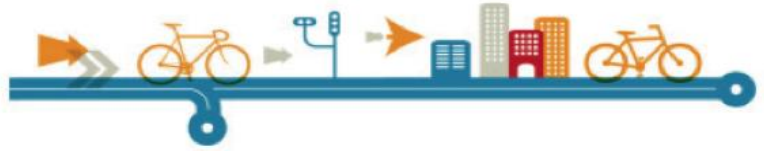




BICYCLE FRIENDLY COMMUNITY FEEDBACK



ESTES PARK, CO

Fall 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Estes Park a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Estes Park. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Adopt a Complete Streets policy 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 more desirable place to live and do business.

Develop a design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project or endorse the NACTO Urban Bikeway Design Guide.

Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.

Ensure good connectivity of your street network by adopting connectivity policies or standards. A well connected street network is associated with more walking, biking, and transit use due to greater directness of travel and more route choice options.

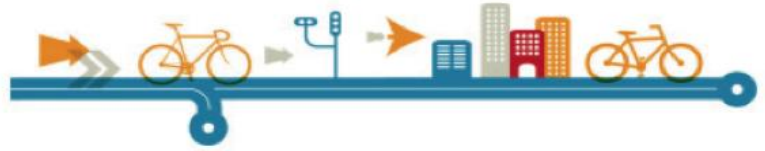
Regulations that require bike parking for new developments can secure private funding. See this bicycle parking ordinances for guidance.

Adopt standards for bike parking that conform to APBP guidelines.

Increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Work with the responsible entity to ensure that all transit vehicles that operate in or through your community accommodate cyclists, particularly during peak hours.

Develop a bike network through the use of different types of **bike lanes**, especially downtown. Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. **Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network.** 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. Funding options are discussed in the last section of this report.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the [Bicycle Boulevards section](#) of the NACTO Urban Bikeway Design Guide for design guidelines. See [Bicycle Boulevards](#) in action.

Ensure that all bicycle facilities conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide](#) (preferred), 2012 [AASHTO Guide for the Development of Bicycle Facilities](#) and your DOT's own guidelines.

Install a bicycle wayfinding system with distance and destination information at

strategic locations around the community, integrating preferred on street routes and off-street facilities.

Arterial roads such as Highway 36 and Highway 34 are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. **On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as [cycle tracks](#), [buffered bike lanes](#) or [parallel 10ft wide shared-use paths](#).** Shared lane markings (Sharrows) should not be used on these high speed roads.

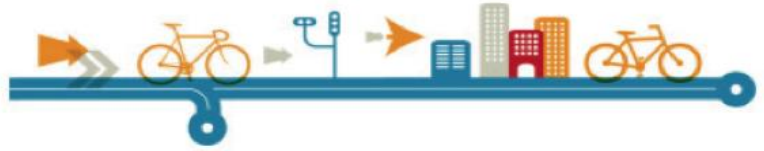
Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO intersection design guidelines](#) (preferred) and the 2012 [AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.

Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to develop and implement a Safe Routes to School or



BICYCLE FRIENDLY COMMUNITY FEEDBACK



equivalent program that emphasizes bicycling for all schools. Click [here](#) for an exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit www.saferoutesinfo.org.

It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. **Continue to expand your public education campaign promoting the share the road message, and add share the road signs along the main corridors.** Take advantage of your local bicycle groups for content development and staffing.

Offer bicycling skills training opportunities for adults more frequently or encourage your local bicycle advocacy group or bike shop to help. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

Have a staff member, a teacher and a police officer certified as a League Cycling Instructors. 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 kids, and have experts available to assist in encouragement programs. Visit <http://bikeleague.org/content/become-instructor> for more information.

Encouragement

Consider offering an Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action.

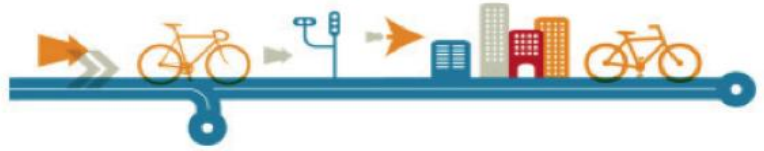
Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Promote cycling throughout the year by offering or supporting a variety of family-oriented community and charity rides, free bike valet parking at events, and bicycle-themed festivals, parades or shows.

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Design and publish a local bike map in paper and online. The map should outline the existing off-street bicycle network and low stress streets, and could mark the locations of landmarks, public restrooms, water fountains, bike repair stations and bike parking. Take a look at Pittsburgh's award-winning [bike map](#).

Enforcement

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Adopt fair and equitable traffic laws.

Local laws that discriminate against cyclists, restrict their right to travel, or reduce their relative safety should be repealed.

Evaluation & Planning

Appoint a staff member or volunteer

'Bicycle & Pedestrian Coordinator'. A Bicycle & Pedestrian Coordinator works with advocates, elected officials, business leaders, media, law enforcement, and the general public to build partnerships providing leadership and vision so these groups may embrace and implement facilities and programs that increase the number of residents that are safely bicycling and walking. The Bicycle & Pedestrian Coordinator may also review development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, develop and implement educational and promotional programs, write

grant proposals, serve as the public contact for bicycling/walking inquiries and complaints, educate other staff about state and federal facilities standards and guidelines, and coordinate with neighboring cities, transit agencies and other departments to implement policies and projects. See [this report](#) on the importance of Bicycle & Pedestrian program staff.

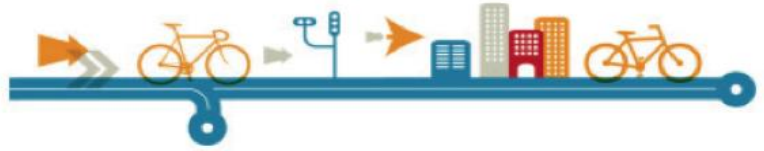
Appoint an official Bicycle Advisory Committee (BAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. BACs should be involved in developing relevant policy and planning documents, setting priorities, reviewing annual bicycle program work plans, and reviewing major public and private projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community. See [this guide](#) to forming a Bicycle Advisory Committee.

Develop a bike plan or bicycle element for your transportation plan

in close collaboration with the community to ensure public involvement, information and ownership. Focus on developing a seamless on and off street bicycling network that creates short distances between residential areas and popular destinations. Complement infrastructure planning with encouragement, education, and enforcement programs to increase usage. Develop a clear vision statement and set ambitious but attainable targets. **The overarching goal should be to encourage residents to bike more often for recreation and transportation.** See how the small community of Sisters, OR integrated



BICYCLE FRIENDLY COMMUNITY FEEDBACK



bicycle transportation into [their transportation plan](#).

Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct at least yearly counts in partnership with advocacy organizations. Ensure that your bicycle counts capture the gender of cyclists. Consider participating in the [National Bicycle and Pedestrian Documentation Project](#).

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.

Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.

COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

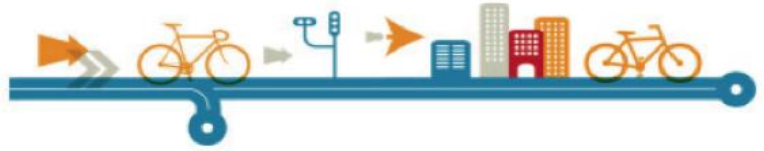
Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To



BICYCLE FRIENDLY COMMUNITY FEEDBACK



learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

Advocacy Advance offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.