



CITY OF DUBLIN.

Office of the City Manager

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Memo

To: Members of Dublin City Council
From: Terry Foegler, City Manager *TF/Sg*
Date: March 4, 2010
Initiated By: Bicycle Advisory Task Force
Re: **Bicycle Advisory Task Force Proposed Work Plan**

Summary

The Bicycle Advisory Task Force has prepared a proposed work plan (attached) for City Council's consideration. The Task Force requests Council's approval of the work plan; however, final recommendations will subsequently be provided that will include prioritized initiatives, defined timelines and potential funding resources.

The Task Force has met six times over the past five months, gaining a comprehensive understanding of the various elements involved with the development of a bicycle-friendly community and the positive impacts such a designation can have upon a city. This educational process was designed around the League of American Bicyclist's "Five Es" that are present in bicycle-friendly communities -- Engineering, Education, Encouragement, Enforcement and Evaluation. Attached is a more detailed explanation of the "Five Es".

The Task Force will divide into two subcommittees to accomplish the tasks contained in the proposed work plan with one subcommittee focusing on the "Engineering" elements and the other subcommittee focusing on the "Education" and "Encouragement" elements. The final two elements of "Enforcement" and "Evaluation" will be reviewed by the group as a whole.

In addition to using the knowledge gained over the past few months, the Task Force will utilize the Dublin Community Plan, the Parks and Recreation Master Plan and the "Five E's of a Bicycle Friendly Community" as guiding documents in formulating their final recommendations. It is the Task Force's intent to provide a combination of items that may be addressed by the Task Force as well as items that may be pursued by City staff or another Board or Commission, such as the Community Services Advisory Commission or the Parks and Recreation Advisory Commission.

No funding is currently being requested by the Task Force to refine the work plan as proposed. It is the intent of the Task Force, with assistance of City staff, to subsequently present to Council sound recommendations that include alternative funding measures where applicable.

Recommendation

The Bicycle Advisory Task Force requests Council approval of the proposed work plan. The Task Force's next meeting will be held on Wednesday, March 10, and upon Council's approval, will immediately begin work on the elements contained in the plan. The Task Force will report back in three months on the work plan status and any initial recommendations.

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The Task Force thanks City Council for this opportunity and understands the importance of continuing to develop a comprehensive bicycle system in order for Dublin to remain economically competitive, encourage healthy lifestyles and provide desired transportation links throughout the City.

Attachment: Proposed BATF Work Plan

Bicycle Advisory Task Force Work Plan Recommendations

Introduction and Background

The Bicycle Advisory Task Force (BATF) was formed in the fall of 2009 to provide assistance to City Council in identifying potential bike-oriented programs and facilities to consider as a part of future City initiatives. Through the formation of the BATF, the City recognizes the potential benefits of a bike-accessible community to the health, transportation and environmental needs of the community as well as the economic benefit of attraction and retention of high paying jobs. A bike-accessible community consists of a comprehensive, connected and well-maintained bicycle network. This includes on-road facilities as well as bike paths, bike racks/lockers, encouragement and share-the-road education campaigns. Studies have shown that bike-accessible and friendly communities are seen as places with a high quality of life which often translates into increased property values, business growth and increased tourism.

The initial meetings of the BATF focused upon the Five E's of a Bicycle Friendly Community (Engineering, Education, Encouragement, Enforcement and Evaluation) which provided the framework of knowledge and understanding of what is in place now in Dublin, some of the best practices around the country, and an evaluation of what direction Dublin wants to take in regards to bicycling in the community. During the meetings, the BATF acknowledged that the City should pursue the designation of a Bicycle Friendly Community. Using the Five E's as well as the Dublin Community Plan and the Parks and Recreation Master Plan as guiding documents, the BATF preliminarily identified key issues which need to be further explored as well as potential projects and initiatives which could improve Dublin's transportation facilities and programs for bike users. Below are the findings and work plan recommendations of the BATF, categorized under the Five E's.

Engineering

It is the assignment of the Task Force to provide recommendations that will ultimately result in the planning and development of a comprehensive, connected and well-maintained bicycling network. To achieve such a system, it is essential that the City continue to provide needed connections and on-going maintenance of the existing 90+ mile multi-use path system as well as plan for on-road facilities on both existing and future roadways.

The Task Force recommends to Council the following components of a BATF work plan related to "Engineering".

On-Road Facilities

- Work closely with the City Staff (Engineering, Planning and Parks and Open Space) to identify existing and future roadways that would best serve as transportation corridors for cyclists and provide recommendations to Council as to what type of on-road facilities would be best-suited for each section of identified roadway.
 - Facilities that would be considered include bicycle lanes, paved shoulders, wide curb lanes, shared lanes and signed shared roadways.
 - Preliminary cost estimates would be included as part of these recommendations.
 - Standard design criteria for the different type of facilities would be considered.

Multi-Use Path System

- In conjunction with the above analysis, identify and recommend key connections needed in the multi-use path system.
- Examine the existing system for safety concerns, such as sharp turns or blind corners, and provide recommendations on how identified issues may be addressed.
- Consider, where applicable, the addition of bicycle commuter trails and/or conversion of existing multi-paths to bicycle commuter trails.

Bike Facilities/Parking

- Identify and recommend public and private destination points throughout the City where bike racks are needed.
 - Prioritize the public areas for inclusion in the City's budgeting process.
 - Recommend incentives and/or zoning code requirements for commercial and retail locations.
- Identify and recommend locations where bike storage facilities would be beneficial.
 - Recommend the type of bicycle storage facility and associated accoutrements.

Signage

- Identify and recommend locations where signage would be beneficial for awareness and/or safety reasons on both the roadway as well as the multi-use path.
- Identify and recommend a wayfinding system/package for use on the multi-use path.

Education

An additional component of the Task Force was the evaluation of the amount of education available for both cyclists and motorists. Education includes teaching cyclists of all ages how to ride safely in any area from multi-use paths to congested city streets as well as teaching motorists how to share the road safely with cyclists. Many educational programs and materials are available but may not be readily distributed to the community or applicable.

The Task Force recommends to Council the following components of a BATF work plan related to "Education".

- Research and recommend education programs for both motorists and cyclists that could be offered by the City, Dublin Schools, Washington Township or other organizations.
- Review need for the Dublin Bike Rodeo and methods for funding the program, either in the City's operating budget or for another entity to assume responsibility for this or similar event.
- Research and recommend educational materials for distribution to the community via on-line communications and/or hard copy distribution.
- Research and recommend educational material specifically related to round-a-bout navigation.
- Research and recommend formal education and testing on cycling as a form of transportation in the schools.

Encouragement

A key component to the success of increasing cycling in a community is encouragement. This includes the promotion of cycling through Bike Month and Bike to Work Week events as well as producing community bike maps, route finding signage, community bike rides, commuter incentive programs, and having a Safe Routes to School program. Other components to encouragement include facilities that have been built to promote cycling or a cycling culture such as off-road facilities, BMX parks, velodromes, and the existence of both road and mountain bicycling clubs.

The Task Force recommends to Council the following components of a BATF work plan related to "Encouragement".

- Develop a map for cyclist that would:
 - Show the existing path system and recommended connections on neighborhood streets where gaps exist.
 - Identify bike routes/paths that would be part of the snow removal areas.
- Research and recommend business education and incentive programs that will encourage companies to promote biking to work.
- Evaluate the national Bike to Work (B2WW) program and recommend a process of implementation within Dublin.
- Review the Safe Routes to School program and recommend a process for partnering with the Dublin City Schools and community neighborhoods for implementation within Dublin. This program would provide eligibility for state funding of needed infrastructure adjacent to schools (sidewalks and/or bike paths/routes).
- Research and recommend incentives for individuals to ride bikes to Dublin events.
- Examine the need for additional bicycle parking at community events to encourage an increase in biking to events, both City sponsored and other community events.
- Identify key partnerships that could be established to assist in the formation of Dublin bike clubs and bicycle focused events.
- Research and recommend incentives for encouraging biking in the Historic District.

Enforcement

Enforcement pertains to the connection between the cycling and law enforcement communities. Connections can consist through a law enforcement liaison to the cycling community, law enforcement bicycle divisions, targeted enforcement to encourage cyclists and motorists to share the road safely, as well as through the existence of bicycling related laws.

The Task Force recommends to Council the following components of a BATF work plan related to "Enforcement".

- Research and recommend additional avenues for the Division of Police and Division of Court Services to be involved in education and enforcement with both cyclists and motorists.
- Review existing relevant code sections and recommend any needed changes to improve safety for the cyclist and motorists such as Land Use and Development – complete streets, parking, end of ride facilities; Traffic Code – mandatory childhood helmet law; and other generally policy issues.. This would also be reviewed to determine if current conflicts with the Ohio Revised Code need to be addressed.

Evaluation

Evaluation is the measurement of current programs and facilities in place and those programmed for the future. It is measured by the amount of cycling taking place in the community, the crash and fatality rates, and ways that the community works to improve these numbers.

The Task Force recommends to Council the following components of a BATF work plan related to "Evaluation".

- Identify and recommend statistical information (such as bicycle counts/surveys) that should be gathered and evaluated to determine existing number of cyclists and track mode shift over time.
- Identify and recommend statistical information (such as bicycle crash data) that should be gathered and evaluated to determine safety concerns.
- Evaluate the need for a comprehensive bikeway master plan that is routinely reviewed and updated.
- Research and recommend a mode shift goal for the community. Identify steps and timelines to facilitate reaching that goal.
- Consider and recommend questions for inclusion in the community survey for feedback on the City's Bicycle Initiative.
- Evaluate the advantages of becoming a Bicycle Friendly Community.

Bicycle Friendly Communities

(as taken from www.bikeleague.org)

What Are the 5 Es?

Becoming a Bicycle Friendly Community

Applicant communities are judged in five categories often referred to as the Five Es. These are Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. A community must demonstrate achievements in each of the five categories in order to be considered for an award. Communities with more significant achievements in these areas receive superior awards. Filling out the BFC application is an education in itself, as communities see where they are lacking in each of these categories.

ENGINEERING

Communities are asked about what is on the ground; what has been built to promote cycling in the community. For example, questions in this category inquire about the existence and content of a bicycle master plan, the accommodation of cyclists on public roads, and the existence of both well-designed bike lanes and multi-use paths in the community. Reviewers also look at the availability of secure bike parking and the condition and connectivity of both the off-road and on-road network.

EDUCATION

The questions in this category are designed to determine the amount of education there is available for both cyclists and motorists. Education includes teaching cyclists of all ages how to ride safely in any area for multi-use paths to congested city streets as well as teaching motorists how to share the road safely with cyclists. Some things that reviewers look at are the availability of cycling education for adults and children, the number of League Cycling Instructors in the community, and other ways that safety information is distributed to both cyclists and motorists in the community including bike maps, tip sheets, and as a part of driver's education manuals and courses.

ENCOURAGEMENT

This category concentrates on how the community promotes and encourages bicycling. This can be done through Bike Month and Bike to Work Week events as well as producing community bike maps, route finding signage, community bike rides, commuter incentive programs, and having a Safe Routes to School program. In addition, some questions focus on other things that have been built to promote cycling or a cycling culture such as off-road facilities, BMX parks, velodromes, and the existence of both road and mountain bicycling clubs.

ENFORCEMENT

The enforcement category contains questions that measure the connections between the cycling and law enforcement communities. Questions address whether or not the law enforcement community has a liaison with the cycling community, if there are bicycle divisions of the law enforcement or public safety communities, if the community uses targeted enforcement to encourage cyclists and motorists to share the road safely, and the existence of bicycling related laws such as those requiring helmet or the use of sidepaths.

EVALUATION & PLANNING

Here the community is judged on the systems that they have in place to evaluate current programs and plan for the future. Questions are focused on measuring the amount of cycling taking place in the community, the crash and fatality rates, and ways that the community works to improve these numbers. Communities are asked about whether or not they have a bike plan, how much of it has been implemented and what the next steps for improvement are.

League of American Bicyclist – Bicycle Friendly Communities

Community	State	Current Award Level	Since	Population	Square Miles
Davis	CA	Platinum	2005	63722	10.5
Portland	OR	Platinum	2003	533492	134.3
Boulder	CO	Platinum	2004	101500	24
Corvallis	OR	Gold	2003	53165	13.83
Fort Collins	CO	Gold	2003	118652	46.5
Jackson& Teton County	WY	Gold	2006	8647	2.8
Madison	WI	Gold	2006	221551	84.7
Palo Alto	CA	Gold	2003	56862	23.7
San Francisco	CA	Gold	2006	739426	47
Seattle	WA	Gold	2008	563374	142
Stanford University	CA	Gold	2003	13315	2.8
Tucson/East Pima Region	AZ	Gold	2004	1004477	1,924
Ann Arbor	MI	Silver	2005	113100	28
Arlington	VA	Silver	2003	200226	26
Austin	TX	Silver	2007	681804	271.8
Bellingham	WA	Silver	2006	73460	25.5
Bend	OR	Silver	2005	88995	33
Chicago	IL	Silver	2005	2896016	234
Columbia	MO	Silver	2009	96093	60
Colorado Springs	CO	Silver	2008	360890	186
Durango	CO	Silver	2008	15878	7
Eugene	OR	Silver	2004	142681	40.5
Folsom	CA	Silver	2003	63960	21.7
Gainesville	FL	Silver	2004	117182	49.1
Minneapolis	MN	Silver	2008	373188	58
Missoula	MT	Silver	2003	57053	24
Olympia	WA	Silver	2004	44460	18.5
Presidio of San Francisco	CA	Silver	2003	3000	1
San Luis Obispo	CA	Silver	2007	44174	11
Santa Barbara	CA	Silver	2003	87370	19
Santa Cruz	CA	Silver	2007	54593	15.6
Scottsdale	AZ	Silver	2005	221792	184.2
Steamboat Springs	CO	Silver	2007	9815	9.98
Tempe	AZ	Silver	2003	160676	40.1
Wood River Valley	ID	Silver	2008	12506	17
Ada County	ID	Bronze	2004	395974	1060
Albuquerque	NM	Bronze	2005	448607	187
Alexandria	VA	Bronze	2009	140024	15.4
Arcata	CA	Bronze	2008	16651	11
Arvada	CO	Bronze	2008	107050	32.5
Ashland	OR	Bronze	2004	19522	6.5
Auburn	AL	Bronze	2005	42987	39.1
Bainbridge Island	WA	Bronze	2008	20300	27
Beaverton	OR	Bronze	2003	79350	16.3
Billings	MT	Bronze	2008	100147	41.6
Bloomington	IN	Bronze	2003	69107	20
Brentwood	CA	Bronze	2006	40007	11.7
Brunswick	ME	Bronze	2003	21820	47
Burlington	VT	Bronze	2004	38889	10.6
Carmel	IN	Bronze	2006	70000	17.9
Carrboro	NC	Bronze	2004	17797	5.5
Cary	NC	Bronze	2003	119745	42
Cedar Falls	IA	Bronze	2009	36145	28.9
Chandler	AZ	Bronze	2006	176581	58
Charlotte	NC	Bronze	2008	648387	287
Charlottesville	VA	Bronze	2008	40315	10
Chattanooga	TN	Bronze	2003	155554	135
Chico	CA	Bronze	2004	79000	21
Claremont	CA	Bronze	2008	36612	14.14
Coeur d'Alene	ID	Bronze	2008	41983	14

Columbia	SC	Bronze	2008	116278	127.7
Columbus	OH	Bronze	2009	748000	212.6
Denver	CO	Bronze	2003	556835	153.4
Flagstaff	AZ	Bronze	2006	57391	63.6
Gilbert	AZ	Bronze	2003	196000	76
Irvine	CA	Bronze	2009	186220	65
La Crosse	WI	Bronze	2007	51818	22
Lakewood	CO	Bronze	2009	146000	43
Lawrence	KS	Bronze	2004	88664	28.1
Lexington-Fayette County	KY	Bronze	2007	246800	85
Liberty Lake	WA	Bronze	2007	6344	6
Long Beach	CA	Bronze	2009	466520	65.9
Longmont	CO	Bronze	2004	84636	21.8
Louisville	KY	Bronze	2006	700030	399
Mesa	AZ	Bronze	2003	437454	125
Milwaukee	WI	Bronze	2006	578887	96.9
Mountain View	CA	Bronze	2004	69011	12.1
Naperville	IL	Bronze	2009	128358	35.52
New York	NY	Bronze	2007	8143197	469
Oceanside	CA	Bronze	2008	174925	42
Orlando	FL	Bronze	2004	205648	93.5
Oxford	MS	Bronze	2008	16727	15.74
Park City	UT	Bronze	2007	20620	102
Philadelphia	PA	Bronze	2009	1454382	42
Port Townsend	WA	Bronze	2008	8334	9.45
Redmond	WA	Bronze	2003	49890	16.9
Roseville	CA	Bronze	2008	109154	35.6
Roswell	GA	Bronze	2006	85920	38.6
Sacramento	CA	Bronze	2006	457514	99.2
Salem	OR	Bronze	2008	152239	48.37
Salt Lake City	UT	Bronze	2007	181743	111
San Jose	CA	Bronze	2006	912332	178.2
Santa Clarita	CA	Bronze	2007	175314	52
Santa Monica	CA	Bronze	2009	87400	8.3
Schaumburg	IL	Bronze	2003	73346	49.5
Shawnee	KS	Bronze	2003	57628	42
Sitka	AK	Bronze	2008	8883	4811
South Lake Tahoe	CA	Bronze	2006	23609	16.5
South Sioux City	NE	Bronze	2006	11925	5.2
Spartanburg	SC	Bronze	2007	39487	20
St. Petersburg	FL	Bronze	2006	249090	133.1
Sunnyvale	CA	Bronze	2006	131760	22.6
Thousand Oaks	CA	Bronze	2008	127644	56
Traverse City	MI	Bronze	2009	142075	8.7
Tulsa	OK	Bronze	2009	384037	200.62
Vail	CO	Bronze	2009	4806	5
Vancouver	WA	Bronze	2005	156600	48.55
Washington	DC	Bronze	2003	553523	61.4