



LONGMONT, CO

TOTAL POPULATION

97,350

POPULATION DENSITY

3160

TOTAL AREA (sq. miles)

30.81

OF LOCAL BICYCLE FRIENDLY BUSINESSES **3**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Longmont
High Speed Roads with Bike Facilities	35%	47%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	76%	77%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	20%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	NONE
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 33K	1 PER 41K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.68 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.03 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.34 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.95 /10

KEY OUTCOMES

	Average Gold	Longmont
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	0.89%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	1,178
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	19.23



KEY STEPS TO GOLD



» Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. 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.

» Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are 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 K-12 schools.

» Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike 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,

KEY STEPS CONTINUED ON PAGE 2...



LONGMONT, CO

Fall 2020

KEY STEPS TO **GOLD** CONTINUED

deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

- » Build on the work of the Bicycle Issues Committee and 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.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress. Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle

counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes in your community's road or bicycle network.

- » Work to re-launch a new public bike share system to replace the Zagster/PACE system that recently ceased operations. 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 'last mile' between public transit and destinations.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>

