

*This is a sample application filled out with fictional information for an excellent "Cyclist Friendly" city. We hope this will help communities to focus on the best improvements.*

## INTRODUCTION

Being "Bicycle Friendly" really means being friendly to cyclists. This means treating cyclists as fully equal users of the roadways in your community. It means overcoming hazards, combating misinformation and aggressively combating any "road rage" directed towards cyclists.

We suggest that local officials themselves learn proper cycling techniques and then apply this knowledge to make conditions better. Ohio Bicycle Federation provides downloadable flyers and other educational resources that you can distribute from our CFC "Toolkit" at [www.ohiobike.org](http://www.ohiobike.org).

We recognize that the physical environment varies between communities. Some are blessed with favorable climate, wide roads, and light, moderate-speed traffic. Others face challenges including competition for scarce resources, lack of open space, and unfortunate decisions made in the past. We will consider the resources that you have to work with, including the size of the community.

Please describe how you meet or are working to meet the criteria below and include a copy of ordinances, legislation, policies and training documents as appropriate. We are looking for evidence that you are making a good faith and timely effort to meet these criteria. If you expect to meet a requirement by a certain date, please say so.

To qualify for CFC award, your community must be located in Ohio and score at least 65 points out of 100 (bonus points are possible) using the criteria below. (The possible points for each entry are shown in the right margin.)

There are three questions below that offer points for either mitigating problems created by segregated facilities – OR – for not creating the problems in the first place. Sometimes, doing nothing is the wisest option.

Answers should be concise but with enough detail so we can see how you treat cyclists. Please type directly on this form. (You can save space by deleting the background info. in blue type.) Please return application and direct questions to [fredoswald@yahoo.com](mailto:fredoswald@yahoo.com) or 13677 Old Pleasant Valley, Cleve., OH 44130.

## 1. CONTACT INFORMATION AND ORGANIZATION

#1 Points  
**10/10**

If you have an advisory committee, it is vital that members are knowledgeable about bicycle operation. Improperly trained committees often promote harmful measures.

- a. Name of Community, Chief elected official, Contact Person, Position, Address, City, State, Zip, Phone, Fax, Email, Website. Describe the person responsible for your bicycle planning (name, title, duties, percent of time spent on cycling matters, bicycle driving training and on-road cycling experience). Describe the person responsible for your bicycle planning (name, title, duties, percent of time spent on cycling matters, training in bicycle driving and on-road cycling experience). Do you have a Bicycle Advisory Committee or other venue for citizen input? List the name of the Chair and contact information.

2/2

***Ourtown, Ohio, Mayor Jane Doe, 1234 Fifth St., Ourtown, OH 43210, [herhonor@ourtown.gov](mailto:herhonor@ourtown.gov), [www.ourtown.gov](http://www.ourtown.gov), 234-5678 x 901. Planner is John Forester, Engineer, 10% of time, BikeEd course grad, rides 4,000 mi/yr in urban traffic.***

***7 member committee, chair is John Smith, [Smith@cycleclub.org](mailto:Smith@cycleclub.org)***

- b. List training and on-road cycling experience of key committee members.  
***Smith and 2 others took BikeEd class, 1 other is bike commuter, one club cyclist, others have less experience. We plan a seminar for committee & city officials next month.***
- c. Provide name and contact information for the League Cycling Instructors(s) or other experts who have reviewed your program. ***Sue Biker, LCI #2345, [Bikesalot@isp.net](mailto:Bikesalot@isp.net)***

4/4

4/4

## 2. EQUITABLE TREATMENT, SAFE AND FAIR LAWS

#2 Points

Show how you treat cyclists as **fully equal** users of all of the roads in our community and you do not discriminate against non-motorized drivers. Note: Unless you meet part a., we cannot consider your community cyclist friendly. Please tell us whether your ordinances are fully consistent with the Ohio Revised Code as amended in 2006.

**17 /20**

- a. Do you have any local ordinance(s) that ban cyclists over age 14 from any roadways (other than freeways) or that mandate riding on sidewalks, shoulders, paths, or bike lanes? Is there any other ordinance that requires non-standard operation for cyclists (i.e. different from other drivers or contrary to the uniform rules of the road)? [Any dangerous ordinance will disqualify the community. Other defects will generate appropriate point deductions.] deduction?  
none

**We repealed a sidepath ordinance, May 22, 2007 as part of a complete revision to our bike ordinances, making them consistent with the ORC (see copy of bike ordinances attached). We no longer have special restrictions.**

- b. Do you have any ordinance as in a. above that applies to children under age 14? If so, to what age does it apply? [Deduction of at least 10 points for such ordinance depending on details]. Do you have a helmet ordinance? If so, does it have a strong liability exclusion? **none** deduction?  
none

- c. Do you have a written policy that declares cyclists are equal users of the roads? Do you consider every traffic lane to be a bike lane? **Yes, by mayor's proclamation, Jun 10, 2007** 2 /2

- d. Are you training all police officers and other law enforcement officials that bicycles are vehicles that should be driven on the roadways using the same rules as other drivers? Do you specifically train officers that any law requiring riding as far right as *practicable* DOES NOT mean riding as far to the right as *possible*. Cyclists must move to the left to pass slower vehicles, make left turns, avoid road hazards continue straight through an intersection with a right turn lane or where otherwise required for safety. How do you train officers to enforce laws fairly, targeting offenses that cause accidents? 10 /12

**We use the "Effective Cycling" Video for training plus seminars lead by our 4 bike officers. Over half our officers have taken the "Cycling Knowledge Test". We also use the NHTSA police bike awareness program.**

- e. Do you have or are developing a program to deter "road rage" against cyclists and do you have a policy to deal with any credible reports of such incidents? 5 /6

**We have a register for reporting any incidents. Police chief & law director are developing procedures to handle any such case if one occurs.**

### 3. EDUCATION

#3 Points  
31 /34

The critical ingredient is knowledge. Everyone involved in planning for bicycle transportation must understand how to operate a bicycle as a vehicle, following the standard rules of the road. Every user of bicycles and every other user of the roads must be taught that bicycles are vehicles that belong on the road and that must be driven according to the same traffic rules. Universal cycling education must be the primary product of any bicycle plan.

Real knowledge of cycling is rare in our society. Ironically, almost everyone thinks he or she knows everything about cycling. As Will Rogers once remarked: "It is not what he doesn't know that bothers me; it's what he knows for sure that just ain't so."

**A Cyclist Friendly Community runs a strong and persistent cycling education program.**

- a. Do you have a program to teach all our citizens that bicycles are vehicles that should be driven on the same roads by the same rules as other drivers? Do you specifically teach that sidewalks and multi-use paths are designed for pedestrian speeds and maneuverability and are unsafe for high-speed bicycle use? Do you organize programs to teach children proper cycling techniques and reach out to the parents so they have correct information? Do you ensure that people who teach cycling education events are trained in *bicycle driving*? What steps do you take to avoid spreading the misinformation of traditional "bike safety" programs that repeat bad advice that "sounds good"? What educational flyers, display posters do you use? Do you include bicycle-driving information with regular communication to citizens (such as newsletters and youth activity announcements)? 23 /25

**Police officers on the bike patrol conduct school programs. A local BikeEd instructor is training other volunteers and we use the Effective Cycling video. We distribute two parents' flyers and two adult flyers (from OBF toolkit). We are using short messages in community newsletter and encourage local paper to cover bike operation. Local radio station is running PSA's. Our bike police ride down Main St. several times/week including rush hour to set a good example.**

- b. What cycling education seminars or classes in the community do you sponsor and promote? 4 /5  
**First seminar was last month with follow-up next month, given by BikeEd instr. and bike officer.**

- c. Does the community have NO marked bicycle sidepaths or striped bike lanes, -- OR --  
Do you educate motorists that cyclists who do not use bike paths or bike lanes have the right to ride in the roadway and probably have good reasons for their choice? 4 /4

**We have a two-mile sidepath on Center St. installed in 1984. We ordered four signs to be visible from both path & road that say "Path speed limit 10 mph. Faster riders use road". (See also #4g below.)**

#4 Points  
23 /27

#### 4. ACCOMODATION, ENGINEERING AND SAFETY

Traditional bicycle planning focuses almost exclusively on building facilities to separate bicycle and motor traffic. Often these separate paths and bike lanes expose the very people they are intended to protect to new and unexpected hazards. Separate bike lanes may introduce hazards because they encourage motorists to stay to the left and cyclists to stay to the right, even where the rules of the road require otherwise. Sometimes bike lanes are placed in hazardous locations, such as in the "door zone" of parked cars. Sidepaths, parallel to roadways, introduce conflicts at every intersection and every driveway.

Nearly all roads that are well designed and adequate for motor traffic are also very suitable for bicycle traffic, especially if cyclists are properly trained. Every existing street must be regarded to already be a bicycle facility. Improvements must be directed to making roads more pleasant, efficient, convenient, and safe for both motorists and cyclists sharing them. In many cases, little extra work need be done. The main need is to check for and eliminate hazards and to educate everyone that cyclists are legitimate users of the roads.

- a. Do you have a written policy for routine accommodation of cyclists on all non-freeway roadways in the community for all new roadway construction, reconstruction or resurfacing? Do you require that all destinations accessible to public by motoring are also conveniently reachable via bicycle? Do you consider widening the curb lane to be the preferred method of accommodation, where feasible? 1 /2

**Accommodation policy ordinance is in 2nd reading. We re-striped traffic lanes on Main St. to provide 13' outside lanes and 11' inside lanes.**

- b. Do you have or are developing a program to train community officials, planners and engineers whose duty impacts cycling? This training should specifically include operating a bicycle in traffic. 3 /4

**Bike Coord. attended BikeEd class. We plan a seminar for all officials next month, led by an LCI. Our road maintenance supervisor took a ride with the Advisory Committee to learn about road hazards first hand.**

- c. Do you have (or will soon complete) an inventory of important streets for cycling suitability, including identifying hazards or barriers and implementing measures to correct or mitigate problems? 8 /8

**We identified 37 dangerous drain grates. All have welded straps but we will replace the worst 9 by fall, balance within 2 years. We have three concrete streets with crack problems. All were patched this spring. One street will be repaved next year. Right turns are prohibited on Elm St. to discourage cut through traffic. We revised the ordinance to make it apply only to "motor vehicles". A new sign has been ordered. We added obstruction lines to encourage cyclists to move left early to avoid pinch point under a narrow RR bridge. Warning signs have been ordered.**

- d. Do you require that vehicle detectors for ALL streets (except freeway entrances) be adjusted to detect bicycles and do you teach cyclists how to use vehicle detectors? Do you mark the "sweet spot" of detectors so cyclists can find them (per OMUTCD, 9C.05)? 4 /5

**Our detectors are old, will be replaced in 2-3 years. Three cannot be adjusted to detect bikes. These will be replaced first. A recent city newsletter article described using detectors. We have ordered a stencil that will be used to mark detectors that work.**

- e. Do you look for places (such as cul-de-sac roads or where there are barriers to motor traffic) where off-road facilities may be appropriate? Do you provide bicycle paths as connectors or as recreation facilities provided such paths avoid introducing hazards? Do you discourage mixing pedestrians with high-speed bicycle traffic? Are any off-road facilities only supplemental to the roadway system? 2 /2

**We plan a path for next July to bypass a barricade erected to stop cut through traffic. We have a recreation path in the park. We ordered speed limit signs for the path to reduce pedestrian hazards. We cover path etiquette in several newsletter articles.**

- f. Do you provide secure & bike-safe parking at public facilities in the city and encourage private businesses to provide secure bicycle parking facilities? Do you require secure bicycle parking for all new or renovated construction where public automobile parking is provided? 1 /2

***Inverted U bike racks are at city hall, pool & rec. center. We asked library to replace poor concrete “wheel bender” design. We developed a flyer describing good rack design for merchants.***

- g. Either does the community has NO bicycle sidepaths (paths beside roadway), -- OR -- 2/2  
Have you evaluated the hazards of sidepaths and identified measures to mitigate the problems OR will you convert the sidepaths to pedestrian-only facilities and re-direct bicycle traffic to safer locations? What rules have you developed to minimize conflicts between various path users?

***We will install signs to mitigate dangers on the Center St. path discussed above. We improved visibility at one roadway crossing and have informed residents of path hazards via city newsletter. We plan to provide a wide curb lane for cycling when the road is improved in 3-4 years and then will designate the path for pedestrian use.***

- h. Does the community have NO marked bicycle lanes, -- OR -- 2/2  
Have you evaluated the hazards caused by the bike lane stripe and have identified measures to mitigate the problems or removed the stripe? If any bike lanes are next to parked cars, how do you keep cyclists out of the “door zone”? Are bike lane stripes dropped at least 100’ before intersections?

***No bike lanes in city. We are installing wide curb lane roads where feasible, rather than separate bike lanes.***

## **5. PROMOTING AND ENCOURAGING CYCLING**

**#5 Points  
7/9**

Bicycles are very suitable for short to moderate range personal transportation, particularly in urban areas. Bicycle transportation benefits society by improving public health and reducing pollution, noise, congestion, greenhouse gasses and imported oil, among other issues. These goals will be achieved only if bicycle operators are fully integrated into the surface transportation system.

- a. Are you working with local experts (League Cycling Instructors and other experienced cyclists), bike clubs and cycling advocacy organizations to promote cycling, teach best practices and improve the cycling environment? 2/2

***Seminar planned as described above. The Golden Wheels Bike Club is also involved.***

- b. Do you promote bike month and bike to work day? How? Do you sponsor bike tours or community rides? 2/2

***We have bike to work articles in city newsletter. Mayor & Council appeared in newspaper article riding to work. Our first community ride is planned in Sept. Two more rides next year.*** 2/2

- c. Do you encourage and provide information so businesses have worksite bicycle accommodation programs that provide secure bicycle parking, shower facilities, and “guaranteed ride home”? 1/2

***We are developing a packet. Will begin send out next month.***

- d. Do you have or soon will develop a system (such as web site or telephone “hotline”) that allows cyclists to conveniently submit ideas and concerns and report hazards to public officials? Are you committed to responding to these reports? 2/3

***We are discussing a web page system with city engineer and bike club. We have responded to three hazards reported this year, including patching cracks and adjusting vehicle detectors.***

## **6. OTHER FACTORS**

**#6 Bonus  
Points  
10 bonus**

Tell us anything else we should know about your community and how you make cyclists welcome. We may award bonus points for your efforts. Please describe two or three of the most serious problems cyclists face in your community and how you plan to address these problems.

What features of your community would you mention as attractive to: Transportation cyclists (Commuters & shoppers), Visiting touring cyclists, Recreational cyclists (including mountain bikers) and Juvenile cyclists, especially when riding to school and/or recreation facilities?

***We adopted the complete model municipal bike ordinances described at [bikelaws.org/](http://bikelaws.org/).***

***We passed a resolution supporting reforms of Ohio bicycle traffic laws proposed by Ohio Bicycle Federation. We have sent letters to our state legislators urging they support the reforms.***

***We have a voluntary bike registration program (replaced mandatory registration). We recovered two lost/stolen bikes through registration last year.***

***Our greatest problem is educating people about proper methods. Our education program is working this as described above. Our next problem is caused by old concrete roadways that are prone to cracks and gaps between pavement sections. We are aggressively patching and replacing these defects. We also have old, non-responsive vehicle detectors that are being replaced (described above).***

***Our roads are generally good for bicycle transportation. Our advisory committee is planning route markers for visitors and we have a mountain bike trail in the park. For children, we are looking for ways to add connector paths between cul-de-sac streets.***