

Ohio Bicycle Federation Cyclist Friendly Communities Award APPLICATION

Score

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 eliminating hazards, overcoming misinformation and aggressively combating any "road rage" directed towards cyclists.

We urge 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.

We recognize that the physical environment varies between communities. Some are blessed with 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. **Most of the changes we suggest cost very little.**

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 this background info. in blue type.) Please return application and direct questions to chuck@ohiobike.org or mail to OBF, 825 Olde Farm Ct, Vandalia, OH 45377.

1. CONTACT INFORMATION AND ORGANIZATION

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, 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.

b. List cycling training and on-road cycling experience of key committee members.

c. Provide name and contact information for the instructors(s) or other experts who have reviewed your program.

#1	Points
a.	/1
b.	/3
c.	/3
Total	/7

2. EQUITABLE TREATMENT, SAFE AND FAIR LAWS

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.

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 Ohio Revised Code)? [Any dangerous ordinance or adult helmet ordinance will disqualify the community from this award. Other defects will generate appropriate point deductions. We urge that any such misguided ordinances be repealed.]

b. Do you have any restrictive ordinance above that applies to children under age 14? If so, to what age does it apply? [Deduction of at approx. 10 points for such ordinance depending on details]. Do you

have a helmet ordinance? If so, does it have a strong liability exclusion? If you have a helmet ordinance that applies to adults, please repeal it before sending in this application.

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| <p>c. Do you have a written policy that declares cyclists are <u>equal</u> users of the roads? Do you consider every traffic lane to be a “bike lane”.</p> <p>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 <i>practicable</i> DOES NOT mean riding as far to the right as <i>possible</i>. 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. Tell how you train officers to enforce laws fairly, targeting offenses that cause accidents?</p> <p>e. Do you have a program to deter “road rage” against cyclists. How do you deal with credible reports of such incidents?</p> | <p>#2 Points</p> <p>a. (-) ?</p> <p>b. (-) ?</p> <p>c. /4</p> <p>d. /10</p> <p>e. /6</p> <p>Total /20</p> |
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3. EDUCATION

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 all other users 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.”

Cyclist Friendly Communities run strong and persistent cycling education programs.

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| <p>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 <i>bicycle driving</i>? 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)?</p> <p>b. What cycling education seminars or classes in the community do you sponsor and promote?</p> <p>c. Does the community have NO marked bike paths or striped bike lanes, -- OR -- Tell how 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?</p> | <p>#3 Points</p> <p>a. /25</p> <p>b. /5</p> <p>c. /5</p> <p>Total /35</p> |
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4. ACCOMODATION, ENGINEERING AND SAFETY

Traditional bicycle planning focuses 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 introduce hazards because they encourage motorists to stay to the left and cyclists to stay right, even where the rules of the road require otherwise. Often bike lanes are placed in dangerous places, such as in the “door zone” of parked cars. Sidepaths, parallel to roadways, introduce conflicts at every intersection and 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 “May Use Full Lane” signs and widening the curb lane as the preferred forms of accommodation? Do you encourage citizens to ride near the center of narrow lanes to deter motorist mistakes?

- 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.
- c. Do you have (or will soon complete) an inventory of important streets for cycling, including identifying hazards or barriers and implementing measures to correct or mitigate problems?
- 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)?
- 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 paths as connectors or as recreation facilities provided such paths avoid introducing hazards? Do you discourage mixing pedestrians with high-speed bicycle traffic? Are all off-road facilities considered supplemental to roadways?
- 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 new or renovated construction where public automobile parking is provided?
- g. Does the community have NO bicycle sidepaths (paths beside roadway), -- OR --
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?
- h. Does the community have NO marked bicycle lanes, -- OR --
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?
- i. 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?

#4 Points	
a.	/4
b.	/4
c.	/5
d.	/7
e.	/2
f.	/2
g.	/3
h.	/3
i.	/2
Total	/32

#5 Points	
a.	/2
b.	/2
c.	/2
Total	/6

5. PROMOTING AND ENCOURAGING CYCLING

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 (cycling instructors and other experienced cyclists), bike clubs and cycling advocacy organizations to promote cycling and especially teach best practices and improve the cycling environment?
- b. Do you promote bike month and bike to work day? How? Do you sponsor one or more bike tours or community rides each year?
- 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”?

#6 Bonus points

6. OTHER FACTORS

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

c. 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?