ATTRIBUTES OF A BICYCLE FRIENDLY COMMUNITY

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 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
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!*