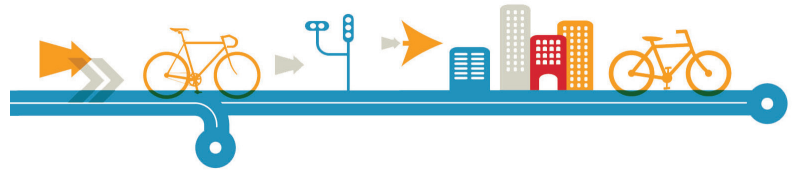




# ATTRIBUTES OF A BICYCLE FRIENDLY COMMUNITY

*[bikeleague.org/content/communities](http://bikeleague.org/content/communities)*



## ENGINEERING

There's a local [Complete Streets policy](#) with implementation guidance, staff training, policy checklist, compliance procedure, and compliance performance measures.

There are standards for bicycle facility design and implementation that meet or exceed the [AASHTO Guide for the Development of Bicycle Facilities](#) and [NACTO Urban Bikeway Design Guide](#), as well as regular training opportunities on best practices and [funding bicycle projects](#) for engineering and planning staff.

There are various types of on- and off-street bicycle facilities that best fit the context of density, automobile speeds and congestion, to improve safety and encourage more people of all ages and abilities to bicycle.

The on- and off-street bicycle network is well-maintained to ensure usability and safety.

There are convenient ways for the public to comment on maintenance, safety and other issues impeding bicycle accessibility.

High-speed and/or high-volume streets have designated bicycle facilities such as [bike lanes](#), [buffered bike lanes](#) and [cycle tracks](#) to enable bicyclists of various skill levels to reach their destinations quickly and safely.

Non-arterial and collector streets have a speed limit of 25 miles per hour or lower.

The street network is well [connected](#).

Intersections are [safe and convenient for bicyclists](#).

There is an [ordinance](#) ensuring [high-quality](#), safe and convenient bike parking options at destinations throughout the community.

People can easily combine [bike and public transit trips](#).

There is a Smart Growth land use policy that encourages bicycling, pedestrian and transit trips.

There is access to suitable public lands for off-road bicyclists.

The bicycling network is enhanced by a network of [bicycle boulevards](#), a [bicycle wayfinding system](#), and solutions to improve accessibility across barriers like highways, bodies of water and [disconnected streets](#).

## EDUCATION

There is a local [Safe Routes to School program](#). Bicycle-safety education is a routine part of primary and secondary school education and the surrounding neighborhoods are safe and convenient for biking.

There are bicycle education opportunities for children and youth outside of school through bike rodeos, youth recreation programs, helmet fit seminars or a [Safety Town](#) program.

There is a [public awareness campaign](#) using [Public Service Announcements](#) and other media to make both motorists and cyclists aware of their rights and responsibilities.

There are [regular opportunities](#) for adults to develop their bicycling skills, from [videos for self-teaching](#) to in-depth training like the League's [Traffic Skills 101](#), and local League Cycling Instructors are available for training.

There's a motorist education program [for professional drivers](#).

## ENCOURAGEMENT

There is an active, engaged bicycle advocacy group representing the interests of bicyclists and potential bicyclists.

[Bike Month](#), [Bike to Work Day](#), and [Bike to School Day](#) are promoted in partnership with local bicycle advocacy groups.

[Individualized marketing](#) and [bike challenges](#) promote bicycling.

The mayor and/or local council host or participate in bike rides, and support community bicycling events.

There's a bike club, and the community hosts a variety of regular bicycling rides and events that appeal to cyclists of all ages and abilities.

Learn more at [bikeleague.org/content/communities](http://bikeleague.org/content/communities)

There is a Ciclovía or [Open Streets](#) type event, closing off a major corridor to auto traffic and offering the space to cyclists, pedestrians and group exercise events.

There are bicycle-themed community celebrations or social rides each time a new bicycle-related project is completed, showing off the community's good efforts and introducing new users to the improvements.

The tourism board or local chamber of commerce promotes bicycling in the area to [boost the local economy](#).

Residents and visitors have access to rental bikes and automated [public bike sharing systems in larger communities](#).

Local public agencies, businesses and organizations promote bicycling to work and seek recognition through the League's free [Bicycle Friendly Business program](#).

Local colleges and universities promote bicycling and seek recognition through the League's [Bicycle Friendly University program](#).

There are numerous bike shops offering a variety of bikes and accessories, a co-op or community bike shop, and opportunities to rent or loan a bike in the community.

There are empowering youth bicycling programs such as [Earn a Bike programs](#).

There is a local [bike map](#) printed and online that addresses diverse needs and skill levels.

Recreational bicycling is promoted through amenities like a mountain bike skills parks, cyclocross courses, or BMX parks.

There are short [themed-loop routes](#) around the community with appropriate way-finding signage.

## ENFORCEMENT

There's a law requiring a [safe passing distance](#) of at least three feet.

There are increased penalties for harassing, injuring or killing [vulnerable road users](#), including cyclists.

Speed limits can be 20 mph or lower in some neighborhoods and near schools.

Bicyclists are [not required to use a sidepath or bike lane](#) and have discretion on [where to ride on the road](#).

It's illegal for drivers to [drive distracted](#), use a handheld cell phone or text while driving.

Data is collected — and publicly available — on traffic citations issued, prosecutions, and convictions of incidents related to bicycles.

There's a police bike patrol, and designated law-enforcement point person who interacts with the bike community.

Law enforcement officers are offered [regular education](#) on the rights and responsibilities of bicyclists and traffic law as it applies to bicyclists and motorists.

Law enforcement officers distribute helmets, bike lights and bike locks (or coupons to local bike shop) to encourage cyclists to ride more safely and discourage bike theft.

Law enforcement officers use targeted enforcement and information-sharing to encourage motorists and cyclists to share the road safely.

Law enforcement officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners.

Most streets and key shared-use paths are well lit at night.

Volunteer trail patrols ensure safety of remote trails.

## EVALUATION/PLANNING

There's a [Bicycle Advisory Committee](#) or Bicycle & Pedestrian Advisory Committee that meets at least several times a year to make [policy and program](#) recommendations and ensure the bicycle program is held accountable to citizens.

In larger communities, designated [agency staff members](#) lead and coordinate the community bicycle program in close cooperation with the Bicycle Advisory Committee.

There is a current, comprehensive bike master plan with dedicated funding, specific targets for ridership and safety, and tools for [evaluation and monitoring progress](#).

Bicycle use is researched [beyond](#) the U.S. Census' [American Community Survey](#) report (i.e. through participation in the [National Bicycle and Pedestrian Documentation Project](#)) to more efficiently distribute resources according to demand.

Bicycle [crashes are studied](#) and a plan is in place to reduce the number of crashes in the community.

There is a mechanism that ensures that bicycle facilities and programs serve the entire community equitably.

*And, of course, lots of people are riding bikes!*

Learn more at [bikeleague.org/content/communities](https://bikeleague.org/content/communities)