



SPRINGVILLE, UT

TOTAL POPULATION

34,000

POPULATION DENSITY

2361

TOTAL AREA (sq. miles)

14

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Springville
High Speed Roads with Bike Facilities	20%	85%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	83%
Bicycle Education in Schools	AVERAGE	EXCELLENT
Share of Transportation Budget Spent on Bicycling	7%	2%
Bike Month and Bike to Work Events	AVERAGE	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 154K	1 PER 170K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.3/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.6/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	0.8/10
ENFORCEMENT & SAFETY <i>Promoting safety and protecting bicyclists' rights</i>	3.2/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3.1/10

KEY OUTCOMES

	Average Bronze	Springville
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	0.52%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1093	694
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	0



» 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.

» Continue to expand and improve Springville's low-stress on-road 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, to maximize safety and comfort for bicyclists of

all ages and abilities. Study the possibility of converting some existing paved shoulders into dedicated bike lanes, including protected bike lanes wherever possible.

» 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.

» Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on-street and off-street facilities. Wayfinding may be particularly useful at intersections

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO BRONZE CONTINUED

and along routes that may be likely to attract non-regular bicycle riders.

- » Pay close attention to how bicycles are accommodated at intersections, particularly where off-street paths cross roads with posted speed limits above 25 mph. Refuge islands, curb extensions, and signalized crossings are infrastructure changes that can make intersections safer for bicyclists and pedestrians.
- » Increase the amount of high quality bicycle parking throughout the community, and work to upgrade the quality of existing bike parking. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near popular destinations, transit stops, and urban activity centers.
- » Continue to improve bicycle safety education for students of all ages by incorporating more on-bicycle education. Providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program and organize an official Bike to School Day event every fall and spring.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer and/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, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs.

- » Improve Bike Month activities by organizing local Bike to Work Day Bike to School Day events. Bike to Work Day events can include competitions for participation between businesses and "energizer" stations where people can get coffee on the way to work. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.
- » Provide education to law enforcement officers on bicycle safety, bicycling skills, and traffic laws as they apply to bicyclists and motorists. 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.
- » Your application indicated that your community is currently updating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Ensure that there is dedicated funding for the implementation of the new plan.
- » 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 a changes in your community's road or bicycle network.

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 + Equity: <https://bikeleague.org/content/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

