



BARBERTON, OH

TOTAL POPULATION

26,120

TOTAL AREA (sq. miles)

9.26

POPULATION DENSITY

1171

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Barberton
High Speed Roads with Bike Facilities	20%	1%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	6%
Bicycle Education in Schools	AVERAGE	VERY GOOD
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS MONTHLY	MEETS IRREGULARLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 149K	1 PER 37K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	1.3 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.9 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2.3 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2.2 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	1.9 /10

KEY OUTCOMES

	Average Bronze	Barberton
RIDERSHIP <i>Percentage of commuters who bike</i>	1.2%	0.12%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1123	769.23
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	769.23



» Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

» Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide.

This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

» Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs would be a good step for continued coordination with transit and potentially developing community bicycle branding. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of bike parking, and incorporate Bicycle Parking Guidelines to ensure that APBP-compliant bicycle parking is always available at destinations,

KEY STEPS CONTINUED ON PAGE 2...



BARBERTON, OH

Spring 2018

KEY STEPS TO BRONZE CONTINUED

multi-family housing, and transit stops. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.

- » Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Improve Bike Month activities by creating a Bike to Work Day event, Bike to School Day event, and/or a Mayor's Ride. Bike to Work Day events can include competitions for participation between businesses and "energizer" stations where people can get coffee on the way to work. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.

- » Increase the amount of staff time spent on improving conditions for people who bike and walk. Increasing staff time, either by creating a position or changing the responsibilities of current staff, can have a positive impact on the ability of your community to execute bicycling and walking-related projects and programs.
- » Encourage your Bicycle & Pedestrian Advisory Committee (BPAC) to meet for regularly, as way to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.
- » Your application indicated that your community is currently creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your bike plan should build upon successes such as the Barberton Bike Share, Barberton Better Block, and Barberton Magic Mile to create a safe, comfortable, and connected bicycle network.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <http://www.bikeleague.org>
- » Guide to the BFC Report Card:
http://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Building Blocks of a Bicycle Friendly Community:
<http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <http://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <http://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <http://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>