



VINEYARD, UT

TOTAL POPULATION

15,000

TOTAL AREA (sq. miles)

6.25

POPULATION DENSITY

3000

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Vineyard
High Speed Roads with Bike Facilities	20%	N/A
Total Bicycle Network Mileage to Total Road Network Mileage	25%	100%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	1%
Bike Month and Bike to Work Events	AVERAGE	GOOD
Active Bicycle Advocacy Group	YES	NO
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	NO
Bike Program Staff to Population	1 PER 154K	1 PER 15K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.5 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	1.6 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	1.9 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	4.1 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	1.8 /10

KEY OUTCOMES

	Average Bronze	Vineyard
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	0.00%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1093	0
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	0



- » Continue to expand the bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Increase the amount of high quality bicycle parking

- throughout the community. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers.
- » Develop 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.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer, Police Officer, and/or local bike

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO BRONZE CONTINUED

advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, 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.

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

- » Develop and adopt an official bicycle master plan for your community. A bike plan is a critical step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your bike plan should build upon the other recently completed plans for your downtown, park system, and infill development to create a safe, comfortable, and connected bicycle network.
- » 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 Vineyard. 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>