



## Dublin, OH



**Award: Silver | Fall 2022**

**Award History:** Previously Bronze since 2013, Honorable Mention in 2012, and No Award in 2003.

### Dublin'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: **#17**

The 5 Es Category Scores	Dublin, OH	Max Score this round
Engineering	47%	62%
Education	43%	60%
Encouragement	29%	61%
Evaluation & Planning	36%	64%
Equity & Accessibility	15%	57%

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

### Key Outcomes

**Commuter Ridership: 0%**

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

**Overall Bicycle Mode Share: Unknown**

*(Reported by applicant)*

**Annual Average Bicyclist Crashes in last 5 years: 5**

*(Reported by applicant)*

**Annual Average Bicyclist Fatalities in last 5 years: 0**

*(Reported by applicant)*

### Community Profile

Population: 49,328  
 Area: 24.9 square miles  
 Population Density: 1981 people/square mile  
 Land Classification:  
 Majority Suburban  
 Poverty Rate: 2.4%\*  
 Median Household Income: \$138,372\*  
 Percent of the Population that Speaks a Language Other Than English at Home: 21.4%\*  
 Percent with Disability: 5.7%\*  
 Percent of Households with No Vehicle Available: 0.9%\*  
 \*Source: <https://data.census.gov/cedsci/profile?q=1600000US3922694>

### Dublin's Bike Links

**Bike Network Map, if available:**

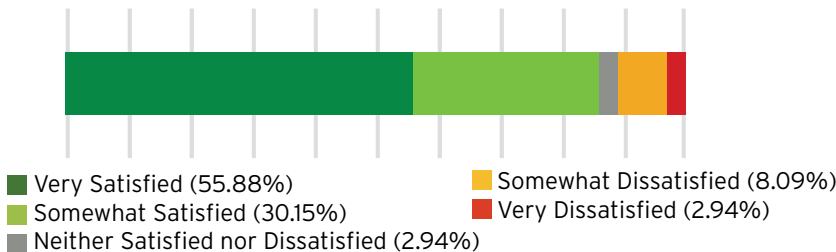
<https://insights.arcgis.com/#/view/7b53d046f-502458491d95a8ed0bddd61>

**Bike Plan, if available:**

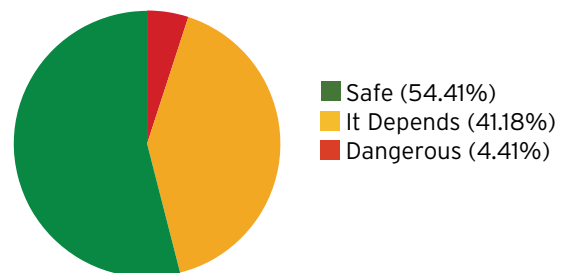
<https://communityplan.dublinohiousa.gov/transportation/the-bikeway-plan/>

## Fall 2022 BFC Public Survey Response Summary for Dublin, OH

**How satisfied are you with how this community is designed for making bike riding safe? (n = 136)**



**Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 136)**



**What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 135)**

1. More bike paths (25.93%)
2. More bike lanes (17.78%)
3. Increase education for drivers (10.37%)

## About this Report Card

The following scores are based on the online application submitted by Dublin in the Fall 2022 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 Fall 2022 BFC Report Cards (including this one) will be republished with updated scores if there are changes to the points system after the next round of Bicycle Friendly Community applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

<b>ENGINEERING</b>	<i>Dublin earned 47% of the points available in the Engineering Category. Below is the breakdown of points that Dublin earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Engineering Subcategories	Dublin's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	21 / 38 pts
	End-of-Trip Facilities	26 / 41 pts
	Bicycle Network	51 / 126 pts
	Network Maintenance	27 / 32 pts
	Bicycle Access to Public Transportation	12 / 22 pts
	Bike Sharing	3 / 25 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	2 / 16 pts
Engineering Bonus Points	6 / 9 pts	

<b>EDUCATION</b>	<i>Dublin earned 43% of the points available in the Education Category. Below is the breakdown of points that Dublin earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Education Subcategories	Dublin's Subcategory Points in Education
	Youth Bicycle Education	34 / 71 pts
	Adult Bicycle Education	16 / 47 pts
	Motorist Education	13 / 28 pts
	Bicycle Safety Education Resources	16 / 22 pts
	Inclusive Education	2 / 22 pts
Education Bonus Points	3 / 8 pts	

<b>ENCOURAGEMENT</b>	<i>Dublin earned 29% of the points available in the Encouragement Category. Below is the breakdown of points that Dublin earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Encouragement Subcategories	Dublin's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	7 / 22 pts
	Route-Finding Support	3 / 10 pts
	Bicycle Culture and Promotion	31 / 99 pts
	Access To Bicycle Equipment and Repair Services	6 / 49 pts
	Reducing Work-Related/Fleet VMT	5 / 10 pts
	Encouragement Bonus Points	4 / 8 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Dublin earned 36% of the points available in the Evaluation &amp; Planning Category. Below is the breakdown of points that Dublin earned in each subcategory of the Evaluation &amp; Planning section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Evaluation & Planning Subcategories	Dublin's Subcategory Points in Evaluation & Planning
	Staffing And Committees	14 / 42 pts
	Public Engagement for Bicycle Planning	10 / 33 pts
	Planning, Funding, And Implementation	18 / 46 pts
	Evaluating The Bicycle Network	11 / 21 pts
	Evaluating Ridership	2 / 21 pts
	Evaluating & Improving Safety Outcomes	18 / 38 pts
Evaluation & Planning Bonus Points	2 / 8 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Dublin earned 15% of the points available in the Equity &amp; Accessibility Category. Below is the breakdown of points that Dublin earned in each subcategory of the Equity &amp; Accessibility section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Equity & Accessibility Subcategories	Dublin's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	7 / 38 pts
	Equity Data Collection & Goals	0 / 20 pts
	Equity & Accessibility Policies & Plans	2 / 38 pts
	Equity & Accessibility in Engineering	11 / 35 pts
	Equity & Accessibility in Education	3 / 35 pts
	Equity & Accessibility in Encouragement	5 / 35 pts
	Equity & Accessibility in Evaluation & Planning	8 / 35 pts
Equity & Accessibility Bonus Points	1 / 15 pts	



## Dublin, OH

**Award: Silver | Fall 2022**

**Award History:** Previously Bronze since 2013, Honorable Mention in 2012, and No Award in 2003.

### FEEDBACK TO IMPROVE:

#### To maintain and improve on Dublin's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Strengthen the City of Dublin's 2018 Complete Streets Resolution by creating and adopting a formal Complete Streets ordinance with stricter guidance and more specific goals for implementation. Ensure that there is a strong and transparent implementation and compliance process for the new policy going forward.
- » Lower speed limits on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance.
- » Continue to improve and expand the low-stress bike network, and ensure that Dublin follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume. On roads where automobile speeds regularly reach or exceed 35 mph, it is important to provide protected bicycle infrastructure such as on-road protected bike lanes/cycle tracks or parallel 10ft wide shared-use paths (in low density areas).
- » Ensure that all multi-use paths in Dublin are sufficiently wide (minimum 10 feet) to accommodate bi-directional and multi-modal shared use. Expand the low-stress *on-road* bicycle network in Dublin to help connect existing pathways and to make cycling a real transportation option for all residents, commuters, and visitors.
- » Work with neighboring communities and regional partners including the Mid-Ohio Regional Planning Commission and surrounding counties to build biking connections between Dublin and the broader regional network.
- » 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 with disabilities.
- » Work with the local school district and interested parents to organize a Bike to School Day event every Fall and Spring. 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.
- » 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.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, 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 biking.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business (BFB) program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example. Approach some of Dublin's larger employers, such as Cardinal Health, OhioHealth, and the Dublin City School District and encourage them to consider the BFB program as a tool to support and encourage bike commuters.



## Dublin, OH

**Award: Silver | Fall 2022**

**Award History:** Previously Bronze since 2013, Honorable Mention in 2012, and No Award in 2003.

### FEEDBACK TO IMPROVE, CONTINUED:

- » Encourage your Bicycle & Pedestrian Advisory Committee (BPAC) to meet more regularly, as a way 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.
- » Begin the process of creating a new Bicycle Master Plan or updating your 2013 Bikeway 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. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.
- » 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. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.
- » Congratulations on the planned launch of the CoGo Bike Share program in Dublin! 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>
- » **Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](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 Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University 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/content/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](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)