



BEDFORD, MA

TOTAL POPULATION

14,008

TOTAL AREA (sq. miles)

13.7

POPULATION DENSITY

1031

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Bedford
High Speed Roads with Bike Facilities	20%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	41%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 149K	1 PER 70K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	1.8 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.1 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2.3 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.1 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2.5 /10

KEY OUTCOMES

	Average Bronze	Bedford
RIDERSHIP <i>Percentage of commuters who bike</i>	1.2%	1.09%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1123	945.95
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	0



KEY STEPS TO BRONZE

- » 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. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume.
- » Increase bike access to transit by ensuring there is bike parking at every bus stop and that all busses are equipped with bike racks.

- » Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).
- » Pay close attention to how bicycles are accommodated at intersections, particularly where shoulders have been removed for turn lanes. Refuge islands, curb extensions, and signalized crossings are infrastructure changes that can make intersections safer for bicyclists and pedestrians.

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO BRONZE CONTINUED

» Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved. These efforts are particularly important as students learn to drive and share the road.

» 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.

» Develop a community-wide trip reduction ordinance/ program, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters in Bedford.

» Provide education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists

and bicycling skills. Develop a bike patrol unit to improve bicyclist/officer relations, and ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster positive interactions between bicyclists and police officers.

» Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

» 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.

» Congratulations on the adoption of the 2015 Bedford Pedestrian + Bicycle Plan! Use this plan to develop more specific, measurable goals that can be tracked annually. Establish a dedicated budget for the implementation of the plan.

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>