



## Goshen, IN



**Award: Bronze | Fall 2023**

**Award History:**

Bronze since 2011; Previously Honorable Mention in 2010.

### Goshen's BFA Program Stats

# of Local Bicycle Friendly Businesses: **5**  
 # of Local Bicycle Friendly Universities: **0**  
 # of Local League Cycling Instructors: **3**  
 Indiana's Bicycle Friendly State Ranking: **#22**

The 5 Es Category Scores	Goshen	Max Score this round
Engineering	24.29%	79.3%
Education	18.28%	76.3%
Encouragement	49.65%	87.5%
Evaluation & Planning	37.80%	78.0%
Equity & Accessibility	18.74%	70.5%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the Fall 2023 BFC round. See pages 2-3 for your full subcategory points in each Category.

### Community Profile

Population: 34,756  
 Area: 18.26 square miles  
 Population Density: 1903.4 people/square mile  
 Land Classification:  
 Mixed Urban/Suburban/Rural  
 Poverty Rate: 15.4%\*  
 Median Household Income: \$52,215\*  
 Percent of the Population that Speaks a Language Other Than English at Home: 25.3%\*  
 Percent with Disability: 12.5%\*  
 Percent of Households with No Vehicle Available: 7.4%\*  
 \*Source: [https://data.census.gov/profile/Goshen\\_city,\\_Indiana?g=160XX-00US1828386](https://data.census.gov/profile/Goshen_city,_Indiana?g=160XX-00US1828386)

### Key Outcomes

**Overall Commuter Ridership: 1.5%**  
 Male Commuter Ridership: 2.5%  
 Female Commuter Ridership: 0.4%  
 (Bicycle Mode Share among commuters, according to the Census Bureau's 2022 American Community Survey 5-Year Estimate.)

**Bicycle Mode Share: Unknown**  
 (Reported by applicant)

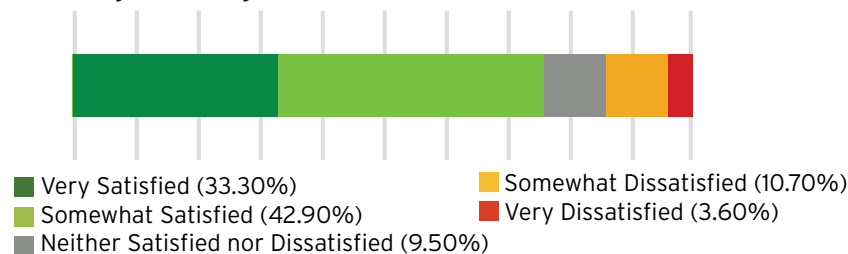
**Annual Average Bicyclist Crashes in last 5 years: 1.8**  
**Annual Average Bicyclist Fatalities in last 5 years: 0.2**  
 (Crashes and Fatalities both reported by applicant)

### Goshen's Bike Links

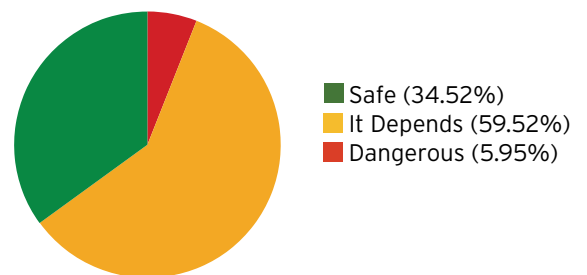
**Bike Network Map, if available:**  
<https://arcg.is/mGLqK>  
**Bike Plan, if available:**  
[https://goshenindiana.org/media/uploads/0/5112\\_Elkhart-Goshen-Master-Plan\\_FINAL.pdf](https://goshenindiana.org/media/uploads/0/5112_Elkhart-Goshen-Master-Plan_FINAL.pdf)

## Fall 2023 BFC Public Survey Response Summary for Goshen, IN

**How satisfied are you with how this community is designed for making bike riding safe? (n = 84)**



**Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 84)**



**What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 84)**

1. More bike paths (23.80%)
2. More bike lanes (22.60%)
3. Improve existing bike lanes to protected bike lanes (10.70%)
4. Improve markings and signage that direct people to safe bike routes (10.70%)

## About this Report Card

The following scores are based on the online application submitted by Goshen in the Fall 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 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 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>.

<b>ENGINEERING</b>	<i>Goshen earned a weighted score of 24.29% in the Engineering Category. Below is the full breakdown of points that Goshen earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Engineering Subcategories	Goshen's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	2 / 41 pts
	End-of-Trip Facilities	1.8 / 44 pts
	Bicycle Network	28.1 / 128 pts
	Network Maintenance	13.3 / 32 pts
	Bicycle Access to Public Transportation	3.1 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	1.2 / 6 pts
	Regional Coordination	3.8 / 23 pts
Engineering Bonus Points	3.1 / 10 pts	

<b>EDUCATION</b>	<i>Goshen earned a weighted score of 18.28% in the Education Category. Below is the full breakdown of points that Goshen earned in each subcategory of the Education section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Education Subcategories	Goshen's Subcategory Points in Education
	Youth Bicycle Education	6.5 / 68 pts
	Adult Bicycle Education	5.8 / 47 pts
	Motorist Education	4.8 / 28 pts
	Bicycle Safety Education Resources	1.7 / 16 pts
	Inclusive Education	1.5 / 26 pts
	Education Bonus Points	3.8 / 7 pts

<b>ENCOURAGEMENT</b>	<i>Goshen earned a weighted score of 49.65% in the Encouragement Category. Below is the full breakdown of points that Goshen earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Encouragement Subcategories	Goshen's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	3.3 / 17 pts
	Route-Finding Support	2 / 10 pts
	Bicycle Culture and Promotion	37.5 / 91 pts
	Access To Bicycle Equipment and Repair Services	11 / 35 pts
	Reducing Work-Related/Fleet VMT	10 / 11 pts
Encouragement Bonus Points	4 / 7 pts	

<b>EVALUATION &amp; PLANNING</b>	<i>Goshen earned a weighted score of 37.80% in the Evaluation &amp; Planning Category. Below is the full breakdown of points that Goshen earned in each subcategory of the Evaluation &amp; Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Goshen's Subcategory Points in Evaluation & Planning
	Staffing And Committees	14.1 / 35 pts
	Public Engagement for Bicycle Planning	14.8 / 35 pts
	Planning, Funding, And Implementation	8.7 / 46 pts
	Evaluating The Bicycle Network	7.8 / 25 pts
	Evaluating Ridership	4.3 / 20 pts
Evaluating & Improving Safety Outcomes	6.9 / 42 pts	
Evaluation & Planning Bonus Points	0.5 / 15 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Goshen earned a weighted score of 18.74% in the Equity &amp; Accessibility Category. Below is the full breakdown of points that Goshen earned in each subcategory of the Equity &amp; Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Goshen's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	5 / 24 pts
	Equity Data Collection & Goals	0 / 27 pts
	Equity & Accessibility Policies & Plans	0.5 / 21 pts
	Equity & Accessibility in Engineering	5.5 / 44 pts
	Equity & Accessibility in Education	0.5 / 52 pts
	Equity & Accessibility in Encouragement	13.3 / 42 pts
Equity & Accessibility in Evaluation & Planning	6.1 / 51 pts	
Equity & Accessibility Bonus Points	0.6 / 9 pts	



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### FEEDBACK TO IMPROVE:

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

- » 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.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. 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.
- » The BFC review team understands that at the time of Goshen's 2023 application submission, the City was currently inventorying its bicycle network and did not yet have the data necessary to complete the BFC Network Worksheet. We applaud these inventorying efforts, as understanding the roadway context such as speed of roads with bike facilities is critical to assessing those facilities, and to determining where new or upgraded facilities are needed. This lack of network data on your 2023 application makes it difficult to judge the current state of bicycling infrastructure in Goshen, but we look forward to seeing the results of your inventorying efforts in the future, and hope that it helps the community to better evaluate your network quality and to identify gaps and areas in need of upgrades or new bicycling infrastructure.
- » 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. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See [www.apbp.org/bicycle-parking-solutions](http://www.apbp.org/bicycle-parking-solutions)).
- » Improve bicycle safety education for students of all ages by incorporating more 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. In particular, middle and high school education efforts could be improved – this is particularly important as older students learn to drive and share the road.
- » 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. Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) for more information.
- » Goshen is lucky to have Chain Reaction Bicycle Project providing bicycling education, repair services, and outreach efforts to support new riders in your community. Explore ways for the City to provide in-kind and/or financial support or partnership opportunities with the organization. Consider contracting with them to increase bicycling education or other services, or providing free PSA or advertising space on government communications channels, such as on public buses. We encourage you to reach out to CRBP to find out what kinds of support from the City may be most beneficial to them to help you both succeed in your shared goals of supporting local bicyclists.
- » Add a role for citizens and local advocates to participate in your active transportation committee, or create an official Bicycle & Pedestrian Advisory Committee (BPAC) that is separate from the existing active transportation committee (which appears to be comprised solely of local government agency representatives), in order to help to bridge the gap between citizens/residents of Goshen and your local government agencies/decision makers. The BPAC should provide a systematic method for ongoing citizen input into the development of important policies, plans, and projects that impact bicycling conditions in Goshen. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.



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### FEEDBACK TO IMPROVE, CONTINUED:

- » Beyond a citizen-involved BPAC, develop other new tools or systems to empower citizens to become more engaged in the bicycle planning process. See the International Association for Public Participation's Spectrum of Public Participation for more information and resources.
- » 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. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety. 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>.
- » Your BFC application reported that ACS data shows a gender gap in bicycle modeshare (2.5% of male commuters bike to work, compared to 0.4% of female commuters, according to Census ACS data). Consider how focused year-round outreach around bicycling education, encouragement, and engagement could help bring more women to bike for transportation in Goshen. The new annual Goshen Women's Ride is an excellent start, and is a strong foundation on which to build other programming throughout the year. Consider how local data collection efforts may be able to further inform your work by capturing gender in other bike use and modeshare counts, as well as identifying gender disparities in perceptions of safety and barriers to bicycling.
- » 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:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Fa23>
- » **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](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 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>
- » **Advocacy 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](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>