» Adopt a County-Wide 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.

» 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. (See https://www.apbp.org/bicycle-parking-solutions).

» Improve bicycle safety education for students of all ages by incorporating on-bicycle education in addition to the existing safety presentations made at all K-12 schools. Work with the local school district(s) to appoint or hire a Safe Routes to School
Coordinator to continue improving education for students and to focus on expanding and improving the bikeway networks around schools.  

» Expand bicycle education opportunities for adults by offering more educational opportunities per year. Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community, allowing you to expand cycling education for youth and adults, deliver Bicycle Friendly Driver education to motorists, and have more experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.  

» Develop a County-wide trip reduction ordinance or program.  

» Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

» Begin the process of creating a new Bicycle Master Plan or updating your 2009 Bike Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement.

» 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.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

» League of American Bicyclists: https://www.bikeleague.org


» Resources for Building a Bicycle Friendly Community: https://bikeleague.org/content/resources-building-bicycle-friendly-community-0

» 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

» Community FAQs & Resources: https://bikeleague.org/content/community-faq-resources

» Smart Cycling Program: https://bikeleague.org/ridesmart

» Advocacy Reports and Resources: http://bikeleague.org/reports