facilities" checked:

*****B26c. How often does snow and ice clearance occur from bike facilities in your community?**

B26c1. On-street bicycle facilities

N/A - No snow or ice

N/A - No on-street bicycle facilities

Before other travel lanes

Same time as other travel lanes

After other travel lanes

Never

B26c2. Off-street bicycle or shared use facilities

N/A - No snow or ice

N/A - No off-street bicycle facilities

Before roadways

Same time as roadways



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- After roadways
- Never

If “Policy or set schedule for repaving roads” is checked:

******B26d. What is your community’s road repaving schedule or how often are roads routinely repaved in your community?**

- Annually
- Every 2-3 years
- Every 4-5 years
- Every 6-7 years
- Every 8-9 years
- Every 10-12 years
- Every 12-15 years
- More than every 15 years

If “other” is checked:

*******B26e. If other, please describe what policies, standards or mechanism are currently in place to support the ongoing maintenance of bicycle facilities.**

Bicycle Access to Public Transportation

B27. Does your community have a rail transit, bus, or other public transportation system?

- Yes*
- No

Skip ahead to B28 if “No” is selected. (Note fields B27a-B27c will be hidden in online application until corresponding answer above is selected.)

***B27a. Which of the following types of public transportation are offered in your community? Check all that apply.**

- Public buses*
- Bus Rapid Transit (BRT)**
- Public light rail***
- Paratransit****
- Street Trolleys
- Commuter rail
- Ferry or water taxi
- Other*****



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*******B27a1. If other public transportation exists in your community, please describe.**

**If "Public Buses" is checked:*

What percentage of your community's public buses are equipped with bike racks?

- None
- 10% or less
- 11-25%
- 26-50%
- 51-75%
- 75-99%
- 100%

Are bikes allowed inside public buses?

- Yes, at all times in buses
- Only outside of rush hour service in buses
- Folding bikes are allowed in folded position in buses
- There is specialized space (e.g. hooks or luggage space) for bikes inside buses
- On-bus bicycle storage is accessible for adaptive cycles (e.g. hand cycles, recumbents, trikes, etc.)
- Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed on buses
- None of the above

What percentage of bus stops are equipped with secure and convenient bike parking?

- None
- 10% or less
- 11-25%
- 26-50%
- 51-75%
- 75-99%
- 100%
- Unknown



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****If "Bus Rapid Transit" is checked:**

What percentage of BRT Vehicles are equipped with bike racks?

- None
- 10% or less
- 11-25%
- 26-50%
- 51-75%
- 75-99%
- 100%

Are bikes allowed inside BRT Vehicles?

- Yes, at all times
- Only outside of rush hour service
- Folding bikes are allowed in folded position
- There is specialized space (e.g. hooks or luggage space) for bikes inside BRT Vehicles
- On-vehicle bicycle storage is accessible for adaptive cycles (e.g. hand cycles, recumbents, trikes, etc.)
- Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed
- None of the above

What percentage of BRT bus stops are equipped with secure and convenient bike parking?

- None
- 10% or less
- 11-25%
- 26-50%
- 51-75%
- 75-99%
- 100%
- Unknown

*****If "Public Light Rail" is checked:**



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Are bikes allowed inside Light Rail vehicles?

- Yes, at all times
- Only outside of rush hour service
- Folding bikes are allowed in folded position
- There is specialized space (e.g. hooks or luggage space) for bikes inside light rail vehicles
- On-rail bicycle storage is accessible for adaptive cycles (e.g. hand cycles, recumbents, trikes, etc.)
- Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed
- None of the above

What percentage of light right transit stops are equipped with secure and convenient bike parking?

- None
- 10% or less
- 11-25%
- 26-50%
- 51-75%
- 75-99%
- 100%
- Unknown

****If Paratransit is checked:

What percentage of Paratransit Vehicles are equipped with bike racks?

- None
- 10% or less
- 11-25%
- 26-50%
- 51-75%
- 75-99%
- 100%

Are adaptive cycles allowed inside Paratransit vehicles?

- Yes, at all times
- Only outside of rush hour service



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- There is specialized space (e.g. hooks or luggage space) for adaptive cycles inside paratransit Vehicles
- Other*
- None of the above

***If other, please describe.**

***B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?**

- Yes*
- No

***B27b1. If Yes, please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.**

***B27c. How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.**

- Bike share and public transportation accounts or payment systems are synced
- City or transit specific mobile app that combines mode types
- Cyclists can practice mounting their bike on a bus bike rack at community events
- Brochure(s) describing bike rack use/how to store bikes inside a transit vehicle(s)
- Video(s) describing bike rack use/how to store bikes inside a transit vehicle(s)
- Information on bike racks/storage provided on transit schedules
- Stickers on the outside of buses with bike racks that say bicycles are welcome
- Other*
- None of the above

***B27c1. If other, please describe.**

Bike Sharing

B28. Does your community currently have a community-wide bike sharing program that is open to the general public? (Please exclude private bike sharing systems that are limited to employees of a certain business or students of a certain university.)

- Yes*
- No
- Launching in the next 12 months**
- The community's bike share program(s) closed within the last 2 years.



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Skip ahead to B29 if “No” is selected. (Note dependent fields B28a-B28t will be hidden in online application until corresponding answers above are selected.)

**If yes:*

NOTE: If your community has more than one public bike sharing program in operation, please answer questions B28a-g for up to three (3) community-wide programs.

***B28a. What is the name of the bike share program?**

***B28b. Please provide a link to the bike share program website.**

***B28c. What year did this bike share program launch in your community?**

***B28d. What is the current status of this program?**

- Permanent /long-term
- Pilot/temporary
- Other (if other, please describe.)

***B28e. Who is involved in implementation of this program? Implementation includes operation and financial support.**

- Local Government (Applicant Community)
- Neighboring Jurisdiction(s) (including MPO or other regional agencies)
- Private Company
- Local College/University
- Non-Profit Organization
- Transit Agency
- State DOT or other statewide agency
- Federal Agency

***B28f. How many bikes are in the system? (# only)**

***B28g. What type of system is your bike sharing program?**

- Automated kiosk-style bike share system**
- Dockless bike share system
- GPS-enabled bike share system
- Short-term bike rentals
- Long-term bike rentals



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- Bike library (free rentals)
- Unregulated for-profit bike share program
- Unregulated, free bike share program (i.e. Yellow Bike)
- Electric/pedal assist bikes are available
- Adaptive cycles are available***
- Cargo bikes are available
- Bikes that accommodate all body types (heavier weight, shorter height, etc.) are available
- Bikes that accommodate transporting children as passengers are available
- This bike share provider also offers scooters in the community

****B28g1. How many stations are in the system?** *(If the system extends beyond your community boundaries, only include stations that are located within your community.)*

****B28g2. What is the average station density?** *(Number of stations per square mile)*

*****B28g3. Please describe your community's adaptive bike share program.** *(In your description, please include: what types of adaptive cycles are available, and how many there are; when and where adaptive cycles are available; how users are fitted or matched with the appropriate adaptive cycle type; and any data collection that occurs around the program. If the adaptive program has its own website, please include the URL in your description.)*

***B28h. How many trips were made in the last calendar year?** *(If your community has more than one bike share program, please include the total number of trips across all programs. If any system in your community extends beyond community boundaries, only count trips that started or ended within the community.)*

***B28i. What specific efforts, if any, have been made to make the bike sharing program more equitable and accessible, including for low-income populations, people with disabilities, and/or non-English speakers?**

Check all that apply.

- Cash or non-credit card dependent payment system
- Subsidized bike share memberships
- Community outreach
- Walkable station spacing in low-income neighborhoods
- Instructions for the bike share program are available in multiple languages
- Adaptive cycles are free or subsidized (if applicable)
- Other*
- None of the above



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***B28i. If other, please describe.**

***B28j. Do(es) your bike share program(s) make ridership data publicly available online?**

- Yes*
- No
- N/A – no ridership data collected

***B28j. If Yes, please provide a link to your publicly available bike share data.**

****If launching in next 12 months:**

****B28a. Expected launch date:**

****B28b. What is the name of your future bike share program?**

****B28c. Please provide a link to your future bike share program website, if available.**

****B28d. What type of system will your new bike share program be?**

- Automated kiosk-style bike share system*
- Dockless Bike share system
- GPS-enabled bike share system
- Short-term bike rentals
- Long-term bike rentals
- Bike library (free rentals)
- Unregulated for-profit bike share program
- Unregulated, free bike share program (i.e. Yellow Bike)
- Electric/pedal assist bikes will be available
- Adaptive cycles will be available
- Cargo bikes will be available
- Bikes that accommodate all body types (heavier weight, shorter height, etc.) will be available
- Bikes that accommodate transporting children as passengers will be available
- This bike share provider will also offer scooters in the community



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****B28e. What specific efforts, if any, are being made to ensure that the bike sharing program is equitable and accessible, including for low-income populations, people with disabilities, and/or non-English speakers?**

Check all that apply.

- Cash or non-credit card dependent payment system
- Subsidized bike share memberships
- Community outreach
- Walkable station spacing in low-income neighborhoods
- Instructions for the bike share program will be available in multiple languages
- Adaptive cycles will be free or subsidized (if applicable)
- Other*
- None of the above

***B28e. If other, please describe.**

*****If bike share program closed recently:**

*****B28a. Please describe the circumstances under which the bike share program(s) closed, and any plans or efforts to re-launch in the future.**

Other Bicycle-Related Amenities

B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?

Check all that apply

- BMX track
- Velodrome
- Indoor cyclist training facility
- Cyclocross course
- Mountain bike park
- Gravel riding park
- Pump tracks
- Bicycle-accessible skate park
- Snow/Fat tire bike trails
- Signed loop route(s) around the community
- Permanent Safety Town or Traffic Garden



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- Other*
- None of the above

***B29a. If other, please describe.**

Regional Coordination

B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status. (e.g. current Bronze, Silver, Gold, etc.; or Honorable Mention in 2019; Application currently in progress, or Never applied.)

B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?

B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?

- Yes*
- No

***B32a. If yes, please describe.**

Engineering Bonus Points

B33. 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. (500 word limit)

Use this space to expand on answers checked above, or to describe additional facilities or physical amenities provided that have not yet been covered.

B34. If this is a renewing application, please summarize the most significant changes to your community's Engineering efforts or investments since your last BFC application. (250 word limit)



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EDUCATION

Youth Bicycle Education

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

- Yes*
- No
- N/A - No elementary schools

Skip ahead to C2 if “No” or “N/A” is selected. (Note fields C1a-C1d will be hidden in online application until corresponding answer above is selected.)

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

- 1-25%
- 26-50%
- 51-75%
- 75-99%
- 100%

***C1b. What kinds of bike education/curriculum is offered in elementary schools?**

Check all that apply.

- Learn to ride
- ABC Quick Check
- Bike handling skills
- Traffic safety/rules of the road
- STEM or other project-based bike-related curriculum
- Adaptive cycling education
- Other**

****C1b1. If other, please describe.**

***C1c. Are there any on-bike learning opportunities for students at these middle schools?**

- Yes*
- No



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***C1c1. What type of on-bike cycling education is offered?**

- Mandatory on-bike education
- Optional on-bike education
- Other*

***C1c1a. If other, please describe.**

***C1c2. Approximately how many elementary school students receive on-bike education annually? (If annual amount varies, please provide annual average over last 5 most recent years that on-bike instruction was offered).**

***C1c3. Are bicycles provided to elementary school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

- Yes, bicycles are provided to all students**
- Yes, a limited number of bicycles are available for students in need**
- No, bicycles are not provided

****C1c3a. If yes, does the fleet include adaptive bikes for elementary school students with disabilities?**

- Yes*
- No

***C1c3a. If yes, please describe**

***C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students? (e.g. language translation services, adaptive cycles can be provided upon request, schools with Title 1 status are prioritized, etc.)**

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

- Yes*
- No
- N/A - No middle schools

Skip ahead to C3 if “No” or “N/A” is selected. (Note fields C2a-C2c will be hidden in online application until corresponding answer above is selected.)



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

- 1-25%
- 26-50%
- 51-75%
- 75-99%
- 100%

***C2b. What kinds of bike education/curriculum is offered in middle schools?**

Check all that apply.

- Learn to ride
- ABC Quick Check
- Bike handling skills
- Traffic safety/rules of the road
- STEM or other project-based bike-related curriculum
- Adaptive cycling education
- Bicycle maintenance
- Multi-modal/Mobility education
- Other**

****C2b1. If other, please describe.**

***C2c. Are there any on-bike learning opportunities for students at these middle schools?**

- Yes*
- No

C2c1. What type of on-bike cycling education is offered?

- Mandatory on-bike education
- Optional on-bike education
- Other*

***C2c1a. If other, please describe.**

***C2c2. Approximately how many middle school students receive on-bike education annually? (If annual amount varies, please provide annual average over last 5 most recent years that on-bike instruction was offered).**



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***C2c3. Are bicycles provided to middle school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

- Yes, bicycles are provided to all students
- Yes, a limited number of bicycles are available for students in need
- No, bicycles are not provided

****C2c3a. If yes, does the fleet include adaptive bikes for middle school students with disabilities?**

- Yes*
- No

***C2c3a. If yes, please describe**

***C2d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students? (e.g. language translation services, adaptive cycles can be provided upon request, schools with Title 1 status are prioritized, etc.)**

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

- Yes*
- No
- N/A - No high schools

Skip ahead to C4 if “No” or “N/A” is selected. (Note fields C3a-C3c will be hidden in online application until corresponding answer above is selected.)

***C3a. What percentage of your public and private high schools offer regular bicycle education?**

- 1-25%
- 26-50%
- 51-75%
- 75-99%
- 100%

***C3b. What kinds of bike education/curriculum is offered in high schools?
Check all that apply.**



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- Learn to ride
- ABC Quick Check
- Bike handling skills
- Traffic safety/rules of the road
- STEM or other project-based bike-related curriculum
- Adaptive cycling education
- Bicycle maintenance
- Multi-modal/Mobility education
- Bicycle Friendly Driver education or similar
- Other**

****C3b1. If other, please describe.**

***C3c. Are there any on-bike learning opportunities for students at these high schools?**

- Yes*
- No

***C3c1. What type of on-bike cycling education is offered?**

- Mandatory on-bike education
- Optional on-bike education
- Other*

***C3c1a. If other, please describe.**

***C3c2. Approximately how many high school students receive on-bike education annually? (If annual amount varies, please provide annual average over last 5 most recent years that on-bike instruction was offered).**

***C3c3. Are bicycles provided to high school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

- Yes, bicycles are provided to all students**
- Yes, a limited number of bicycles are available for students in need**
- No, bicycles are not provided

****C3c3a. If yes, does the fleet include adaptive bikes for high school students with disabilities?**



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Yes*

No

***C3c3a. If yes, please describe**

***C3d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all high school students? (e.g. language translation services, adaptive cycles can be provided upon request, schools with Title 1 status are prioritized, etc.)**

C4. Outside of schools, how are children and youth taught safe cycling skills, at least annually or regularly throughout the year?

Check all that apply.

- Learn to ride classes
- Bike clinics or rodeos
- ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children
- Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component)
- Temporary safety towns or traffic gardens
- Recreational classes (e.g. trail riding classes, mountain biking clinics, etc.)
- Bike maintenance classes
- Cycling classes or programs geared toward children or youth with disabilities
- Scouts bicycle training or similar
- Helmet fit seminars
- Summer camps
- Bicycle-related after school programming
- Bicycle safety is taught as part of driver education curriculum
- Other*
- None of the above

***C4a. If other, please describe.**

C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts? (Approximate estimates of average annual counts are acceptable.)



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Adult Bicycle Education

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

- Yes*
- No

Skip ahead to C6 if “No” is selected. (Note fields C5a-C5g will be hidden in online application until corresponding answer above is selected.)

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

- Classes that include on-bike instruction
- Classroom-only based classes
- Information sessions/workshops
- Online live/virtual classes
- Online self-directed learning
- Other**

****C5a1. If other, please describe.**

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

- Introduction to bicycling/Learn to ride/Bike handling basics
- Safe riding skills/habits
- Bicycle maintenance
- Sharing the road, trail, or path with vehicles or pedestrians
- Bike commuting basics
- Other**

****C5b1. If other, please describe.**

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

- League Cycling Instructor
- Other credentialed bike safety instructor**
- Local bike shop employee
- Local bicycle advocate
- Local law enforcement officer
- Municipal employee (non-law enforcement)



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Other***

****C5c1. Please list the other credentials of your community's bike safety instructors.**

*****C5c2. If other, please describe.**

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

- Monthly or more frequently
- Quarterly or more frequently
- Semi-annually or more frequently
- Annually or more frequently
- Less than annually
- On demand

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

- Yes**
- No

****C5e1. Does the fleet include adaptive bikes for adult students with disabilities?**

- Yes***
- No

*****C5e1a. If yes, please describe**

***C5f. Please estimate how many total adults are reached annually in your community through these classes? (Approximate estimates of annual average counts are acceptable)**

***C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community? Check all that apply.**

- Classes are hosted by or offered for certain affinity/identity groups (e.g. Women's-only, BIPOC-only, etc.)
- Classes are free or subsidized for low-income residents
- Classes are regularly offered in historically underserved neighborhoods
- Classes are available specifically for cyclists with disabilities



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- Accommodations are made for cyclists with disabilities to participate in all local classes upon request
- Instructors are compensated directly by the community or another local entity so that classes can be offered free-of-charge or below-cost to all residents
- Incentives are available for attending local classes
- Classes are regularly taught in languages other than English
- Translation services are available for classes upon request
- Sign language interpretation is offered or available upon request for all classes
- Children are welcome at adult-focused bike safety classes to give parents and caregivers the opportunity to learn about riding with their children
- Childcare is regularly offered for students who are parents or caregivers
- Other**
- None of the above

****C5g1. Please describe any other efforts in place to prioritize equity and accessibility in the community's adult bicycling classes.**

C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?

Check all that apply.

- Community-wide public education campaign**
- Community-wide Bicycle Ambassador program
- Educational group rides
- Videos on community website/TV channel/social media
- Bike-specific website or social media accounts for community***
- Neighborhood listserves
- 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
- Ticket diversion program for bicyclists
- Other*
- None of the above

***C6a. If other, please describe.**



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****C6b. If checked, please describe and provide an example file or link of your community's public bike education campaign.**

*****C6c. If checked, please provide up to 3 links to your community's bike-specific website and/or social media account(s).**

C7. Which of the following information is shared using the methods checked above?

Check all that apply.

- Introduction to bicycling/Learn to ride/Bike handling basics
- Safe riding skills/habits
- Bicycle maintenance
- Traffic Skills/Rules of the Road/Sharing the road with vehicles
- Sharing trail or path or pedestrians (e.g. path or trail etiquette)
- Route planning
- Commuting tips and resources
- Tips and guidance for utilitarian bike trips (e.g. carrying groceries on a bike)
- Traffic laws/ rules of the road
- Bicycle purchase and fitting guidance
- Equipment, gear, and accessories
- Theft prevention
- Riding in inclement weather
- Family biking/riding with children
- Multi-modal/combining bikes and transit
- Other*
- None of the above

***C7a. If other, please describe.**

Motorist Education

C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually? *Check all that apply.*

- Bicycle Friendly Driver classes offered by a local League Cycling Instructor
- Public service announcements



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- Community-wide public education campaign
- Share the Road educational videos on community website/TV channel/social media
- Dedicated Share the Road website or social media sites
- Tabling Events, Pop-up events, or similar**
- Neighborhood listserves
- Community newsletter/magazine article/blog
- Community maps (print or digital)
- Information in new resident packet
- Information for students and parents from the school system
- Utility bill insert
- Flyer/handout
- Info sessions/lunch seminars
- Billboards
- Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)
- Bicycle Friendly Driver or similar information included in driver's education and/or license testing
- Motorist ticket diversion program with Bicycle Friendly Driver or similar training included
- Other*
- None of the above

***C8a. If other, please describe.**

C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar? Check all that apply.

- Local government staff
- Taxi/Ride Share drivers
- Transit operators
- School bus operators
- Delivery/Commercial drivers
- Law enforcement officers
- Emergency vehicle drivers
- Other*
- None of the above



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***C9a. If other, please describe.**

Bicycle Safety Education Resources

C10. Are any of the following educational materials provided to community residents and/or businesses?

Check all that apply.

- [Smart Cycling Quick Guide in English](#)
- Smart Cycling Quick Guide in language(s) other than English
- Smart Cycling Student Manual
- [Smart Cycling Education videos](#)
- Smart Cycling electronic tips & resources
- Online learning (learn.bikeleague.org)
- Other local, statewide, or national bike safety resource*
- None of the above

***C10a. If other, please list or describe. Provide links, if applicable.**

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

C12. When was the last time your community hosted a LCI seminar to bring on new instructors?

- In the last 2 years
- In the last 5 years
- In the last 10 years
- More than 10 years ago
- Never
- Unknown

C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education? *Check all that apply.*

- Public school teachers receive continuing education credits for taking cycling education classes
- Municipal planners and engineers are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling



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- Traffic law enforcement officials are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling
- Elected officials or local decision makers are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling
- Traffic law enforcement officials regularly receive training on roadway safety and rules of the road as they relate to cyclists
- Traffic law enforcement officials and emergency responders regularly receive training on crash reporting for cyclists and other vulnerable roadway users
- Emergency response drivers, EMS, and/or EMT staff regularly receive training on crash response best practices for cyclists and other micro-mobility roadway users (e.g. protocols for damaged bicycles, etc.)
- Smart Cycling classes or other bike safety education learning opportunities are subsidized or incentivized for any public employees
- Other*
- None of the above

***C13a. If other, please describe.**

Inclusive Education

C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups? Check all that apply.

- Women*
- People of Color*
- Seniors*
- Non-English speakers*
- Low-income populations *
- University students*
- LGBTQIA+ community*
- People with disabilities*
- Neurodivergent people*
- Homeless/unhoused people*
- None of the above

***C14a-i. For each option checked, please provide an example or describe how educational efforts have focused on reaching that group.**



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C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?

- Yes, participants/students only*
- Yes, instructors/providers only*
- Yes, for both participants and instructors*
- No

***C15a-c. If yes, please describe the data collection methodology and findings.**

C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years? (e.g. provided scholarships, subsidies, or compensation for individuals with diverse backgrounds to attend LCI seminars, etc.) (open ended)

C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?

Check all that apply.

- Cultural competency or anti-bias training
- Training or certification about teaching or working with neurodiverse (e.g. autistic, ADHD, etc.) students (youth or adults)
- Training or certification about teaching or working with people with cognitive disabilities (youth or adults)
- Training or certification about teaching or working with people with physical disabilities or limited mobility (youth or adults)
- Training or certification about teaching or working with sensory impaired students (e.g. Deaf, Blind, Deaf and Blind) youth or adults
- Other*
- N/A – There are no LCIs or other bike safety instructors in the community
- None of the above

***C17a. If other, please describe.**

C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?

Check all that apply.

- Learning opportunities and resources are available in language(s) other than English
- Educational videos are captioned and/or include ASL interpreters



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- Partnerships with local community groups or other government agencies to reach new audiences (see question F4 under Equity & Accessibility to provide more details)
- Intentional efforts to ensure that imagery, photos, and videos used in educational resources reflect the diversity of the community
- Intentional efforts to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in educational materials
- Other*
- None of the above

***C18a. Please describe any other efforts that have not already been described above that are in place to prioritize equity and accessibility in the community's bicycle education resources and programming.**

Education Bonus Points

C19. Describe any other education efforts in your community that promote safe cycling. (500 word limit)

Use this space to expand on answers checked above, or to describe additional educational programs or services that have not yet been covered.

C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application. (250 word limit)

ENCOURAGEMENT

Encouragement Policies, Programs and Partnerships

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply. Regional or statewide initiatives that are actively used by the community may be included.

- Trip reduction ordinance or incentive program*
- Guaranteed Ride Home program*
- Local business incentive program that rewards customers arriving by bicycle (e.g. [Bicycle Benefits](#))*
- Local recognition program for businesses that are bicycle-friendly for their employees and/or customers*
- Locally-designated Bicycle Friendly Business District*



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- Other**
- None of the above

***D1a. Please provide links for each program checked above:**

****D1b. If other, please describe.**

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

- Chamber of Commerce
- Downtown Business Association/Business District
- Tourism Board
- Other civic associations (e.g. Rotary, Lion's Club, etc.)
- Other*
- None of the above

***D2a. If other, please describe.**

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

- Yes*
- No

***D3a. If yes, please describe.**

Route-Finding Support

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

- Web-based route finding service*
- Local or Regional mobile app*
- Printed/digital bicycle network map
- Printed/digital mountain bike trails map
- Printed/digital greenways and trails map
- Printed/digital Safe Routes to Schools map(s)
- None of the above



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***D4a. Provide URL for web-based route finding service:**

****D4b. Provide URL for local or regional mobile app:**

Bicycle Culture and Promotion

D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year? Check all that apply.

- Celebrate National Bike Month (and/or a state-specific Bike Month)*
- Bike to Work Day(s)
- Bike To School Day(s)
- Bike to Campus Day(s) in partnership with local university/college(s)
- Bike Anywhere Day(s) or Week(s)
- Winter Bike to Work/School Day(s)
- Bicycle-themed festivals/parades/shows
- Mayor-led/Council-led rides
- [Open Streets](#)/Ciclovía/Sunday Parkways
- Affinity or identify-based group rides or cycling events
- Mentoring/Bike Buddy program for new riders
- Family-friendly group rides or events (e.g. riding with young children)
- Bike commuter events
- Commuter Challenges
- Challenges aimed at students biking to school
- Non-commuting related (i.e. errand-running) challenges and programs
- Charity rides
- Promotion of [national](#) or statewide bike challenge or “drive less” challenge
- Local or community-specific bike or “drive less” challenge*
- Car-free days
- Local business program that provides discounts for customers arriving by bicycle
- Trail construction or maintenance days
- Non-competitive, no-drop group rides
- Triathlons and bicycle races
- Publish a guide or calendar of community bicycle events
- Bike valet parking at events



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- Public education campaign(s) related to the benefits of cycling (e.g. with a focus on public health, climate)
- Community celebration/ride each time a major bicycle project is completed or other similar milestones
- Videos on bicycling on community website/TV channel
- Public Service Announcements
- Publicly visible bike counter display(s)
- Other*
- None of the above

***D5a. Provide a link to your community's Bike Month or Bike to Work Day website:**

***D5b. Provide a link to your community's bike or "drive less" challenge website:**

***D5c. If other, please describe.**

D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

- Organize event(s)
- Fund event(s)
- Contribute in-kind funding (i.e. police presence, closing roads, etc.)
- Assist in promoting event(s)
- Other*
- None of the above
- N/A - No bicycle events

***D6a. If other, please describe**

D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?

Check all that apply.

- Women*
- People of Color*
- Seniors*
- Non-English speakers*
- Low-income populations *
- College/University students*



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- LGBTQIA+ community*
- People with disabilities*
- Neurodivergent people*
- Homeless/unhoused people*
- None of the above

***D7a-j. For each option checked, please provide an example or describe how encouragement efforts have focused on reaching that group.**

D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?

Check all that apply.

- Promotional information, maps, calendars, and other resources are available in language(s) other than English
- Cycling promotional or informational videos are captioned and/or include ASL interpreters
- Partnerships with local community groups or other government agencies to reach new audiences (Please see question F4 under Equity & Accessibility to provide more details)
- Intentional efforts to ensure that imagery, photos, and videos used in promotional resources reflect the diversity of the community
- Intentional efforts to “normalize” cycling and to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in encouragement materials
- Other*
- None of the above

***D8a. If other, please describe.**

D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?

This may include social or recreational clubs that are based elsewhere in your region but are active in your communities (rides begin or end in community, large number of members are community residents, etc.)

- Yes*
- No

***D9a. If yes, please provide the following information for up to 10 clubs, groups, or teams that are active in your community.**



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Club or Group Name:
Website:

Which of the following option(s) best describe this club or group?
Check all that apply.

- Recreational bike club
- Mountain bike club
- Off-Road or gravel riding club or group
- Cyclocross club
- Friends of the Trail group or similar
- National Mountain Bike Patrol
- Racing club or team
- Kidical Mass, Family Bike Party, or other family-oriented group
- People of Color/BIPOC bike club or ride group
- Women/Trans/Femme bike club or ride group
- Seniors bike club or ride group
- Disabled cyclist bike club or ride group
- LGBTQIA+ bike club or ride group
- College or university student bike club or ride group
- [Bike polo club](#) or group
- Slow ride group
- Touring or bike travel group or club
- Bike advocacy or activist group
- Other*

***If other, please describe:**

Primary Contact First Name:

Primary Contact Last Name:

Contact Email:

Was anyone from this club or group involved in completing this BFC application?

- Yes*
- No

D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?

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

- Safe Routes to School program



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- Youth cycling club(s)
- Youth mountain biking club/team
- Youth cycling mentor or buddy program
- Trips for Kids chapter
- Earn-a-Bike program or similar
- Create a Commuter program or similar
- NICA (National Interscholastic Cycling Association) or similar youth racing team(s)
- Bicycling-related summer camp
- Bike giveaway program for children or youth
- Other*
- None of the above

***D10a. If other, please describe.**

Access to Bicycle Equipment and Repair Services

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Check all that apply.

- Helmet giveaways or subsidy program
- Bike light giveaways or subsidy program
- Reflector giveaways or subsidy program
- Lock giveaways or subsidy program
- Bicycle giveaways or subsidy program
- E-bike giveaways or subsidy program
- Low-cost or no-cost bicycle tune-up/maintenance program
- Mobile bike repair services are available in the community
- Other bicycle-related giveaway or subsidy programs*
- None of the above

***D11a. If other, please describe.**

D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking? Check all that apply.

- Free, voluntary bicycle registration system (e.g. local registration system, Bike Index, Project 529)
- Security cameras near public bike parking



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- Bike racks in well-lit, visible locations
- Local or regional bicycle registration system
- Promotion of national or global bike registration system (e.g. Bike Index, Project 529)
- Bait Bike enforcement program or similar
- Stolen bike recovery system
- Other*
- None of the above

***D12a. If other, please describe.**

D13. 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
- 1 shop for every 15,001-30,000 residents
- 1 shop for every 30,001-50,000 residents
- 1 shop for more than 50,001 residents
- There are no specialty bicycle retailers located within the community's boundaries, but there is at least one shop close by.
- There are no specialty bicycle retailers located within or near the community's boundaries.*

If there are no specialty retailers in or near your community:

***D13a. Are there any "big box" stores or other options to purchase a bike locally in your community? If so, do these stores have bike parking and are they accessible by bike? Have there been any efforts to encourage these locations to become more bicycle-friendly?**

D14. Are there any bike co-ops or non-profit community bike shops within the community's boundaries?

- Yes*
- No

***D14a. Please provide the name and contact information for each co-op/non-profit community bike shop in your community: (maximum 3)**

Name of co-op/non-profit community bike shop:

Co-op Website

Co-op Primary Contact First Name:



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Co-op Primary Contact Last Name:

Co-op Primary Contact Email:

Is there any additional information about how the local government supports or partners with this co-op/community bike shop?

***D14b. Does the local government provide any of the following types of support for the bike co-op/non-profit community bike shop(s).**

Check all that apply.

- Grants
- Free or subsidized property/space for a duration of at least 5 years
- Contracts for services, e.g. bicycle skills or maintenance education, event support, etc.
- Free bicycle safety accessories for distribution, e.g. helmets or lights
- Provision of abandoned or impounded bicycles for resale
- Free PSA or advertising space
- Other*
- None of the above

***D14b1. If other, please describe.**

Reducing Work-Related/Fleet VMT

D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

- Applicant Community has applied for [Bicycle Friendly Business](#) status as an employer (e.g. for City Hall or the primary administrative building, or for a specific department or agency, etc.)
- Cargo bikes are used in place of auto fleet (including golf carts or similar) to transport materials or goods
- Public or departmental bike share available for employees free-of-charge for work-related trips
- There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)
- Telecommuting policy**
- Other*
- None of the above

***D15a. If other, please describe.**



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Encouragement Bonus Points

D16. Describe any other events, programs or policies your community has to encourage and promote bicycling. (500 word limit)

Use this space to expand on answers checked above, or to describe additional encouragement efforts that have not yet been covered.

D17. If this is a renewing application, please summarize the most significant changes to your community's bicycle Encouragement efforts or investments since your last BFC application. (250 word limit)

EVALUATION & PLANNING

Staffing and Committees

E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?

- Yes, a full-time, paid position
- Yes, a part-time, paid position (this can include a full-time employee whose job responsibilities include bicycling projects, such as an Active Transportation Manager who works on walking, biking, and transit issues.)
- No primary bike program manager, but bike responsibilities are in multiple employees' job descriptions
- No paid positions at the local government level, but this work is contracted out to a firm or the county/MPO, etc.*
- No**

If the work is contracted:

***E1a. Do you require contractors to have any bicycle-related qualifications or trainings? If so, please describe.**

If no:

****E1b. What are the greatest challenges or barriers keeping your community from creating this kind of role?**

E2. Is there a Safe Routes to School Coordinator position? (This can be at local government, school district, transit, or other similar government agency)

- Yes, there is one or more full-time, paid position(s)



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- Yes, there are one or more part-time, paid position(s) (can include a FT employee with SRTS as partial responsibility)
- No*

***E2a. If no, what are the greatest challenges or barriers keeping your community from creating this kind of role?**

E3. 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? NOTE: A person that spends 1/10 of their time on bicycle issues would be counted as 0.1 FTE. (# only)

Note: we have developed a worksheet to help communities answer this question more easily and more consistently. [Please download the worksheet by clicking here](#) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "BFC_Spring 2023_E3 FTE Worksheet_ YOUR COMMUNITY NAME.xlsx" and upload the worksheet below. If you have any questions, please contact bfa@bikeleague.org.

E3a. File Upload:

E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?

Check all that apply.

- [League Cycling Instructor](#) (LCI) certification
- Association of Pedestrian and Bicycle Professionals (APBP) membership Other professional memberships/accreditations related to bicycles
- Bicycle-related FHWA/National Highway Institute Training Course
- Portland State University Initiative for Bicycle and Pedestrian Innovation Training Course
- Other in-depth bicycle-related trainings or courses
- Peer-learning educational tours or exchanges
- Regularly attend bicycle-related webinars
- Regularly attend bicycle-related conferences*
- Present at bicycle-related webinars, trainings, or conferences
- Racial Equity or Anti-racism training**



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- [Gender/LGBTQIA+ Equity](#) or cultural competency training**
- Age-related Equity or Anti-agism training**
- [Disability-related Equity](#) or Anti-ableism training**
- General cultural competency or anti-bias training**
- [Finance/funding for transportation-related training](#)
- Other***
- None of the above

***E4a. Which of the following bicycle or mobility-related conferences have your government employees attended in the last 4 years? Check all that apply.**

- [National Bike Summit](#)
- Local, State, or Regional Bike Summit
- [APBP Conference](#)
- [Walk Bike Places](#)
- [NACTO Designing Cities Conference](#)
- [Transportation Research Board \(TRB\) Annual Meeting](#)
- [NABSA Annual Conference](#) or other bike share-related conference
- [APTA TRANSform Conference](#) or other transit-related conference
- Other*

***E4a1. Please list any other relevant conferences attended in the last 4 years:**

****E4b. For any equity-related training checked, please list or describe the training, and how it has informed bicycling efforts in the community, if at all.**

*****E4c. If other, please describe.**

E5. Does your community have an officially-recognized Bicycle Advisory Committee?

- Yes*
- No

***E5a. How often does the committee meet?**

- Monthly or more frequently
- Every two months
- Quarterly



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- Annually
- Irregularly

***E5b. Provide contact information for the Bicycle Advisory Committee Chair.**

E5c. Which of the following groups are represented on the Bicycle Advisory Committee?

Check all that apply

- Local bike advocacy organization or citizen advocate(s)
- Transportation Department
- Planning Department
- Engineering Department
- Transit Agency
- County/MPO/RPO transportation officials
- Person(s) with disabilities
- Disability Services Department or similar government agency
- Senior services agency or similar
- Public Health Agency
- School Board or District
- Housing Authority/Agency or similar
- Parks & Recreation Department
- Law Enforcement
- Chamber of Commerce, Business Improvement District, or similar
- Tourism/Visitors Bureau
- Other*
- None of the above

***E5c1. If other groups are represented, please describe.**

E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?



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Public Engagement for Bicycle Planning

E6. What tools or systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process? (See [the International Association for Public Participation's Spectrum of Public Participation](#) for more information and resources.) **Check all that apply.**

- Community-wide public engagement or participation guide or toolkit*
- Public Engagement Plan(s) for bicycle project(s) or plan(s)
- Dedicated website**
- Social media accounts
- Bicycle User Group listserv
- Other
- None of the above

***E6a. Please provide a link to your community's public engagement or participation guide or toolkit.**

***E6b. How, if at all, has the guide/toolkit influenced or informed public input processes for bike projects?**

****E6c. Please provide a link to the dedicated website:**

****E6d. Does your dedicated website include any of the following information, tools, or features? Check all that apply.**

- Project-level status updates
- Implementation status updates for bike plan, complete streets policy, or similar
- Contact information and/or online form to provide feedback
- Budget simulator
- Budget calendar
- Multiple language options
- Accessibility Features
- Other*
- None of the above

***E6d1. If other please describe:**

*****E6e. If other tools or systems are in place to increase or improve community engagement, please describe.**



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E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements? Check all that apply.

- Project- or plan-specific community advisory or citizen oversight task group(s) or committee(s) appointed by local government
- Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations)
- Consensus Workshops
- Public Meetings
- Focus Groups
- On-site user surveys
- Online surveys
- 311 app or website or similar
- Other mobile app crowdsourcing
- Tabling at other community events/destinations
- Pop-up bike infrastructure or demonstration projects with a feedback collection mechanism
- Agency-led bike rides with planners, engineers, and/or elected officials that are open to the public
- Advocate or community-led bike rides that city officials regularly attend
- Bicycle infrastructure/facility audits that are open to the public
- Door-to-door canvassing to share information and seek input
- Other*
- None of the above

***E7a. If other input and engagement methods are used, please describe.**

E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard? Check all that apply.

- In-person tabling or other face-to-face engagement opportunities regularly take place at various popular local community destinations (e.g. local schools, parks, churches, barber shops, grocery stores, etc.)
- In-person tabling, canvassing, or other face-to-face engagement efforts have intentionally focused on underrepresented or disadvantaged neighborhoods
- Public meetings are offered both virtually and in-person
- Public meetings and other engagement opportunities are offered at a variety of times to accommodate a variety of work schedules



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- Public meetings are recorded and made available on the community's website
- Transcripts of public meetings are made available on the community's website
- Childcare is regularly provided at public meetings or other engagement opportunities
- Food is regularly provided at public meetings or other engagement opportunities
- Compensation or incentives are provided to public engagement participants for their time
- Door-to-door canvassing to share information and seek input in underrepresented neighborhoods
- Engagement opportunities are offered in languages other than English, or translation services are always available
- Language translation services are made available upon request
- Sign language interpreters and/or captioning is/are always available
- Sign language interpreters and/or captioning is/are made available upon request
- Maps and images are described verbally for low-vision participants
- Tactile maps are available for low-vision participants
- Partnerships with local community groups or other government agencies to reach new audiences
- Other**
- None of the above

****E8a. If other, please describe.**

Planning, Funding, and Implementation

E9. Does your community have a comprehensive bicycle master plan or similar section in another document?

- Yes*
- No**
- Plan is currently under development***

Skip ahead the appropriate section for each answer option above (Note fields E9a-E9g will be hidden in online application until corresponding answers above are selected.)

If yes:

***E9a. What year was the plan originally adopted?**



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***E9a1. Has the plan been updated or revised since it was first adopted?**

- Yes***
- No, but an update is currently underway
- No, the originally adopted plan is the most recent version

*****E9a2. If yes, what year was the plan most recently updated?**

***E9b. Provide a link to the current plan.**

***E9c. Is there a dedicated budget or funding allocated for implementation of the plan?**

- Yes***
- No

*****E9c1. What is the designated annual budget or funding allocated? (If budget is not consistent annually, provide the annual average from the last 10 years or length of plan.) (# only)**

*****E9c2. List or describe funding source(s).**

***E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?**

- Yes***
- No

*****E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.**

***E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?**

- 0-10%
- 11-25%
- 26-50%
- 51-75%
- More than 75%
- Unknown



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***E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:**

***E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?**

If no:

****E9a. How does your community currently make decisions around bike infrastructure (e.g. where and what to build, how to prioritize projects, etc.)?**

****E9b. What are the top 1-3 challenges or barriers keeping your community from developing a dedicated bike plan, and what resources or guidance could make it more feasible for your community to develop one in the future?**

If Plan is currently under development:

*****E9a. When is the plan expected to be finalized and adopted?**

*****E9b. Is there a planned budget or funding allocated for implementation of the new plan?**

- Yes*
- No

***E9b1. What is the planned annual budget? (# only)**

*****E9c. What steps is your community taking to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the new bike plan?**

E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)

- Yes*
- No**

If yes:

E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.



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E10b. Please upload the most recent transportation budget for your community.

E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?
(drop-down menu: "unknown" and 0-100% options)

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation? *(This question is for informational purposes only - to help the League provide better guidance to applicant communities on how to calculate their answers to E10c going forward.)*

If no:

E10a. If no, please describe how your community organizes its projects and finances for bicycling infrastructure improvements.

E10b. If available, please upload the most recent transportation budget or explanation of transportation-related expenses for your community.

E10c. Approximately what portion of your community's transportation expenses are typically spent on bicycle projects each year?
(drop-down menu: "unknown" and 0-100% options)

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation? *(This question is for informational purposes only - to help the League provide better guidance to applicant communities on how to calculate their answers to E10c going forward.)*

E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community? *(e.g. low-income neighborhoods, or areas defined as 'high need' under your state's Transportation Alternatives Program, etc.)*

- Yes*
- No

***E11a. Please describe.**

Evaluating the Bicycle Network

E12. Has your community conducted any kind of connectivity analysis for the bicycle network?

- Yes*
- No



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***E12a. Which of the following connectivity analysis methods or measures has the community used to evaluate your bicycle network? Check all that apply.**

See the [FHWA Guidebook for Measuring Multimodal Network Connectivity Table 3 \(page 15\)](#) for key questions and sample measures for each of the options below.

- Network Completeness** – e.g. How much of the transportation network is available to bicyclists and pedestrians?
- Network Density** – e.g. How dense are the available links and nodes of the bicycle and pedestrian network?
- Route Directness** – e.g. How far out of their way do users have to travel to find a facility they can or want to use?
- Access to Destinations** – e.g. What destinations can be reached using the transportation network?
- Network quality** – e.g. How does the network support users of varying levels of experience, ages, abilities, and comfort with bicycling or walking?
- Other****

****E12a1. If other, please describe.**

***E12b. If yes, which of the following connectivity measures has your community used? Check all that apply.**

See the [FHWA Guidebook for Measuring Multimodal Network Connectivity pages 50-57](#) for fact sheets and examples of each of the connectivity measures below.

- Bicycle Level of Service (BLOS)
- Bicycle Level of Traffic Stress
- Bicycle Low Stress Connectivity
- Bicycle Route Quality Index
- Other**

****E12b1. If other please, describe.**

***E12c. Please summarize the findings of your network analysis and how those findings have been used to improve your community's bicycle network. Provide links if applicable.**

E13. Does your community have a performance measurement program for biking or active transportation infrastructure?

- Yes*
- No



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- In the process of establishing one

***E13a. What are the goals of your community's performance measurement program?**

***E13b. Which of the following bicyclist and pedestrian performance measures have been used to evaluate and inform decision-making around your bicycle network? Check all that apply.**

(See the FHWA Guidebook for Developing Pedestrian & Bicycle Performance Measures for more information and resources about each of the options below.)

- Access to Community Destinations
- Access to Jobs
- Adherence to Accessibility Laws
- Adherence to Traffic Laws
- Average Travel Time
- Average Trip Length
- Connectivity Index
- Crashes
- Crossing Opportunities
- Delay
- Density of Destinations
- Facility Maintenance
- Job Creation
- Land Consumption
- Land Value
- Level of Service
- Miles of Pedestrian/Bicycle Facilities
- Mode Split
- Network Completeness
- Pedestrian Space
- Person Throughput
- Physical Activity and Health
- Population Served by Walk/Bike/ Transit
- Retail Impacts
- Route Directness



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- Street Trees
- Transportation-Disadvantaged Population Served
- User Perceptions
- Vehicle Miles Traveled (VMT) Impacts
- Volume
- Other**
- None of the above

****E13b1. If other, please describe.**

***E13c. How have these performance measures informed your community's planning efforts or supported the goals listed above?**

Evaluating Ridership

E14. How does your community collect information on bicycle usage?

Check all that apply.

- Permanent automated /electronic bicycle counters
- Temporary or mobile automated /electronic bicycle counters
- Regular statistically-valid community bicycle surveys
- Travel diaries
- Household travel surveys that include bicycle trips
- App-based or other opt-in electronic data collection (e.g. Strava Metro, Dero Zap, etc.)
- Regular manual counts of bicyclists on trails
- Regular manual counts of bicyclists on the road
- Regular counts of parked bicycles at transit stations (if applicable)
- Regular counts of parked bicycles at schools
- Regular counts of parked bicycles at other destinations (downtown business district, etc.)
- Counts that include demographic data collection (e.g. gender, race, age, etc.)
- Counts that specifically focus on traditionally underrepresented or underinvested neighborhoods
- Cordon counts that include bicyclists
- Any other type of count that includes bicyclists
- None of the above



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If the community has collected ridership data locally for any of the following categories, please provide up to one PDF or excel file for each category where ridership data is available: (file uploads only available through online application – additional files may be uploaded at the end of the application.)

E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)

E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

E14d. 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.)

E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

E15. What is your best estimate for your community's current bicycle mode share? (Write "unknown" if there is no estimate. If a number is provided, please describe how and when this mode share number was estimated.)

E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

- Yes*
- No

***E16a. Please list or describe these goals.**

Evaluating & Improving Safety Outcomes

E17. Does your community collect and track bicyclist crash data?

- Yes*
- No

***E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only)**

Be sure to provide an annual average from the past 5 years. Total the number of collisions and divide by the number of years you are reporting. For example, if there were 120 collisions in 5 years, your average would be (120 collisions / 5 years) = 24

E18. Does your community collect and track bicyclist "near misses"?

- Yes*



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No

No, but we are working on a way to do this

****E18a. If yes, please describe how this information is collected and used.**

E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually? (# only)

Be sure to provide an annual average from the past 5 years. For example, if there were 2 fatalities total in the past 5 years, your average would be (2 fatalities / 5 years) = 0.4

E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?

See the Safer Streets Priority Finder for an example.

Yes*

No**

***E20a. If Yes, please provide a brief explanation of the analysis and how it is being used in the planning, prioritization, and implementation processes for bicycle infrastructure.**

***E20b. If Yes, please upload any associated data, visualizations, and/or maps.**

***E20c. Has this analysis included any demographic or socioeconomic details or overlays to better understand who/what neighborhoods of the community are most impacted by traffic violence?**

Yes**

No

****E20c1. If yes, please describe your process and findings.**

E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?

Yes*

No

***E21a. If yes, please state or summarize the goal, including timeframe.**

***E21b. What is the primary method or mechanism the community has implemented to achieve this goal?**

***E21c. Please provide a link to any associated plan, policy, or program.**

E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community? Check all that apply.



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- Specific penalties for failing to yield to a cyclist when turning
- It is illegal to park or drive in a bike lane (intersections excepted)
- Penalties for motor vehicle users that 'door' bicyclists
- Ban on cell phone use while driving
- Ban on texting while driving
- Vulnerable road user law
- Safe passing distance law
- It is illegal to harass a cyclist
- Law that allows cyclists to treat a stop sign as a yield sign (i.e. the "Idaho Stop" is legal in your state)
- Law that allows cyclists to treat an unresponsive red light as a stop sign (i.e. "Dead Red" law)
- Law that allows bicyclists to follow pedestrian signals instead of motor vehicle traffic lights at signalized intersections
- Other*
- None of the above

Tip: You can learn about your state's laws that protect bicyclists at bikeleague.org/StateBikeLaws.

***E22a. If other, please describe.**

E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?

Check all that apply.

- Local law requires bicyclists to use side paths regardless of their usability
- Local law requires bicyclists to use bike lanes when provided
- Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- Local law restricts usage of electric-assist bicycles
- Mandatory bike registration
- Mandatory helmet use for all ages
- Restrictions on sidewalk riding outside of the Central Business District
- Restrictions on sidewalk riding inside the Central Business District
- Local or school policies restrict youths from riding to school
- Ban on exhibition or "trick riding" (e.g. wheelies)
- "Bicycle safety checks" or other legal or de facto enforcement stops occur
- Bicycles are banned from one or more road that is open to vehicles (not including highways)



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- Other legal and/or de-facto enforcement practices that criminalize or place restrictions on cyclists*
- None of the above

***E23a. If other, please describe.**

E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community. (e.g. efforts to identify or measure racial disparities in the application or outcomes of specific laws; efforts to identify specific laws that are most/least likely to be effective in preventing bicyclist crashes, injuries, and fatalities; etc.)

E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?

- Yes*
- No

***E25a. If yes, please describe.**

E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community? Check all that apply.

- Officials are required to report all traffic enforcement stops made of motor vehicle drivers
- Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc.
- Demographic information is collected as part of all traffic stop data that is reported
- Demographic information is collected for all traffic-related citations and arrests
- Other*
- None of the Above

***E26a. If other, please describe.**

E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests? Check all that apply.

- Real-time reporting of traffic enforcement data is made available to the public
- Raw data is published and made available to the public on a regular basis
- Data summaries, analysis, or reports are published and made available to the public on a regular basis



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- Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports*
- Demographic data including sex or gender identity are included in publicly-available datasets, summaries, and/or reports
- Demographic data including physical and/or cognitive disabilities are included in publicly-available datasets, summaries, and/or reports
- Data and/or analysis is routinely shared with a citizen oversight board or committee
- Data is only available to the public by FOIA request
- Analysis and reports are developed but not shared/ are only used internally
- Other**
- N/A - Data is not collected

***E27a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information. (Up to 2 links and/or 2 file attachments accepted in the online form.)**

****E27b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.**

E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices? (500 word limit)

Evaluation & Planning Bonus Points

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?

Check all that apply.

- CDC [Active People, Healthy Nation](#) SM/[Activity-Friendly Routes and Everyday Destinations](#)
- USGBC [LEED® for Neighborhood Development](#)
- NACTO [Cities for Cycling](#)
- NACTO Member City or Affiliate Member City
- [Walk Friendly Communities](#)
- [America Walks - Walking College](#)
- [AARP Age-Friendly Cities](#)
- [Local and Regional Government Alliance on Race & Equity \(GARE\) Network Member](#)



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- Other*
- None of the above

***E29a. If other, please describe.**

E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered. (500 word limit)

Use this space to expand on answers checked above, or to describe any additional evaluation & planning efforts that have not yet been covered.

E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application. (250 word limit)

EQUITY & ACCESSIBILITY

The League defines “**Equity**” as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

“**Accessibility**” refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as ‘disabled’. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.



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As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous “E” section, in addition to this new dedicated “Equity & Accessibility” section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at bfa@bikeleague.org.

Thank you for continuing to learn and engage in this work along with us.

-Amelia Neptune, Bicycle Friendly America program director

June 2022

Equity & Accessibility Staffing, Committees, & Partnerships

F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?

- Yes*
- No
- In the process of creating this role or department

***F1a-c. Provide the name and email address of the primary contact.**

***F1d. Please describe how, if at all, the DEI initiative, department, or position supports equitable bike planning or outreach in the community.**

F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues? (Separate from the Bicycle Advisory Committee)

- Yes*
- No



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In the process of creating this committee or working group

***F2a. What is the name of this committee or working group?**

***F2b-d. Provide the name and email address of the primary contact.**

***F2e. How, if at all, has this advisory committee or working group informed or influenced bike planning, infrastructure and/or programming in your community?**

F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?

Yes*

No**

In the process of creating this kind of role or department

If yes:

***F3a. If yes, please list the name(s) of the department(s) and a primary contact for each.**

***F3b. If yes, please describe how, if at all, these departments or individuals have been involved in improving accessibility for disabled cyclists across a range of disabilities and access needs**

If no:

****If your local governmental agency has 50 or more employees (full-, part-, or seasonal), it is required by federal law to have a designated ADA coordinator. If your agency is that large or larger, who is the ADA coordinator?**

F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?

Check all that apply.

Note you will be asked to provide details for each option checked.



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- | | |
|--|---|
| <ul style="list-style-type: none"> <input type="checkbox"/> BIPOC affinity bike club or community group(s) <input type="checkbox"/> Femme/Trans/Women affinity bike club or community group(s) <input type="checkbox"/> LGBTQIA+ affinity bike club or community group(s) <input type="checkbox"/> Disabled cyclist affinity bike club or community group(s) <input type="checkbox"/> Senior citizen affinity bike club or community group(s) <input type="checkbox"/> Family-oriented affinity bike club or community group(s) <input type="checkbox"/> Youth bike club or community group(s) <input type="checkbox"/> Bicycle co-op or non-profit community bike shop <input type="checkbox"/> Local independent bike shop <input type="checkbox"/> Disabled people and/or disability advocates/activists <input type="checkbox"/> Language services agency or advocacy/support group <input type="checkbox"/> Affordable housing agency or advocacy/support group <input type="checkbox"/> Unhoused/homeless services agency or advocacy/support group <input type="checkbox"/> Immigrant or Refugee services or advocacy/support group <input type="checkbox"/> Reentry and/or Rehabilitation services agency or advocacy support group | <ul style="list-style-type: none"> <input type="checkbox"/> Employment Service Centers <input type="checkbox"/> Preschools or Daycare Facilities <input type="checkbox"/> School District and/or public or private K-12 schools <input type="checkbox"/> College or University <input type="checkbox"/> Youth groups, clubs, or coalitions <input type="checkbox"/> Youth development organizations <input type="checkbox"/> Office on aging, senior services agency, or related affinity groups <input type="checkbox"/> Public library <input type="checkbox"/> Local civic associations or neighborhood groups <input type="checkbox"/> Faith-based organizations or places of worship <input type="checkbox"/> Civil rights or social justice-focused advocacy group or organization <input type="checkbox"/> Sustainability or climate-focused advocacy group or organization <input type="checkbox"/> Public health agency or local healthcare provider <input type="checkbox"/> Parks and recreation agency or similar <input type="checkbox"/> Emergency management/disaster response agency or similar <input type="checkbox"/> Transit agency or similar <input type="checkbox"/> Bike share provider or similar <input type="checkbox"/> Business or commercial districts or similar <input type="checkbox"/> Other (please describe below) <input type="checkbox"/> None of the above |
|--|---|

F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.

Equity Data Collection & Goals

F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned



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elsewhere on this application? (e.g. statistics on access to a bike/bike ownership, cyclist satisfaction, or barriers to riding, etc. specifically among women, seniors, People of Color, people with disabilities, unhoused/homeless people, non-English speakers, etc.)

Yes*

No

***F5a. If yes, please describe your methodology and findings.**

***F5b. Optional file upload:** (If you have multiple files, please combine them in a zip file to allow our reviewers to see all)

F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling?

Yes*

No

***F6a. If yes, please describe or list the goals.**

***F6b. If yes, please describe or list any plans or systems in place to help the community meet these goals. Provide links if these plans have not already been included elsewhere on this application.**

Equity & Accessibility Policies & Plans

F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?

Yes*

No

***F7a. If yes, please provide a brief description of assessment or efforts and any relevant links.**

***F7b. If yes, please summarize the ways this assessment has influenced the decision-making process for the implementation of the related plan or effort?**

F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making



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processes for the development or prioritization of bike infrastructure projects? (e.g. data overlay mapping at the neighborhood or census tract scale.) Check all that apply.

- Age
- Income/poverty status
- Race/Ethnicity
- Vehicle ownership
- Transit reliance
- Language/English proficiency
- Foreign-born population
- Gender
- Disability status
- Education Level
- Other*
- None of the above

***F8a. If other, please describe.**

F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process. (Write "N/A" if no variables were checked in F8.)

F9. Has your community adopted any of the following types of equity-related action plans? Check all that apply.

- Racial Equity Action Plan or similar*
- Inclusive Mobility Action Plan or similar plan focused on improving accessibility for people with disabilities*
- ADA Transition Plan or similar*
- Limited English Proficiency (LEP) Plan or similar *
- Climate Equity Plan or similar*
- Health Equity Plan or similar*
- Other similar*
- None of the Above

For EACH option checked:



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***F9a-g. Has this plan impacted or influenced bicycling planning efforts in your community?**

- Yes**
- No

****F9a1-g2. If Yes, please describe and provide a link to the plan.**

F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?

- Yes, for individual projects*
- Yes, there is an overall program or strategy for the entire community**
- No, but the community has taken other steps to mitigate or avoid displacement***
- None of the above

***F10a. Please describe your community's anti-displacement programs or strategies for any specific transportation projects, including how you are documenting or measuring the impact or outcome of these efforts. Please include links to more information, if available.**

****F10b. Please describe your community's overall anti-displacement program or strategy, including how you are documenting or measuring the impact or outcomes. Please include links to more information, if available.**

*****F10c. If other steps are being taken to mitigate or avoid displacement in your community, please describe these efforts, including how you are documenting or measuring their impact. Please include links to more information, if available.**

Equity & Accessibility Bonus Points

F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application? Please describe and include links to more information, if applicable. (OPEN-ENDED)

F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities,



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non-drivers, young children, and/or seniors? Please describe and include links to more information, if applicable. (OPEN-ENDED)

F13. If this is a renewing application, please summarize the most significant improvements to your community's bicycle-related Equity and Accessibility efforts or investments since your last BFC application. (OPEN-ENDED)

FINAL OVERVIEW

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

Click up to three.

- Improved quality of life
- Improving public health
- Community connectivity
- Provide affordable transportation options
- Reduce car-parking demands
- Climate change/environmental stewardship concerns
- Decrease traffic congestion
- Increase tourism
- Increase property values
- Cooperation with adjacent communities
- Public demand
- Economic development
- Support Smart Growth or other growth management goals
- Traffic and bicycle/pedestrian safety
- Meet local or state requirements
- None of the above

G2. Briefly describe the most positive outcome of your community's support for bicycling. (250 word limit)

G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community? (250 word limit)

G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly? (250 word limit)



Spring 2023 APPLICATION
FOR REVIEW ONLY.

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community? (500 word limit)

G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5? (250 word limit)

G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community? (250 word limit)

G8. Optional: What other communities do you look to as peers or comparable role models for your community? (This may be local neighboring communities or communities elsewhere in the nation or the world.)

G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

- Yes
- No

G10. How did you hear about the Bicycle Friendly Community program?

SUPPLEMENTARY MATERIALS

Optional: If you would like to share any supplemental material to support your application, please upload files to your online application. (Up to 10 files allowed.)

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

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

If you would like to share any supplementary links or URLs not already included in your answers above, please provide up to 5 additional links.

Please note this document is a preview only.

Applications must be submitted through the online form, available at apply.bikeleague.org.



Spring 2023 APPLICATION FOR REVIEW ONLY.

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

What happens after I apply?

After the BFC application deadline passes, the League will email each applicant with a survey link to distribute in your community, so that we can hear from the general public about their bicycling experiences and perceptions. The League will also reach out directly to local bike advocates and League members for their input, and local survey input will be included in your feedback materials. Your application, and this local input, will be reviewed by a national team of experts to determine award levels and recommendations for improvement. Awards are normally announced 2-3 months after each deadline, and feedback is provided shortly following awards announcements.

Learn more at bikeleague.org/community.



The Bicycle Friendly Community program is supported by Eco-Counter and League Members.

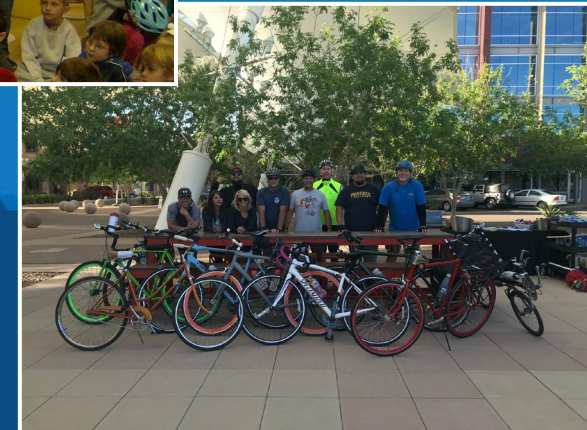
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Bicycle Friendly Community Update

Paths & Trails Subcommittee
June 6, 2023

League of American Bicyclists (LAB)

- The Bicycle Friendly Community (BFC) program recognizes municipalities that actively support cycling and encourage residents to use bicycles for transportation and recreation
- Comprehensive look at the city's achievements in all of the "5 Es":
 - Engineering
 - Education
 - Encouragement/ events
 - Equity (formerly Enforcement)
 - Evaluation and Planning
- Measurable goals for continuous improvement
- Provides best practices and resources
- Clear comparisons to peer cities
- Can help city compete for grants
- Can act as a tool for economic development



League of American Bicyclists (LAB)

- An award of Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention status is designated for four years
- Scottsdale awarded Silver level in 2005
 - First community without a university or college to reach Silver level
 - Achieved Silver again in 2007
- Awarded Gold level in 2011, 2015, and 2019
 - Receive feedback from LAB – Report Card
 - Public input for applications
 - Local reviewers help LAB evaluate applications



Update

- Scottsdale's Report Card from LAB was received in December 2019
 - Key Steps to Platinum
 - Report Cards from other communities provide ideas for improvements

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY	Average Platinum	Scottsdale
High Speed Roads with Bike Facilities	36%	36%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	16%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	10%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	VERY GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 21K	1 PER 41K

CATEGORY SCORES		
ENGINEERING <i>Bicycle network and connectivity</i>	4.5 /10	
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.1 /10	
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.1 /10	
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.4 /10	
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.9 /10	
KEY OUTCOMES		
	Average Platinum	Scottsdale
RIDERSHIP <i>Percentage of commuters who bike</i>	13.6%	0.95%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	100	641
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.4	5.24

Update

- 2022 Transportation Action Plan Bikeway Element
 - Goal B-06 Achieve a Platinum-level Bicycle Friendly Community certification from the League of American Bicyclists (LAB)
 - Policy B-02, B-03, B-04, B-06, B-07
 - Performance Measure B-04, B-05, B-06, B-08
- June 2022:
 - Webinars from the League of American Bicyclists on the new questions
 - Teams meeting with colleagues from the Platinum level communities of Boulder and Fort Collins, Colorado to gain important knowledge on their programs
- Transportation Commission update on March 16, 2023
- Paths & Trails Subcommittee on April 4, 2023

Draft Application – Due August 30, 2023

Awards Announced December 2023

- New questions in attachment are shown in blue
- Community Profile
 - Community Socioeconomic & Demographic Information
- Engineering
- Education
- Encouragement
- Evaluation & Planning
- Equity & Accessibility

Engineering

- Policies and Design Standards for the Built Environment
- End-of-Trip Facilities
- **Bicycle Network**
- **Network Maintenance**
- Bicycle Access to Public Transportation
- Bike Sharing
- Other Bicycle-Related Amenities
- **Regional Coordination**
- Engineering Bonus Points

Engineering General Questions

	Yes	No
Does your community have a comprehensive, connected, and well-maintained low-stress bicycling network?	X	
Is bike parking readily available throughout the community?	X	
Is there a Complete Streets Ordinance or other policy that mandates the accommodation of cyclists on all road projects?	X	
Is there a bike share program that allows residents and visitors to easily access bikes in the community?		X
Does your community work with neighboring communities or the larger region to plan and discuss bike projects?	X	



Education

- Youth Bicycle Education
- Adult Bicycle Education
- Motorist Education
- Bicycle Safety Education Resources
- **Inclusive Education**
- Education Bonus Points

Education General Questions

	Yes	No
Is bicycling education regularly offered for youth both in and outside of schools?		X
Are there bicycling education courses or learning opportunities available for adults in the community?		X
Does your community educate motorists and cyclists on their rights and responsibilities as road users?	X	

Encouragement

- Encouragement Policies, Programs and Partnerships
- Route-Finding Support
- Bicycle Culture and Promotion
- Access to Bicycle Equipment and Repair Services
- Reducing Work-Related/Fleet VMT
- Encouragement Bonus Points

Encouragement General Questions

	Yes	No
Are there policies or programs in place to incentivize and normalize bicycling in your community?	X	
Does the community celebrate bicycling during National Bike Month with community rides, Bike To Work Day, or other community outreach?	X	
Does the community host any major community cycling events or rides throughout the year?	X	
Is there an active bicycle advocacy group and at least one social or recreational bike club in the community?	X	
Does your community have an up-to-date bicycle map?	X	
Does your community have an up-to-date website where people can find information about bicycling in your community?	X	



Evaluation and Planning

- Staffing and Committees
- **Public Engagement for Bicycle Planning**
- Planning, Funding and Implementation
 - Evaluating the Bicycle Network
 - Evaluating Ridership
- Evaluating and Improving Safety Outcomes
- Evaluation and Planning Bonus Points

Evaluation & Planning General Questions

	Yes	No
Does your community have a current comprehensive Bicycle Master Plan?	X	
Is there a Bicycle Advisory Committee that meets regularly?	X	
Does your community have a Bicycle Program Manager, Active Transportation Coordinator, or similar role?	X	
Is there a specific plan or program to reduce cyclist/motor vehicle crashes?		X
Does your community's budget have dedicated funds for biking projects and maintenance?	X	



Equity and Accessibility

- Equity and Accessibility Staffing, Committees and Partnerships
- Equity Data Collection and Goals
- Equity and Accessibility Policies and Plans
- Equity and Accessibility Bonus Points

Equity & Accessibility General Questions

	Yes	No
Has your community used any socioeconomic and/or demographic data to inform bicycling investments?		X
Has your community considered the needs of cyclists with disabilities, such as by providing adaptive cycles in the bike share program, designing bike facilities to accommodate adaptive cycling, or offering adaptive cycling-specific education?		X
Has your community formed partnerships with a variety of local groups and organizations to reach and engage with new audiences to promote cycling?		X
Do you have an accessible and up-to-date website that is easy to navigate and contains useful information for the community about bicycling?	X	
Do marketing materials and community plans have pictures and content that represent everyone in the community?	X	

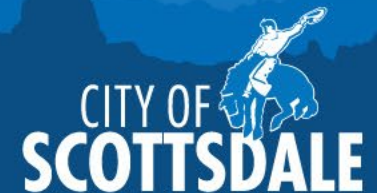


Final Overview and Supplementary Materials

- Several questions that allow for detailed answers
- Supplementary Materials
 - Up to 10 attachments
 - Up to 5 weblinks/ URLs that were not already included with a specific question

Next Steps

- Scottsdale's next Bicycle Friendly Community Application will be by August 30, 2023
- Preparation will include input from the public, Paths and Trails Subcommittee, and Transportation Commission
- Awards will be announced in December 2023
- Moving forward, there will be one application cycle per year instead of two



Bicycle Friendly Community Update

Paths & Trails Subcommittee
June 6, 2023

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Paths and Trails
From: Nathan Domme, Transportation Planning Manager
Subject: Path Counter: Second Year Data Review
Meeting Date: June 6, 2023

ITEM IN BRIEF

Action: Presentation and discussion

Purpose:

Provide a review of pedestrian and bicycle counts taken at nine permanent counter locations over a two-year period between April 1, 2021, and March 30, 2023. This review will also compare the data to the previous year's data.

Background:

In late 2018, Scottsdale added an EcoCounter with the Crosscut Canal Bridge and Path south of McDowell Road. This device counts bicyclists and pedestrians and includes the direction of travel. The data is automatically uploaded to the EcoCounter website, where Transportation staff can access the data and run reports.

In April 2021, Scottsdale added eight additional permanent bike and pedestrian counters throughout the non-motorist network. Four were added to the Indian Bend Wash Greenbelt between McKellips Road and McCormick Parkway, and four were added around key locations off the greenbelt (see Attachment 1).

Now that all 9 counters have been deployed in the field for 2 years, we are able to complete analysis of usage by mode, month, day of the week and time of day. Due to the locations of the counters, we are also able to compare usage along the Indian Bend Wash Greenbelt to usage at non-Greenbelt sites. And finally make a comparison between the first year April 2021 to March 2022 and the second Year April 2022 to March 2023.

Information:

Whole Network Numbers

The activity along the paths for the second year totaled 1.33 million users in the year's span and is detailed in Figures 1 and 2. This was a decrease of 96,000 users from last year. Usage was still weighted more towards cyclists, with 770,681 trips making up 58% of the total. The remaining 556,276 trips were taken by pedestrians. Since the previous year there was a very slight shift towards a higher percentage of pedestrians overall. This is strongly based on the non-greenbelt pedestrian activity. The Greenbelt counter sites have significantly more activity than the non-Greenbelt sites, with 68% of the usage. The same rankings for individual sites held the same, showing Indian School as the number 1 site, followed by Chaparral Park and Vista Del Camino Park as the top 3.

Figure 1
Total Counts from April 2021 to April 2022

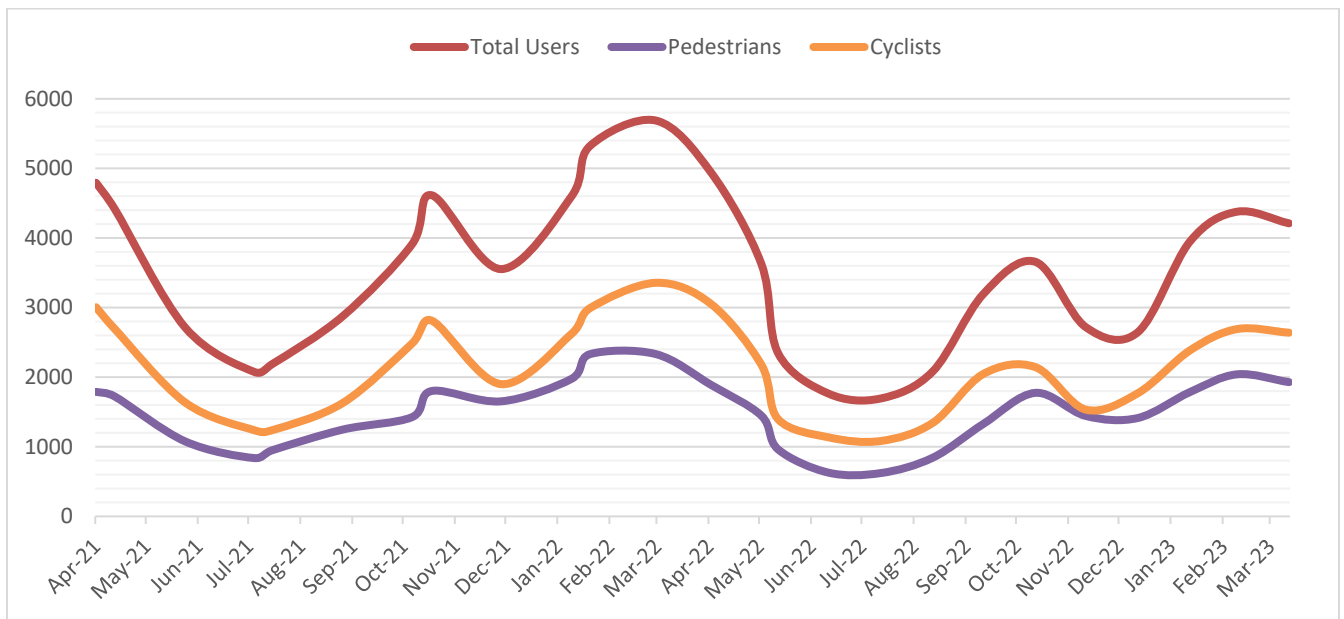
	Total Counts	Percentage of Total
All Activity	1,326,957 (96,214 Less)	100%
Total Bike	770,681	58% (59% Last Year)
Total Ped	556,276	42% (41% Last Year)

Figure 2
Total Counts by Counter Location

Site	Total (2022)	Total (2021)	Bikes (2022)	Bikes (2021)	Ped (2022)	Ped (2021)
Green Belt Sites	887,664	970,766	501,689	522,672	385,975	508,094
Vista Del Camino Park	175,254	217,567	133,876	149,838	41,378	67,729
Indian School	315,220	326,414	201,441	208,818	113,779	177,596
Chaparral Park	230,771	263,970	67,373	63,425	163,398	200,545
McCormick Parkway	166,419	162,815	98,999	100,591	67,420	62,224
Non-Greenbelt Sites	439,293	452,405	268,992	316,757	170,301	135,648
Crosscut Canal Bridge	29,052	28,568	18,713	19,879	10,339	8,689
Arizona Canal/84 th	111,990	116,027	80,087	85,464	31,903	30,563
Pima Path south of Indian Bend	77,935	77,992	66,176	66,954	11,759	11,038
Upper Camelback Wash	136,525	145,970	63,902	102,831	72,623	43,139
Sweetwater Avenue	83,791	83,848	40,114	41,629	43,677	42,219

The graph below in Figure 3 tracks total network monthly activity for the last 2 years. There is high activity during the nine months of the year (August to April), with a peak in the middle of Spring. As expected, a sharp decrease occurs in the summer. The second year had a more drastic drop-off between the Spring and the summer. In the previous year, an outlier was observed of a rather sharp decrease in activity for December related to a drop-in bike activity at all locations during the holiday season. This drop-off occurred in the following year, showing a more consistent effect.

Figure 3
Total Network Monthly Activity from April 2021 to March 2023

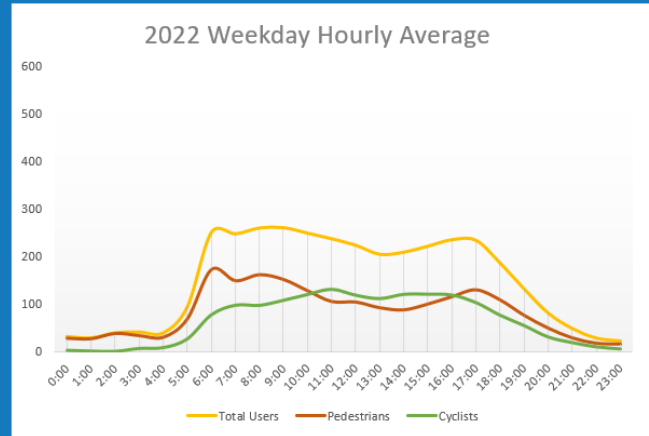
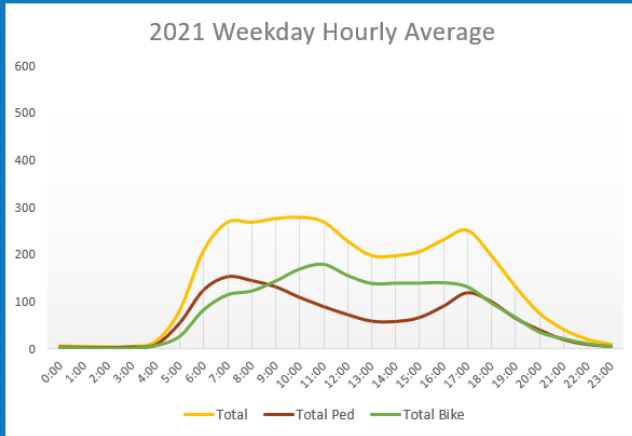


Average Overall Weekday and Weekend Comparison

The graphs below in Figures 4 and 5 display the average weekday and weekend activity for 2021 and 2022. By averaging all the days in the year, we can see the general use pattern throughout the day. There is an increase in activity in the peak morning and peak afternoon period for the weekdays, which likely reflects commuting and activities before and after work. These peaks are softer than what we would see in auto traffic. Between 2021 and 2022, the line flattens even further between 6 am and 4 pm showing a consistent volume of recreational use by people not working during regular hours. Weekend activity sees a big morning rush followed by tapering off throughout the day. 2022 had a much gradual tapering off when compared to 2021. There was a reduction in overall usage rates between 2021 and 2022; this can be due to a wetter-than-normal season in 2022 or a reduction in regular usage as we move further from the highs during the pandemic. We would need more years to make a fair assumption about the cause and if this is a pattern for years to come. The yearly average weekday and weekend totals show that we expect 3,499 users throughout the day on any given weekday and 4,876 users on any given weekend day. This is not seasonal, and we expect those averages to be higher in the spring and lower in the summer.

Figure 4 and 5
 Average Total Weekday and Weekend Hourly Activity Comparison

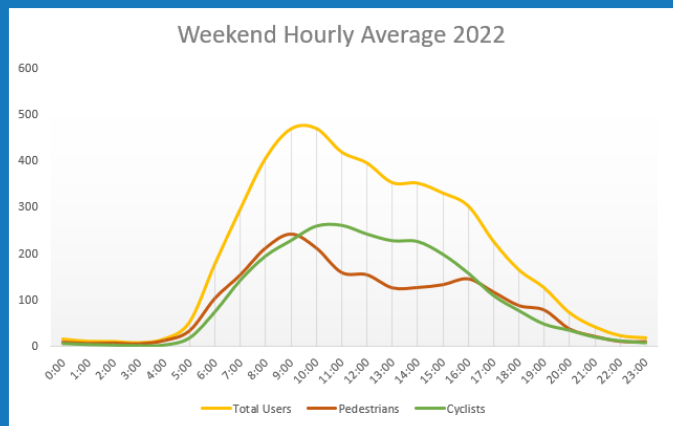
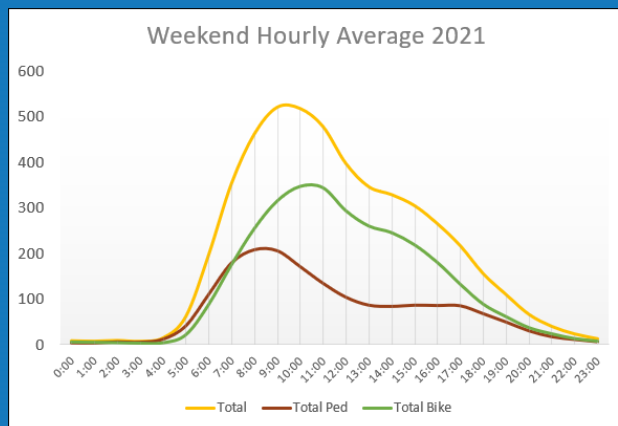
Weekday Daily Total Averages



	2021 Average Weekday Activity	2022 Average Weekday Activity
All Activity	3,499 users	3,308 users
Total Bike	1,963 users	1,595 users
Total Ped	1,536 users	1,727 users



Weekend Daily Total Averages



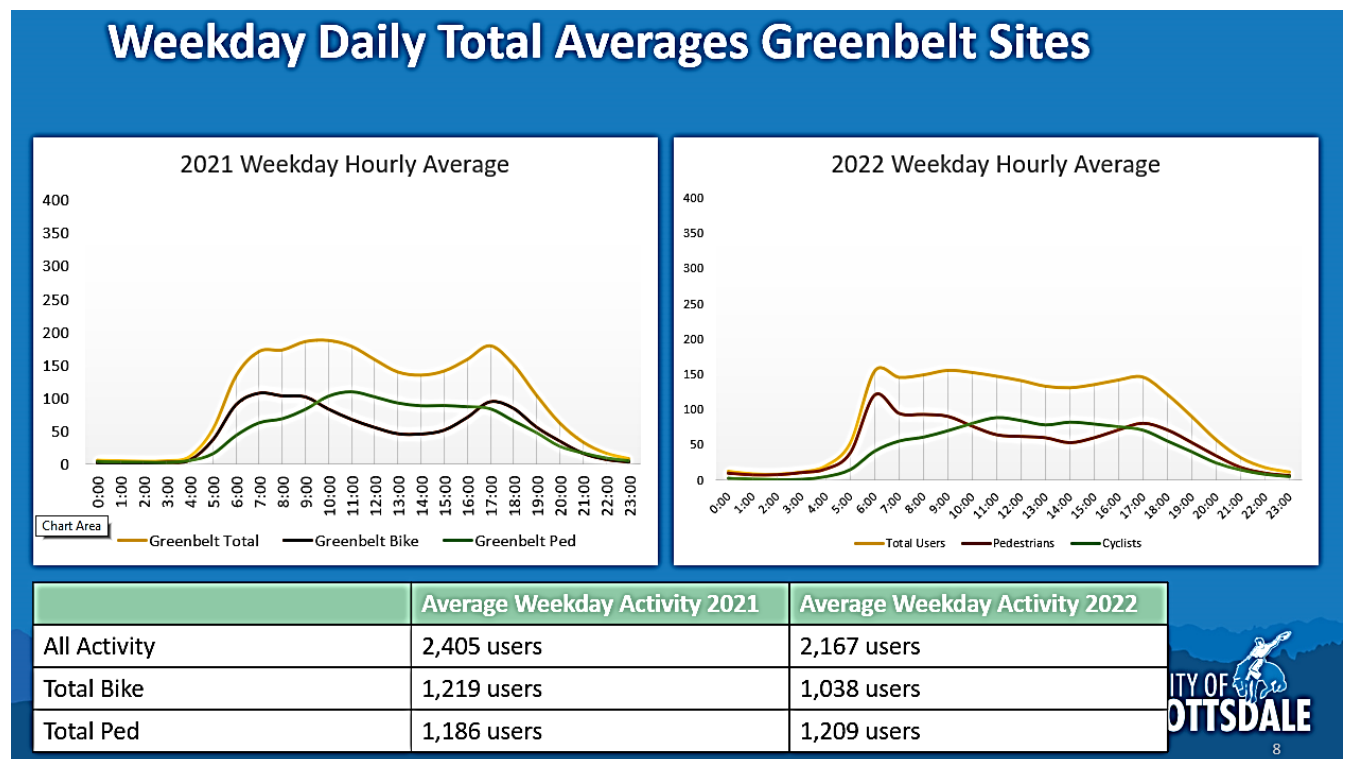
	Average Weekend 2021 Activity	Average Weekend 2022 Activity
All Activity	4,876 users	4,716 users
Total Bike	3,114 users	2,541 users
Total Ped	1,762 users	2,175 users



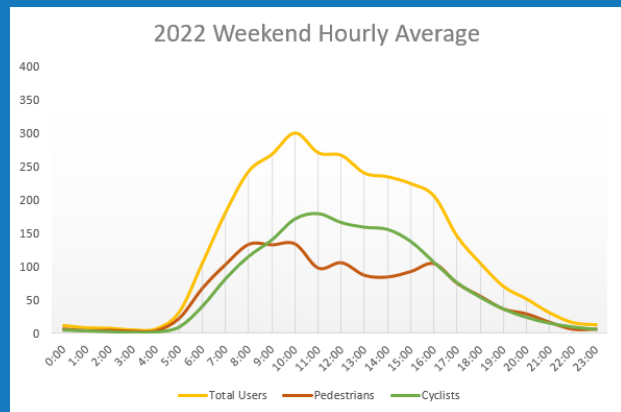
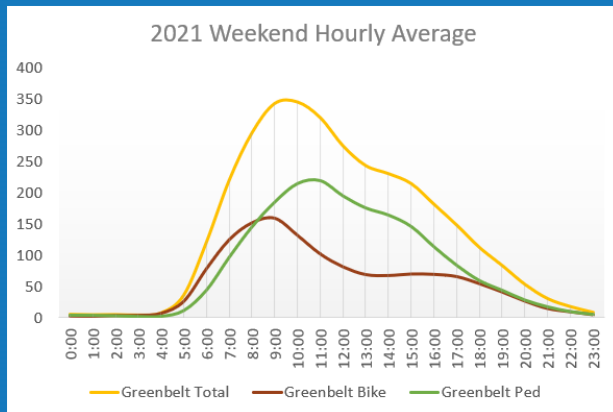
Greenbelt Sites (Vista Del Camino Park, Indian School Park, Chaparral Park, McCormick Parkway)

The Greenbelt sites consist of the four busiest counters. On weekdays, these counters averaged 2,167 users a day in 2022, down 348 average users between 2021 and 2022. On weekends the average was 3,041 users a day in 2022. This was also down 267 average users between 2021 and 2022. The hourly activity graphs show consistency with the overall daily activity for the entire network: a weekday commuting pattern and a recreational pattern on weekends (Figures 6 and 7). These patterns are consistent with the average total usage graphs with slight variations. There is early solid morning walking activity on the weekday, followed by an intense bike activity later in the morning. Both weekday and weekend usage between 2021 and 2022 show a decrease in bike activity and an increase in pedestrian activity. This is strongly reflected in the weekend pattern, where the peak morning activity is much less prominent.

Figure 6 and 7
Average Greenbelt Weekday and Weekend Hourly Activity



Weekend Daily Total Averages Greenbelt Sites



	Average Weekend 2021	Average Weekend 2022
All Activity	3,308 users	3,041 users
Total Bike	1,960 users	1,700 users
Total Ped	1,348 users	1,420 users

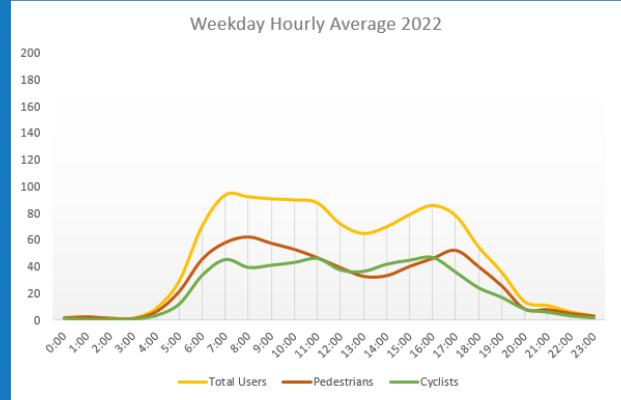
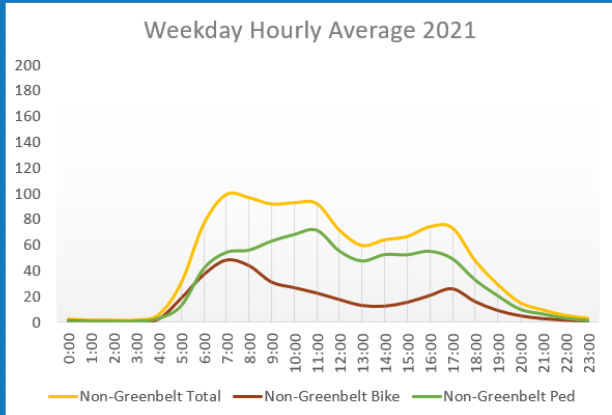


Non-Greenbelt Sites (Crosscut Canal Bridge, Arizona Canal, Pima Path, Upper Camelback Wash/Cholla Street, Sweetwater Ave)

The Non-Greenbelt site activity was less intense than the Greenbelt activity. But they were the sites that grew in activity between 2021 and 2022. Weekday activity was at 1142 users a day, up from 2021, and weekend activity was at 1,802 users a day, up from 2021. This would imply that last year's storm events affected the lower numbers in 2022. Most Greenbelt sites are in low-lying locations in our washes and are impassable during storm events, while Non-Greenbelt sites are not. Overall, These sites are consistent with the network activity graphs detailed in Figure 6. However, between 2021 and 2022, the pedestrian counts completed surpassed the bike numbers on the non-greenbelt sights. Bike activity decreased heavily, and pedestrian activity rose in the locations. Staff did not expect this, and we will look further into it to determine why the rise in pedestrian activity and a fall of bike activity.

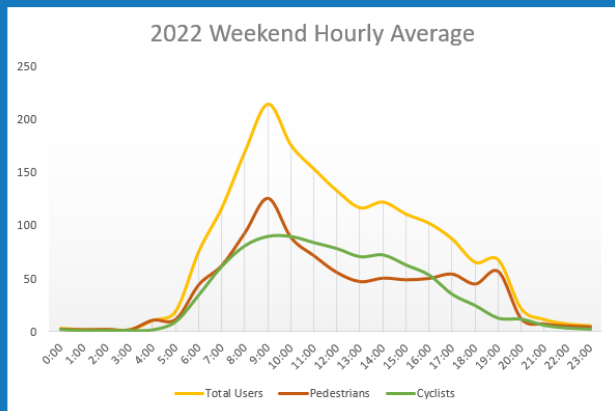
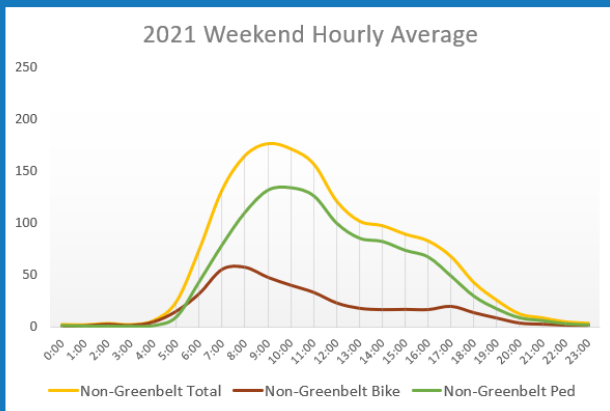
Figure 8 and 9
 Average Non-Greenbelt Weekday and Weekend Hourly Activity

Weekday Daily Total Averages Non-Greenbelt Sites



	Average Weekday Activity	Average Weekday Activity 2022
All Activity	1,099 users	1,142 users
Total Bike	755 users	568 users
Total Ped	345 users	689 users

Weekend Daily Total Averages Non-Greenbelt Sites

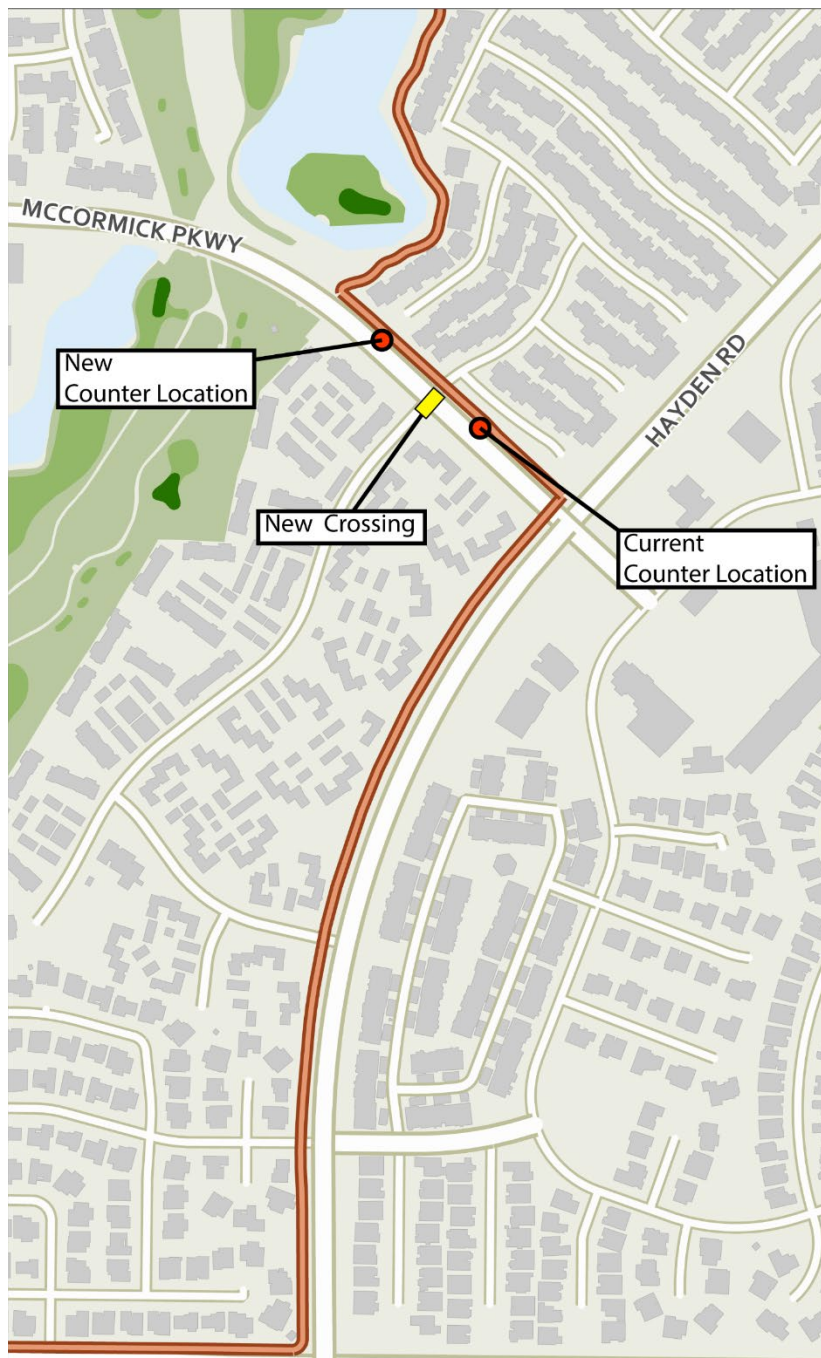


	Average Weekend Activity 2021	Average Weekend Activity 2022
All Activity	1,585 users	1,802 users
Total Bike	1,159 users	886 users
Total Ped	426 users	956 users

Moving McCormick Location

The McCormick Parkway counter location is in a location that is missing a large portion of the activity. As shown in figure 10, staff observed a consistent cut through bicycle and pedestrian traffic by passing the counter in order to cross McCormick Pkwy faster than going to the traffic signal. Transportation Staff will place a new crossing at that location in the near future. Along this staff will move the counter to the west. This will give us an opportunity to compare the numbers and determine how active this location is and how much of the count has been missing.

Figure 10
McCormick Counter Location



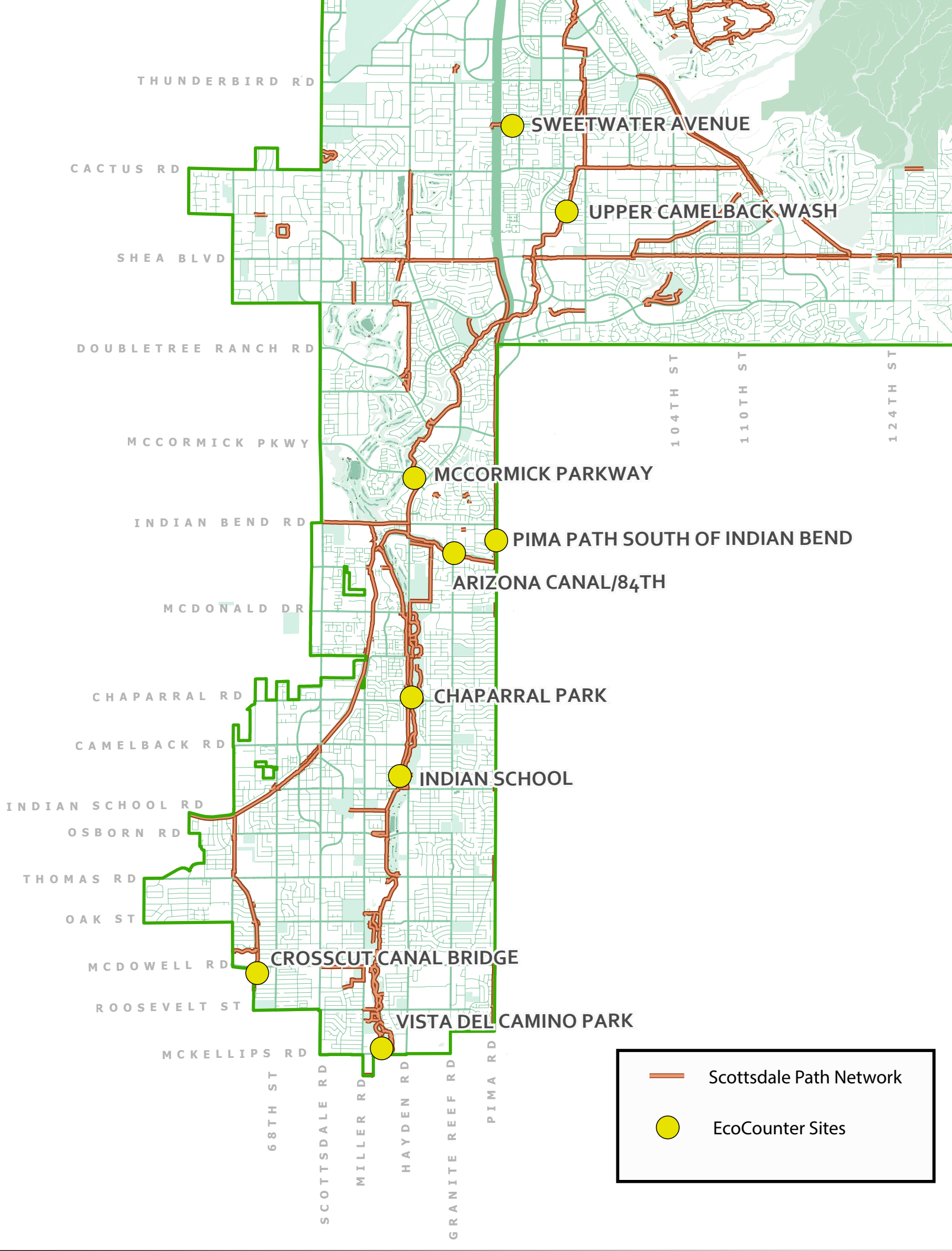
Continuing Steps:

Staff will continue to study the counts regularly and manually upload the data at each location monthly. Staff will use the data in the 2023 bicycle friendly community application and to help prioritize future path renovations.

Attachments:

[Attachment 1](#): Map: EcoCounter Sites

Staff Contact: Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.gov



THUNDERBIRD RD

SWEETWATER AVENUE

CACTUS RD

UPPER CAMELBACK WASH

SHEA BLVD

DOUBLETREE RANCH RD

MCCORMICK PKWY

MCCORMICK PARKWAY

INDIAN BEND RD

PIMA PATH SOUTH OF INDIAN BEND

ARIZONA CANAL/84TH

MCDONALD DR

CHAPARRAL RD

CHAPARRAL PARK

CAMELBACK RD

INDIAN SCHOOL

INDIAN SCHOOL RD

OSBORN RD

THOMAS RD

OAK ST

MCDOWELL RD

CROSSCUT CANAL BRIDGE

ROOSEVELT ST

VISTA DEL CAMINO PARK

MCKELLIPS RD

68TH ST

SCOTTSDALE RD

MILLER RD

HAYDEN RD

GRANITE REEF RD

PIMA RD

Scottsdale Path Network

EcoCounter Sites

Bicycle and Pedestrian Counts 2nd Year

April 1, 2022 - May 30, 2023

Paths and Trails Subcommittee
June 6, 2023

Permanent Counter Locations

Nine sites

- Greenbelt

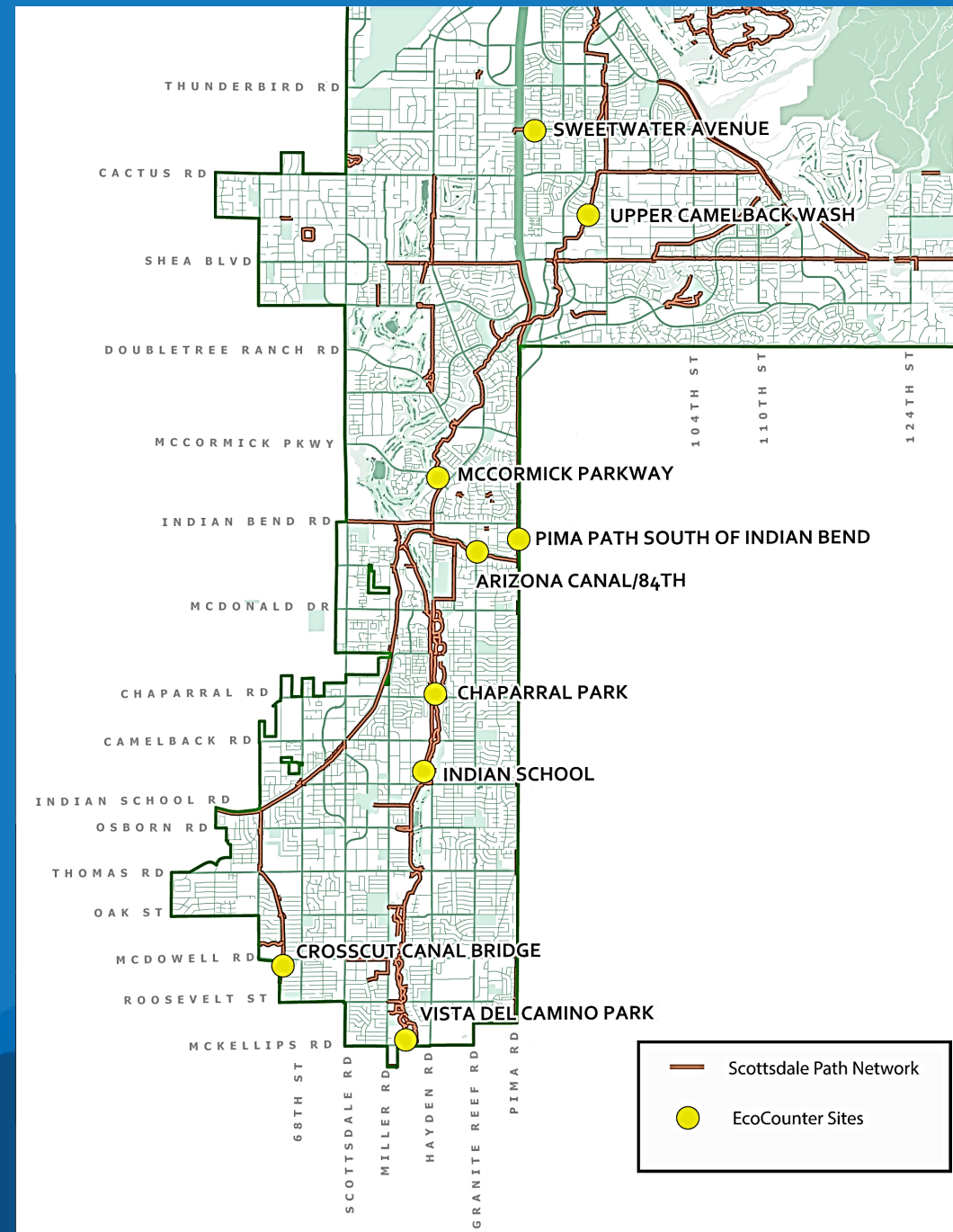
1. Vista del Camino Park
2. Indian School Park
3. Chaparral Park
4. McCormick Parkway



Eco-Counter Permanent Post

- Non-Greenbelt

5. Crosscut Canal Bridge
6. Arizona Canal/84th Street alignment
7. Pima Path south of Indian Bend Road
8. Upper Camelback Wash/Cholla Street
9. Sweetwater Avenue east of Loop 101

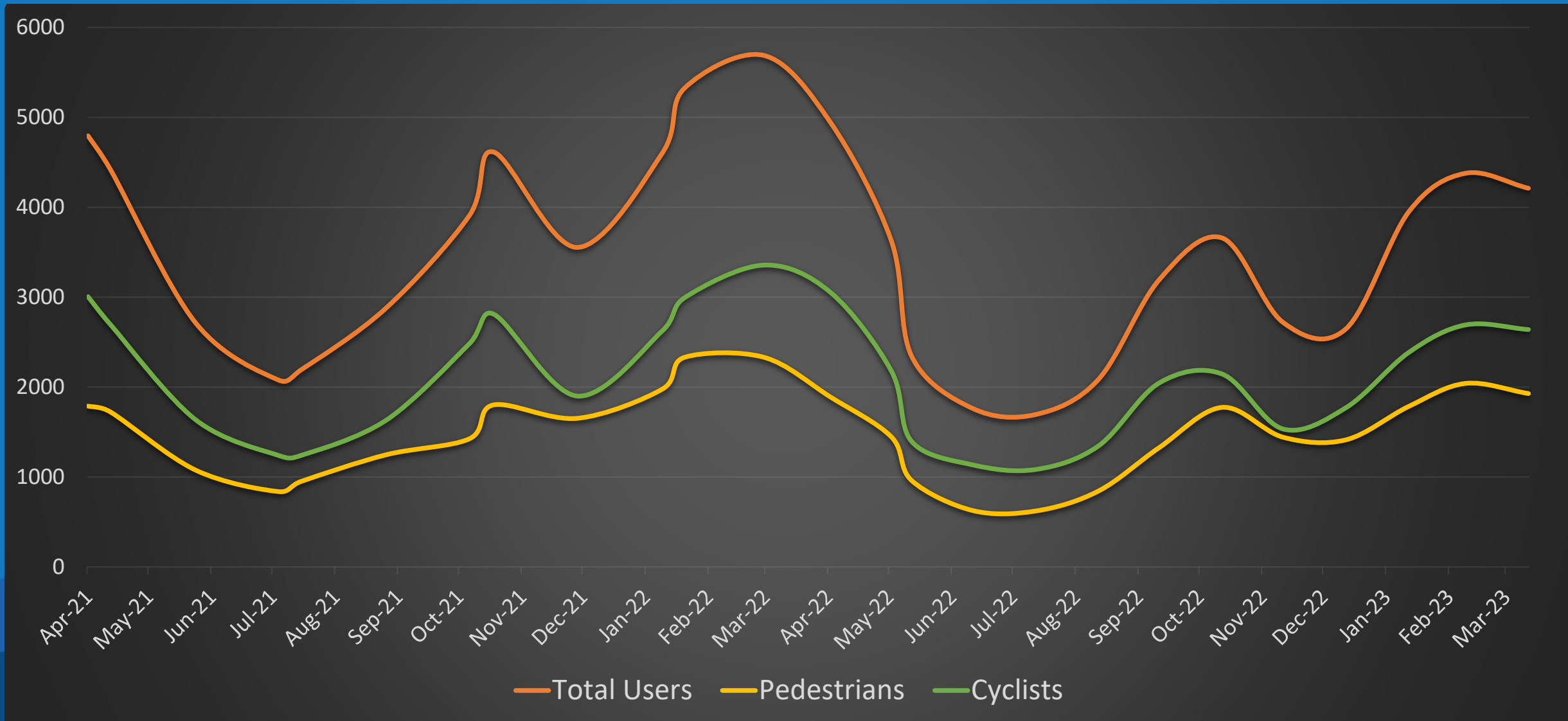


Overall Network Count Details – May 2022 to May 2023

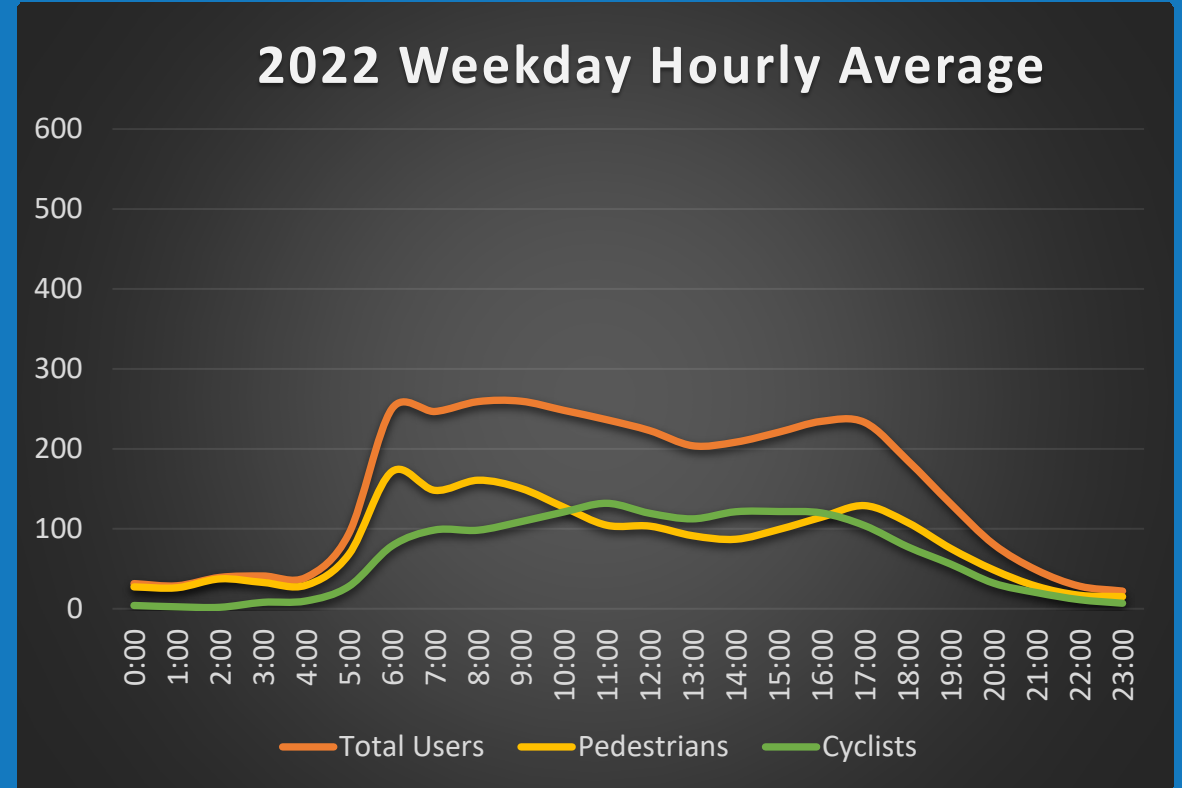
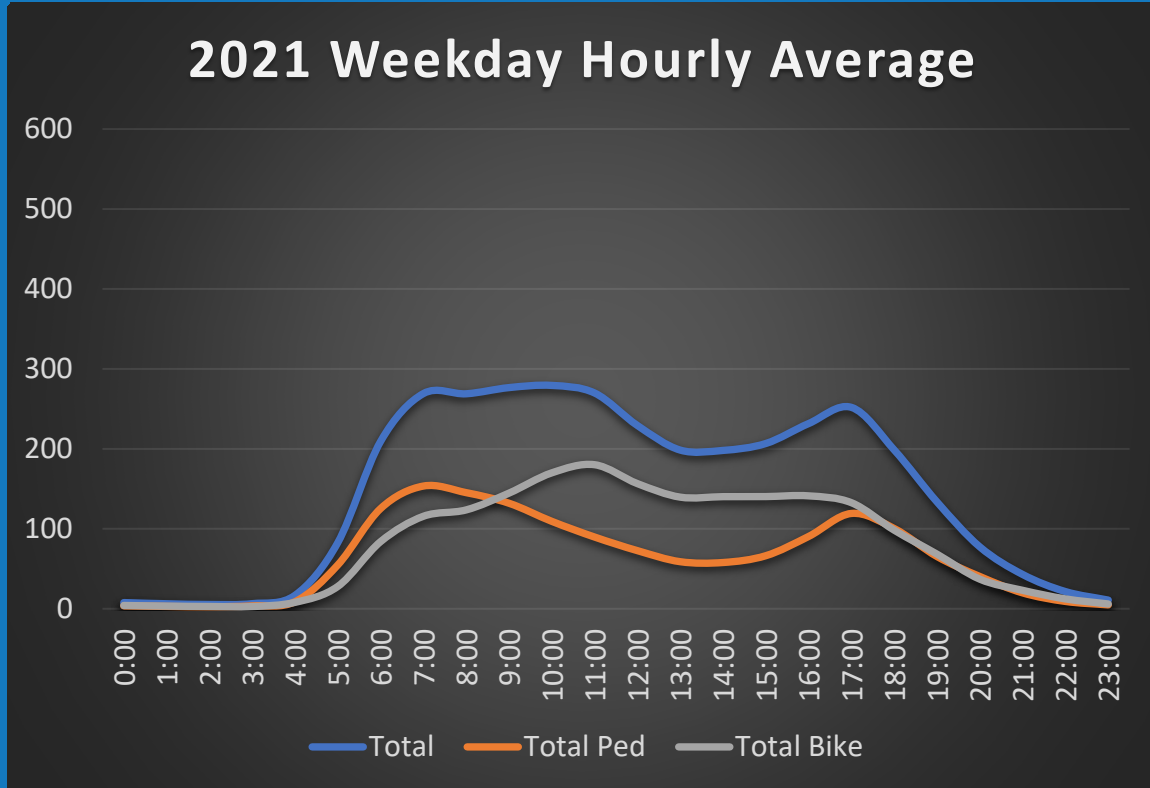
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Sweetwater Avenue	83,791	83,848	40,114	41,629	43,677	42,219

Average Daily Activity by Month - *May 2022 to May 2023*

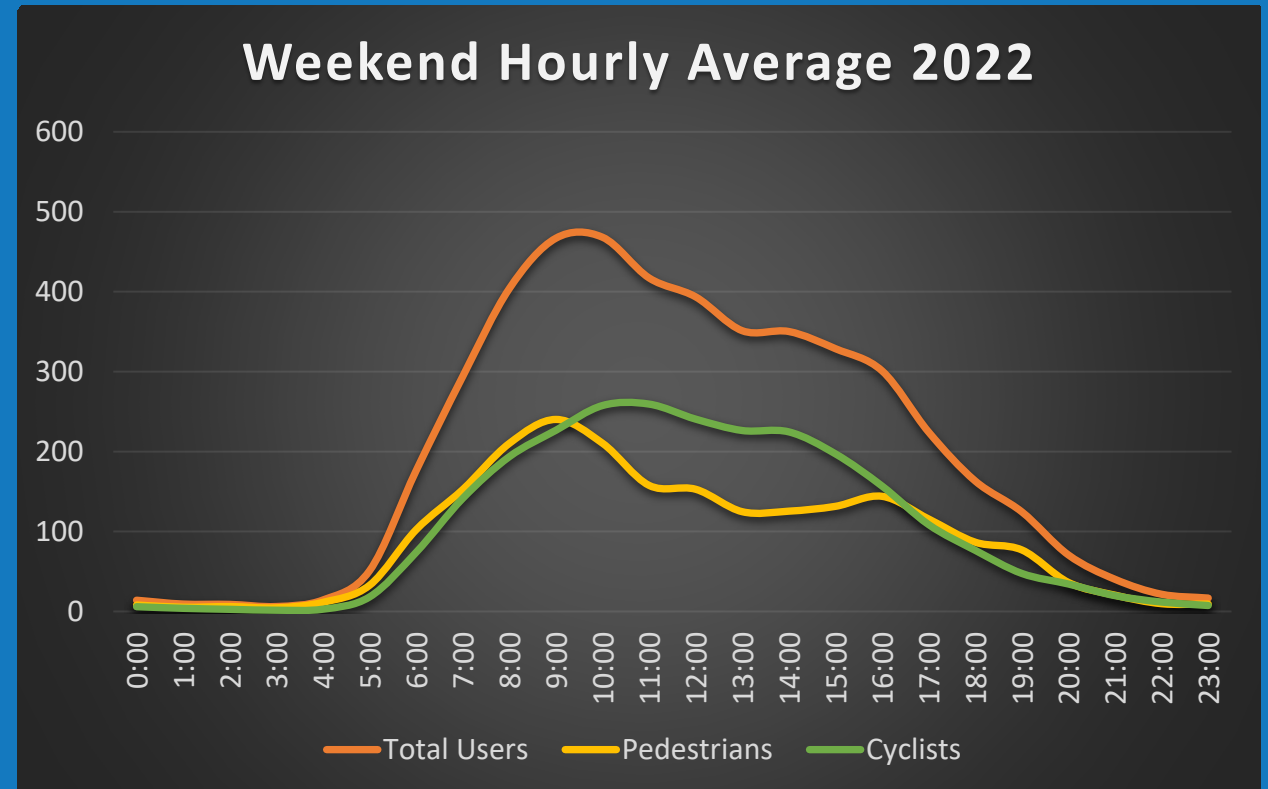
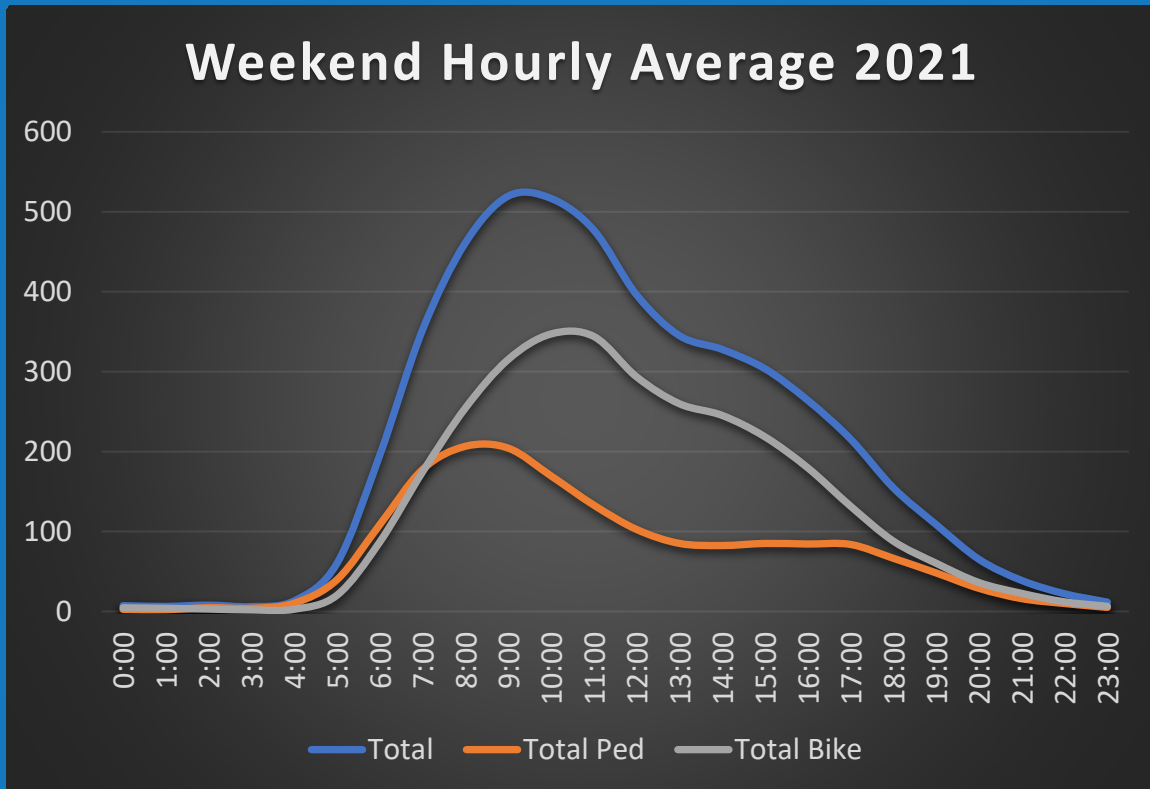


Weekday Daily Total Averages



	2021 Average Weekday Activity	2022 Average Weekday Activity
All Activity	3,499 users	3,308 users
Total Bike	1,963 users	1,595 users
Total Ped	1,536 users	1,727 users

Weekend Daily Total Averages

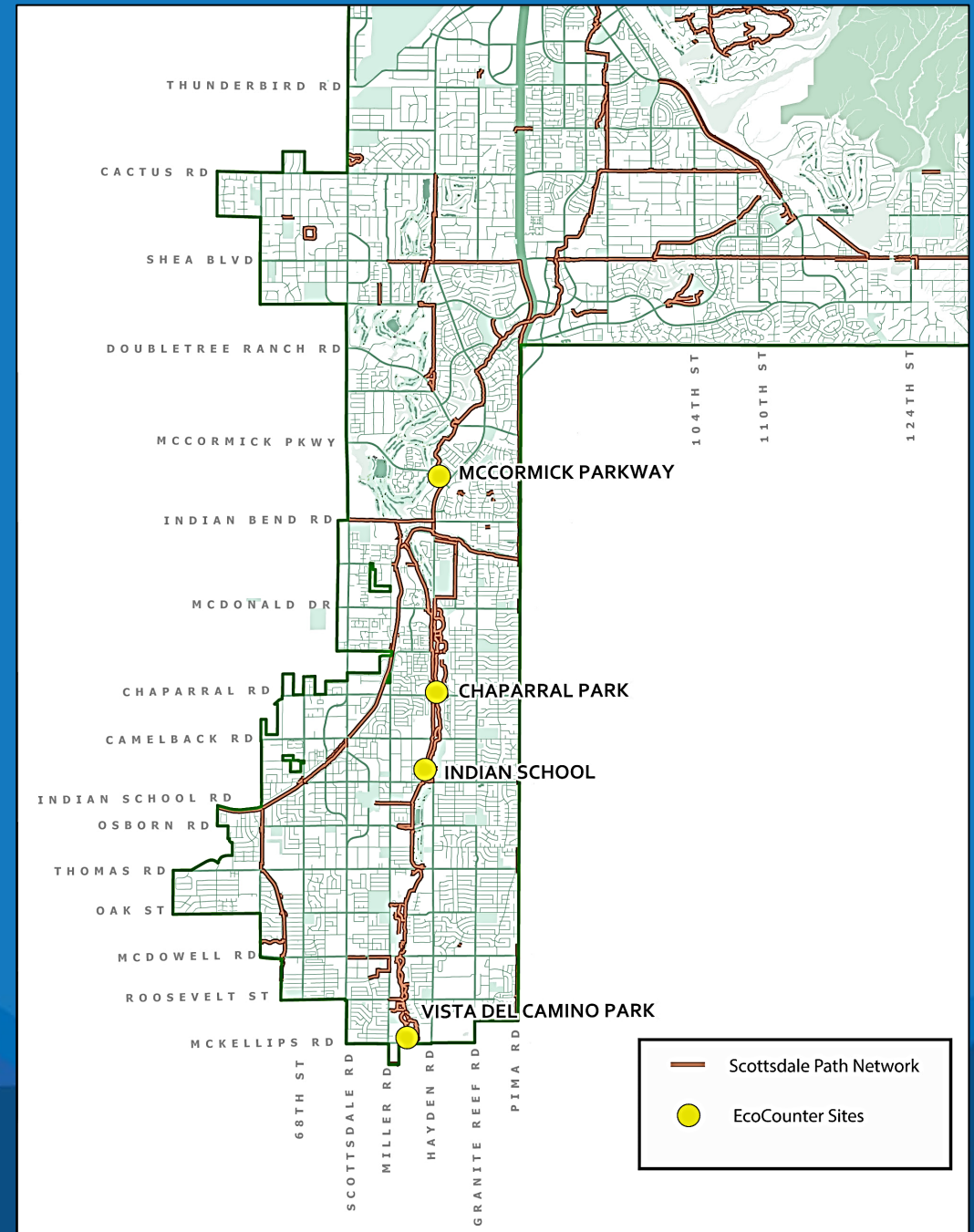


	Average Weekend 2021 Activity	Average Weekend 2022 Activity
All Activity	4,876 users	4,716 users
Total Bike	3,114 users	2,541 users
Total Ped	1,762 users	2,175 users



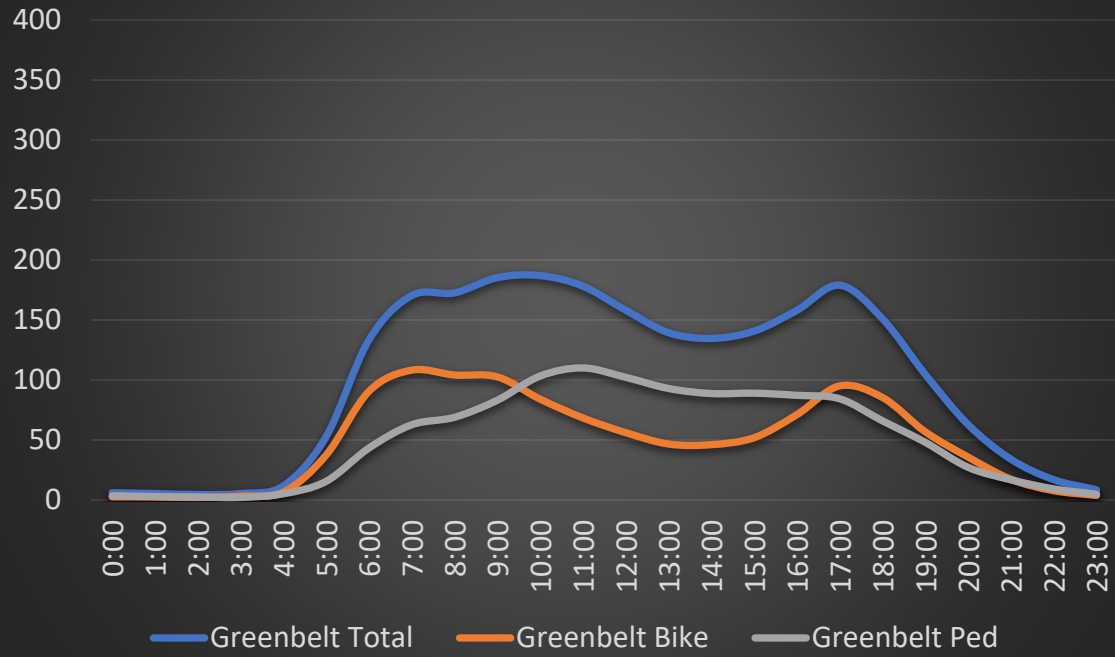
Greenbelt Sites

- Vista del Camino Park
- Indian School Park
- Chaparral Park
- McCormick Parkway

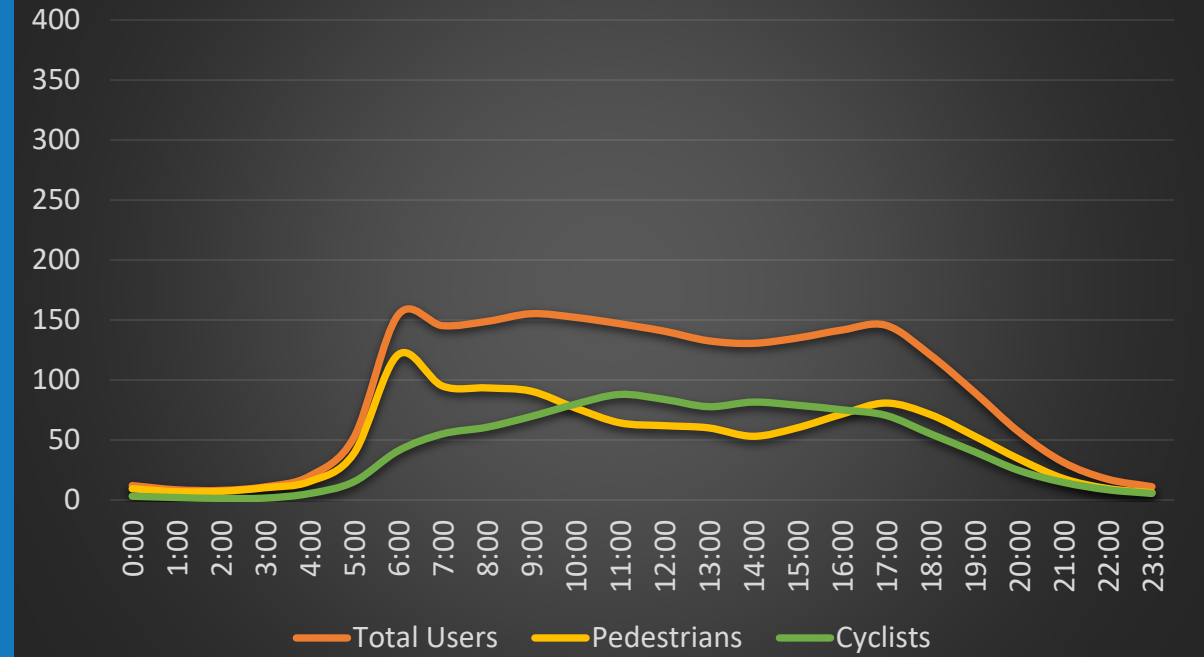


Weekday Daily Total Averages Greenbelt Sites

2021 Weekday Hourly Average



2022 Weekday Hourly Average

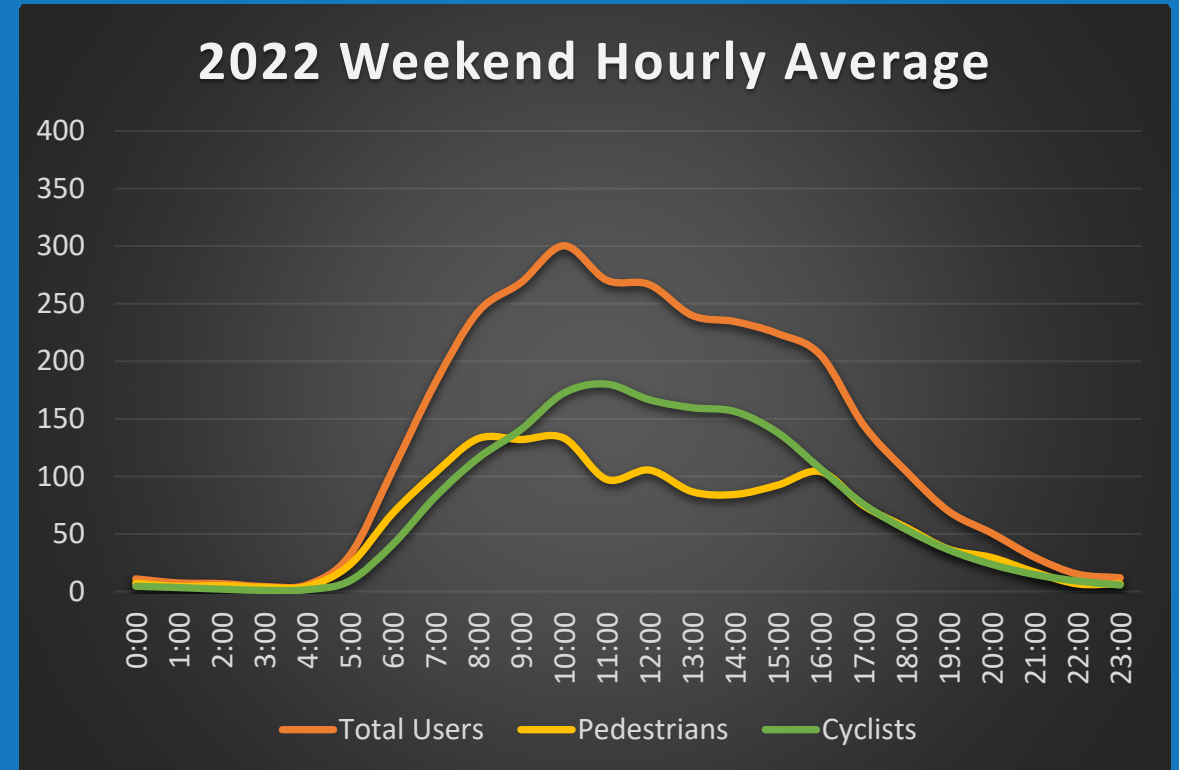
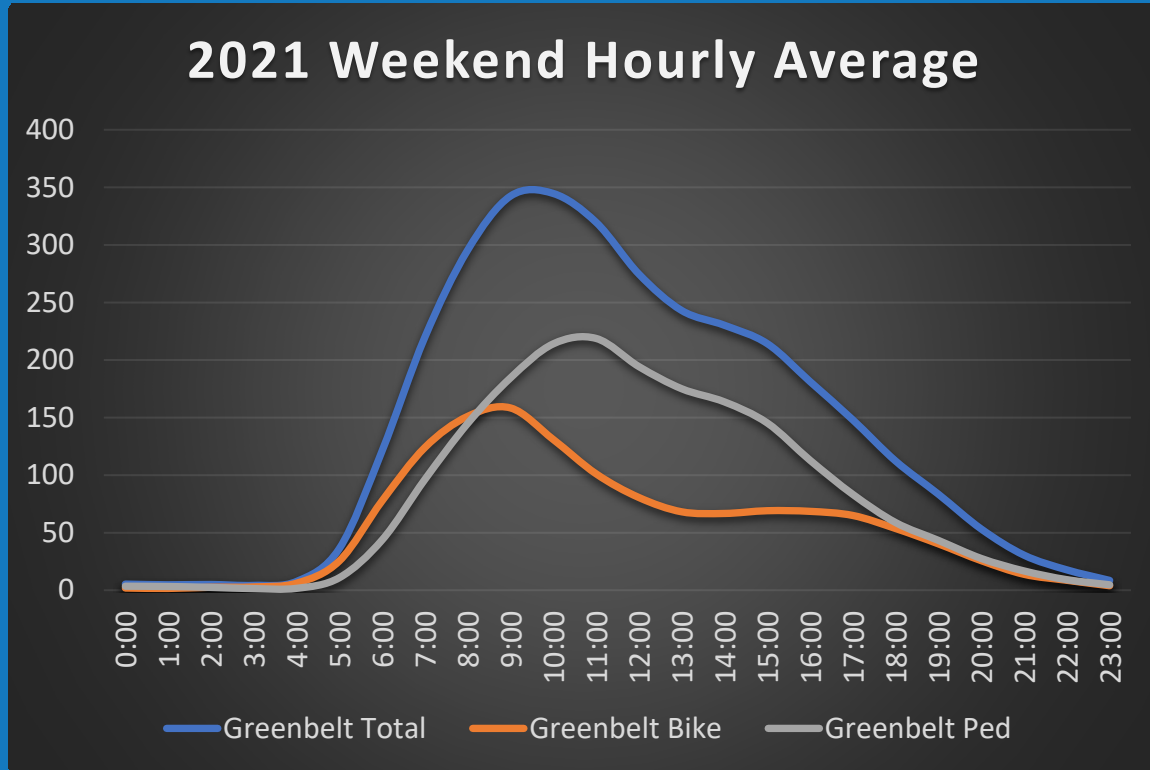


	Average Weekday Activity 2021	Average Weekday Activity 2022
All Activity	2,405 users	2,167 users
Total Bike	1,219 users	1,038 users
Total Ped	1,186 users	1,209 users



DALE

Weekend Daily Total Averages Greenbelt Sites

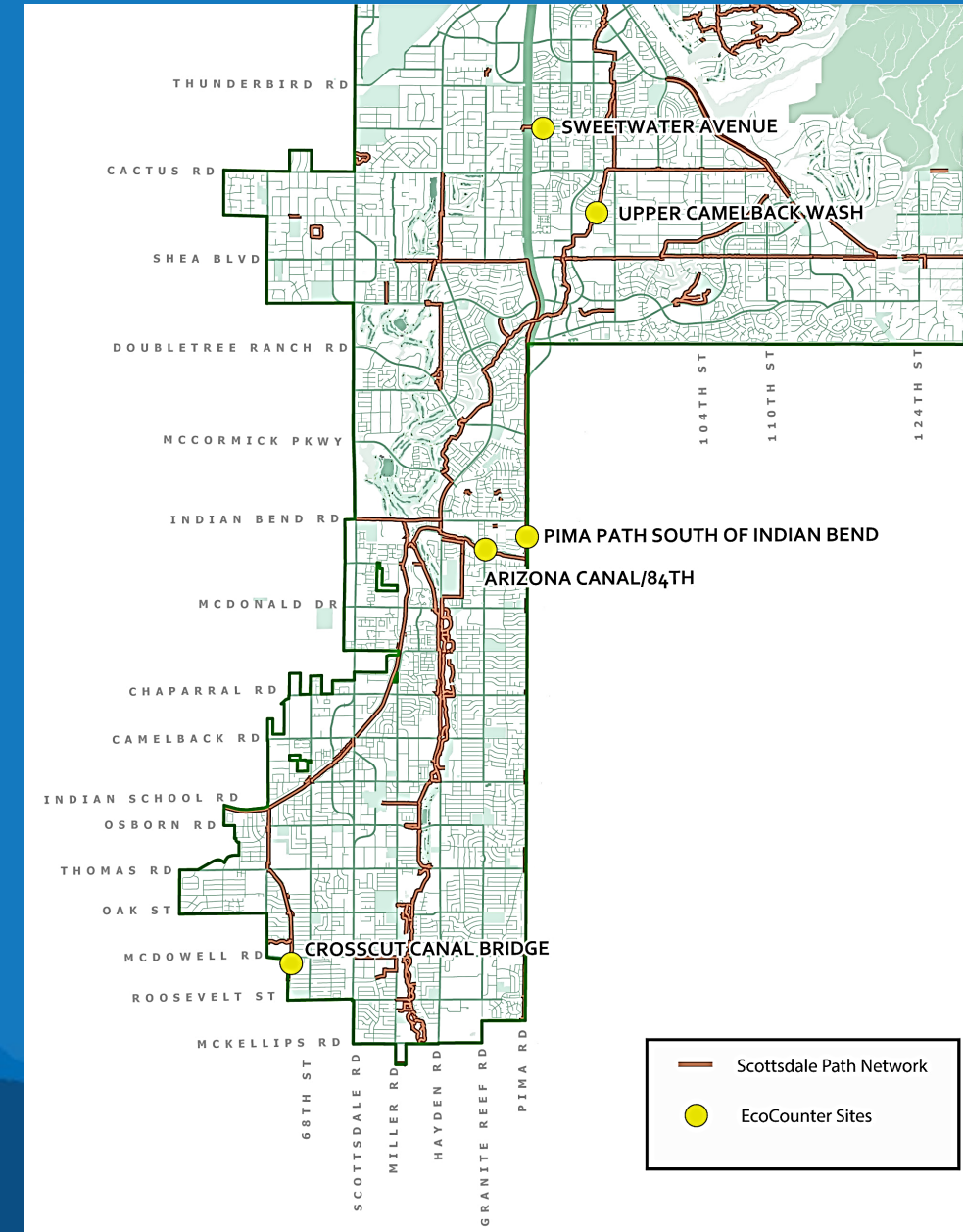


	Average Weekend 2021	Average Weekend 2022
All Activity	3,308 users	3,041 users
Total Bike	1,960 users	1,700 users
Total Ped	1,348 users	1,420 users



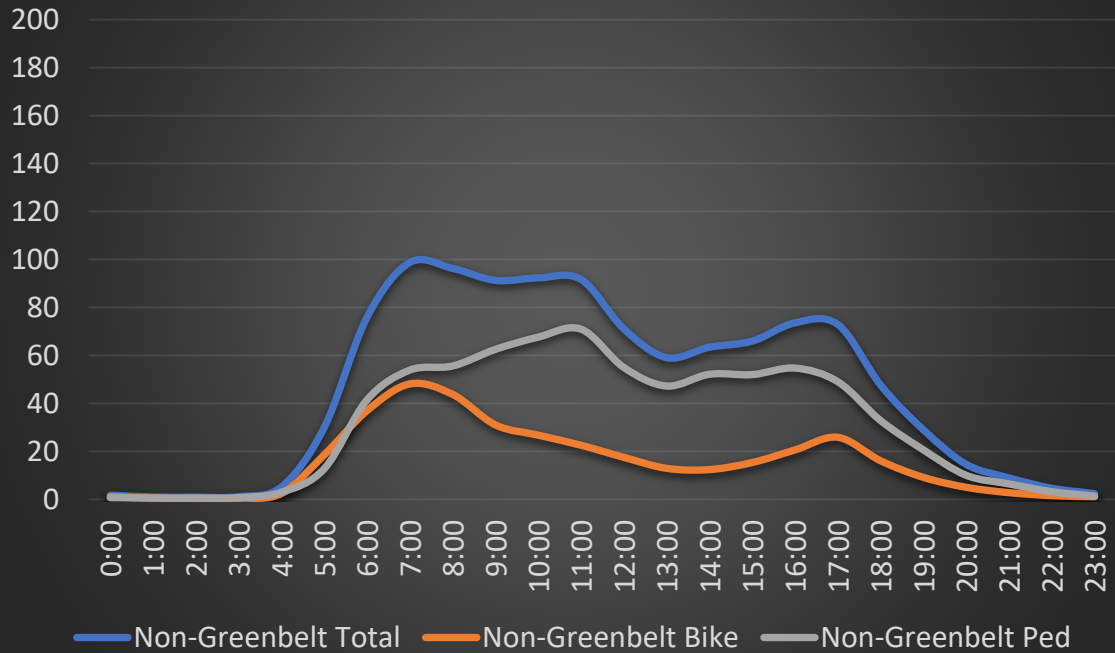
Non-Greenbelt Sites

- Crosscut Canal Bridge
- Arizona Canal/84th Street alignment
- Pima Path south of Indian Bend Road
- Upper Camelback Wash/Cholla Street
- Sweetwater Avenue east of Loop 101

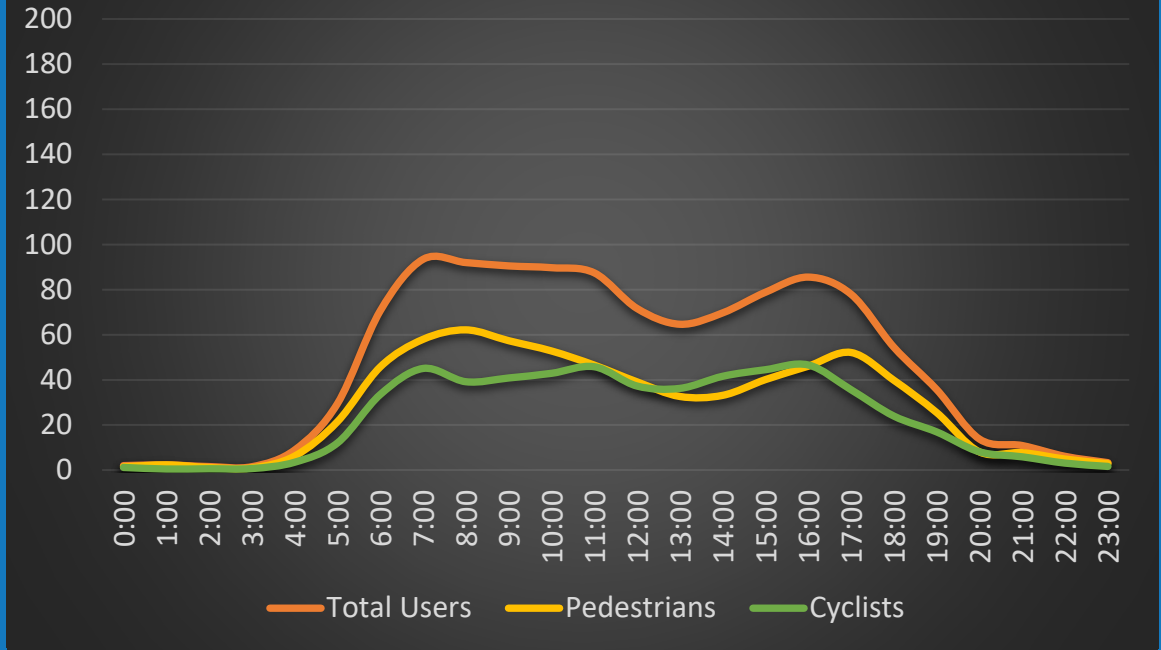


Weekday Daily Total Averages Non-Greenbelt Sites

Weekday Hourly Average 2021

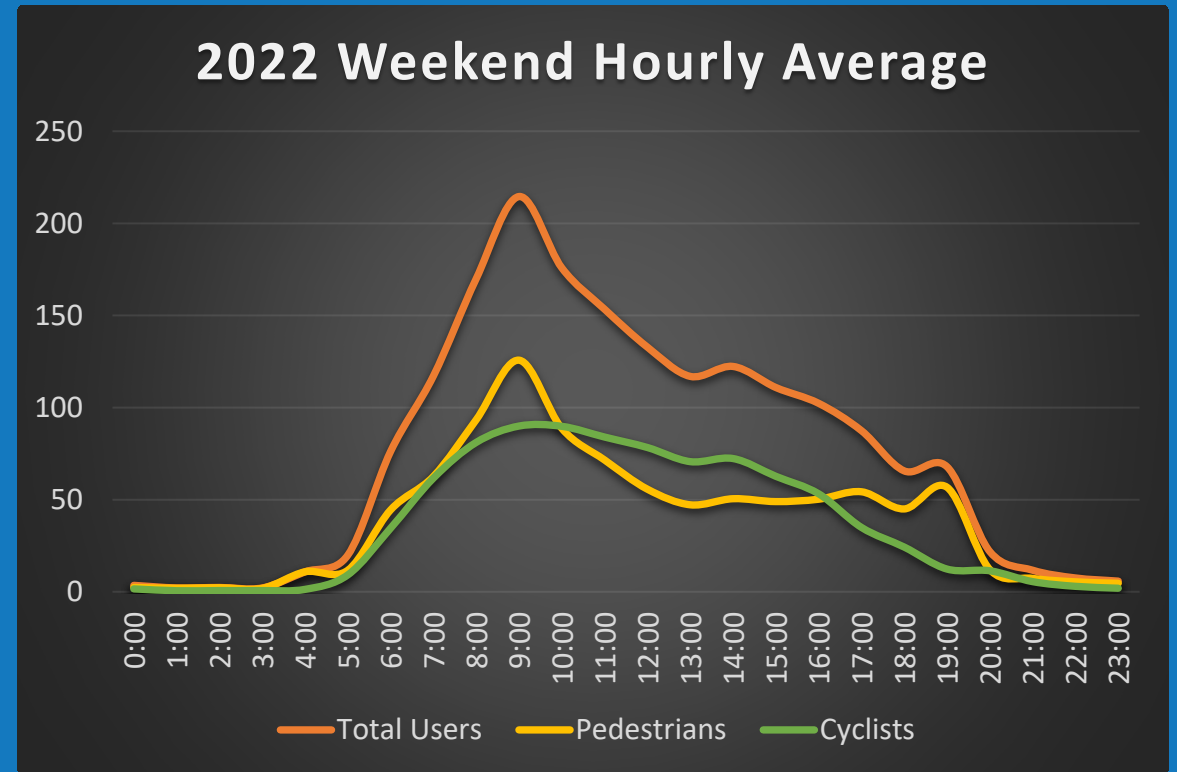
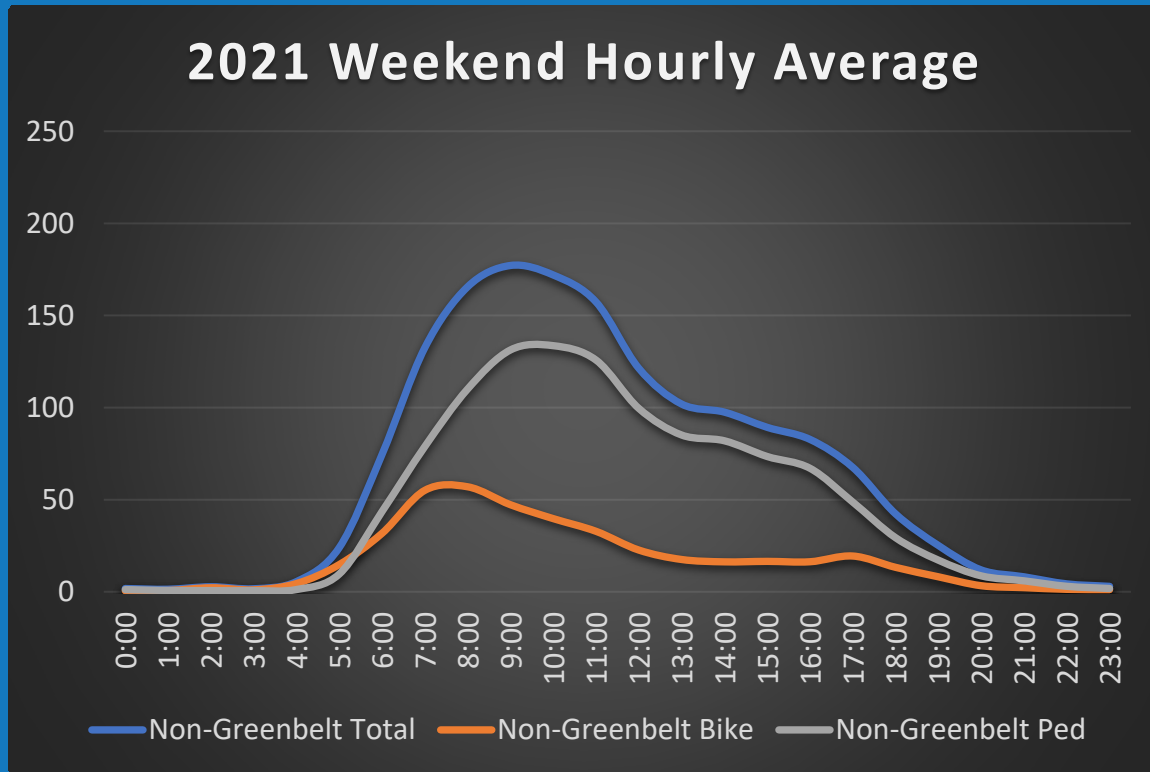


Weekday Hourly Average 2022

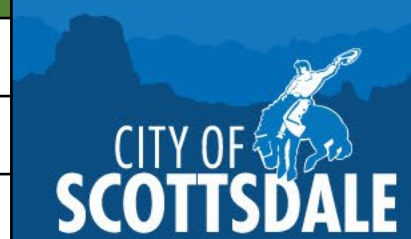


	Average Weekday Activity	Average Weekday Activity 2022
All Activity	1,099 users	1,142 users
Total Bike	755 users	568 users
Total Ped	345 users	689 users

Weekend Daily Total Averages Non-Greenbelt Sites



	Average Weekend Activity 2021	Average Weekend Activity 2022
All Activity	1,585 users	1,802 users
Total Bike	1,159 users	886 users
Total Ped	426 users	956 users

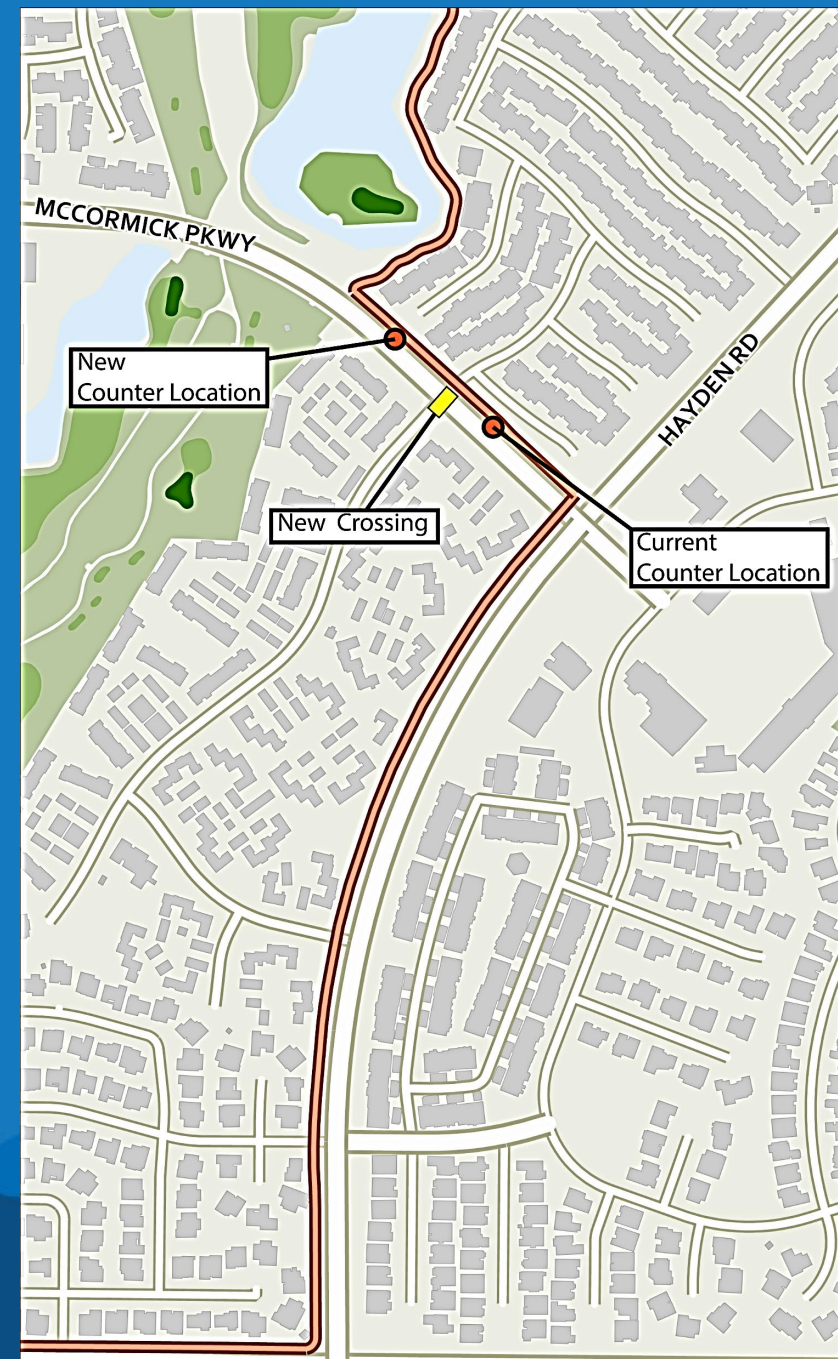


Counter Data and its uses

- Data is used in Grant applications and Bicycle Friendly Community application
 - Census data show low commuter bike commuter volumes for Scottsdale
 - Path counters show stronger use from recreational riders.
- Data validates resident usage of the path system and path improvements.

McCormick Pkwy Counter

- Path users are crossing just west of the signal at Hayden and McCormick Pkwy.
- In response Staff will:
 - Add a new crossing at that location
 - Relocation the location for the Counter to the west
- After this is done staff will monitor the changes in volumes at the counter



Continuing Steps

- Continue to collect and study counts for 2023
- Data to be used in 2023/2027 Bicycle Friendly Community application and to help prioritize future path renovations
- Look for opportunities to place additional permanent Eco-counters along our path system
- Moving McCormick counter and evaluate the change in the data



Projects and Programs Update

Paths and Trails Subcommittee

June 6, 2023

Path Improvement Projects

- Indian Bend Wash Path Renovation – Phase 1
- Indian Bend Wash Path Renovation – Phase 2
- Indian Bend Wash Path Extension: McDowell Mountain Ranch and Bell Road
- Central Arizona Project Canal Path
- Shared-Use Path Sign Program

Indian Bend Wash Phase 1

- Remove one mile of 40-year-old concrete path and replace with current standards.
 - Earll Drive to Osborn Road bridge
 - Hayden Road underpass to Camelback Road
 - south of Via de Ventura (approximately 850 feet)
 - Via de Ventura to Hayden Road

Indian Bend Wash Phase 2

- Remove one mile of 40-year-old concrete path and replace with current standards.
 - Osborn Park to north of 3rd Street
 - Via Linda to Pima Path Junction
 - Hayden Road to Via Linda

Indian Bend Wash Path Extension: McDowell Mountain Ranch and Bell Road

- Design and construct a new concrete path and unpaved trail from WestWorld to Bell Road.

Central Arizona Project Canal Path

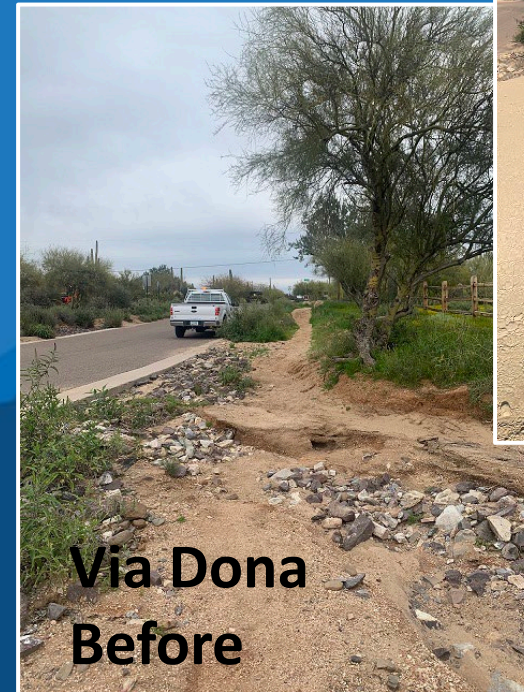
- Design and construct a 1.7-mile long, 10-foot wide concrete path on the south side of the Central Arizona Project Canal and north side of Frank Lloyd Wright Boulevard from Scottsdale Road to Northsight Boulevard.

Path Signage

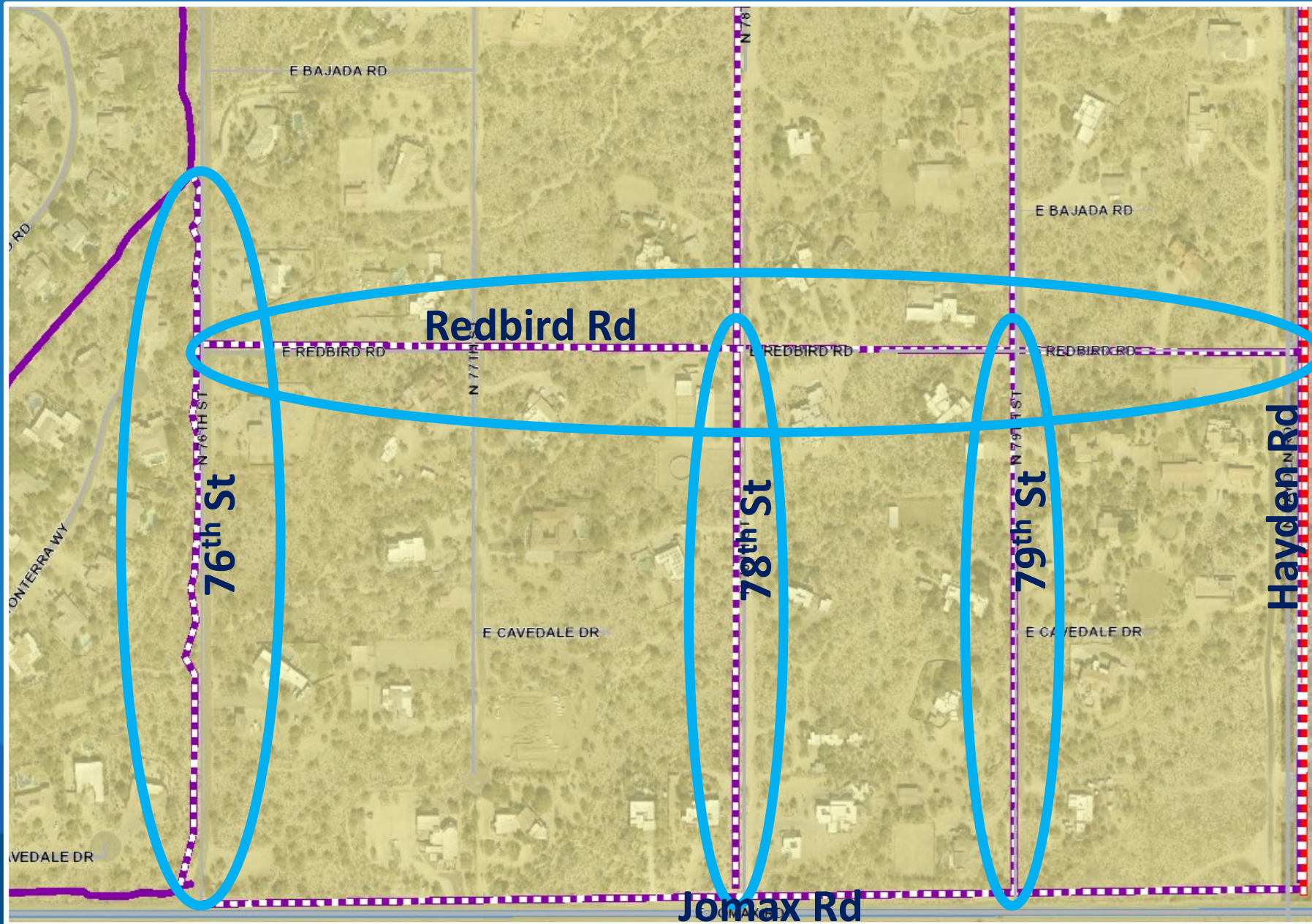
- Fabricate and install signage along and connect to major shared-use path corridors to assist emergency response and provide guidance to path users.

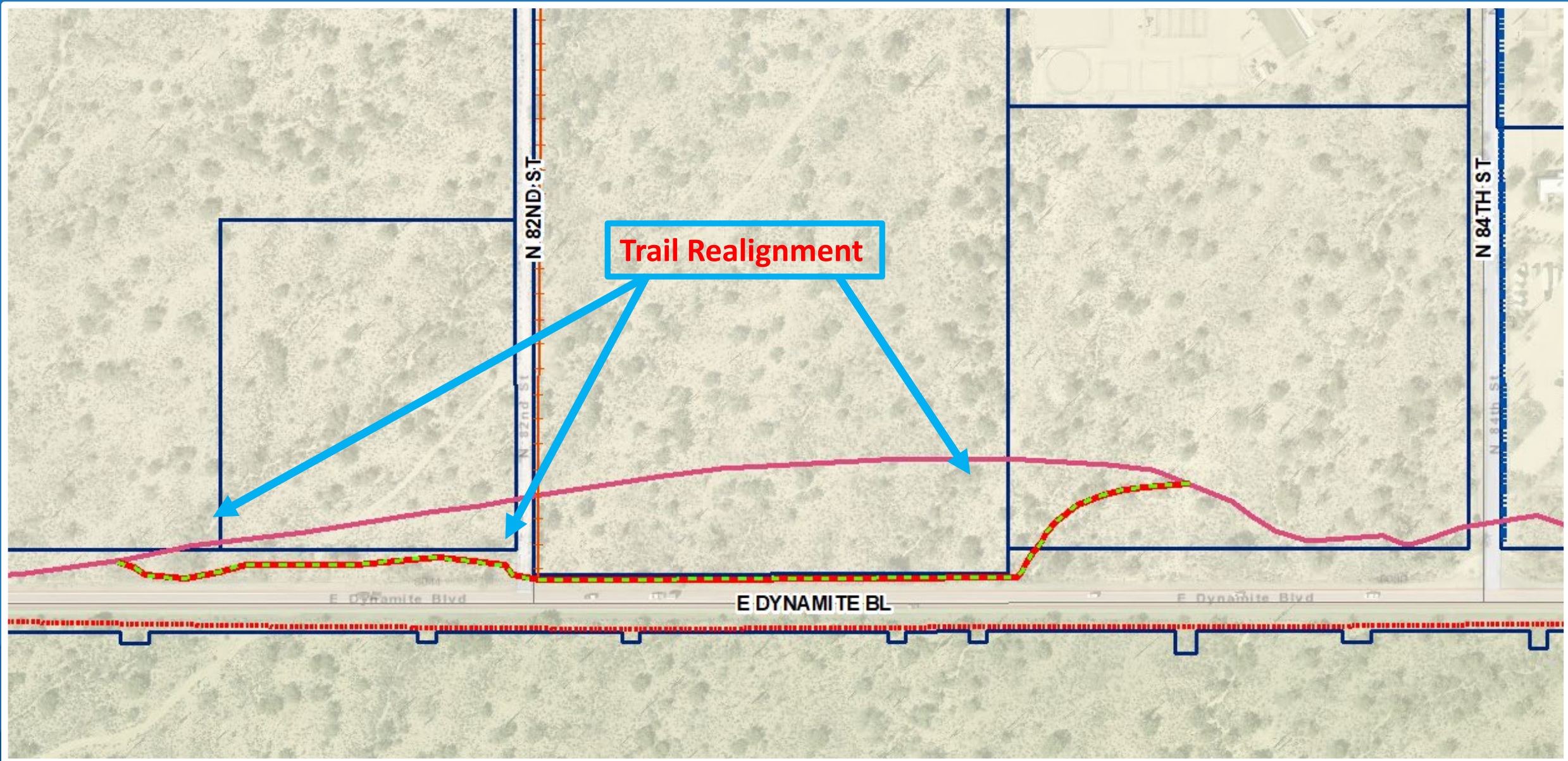
Trail Improvement Update

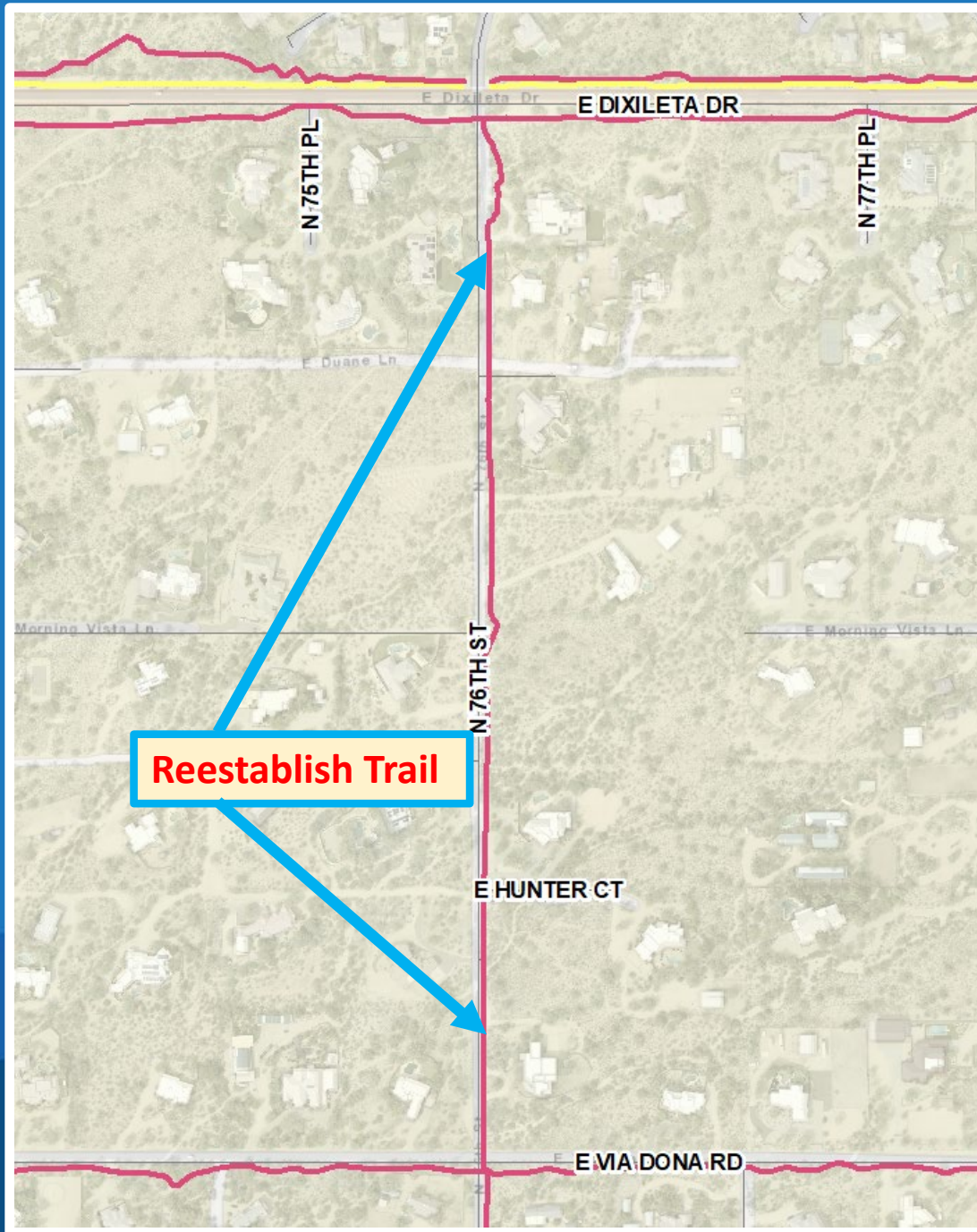
- Thunderbird Trail
- Trail Maintenance on Via Dona and 76th Street trails



Potential New Trail Builds - FY 2024

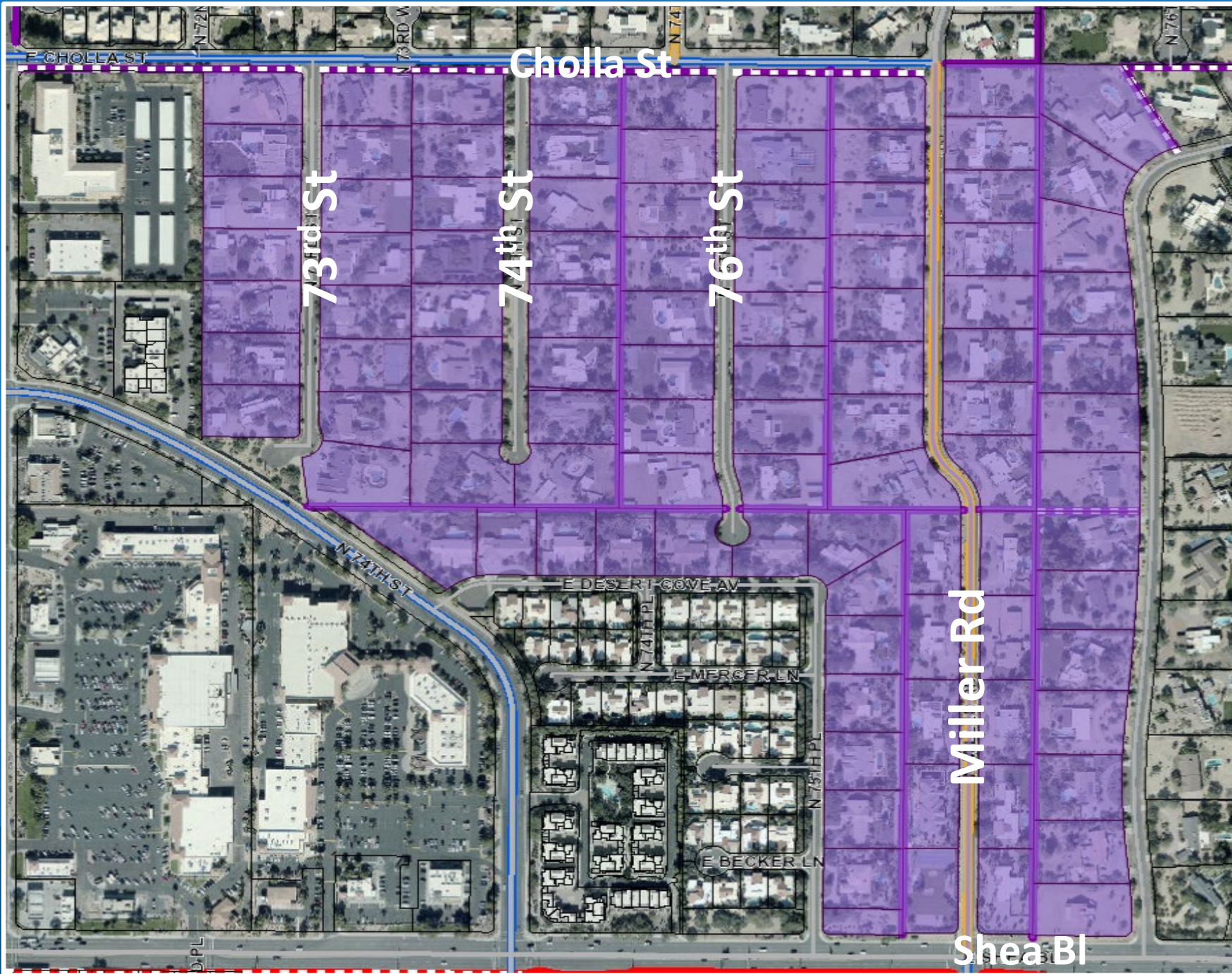






Reestablish 76th St. Trail
From Via Dona to
Dixileta Dr.

Segment from Dynamite
Rd. to Via Dona –
Completed in March
2023



- Target Neighborhood
- TrailGate Meeting
- Trail Maintenance Program

TENTATIVE FUTURE AGENDA ITEMS

Rev.05-24-23

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: June 15, 2023

REPORTS/PRESENTATIONS DUE June 8

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes May 18, 2023
- **Transportation Commission Summer Schedule** Action
Decision on the 2023 Summer Meeting schedule for the Transportation Commission
- **Election of the Chair and Vice-Chair** Action
Selection of the new Chair and Vice-Chair
- **Bicycle and Pedestrian Count Data**.....Information
Follow up from initial presentation from staff at the two-year mark – Nathan Domme, Transportation Planning Manager
- **Federal Highway Administration’s Safety Countermeasures**.....Information
Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Nathan Domme, Transportation Planning Manager
- **Shea and 124th Street Underpass**Information
Update on underpass – Susan Conklu, Senior Transportation Planner

MEETING DATE: July 20, 2023

REPORTS/PRESENTATIONS DUE July 13

- TBD...

MEETING DATE: August 17, 2023

REPORTS/PRESENTATIONS DUE August 10

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes June 15, 2023
- **Linking the Five-Year Paving Plan to Restriping Efforts**.....Presentation and Discussion
Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Parker Murphy & Sam Taylor, Traffic Engineers
- **CIP Update**.....Information
Update on capital improvement projects – Nathan Domme, Transportation Planning Manager
- **NTMP Exception**.....Discussion and Action
Citizen request for NTMP exception for speed cushions on Oak Street from 77th Street to Hayden Road – Parker Murphy, Traffic Engineer

MEETING DATE: September 21, 2023

REPORTS/PRESENTATIONS DUE September 14

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes August 17, 2023
- **Arterial Life Cycle Program Fiscal Year 2023-2024 Update**Information
Updates on the changes for fiscal year 2023-2024 – Greg Davies, Senior Transportation Planner
- **Construction Mitigation Plan**.....Presentation and Discussion
Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager
- **Roundabout Education**.....Information
Discuss benefits of Roundabouts and how success is evaluated including the newly constructed Miller/Osborn Rd roundabout – Phil Kercher, Traffic Engineer & Ops Manager

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes September 21, 2023
- **Pavement Cut Ordinance**.....**Presentation and Discussion**
Presentation of a draft ordinance that guides developers, utilities, and city projects on restoring asphalt after pavement cuts in our street network – Ed Padron, Street Operations Manager
- **Bus Stop Signage Updates**.....**Discussion and Action**
Follow up from initial presentation from staff – Ratna Korepella, Transit Manager
- **Small Cell Wireless Facilities**.....**Presentation and Discussion**
Presentation on the issues associated with small cell wireless facilities on signals poles in North Scottsdale and the next steps to address them - Hong Huo, Traffic Engineer Principal

FUTURE ITEMS:

INFORMATION ITEMS

- **Review of Travel Demand Patterns**.....**Information**
Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer
- **Update on Cool Paving Results****Information**
Information on the results from Cool Paving – Ed Padron, Street Operations Manager
- **Fiscal Impact of Distracted Driving****Information**
Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director
- **Update on Traffic Safety****Information**
Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Kiran Guntupalli, Principal Traffic Engineer
- **Update on Sensagrate****Information**
Information and update from Sensagrate Pilot Project and where it stands now after initial presentation – Darryl Keeton, Sensagrate
- **Blue Zones Project****Information**
Information on Scottsdale’s first Blue Zone’s project with HonorHealth – Mark Melnychenko, Transportation & Streets Director
- **Transit System Update****Information**
Information on the transit system and an update on Micro Transit previously shared with the Commission – Ratna Korepella, Transit Manager, Brendan Wagner, Transit Operations Coordinator and Daniel Alire, Transportation Representative

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Smart City**.....**Presentation and Discussion**
Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal
- **Expanding Maintenance Needs**.....**Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **2022 Traffic Volume and Collision Manual**..... **Presentation and Discussion**
Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer
- **No Engine Braking Ordinance Update**.....**Presentation and Discussion**
Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager

- **Leading Pedestrian Interval Policy**.....**Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal
- **Bicycle Friendly Communities Application Update****Presentation and Discussion**
Update from initial presentation given on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: August 1, 2023

REPORTS/PRESENTATIONS DUE July 25

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of June 6, 2023
- **Bicycle Friendly Communities Application Final Form****Presentation and Discussion**
Information on the final version of the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner
- **Other Transportation Projects and Programs Status**..... **Information**
A continuing overview of projects/programs – Nathan Domme, Transportation Planning Manager and Greg Davies, Senior Transportation Planner

FUTURE ITEMS:

INFORMATION ITEMS

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Path and Trail Gap Analysis** **Presentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner
- **Pavement Restriping** **Presentation and Discussion**
Information on the coordination of re-paving and re-striping – Nathan Domme, Transportation Planning Manager
- **Wayfinding Signage** **Information**
Update on the wayfinding signage – Susan Conklu, Senior Transportation Planner
- **Updates from Neighboring Cities and Towns**..... **Information**
Updates from Neighboring Cities such as Tempe, Phoenix, Mesa, and Paradise Valley on connectivity projects with Scottsdale – Guest Speakers
- **Updates from Neighboring Cities and Towns**..... **Information**
Updates from Neighboring Cities such as Tempe, Phoenix, Mesa, and Paradise Valley on connectivity projects with Scottsdale – Guest Speakers
- **CIP Update**.....**Information**
Update on capital improvement projects related to paths & trails – Nathan Domme, Transportation Planning Manager