



MONTGOMERY, AL

TOTAL POPULATION

205,765

POPULATION DENSITY

1273.3

TOTAL AREA (sq. miles)

161.6

OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Montgomery
High Speed Roads with Bike Facilities	20%	2%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	1%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	VERY GOOD
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	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 149K	1 PER 103K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.1/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.7/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2.6/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2.4/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	1.8/10

KEY OUTCOMES

	Average Bronze	Montgomery
RIDERSHIP <i>Percentage of commuters who bike</i>	1.2%	0.08%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1123	2441.18
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	29.41



KEY STEPS TO BRONZE

- » Congratulations on adopting a Complete Streets policy resolution in 2013. Your application reported a low rate of compliance with this policy (0-10%). It is important to ensure that there is a stronger implementation and compliance process for this policy going forward.
- » 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.

- » Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Studying current bike parking and future needs would be a good step for continued coordination with transit and potentially developing community bicycle branding. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.
- » Montgomery 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. On roads where automobile speeds regularly exceed 35 mph, it is recommended

KEY STEPS CONTINUED ON PAGE 2...



MONTGOMERY, AL

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KEY STEPS TO BRONZE CONTINUED

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).

» Your reported bicycle 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.

» Congratulations on the planned launch of a Pace bike share program later this year! Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the final 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. Appoint a Safe Routes to School Coordinator for the community, and work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.

» 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.

» Develop a community-wide trip reduction program.

» Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the national Bicycle Friendly Business program.

» Provide education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists and bicycling skills. 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 creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement.

» Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Montgomery. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts can supplement automated data in order to collect demographic information and examine social equity goals.

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>