



Golden, CO



Award: Silver | Spring 2023

Award History:

Silver since 2014; previously Bronze since 2010; Honorable Mention in 2008.

Golden's BFA Program Stats

of Local Bicycle Friendly Businesses: **1**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **0**
 Colorado's Bicycle Friendly State Ranking: **#6**

The 5 Es Category Scores	Golden	Max Score this round
Engineering	21%	53%
Education	16%	56%
Encouragement	27%	68%
Evaluation & Planning	22%	42%
Equity & Accessibility	9%	37%

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

Key Outcomes

Overall Commuter Ridership: 2.2%

Male Commuter Ridership: 2.6%

Female Commuter Ridership: 1.7%

(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: 1.4

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 20,956

Area: 9.73 square miles

Population Density: 2117 people/square mile

Land Classification:

Mixed Urban/Suburban

Poverty Rate: 13.1%*

Median Household Income: \$80,338*

Percent of the Population that Speaks a

Language Other Than English at Home: 9.2%*

Percent with Disability: 8.5%*

Percent of Households with No Vehicle Available: 6%*

*Source: https://data.census.gov/profile/Golden_city,_Colorado?g=160XX00US0830835

Golden's Bike Links

Bike Network Map, if available:

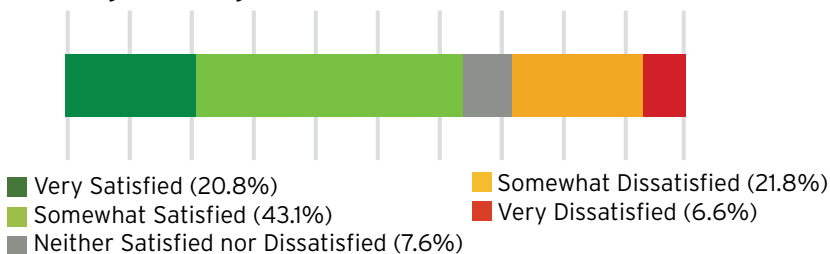
N/A

Bike Plan, if available:

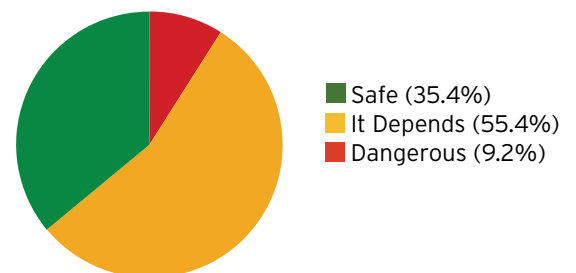
N/A - no bike plan

Spring 2023 BFC Public Survey Response Summary for Golden, CO

How satisfied are you with how this community is designed for making bike riding safe? (n = 197)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 195)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 197)

1. Improve existing bike lanes to protected bike lanes (21.3%)
2. More bike lanes (18.3%)
3. More bike paths (17.3%)

About this Report Card

The following scores are based on the online application submitted by Golden 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>Golden earned 21% of the points available in the Engineering Category. Below is the breakdown of points that Golden 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	Golden's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	6 / 41 pts
	End-of-Trip Facilities	6 / 44 pts
	Bicycle Network	26 / 128 pts
	Network Maintenance	10 / 32 pts
	Bicycle Access to Public Transportation	9 / 23 pts
	Bike Sharing	-5 / 21 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	13 / 23 pts
Engineering Bonus Points	4 / 10 pts	

EDUCATION	<i>Golden earned 16% of the points available in the Education Category. Below is the breakdown of points that Golden 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	Golden's Subcategory Points in Education
	Youth Bicycle Education	15 / 69 pts
	Adult Bicycle Education	12 / 47 pts
	Motorist Education	2 / 28 pts
	Bicycle Safety Education Resources	0 / 16 pts
	Inclusive Education	1 / 26 pts
Education Bonus Points	2 / 7 pts	

ENCOURAGEMENT	<i>Golden earned 27% of the points available in the Encouragement Category. Below is the breakdown of points that Golden 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	Golden's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	4 / 17 pts
	Route-Finding Support	4 / 10 pts
	Bicycle Culture and Promotion	24 / 91 pts
	Access To Bicycle Equipment and Repair Services	13 / 35 pts
	Reducing Work-Related/Fleet VMT	2 / 11 pts
	Encouragement Bonus Points	1 / 7 pts

EVALUATION & PLANNING	<i>Golden earned 22% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Golden 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	Golden's Subcategory Points in Evaluation & Planning
	Staffing And Committees	8 / 40 pts
	Public Engagement for Bicycle Planning	10 / 35 pts
	Planning, Funding, And Implementation	2 / 46 pts
	Evaluating The Bicycle Network	5 / 24 pts
	Evaluating Ridership	1 / 20 pts
	Evaluating & Improving Safety Outcomes	19 / 42 pts
Evaluation & Planning Bonus Points	2 / 7 pts	

EQUITY & ACCESSIBILITY	<i>Golden earned 9% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Golden 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	Golden's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	3 / 24 pts
	Equity Data Collection & Goals	0 / 12 pts
	Equity & Accessibility Policies & Plans	3 / 31 pts
	Equity & Accessibility in Engineering	3 / 44 pts
	Equity & Accessibility in Education	-2 / 52 pts
	Equity & Accessibility in Encouragement	8 / 42 pts
	Equity & Accessibility in Evaluation & Planning	6 / 58 pts
Equity & Accessibility Bonus Points	2 / 9 pts	



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FEEDBACK TO IMPROVE:

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

- » 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.
- » 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.
- » 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 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. Incorporate accessibility standards and Universal Design principles into your street design manual and standards for bike facility designs.
- » 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.
- » 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. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See www.apbp.org/bicycle-parking-solutions)
- » Continue efforts to re-launch a new public bike share system to replace the community bike library system that ceased operations due to the COVID-19 Pandemic. 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.
- » Work with the county and the school district to 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, including adaptive cycles, 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.
- » Expand bicycle education opportunities for adults by offering in-person classes, lessons, and introductory group rides. Consider ways to create an inclusive, welcoming environment for new riders and those who may be getting back on their bike for the first time in years.
- » 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, 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.



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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.
- » 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.
- » 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.
- » 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.

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>