

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Susan Conklu, Senior Transportation Planner
Subject: Bicycle Friendly Community Award
Meeting Date: December 17, 2015

ITEM IN BRIEF

Action: Information

Purpose:

Provide an update on the City's 2015 Bicycle Friendly Community award.

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 a community's public health, environment, quality of life, and contributes to economic development.

The City of Scottsdale was awarded Silver level in 2005 and was notably the first community without a university or college to reach that level in this national program. Scottsdale was awarded Silver again in 2007. In 2011, Scottsdale was awarded Gold, which was a goal of the 2008 Transportation Master Plan. The designation was up for renewal in 2015.

Update:

Transportation staff provided an update to the Path & Trails Subcommittee on July 7th, 2015 and the Transportation Commission on July 16th, 2015. Discussion included the recent public meetings, feedback, and portions of the application. Staff finalized and submitted the Bicycle Friendly Communities application on August 11, 2015.

The League of American Bicyclists announced the results of the Bicycle Friendly Communities applications on November 16th, 2015. Scottsdale's Gold designation was renewed for the next four years. Important recommendations were provided by LAB staff and local reviewers in regards to Scottsdale's program and 2015 application. The LAB designation announcement included two other communities in the region with Mesa moving up to Silver and Tempe moving up to Gold.

There are now 371 communities in the BFC program including 24 Gold and 5 Platinum. This is a big increase compared to 2011 when Scottsdale first received the Gold award. At that time there were 190 communities including 14 Gold and 3 Platinum. It is even more essential that the city's program continues growing in order to remain competitive.

The existing Gold and Platinum community programs and feedback from LAB, give us measurable goals for improving Scottsdale's bike program. The key steps Scottsdale needs to take to move up to the Platinum level include:

ENGINEERING

- Continue to expand and improve the bike network through the use of different types of bicycle facilities.
- Install a bicycle wayfinding system with distance and destination information.
- Continue to increase the amount of high quality bicycle parking throughout the community.
- Launch a bike share system that is open to the public.

- Consider ways to minimize conflicts between bicyclists and golfers, particularly areas where stray balls can create hazards or injure bicyclists.

EDUCATION

- Continue efforts to expand adult bicycle education opportunities such as commuter classes.
- Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.

ENCOURAGEMENT

- Increase your efforts on Bike to Work Day and Bike to School Day.
- Offer a 'Cyclovia' or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians.

ENFORCEMENT

- Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists as well as bicycling skills.
- Consider an update to your restriction on motorized bikes on paths to account for newer models of electrically-assisted bicycles.

EVALUATION & PLANNING

- Continue efforts to update your 2008 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement programs.
- Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- Ensure that your bicycle counts also capture the gender of cyclists to identify any gender gaps.

Next Steps:

Staff will evaluate these Key Steps to Platinum and plan how they can be implemented over the next four years. Notably, many of these are items staff members are already working on. Scottsdale's next renewal for the BFC program is due in the summer of 2019.

Attachments:

Scottsdale Report Card

Attributes of a Bicycle Friendly Community

Bicycle Friendly Community Infographic for all award levels

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SCOTTSDALE, AZ

TOTAL POPULATION

217,385

POPULATION DENSITY

1180

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

TOTAL AREA (sq. miles)

184.5

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Scottsdale
Arterial and Major Collector Streets with Bike Lanes	78%	30%
Total Bicycle Network Mileage to Total Road Network Mileage	45%	44%
Public Education Outreach	EXCELLENT	SOME
Share of Transportation Budget Spent on Bicycling	INSUFFICIENT DATA	20%
Bike Month and Bike to Work Events	EXCELLENT	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	VERY GOOD	FEW
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 20K	1 PER 36.2K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2 / 10

KEY OUTCOMES

	Average Platinum	Scottsdale
RIDERSHIP <i>Percentage of daily bicyclists</i>	12%	1.0%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	90	842
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	0.5	11



KEY STEPS TO PLATINUM



» Continue efforts to expand adult bicycle education opportunities. Commuter classes that teach skills that make bike commuter better can be an important part of helping people make what is possible practical. For more information visit: <http://bikeleague.org/ridesmart>.

» Continue efforts to update your 2008 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complimented with encouragement, education, and enforcement programs to increase bicycling for transportation and recreation.

» Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and

to bridge the "last mile" between public transit and destinations. Consider whether it is possible or preferable to integrate your bike share system with other systems in the region or transit payment systems.

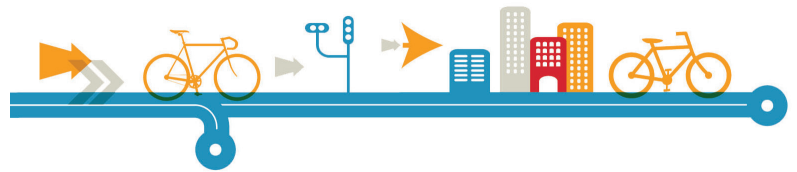
» Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training and experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.

» Ensure good connectivity of your street network by adopting connectivity policies or standards. A well connected street network is associated with more walking, biking, and transit use due to greater directness of travel and more route choice options.



ATTRIBUTES OF A BICYCLE FRIENDLY COMMUNITY

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

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!

