



Mansfield, CT



Award: Bronze | Fall 2022

Award History:

Bronze since 2017, previously No Award in 2013.

Mansfield's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**
 # of Local Bicycle Friendly Universities: **1**
 # of Local League Cycling Instructors: **2**
 Connecticut's Bicycle Friendly State Ranking: **#20**

The 5 Es Category Scores	Mansfield	Max Score this round
Engineering	19%	62%
Education	24%	60%
Encouragement	18%	61%
Evaluation & Planning	17%	64%
Equity & Accessibility	16%	57%

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

Key Outcomes

Commuter Ridership: 0.2%

(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: 1.6

(Reported by applicant)

Annual Average Bicyclist Fatalities in last 5 years: 0

(Reported by applicant)

Community Profile

Population: 26,500

Area: 45 square miles

Population Density: 589 people/square mile

Land Classification:

Mixed Suburban/Urban/Rural

Poverty Rate: 26.8%*

Median Household Income: \$50,492*

Percent of the Population that Speaks a

Language Other Than English at Home: 18.4%*

Percent with Disability: 7.3%*

Percent of Households with No Vehicle Available: 9.8%*

*Source: <https://data.census.gov/cedsci/profile?g=0600000US0901344910>

Mansfield's Bike Links

Bike Network Map, if available:

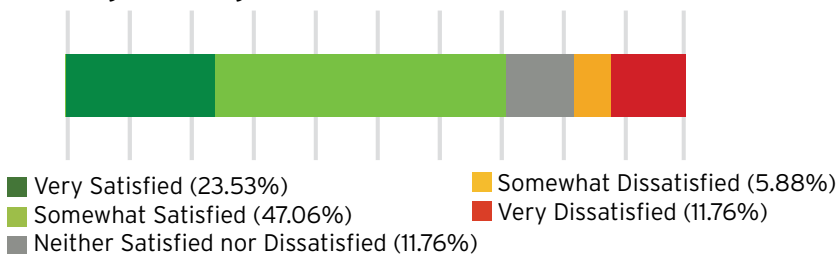
N/A

Bike Plan, if available:

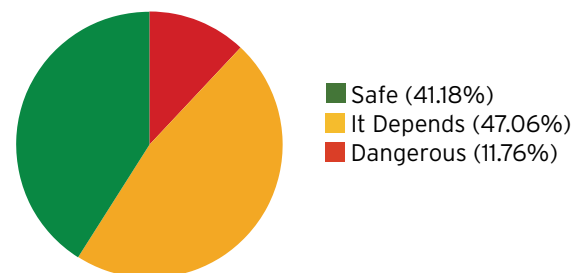
N/A - no bike plan

Fall 2022 BFC Public Survey Response Summary for Mansfield, CT

How satisfied are you with how this community is designed for making bike riding safe? (n = 17)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 17)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 17)

1. Improve public decision-making processes for transportation improvements, including bicycling improvements (23.53%)
2. Reduce speeds through traffic calming and/or road diets (23.53%)
3. More bike paths (11.76%)
4. More bike lanes (11.76%)

About this Report Card

The following scores are based on the online application submitted by Mansfield 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>.

ENGINEERING	<i>Mansfield earned 19% of the points available in the Engineering Category. Below is the breakdown of points that Mansfield 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	Mansfield's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	6 / 38 pts
	End-of-Trip Facilities	16 / 41 pts
	Bicycle Network	15 / 126 pts
	Network Maintenance	7 / 32 pts
	Bicycle Access to Public Transportation	13 / 22 pts
	Bike Sharing	0 / 25 pts
	Other Bicycle-Related Amenities	1 / 6 pts
	Regional Coordination	1 / 16 pts
Engineering Bonus Points	2 / 9 pts	

EDUCATION	<i>Mansfield earned 24% of the points available in the Education Category. Below is the breakdown of points that Mansfield 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	Mansfield's Subcategory Points in Education
	Youth Bicycle Education	10 / 71 pts
	Adult Bicycle Education	13 / 47 pts
	Motorist Education	13 / 28 pts
	Bicycle Safety Education Resources	6 / 22 pts
	Inclusive Education	1 / 22 pts
Education Bonus Points	3 / 8 pts	

ENCOURAGEMENT	<i>Mansfield earned 18% of the points available in the Encouragement Category. Below is the breakdown of points that Mansfield 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	Mansfield's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	4 / 22 pts
	Route-Finding Support	3 / 10 pts
	Bicycle Culture and Promotion	21 / 99 pts
	Access To Bicycle Equipment and Repair Services	3 / 49 pts
	Reducing Work-Related/Fleet VMT	0 / 10 pts
	Encouragement Bonus Points	3 / 8 pts

EVALUATION & PLANNING	<i>Mansfield earned 17% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Mansfield earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Evaluation & Planning Subcategories	Mansfield's Subcategory Points in Evaluation & Planning
	Staffing And Committees	3 / 42 pts
	Public Engagement for Bicycle Planning	12 / 33 pts
	Planning, Funding, And Implementation	2 / 46 pts
	Evaluating The Bicycle Network	0 / 21 pts
	Evaluating Ridership	0 / 21 pts
	Evaluating & Improving Safety Outcomes	17 / 38 pts
Evaluation & Planning Bonus Points	2 / 8 pts	

EQUITY & ACCESSIBILITY	<i>Mansfield earned 16% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Mansfield earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Equity & Accessibility Subcategories	Mansfield's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	19 / 38 pts
	Equity Data Collection & Goals	0 / 20 pts
	Equity & Accessibility Policies & Plans	3 / 38 pts
	Equity & Accessibility in Engineering	4 / 35 pts
	Equity & Accessibility in Education	2 / 35 pts
	Equity & Accessibility in Encouragement	1 / 35 pts
	Equity & Accessibility in Evaluation & Planning	7 / 35 pts
Equity & Accessibility Bonus Points	6 / 15 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Mansfield's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide or the FHWA's Small Town and Rural Multimodal Network Guide. This will make it easier for Town 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.
- » Continue to expand and improve your 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 bike lanes into protected bike lanes, or roads with sharrows/bike route signs into dedicated bicycle boulevards. See the following guides from FHWA to help your community better evaluate the existing bike network: https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs.
- » Continue existing efforts to increase the amount of high quality bicycle parking available throughout the community. Develop or adopt community-wide Bicycle Parking Standards to ensure that bike parking always meets or exceeds APBP standards and also accommodates cargo bikes, recumbents, adaptive cycles, and other non-standard bicycles. (See www.apbp.org/bicycle-parking-solutions)
- » Consider launching a bike share system or bicycle lending library 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 destinations.
- » Improve bicycle safety education for students of all ages by incorporating on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.
- » 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.
- » 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.
- » Work with local employers to create a Bike to Work Day event. Bike to Work Day often involves a central "pit stop" station with food, community groups, and elected officials promoting and helping people to choose to bike to work.
- » Develop a community-wide Guaranteed Ride Home program to support active transportation commuters in Mansfield.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Town Hall could apply to the BFB program as an employer to lead by example among other local area employers.
- » Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position. Work with the local school district and other agencies to appoint or hire a new Safe Routes to School Coordinator to continue improving education for students and to focus on expanding and improving the bikeway network around schools.
- » Your application indicated that your community is currently creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan should take advantage of best practices that are applicable to a community of your size, including the use of separated bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.
- » 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.

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
- » **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