



Bowie, MD

Status: Honorable Mention | Spring 2023

BFC Application History:

Applied but received no designation in 2003 and again in 2010.

The 5 Es Category Scores	Bowie	Max Score this round
Engineering	16%	53%
Education	5%	56%
Encouragement	13%	68%
Evaluation & Planning	25%	42%
Equity & Accessibility	5%	37%

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Bowie's subcategory points earned within each Category.

Key Outcomes

Overall Commuter Ridership: 0%

Male Commuter Ridership: 0.1%

Female Commuter Ridership: 0%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 0

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

Bowie's BFA Program Stats

of Local Bicycle Friendly Businesses: 0

of Local Bicycle Friendly Universities: 0

of Local League Cycling Instructors: 1

Maryland's Bicycle Friendly State Ranking: #14

Community Profile

Population: 58,239

Area: 20.55 square miles

Population Density: 2853.25 people/square mile

Land Classification: Suburban

Poverty Rate: 2.9%*

Median Household Income: \$116,796*

Percent of the Population that Speaks a

Language Other Than English at Home: 14.5%*

Percent with Disability: 9.4%*

Percent of Households with No Vehicle Available: 1.3%*

*Source: <https://data.census.gov/profile?g=1600000US2408775>

Bowie's Bike Links

Bike Network Map, if available:

N/A

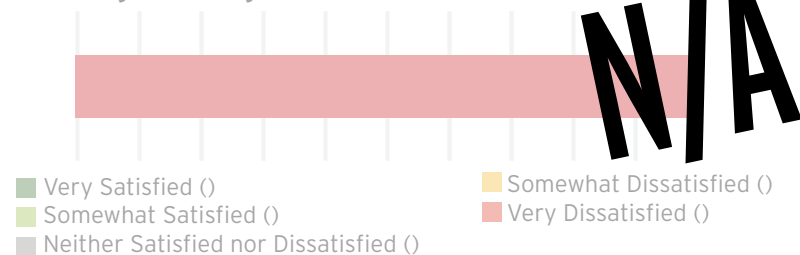
Bike Plan, if available:

<https://www.cityofbowie.org/2410/Trails-Master-Plan>

Spring 2023 BFC Public Survey Response Summary for Bowie, MD

Note: Bowie did not receive any responses to the BFC public survey in Spring 2023. The League strongly encourages BFC applicants to distribute the public survey as widely as possible the next time your community applies to the BFC program, to get input from as many cyclists – and potential cyclists – as possible.

How satisfied are you with how this community is designed for making bike riding safe? (n = 0)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 0)

- Safe ()
- It Depends ()
- Dangerous ()

What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 0)

About this Report Card

The following scores are based on the online application submitted by Bowie in the Spring 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Spring 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Bowie earned 16% of the points available in the Engineering Category. Below is the breakdown of points that Bowie earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Engineering Subcategories	Bowie's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	12 / 41 pts
	End-of-Trip Facilities	2 / 44 pts
	Bicycle Network	22 / 128 pts
	Network Maintenance	4 / 32 pts
	Bicycle Access to Public Transportation	9 / 23 pts
	Bike Sharing	0 / 21 pts
	Other Bicycle-Related Amenities	0 / 6 pts
	Regional Coordination	4 / 23 pts
Engineering Bonus Points	0 / 10 pts	

EDUCATION	<i>Bowie earned 5% of the points available in the Education Category. Below is the breakdown of points that Bowie earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Education Subcategories	Bowie's Subcategory Points in Education
	Youth Bicycle Education	0 / 69 pts
	Adult Bicycle Education	1 / 47 pts
	Motorist Education	8 / 28 pts
	Bicycle Safety Education Resources	1 / 16 pts
	Inclusive Education	0 / 26 pts
Education Bonus Points	0 / 7 pts	

ENCOURAGEMENT	<i>Bowie earned 13% of the points available in the Encouragement Category. Below is the breakdown of points that Bowie earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Encouragement Subcategories	Bowie's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	4 / 17 pts
	Route-Finding Support	4 / 10 pts
	Bicycle Culture and Promotion	15 / 91 pts
	Access To Bicycle Equipment and Repair Services	1 / 35 pts
	Reducing Work-Related/Fleet VMT	0 / 11 pts
	Encouragement Bonus Points	0 / 7 pts

EVALUATION & PLANNING	<i>Bowie earned 25% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Bowie earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Bowie's Subcategory Points in Evaluation & Planning
	Staffing And Committees	12 / 40 pts
	Public Engagement for Bicycle Planning	9 / 35 pts
	Planning, Funding, And Implementation	11 / 46 pts
	Evaluating The Bicycle Network	8 / 24 pts
	Evaluating Ridership	0 / 20 pts
	Evaluating & Improving Safety Outcomes	13 / 42 pts
Evaluation & Planning Bonus Points	0 / 7 pts	

EQUITY & ACCESSIBILITY	<i>Bowie earned 5% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Bowie earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Bowie's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	3 / 24 pts
	Equity Data Collection & Goals	0 / 12 pts
	Equity & Accessibility Policies & Plans	4 / 31 pts
	Equity & Accessibility in Engineering	1 / 44 pts
	Equity & Accessibility in Education	0 / 52 pts
	Equity & Accessibility in Encouragement	0 / 42 pts
	Equity & Accessibility in Evaluation & Planning	4 / 58 pts
Equity & Accessibility Bonus Points	0 / 9 pts	



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FEEDBACK TO IMPROVE:

To improve on Bowie's 2023 Honorable Mention status and earn a Bicycle Friendly Community award designation in the future, BFC Reviewers recommend...

- » Congratulations on adopting a Complete Streets policy directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process for this new policy going forward.
- » Continue to expand and improve Bowie'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. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting roads with sharrows into dedicated bicycle boulevards.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Increase the amount of high quality bicycle parking throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking required. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See apbp.org/bicycle-parking-solutions)
- » Consider increasing the number of bikes available to the public through your bike share system. 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.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to continue to encourage Prince George's County Public Schools to create Safe Routes to School programming and on-bike learning opportunities at all K-12 schools in Bowie and across the county. Providing bicycles in schools for on-bike education is strongly encouraged to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » 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 and create an inclusive, welcoming environment.
- » 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, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs.
- » Create a signature annual event, such as an open streets event or annual ride. A signature annual event can be a catalyst for the creation of a culture that supports bicycling. Signature events can be based around iconic infrastructure or architecture, locally important businesses or celebrities, or other existing cultural touchstones.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Encourage Bowie State University to apply to the Bicycle Friendly University program to help identify more ways the campus and administrators can support bicycling safety and promotion to students, staff, faculty, neighboring residents, and visitors.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff beyond trails to also include on-road bicycling infrastructure. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.
- » 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 Bowie. 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 and surveys can supplement automated data in order to collect demographic information and examine social equity goals.
- » Engage the city's Community Outreach Specialist position and DEI initiatives in bicycling and planning activities to result in more equitable and inclusive bicycle planning, outreach, engagement, and programming efforts.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Sp23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:**
<https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:**
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>