



SUSTAINABLE MARYLAND ACTION: CREATE A BICYCLE FRIENDLY COMMUNITY

Amelia Neptune
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Prepared for Sustainable Maryland
March 31, 2021

PRESENTER



Amelia Neptune

*Director, Bicycle Friendly America Program
League of American Bicyclists*



ENVIRONMENTAL
FINANCE CENTER



AGENDA



- » *About the League and the Bicycle Friendly Community (BFC) Program*
- » *Why bicycling is important and why become a BFC?*
- » *BFC Application & Review Process*
- » *BFC Criteria: the 5 E's*
- » *Community Spotlight: Salisbury, MD*
- » *SM Submission Requirements*
- » *Resources & Tools for aspiring BFCs*



ENVIRONMENTAL
FINANCE CENTER





SMART CYCLING MANUAL



THE LEAGUE » SMART CYCLING



THE LEAGUE NATIONAL BIKE SUMMIT 2020



ENGAGING MORE WOMEN IN BICYCLING

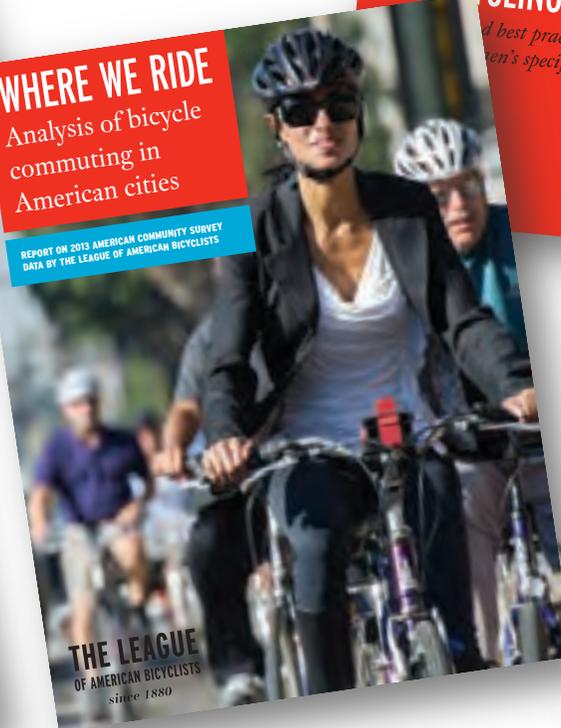
Best practices to improve and women's specific bicycle advocacy



WHERE WE RIDE

Analysis of bicycle commuting in American cities

REPORT ON 2015 AMERICAN COMMUNITY SURVEY DATA BY THE LEAGUE OF AMERICAN BICYCLISTS



THE LEAGUE OF AMERICAN BICYCLISTS since 1880



I VOTE

#BIKEIVOTE



MAY IS STILL BIKE MONTH

With so many reasons to ride, what's yours?



ACTIVE TRANSPORTATION LEADERSHIP INSTITUTE



THE LEAGUE » BICYCLE FRIENDLY AMERICA



BICYCLE FRIENDLY STATE



BICYCLE FRIENDLY COMMUNITY



BICYCLE FRIENDLY BUSINESS



BICYCLE FRIENDLY UNIVERSITY



BICYCLE FRIENDLY COMMUNITY



Bicycle Friendly Communities BY STATE

See the full list at bikeleague.org/community

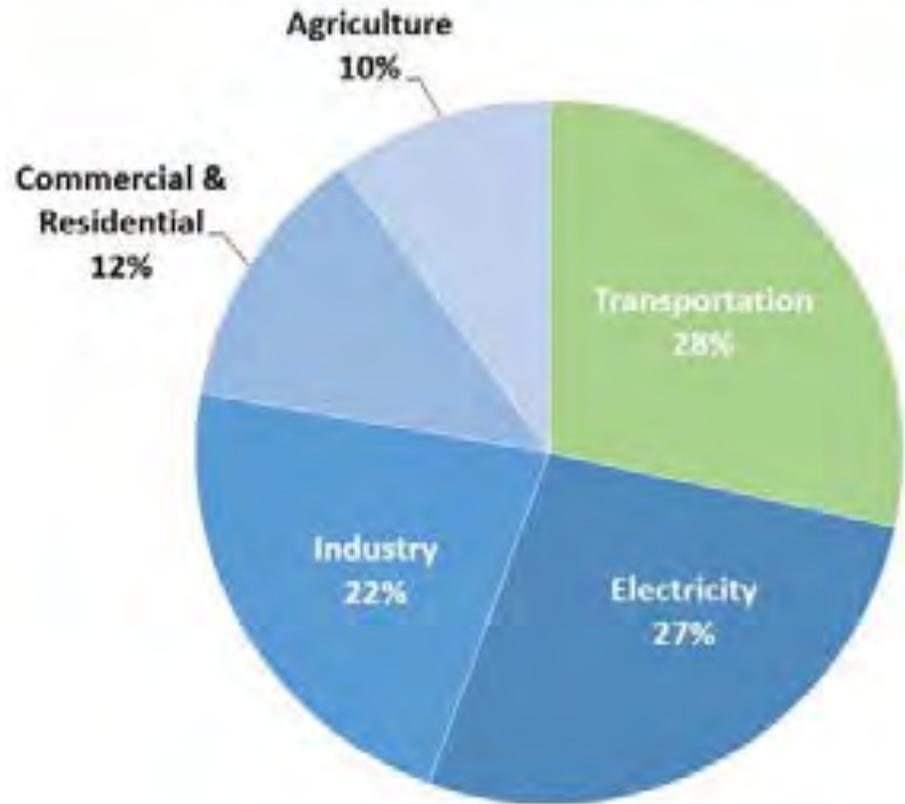
WHY IS BICYCLING IMPORTANT?



BENEFITS: Sustainability



Total U.S. Greenhouse Gas Emissions by Economic Sector in 2018



There is huge potential for more trips to be taken by bicycle.

In every country, at least 35% of trips are under 5km, less than a 20 minute ride on a bicycle. Around 50% of trips are under 10km, less than a 20 minute ride on a bicycle.





Michael Wheatley/Alamy Stock Photo

Cycling is ten times more important than electric cars for reaching net-zero cities

March 29, 2021 10:59am EDT

Globally, only one in 50 new cars were fully electric in 2020, and one in 14 in the UK. Sounds impressive, but even if all new cars were electric now, it would still take 15-20 years to replace the world's fossil fuel car fleet.

The emission savings from replacing all those internal combustion engines with zero-carbon alternatives will not feed in fast enough to make the necessary difference in the time we can spare: the next five years. Tackling the climate and air pollution crises requires curbing all motorised transport, particularly private cars, as quickly as possible. Focusing solely on electric vehicles is slowing down the race to zero emissions.

“Strikingly, people who cycled on a daily basis had 84% lower carbon emissions from all their daily travel than those who didn’t.

We also found that the average person who shifted from car to bike for just one day a week cut their carbon footprint by 3.2kg of CO₂...

When we compared the life cycle of each travel mode,...we found that emissions from cycling can be more than 30 times lower for each trip than driving a fossil fuel car, and about ten times lower than driving an electric one.”

Author



Christian Brand

Associate Professor in Transport, Energy & Environment, Transport Studies Unit, University of Oxford

BENEFITS: Safety



Environmental
Practice

Article contents

Abstract

References

RESEARCH ARTICLE: Evidence on Why Bike-Friendly Cities Are Safer for All Road Users

Published online by Cambridge University Press: 06 April 2011

Wesley E. Marshall and Norman W. Garrick

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Abstract

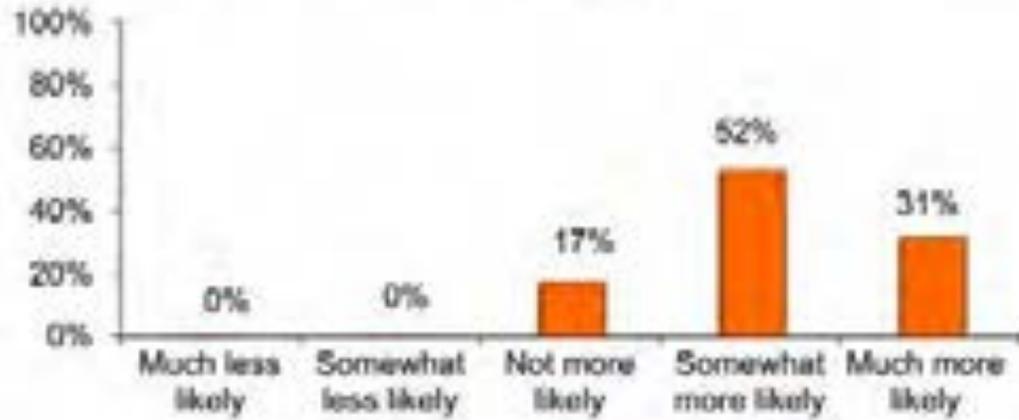
Biking is increasingly being recognized as a highly sustainable form of transportation. Consequently, a growing number of American cities have seen tremendous growth in bicycle travel, in part because many cities are also investing resources into improving bicycling infrastructure. Aside from the environmental advantages, there is now growing evidence to suggest that cities with higher bicycling rates also have better road safety records. This study attempts to better understand this phenomenon of lower fatality rates in bike-oriented cities

BENEFITS: Health & Wellness



BENEFITS: Economy

Likelihood to Patronize Establishment if Accessible by Capital Bikeshare
(n = 5,308)



Advocacy Advance



Tools to Increase Biking and Walking

Bicycling Means Business:

The Economic Benefits of Bicycle Infrastructure

By David Plouffe

Policy Director

League of American Bicyclists

This report is a product of Advocacy Advance — a partnership of the League of American Bicyclists and the Alliance for Biking & Walking



WHERE PEOPLE WANT TO LIVE, WORK, AND VISIT

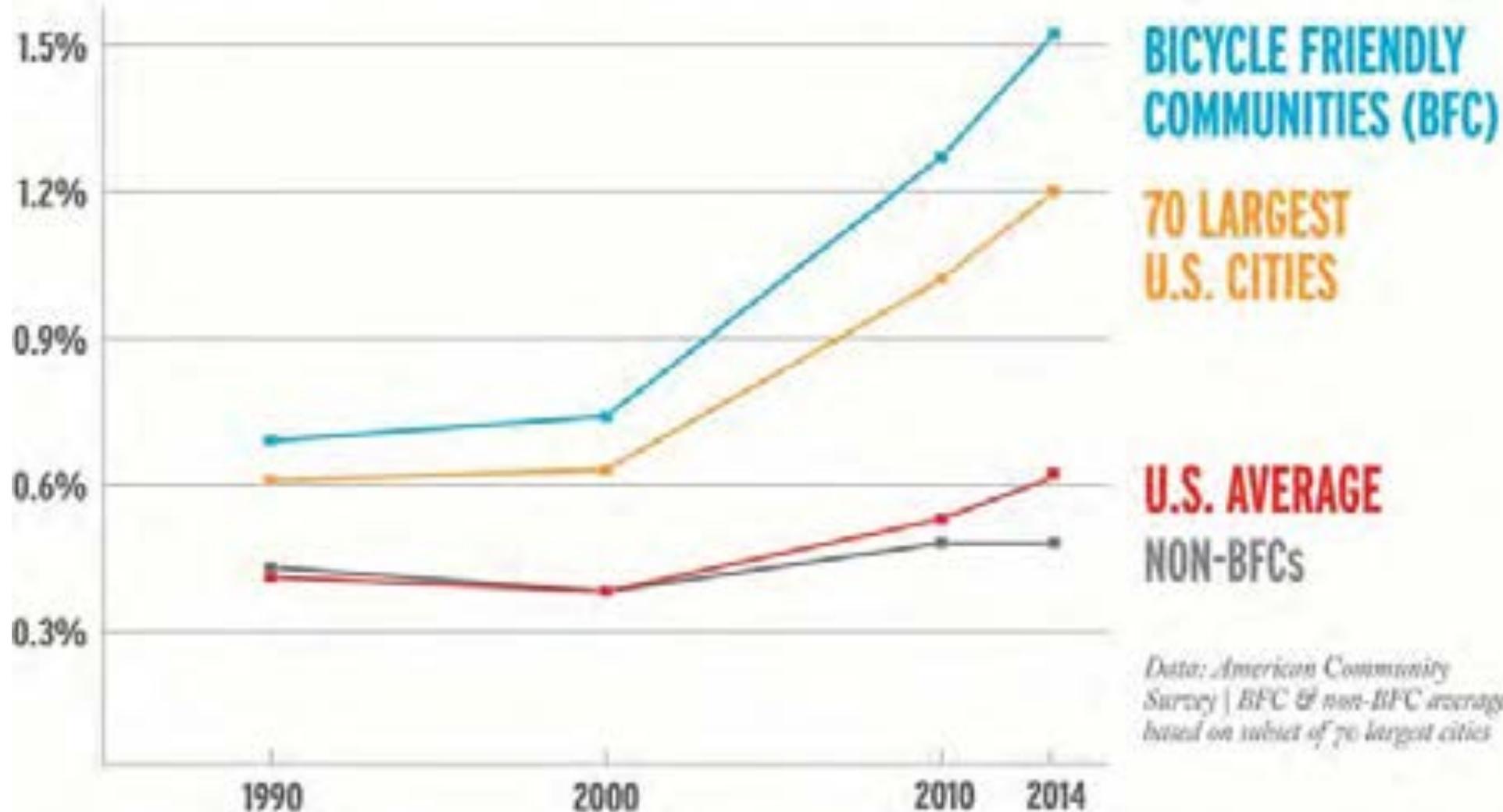


WHY BECOME A BICYCLE FRIENDLY COMMUNITY?

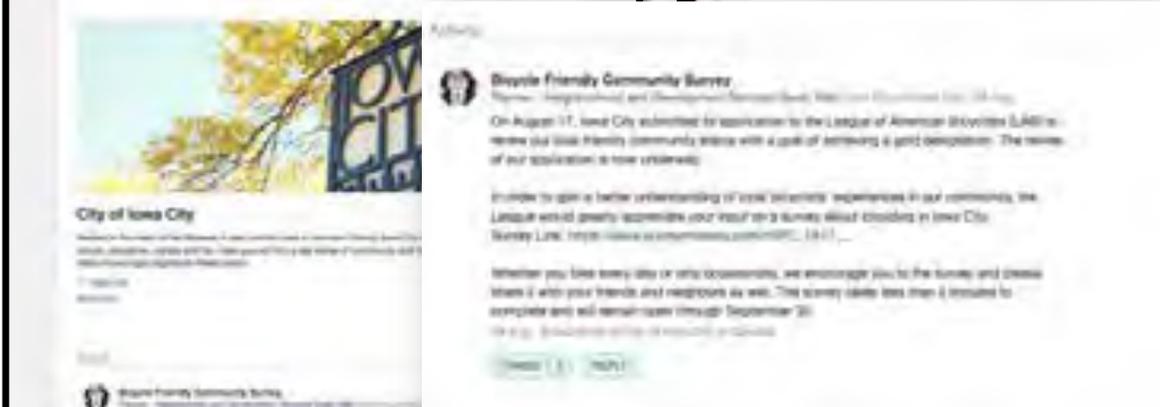
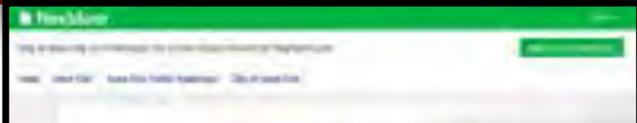
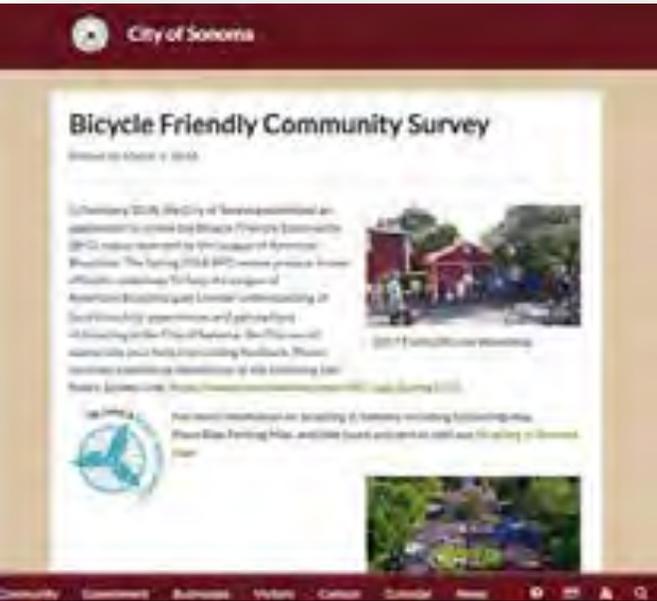


Growth in U.S. Bicycle Commuting

Percentage of residents commuting by bike, 1990-2014



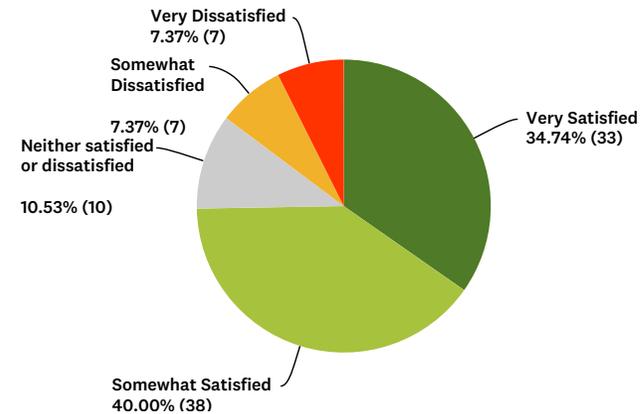
PUBLIC INPUT PROCESS



Sample BFC public survey feedback:

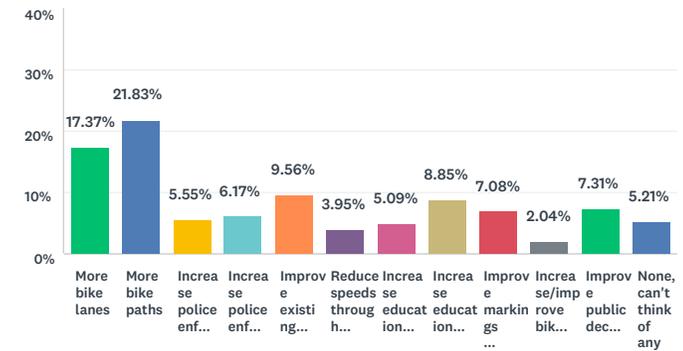
Q44 How satisfied are you with how this community is designed for making bike riding safe?

Answered: 95 Skipped: 10



Q45 What is the number one change you would most like to see the local government make in this community for bicyclists?

Answered: 4,814 Skipped: 944



RECOGNITION & FEEDBACK



Fall 2019



PORTLAND, OR



TOTAL POPULATION **639,863**
 POPULATION DENSITY **4,811**
 TOTAL AREA (sq. miles) **133**

OF LOCAL BICYCLE FRIENDLY BUSINESSES **31**
 # OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **2**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Diamond	Portland
High Speed Roads with Bike Facilities	100%	87%
Total Bicycle Network Mileage to Total Road Network Mileage	19%	18%
Bicycle Education in Schools	EXCELLENT	GOOD
Share of Transportation Budget Spent on Bicycling	INSUFFICIENT DATA	INSUFFICIENT DATA
Bike Month and Bike to Work Events	EXCELLENT	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	EXCELLENT	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	IMPLEMENTED
Bike Program Staff to Population	PER 100	PER 100

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6.5/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.2/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	7.2/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	8.0/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	8.8/10

KEY OUTCOMES

	Diamond	Portland
RIDERSHIP <i>Percentage of commuters who bike</i>	20%	16.9%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	50	119
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.2	0.7



KEY STEPS TO DIAMOND



- » Develop a stronger funding mechanism to support bicycle infrastructure and programming. Establish a dedicated budget for the implementation of your Bike Plan, in addition to the ongoing development and maintenance of Portland's growing bikeway network.
- » As you near the midpoint of your 2010-adopted "Portland Bicycle Plan for 2030" consider conducting an update to the plan. Updated technologies, new issues like distracted driving, and new best practices and national guidelines/standards suggest that a strong bike plan be updated every 5-10 years. An update to your plan will also allow you to revisit and ensure that the stated goals of the plan still reflect the community's bicycling priorities.

- » Bicycle safety education should be a routine part of education for students of all ages. Work with your Safe Routes to School Coordinator, local bicycle groups, and interested parents to expand and improve in-school bicycle education for all K-12 schools in Portland.
- » Expand bicycle education opportunities for adults, including for motorists. Host a League Cycling Instructor (LCI) seminar to increase the number of active LCIs in Portland. Having several active instructors in the area will enable you to expand bicycling education, deliver Bicycle Friendly Driver education to motorists, and have more experts available to assist in encouragement programs.



PEORIA, AZ

TOTAL POPULATION **171,000**
 POPULATION DENSITY **957**
 TOTAL AREA (sq. miles) **176**

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**
 # OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Peoria
High Speed Roads with Bike Facilities	20%	61%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	23%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	1%
Bike Month and Bike to Work Events	AVERAGE	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	STATEWIDE ONLY
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 154K	1 PER 342K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.3/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.0/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.0/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2.6/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3.9/10

KEY OUTCOMES

	Average Bronze	Peoria
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	0.28%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1,093	1,805
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	9.76



KEY STEPS TO BRONZE



- » Continue to expand the bike network 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. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.

- » Continue to increase the amount of high quality bicycle parking throughout Peoria. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near popular destinations, transit stops, and urban activity centers. Consider the use of bike corrals, bike valets, and incentives or requirements for bike parking in buildings.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools.

KEY STEPS CONTINUED ON PAGE 2...

RECOGNITION & FEEDBACK



MARYLAND

COMMUNITY	STATE	AWARD	POPULATION	JURISDICTION	LAND USE	
Annapolis and Anne Arundel County	MD	Bronze	537656	County/Borough/Parish	Urban core surrounded by low density suburban areas	view report card map it
Baltimore City	MD	Bronze	610000	Town/City/Municipality	Urbanized areas	view report card map it
Columbia	MD	Bronze	99615	Census Designated Place	Suburban	view report card map it
Frederick	MD	Bronze	71408	Town/City/Municipality	Urban core surrounded by low density suburban areas	view report card map it

BICYCLE FRIENDLY COMMUNITY
Fall 2019
THE LEAGUE OF AMERICAN BICYCLISTS

BALTIMORE CITY, MD

TOTAL POPULATION
610,000

TOTAL AREA (sq. miles)
92

POPULATION DENSITY
6,630

OF LOCAL BICYCLE FRIENDLY BUSINESSES
8

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES
0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Baltimore City
High Speed Roads with Bike Facilities	35%	1%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	5%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	1%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 174K

CATEGORY SCORES

Category	Score
ENGINEERING <i>Bicycle network and connectivity</i>	4.1/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.5/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5.2/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.1/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.6/10

KEY OUTCOMES

	Average Silver	Baltimore City
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.85%
SAFETY MEASURES CRASHES <i>Crashes per 100 bicycle commuters</i>	537	714
SAFETY MEASURES FATALITIES <i>Fatalities per 100 bicycle commuters</i>	6.3	3.47

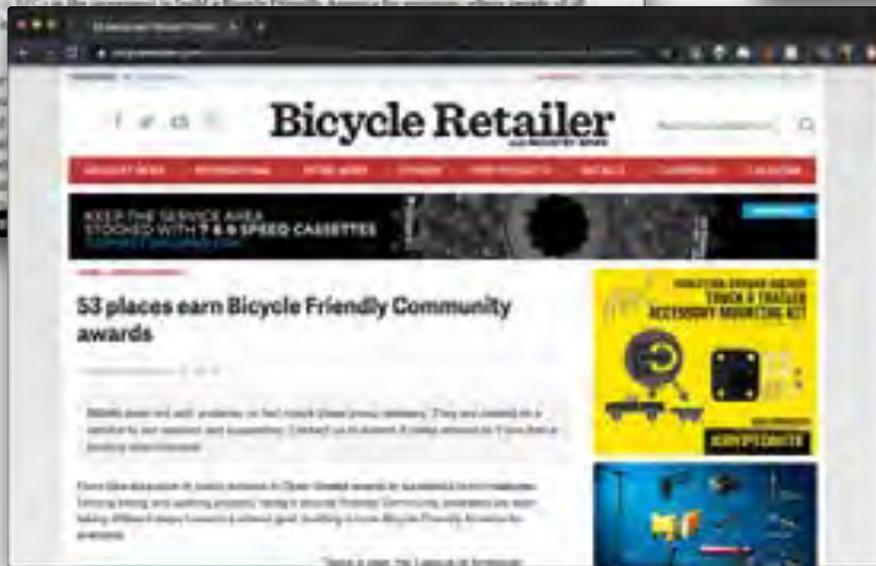
KEY STEPS TO SILVER

- » Congratulations on adopting a Complete Streets policy, directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process for this new policy.
- » Continue to expand the bike network 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.
- » Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient APBP-compliant bike parking available. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity, particularly at transit stops and popular destinations.
- » Expand bicycle safety education to be a routine part of education for students of all ages at all K-12 schools, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking.
- » Ensure that there is sufficient dedicated funding for the implementation of all types of bicycle infrastructure recommended by the bicycle master plan.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- » 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.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

» AWARDS DATABASE MAP: bikeleague.org/bfa/awards

NATIONAL, STATEWIDE, & LOCAL RECOGNITION



BFC APPLICATION CRITERIA



The Five E's:

- » Engineering
- » Encouragement
- » Education
- » Evaluation & Planning
- » Equity, Diversity & Inclusion (*EDI*)



ENGINEERING



- » Policies and Design Standards
- » End-of-Trip Facilities
- » Bicycle Access to Public Transportation
- » Off-Street Bicycle Facilities
- » On-Street Bicycle Facilities
- » Other Bicycle Accommodations
- » Bike Sharing
- » Other Bicycle-Related Amenities
- » Engineering Bonus Points

ENCOURAGEMENT



- » Encouragement Policies, Programs and Partnerships
- » Route-Finding Support
- » Bicycle Culture and Promotion
- » Access to Bicycle Equipment and Repair Services
- » Reducing Work-Related/Fleet VMT
- » Encouragement Bonus Points

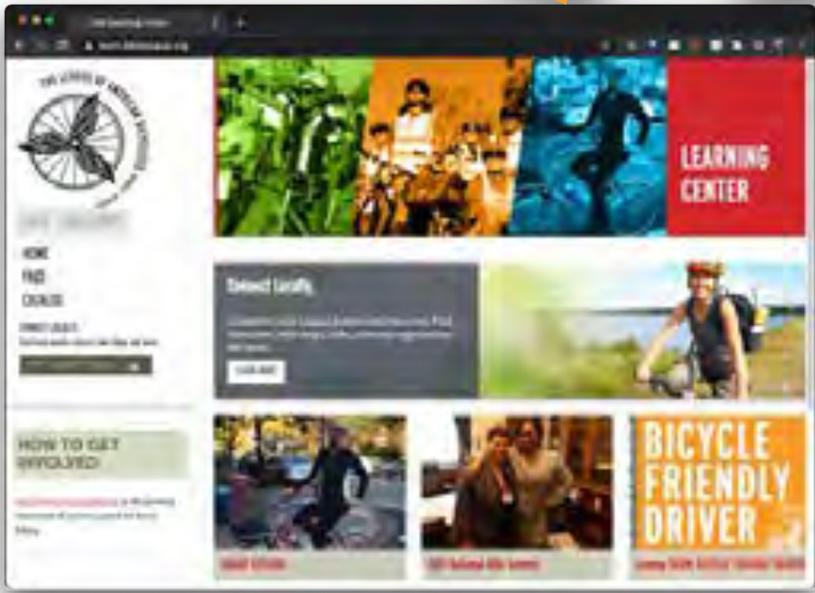
EDUCATION



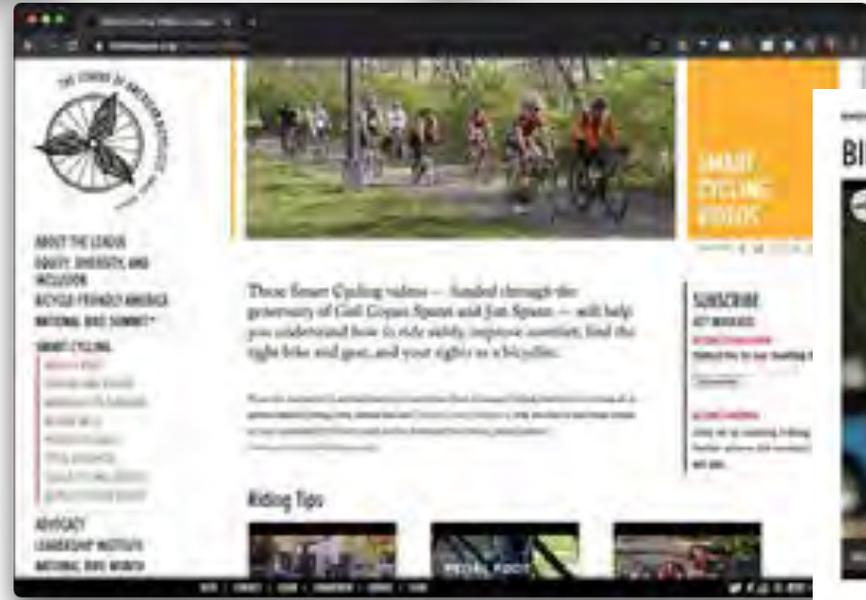
- » Youth Bicycle Education
- » Adult Bicycle Education
- » Motorist Education
- » Bicycle Safety Education Resources
- » Education Bonus Points



Photo courtesy of The Villages



» Online Learning Center: learn.bikeleague.org/



» Smart Cycling program: bikeleague.org/ridesmart



EVALUATION & PLANNING



- » Staffing and Committees
- » Planning, Funding, and Implementation
- » Evaluating Ridership
- » Evaluating & Improving Safety Outcomes
- » Evaluating the Bicycle Network
- » Evaluation & Planning Bonus Points

Understanding Bicyclist-Motorist Crashes in Minneapolis, Minnesota

A comprehensive look at crash data from 2000-2010 and recommendations for improved bicyclist safety

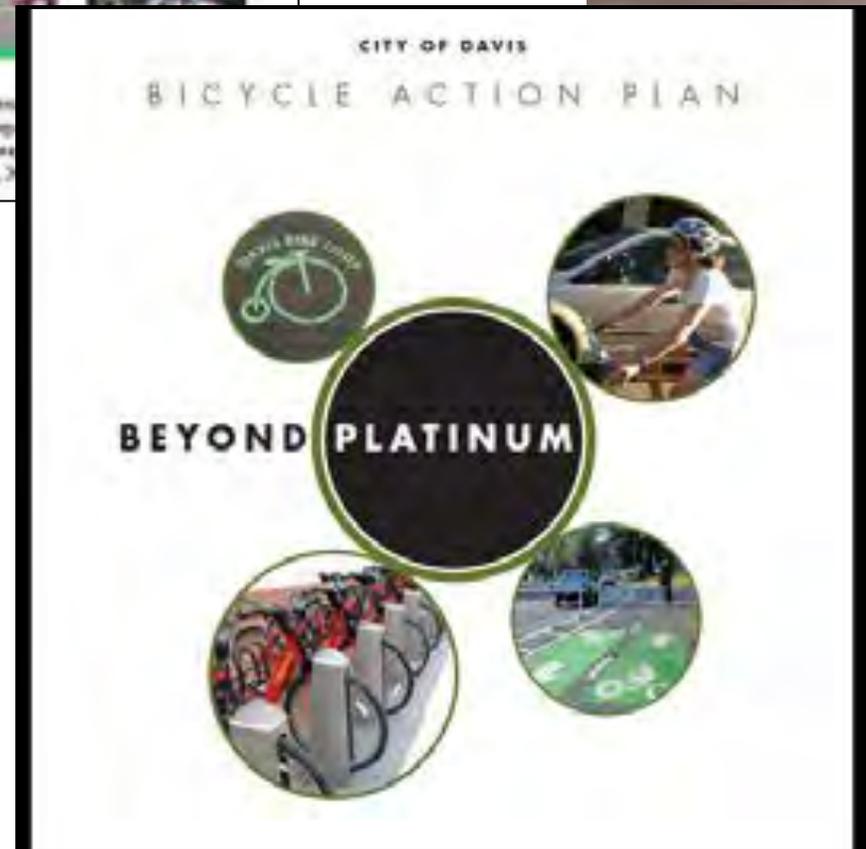


Bicycle and Pedestrian
Public Works Dept.
City of Minneapolis
January 15, 2012



CITY OF DAVIS
BICYCLE ACTION PLAN

BEYOND PLATINUM



BFC APPLICATION CRITERIA



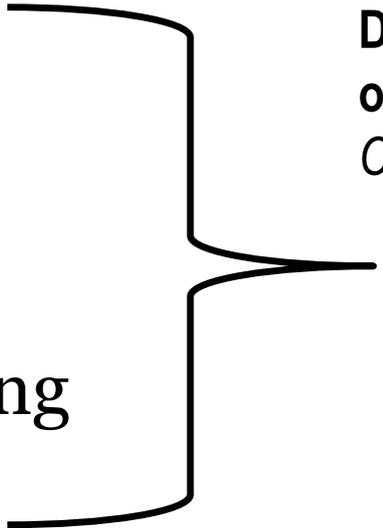
- » Engineering
- » Encouragement
- » Education
- » Evaluation & Planning

» **Equity, Diversity
& Inclusion (*EDI*)**

BFC APPLICATION CRITERIA



- » Engineering
- » Encouragement
- » Education
- » Evaluation & Planning



D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups?

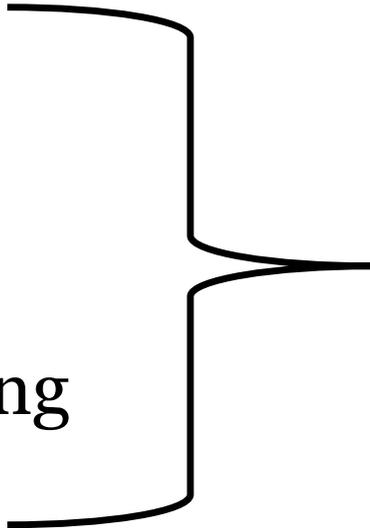
Check all that apply.

- Women
- People of Color
- Seniors
- Families with toddlers and young children
- Non-English speakers
- Low-income populations
- LGBT+ community
- ADA community
- Homeless community
- None of the above
- N/A - No bicycle events

BFC APPLICATION CRITERIA



- » Engineering
- » Encouragement
- » Education
- » Evaluation & Planning



***F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?**

F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)

- Yes*
- No

***F11a. Please describe.**

Equality



Equity



APPLICATION TIPS



MY ACCOUNT BICYCLE FRIENDLY COMMUNITY BICYCLE FRIENDLY BUSINESS BICYCLE FRIENDLY UNIVERSITY PAGE

Welcome Jennifer Account

My Home

Home

My Home

Home My Home 18485 - Test BFC Community

BFC: Bicycle Friendly Community Fall 2021

BFC Application Info → BFC Contact Information → BFC Community Profile →

BFC Engineering → BFC Education → BFC Engagement → BFC Evaluation & Planning → BFC Final Summary →

Supplementary Materials

Manage Collaborators

APPLICATION INTRO

Community Name: *

(Please enter state and city of "State of US")

Test BFC Community

Has the community applied to the Bicycle Friendly Community program before? *

If you do not have a previous community BFC application history, please feel free to contact us at info@bicyclefriendly.org for assistance.

» *Who should be involved?*

- » Forming a Bicycle Advisory Committee or BFC Commission or Board

- » Manage Collaborators

- » Transfer Ownership

» *Timeframe*

- » Data saves & carries over to each round until you submit

- » Duplicate submissions from Fall 2016 or later



BICYCLE FRIENDLY BUSINESS





BICYCLE FRIENDLY UNIVERSITY

**Bicycle Friendly
Universities
by rank
2020**

- 8 **Platinum**
- 31 **Gold**
- 59 **Silver**
- 114 **Bronze**

See the full list at bikeleague.org/university



**BICYCLE FRIENDLY
UNIVERSITY**



MARYLAND



COMMUNITY	STATE	AWARD	POPULATION	JURISDICTION	LAND USE	
Annapolis and Anne Arundel County	MD	Bronze	537656	County/Borough/Parish	Urban core surrounded by low density suburban areas	view report card map it
Baltimore City	MD	Bronze	610000	Town/City/Municipality	Urbanized area	view report card map it
Columbia	MD	Bronze	99615	Census Designated Place	Suburban	view report card map it
Frederick	MD	Bronze	71408	Town/City/Municipality	Urban core surrounded by low density suburban areas	view report card map it
Hagerstown	MD	Bronze	40452	Town/City/Municipality	Urban core surrounded by low density suburban areas	view report card map it
Rockville	MD	Bronze	61209	Town/City/Municipality	Suburban	view report card map it
Salisbury	MD	Bronze	31243	Town/City/Municipality	Urbanized area	view report card map it



BUSINESS	STATE	AWARD	EMPLOYEES	CITY	INDUSTRY	
Anne Arundel Medical Center	MD	Bronze	3388	Annapolis	Medical/Health Services	map it
McCormick Taylor - Baltimore	MD	Bronze	100	Baltimore	Professional Services	map it
Handlebar Cafe	MD	Gold	10	Baltimore	Bicycle Shop	map it
Race Pace Bicycles Baltimore-Charles Village	MD	Gold	10	Baltimore	Bicycle Shop	map it
Race Pace Bicycles Baltimore-Federal Hill	MD	Gold	15	Baltimore	Bicycle Shop	map it
Design Collective, Inc.	MD	Bronze	85	Baltimore	Architecture/Planning/Design	map it
Kramon & Graham, P.A.	MD	Bronze	65	Baltimore	Legal	map it
Baltimore Metropolitan Council	MD	Silver	36	Baltimore	Non-Profit	map it
Downtown Partnership of Baltimore	MD	Bronze	115	Baltimore	Non-Profit	map it
Bethesda Urban Partnership	MD	Silver	35	Bethesda	Non-Profit/Government	map it
The JBG Companies	MD	Bronze	200	Chevy Chase	Professional Services	map it
REI - College Park	MD	Silver	50	College Park	Bicycle Industry	map it
Race Pace Bicycles Columbia	MD	Gold	20	Columbia	Bicycle Shop	map it
Race Pace Bicycles Ellicott City	MD	Gold	20	Ellicott City	Bicycle Shop	map it
Thermo Fisher Scientific	MD	Gold	424	Frederick	Manufacturing/Research	map it
State Farm Agent - Darius Mark	MD	Silver	5	Frederick	Professional Services	map it
Yaakobod Federal Solutions, Inc.	MD	Bronze	31	Frederick	Technology & Information	map it
CAS Engineering	MD	Bronze	16	Frederick	Architecture/Planning/Design	map it
The Trail House	MD	Bronze	6	Frederick	Hospitality/Food/Retail	map it
Arrow Bicycle	MD	Silver	8	Hyattsville	Bicycle Shop	map it
Johns Hopkins Applied Physics Laboratory	MD	Silver	7000	Laurel	Non-Profit	map it
Race Pace Bicycles Owings Mills	MD	Gold	15	Owings Mills	Bicycle Shop	map it
City of Rockville	MD	Bronze	131	Rockville	Non-Profit/Government	map it
Evo Cycle Works LLC	MD	Bronze	1	Rockville	Bicycle Shop	map it
Toole Design Group	MD	Gold	55	Silver Spring	Architecture/Planning/Design	map it
Race Pace Bicycles Towson	MD	Gold	15	Towson	Bicycle Shop	map it
Race Pace Bicycles Westminster	MD	Gold	10	Westminster	Bicycle Shop	map it



UNIVERSITY	STATE	AWARD	ENROLLMENT	CITY	
University of Maryland College Park	MD	Gold	40521	College Park	map it
Salisbury University	MD	Bronze	8714	Salisbury	map it
Towson University	MD	Bronze	22923	Towson	map it

COMMUNITY SPOTLIGHT: Salisbury, MD





SALISBURY, MD

TOTAL POPULATION 31,243	POPULATION DENSITY 2,252	# OF LOCAL BICYCLE FRIENDLY BUSINESSES 0
TOTAL AREA (sq. miles) 13.87		# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Salisbury
High Speed Roads with Bike Facilities	37%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	45%	9%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	12%	5%
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	SOME	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 100K	1 PER 31K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	1.8 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.3 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.7 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.5 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3.2 /10

KEY OUTCOMES

	Average Silver	Salisbury
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.6%	0.45%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	523	8,209
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	5.8	0

KEY STEPS TO SILVER

- » Continue to expand the bike network, especially along arterials. Follow a bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume. Ensure that your 2014 Complete Streets policy is followed for all projects, and that compliance is tracked.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide.
- » 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.
- » Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to

- School programming for all schools.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education for youth and adults. Visit bikeleague.org/ridesmart for more information.
- » Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES



- » Pop. 31,243
- » Bronze in 2015 and 2018
- » Home to Bronze-level BFU, Salisbury University (2018)

COMMUNITY SPOTLIGHT: Salisbury, MD



RESOLUTION NO. 2431

A RESOLUTION OF THE COUNCIL OF THE CITY OF SALISBURY PROVIDING FOR A COMPLETE STREETS POLICY TO INCREASE THE USABILITY OF STREETS FOR ALL MODES OF TRAVEL FOR CITIZENS OF ALL AGES AND ABILITIES IN THE CITY OF SALISBURY.

WHEREAS, the City of Salisbury wishes to ensure all users of our transportation network are able to travel safely and conveniently on all streets and roadways within the public right-of-way in Salisbury;

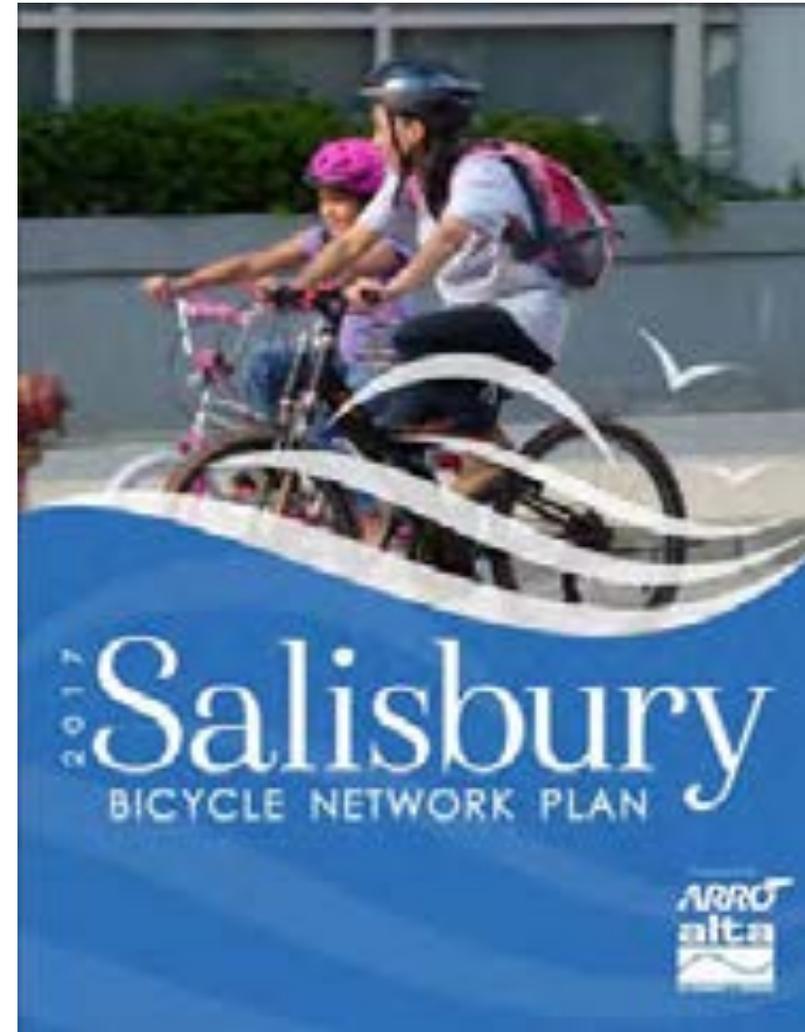
WHEREAS, a complete street is defined as a roadway providing for a safe, convenient, and context sensitive facility for all modes of travel, for users of all ages and abilities;

WHEREAS, complete streets better serve the needs of those using transit by providing access to transit systems;

WHEREAS, complete streets have public health benefits by providing the opportunity for people to bike and walk safely;

WHEREAS, a priority for implementation of complete streets is providing safe routes to school for students;

» 2014 Complete Streets Resolution



» 2017 Bicycle Network Plan

COMMUNITY SPOTLIGHT: Salisbury, MD



» Seagull Century

COMMUNITY SPOTLIGHT: Salisbury, MD



Social Ride, Casual Pace, Great Music!

2nd Friday Every* Month, Meet Downtown (125 N Division St) at
6:30pm, Roll out 7:00pm

Jan 12	History and Landmarks	Feb 9	History Fest	Mar 9	Urban Eater
Apr 14*	Daytime Fest	May 11	Bike Fest	Jun 8	All's Night
Jul 13	Hot, White, and Bicycle	Aug 10	Tin Shop	Sep 14	Fest
Oct 12	Halloween	Nov 9	Home Fest	Dec 14	Holiday Light Fest

*Saturday April 14 – Annual Salisbury Bike party
Downtown Festival from 12:00 to 4:00pm

For more info:

www.facebook.com/SalisburyBikeparty

Contact Us: SalisburyBikeparty@gmail.com

*Event not weather dependent



» Annual Salisbury Bike Party Ride

COMMUNITY SPOTLIGHT: Salisbury, MD



» 4th of July Ride



» Holiday Lights Ride

COMMUNITY SPOTLIGHT: Salisbury, MD



» Public voting on proposed Bicycle Network Plan routes to help with prioritization.

COMMUNITY SPOTLIGHT: Salisbury, MD



**WHOSE LANE IS IT?:
SHARING THE ROAD
WITH CYCLISTS**

Presenter:
Jeremy Kirkendall
Chairperson, B-PAC
bpac@Salisbury.md

Program Sponsors:
City of Salisbury
SBY Bicycle Ambassador Program

A Bicycle Friendly Driver Certification Program

- » SBY Bicycle Ambassador Program
- » Bicycle Friendly Driver Training

DRIVING WITH CYCLISTS

- ▶ Topics
 - ▶ Sharing the Road
 - ▶ Infrastructure
 - ▶ Common Crashes
 - ▶ Taking the Lane
 - ▶ Legal or Not?
 - ▶ What We Teach Cyclists
 - ▶ Exam
 - ▶ Wrap Up

AMBASSADOR

SUSTAINABLE MARYLAND SUBMISSION REQUIREMENTS

In order to earn points, your submission must meet the following standards:

- Submit an application that LAB considers complete, following the guidelines in the Bicycle Friendly Community program.
- Receive Bicycle Friendly Community designation or re-designation of Bronze or higher in the past four years.



SUSTAINABLE MARYLAND SUBMISSION REQUIREMENTS

Submit the following documentation to verify the Action was completed to the above standards.

- 1. Description of implementation:** In the text box, please provide a short narrative (300 word max) that describes the action. You should include the following information: a brief history of how and when the project was started and implemented, key actors and partners, the benefits and challenges, and what direct support the municipality provided.
- 2. Supporting documentation:** Upload the following documents:
 - A copy of the Bicycle Friendly Community Application
 - A copy of the Bicycle Friendly Community report card.
 - List of Bicycle Friendly Community Commission or Board members



LEARN MORE...

» About the League and other programs:

» **bikeleague.org**

» About the BFC Program:

» **bikeleague.org/community**

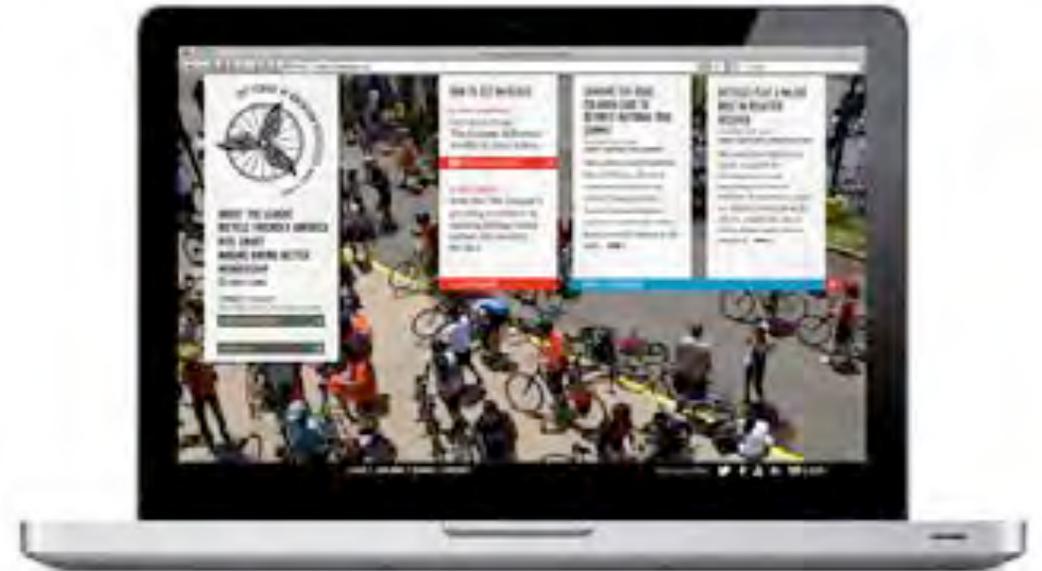
» Explore the BFA Awards Map:

» **bikeleague.org/bfa/awards**

» Explore the BFA applications:

» **apply.bikeleague.org**

(download BFC Application in Word!)





Additional Resources

» Bike Maryland

» www.bikemaryland.org

» Maryland Bicycle Laws

» www.bikelaw.com/2019/04/maryland-bike-laws

» Bike to Work Day

» www.biketoworkmetrodc.org

CONNECT LOCALLY MAP: bikeleague.org/connect



CONNECT LOCALLY MAP: bikeleague.org/connect



SHOWING RESULTS FOR: **MARYLAND**

Map Satellite

FILTER RESULTS [1]

BIKING IN YOUR AREA

- CLUBS
- ADVOCACY ORGANIZATIONS
- BIKE SHOPS
- ATTORNEYS
- SUPPORTING BUSINESSES

SEE BELOW FOR:

- 29 LEAGUE CYCLING INSTRUCTORS
- 1 STATEWIDE ADVOCACY ORGANIZATIONS

EVENTS

- SMART CYCLING CLASSES
- RIDES
- OTHER BIKE EVENTS

BICYCLE FRIENDLY AMERICA

- COMMUNITIES
- UNIVERSITIES
- BUSINESSES

NEW SEARCH

Map data ©2021 Google Terms of Use Report a map error

CONNECT LOCALLY MAP: bikeleague.org/connect



STATEWIDE ADVOCACY ORGANIZATIONS [+]

LOCAL ADVOCACY ORGANIZATIONS [+]

LOCAL BICYCLING CLUBS [+]

BIKE SHOPS [+]

LEAGUE CYCLING INSTRUCTORS [+]

ATTORNEYS [+]

SUPPORTING BUSINESSES [+]

BICYCLE FRIENDLY COMMUNITIES [+]

BICYCLE FRIENDLY BUSINESSES [+]

BICYCLE FRIENDLY UNIVERSITIES [-]

Salisbury University Salisbury, MD

University of Maryland College Park College Park, MD

Towson University Towson, MD



ONLINE RESOURCE LIBRARY



The screenshot shows a web browser window displaying the League of American Bicyclists website. The page title is "Resources for Building a Bicycle Friendly Community". The header features the League's logo on the left and a large blue banner with the text "RESOURCES FOR BUILDING A BICYCLE FRIENDLY COMMUNITY" on the right. Below the banner, there is a navigation menu on the left with categories like "ABOUT THE LEAGUE", "EQUITY, DIVERSITY, AND INCLUSION", "BICYCLE FRIENDLY AMERICA", "FORWARD DATABASE", "COMMUNITIES", "RESOURCES FOR BUILDING A BFC", "BUSINESSES", "UNIVERSITIES", and "YOUTH". The main content area lists various resources: "Application Resources", "Charter: Action Plan for Bicycle Friendly Communities", "General Information", "COVID-19 Resources for BFCs", "Equity", "Engineering", and "Education". On the right side, there are two sections: "GET INVOLVED: BECOME A SUBSCRIBER" with a "Subscribe" button, and "BECOME A MEMBER" with a "Join Now" button. The footer contains links for "BLOG", "CONTACT", "LOGIN", "JOIN/RENEW", "DONATE", and "SHOP", along with social media icons for Twitter, Facebook, YouTube, and Instagram.

» bikeleague.org/bfc_resources

2021 APPLICATION SCHEDULE



BFC Fall 2021 Deadline

Open: February 2021

Deadline: August 5, 2021

Awards Announced: Nov/Dec 2021

Free to Apply!

» **Apply today:**

<http://apply.bikeleague.org>

BFB 2021 Deadlines

Summer 2021

Open: February 2021

Deadline: June 10, 2021

Awards Announced: Sept. 2021

Fall 2021

Open: June 2021

Deadline: October 5, 2021

Awards Announced: January 2022

BFB Application Fees

<50 employees or non-profit/gov: \$50

50-499 employees: \$100

500-999 employees: \$250

≥1,000 employees: \$500

Discounts available

BFU 2021 Deadline

Open: April 2021

Deadline: October 2021

Awards Announced: Jan/Feb 2022

BFU Application Fee: \$100

Discounts available





THANK YOU!

www.bikeleague.org/bfa
bfa@bikeleague.org