



Beaverton, OR



Award: Silver | Spring 2023

Award History:

Silver since 2015; Previously Bronze since 2003.

Beaverton's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **2**

Oregon's Bicycle Friendly State Ranking: **#2**

The 5 Es Category Scores	Beaverton	Max Score this round
Engineering	20%	53%
Education	16%	56%
Encouragement	29%	68%
Evaluation & Planning	24%	42%
Equity & Accessibility	10%	37%

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

Key Outcomes

Overall Commuter Ridership: 0.9%

Male Commuter Ridership: 1.4%

Female Commuter Ridership: 0.4%

(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: 12

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 99,464

Area: 19.6 square miles

Population Density: 5075 people/square mile

Land Classification:

Majority Suburban

Poverty Rate: 13.6%*

Median Household Income: \$76,520*

Percent of the Population that Speaks a

Language Other Than English at Home: 26.2%*

Percent with Disability: 13.3%*

Percent of Households with No Vehicle Available: 9%*

*Source: https://data.census.gov/profile/Beaverton_city,_Oregon?q=160XX00US4105350

Beaverton's Bike Links

Bike Network Map, if available:

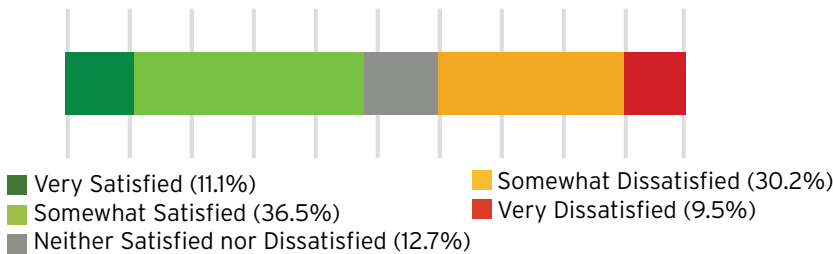
<https://content.civiplus.com/api/assets/b62b4c50-5ee6-40cd-95d8-347865c9d541>

Bike Plan, if available:

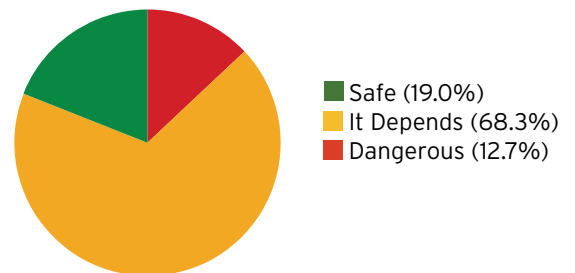
<https://www.beavertonoregon.gov/410/Active-Transportation-Plan>

Spring 2023 BFC Public Survey Response Summary for Beaverton, OR

How satisfied are you with how this community is designed for making bike riding safe? (n = 63)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 63)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 65)

1. Improve existing bike lanes to protected bike lanes (23.1%)
2. More bike lanes (18.5%)
3. More bike paths (16.9%)
4. Reduce speeds through traffic calming and/or road diets (12.3%)
5. Increase police enforcement of traffic laws for drivers (12.3%)

About this Report Card

The following scores are based on the online application submitted by Beaverton 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>Beaverton earned 20% of the points available in the Engineering Category. Below is the breakdown of points that Beaverton 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	Beaverton's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	11 / 41 pts
	End-of-Trip Facilities	14 / 44 pts
	Bicycle Network	15 / 128 pts
	Network Maintenance	11 / 32 pts
	Bicycle Access to Public Transportation	11 / 23 pts
	Bike Sharing	0 / 21 pts
	Other Bicycle-Related Amenities	1 / 6 pts
	Regional Coordination	3 / 23 pts
Engineering Bonus Points	0 / 10 pts	

EDUCATION	<i>Beaverton earned 16% of the points available in the Education Category. Below is the breakdown of points that Beaverton 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	Beaverton's Subcategory Points in Education
	Youth Bicycle Education	9 / 69 pts
	Adult Bicycle Education	12 / 47 pts
	Motorist Education	9 / 28 pts
	Bicycle Safety Education Resources	0 / 16 pts
	Inclusive Education	0 / 26 pts
Education Bonus Points	1 / 7 pts	

ENCOURAGEMENT	<i>Beaverton earned 29% of the points available in the Encouragement Category. Below is the breakdown of points that Beaverton 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	Beaverton's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	3 / 17 pts
	Route-Finding Support	5 / 10 pts
	Bicycle Culture and Promotion	28 / 91 pts
	Access To Bicycle Equipment and Repair Services	8 / 35 pts
	Reducing Work-Related/Fleet VMT	5 / 11 pts
	Encouragement Bonus Points	1 / 7 pts

EVALUATION & PLANNING	<i>Beaverton earned 24% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Beaverton 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	Beaverton's Subcategory Points in Evaluation & Planning
	Staffing And Committees	14 / 40 pts
	Public Engagement for Bicycle Planning	11 / 35 pts
	Planning, Funding, And Implementation	7 / 46 pts
	Evaluating The Bicycle Network	3 / 24 pts
	Evaluating Ridership	2 / 20 pts
	Evaluating & Improving Safety Outcomes	12 / 42 pts
Evaluation & Planning Bonus Points	1 / 7 pts	

EQUITY & ACCESSIBILITY	<i>Beaverton earned 10% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Beaverton 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	Beaverton's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	2 / 24 pts
	Equity Data Collection & Goals	0 / 12 pts
	Equity & Accessibility Policies & Plans	2 / 31 pts
	Equity & Accessibility in Engineering	2 / 44 pts
	Equity & Accessibility in Education	0 / 52 pts
	Equity & Accessibility in Encouragement	10 / 42 pts
	Equity & Accessibility in Evaluation & Planning	10 / 58 pts
Equity & Accessibility Bonus Points	0 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Beaverton's Silver-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 community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.
- » Lower speed limits -- and designed speeds -- on all 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.
- » 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.
- » 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. 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.
- » Continue to increase multi-lingual bike safety and motorist education opportunities and resources for adults. The League now offers several of the Smart Cycling education resources in Spanish, including the Smart Cycling Quick Guide and Smart Cycling manual.
- » 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.
- » 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.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Hire a full-time Bicycle & Pedestrian Coordinator for the City. Expanding the staff time focused on bicycling-related projects and programs would help in scaling up your BFC efforts.
- » Establish a dedicated annual budget for implementation of your Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure development/maintenance.
- » 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. Collect more socioeconomic and demographic data as it relates to current transportation habits and patterns, and establish equity-related indicators to inform future prioritization and budgeting processes for your community.
- » Adopt an ambitious goal for your target level of bicycle use (percent of trips made by bike) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress toward your adopted goal.

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>