

Appendix T: League of American Bicyclists – 2011 Davis Feedback

“DK’s Top Ten Things to Learn from the League of American Bicyclists”

(Borrowed from the League of American Bicyclists

2011 Bicycle Friendly Community Review of Davis, California)

1. Reviewers were very pleased to see the ongoing commitment to make Davis an even better place bicycling city, but expressed concern that Davis has not been keeping up with its BFC peers in Boulder and Portland. The BFC review team believes that the city should continue its long tradition of being out-in-front in welcoming and accommodating bicycling by setting the highest standards in all bike projects and going beyond by implementing innovative infrastructure solutions like those highlighted in the NACTO Urban Bikeway Design Guide. To continue to lead the rest of the country, Davis must actively seek, try and encourage bicycling innovations the way you have in previous decades.”
2. Adopt the proposed Complete Streets and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a better place to live.
3. Continue to expand the bike network and increase network connectivity throughout the city with the use of innovative facilities, such as bike lanes, cycle tracks, shared-lane markings, and way finding signage. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels. Develop a system of bicycle boulevards (bikeways) that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Ensure that new and improved bicycle facilities conform to current best practices and guidelines – such as the *NACTO Urban Bikeway Design Guide*, *AASHTO Guide for the Development of Bicycle Facilities* and CalTrans’ guidelines.
4. Ensure that bicycle-safety education is a routine part of public education and that schools and the surrounding neighborhoods are particularly safe and convenient for biking. Work with your Bicycle Advisory Committee and local bicycle advocates to implement Safe Routes to School programs that emphasizes bicycling for all elementary schools, middle schools and high schools.
5. Encourage local businesses to promote cycling to the workplace and to seek recognition through the *Bicycle Friendly Business* program. Businesses will profit from a healthier, happier and more productive workforce while the community would potentially profit from some bicycle-active businesses as well: increasing the bicycle mode share, less commuter traffic, better air quality, public bike parking in prime locations provided by businesses, new and powerful partners in advocating

for bike infrastructure and programs on the local, state and federal level, and public bike events, skills and maintenance classes hosted or sponsored by businesses. The city should be the model employer for the rest of the community.

6. Offer bicycling skills classes, Traffic Skills 101 classes and commuter classes on a *monthly* basis or encourage a local bicycle advocacy group, club or shop to do so. You could invite a League Cycling Instructor (LCI) to conduct the classes. Ideally the instruction would incorporate a classroom portion as well as on-road training. Host a League Cycling Instructor seminar to increase the number of certified League Cycling Instructors in your community, who can teach both adult and child classes. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults, and have an expert to assist in encouragement programs.
7. While Davis doesn't have mountains, recreational bicycling can be promoted through facilities and programs like mountain bike skills parks, velodromes, cyclocross course or similar bicycle amenities. Ensure that the facilities are accessible by bicycle, so that there is no need to drive to ride.
8. Actively facilitate stronger connections between bicycle advocates, the wider bicycling community and law enforcement. Ask police officers to use targeted information and enforcement to encourage motorists *and* cyclists to share the road. This could be in the form of a brochure or tip card explaining each user's rights and responsibilities. Have information material available in multiple languages (Hispanic and Asian). Enforcement practices could also include positive enforcement ticketing. Police officers could team up with local stores to reward safe cycling practices by handing out gift certificates to cyclists who are "caught" following the law.
9. Consider launching a public bike sharing system in partnership with the university. A bike share system is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike.
10. Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct yearly counts using automated and manual counters in partnership with advocacy organizations.