The Bicycle Friendly Community program will no longer list ‘Enforcement’ as a pillar in the ‘5 E’ Framework that shapes our application and awards criteria. Many Enforcement questions have been removed from the BFC application altogether, and we have reorganized and revised others throughout the remaining ‘E’ sections of the application, with the goal to:

• Remove the presumption or necessity of police involvement in bike safety activities, such as bicycle crash data collection or community bike light giveaways, by moving these topics to other ‘E’ sections and by revising related questions/answer options;

• Encourage communities to reduce and de-emphasize traffic-related policing and potentially punitive/discriminatory enforcement practices through alternatives such as automated enforcement (e.g. speed and red light cameras), street design improvements, and educational diversion programs;

• Acknowledge that state and local-level traffic laws, and the enforcement of those laws, will likely continue to be used by most applicant communities and, as a result, should be the focus of rigorous ongoing evaluation and data collection efforts by communities and the BFA program to analyze and improve related equity and safety outcomes;

• Improve understanding of demographic data related to existing traffic enforcement, to encourage communities to increase transparency and accountability in policing and enforcement practices, and to identify and eliminate racial bias in both automated and in-person traffic enforcement.

BELOW ARE EXAMPLES FROM THE UPDATED SPRING 2021 BFC APPLICATION.
Goal:
Remove the presumption/necessity of police involvement in bike safety activities

BEFORE:
ENFORCEMENT >>
Public Outreach

AFTER:
ENCOURAGEMENT >>
Access to Bicycle Equipment & Repair Services

E3. What other public or private bicycle safety programs are in place?

Check all that apply.

- Helmet giveaways
- Light giveaways
- Volunteer trail watch programs/patrols
- Other*
- None of the above

*E3a. If other, please describe.

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Check all that apply.

- Helmet giveaways or subsidy program
- Light giveaways or subsidy program
- Lock giveaways or subsidy program
- Bicycle giveaways or subsidy program
- Low-cost or no-cost bicycle tune-up/maintenance program
- Other bicycle-related giveaway or subsidy programs*
- None of the above

*D11a. If other, please describe.

The full BFC Application preview is available at https://bikeleague.org/sites/default/files/BFC_Application_Spring_2021.docx
Goal:
Remove the presumption/necessity of police involvement in bike safety activities

BEFORE:
ENFORCEMENT >>
Crash & Fatality Reporting

E10. Do police officers report bicyclist crash data?

- Yes*
- No

*E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only)

AFTER:
EVALUATION & PLANNING >>
Evaluating & Improving Safety Outcomes

F16. Does your community collect and track bicyclist crash data?

- Yes*
- No

*F16a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only)

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Goal: Reduce police interactions through automated enforcement, street design, and other alternatives

NEW ANSWER OPTIONS
ENGINEERING >> Other Bicycle Accommodations

B18. How has your community calmed traffic?

Check all that apply.

- Speed limits 20 mph or less on residential streets
- Used lower design speeds when designing for new roadways
- Physically altered the road layout or appearance
- Converted one-way streets to two-way traffic
- Road diets
- Lane diets
- Speed feedback signs/cameras
- Car-free/Car-restricted zones
- Shared Space/Home Zone/Living Street/Woonerf
- **Automated (e.g. camera or video) speed enforcement for motor vehicles**
- None of the above

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Goal:
Reduce police interactions through automated enforcement, street design, and other alternatives

NEW ANSWER OPTIONS
ENGINEERING >> Other Bicycle Accommodations

B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?
Check all that apply.

- Video or microwave detection for demand-activated signals
- Demand activated signals with loop detector (and marking)
- Push-buttons that are accessible from the road
- Timed signals
- Signals timed for bicycle speeds
- Bicycle Signal Heads
- Advanced Stop Line or Bike Box
- Protected intersection
- Colored bike lanes in conflict areas
- Intersection crossing markings for bicycles
- Refuge islands
- Right corner islands (“pork chops”)
- Automated (e.g. camera or video) red light enforcement for motor vehicles
- Right-on-red restrictions in certain signalized intersections
- Right-on-red restrictions in all signalized intersections
- None of the above

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Goal: Reduce potentially punitive/discriminatory enforcement practices through alternatives such as educational diversion programs

BEFORE:
ENFORCEMENT >> Bicycle-Related Enforcement Practices and Programs

AFTER:
EDUCATION >> Adult Bicycle Education & EDUCATION >> Motorist Education

E7. Which of the following bicycle-related enforcement practices exist in the community?

Check all that apply.

- Data-driven enforcement of traffic violations most likely to lead to crashes, injuries, and fatalities
- Positive enforcement ticketing
- Ticket diversion program for bicyclists
- Ticket diversion program for motorists with educational content specifically related to interacting and sharing the road with bicyclists
- None of the above

C6. Which of the following communications methods are used to share bicycle information with adults in your community?

Check all that apply.

- Community-wide public education campaign
- Community-wide Bicycle Ambassador program
- Educational group rides
- Videos on community website/TV channel/social media
- Bike-specific website or social media accounts for community
- Neighborhood listservs
- Community newsletter (print or digital)
- Community maps (print or digital)
- Handouts or brochures
- Welcome packet for new residents
- Permanent signage, displays, or information kiosks
- Table or booth at community events
- Ticket diversion program for bicyclists
- Other
- None of the above

C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities?

Check all that apply.

- Bicycle Friendly Driver classes offered by a local League Cycling Instructor
- Public service announcements
- Community-wide public education campaign
- Share the Road educational videos on community website/TV channel/social media
- Dedicated Share the Road website or social media sites
- Neighborhood listservs
- Community newsletter/magazine article/blog
- Community maps (print or digital)
- Information in new resident packet
- Information for students and parents from the school system
- Utility bill insert
- Flyer/handout
- Info sessions/lunch seminars
- Billboards
- Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)
- Bicycle Friendly Driver or similar information included in driver's education and/or license testing
- Motorist ticket diversion program with Bicycle Friendly Driver or similar training included
- Other
- None of the above

The full BFC Application preview is available at https://bikeleague.org/sites/default/files/BFC_Application_Spring_2021.docx
Goal: Establish evaluation and data collection around ongoing enforcement practices

BEFORE:
ENFORCEMENT >>
Bicycle-Related Laws

E5. Are there any local ordinances or state laws that protect bicyclists in your community?
Check all that apply.
- Specific penalties for failing to yield to a cyclist when turning
- It is illegal to park or drive in a bike lane (intersections excepted)
- Penalties for motor vehicle users that ‘door’ bicyclists
- Ban on cell phone use while driving
- Ban on texting while driving
- Vulnerable road user law
- Safe passing distance law
- It is illegal to harass a cyclist
- Photo enforcement for red lights and/or speed
- None of the above

E6. Do any local ordinances in your community place restrictions on bicyclists?
Check all that apply.
- Local law requires bicyclists to use side paths regardless of their usability
- Local law requires bicyclists to use bike lanes when provided
- Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- Local law restricts usage of electric-assist bicycles
- Mandatory bike registration
- Mandatory helmet use for all ages
- Restrictions on sidewalk riding outside of the Central Business District
- Restrictions on sidewalk riding inside the Central Business District
- Dismount zones/regulations on shared-use paths
- Local or school policies restrict youths from riding to school
- Bicycles are banned from one or more road that is open to vehicles
- None of the above

AFTER:
EVALUATION & PLANNING >>
Evaluating & Improving Safety Outcomes

F20. Are there any local ordinances or state laws in place designed to protect bicyclists in your community?
Check all that apply.
- Specific penalties for failing to yield to a cyclist when turning
- It is illegal to park or drive in a bike lane (intersections excepted)
- Penalties for motor vehicle users that ‘door’ bicyclists
- Ban on cell phone use while driving
- Ban on texting while driving
- Vulnerable road user law
- Safe passing distance law
- It is illegal to harass a cyclist
- Other. (F20a. If other, please describe.)
- None of the above

F21. Do any local ordinances in your community place restrictions on bicyclists?
Check all that apply.
- Local law requires bicyclists to use side paths regardless of their usability
- Local law requires bicyclists to use bike lanes when provided
- Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- Local law restricts usage of electric-assist bicycles
- Mandatory bike registration
- Mandatory helmet use for all ages
- Restrictions on sidewalk riding outside of the Central Business District
- Restrictions on sidewalk riding inside the Central Business District
- Local or school policies restrict youths from riding to school
- Bicycles are banned from one or more road that is open to vehicles (not including highways)
- Other. (F21a. If other, please describe.)
- None of the above

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F22. Please describe any efforts in place to evaluate how equitably and effectively these laws or ordinances are currently applied in the community. (e.g. efforts to identify racial disparities in the application or outcomes of specific laws; efforts to identify specific laws that are most/least likely to be effective in preventing bicyclist crashes, injuries, and fatalities; etc.)

(Open-ended)
Goal: Increase transparency and accountability in policing and enforcement practices

BEFORE:

ENFORCEMENT >> Bicycle-Related Enforcement Practices and Programs

E8. How does your community use traffic citation data?

Check all that apply.

- Raw data is published and made available to the public on a regular basis
- Analysis and reports are published and made available to the public on a regular basis
- Data is only available to the public by FOIA request
- Analysis and reports are developed but not shared/are only used internally
- Data/reports are shared with transportation agencies to improve infrastructure
- Data is not collected
- Unknown

AFTER:

EVALUATION & PLANNING >> Evaluating & Improving Safety Outcomes

F23. How does your community ensure transparency and accountability regarding traffic law enforcement? Check all that apply.

- Officials are required to report all traffic enforcement stops made of motor vehicle drivers
- Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc.
- Demographic information is collected as part of all traffic stop data that is reported
- Demographic information is collected for all traffic-related citations and arrests
- Real-time reporting of traffic enforcement data is made available to the public
- Raw data is published and made available to the public on a regular basis
- Data summaries, analysis, or reports are published and made available to the public on a regular basis
- Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports*
- Data is only available to the public by FOIA request
- Analysis and reports are developed but not shared/are only used internally
- N/A - Data is not collected
- Other**
- Unknown

*F23a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information.

**F23b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.

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Goal:
Increase transparency and accountability in policing and enforcement practices

NEW QUESTION
EVALUATION & PLANNING >> Evaluating & Improving Safety Outcomes

F24. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?
(Open-ended)