



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

The Bicycle Friendly Community program will no longer list 'Enforcement' as a stand-alone pillar in the '5 E' Framework. Some Enforcement questions have been removed from the BFC application altogether, while others have been revised and/or reorganized throughout the remaining 'E' sections of the application, with the goal to:

- Remove the presumption or necessity of police involvement in bike safety activities, such as bike light giveaways or crash data collection and tracking;
- Encourage communities to reduce reliance on armed police officers for traffic law enforcement through alternatives such as automated enforcement and street design improvements, and to reduce potentially punitive/discriminatory enforcement practices through alternatives such as educational diversion programs;
- Acknowledge that state and local-level traffic laws, and the enforcement of those laws, will continue to be used by most applicant communities and, as a result, should be the focus of rigorous ongoing evaluation and data collection efforts by communities and the BFA program to analyze and improve related equity and safety outcomes;
- Improve understanding of demographic data related to existing traffic enforcement, to encourage communities to increase transparency and accountability in policing and enforcement practices, and to identify and eliminate racial bias in both automated and in-person traffic enforcement.

BELOW ARE EXAMPLES FROM THE UPDATED SPRING 2021 BFC APPLICATION.



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

NEW ANSWER OPTION

ENGINEERING >> Other Bicycle Accommodations

B18. How has your community calmed traffic?

Check all that apply.

- Speed limits 20 mph or less on residential streets
- Used lower design speeds when designing for new roadways
- Physically altered the road layout or appearance
- Converted one-way streets to two-way traffic
- Road diets
- Lane diets
- Speed feedback signs/cameras
- Car-free/Car-restricted zones
- Shared Space/Home Zone/Living Street/Woonerf
- Automated (e.g. camera or video) speed enforcement for motor vehicles**
- None of the above



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

NEW ANSWER OPTIONS

ENGINEERING >> Other Bicycle Accommodations

B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Check all that apply.

- Video or microwave detection for demand-activated signals
- Demand activated signals with loop detector (and marking)
- Push-buttons that are accessible from the road
- Timed signals
- Signals timed for bicycle speeds
- Bicycle Signal Heads
- Advanced Stop Line or Bike Box
- Protected intersection
- Colored bike lanes in conflict areas
- Intersection crossing markings for bicycles
- Refuge islands
- Right corner islands (“pork chops”)
- Automated (e.g. camera or video) red light enforcement for motor vehicles**
- Right-on-red restrictions in certain signalized intersections**
- Right-on-red restrictions in all signalized intersections**
- None of the above



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

BEFORE:

ENFORCEMENT >> Bicycle-Related Enforcement Practices and Programs



AFTER:

EDUCATION >> Adult Bicycle Education & EDUCATION >> Motorist Education

E7. Which of the following bicycle-related enforcement practices exist in the community?

Check all that apply.

- Data-driven enforcement of traffic violations most likely to lead to crashes, injuries, and fatalities
- Positive enforcement ticketing
- Ticket diversion program for bicyclists
- Ticket diversion program for motorists with educational content specifically related to interacting and sharing the road with bicyclists
- None of the above



C6. Which of the following communications methods are used to share bicycle information with adults in your community?

Check all that apply.

- Community-wide public education campaign
- Community-wide Bicycle Ambassador program
- Educational group rides
- Videos on community website/TV channel/social media
- Bike-specific website or social media accounts for community
- Neighborhood listserves
- Community newsletter (print or digital)
- Community maps (print or digital)
- Handouts or brochures
- Welcome packet for new residents
- Permanent signage, displays, or information kiosks
- Table or booth at community events
- Ticket diversion program for bicyclists**
- Other*
- None of the above

C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities?

Check all that apply.

- Bicycle Friendly Driver classes offered by a local League Cycling Instructor
- Public service announcements
- Community-wide public education campaign
- Share the Road educational videos on community website/TV channel/social media
- Dedicated Share the Road website or social media sites
- Neighborhood listserves
- Community newsletter/magazine article/blog
- Community maps (print or digital)
- Information in new resident packet
- Information for students and parents from the school system
- Utility bill insert
- Flyer/handout
- Info sessions/lunch seminars
- Billboards
- Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)
- Bicycle Friendly Driver or similar information included in driver's education and/or license testing
- Motorist ticket diversion program with Bicycle Friendly Driver or similar training included**
- Other*
- None of the above



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

NEW ANSWER OPTION

EDUCATION >> Motorist Education

C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists?

Check all that apply.

- Local government staff
- Taxi/Ride Share drivers
- Transit operators
- School bus operators
- Delivery/Commercial drivers
- Law enforcement officers**
- Emergency vehicle drivers
- Other*
- None of the above



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

BEFORE:

ENFORCEMENT >>
Public Outreach



AFTER:

ENCOURAGEMENT >>
Access to Bicycle Equipment & Repair Services

E3. What other public or private bicycle safety programs are in place?

Check all that apply.

- Helmet giveaways
- Light giveaways
- Volunteer trail watch programs/patrols
- Other*
- None of the above

***E3a. If other, please describe.**



D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Check all that apply.

- Helmet giveaways or subsidy program
- Light giveaways or subsidy program
- Lock giveaways or subsidy program
- Bicycle giveaways or subsidy program
- Low-cost or no-cost bicycle tune-up/maintenance program
- Other bicycle-related giveaway or subsidy programs*
- None of the above

***D11a. If other, please describe.**



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

BEFORE:

ENFORCEMENT >>
Public Outreach



AFTER:

ENCOURAGEMENT >>
Reducing Work-Related/Fleet VMT

E2. What percentage of patrol officers are regularly on bikes?

- None
- 1- 20%
- 21-50%
- More than 50%



D14. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

Check all that apply.

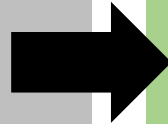
- Applicant Community has applied for Bicycle Friendly Business status as an employer
- Cargo bikes are used in place of auto fleet (including golf carts or similar) to transport materials or goods
- Public or departmental bike share available for employees free-of-charge for work-related trips
- There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)**
- Other*
- None of the above



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

BEFORE:

ENFORCEMENT >>
Crash & Fatality Reporting



AFTER:

EVALUATION & PLANNING >>
Evaluating & Improving Safety Outcomes

E10. Do police officers report bicyclist crash data?

- Yes*
- No



F16. Does your community collect and track bicyclist crash data?

- Yes*
- No

***E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only)**

E11. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually? (# only)

***F16a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only)**

F17. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually? (# only)



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

NEW QUESTION

EVALUATION & PLANNING >> Evaluating & Improving Safety Outcomes

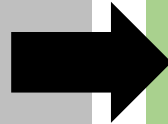
F18. If your community has collected any other bicycling safety metrics or data, including any demographic or geographic data of safety outcomes, please describe and provide a related link and/or upload a related file.



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

BEFORE:

ENFORCEMENT >>
Bicycle Safety Policies and Programs



AFTER:

EVALUATION & PLANNING >>
Evaluating & Improving Safety Outcomes

E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?

- Local Vision Zero policy/Policy to eliminate traffic fatalities within a specific time frame not to exceed 20 years*
- Local Towards Zero Deaths program or similar data-driven, interdisciplinary approach that targets areas for improvement and employs proven countermeasures, integrating application of education, enforcement, engineering, and emergency medical and trauma services*
- Local traffic safety plan*
- Statewide, county-level, or other larger regional Vision Zero or similar safety policy, plan, or program*
- None of the above

***E9a. Please provide a link or upload the policy/program/plan document.**



F19. Has the community set a goal to eliminate traffic fatalities within the next 20 years or less?

- Yes*
- No

***F19a. If yes, please state or summarize the goal, including timeframe.**

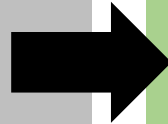
***F19b. What is the primary method or mechanism the community has implemented to achieve this goal? Please describe and provide links and/or file attachments to any associated plan, policy, or program.**



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

BEFORE:

ENFORCEMENT >>
Bicycle-Related Laws



AFTER:

EVALUATION & PLANNING >>
Evaluating & Improving Safety Outcomes

E5. Are there any local ordinances or state laws that protect bicyclists in your community?

Check all that apply.

- Specific penalties for failing to yield to a cyclist when turning
- It is illegal to park or drive in a bike lane (intersections excepted)
- Penalties for motor vehicle users that 'door' bicyclists
- Ban on cell phone use while driving
- Ban on texting while driving
- Vulnerable road user law
- Safe passing distance law
- It is illegal to harass a cyclist
- Photo enforcement for red lights and/or speed
- None of the above



F20. Are there any local ordinances or state laws in place designed to protect bicyclists in your community?

Check all that apply.

- Specific penalties for failing to yield to a cyclist when turning
- It is illegal to park or drive in a bike lane (intersections excepted)
- Penalties for motor vehicle users that 'door' bicyclists
- Ban on cell phone use while driving
- Ban on texting while driving
- Vulnerable road user law
- Safe passing distance law
- It is illegal to harass a cyclist
- Other. (F20a. If other, please describe.)
- None of the above

E6. Do any local ordinances in your community place restrictions on bicyclists?

Check all that apply.

- Local law requires bicyclists to use side paths regardless of their usability
- Local law requires bicyclists to use bike lanes when provided
- Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- Local law restricts usage of electric-assist bicycles
- Mandatory bike registration
- Mandatory helmet use for all ages
- Restrictions on sidewalk riding outside of the Central Business District
- Restrictions on sidewalk riding inside the Central Business District
- Dismount zones/regulations on shared-use paths
- Local or school policies restrict youths from riding to school
- Bicycles are banned from one or more road that is open to vehicles
- None of the above

F21. Do any local ordinances in your community place restrictions on bicyclists?

Check all that apply.

- Local law requires bicyclists to use side paths regardless of their usability
- Local law requires bicyclists to use bike lanes when provided
- Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- Local law restricts usage of electric-assist bicycles
- Mandatory bike registration
- Mandatory helmet use for all ages
- Restrictions on sidewalk riding outside of the Central Business District
- Restrictions on sidewalk riding inside the Central Business District
- Local or school policies restrict youths from riding to school
- Bicycles are banned from one or more road that is open to vehicles (not including highways)
- Other (F21a. If other, please describe.)
- None of the above



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

NEW QUESTION

EVALUATION & PLANNING >> Evaluating & Improving Safety Outcomes

F22. Please describe any efforts in place to evaluate how equitably and effectively these laws or ordinances are currently applied in the community. *(e.g. efforts to identify racial disparities in the application or outcomes of specific laws; efforts to identify specific laws that are most/least likely to be effective in preventing bicyclist crashes, injuries, and fatalities; etc.)*

(Open-ended)



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

BEFORE:

ENFORCEMENT >> Bicycle-Related Enforcement Practices and Programs



AFTER:

EVALUATION & PLANNING >> Evaluating & Improving Safety Outcomes

E8. How does your community use traffic citation data?

Check all that apply.

- Raw data is published and made available to the public on a regular basis
- Analysis and reports are published and made available to the public on a regular basis
- Data is only available to the public by FOIA request
- Analysis and reports are developed but not shared/ are only used internally
- Data/reports are shared with transportation agencies to improve infrastructure
- Data is not collected
- Unknown



F23. How does your community ensure transparency and accountability regarding traffic law enforcement?

Check all that apply.

- Officials are required to report all traffic enforcement stops made of motor vehicle drivers
- Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc.
- Demographic information is collected as part of all traffic stop data that is reported
- Demographic information is collected for all traffic-related citations and arrests
- Real-time reporting of traffic enforcement data is made available to the public
- Raw data is published and made available to the public on a regular basis
- Data summaries, analysis, or reports are published and made available to the public on a regular basis
- Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports*
- Data is only available to the public by FOIA request
- Analysis and reports are developed but not shared/ are only used internally
- N/A - Data is not collected
- Other**
- Unknown

***F23a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information.**

****F23b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.**



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

NEW QUESTION

EVALUATION & PLANNING >> Evaluating & Improving Safety Outcomes

F24. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

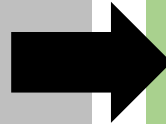
(Open-ended)



BICYCLE FRIENDLY COMMUNITY ENFORCEMENT UPDATES

BEFORE:

ENFORCEMENT >> Bicycle-Related Enforcement Practices and Programs



AFTER:

EVALUATION & PLANNING >> Evaluating the Bicycle Network

E8. How does your community use traffic citation data?

Check all that apply.

- Raw data is published and made available to the public on a regular basis
- Analysis and reports are published and made available to the public on a regular basis
- Data is only available to the public by FOIA request
- Analysis and reports are developed but not shared/are only used internally
- Data/reports are shared with transportation agencies to improve infrastructure
- Data is not collected
- Unknown



F26. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers and planners?
Check all that apply.

- Online reporting system (e.g. SeeClickFix)
- Mobile app
- Hotline
- Regular meeting
- Contact directly via call/voicemail/fax/email/text/social media
- Traffic enforcement (stop/citation/etc.) data automatically or routinely shared with engineers and planners to identify and prioritize problem areas**
- Traffic safety (crash/fatality) data automatically or routinely shared with engineers and planners to identify and prioritize problem areas**
- None of the above

F27. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling?

Check all that apply.

- GIS-based network analysis
- Level of Traffic Stress analysis
- Bicycle Level of Service for roads
- Bicycle Level of Service for intersections
- Multi-modal Level of Service
- Traffic enforcement and/or safety data analysis regularly conducted by engineering or planning staff**
- None of the above