**ABOUT THIS DOCUMENT**

This document is intended to assist communities who have been working on the League of American Bicyclists’ [Bicycle Friendly Community](https://bikeleague.org/community) (BFC) application for submission in the Fall 2020 review cycle. This document identifies and explains application updates made on August 10, 2020. ***Please note the Fall 2020 submission deadline has been extended to October 1, 2020 to provide applicant communities with more time to answer the updated questions.***

As of August 10, the BFC application has been updated with a number of temporary and long-term changes. All of these changes were made for one of two reasons:

1. In recognition that the COVID-19 pandemic has been disruptive to many bicycle programming efforts such as Bike to Work Day, bike sharing programs, and in-person bike education, and has also required new local innovations such as such as ‘slow streets’ and pop-up bike infrastructure programs, accessible online community meetings, and new public outreach methods. Related questions have been added to each ‘E’ section of the application to allow communities space to describe their challenges and innovations to support and accommodate bicycling during these unprecedented times.

*These new COVID-19-related questions on the BFC application are considered temporary. With each future application round, we will determine if they are appropriate to keep, change, or remove, and will also use the answers provided to help identify and share best practices through the BFC program resources and feedback mechanisms.*

1. Effective June 9, 2020, [the "Enforcement & Safety" section of the Fall 2020 BFC application was taken offline](https://bikeleague.org/content/taking-immediate-steps-be-anti-racist-bicycle-friendly-america-applications) to allow the League to assess all Enforcement-related questions and begin to determine how the BFC program can best contribute to policy and cultural changes that reduce the potential for police violence and discriminatory enforcement. The August 10th update of the BFC application incorporates a number of changes throughout the other ‘E’ sections of the application with the goal to:
   1. Remove the presumption/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 rewording questions/answer options;
   2. Encourage communities to reduce and de-emphasize policing and potentially punitive/discriminatory traffic enforcement practices through alternatives such as automated enforcement, street design improvements, and educational diversion programs;
   3. 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 ongoing evaluation and data collection efforts by the community and the BFC program to improve equity and safety outcomes;
   4. Improve understanding of demographic data related to traffic enforcement, and 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.

*These enforcement-related application updates are considered permanent/ long-term, but are subject to change in future application rounds. The League will continue to collaborate with Bicycle Friendly Communities, local advocates, and other partners to listen, learn, and roll out additional changes to the BFC application to encourage more equitable policies that make streets safer for everyone. If you would like to be more involved in this process, please contact* [*bfa@bikeleague.org*](mailto:bfa@bikeleague.org)*.*

Notes and explanations introducing each new or updated question are in **red text**.

Application language is in **black text** with any new and updated questions or answer options **highlighted in green.**

Contents:

[Engineering 2](#_Toc48034524)

[Education 4](#_Toc48034525)

[Encouragement 7](#_Toc48034530)

[Evaluation & Planning 9](#_Toc48034532)

# **Engineering**

The following answer options have been added to the existing **Engineering** questions B18 & B20 under the subsection **Other Bicycle** **Accommodations** to give applicant communities the opportunity to highlight any automated enforcement or self-enforcing street design features that are utilized in the community.

**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

**B20. Are there any signalized intersections in your community?**

* Yes\*
* No

**\*B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

* 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

The following answer option and **NEW** associated dependent field (B21t) have been added to **Engineering** question B21 under **Bike Sharing** to give applicant communities a place to describe any bike share programs that have closed over the last 6 months due to the COVID-19 pandemic.

**B21. Does your community currently have a community-wide bike sharing**

**program that is open to the general public?** *(Please exclude private bike sharing systems that are limited to employees of a certain business or students of a certain university.)*

* Yes\*
* No
* Launching in the next 12 months\*\*
* The community's bike share program(s) closed recently due to the COVID-19 pandemic\*\*\*

**\*\*\*B21t. Please describe the circumstances under which the bike share program(s) closed, and any plans or efforts to re-launch in the future.**

The following **NEW** question (B26) has been added to **Engineering Bonus Points** to better understand how the community’s bicycle infrastructure projects and priorities have changed over the past 6 months in response to or as a result of the COVID-19 pandemic.

**B26. What, if any, biking-related infrastructure changes has your community implemented in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.**

# **Education**

The following answer option was added to existing **Education** question C6 under **Adult Bicycle Education**. This answer option was previously listed in an Enforcement question that has been removed from the BFC application (formerly ‘*E7. Which of the following bicycle-related enforcement practices exist in the community?’*).

**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 listserves
* 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

The following answer option was added to existing **Education** question C9 under **Motorist Education**. This answer option was previously listed in an Enforcement question that has been removed from the BFC application (formerly ‘*E7. Which of the following bicycle-related enforcement practices exist in the community?’*).

The two answer options highlighted in yellow below have been re-worded to resolve a discrepancy between the online application and Word preview version of the BFC application.

**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 listserves
* 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 following answer option was added to existing **Education** question C10 under **Motorist Education**.

**C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists?** *Check all that apply.*

* Local government staff
* Taxi drivers
* Transit operators
* School bus operators
* Delivery/Commercial drivers
* Law enforcement officers
* Emergency vehicle drivers
* Other\*
* None of the above

\***C10a. If other, please describe.**

The following **NEW** question (C14) has been added to **Education Bonus Points** to better understand how the community’s bike education efforts have changed over the past 6 months in response to or as a result of the COVID-19 pandemic.

**C14. How has bike education changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.**

# **Encouragement**

The following language has been added to the beginning of the **Bicycle Culture and Promotion** subsection of **Encouragement** to reflect that Bike Month, Bike to Work Day, and other in-person bicycle encouragement programming efforts have been interrupted in most communities this year due to the COVID-19 pandemic.

\*\*We recognize that most communities had to cancel their in-person [2020 National Bike Month](https://bikeleague.org/content/may-still-bike-month) events due to the COVID-19 pandemic. Please respond to D5 with the activities your community *typically* hosts for Bike Month over the past several years, even if those activities were not held this year. If your community tried something new this year to celebrate Bike Month or Bike to Work Day during the pandemic, please select “other” in D5 and use the space provided to describe those newer efforts. \*\*

The word ‘*typically’* has also been added to the text of **Encouragement** questions D5 and D6 under **Bicycle Culture and Promotion**. (The answer options for both D5 and D6 remained the same.)

**D5. How is National Bike Month/your own dedicated Bike Month typically promoted in your community?** *Check all that apply.*

**D6. How is bicycling typically promoted in your community *outside* of Bike Month?** *Check all that apply.*

The following **NEW** question (D11) has been added to **Encouragement** under the existing subsection **Access to Bicycle Equipment and Repair Services**.

This updated question serves as a replacement and update for question E3 that was removed from the Enforcement section (*E3. What other public or private bicycle safety programs are in place?)* to better reflect that bike safety-related giveaways do not need to be linked to law enforcement activities or to have police involvement in order to count toward the Bicycle Friendly Community designation. Answer options have also been expanded to include locks, bikes, and tune-up programs.

**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.**

Please note existing **Encouragement** questions previously numbered D11-D14 are now numbered D12-D15.

The following answer option has been added to **Encouragement** question D14 (previously D13) under subsection **Reducing Work-Related/Fleet VMT** as a replacement for Enforcement question E2, which has been removed from the BFC application (formerly ‘*E2. What percentage of patrol officers are regularly on bikes?’*).

**D14. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?**

* Applicant Community has applied for [Bicycle Friendly Business](https://bikeleague.org/business) status as an employer (e.g. for City Hall or the primary administrative building, or for a specific department or agency, etc.)
* Cargo bikes are used in place of auto fleet (including golf carts or similar) to transport materials or goods
* Public or departmental bike share available for employees free-of-charge for work-related trips
* There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)
* Other\*
* None of the above

**\*D14a. If other, please describe.**

The following **NEW** question (D16) has been added to **Encouragement Bonus Points** to better understand how the community’s bicycling encouragement efforts have changed over the past 6 months in response to or as a result of the COVID-19 pandemic.

**D16. How have bicycling-related encouragement efforts changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.**

# **Evaluation & Planning**

The following **NEW** questions (F14g and F14h) have been added under the **Evaluating Ridership** subsection of **Evaluation & Planning** to better understand how the community’s counting practices or efforts have changed in response to the COVID-19 pandemic, and to provide a space for communities to describe how ridership has changed as a result of the pandemic.

**F14g. Has your community made any changes to bike-related data collection efforts (e.g. counting methodology) in response to the COVID-19 pandemic? If so, please describe those changes in as much detail as possible.**

**F14h. Has your community noticed significant changes in ridership levels/locations/habits in response to the COVID-19 pandemic? If so, please describe those changes in as much detail as possible.**

A new subsection has been added to **Evaluation & Planning**, titled **Evaluating & Improving Safety Outcomes**.

The following questions (F16, F16a, and F17) have been moved from Enforcement (formerly E10, E10a, and E11) to **Evaluation & Planning** under the new subsection **Evaluating & Improving Safety Outcomes**.

The question wording for F16 (formerly E10) has been updated from its former wording under Enforcement (previously ‘*E10. Do police officers report bicyclist crash data’?*) to recognize that bicyclist crash data can be collected and tracked without police involvement, for example by local health or transportation agencies.

**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)

If answered no, the following updated language appears in online application.

\*\*It is extremely important that bicyclist crashes are reported, tracked, and responded to in order to improve bicyclist safety and understand causes of bicyclist crashes. If your community does not currently report or track bicyclist crashes you may still be able to earn a Bicycle Friendly Community award, but it will be difficult to earn higher level awards without exceptional circumstances.

*Please also note that this question has been rephrased (as of August 10, 2020) to remove the assumption that law enforcement agencies must be involved in the crash data collection in order to be counted. If another entity in your community, such as a health or transportation agencies, currently collect and track bicyclist crash data, please change your answer to "Yes" above.*

**F17. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?** (# only)

The following **NEW** question (F18) has been added to the **Evaluation & Planning** subsection **Evaluating & Improving Safety Outcomes**. The online form provides an open text field as well as one URL field and one file attachment field.

**F18. If your community has collected any other bicycling safety metrics or data, including any demographic or geographic data of safety outcomes, please describe and provide a related link and/or file.**

The following **NEW** question and dependent fields (F19, F19a, and F19b) have been added to the **Evaluation & Planning** subsection **Evaluating & Improving Safety Outcomes**. These questions are in part to replace the removed question E9 under Enforcement (*E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?*).

**F19. Has the community set a goal to eliminate traffic fatalities within the next 20 years or less?**

* Yes\*
* No

**\*F19a. If yes, please state or summarize the goal, including timeframe.**

**\*F19b. What is the primary method or mechanism the community has implemented to achieve this goal? Please describe and provide links and/or file attachments to any associated plan, policy, or program.**

The following questions (F20 and F21) have been moved from Enforcement (formerly E5 and E6) to **Evaluation & Planning** under the new subsection **Evaluating & Improving Safety Outcomes**. The phrasing of these questions have been slightly updated and “Other” options have been added, along with **NEW** corresponding “If other, please describe” dependent text fields (F20a and F21a).

**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

**Tip:** You can learn about your state’s laws that protect bicyclists at **bikeleague.org/StateBikeLaws**.

* Vulnerable road user law
* Safe passing distance law
* It is illegal to harass a cyclist
* Other\*
* None of the above

**\*F20a. If other, please describe.**

**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\*
* None of the above

**\*F21a. If other, please describe.**

The following open-ended **NEW** question (F22) has been added to the **Evaluation & Planning** subsection **Evaluating & Improving Safety Outcomes**.

**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.)*

The following question (F23) has been moved and updated from Enforcement (formerly E8) to the **Evaluation & Planning** subsection **Evaluating & Improving Safety Outcomes**. The wording of the question (previously ‘*E8. How does your community use traffic citation data?’*) as well as the answer options provided have been updated to address what *types* of enforcement-related data are currently collected, including whether demographic data is included in reporting, and whether data is collected for traffic-related stops, citations, and arrests (the previous question/answer options only included citations).

Note one previous answer option from E8 ‘“*❏ Data/reports are shared with transportation agencies to improve infrastructure”* has been removed from this updated question and moved to F26 below, under the **Evaluation & Planning** subsection **Evaluating the Bicycle Network.**

There is also now an opportunity to include links to/files of publicly-available enforcement data that includes demographic information (F23a) to help the BFC program better understand how this data is being collected and whether racial disparities exist in current practices. There is also now an “Other” option with a **NEW** corresponding “If other, please describe” dependent text field (F23b).

**F23. How does your community ensure transparency and accountability regarding traffic law enforcement?**

*Check all that apply.*

* Officers are required to report all traffic enforcement stops made of motor vehicle drivers
* Officers 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.** *(Up to 2 links and/or 2 file attachments accepted in the online form.)*

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

The following open-ended **NEW** question (F24) has been added to the **Evaluation & Planning** subsection **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?**

Please note existing **Evaluation & Planning** questions previously numbered F16-F20 are now numbered F25-F29.

The following answer options have been added to existing **Evaluation & Planning** questions F26 and F27 (formerly F17 and F18) under subsection **Evaluating the Bicycle Network**.

The question wording of F26 has also been updated (previously ‘*F17. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police?*’) to reflect that infrastructure hazards should be reported directly to transportation agencies or officials rather than law enforcement agencies or officers.

**F26. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers and planners?**

*Check all that apply.*

* Online reporting system (e.g. SeeClickFix)
* Mobile app
* Hotline
* Regular meeting
* Contact directly via call/voicemail/fax/email/text/social media
* Traffic enforcement (stop/citation/etc.) data automatically or routinely shared with engineers and planners to identify and prioritize problem areas
* Traffic safety (crash/fatality) data automatically or routinely shared with engineers and planners to identify and prioritize problem areas
* None of the above

**F27. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling?**

*Check all that apply.*

* GIS-based network analysis
* Level of Traffic Stress analysis
* Bicycle Level of Service for roads
* Bicycle Level of Service for intersections
* Multi-modal Level of Service
* Traffic enforcement and/or safety data analysis regularly conducted by engineering or planning staff
* None of the above

The following **NEW** question (F30) has been added to **Evaluation & Planning Bonus Points** to better understand how the community’s evaluation & planning efforts have changed over the past 6 months in response to or as a result of the COVID-19 pandemic.

**F30. How have bicycling-related evaluation and planning efforts, including community engagement and outreach, changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes?  Please describe in as much detail as possible.**