



CITY OF COLLEGE STATION

Home of Texas A&M University®

BICYCLE, PEDESTRIAN, AND
GREENWAYS ADVISORY BOARD

January 9, 2012

3:00 P.M.

City Hall

Council Chambers

1101 Texas Ave

College Station, Texas



AGENDA

BICYCLE, PEDESTRIAN, AND GREENWAYS ADVISORY BOARD

Monday, January 09, 2012, 3:00 PM
City Hall Council Chamber
1101 Texas Avenue
College Station, Texas, 77840

1. Call to Order
2. Hear Visitors At this time, the Chairman will open the floor to citizens wishing to address the Board on issues not already scheduled on tonight's agenda. The citizen presentations will be limited to three minutes in order to accommodate everyone who wishes to address the Board and to allow adequate time for completion of the agenda items. The Board will receive the information, ask city staff to look into the matter, or will place the matter on a future agenda for discussion. (A recording is made of the meeting; please give your name and address for the record.)
3. Consideration, discussion, and possible action on Absence Requests.
4. Consideration, discussion, and possible action to approve meeting Minutes.
 - December 5, 2011 Minutes
5. Presentation and discussion regarding upcoming items for the Planning and Zoning Commission Meeting:
 - 1024 & 1026 Foster Avenue Rezoning
6. Presentation and discussion regarding an update on the following item(s):
 - Lick Creek Greenway Trail
 - Bee Creek Park Multi-use Path
 - Harvey Mitchell Parkway (FM 2818) Multi-use Path - Phase II
7. Presentation and discussion on education, encouragement, and enforcement programs of the College Station Police Department.
8. Presentation and discussion regarding the creation of new zoning districts in compliance with the City's Comprehensive Plan.
9. Presentation and discussion regarding feedback received on the Bicycle Friendly Community application.
10. Presentation and discussion regarding the Southside Area Neighborhood Plan and Wellborn District Plan.

11. Presentation and discussion regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.

- January 14, 2012 ~ Community Bicycle Ride ~ Bee Creek Park ~ 10:00 a.m.
- January 18, 2012 ~ Greenways Tour ~ Leave from City Hall ~ 3:00 – 5:00 p.m.
- January 19, 2012 ~ Planning and Zoning Commission Meeting ~ Council Chambers ~ 6:00 p.m.
- January 23, 2012 ~ Lick Creek Greenway Trail Public Meeting ~ Pebble Creek Elementary School ~ 200 Parkview Dr. ~ 7:00 p.m.
- January 25, 2012 ~ Lick Creek Greenway Trail Public Meeting ~ Creek View Elementary School ~ 1001 Eagle Avenue ~ 7:00 p.m.
- January 30, 2012 ~ Southside Area Neighborhood Plan ~ Area 1 – 5:30 p.m. ~ Area 2 – 7:00 p.m. ~ College Station Conference Center ~ 1300 George Bush Drive
- January 31, 2012 ~ Southside Area Neighborhood Plan ~ Area 3 – 5:30 p.m. ~ Area 4 – 7:00 p.m. ~ College Station Conference Center ~ 1300 George Bush Drive
- February 1, 2012 ~ Southside Area Neighborhood Plan ~ Area 5 – 5:30 p.m. ~ Area 6&7 – 7:00 p.m. ~ Lincoln Center ~ 1000 Eleanor Street
- February 2, 2012 ~ Planning and Zoning Commission Meeting ~ Council Chambers ~ 6:00 p.m.
- February 6, 2012 ~ Bicycle, Pedestrian, and Greenways Advisory Board ~ Council Chambers ~ 3:00 p.m.

12. Possible action and discussion on future agenda items – A Bicycle, Pedestrian, and Greenways Advisory Board Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

13. Adjourn.

Notice is hereby given that a Regular Meeting of the Bicycle, Pedestrian, and Greenways Advisory Board of the City of College Station, Texas will be held on Monday, January 9, 2012 at 3:00 p.m. at the City Hall Council Chamber, 1101 Texas Avenue, College Station, Texas. The following subjects will be discussed, to wit: See Agenda

Posted this the ____ day of _____, 2012 at ____ p.m.

CITY OF COLLEGE STATION, TEXAS

By _____
Sherry Mashburn, City Secretary

By _____
David Neeley, City Manager

I, the undersigned, do hereby certify that the above Notice of Meeting of the Bicycle, Pedestrian, and Greenways Advisory Board of the City of College Station, Texas, is a true and correct copy of said Notice and that I posted a true and correct copy of said notice on the bulletin board at City Hall, 1101 Texas Avenue, in College Station, Texas, and the City's website, www.cstx.gov. The Agenda and Notice are readily accessible to the general public at all times. Said Notice and Agenda were posted on _____, 2012 and remained so posted continuously for at least 72 hours preceding the scheduled time of said meeting.

This public notice was removed from the official posting board at the College Station City Hall on the following date and time: _____ by _____.

Dated this ____ day of _____, 2012.

CITY OF COLLEGE STATION, TEXAS

By _____

Subscribed and sworn to before me on this the ____ day of _____, 2012.

**_____
Notary Public- Brazos County, Texas**

My commission expires: _____

This building is wheelchair accessible. Handicap parking spaces are available. Any request for sign interpretive service must be made 48 hours before the meeting. To make arrangements call (979) 764-3517 or (TDD) 1-800-735-2989. Agendas may be viewed on www.cstx.gov.



MINUTES

BICYCLE, PEDESTRIAN, AND GREENWAYS ADVISORY BOARD

**Monday, December 05, 2011, 3:00 PM
City Hall Council Chambers
1101 Texas Avenue
College Station, Texas, 77840**

MEMBERS PRESENT: Chairman Blanche Brick, Vice-Chairman Sherry Ellison, David Russell, Greg Stiles, James Batenhorst, Marcy Halterman-Cox and Jeff Young

MEMBERS ABSENT:

VISITORS PRESENT: Anne Hazen

STAFF PRESENT: Greenways Program Manager Venessa Garza, Principal Planner Jason Schubert, and Board Secretary Christina Court

AGENDA ITEM NO. 1: Call to Order.

Chairman Blanche Brick called the meeting to order at 3:00.

AGENDA ITEM NO. 2: Hear Visitors

There were no visitors.

AGENDA ITEM NO. 3: Consideration, discussion, and possible action on Absence Request.

No absences to consider.

AGENDA ITEM NO. 4: Consideration, discussion, and possible action to approve meeting Minutes.

David Russell motioned to approve the meeting Minutes from November 7, 2011. The motion was seconded by Marcy Halterman-Cox, and the motion was approved (6-0).

AGENDA ITEM NO. 5: Presentation and discussion regarding upcoming items for the Planning and Zoning Commission Meeting:

- College Station Medical & Senior Living Rezoning

Jeff Young arrived at 3:13 p.m.

Jason Schubert discussed the College Station Medical & Senior Living Rezoning.

There was general discussion.

Anne Hazen spoke regarding the College Station Medical & Senior Living Rezoning.

AGENDA ITEM NO. 6: Presentation and discussion regarding an update on the following item(s):

- Lick Creek Multi-use Path
- Bee Creek Park Multi-use Path
- Harvey Mitchell Parkway (FM 2818) Multi-Use Path – Phase II
- A Preliminary Plan for the North Forest Business Park consisting of 1 lot on 2.532 acres and 2.512 acres of greenway dedication located at 2807 Earl Rudder Fwy South. The Planning and Zoning Commission heard this item on November 17, 2011 and voted 6-0 to approve the preliminary plan.

Venessa Garza discussed updates on all items.

There was general discussion.

AGENDA ITEM NO. 7: Presentation and discussion on education, encouragement, and enforcement programs of the College Station Police Department.

Venessa Garza discussed that there will be a bike ride for needy children that the Police Department is holding. This item will be postponed until a future meeting.

AGENDA ITEM NO. 8: Presentation, possible action, and discussion regarding CIP sidewalk priorities and projects.

Venessa Garza discussed the CIP process and sidewalk projects.

AGENDA ITEM NO. 9: Presentation and discussion regarding the Southside Area Neighborhood Plan and Wellborn District Plan.

Venessa Garza discussed the Southside Neighborhood Plan and the Wellborn District Plan.

There was general discussion.

AGENDA ITEM NO. 10: Presentation and discussion regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.

Venessa Garza discussed the upcoming meetings.

AGENDA ITEM NO. 11: Possible action and discussion on future agenda items – A Bicycle, Pedestrian, and Greenways Advisory Board Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

Sherry Ellison requested a future agenda item on the creation of new non-residential zoning districts.

AGENDA ITEM NO. 12: Adjourn.

The meeting was adjourned at 4:10 p.m.

APPROVED:

ATTEST:

Blanche Brick, Chairman

Christina Court, Board Secretary



CITY OF COLLEGE STATION
Planning & Development Services

1101 Texas Avenue South, P.O. Box 9960
College Station, Texas 77842
Phone 979.764.3570 / Fax 979.764.3496

MEMORANDUM

Date: December 27, 2011
To: Bicycle, Pedestrian, and Greenways Advisory Board
From: Venessa Garza, Greenways Program Manager
Subject: Agenda Item #9 - Bicycle Friendly Community Application

Item: Presentation and discussion regarding feedback received on the Bicycle Friendly Community application.

Background & Summary: In September 2011, the City of College Station was recognized by the League of American Bicyclists with an Honorable mention for the Bicycle Friendly Community Designation. Only 3 other cities in Texas are designated as Bicycle Friendly: Austin – Silver, San Antonio – Bronze, and The Woodlands - Bronze. The BFC award recognizes a community's commitment to improving conditions for bicycling through investment in bicycling promotion, education programs, infrastructure and pro-bicycling policies.

The League of American Bicyclists has provided specific feedback on what we can do to make College Station more bicycle friendly. An updated application can be submitted next year if some improvements are made. Attached is a copy of the feedback received for your review before the January 9, 2012 meeting. The categories reviewed include engineering, education, encouragement, enforcement, and evaluation/planning.

Attachments:

Feedback Document

Feedback

Bicycle Friendly Community Application

College Station, TX

Fall 2011





The League of American Bicyclists has recognized **College Station, TX** with an Honorable Mention, because College Station exhibits a commitment to cycling that is still in its beginning stages. The reviewers felt that there is still “room to grow”, but that notable steps are being made in the right direction:

- **Engineering** Community and transportation planners, and civil engineers receive training in bicycle and pedestrian planning and engineering. The community should have a bike parking ordinance for all developments. Half the destinations have bike racks or storage units. More than ten percent of roads have specific bike infrastructure and there is a good amount of multi-use pathways. Forty percent of arterial streets have bike lanes or paved shoulders. Most signals at intersections are timed.
- **Education** PE Teachers introduce bike safety to children in 3-5th grades. Community has recently educated motorists and bicyclists on sharing the road safely through public service announcements, utility inserts, a dedicated bike webpage and share the road signs.
- **Encouragement** Community promotes National Bike Month through a city proclamation, a community ride, public service announcements and a bike month website. Community celebrates cycling outside of Bike Month through community rides and public service announcements. Community has pump tracks.
- **Enforcement** Officers are knowledgeable concerning laws relating to bicyclists and receive regular International Police Mountain Bike Association, Law Enforcement Bicycle Association training and National Highway Traffic Safety Administration Law Enforcement Training. It is illegal to park or drive in a bike lane. There is also a ban on cell phone use while driving in a school zone.
- **Evaluation & Planning** The community is familiar with and responsive to the needs of cyclists. A bicycle master plan or chapter in another document has been developed and approved and has dedicated funding. Bicycle mode share is above average for U.S. communities.

Particular **highlights** were Risk Watch, Umbrella Partnerships - BE Active in our Town initiative, The Monday Social Ride, The Saturday Flagpole Ride, Take No Prisoners (TNP) Ride, The Monthly 2nd Saturday Ride, and the Bicycle Train Program.

Reviewers were pleased to see the current efforts, potential and commitment to make College Station a great place for bicyclists which can be seen in the growing number of cyclists. The BFC review team expects great things in the future given the good local team and the coming improvements to the network and programs.

Below, reviewers provided recommendations to further promote bicycling in College Station in the short and long term. Further increasing bicycle use can [improve the environment](#) by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces; [Reduce congestion](#) by shifting short trips (the majority of trips in cities) out of cars.



This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries; **Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. [Research shows](#) that increasing the number of bicyclists on the street improves bicycle safety; **Increase opportunities** for residents of all ages to participate socially and economically in the community, regardless of income or ability. Greater choice of travel modes also increases independence, especially among [seniors](#) and [children](#); **Boost the economy** by creating a community that is an attractive destination for new residents, tourists and businesses; **Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community; [Save city funds](#) by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport; **Enhance public safety and security** by increasing the number of “eyes on the street” and providing more options for movement in the event of emergencies, natural disasters, and major public events; [Improve the health and well being](#) of the population by promoting routine physical activity.

The key measures College Station should take to improve cycling in the community are:

- Expanding the bicycle and pedestrian manager’s time focused on bike projects would help in scaling up your BFC efforts. Current work of the BPAC and TDM staff could be complemented by a staff person devoted to acquiring bike/ ped grants and making the community bicycle-friendly. See this report on the importance of Bicycle & Pedestrian program staff.
http://www.bikeleague.org/resources/reports/pdfs/why_bike_ped_staff_april_2010.pdf
- Ensure that all public buses are equipped with bike racks.
- Ensure that bicycle-safety education is a routine part of public education and that schools and the surrounding neighborhoods are particularly safe and convenient for biking. Work with your Bicycle Advisory Committee and local bicycle advocates to develop and implement [Safe Routes to School programs](#) that emphasizes bicycling for elementary schools, middle schools and high schools. Strongly encourage all schools to participate. In Arlington County, Virginia, Department of Public Works, Police and school officials assessed every school regarding its accessibility by bicycle. A list of problems was developed and measures were identified. Short-term projects such as painting crosswalks were implemented immediately, while larger construction projects are on-going. Funding is available through the federal transportation bill SAFETEA-LU, among several other sources at both the federal and state levels. See www.saferoutesinfo.org for more information.
- Offer bicycling skills classes, a Traffic Skills 101 classes and commuter classes on a *frequent* basis or encourage a local bicycle advocacy group, club or shop to do so. You could invite a League Cycling Instructor (LCI) to conduct the classes. Ideally the instruction would incorporate a classroom portion as well as on-road training. For examples of educational



materials visit: <http://www.bikeleague.org/programs/education/>. To find a local LCI go to: https://members.bikeleague.org/members_online/members/findit.asp

- Ensure that there is a place for visitors and community members to rent bicycles.

Reviewers provided the following menu of recommendations to further promote bicycling:

Engineering

Low hanging fruit and fast results:

- Ensure that new and improved bicycle facilities conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide](#), [AASHTO Guide for the Development of Bicycle Facilities](#) and your DOT’s own guidelines. Consider innovative bicycle infrastructure such as bicycle tracks, contra-flow bike lanes or colorful bike lanes.
- Provide [ongoing training](#) opportunities on accommodating bicyclists for engineering, planning staff, and law enforcement. Consider hosting a [Smart Cycling](#) course for city staff to better understand cyclists’ needs, behavior, and their right to use city streets as well as multi-use paths for transportation. Your local bicycle advocacy group are a great resource for this kind of training.
- Install way-finding signage at strategic locations around the community. Here are some best practices from the Washington, DC area Council of Governments: <http://www.mwcog.org/uploads/committee-documents/t1dZW1k20070516090831.pdf>
- Improve the coordination between city and state paving and rehabilitation projects and facilities maintenance. Consider offering oversight to state DOT staff and contractors working within municipal boundaries. Ensure that facility design follows current best practice and that they are properly installed.
- Consider measuring the bicycle level of service (LOS) on community roads and at intersections, to be able to identify the most appropriate routes for inclusion in the community bicycle network, determine “weak links” in the network, prioritize sites needing improvement, and evaluate alternate treatments for improving bike-friendliness of a roadway or intersection: <http://www.bikelib.org/bike-planning/bicycle-level-of-service/> (roads) and <http://www.bicyclinginfo.org/library/details.cfm?id=4425> (intersections).
- Consider road diets in appropriate locations to make streets more efficient and safe. Use the newly created space for bicycle and pedestrian facilities: <http://www.walkable.org/assets/downloads/roaddiets.pdf>



- Accommodate bicycles at intersections and multi-use path crossings to improve efficiency and safety of all road and path users. At intersections, time traffic lights for bicycle speeds or incorporate microwave cameras, loop detectors or bicycle signal heads. Consider adding bike boxes to make bicyclists more visible to motorists. Consider incorporate grade separated multi-use path crossings or other high-visibility treatments on medium and high traffic roads. Ensure that both path and road users are clearly informed about who has the right-of-way at every crossing.

Long Term Goals:

- Since arterial and collector roads are the backbone of every transportation network, it is essential to increase the number of wide shoulders or [bike lanes](#) along these roads to allow bicyclists of all skill levels to reach their destinations quickly and safely.
- Continue to expand the bike network and increase network connectivity through the use of bike lanes, bike tracks, shared lane arrows, signed routes and bicycle cut-throughs. Particularly focus on improving connectivity around institutions of higher education. On-street improvements coupled with the expansion of the off-street system will continue to increase use and improve safety. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.
- Increase the amount of [secure bicycle parking](#) at popular destinations such as transit stops, schools, recreation and entertainment facilities, retail and office clusters and churches throughout the community. Regulations that require bike parking, e.g. as part of new developments, can secure private funding for bike parking. More and more communities also ensure that multi-family residential developments provide secure and covered bike parking. See bicycle parking ordinances of [Madison, Wisconsin](#) and [Santa Cruz, California](#).
- Allow access to suitable public lands for mountain bicyclists. Ensure to connect any off-road trails and facilities to the overall bicycle network.
- Develop a system of bicycle boulevards that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. See more on how to do it at <http://www.ibpi.usp.pdx.edu/guidebook.php>

Education

Low hanging fruit and fast results:

- It is vital to make motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand public education campaigns to promote the share the road message and the rights and responsibilities of all users, e.g. through public service announcements, share the road street signs or a dedicated bike page on community



website. Consider taking advantage of your local bicycle advocates for content and strategy development and manpower. See a motorist education video at <http://www.bikelib.org/safety-education/motorists/driver-education/>. Also, see the excellent Look Campaign from New York City: http://www.nyc.gov/html/look/html/about/about_us_text.shtml.

- Improve the reach of the community's bicycle safety campaigns. Use valuable information from the League's Ride Better Tips in your outreach education and encouragement efforts. See the Ride Better Tips pages at <http://www.bikeleague.org/resources/better/index.php>, PSA's <http://www.bikeleague.org/programs/bikemonth/psas.php> and the downloadable Bicycle Safety Tips for Adults video at <http://www.bikeleague.org/programs/education/shortversion.wmv>. (Again,) consider taking advantage of your local bicycle advocates for content and strategy development and manpower.
- Start a bicyclist and motorist ticket diversion program. Road users given citation are offered an opportunity to waive fees for violations by attending a bicycling education course. This should include a classroom and on-road component. See what Pima County has done: [http://bikeped.pima.gov/Safety%20\(pdf\)s/April%20-%20May%202011%20Bicycle%20Diversion%20Class%20\(No%20Locations\).pdf](http://bikeped.pima.gov/Safety%20(pdf)s/April%20-%20May%202011%20Bicycle%20Diversion%20Class%20(No%20Locations).pdf)
- Education on bicycling is not only important for bicyclists but for all road users - including motorists. Start a motorist education programs for professional drivers such as bus and taxi drivers in the city. See what San Francisco has done <http://www.sfbike.org/?drivertraining> Classes can be offered by League Cycling Instructors or local bicycle advocates and material is available through the League of American Bicyclists.
- Continue to improve bicycling education opportunities for children and adults. The essential [*Smart Cycling*](#) curriculum can be integrated into motor vehicle violation diversion programs, Safe Routes to School, as well as motorist education classes for city and private sector employees.
- Host a League Cycling Instructor seminar to increase the number of certified League Cycling Instructors in your community, who can teach both adult and child classes. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults, and have an expert to assist in encouragement programs. Contact the League office or visit <http://www.bikeleague.org/programs/education/> for information.
- Team with a local advocacy group, bicycle shop, or League Cycling Instructor to offer regular public maintenance classes to residents. A short tutorial on how to change a flat tire can empower a person to ride their bike more often. You can find local instructors and bike shops here: https://members.bikeleague.org/members_online/members/findit.asp



Encouragement

Low hanging fruit and fast results:

- Reach children with bicycling education outside of school through recreation programs, bicycle repair co-ops, family-friendly community bicycle events and through youth bike clubs. Here is an example from Portland, OR - <http://www.communitycyclingcenter.org/index.php/programs-for-youth>
- Expand encouragement efforts during National Bike Month in partnership with local bicycle advocacy groups. Host, sponsor and/or encourage bicycle-themed community events such as community rides, a bicycle festival or a commuter challenge. Ensure to widely advertise all bicycle-themed community events. You and the local bicycle community can increase your efforts on Bike to Work Day/Week, for example by offering breakfast for bike commuters or by having the mayor or council member lead a commuter convoy: <http://www.bikeleague.org/programs/bikemonth/>
- Promote, host, sponsor and/or encourage a variety of bicycle-themed, fun and family-friendly community events year-round, such as a bike movie festival, a 4th of July bike parade, an “increase-your-appetite” Thanksgiving community ride, a dress-like-Santa community ride before Christmas, a kids triathlon, a bicycle fashion show, a Halloween bike decoration competition, a bike to the arts event, etc. Work closely with local bicycle advocacy groups, bike clubs, bike shops, bike teams and schools. Provide appropriate safety measures such as road closures or police escorts.
- Encourage local businesses to promote cycling to the workplace and to seek recognition through the *Bicycle Friendly Business* program. Businesses will profit from a [healthier, happier and more productive workforce](#) while the community would potentially profit from some bicycle-active businesses as well: increasing the bicycle mode share, less commuter traffic, better air quality, public bike parking in prime locations provided by businesses, new and powerful partners in advocating for bike infrastructure and programs on the local, state and federal level, and public bike events, skills and maintenance classes hosted or sponsored by businesses. The city should be the model employer for the rest of the community. For more information about the free program please visit <http://www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlybusiness/>.
- Consider passing an [ordinance or local code](#) that would require larger employers to provide [bicycle parking](#), shower facilities, and other end-of-trip amenities.
- Encourage local universities to promote cycling and to seek recognition through the [Bicycle Friendly University](#) program. College and university campuses are unique environments for their high density, stimulating atmosphere and defined boundaries. These factors make them ideal environments to incorporate bikes. Many colleges and universities have built upon these good conditions and embraced the enthusiasm for more bicycle-friendly



campuses by incorporating bike share programs, bike co-ops, clubs, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community could potentially profit as well: Communities near a BFU such as Stanford or University of California at Davis have a very high number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets and university-hosted public bicycle events, programs and classes.” See what Stanford University is doing for cyclists:

http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc_stanford_university.php

- Actively involve the local bicycle community in community planning efforts, policy development and public outreach.
- Set up and promote bicycle-themed community celebrations and/or rides each time the community completes a new bicycle related project. This is a great way to show off the city’s good efforts and introduces new users to the improvement.
- Design and publish several local bike maps in paper and online, addressing diverse needs and skill levels (commuter, visitor, sport cyclist, mountain biker etc). Each map should outline the existing on and/or off road bicycle network by infrastructure type and skill level (if applicable). In addition, maps could identify the location of landmarks, greenways, low-traffic streets, public restrooms, bike routes, designated scenic routes, bike stations, bike repair stations, bike parking and transit stations. See Portland, Oregon’s commuter bike map: <http://www.portlandonline.com/transportation/index.cfm?c=39402&a=322407>
- Consider offering a ‘Ciclovia’ or ‘Summer Streets’ type event, closing off a major corridor to auto traffic and offering the space to cyclists, pedestrians and group exercise events. <http://cicloviarecreativa.uniandes.edu.co/english/index.html>
- Consider partnering with a local bicycle advocacy group or bike club to launch a bike buddy or bicyclist mentorship program for inexperienced riders. A bike mentorship program that teams experienced cyclists with newcomers is a great way to encourage and educate novice commuters. See what Spokane, Wash. and Charlotte, N.C. are doing <http://groups.google.com/group/bikementor>, <http://www.spokanebicycleclub.org/bikebuddy.htm>
- Consider creating a Bicycle Ambassador program like Chicago’s: <http://www.activetrans.org/volunteer/become-active-trans-volunteer-ambassador>
- Implement a mechanism that ensures that facilities, programs and encouragement efforts are implemented in traditionally underserved communities.



Long Term Goals

- Develop a series of short (2-5 mi.) (themed) loop rides around the community and provide appropriate way-finding signage. Integrate these rides into local bike maps.
- Consider launching a bike sharing system that is open to the public. A bike share system is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike. See what is being done across the country at <http://streetswiki.wikispaces.com/Public+Bike-Sharing+Programs>
- Recreational bicycling can be promoted through facilities and programs like mountain bike parks, velodromes, cyclocross course or similar bicycle amenities. Ensure that the facilities are accessible by bicycle, so that there is no need to drive to ride.

Enforcement

Low hanging fruit and fast results:

- Invite a police officer to become an active member of the bicycle advisory committee. Appoint a law-enforcement point person to interact with cyclists.
- Actively facilitate stronger connections between bicycle advocates, the wider bicycling community and law enforcement. Ask police officers to use targeted information and enforcement to encourage motorists *and* cyclists to share the road. This could be in the form of a brochure or tip card explaining each user's rights and responsibilities. Have information material available in Spanish, if applicable. Also increase the number of police officers patrolling multi-use paths *and* streets on bike, as it gives officers a better understanding of the conditions for cyclists and keeps secluded multi-use paths safe.
- Enforcement practices could also include positive enforcement ticketing. Police officers could team up with local stores to reward safe cycling practices by handing out gift certificates to cyclists who are "caught" following the law. See what Tewksbury, MA is doing: <http://www.wickedlocal.com/tewksbury/news/lifestyle/x1837747400/Tewksbury-police-reward-young-cyclists-for-wearing-their-helmets#axzz1WdjHHfMo>
- Pass laws or ordinances that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), implement penalties for motor vehicle users that 'door' cyclists and ban cell phone use and texting while driving.
- Adopt fair, equitable and uniform traffic laws that are "vehicle-neutral" to the greatest extent possible. Local laws that discriminate against cyclists, or restrict their right to travel, or reduce their relative safety, should be repealed.



Evaluation/Planning

Low hanging fruit and fast results:

- Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. We strongly encourage you to participate in the National Bicycle and Pedestrian Documentation Project: <http://bikepeddocumentation.org/>.
- Expand efforts to evaluate crash statistics and produce a specific plan to reduce the number of crashes in the community. Available tools include *Intersection Magic*: <http://www.pdmagic.com/im/> and [PBCAT](#). See the report [Bicyclist Fatalities and Serious Injuries in New York City 1996-2005](#)
- Consider implementing a trip reduction program/ordinance. See good examples at <http://bikepeddocumentation.org/> and <http://www.portlandonline.com/transportation/index.cfm?c=43801>
- Consider conducting an economic impact study on bicycling in your community. See what Portland, OR has done: http://www.altaplanning.com/App_Content/files/fp_docs/2008%20Portland%20Bicycle-Related%20Economy%20Report.pdf

Long Term Goals

- Integrate the implementation of the bike plan into the master plan, all land use plans, zoning ordinances and larger development projects.
- Allow and encourage a mix of uses, a well connected street network and compact development patterns throughout the community to shorten the distances people need to bike.
- Work with the [mountain biking community](#) to develop a plan for off-road access and increase opportunities for [single-track](#) riding within the city

For more ideas and best practices please visit the [Bicycle Friendly Community Resource Page](#).