

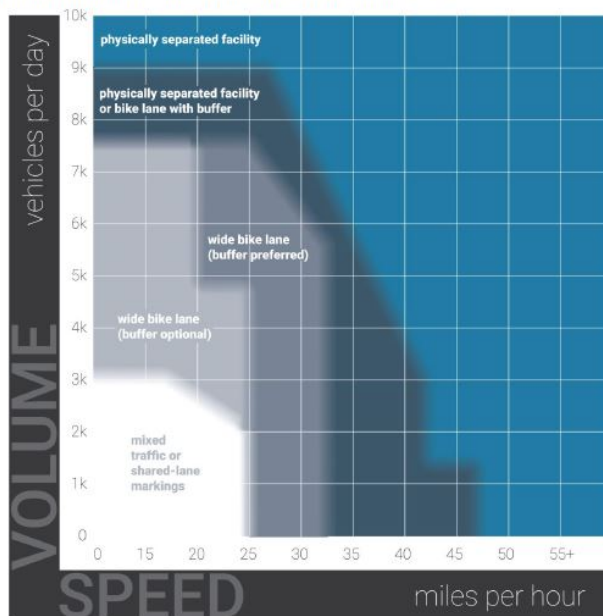
Highlights of the spring 2017 BFC applicants

This document provides some highlights from the 50 communities who applied for a Bicycle Friendly Community award in the spring of 2017. This by no means covers all of the great work done by communities, but shows highlights selected by the League of American Bicyclists Policy Director, Ken McLeod. If you have questions about these highlights please contact Ken at ken@bikeleague.org.

Fort Collins – A Platinum BFC, continues to do Platinum things

It is always great to see what Platinum communities are doing. These communities are really leading the way for other communities by creating new programs, adopting strong policies, and building low stress networks. In this round, we had Fort Collins re-new its award at the Platinum level. Three things really stood out to me as efforts that other communities should emulate:

Designing for the Interested but Concerned Facility Selection Chart



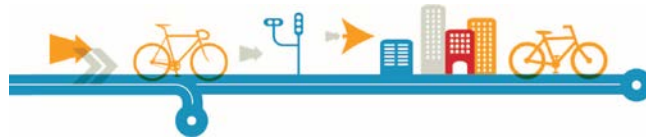
Great design guidelines and facility selection [guidelines](#) (see pp. 31 & 32). This type of document helps set the standard for a community's bike network and is a great place for other communities to look for inspiration about how the best communities design and select bike facilities.

The city has pursued a strong partnership with Colorado State University, a Platinum Bicycle Friendly University, "to develop an online transportation safety education module (w/an emphasis on bicycling) that would be a mandatory requirement for all incoming students."



The City of Fort Collins FC Bikes program collaborated with Bike Fort Collins, a non-profit advocacy organization, to create a [Bicycle Friendly Driver](#) program. This program is designed to educate motorists about the safest ways to share the road with people on bikes. In the first year of this program they have reached 27 companies and 1700 participants – meeting an previously unmet demand for information

about how drivers can safely coexist with all roadway users. This program was also [featured](#) at the 2017 [National Bike Summit](#).



Duluth organization uses bikes to help people get to work

One of the things that is great to see is when communities are using bicycling as a solution to a community problem. In Duluth, MN they had a great example of how bikes are a reaction to a community need and helping solve the problem of people lacking access to employment opportunities. In 2015, [Community Action Duluth](#) (CAD), a direct-service organization that helps people lift themselves out of poverty, started the BikesPlus program because they saw a high percentage of people applying for CAD's car-purchasing program out of need for transportation, who did not qualify for the program. BikesPlus was formed to fill this gap and offer a reliable transportation, and access to employment, to more people.



St. Cloud makes a big investment to create a crucial connection



It was incredible to see the commitment of St. Cloud, MN to its efforts to build a destination trail network linking the Wobegon and Beaver Creek trails. This commitment was shown through an over \$6.2 million 4 block link of the [Beaver Island Trail](#) that overcame engineering challenges caused by steep river banks. There are many times where we see communities shy away from short and costly projects and it was great to see this type of commitment to solving a problem for people who bike and walk.

(Photo: Dave Schwarz, dschwarz@stcloudti)

St. Paul creates dashboard for bike/ped crash data

As someone who works with data on a regular basis, it was amazing to see the [bicycle and pedestrian crash dashboard](#) created by St. Paul. Last fall we updated the BFC application to ask about and encourage open crash data. While St. Paul's effort is not necessarily in reaction to that, it is exactly the type of public facing data that we want to see and really helps the community see whether traffic safety for people who bike and walk is improving.

Pedestrian and Bike Crash Data - City of St. Paul

2017 Crash Stats: January 1, 2017 through May 1, 2017

Pedestrians
Crashes: 63
Injuries: 54
Fatalities: 1

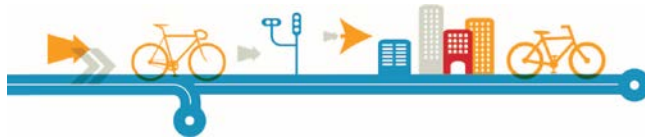
Bicyclists
Crashes: 7
Injuries: 6

[Full Crash Summary Data](#)

[Crash Map - Open Data Portal](#)

[Full Data - Open Data Portal](#)

Crash Data Comparison 2016 & 2017	
Jan 1 - May 1, 2016	Jan 1 - May 1, 2017
Ped: 47	Ped: 63
Bike: 10	Bike: 7
Fatal: 1	Fatal: 1
2016 (total) Crash Summary Data	2017 (YTD) Crash Summary Data



Anchorage gets assist from an LCI

Our League Cycling Instructors pop up in BFC applications all the time! They are so often community resources and advocates that are doing great work in addition to their work in education. In this round, it was great to see that Anchorage, AK has an LCI as part of their city staff and that the LCI does training with other city staff so that they can lead by example and understand the needs of bicyclists in Anchorage.



Kirkland communicates community changes



Homer alert! I grew up in Kirkland, WA, so it was incredible to have them apply in this round for the first time. They are a community that is undergoing changes like many suburbs, with the strip mall that I grew up frequenting recently being redeveloped into a mixed use town center. While so many parts of their application were personally exciting to me, their public outreach about the Cross Kirkland Corridor, and particularly the [Totem Lake Connector Bridge](#), was amazing. This rail trail corridor development is a community changing and community connecting development that is great to see!

Communities used the BFC program creatively

One of the trends that I saw in this round was a great amount of effort put into supplemental materials. These supplements are amazing public documents and tell the story of each community in a dynamic way that supplements the data in the BFC application. While our BFC awards are primarily driven by the data in the BFC application, these supplements provide important context and can be great for public involvement and understanding of BFC efforts. In particular the following supplements really stood out:

1. [Carrollton, GA](#)
2. [St. Louis, MO](#)
3. [Oceanside, CA](#)
4. [Springfield, MO](#)
5. [Long Beach, CA](#)

Mount Hope shows what a small town can do

Mount Hope, WV earned an Honorable Mention, but was one of my favorite communities in this round. This is a small community of roughly 1,400 working to capitalize on the amazing outdoor opportunities in West Virginia. Given their small size, it was incredible to see their strong partnership with [Active Southern West Virginia](#), big plans for rail trail development to connect to the New River Gorge National Park, and clear commitment to improving the health and economy of their community through investments in biking and walking. Although you won't yet see bike lanes on any city streets, Mount Hope is a place to watch, visit, and bike!

Public Officials embracing Biking!

Communities often submit photos in their supplemental information. I was struck by several this round that included public officials and thought they must be shared. Getting public officials to understand, embrace, and advocate for improvements for people who bike and walk is a big part of the Bicycle Friendly Community process and a goal of the program. These officials are great examples of showing public support for biking!



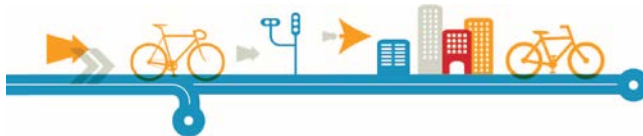
Allan Kittleman, Howard County Executive, poses with a bike.



Bruce Butler, Mayor of Silverthorne, CO, reads Cycle Silverthorne Month proclamation from scroll mounted on bike handlebars.



**BICYCLE FRIENDLY
COMMUNITY**

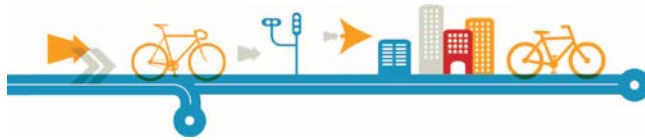


Felipe Hernandez, Mayor of Watsonville, stands with County of Santa Cruz staff at bike helmet fitting booth.



Diane Schleicher, former City Manager of Tybee Island, (fourth from left) stands with Bill Nesper, Executive Director of the League of American Bicyclists and others during a BFC visit.

Learn more about the Bicycle Friendly Community program at bikeleague.org/community



Jackson and Teton County is an amazing place to bike

Not only are they doing amazing things to create a low-stress network for residents and visitors. They are have a new bike bridge that looks like this.



About the Bicycle Friendly Community program

The BFC program provides a roadmap to building a Bicycle Friendly Community and the application itself has become a rigorous and an educational tool in itself. Since its inception, more than 800 distinct communities have applied and the five levels of the award — diamond, platinum, gold, silver and bronze — provide a clear incentive for communities to continuously improve.

Each community that applies for a BFC award receives a report card. The report cards for communities that receive an award are available in our [award database](#) and communities that receive an Honorable Mention have their report card [available](#) for one year after its award. Explanations of each award level and key data from each report card are available here: <http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>.

To apply or learn more about the BFC program, visit bikeleague.org/community.