Quick Guide to the Bicycle Friendly Community Report Card

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Introduction

The Bicycle Friendly Community Report Card is intended to give highlighted information about each community that is useful for comparison between communities and as a reference for each community. The top of the Report Card shows the name of the community and a few key facts including its population, size, population density, and any Bicycle Friendly America participants that are within the community.

This guide will provide background information on each of the other data points on the Report Card. It is our hope that this background will answer questions about where this data comes from and how it should be interpreted. It is important to note that the data presented on the Report Card are only highlights and do not necessarily reflect the totality of a community's application. Many communities undertake efforts that do not readily fit into the selected data and if you would like to know more about a community's efforts you should contact us at bfa@bikeleague.org.

10 Building Blocks of a Bicycle Friendly Community

High Speed Roads with Bike Facilities

This building block comes from the answers to Questions B15 and B16c, which are described below:

Question	Answer Options
B15. How many miles of road network fall within the following posted speed limits? • ≤ 25mph • >25mph and ≤35mph • >35mph	Communities answer in the number of centerline miles that exist for each type of road within their community.
*B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35mph?	Communities answer yes or no. If a community answers yes, then additional questions are asked.
**B16c1. On streets with posted speeds of > 35mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards?	Communities answer in terms of center line miles of each of the following options: ❑ Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips) ❑ Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet) ❑ Buffered bike lanes ❑ Protected bike lanes (one-way or two-way) ❑ Raised cycle tracks (one-way or two-way)

We use a sum of all the facilities reported in B16c1 and divide that number by the reported centerline miles of roads with posted speed limits of over 35 mph from Question B15. This data point replaced the building block from prior applications generated by the question: "What percentage of arterial and major collectors have dedicated bicycle facilities that meet AASHTO standards?"

Total Bicycle Network Mileage to Total Road Network Mileage

This building block comes from the answers to Questions B13a, B15 and B16.

Question	Answer Options
*B13a. How many miles of the following off-street accommodations that can be legally used by bicyclists are within your community's boundaries?	Communities answer in terms of miles of each of the following options: ❑ Paved shared use paths (≥10 feet) ❑ Paved shared use paths (≥ 8 and <10 feet) ❑ Natural surface shared use paths (≥10 feet) ❑ Natural surface shared use paths (≥ 8 and <10 feet) ❑ Singletrack
B15. How many miles of road network fall within the following posted speed limits?	B15. See above in explanation of the building block "High Speed Roads with Bike Facilities"
B16. Does your community have on-street bicycle facilities?	Communities answer yes or no. If a community answers yes, then they are prompted to answer a series of questions about on-street bicycle

	facilities on roads with posted speed limits per the same categories in Question B15. The bicycle facility types asked about very based on speed and can be found in Questions B16a1, B16b1, and B16c1.

We use a sum of all reported on and off-street bicycle facilities from Questions B13a, B16a1, B16b1, and B16c1 and divide that number by the reported centerline miles for all roadways reported in Question B15.

Bicycle Education in Schools
This building block comes from the points associated with answers to Questions C1a, C2a, and C3a.

Question	Answer Options
C1a. What percentage of your public and private elementary schools offer bicycle education?	Communities select one of the following options: ❏ 1-25% ❏ 26-50% ❏ 51-75% ❏ 75-99% ❏ 100%
C2a. What percentage of your public and private middle schools offer bicycle education?	Communities select from the same options given for C1a.
C3a. What percentage of your public and private high schools offer bicycle education?	Communities select from the same options given for C1a.

These points are used to segment communities into six descriptive categories of:

1. Needs Improvement,
2. Acceptable,
3. Average,
4. Good,
5. Very Good, and
6. Excellent.

These categories correspond to prior reported categories of: None, Little, Some, Good, Very Good, and Excellent. The categories were changed to provide a more standard Likert scale with a clearer ordinal direction.

Share of Transportation Budget Spent on Bicycling
This building block comes from the Question F10: "What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?" This question was first asked in Fall 2015. 207 out of the 275 communities that have applied in that time have reported data for this question.

Bike Month and Bike to Work Events
This building block comes from Question D5.

D5. How is National Bike Month/your own dedicated Bike Month promoted in your community?

- ❏ Official Proclamation
- ❏ Community-wide Bike to Work Day/Week
- ❏ Bike to School Day/Week
- ❏ Bike to Church Day or similar
- ❏ Community Rides
- ❏ Mayor-led/Council-led Ride
- ❏ Public Service Announcements
- ❏ Videos promoting bicycling on community website/TV channel
- ❏ Publish a guide or calendar of Bike Month Events
- ❏ Bike Month Website
- ❏ Commuter Challenge
- ❏ Challenges aimed at students biking to school
- ❏ Non-commuting related (i.e. errand-running) biking challenges and programs
- ❏ National Bike Challenge /Global Bike Challenge
- ❏ Bike Commuter energizer stations/breakfasts
- ❏ Car-free days
- ❏ CycloFemme Ride
- ❏ Kidical Mass Ride
- ❏ Open Streets/Ciclovia/Sunday Parkways
- ❏ Mentoring program for new riders
- ❏ Bike valet parking at events
- ❏ Bicycle-themed festival/parade/show
- ❏ Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)
- ❏ Trail construction or maintenance day

The answers are counted and that count is used to segment communities into 6 descriptive categories of:

1. Needs Improvement,
2. Acceptable,
3. Average,
4. Good,
5. Very Good, and
6. Excellent.

These categories correspond to prior reported categories of: None, Little, Some, Good, Very Good, and Excellent. The categories were changed to provide a more standard Likert scale with a clearer ordinal direction.

Active Bicycle Advocacy Group

This building block is based upon the Question "List all bicycle, active transportation, and transportation equity advocacy groups in your community, if any" located in the Contact Information section of the

Bicycle Friendly Community application. If a community lists a group, then we indicate that there is an active bicycle advocacy group in the community. We reach out to all groups listed in this section as part of the BFC process.

Active Bicycle Advisory Committee

This building block is based upon Question F5a: "How often does the [officially-recognized Bicycle Advisory Committee] meet?" The reported data is included as marked by the community.

Bicycle-Friendly Laws & Ordinances

This building block is based upon Question E5 and E6.

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

- ❏ 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
- ❏ Photo enforcement for red lights and/or speed

E6. Do any local ordinances in your community place restrictions on bicyclists?

- ❏ Local law requires bicyclists to use side paths regardless of their usability
- ❏ 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
- ❏ Local law requires bicyclists to use bike lanes when provided
- ❏ 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
- ❏ Dismount zones/regulations on shared-use paths
- ❏ Local or school policies restrict youths from riding to school
- ❏ Bicycles are banned from one or more road that is open to vehicles

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The answers to each question are counted and the count of responses to Question E6 is subtracted from the count of responses to Question E5. The net result is used to segment communities into six categories:

7. Needs Improvement,
8. Acceptable,
9. Average,
10. Good,
11. Very Good, and
12. Excellent.

These categories can be compared to prior categories of: Little, Some, Good, Very Good, Excellent. The categories were changed to provide a more standard Likert scale with a clearer ordinal direction.

Bike Plan is Current and is Being Implemented

This building block is based upon answers to Questions F7, F7a, F7d, F7d1, F7d2, and F7d3.

Question	Answer Options
F7. Does your community have a comprehensive bicycle master plan or similar section in another document?	❑ Yes* ❑ No ❑ Plan is currently under development
If yes: *F7a. What year was the plan adopted?	Communities answer with a four-digit year.
F7d. Does your plan include goals (including project lists) that are evaluated annually?	Communities answer yes or no. If a community answers yes, then additional questions are asked.
***F7d1. How many goals/projects do you evaluate progress on annually?	Communities answer with a whole number.
***F7d2. How many goals/projects did you meet annual target for in the most recent calendar year?	Communities answer with a whole number.
***F7d3. How many goals/projects have you improved your performance on without meeting your target in most recent calendar year?	Communities answer with a whole number.

Descriptions are assigned as described below:

Descriptor	How is it assigned?
No	Answer to Question F7 is "No" **OR** the answer to Question F7a is that the plan was adopted more than a decade ago and has no reported goals that are being evaluated annually.
Plan is currently under development	Answer to Question F7.
Somewhat	Answer to Question F7a is that the plan was adopted within the last decade and does not have reported goals that are being evaluated annually **OR** the answer to Question F7a is that the plan was adopted within the last decade and has reported goals that are evaluated annually, but that progress is being made on 50% or less of those goals.
Yes	Answer to Question F7a is that the plan was adopted within the last five years and does not have reported goals that are being evaluated annually **OR** the answer to Question F7a is that the plan was adopted within the last five years and that progress is being made on more than 50% of those goals.

Bike Program Staff to Population

This building block is based upon Question A8 and F3.

Question	Answer Options
A8. Total Population:	Communities answer with a whole number.

F3. How many 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?	Communities answer with a number, often reported to the tenth decimal place. A person that spends 1/10 of their time on bicycle issues should be reported as 0.1 FTE.

We divide the community population reported in Question A8 by the full-time equivalent staff reported in Question F3. The result is reported in terms of thousand residents per one staff person.

Category Scores

The category scores are based upon the total score in each category based upon the community's application. Each category is assigned 100 points and points are further assigned to individual questions and sub-questions by League staff. The scores reported on the Report Card are simply representations of the total score out of 10 rather than 100.

Key Outcomes

Ridership

Our ridership data comes from the American Community Survey. We use estimates of the number of people who bike to work found in the most recent 5-year estimate as found in the B08006 Table – Means of Transportation to Work by Sex.

Crashes

Our crash data comes from Question E10a: On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only). We divide the reported number of annual crashes by the estimated number of bicycle commuters found in the B08006 Table described above. We then take that result and multiply by 10,000 to get a figure that is comparable across a wide range of communities.

$$Crash\ statistic = \left(\frac{Number\ reported\ in\ Question\ 10a}{(Most\ recent\ ACS\ 5\ year\ estimate\ for\ number\ of\ bicycle\ commuters)}\right) * 10,000$$

Fatalities

Our fatality data comes from Question E11: On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually? (# only). We divide the reported number of annual crashes by the estimated number of bicycle commuters found in the B08006 Table described above. We then take that result and multiply by 10,000 to get a figure that is comparable across a wide range of communities.

$$Fatality\ statistic = \left(\frac{Number\ reported\ in\ Question\ 11}{(Most\ recent\ ACS\ 5\ year\ estimate\ for\ number\ of\ bicycle\ commuters)}\right) * 10,000$$

Key Steps

The key steps listed at the bottom of each report card are based upon feedback associated with higher scoring areas of the Bicycle Friendly Community application where a community received a low score, notes from the panel of judges that reviews all Bicycle Friendly Community applications, and notes based on survey data from the public and advocacy organizations.

The League is committed to ensuring that these steps reflect the community's goals and work with communities to ensure that the highlighted steps are productive. If a step is taken during the four years that an award is valid then the League is happy to update the Report Card to reflect that action.