



South Euclid, OH

2024 BFC Award: Honorable Mention

BFC Award History: First-Time Applicant

The 5 Es Category Scores	South Euclid	Max Score this round
Engineering	11.72%	79.26%
Education	18.09%	83.25%
Encouragement	11.89%	90.86%
Evaluation & Planning	4.35%	75.73%
Equity & Accessibility	1.52%	75.47%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.1%

Male Commuter Ridership: 0.2%

Female Commuter Ridership: 0%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: No Data

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

South Euclid's BFA Program Stats

of Local Bicycle Friendly Businesses: 0

of Local Bicycle Friendly Universities: 0

of Local League Cycling Instructors: 0

Ohio's Bicycle Friendly State Ranking: #16

Community Profile

Population: 21,608

(Size classification for weighted scoring: Small)

Area: 4.65 square miles

Population Density: 4,646.90 people/square mile

Land Classification: Mostly Suburban

Poverty Rate: 8.9%*

Median Household Income: \$75,933*

Percent of the Population that Speaks a

Language Other Than English at Home: 5.9%*

Percent with Disability: 12.7%*

Percent of Households with No Vehicle Available: 5.4%*

*Source: https://data.census.gov/profile/South_Euclid_city,_Ohio?q=160XX00US3973264

South Euclid's Bike Links

Bike Network Map, if available:

PDF available upon request.

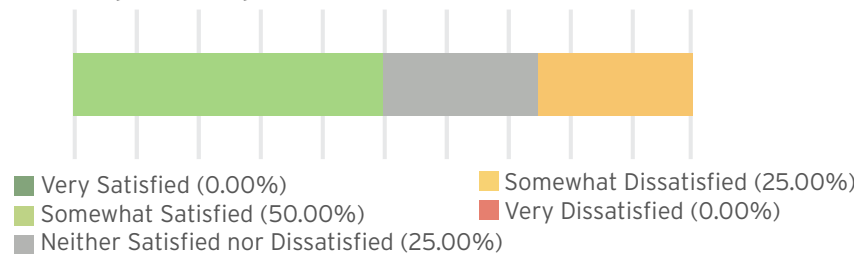
Bike Plan, if available:

(No Bike Plan)

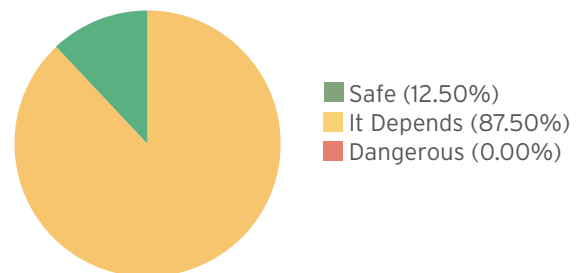
2024 BFC Public Survey Response Summary for South Euclid, OH

Note: South Euclid received fewer than 10 responses to the BFC public survey in 2024. 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 = 8)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 8)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 8)

1. Improve existing bike lanes to protected bike lanes (75.00%)
2. More bike paths (62.50%)
3. More bike lanes (50.00%)
4. Increase/improve bike parking (37.50%)

About this Report Card

The following scores are based on the online application submitted by South Euclid in the 2024 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 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 2024 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>South Euclid earned a weighted score of 11.72% in the Engineering Category. Below is the full breakdown of points that South Euclid earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	South Euclid's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	4.4 / 41 pts
	End-of-Trip Facilities	6.9 / 44 pts
	Bicycle Network	-2.1 / 128 pts
	Network Maintenance	0.5 / 32 pts
	Bicycle Access to Public Transportation	3 / 23 pts
	Bike Sharing	- / 24 pts
	Other Bicycle-Related Amenities	- / 6 pts
	Regional Coordination	13.8 / 23 pts
Engineering Bonus Points	- / 10 pts	

EDUCATION	<i>South Euclid earned a weighted score of 18.09% in the Education Category. Below is the full breakdown of points that South Euclid earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	South Euclid's Subcategory Points in Education
	Youth Bicycle Education	11.1 / 68 pts
	Adult Bicycle Education	3.8 / 47 pts
	Motorist Education	9.3 / 28 pts
	Bicycle Safety Education Resources	- / 16 pts
	Inclusive Education	- / 26 pts
Education Bonus Points	0.5 / 7 pts	

ENCOURAGEMENT	<i>South Euclid earned a weighted score of 11.89% in the Encouragement Category. Below is the full breakdown of points that South Euclid earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	South Euclid's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	- / 17 pts
	Route-Finding Support	4 / 10 pts
	Bicycle Culture and Promotion	11 / 91 pts
	Access To Bicycle Equipment and Repair Services	0.3 / 35 pts
	Reducing Work-Related/Fleet VMT	- / 11 pts
	Encouragement Bonus Points	- / 7 pts

EVALUATION & PLANNING	<i>South Euclid earned a weighted score of 4.35% in the Evaluation & Planning Category. Below is the full breakdown of points that South Euclid earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	South Euclid's Subcategory Points in Evaluation & Planning
	Staffing And Committees	1 / 35 pts
	Public Engagement for Bicycle Planning	0.3 / 35 pts
	Planning, Funding, And Implementation	- / 46 pts
	Evaluating The Bicycle Network	- / 25 pts
	Evaluating Ridership	-0.3 / 20 pts
	Evaluating & Improving Safety Outcomes	4.8 / 42 pts
Evaluation & Planning Bonus Points	0.6 / 15 pts	

EQUITY & ACCESSIBILITY	<i>South Euclid earned a weighted score of 1.52% in the Equity & Accessibility Category. Below is the full breakdown of points that South Euclid earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	South Euclid's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	- / 24 pts
	Equity Data Collection & Goals	- / 27 pts
	Equity & Accessibility Policies & Plans	- / 21 pts
	Equity & Accessibility in Engineering	1.2 / 44 pts
	Equity & Accessibility in Education	1.4 / 52 pts
	Equity & Accessibility in Encouragement	- / 42 pts
	Equity & Accessibility in Evaluation & Planning	- / 51 pts
Equity & Accessibility Bonus Points	- / 9 pts	



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FEEDBACK TO IMPROVE:

To improve upon South Euclid's Honorable Mention status and earn a Bicycle Friendly Community award designation in the future, BFC Reviewers recommend...

- » BFC Reviewers strongly encourage decision makers in South Euclid to review your BFC subcategory scores on pages 2-3 above and consider where gaps in your 2024 BFC application can be addressed before your next re-application to the Bicycle Friendly Community program. The BFC program has many examples of other smaller communities like yours who have been able to accomplish exemplary work in these areas across the 5Es. We encourage you to reach out to the League (bfa@bikeleague.org) for sample BFC applications from similarly sized communities, and potentially to Bike Cleveland (<https://www.bikecleveland.org/>) for additional guidance and assistance to help you continue to maintain and improve your BFC status going forward.
- » Continue to improve and expand the low-stress bike network for all ages and abilities, 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.
- » 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.
- » Develop a design manual that meets current FHWA, AASHTO, and/or NACTO standards, or formally adopt one of these organizations' newly updated guidebooks as official guidance for your community's transportation planners and engineers. 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. 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.
- » Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Continue to increase the amount of high quality bicycle parking available throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. (See www.apbp.org/bicycle-parking-solutions)
- » Consider launching a bike share system that is open to the public. 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.
- » Expand and improve existing in-school bike safety education to include an on-bike component to help children and teens of all ages become safer and more confident riders. Provide a fleet of bikes in schools to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household, including adaptive cycles for children and youth with disabilities. Appoint or hire a dedicated Safe Routes to School Coordinator to lead these efforts.
- » Develop bicycle education opportunities for adults. Consider ways to focus on demographics who currently do not feel safe riding with classes or events that address their concerns and create an inclusive,



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FEEDBACK TO IMPROVE, CONTINUED:

welcoming environment.

- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income residents, and people with disabilities, 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.
- » 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. Visit bikeleague.org/ridesmart for more information.
- » Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other South Euclid employers.
- » 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. 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 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 dedicated bicycle master plan for your community. A bicycle master plan is a critical step to improving conditions for bicycling and institutionalizing processes for continual improvement, and should include specific and measurable goals and dedicated funding for implementation. Begin this process with a robust and inclusive public engagement process, and by performing a bike network analysis to assess gaps in the existing bike network. Look into the Safe Streets and Roads for All (SS4A) Planning and Demonstration Grants from the U.S. Department of Transportation for potential funding opportunities to support this work: <https://www.transportation.gov/grants/SS4A>.
- » Work with area hospitals and emergency responders to collect and track bike crash data. Collecting data is an important step to addressing bike safety. Data about crashes should be used to identify where projects can resolve or mitigate safety issues.
- » 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 South Euclid. 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.
- » Consider what other local community groups exist in South Euclid who may be good potential partners



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FEEDBACK TO IMPROVE, CONTINUED:

to reach new audiences and build on existing bike education, encouragement, and engagement efforts. Question F4 on the BFC application provides a wealth of suggested community partners for you to consider, beyond the existing bike clubs and organizations that are already active in this space.

- » Involve local and state public health partners in active transportation planning and programming to support your common goals to improve health and wellness through increased physical activity. There may be opportunities to partner with public health agencies and organizations on active transportation-related investments and programming in your area through the Cuyahoga County Board of Health, a 2023-2028 REACH recipient through the CDC's Division of Nutrition, Physical Activity, and Obesity. Learn more at <https://www.cdc.gov/dnpao-state-local-programs/php/funding-by-state/index.html#ohio>.
- » To further show your community's commitment to health and wellness through bicycling and other forms of physical activity, work with local elected officials to pass an Active People, Healthy NationSM Proclamation this year. Active People, Healthy NationSM is a national initiative led by the Centers for Disease Control and Prevention to help 27 million Americans become more physically active by 2027. Learn more about Active People, Healthy NationSM Proclamations at: <https://www.cdc.gov/active-people-healthy-nation/php/data-research/proclamations.html>.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **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 BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) 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>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-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>