



BRECKSVILLE, OH

TOTAL POPULATION

13,425

TOTAL AREA (sq. miles)

19.68

POPULATION DENSITY

682

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Brecksville
High Speed Roads with Bike Facilities	20%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	18%
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	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	AVERAGE
Bike Plan is Current and is Being Implemented	YES	NO (1980)
Bike Program Staff to Population	1 PER 149K	NO STAFF

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	1.5 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.2 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	1.9 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2.7 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	1.6 /10

KEY OUTCOMES

	Average Bronze	Brecksville
RIDERSHIP <i>Percentage of commuters who bike</i>	1.2%	0.24%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1123	1000
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	625



KEY STEPS TO BRONZE

- » 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.
- » 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.
- » Adopt a bike parking ordinance for new and existing buildings (including transit stations and bus stops) that specifies the

- amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity.
- » Brecksville has a limited bicycle network. Based on the data provided it is unlikely that it provides a low-stress experience suitable for people of all ages and abilities. Ensure that there is a plan for continual improvement with the goal of creating a safe and comfortable bicycle network for people of all ages and abilities. A complete streets policy can help your community take advantage of low-cost opportunities to improve your bicycle network during repaving or other road maintenance activities.

KEY STEPS CONTINUED ON PAGE 2...



BRECKSVILLE, OH

Spring 2018

KEY STEPS TO BRONZE CONTINUED

- » Your reported roadway network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.
- » 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.
- » Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools, including in-school bike education and an annual Bike to School Day. Appoint a Safe Routes to School Coordinator to oversee bicycle education and encouragement programs, as well as bicycle infrastructure improvements near schools.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » 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.
- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) 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 in the process of creating a new Bicycle Master Plan to update your 1980 Bikeway Plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement.

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>