

Introduced by _____ Council Bill No. R 128-13

A RESOLUTION

authorizing application to the League of American Bicyclists to designate the City of Columbia as a Bicycle Friendly Community.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Manager, or the City Manager's designee, is hereby authorized to submit an application to the League of American Bicyclists to designate the City of Columbia as a Bicycle Friendly Community. The form and content of the application shall be substantially as set forth in "Exhibit A" attached hereto and made a part hereof as fully as if set forth herein verbatim.

ADOPTED this _____ day of _____, 2013.

ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor



EXHIBIT A

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Note: This is a PDF of an online application. Some formatting irregularities may occur.

Name of Community

Name of Community

Columbia

County/Borough/Parish

Boone

State

Missouri

Has the community applied to the Bicycle Friendly Community program before?

Yes

What was the result of the community's last application?

Silver

Mayor or top elected official (include title)

Bob McDavid

Phone

(573) 874 - 7222

Email

mayor@gocolumbiamo.com

Address

PO Box 6015

Website

www.gocolumbiamo.com

Applicant Profile

Applicant Name

Rachel Bacon

Title

Planner

Department

Community Development

Employer

City of Columbia

Address

PO Box 6015

City

Columbia

State

Missouri

Zip

65205

Phone

573-817-5006

Email

ribacon@gocolumbiamo.com

Are you the Bicycle Program Manager?

No

If no, does your community have a Bicycle Program Manager?

Yes

What is the Bicycle Program Manager's contact information?

ctcurtis@gocolumbiamo.com

Community Profile

1. Type of Jurisdiction

Town/City/Municipality

2. For purposes of comparison, would you describe your community as largely

urban

3. Climate Average daytime temperature (in °F)

January

37.4

April

65.9

July

88.6

October

68

Average precipitation (in inches)

January

1.73in

April

4.16in

July

3.80in

October

3.18in

4. Size of community (in sq. mi.)

Total area

63 sq. miles

Water area

0.3 sq. miles

Land area

62.7 sq. miles

5. Total Population

110,438

5a. College/University student population (during semester)

25-50%



6. Population Density (Person per sq. mi. of land area)

1761 per sq. mile

7. Median Household Income

\$43,102

8. Age distribution (in percent)

Under 5

6%

Age 5-17

18.8%

Age 18-64

66.7%

Age 65+

8.5%

Totals (should equal 100)

100%

9. Race (in percent)

White

79%

Black or African American

11.3%

American Indian and Alaska Native

0.3%

Asian

5.2%

Native Hawaiian and Other Pacific Islander

0.1%

Some other race

NA

Two or more races

3.1%

Totals (should equal 100)

NA

Hispanic or Latino (of any race)

3.4%

10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents, work on bicycle issues in your community?

4

11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

76-100%

12. Do you have a Bicycle Advisory Committee?

Yes

12a. How often does it meet?

Monthly or more frequently

12b. How many members serve on the committee?

10

12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? Check all that apply.

User Group, Planning Department, Parks Department, Recreation Department, Other

If other, describe (50 word limit)

University of Missouri Campus Facilities Staff

12d. Name and email of Bicycle Advisory Committee Chair

David Heise; heised@lincolnu.edu

13. List all bicycle advocacy groups in your community

PedNet Coalition, 501 Fay St., Columbia, MO 65201, www.pednet.org

13a. List the name and email of the primary contact for the bicycle advocacy community

Annette Triplett, Executive Director, PedNet, annette@pednet.org

13b. Do you contract with any advocacy groups for services or programs? Check all that apply.

Paid, Volunteer

13c. List all advocacy groups that are working with you on this application.

Pednet Coalition

14. What are the primary reasons your community has invested in bicycling? Check all that apply.

Improved quality of life, Improving public health, Community connectivity, Transportation options, Reduce car-parking demands, Climate change/environmental stewardship concerns, Decrease traffic congestion, Increase tourism, Increase property values, Public demand, Economic development, Support Smart Growth or other growth

management goals, Traffic and bicycle/pedestrian safety

15. What was your community's most significant achievement for bicycling in the past year? (500 word limit)

Over the last year, Columbia continued the implementation of an integrated bicycle system throughout the City. Significant progress was made in three areas: Capital Projects, On-street bicycle facilities, and Promotion, Education and Documentation. Seven capital projects were completed and are now in use. A major focus has been to implement a continuous bike facility along and paralleling a major arterial (Providence Road) from the north to the south edge of the City, Columbia:

1. Finished construction of a pedway-sidepath (Providence, Wilkes to Business Loop). 2. Improved two intersections and crossings on a major arterial for safer bike/ped use (Providence at Business Loop and at Douglass School). 3. Planted landscaping and bio-retention along a two-mile shared use path (Providence Bikeway South). 4. Constructed two new trail connections from a shared use path to neighborhoods and bike lanes (Garth and Stadium to the MKT). 5. Added a sidewalk and bike lanes to a major arterial (763 from Business Loop 70 to Big Bear Blvd).

In addition, construction started on: 1. Two pedway-sidepaths on arterials (Old 63 Grindstone and Providence/Business Loop to Vandiver). 2. Two trail connections (Greenbriar and Katy Place). 3. One shared use path (Hominy Phase 1). 4. Also, a contract was negotiated for the design of a major trail connection and bridge adjacent to an arterial (Forum from MKT over Hinkson Creek).

Progress was made on the design of additional on-street bicycle facilities: 1. The design of upgrades to the Phase 1 Bike Boulevard is nearly complete. 2. Public meetings and the initial design of the Phase 2 Bike Boulevard took place. 3. The design of bike lanes on six more streets was initiated.

Significant progress was made in Promotion, Education and Documentation (non-infrastructure): 1. A full time manager of the Promotion/Education program was hired and a three-year campaign initiated with an allocated budget of \$150,000 per year. Programs include biking safety and skills classes, community outreach (focusing on responsible cycling and share the road messages), awareness programs and organized bike rides. A variety of online and print resources are being made available. 2. One full time and two part time employees were added to the technical staff that designs and manages the planning and implementation of bike/ped projects, supplementing the existing full time staff position. 3. A contract was executed with Alta Planning + Design to measure and report mode-shift progress and to plan, execute and report on three new FHWA Requests to Experiment initiatives.

16. What specific improvements do you have planned for bicycling in the following year? (250 word limit)

Over the next year the City plans to construct three more miles of shared use paths, stripe an additional 5.1 miles of streets with bike lanes, upgrade the first bike boulevard and implement a longer second one, and complete installation of the wayfinding signs on the existing shared use trail system. We expect to have four more shared use paths in final design, using both City and federal funding. The on-street wayfinding signs should be designed and ready to bid out for fabrication. As part of the Non-Motorized Transportation Pilot program we will initiate three FHWA Request to Experiment (RTE) processes via a subcontract to Alta Planning. The first RTE will be to investigate new self-explanatory symbols to show where to place a bike so as to activate a traffic signal (the new symbol would not need an accompanying sign to explain its function). A second RTE will be to investigate supplemental on-street directional symbols to alert bicyclists when a bike route branches or turns. The third RTE will document the effectiveness of Columbia's Bike Boulevard marking that utilizes suggested bike lanes in the center of the street. The City staff is planning to upgrade the Bike System Design Standards to include the Bike Boulevard design and to add treatments to Pedway sidepaths to improve safety at street crossings.



Engineering

17. Does your community currently have any of the following policies in place? Check all that apply.

Local Complete Streets policy ☒ , Local bicycle accommodation policy ☒

17a. When was it adopted?

2004

17b. Provide a link or attach a copy of this legislation or policy

http://www.gocolumbiainmo.com/Council/Code_of_Ordinances_PDF/Street_Standards/92-40_Amended_StreetStandards.pdf

18c. What tools are in place to ensure implementation? Check all that apply.

Design manual, Oversight by Bicycle Program Manager

19. Does your community currently have any of the following additional policies in place? Check all that apply.

Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project, Other

If other, describe (50 word limit)

Columbia's visioning goals include the following policy: 13 Vision Statement: Columbia and central Missouri, a growing urban community, will have a modern transportation system, which allows its citizens to move about freely within the region using wha

20. How do you ensure your engineers and planners accommodate bicyclists according to AASHTO, MUTCD and NACTO standards? (Check all that apply.)

Hire outside consultants to train staff, Send staff to bicycle-specific conferences/training, APBP webinars, Adopted local design manual

21. Which of the following significant physical barriers to cycling exist in your community? Check all that apply.

Major highways, Bridges that are inaccessible or unsafe for cyclists

22. How do you ensure that there are end-of-trip facilities for bicyclists? Check all that apply.

Bike parking ordinance for all new developments specifying amount and location , On-street bike parking/bicycle corrals ☒ , Ordinance that allows bike parking to

substitute for car parking

23. Do your standards for bike parking conform with APBP guidelines?

Yes

24. What is the total number of bike parking spaces in your community?

7710

24a. What percentage of bike racks conform with APBP guidelines?

more than 75%

24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:

Bike lockers

None

Parking spaces in bike depots (i.e. Bikestation)

None

Parking spaces in bike corrals (on-street bike parking)

Less than 1%

25. Approximately what percentage of the following locations has bike racks or storage units?

Public and private schools

More than 90%

Higher Education Institutions

More than 90%

Libraries

More than 90%

Transit stations and major bus stops

More than 90%

Parks & recreation centers

More than 90%

Other government owned buildings and facilities

More than 90%

Event venues (e.g. convention center, movie complex)

More than 90%

Office buildings

26-50%

Retail stores

51-75%

Multi-family housing

26-50%

Public housing

10-25%

26. Does your community have transit service?

Yes

26a. What percentage of buses are equipped with bike racks?

more than 75%

26b. Are bikes allowed inside transit vehicles?

No

27. What is the mileage of the existing off-road bicycle network within your community?

26.37 miles

27a. How many miles of the following off-road bicycle accommodations do you have? Answer all that apply (in centerline miles)

Paved shared use paths (?10feet)

10.07 miles

Natural surface shared use paths (?10feet)

13.9 miles

Singletrack

2.4 miles

27b. What percentage of natural surface trails and singletrack are open to bicyclists?

76-99%

27c. What are the exceptions? (100 word limit)

The Forum Nature Area includes a 2.0 mile natural surface loop trail that is adjacent and also connects to the trails system. The loop trail is off limits to bicyclists.

28. What is the centerline mileage of your road network?

585

28a. What is the street network density of your road network? (miles of road per sq. mi. of land area)

5.1 - 10.0

28b. What percentage of roads has posted speeds of 25mph and lower?

51-75%

28c. What percentage of the existing on-street bicycle network meets or exceeds AASHTO, MUTCD and NACTO standards?



More than 90%

28d. List your existing on-road bicycle accommodations that meet or exceed AASHTO, MUTCD and NACTO standards. Answer all that apply (in centerline miles)

Conventional bike lanes (ridable surface ?4feet)

63

Shared lane markings

23

Contra-flow bike lanes

Protected or buffered bike lanes (one-way)

Protected or buffered bike lanes (two-way)

Raised cycle tracks

Left-side bike lanes

Bike boulevards

0.5

Signed bike routes

29. What other ways have you improved conditions for bicyclists? Check all that apply.

Bike cut-throughs, Way-finding signage with distance and/or time information, Roundabouts that accommodate bicycles, Advisory bike lanes, Colored bike

lanes, Bike/pedestrian overpasses/underpasses, Removal of on-street car parking, Speed tables to calm traffic, Car-free/Car-restricted zones

30. What percentage of arterial streets has dedicated space for cyclists (e.g. bike lanes, paved shoulders ?4feet, cycle tracks, etc)?

51-75%

31. Which of the following broader transportation policies and programs are in place in your community? Check all that apply.

Paid public parking, Prioritization of active mobility in planning and design processes

32. What maintenance policies or programs ensure the on-street bicycle network (including shoulders) remains usable and safe? Select all that apply.

32a. Street sweeping

Monthly

32b. Snow clearance

Same time as other travel lanes

32c. Pothole maintenance

Within 24 hours of complaint

32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). (100 word limit)

On-line comment form with section specifically for bicycle and pedestrian issues

33. What maintenance policies or programs ensure the off-street bicycle network remains usable and safe? Select all that apply.

33a. Path sweeping

Quarterly

33b. Vegetation maintenance

Weekly

33c. Snow clearance

Within 48 hours of storm

33d. Surface repair

Within 24 hours of complaint

33e. Describe any other maintenance policies or programs for the off-street bicycle network. (100 word limit)

Parks Forestry staff members are responsible for the maintenance of all multi-use trails. The forestry crew has two full-time and 8 – 10 seasonal staff members who constantly monitor trail surfaces and vegetation. Trails are inspected regularly and receive ongoing maintenance such as resurfacing and clearing of debris and tree limbs. Trail restoration after storm damage is a top priority due to the high volume of trail users. Additionally, two full-time and two part-time park patrol staff members monitor trails on a weekly basis. A formal volunteer program involving 20 - 30 trained park/trail patrol members assist in monitoring trails throughout the week. Procedures are in place for online and phone-in reporting for problem areas. Facebook is monitored on an hourly basis for trail users reports on problem areas.

34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners? Check all that apply.

Online reporting, Hotline, Monthly meeting, Other

If other, describe (100 word limit)

phone call to traffic dept or bike/ped coordinator

35. How do you accommodate cyclists at intersections in your community? Check all that apply.

Most signals are timed, Demand activated signals with loop detector (and marking) or bike accessible push-button, Video or microwave detection, Raised path

crossings

36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment (e.g. human-scale building design guidelines, mixed-use zoning, public restrooms, etc). (500 word limit)

Public restrooms and port-a-potty's on trail network. A self contained bike repair station has been purchased and will be installed at one of multiple trail system access areas. Additional purchases are planned for other trail access locations as well as one centrally located in downtown Columbia adjacent to bike racks in front of City Hall.

Education

37. What percentage of schools in your jurisdiction participates in Safe Routes to School programs (or similar programs) that include bicycle education?

Elementary

None

Middle School

More than 90%

High School

None

38. Outside of schools, how are children taught safe cycling skills? Check all that apply.

Youth bike clubs, Bike clinics or rodeos, Youth recreation programs, Helmet fit seminars, Trail riding classes

39. Do you have a ticket diversion program? Check all that apply.

No

40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply.

Share the Road educational videos on community website/TV channel, Community newsletter/magazine article, Utility bill insert, Newspaper column/blog on bicycling, Dedicated bike page on community website, Share the Road Signs, Other

If other, describe (250 word limit)

GetAbout Columbia staff participated in resource fairs at two of the three high schools in Columbia. Share the Road resource materials were distributed to students, teachers and staff. Staff regularly participates in social media venues providing links to advocacy and bicycling websites and safe cycling and share the road videos



(including the American Automobile Association's Share the Road Campaign videos). Share the road outreach has included staff presentations to civic and nonprofit groups promoting share the road messages. Staff and local LAB certified instructors also attend local bike club meetings and rides providing informal mentoring and discussion on safe bicycling skills. Ongoing distribution of a variety of "spokes cards" (creative flyers placed on parked bicycles) provides safety messages (i.e. laws regarding use of lights or adhering to rules of the road). Spokes cards have a secondary benefit of serving as a coupon for free bike gear (e.g. bike tail lights or reflective stickers) that promotes safe, responsible riding. On a regular basis, GetAbout Columbia and PedNet staff participate in morning radio talk shows promoting share the road messages and safe cycling messages.

41. In your community, how often are the following classes offered annually? Answer all that apply (in numbers)

Traffic Skills 101 classes or equivalent (including classroom and on-bike instruction)

3 - 5

Cycling Skills classes (three to four hour classroom training courses)

5 - 7

Commuter classes (one to two hour classes)

6-10

Bicycle maintenance classes or workshops

12

42. Do you offer regular Smart Cycling courses for your community engineers and planners that include on-bike instruction and in-traffic cycling?

Yes

43. Has your community hosted a League Cycling Instructor seminar in the past two years?

No

43a. How many League Cycling Instructors are there in your community?

8

43b. List League Cycling Instructors that have taught at least one class during the past 12 months. (250 word limit)

Michelle Windmoeller Steve Windmoeller Gina Overshiner Tim Overshiner Courtney Joe Silsby

44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? Check all that apply.

Transit operators

45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, minorities, non-English speakers and the disabled. (250 word limit)

The City has a LEP and Title VI program in place whereby non-English speakers and those with disabilities may receive translated or adapted materials as needed or by request

46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)

The City of Columbia is currently researching and developing a variety of venues to promote safe cycling and encourage active transportation. In December 2012, the City hired a full-time staff member to implement active transportation encouragement and education programs. With the extension of funds from the Non-Motorized Transportation Pilot Program, known as GetAbout Columbia, the City plans to implement the following: Bike Skills 101 and Safe Cycling Skills Workshops - LAB certified instructors will teach classes 3-4 times per year, or as requested by large groups or organizations. Community Wide Awareness Campaigns - GetAbout Columbia is in the planning stages of developing several community wide awareness campaigns that will promote the importance of safe cycling skills. As funds allow, campaigns will include radio, print, online, social media, and collateral giveaway items. Examples of existing or planned campaigns include the following: Bike, Walk and Wheel Week, Breakfast Station Day, Bike on Transit, Trails Day, I Stop, Bike Bright Use a Light, Neighbors on the Go, Trail Opening and Dedication Events, CoMo "loves" Bicyclists, and Way to Go to Work. Guided Rides - Free on-road and recreational trail rides will be offered several times throughout the year. All rides will be led by LAB Certified Instructors and will include safe cycling messages and mentoring. Recreational trail rides will also include encouragement messages related to active transportation. Enforcement - GetAbout Columbia will partner with the Columbia Police Department (CPD) in offering "Let's Roll Together" training for all traffic officers. The sessions will include interpretation of city and state laws related to cyclists and driver/cyclist interaction. A separate partnership will be implementation of a Bike Bright: Use a Light campaign utilizing CPD traffic staff to provide outreach and enforcement enforce to cyclists riding without lights at night. Officers will give both a warning and light set to cyclists. Community Outreach - GetAbout Columbia Staff will participate in outreach opportunities to share messages of safe cycling and Share the Road. Examples will be high school resource fairs, freshman orientation at local college campuses, employee resource fairs, community health fairs, etc. Ongoing - The City has ongoing social media and WebMail messages related to share the road and predictable on-road cycling tips. The City Parks and Recreation Department in partnership with GetAbout Columbia has a "Did You Know" campaign and often inserts safe cycling and share the road messages via elementary school flyers (16,000 reach), Leisure Times publications (45,000 reach), e-newsletter (15,000 reach) and City utility bill (50,000 reach) .

Encouragement

47. How do you promote National Bike Month/your own dedicated Bike Month? Check all that apply.

Official Proclamation, Community Rides, Public Service Announcements, Videos promoting bicycling on community website/TV channel, Publish a guide to Bike Month Events, Bike Month Website, Bike Commuter energizer stations/breakfasts, Car-free days, Bike valet parking at events, Bike to School Day, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Trail construction or maintenance day

47a. What percentage of the population participate in Bike Month events?

6-10%

47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

If other, describe (250 word limit)

If yes, describe (500 word limit)

Bike to Work Day is advertised in the Parks and Recreation newsletter, utility newsletter, and local papers. It is a part of Bike, Walk and Wheel week, which hosts 20+ activities over the course of a week.

47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?

1-25%

48. How do you promote bicycling outside of your official Bike Month? Check all that apply.

Community and charity rides, Mayor-led/Council-led Rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, Commuter Challenge, Triathlons and bicycle races, Bike commuter events, Car-free days, Publish a guide to community bicycle events, Mentoring program for new riders, Bike valet parking at events, Bike to School Day, Bicycle-themed festivals/parades/shows, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Community celebration/ride each time a bicycle project is completed

49. List the signature cycling events that occur in your community. (500 word limit)

Bike, Walk and Wheel Week is in its 12th year of existence. The community wide awareness event has the following signature activities: Breakfast Station Day, Guided Trail Rides, Maintenance Workshop, Bike is your Ticket on Transit and Kids Bike Safety. Additional events this year will be a CycloFemme Ride (encouraging women to ride) and an 8-hour open house event offering route planning, safety tips, local club and advocacy outreach and recreational riding information. The Peddlers Jamboree, celebrating 5 years in May, is an annual 60 mile round-trip recreational touring ride starting and ending in Columbia. Ride organizers are expecting over 3,000 cyclists. The 8th Annual Monster Bash Halloween ride, 34 miles round-trip services almost 500 trail riders and also starts and stops in Columbia. The MS150 fundraising road-ride has been held in Columbia the past nine years and is funded in part by the Columbia Visitors Bureau. Also, the annual two-day Peddler's Jamboree bike ride and music festival had 1800 participants last year and expects over 2,000 this year

49a. How does the municipality sponsor or actively support these events?

Organize the event, Fund event, Contribute in-kind funding (i.e. police presence, closing roads, etc), Assist in promoting the event

50. Does your local tourism board promote bicycling in your area?

Yes

If yes, describe (250 word limit)

The Convention and Visitors Bureau (CVB) website has a detailed calendar of events listing all trail or on-road bicycling events scheduled in Columbia. Event organizers are encouraged to apply for Tourism Development grants to assist in funding tourism related bicycling events originating or ending in Columbia. The CVB has funded the MS150 bike ride for the past nine years. The CVB recently launched a new brand campaign featuring a new community logo, and print, television and billboard ads. Columbia's trail system is the focus of one of the print ads. Media kits include information related to local recreational trail rides, mountain biking and ease of access to Missouri's cross-state Katy Trail. Travel writers have been personally treated to bike tours of local, scenic recreation trails. The CVB website lists local bike shops as well



as detailed information on Columbia's trails system and trail access locations. CVB Information Center volunteers are well versed in trail and bicycling information.

51. Are there cycling clubs in your community? Check all that apply.

Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, Racing clubs or teams

51a. List the names of the clubs. (500 word limit)

Columbia Bike Club Osage Regional Trails Association CoMo Bike Polo CoMo Cyclocross RococoRides Women's Cycling RocoRides Womens Group

52. How many specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

5

52a. List their names. (250 word limit)

Walt's Bicycle, Fitness and Wilderness Company Klunk Bicycles and Repair Cyclextreme Tryathletics Jims Bike and Key Volt Riders

53. Which of these bicycling amenities do you have in your community? Check all that apply.

Cyclocross course, Themed loop routes around the community, Other

If other, describe (100 word limit)

Columbia Parks and Recreation has purchased a prefabricated progressive bike skills course that will be installed at Jay Dix Station Park, adjacent to Columbia's trail system.

53a. Is there a skate park in your community?

Yes

If yes, do bikes have access to the skate park?

Never

54. Are there opportunities to rent bicycles in your community?

Yes

55. Does your community have a public bike sharing program?

Yes

55a. If yes, please provide details about the system below.

How many bikes are in the system?

20

How many stations are in the system?

one, more being considered

How many trips are being made annually?

1500 checkouts between August 2012 and January 2013

56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?

Yes

If yes, list the names of the businesses. (250 word limit)

Walt's Bicycle, Fitness and Wilderness CO, Peckham & Wright Architects, Inc.

57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?

No

58. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply.

None

59. What mapping and route finding information is available for your community, which has been updated in the last 18 months? Check all that apply.

Online route finding service, Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities, Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities, Printed mountain bike trails map, Printed greenways and trails map

60. Describe any other programs or policies your community has to encourage cycling. (500 word limit)

A City Bike Harassment Ordinance was passed in 2009. According to the ordinance, a person commits a class A misdemeanor of harassing a cyclist if he or she: knowingly throws an object in the direction of a cyclist; threatens a cyclist for the purpose of frightening or disturbing the cyclist; sounds a horn, shouts or otherwise directs sound toward a cyclist for the purpose of frightening or disturbing the cyclist; knowingly places a cyclist in apprehension of immediate physical injury or engages in conduct that creates a risk of death or serious physical injury to a cyclist.

Enforcement

61. How does your police department interact with the local cycling community? Check all that apply.

Other

If other, describe (100 word limit)

Previous to Phase I of the GetAbout Columbia Project, Columbia Police Officers (CPD) did not actively enforce traffic laws related to bicyclist. Plans are underway to continue annual training sessions for CPD traffic officers. LCI Instructors will provide one-hour group training sessions focusing on laws pertaining to cyclists and what the laws mean. CPD officers will be encouraged to enforce traffic laws while also providing outreach to cyclists who are not adhering to safe cycling practices. Additionally, GetAbout Columbia staff will again partner with CPD staff in the fall of 2013 to implement a Bike Bright; Use a Light campaign. The campaign will focus on enforcement as well as distribution of bike light sets to cyclists riding without lights.

62. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? Check all that apply.

Completion of Smart Cycling course by one or more officers, Presentation by League Cycling Instructor or local cyclist

63. What enforcement programs that target improving cyclist safety are in place? Check all that apply.

Light giveaways, Targeting cyclist infractions, Share the road campaigns

64. What percentage of patrolling police department employees are on bikes?

1- 10%

65. Are any other public safety (e.g. EMS) employees on bikes?

No

66. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?

Yes

67. Which of the following safety services and amenities are available in your community?

Emergency call boxes/phones along trails, Trail watch programs/ Trail patrols, Street lighting on most arterials, Street lighting on most non-arterials, Stolen or impounded bikes recovery system or assistance, Non-mandatory bike registration

68. Do you have any local ordinances that protect cyclists equitably? Check all that apply.

Ban on texting while driving, Photo enforcement for red lights and/or speed, It is illegal to harass a cyclist

69. Do your local ordinances place any restrictions on cyclists? Check all that apply.

None of the above

70. Describe any other enforcement programs or policies relating to cycling. (500 word limit)

Evaluation and Planning

71. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

71a. If yes, please provide details about the plan below.

Provide a link to the plan or describe. (250 word limit)

The City and the Metropolitan Planning Organization (Columbia Area Transportation Study Organization) maintain Bicycle/Pedestrian Network Plan and project listing

When was it passed or most recently updated?

2008; currently being updated now

Is there a dedicated funding source for implementation?

Yes



If yes, describe (250 word limit)

Non-motorized Transportation Pilot Program (federal funding)

What percentage of the current plan has been implemented?

70%

Are you meeting annual target goals for implementation?

No

72. Do you have a trails master plan that addresses mountain bike access?

Yes

If yes, provide the link to the plan or describe. (250 word limit)

2013 Parks, Recreation and Open Space Plan Draft http://www.gocolumbiamo.com/ParksandRec/2013_Master_Plan/index.php

73. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?

Yes

If yes, describe (100 word limit)

Since 2011, the Osage Region Trail Association (ORTA) has partnered extensively with Columbia Parks and Recreation in designing and enhancing Rhett's Run, a 2.4 mile single track mountain bike trail. ORTA is a 501C3 not for profit organization experienced in using state of the art techniques for the design, construction and maintenance of multi-use, natural surface trails. On a routine basis, ORTA organizes trail work days and offers expertise in trail enhancement. Over the past 18 months, ORTA has partnered with City staff in supervising a 1-mile trail extension. Planning staff recently met with ORTA to receive guidance and input on the 2013 Park and Open Space Master Plan in terms of land acquisition and trail development. Park Planners also met with CycloCross, BMX and recreational trail riding groups.

74. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?

Yes

If yes, please describe the most recent results. (250 word limit)

Automated counter system installed last year plus yearly manual counts using National Bicycle and Pedestrian Documentation Project methodology. Peak hour weekly bicycle volume increased 102% from 2007 to 2012.

75. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?

Yes

If yes, please describe the results. (250 word limit)

Bike Ped coordinator reviews road project plan sets.

76. Does your community establish target goals for bicycle use?

No

77. What is the most current journey-to-work data for your community? Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the American FactFinder website (Advanced Search). Choose the most recent data set available for your community. Divide the total number of bicycle/pedestrian/transit commuters by the total number of commuters and multiply the result by 100.

Bicycling (in %)

2.0%

Percentage of bicycle commuters who are women (see topic B08006)

no data available in B08006 for Columbia

Walking (in %)

7.0%

Transit (in %)

0.9%

78. What is the average commuting distance to work for residents of your community?

2-5 miles

79. What percent of children commute to school by bicycle?

Elementary

data not available

Middle School

data not available

High School

data not available

80. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?

data not available

80a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?

None

80b. Do you have a specific plan or program to reduce these numbers?

No

81. Do you measure the Bicycle Level of Service of roads and/or intersections?

No

82. Do you have community-wide trip reduction policies or programs?

No

82a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?

No

83. Have you done an economic impact study on bicycling in your community?

Yes, No

If yes, describe the results. (250 word limit)

Currently being updated as part of the Non-Motorized Transportation Pilot Program

84. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?

No

85. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)

Non-Motorized Transportation Pilot Program staff and Public Works Engineering evaluated facilities and bicycling conditions on the street system. Columbia Parks and Recreation Department is implementing a promotion and education program.

Final Overview

86. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

Reason One (250 word limit)

Because of the federal NonMotorized Transportation Pilot Program funding, it is important to show that the investment of federal funds to implement bicycle transportation is a wise use of taxpayer dollars. The resultant integrated bicycle system is showing measurable results: Peak rush hour weekly bicycle counts have doubled in the last five years. A higher level of Bicycle Friendly City status would recognize the importance and effectiveness of the federal investment.

Reason Two (250 word limit)

The designation of Bike Friendly Community allows for Columbia to actively identify issues and dedicate ourselves to improvement. The application process has given us a great snapshot of our community and encourages us to look forward to continued improvements and even greater ridership within our city. It will help Columbia prosper since we can market to prospective businesses and residents the benefits of cycling in Columbia.

Reason Three (250 word limit)

Our designation is recognition of the time and energy the bike community has put in to make Columbia a great place to ride a bike. Through multiple groups and agencies as well as our city government, we have built a very large and well-used bike infrastructure that our community can be proud of. This designation builds on the work we have already done and moves us forward. It reflects the bike friendly self-image of the community: recent surveys show over 80% of respondents consider



Columbia a bike friendly community.

87. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

Aspect One (100 word limit)

Greater connectivity. Connecting the city via bike trails and lanes to ensure all residents are able to utilize bike amenities. Connectivity between cul-de-sacs in the newer portions of the city has been difficult to achieve. Enacting an ordinance or city policy that requires bike connectivity in new subdivisions.

Aspect Two (100 word limit)

Infrastructure. Improving year round access on roads and trails. Eliminating or working around geographic barriers to improve connectivity and access for riders. Improving signs and road markings for safety and ease of travel.

Aspect Three (100 word limit)

Education. Educating young and old alike on the benefits and how-to of bicycling. Educating drivers on the rules of the road. Educating bikers on safety, rules of the road, and safety.

88. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

No

89. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

If yes, describe (250 word limit)

Beginning a dialogue with police department that allows for education and enforcement. Improving outreach and education for the community, especially younger children. Creating more opportunities for people to get involved with bicycling in the community. Working with the city to improve laws for cyclists as well as educating the city on how the rules will affect them.

We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

Yes

How did you hear about the BFC program?

Previous application

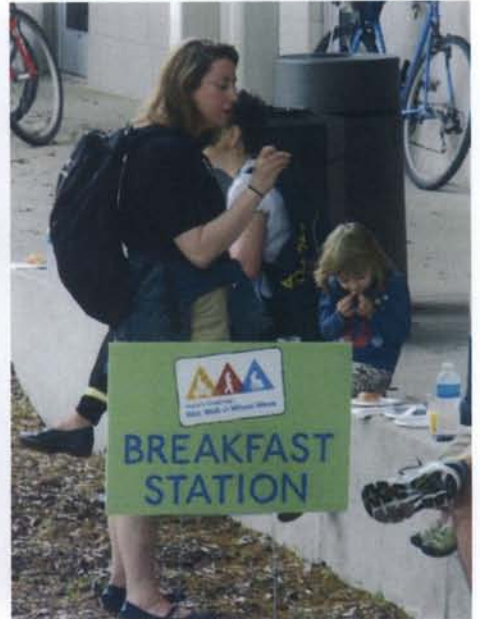
Submit any documents that you would like to provide in support of your application and five high resolution photos (1-5MB) here. By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling. Please note that the files will submit immediately and will not appear as an attachment.

Bicycle Friendly Community Application- June, 2013

Uploaded Images



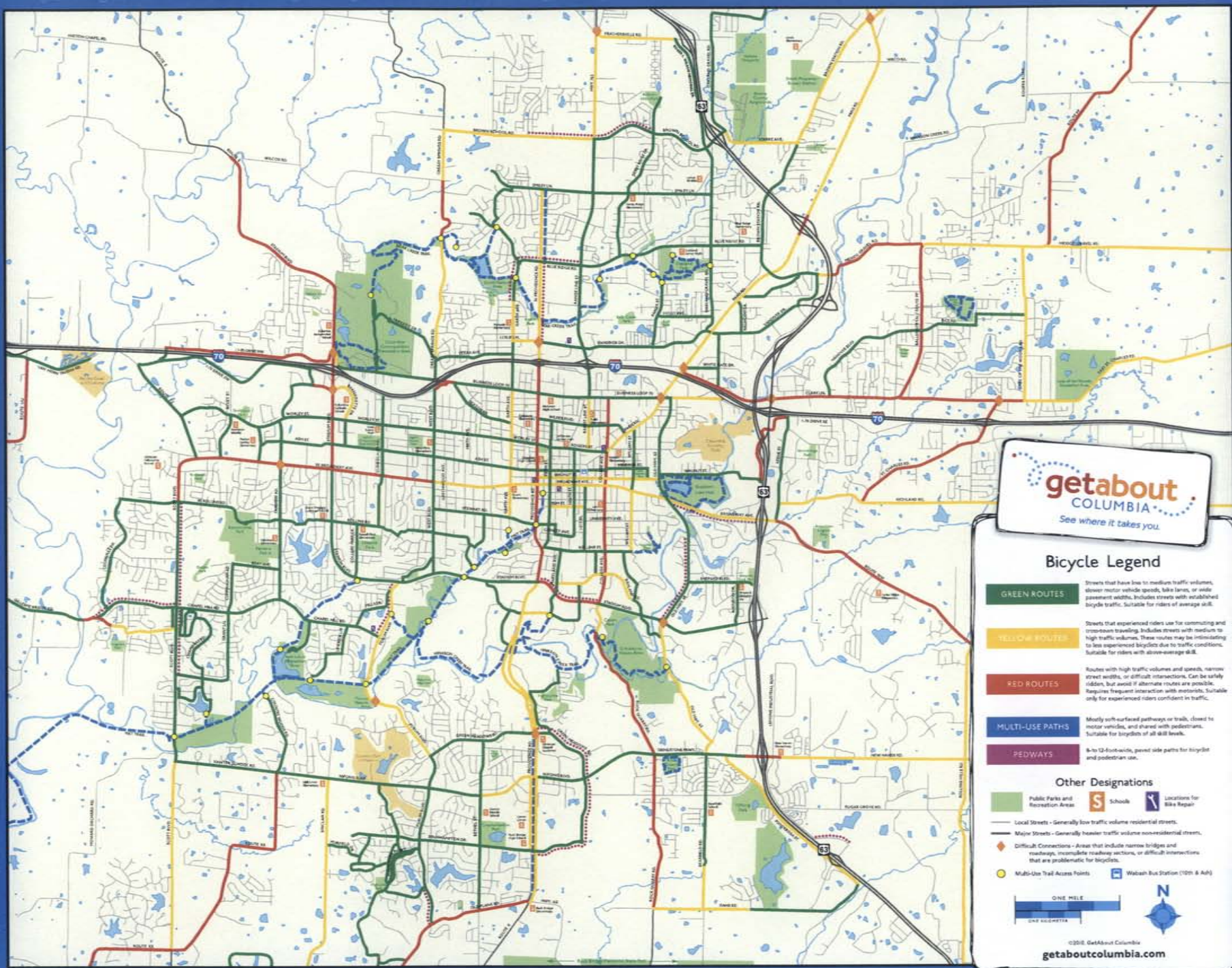
ABC's of On Road Cycling



Bike Walk and Wheel Sign



CycloFemme Event



Bicycle Legend

- GREEN ROUTES** Streets that have low to medium traffic volumes, slower motor vehicle speeds, bike lanes, or wide pavement widths. Includes streets with established bicycle traffic. Suitable for riders of average skill.
- YELLOW ROUTES** Streets that experienced riders use for commuting and cross-town traveling. Includes streets with medium to high traffic volumes. These routes may be intimidating to less experienced bicyclists due to traffic conditions. Suitable for riders with above-average skill.
- RED ROUTES** Routes with high traffic volumes and speeds, narrow street widths, or difficult intersections. Can be safely ridden, but avoid if alternate routes are possible. Requires frequent interaction with motorists. Suitable only for experienced riders confident in traffic.
- MULTI-USE PATHS** Mostly soft-surfaced pathways or trails, closed to motor vehicles, and shared with pedestrians. Suitable for bicyclists of all skill levels.
- PEDESTRIANS** Sidewalks, paved side paths for bicyclists and pedestrian use.

Other Designations

- Public Parks and Recreation Areas
- Schools
- Locations for Bike Repair
- Local Streets - Generally low traffic volume residential streets.
- Major Streets - Generally heavier traffic volume nonresidential streets.
- Difficult Connections - Areas that include narrow bridges and roadways, incomplete roadway sections, or difficult intersections that are problematic for bicyclists.
- Multi-Use Trail Access Points
- Wash Bus Station (10th & Ash)



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Rules of The Road

Obey Traffic Signs and Signals

In order to be taken seriously, bicyclists must obey traffic laws and be courteous to other road users. Every time bicyclists run through a red light, ride in a pack, impede traffic or ride the wrong way, they enforce the notion that bicycles do not belong on the road. Always ride in the same direction as traffic, never against it. Follow the rules of the road.



LEFT

RIGHT

Use Hand Signals

Hand signals tell motorists what you intend to do on the road. Signaling is required at least 100 feet before a turn or stop unless you need both hands to control the bicycle. If you have an available hand, let drivers, pedestrians and bicyclists know where you're going. Signal as a matter of law, courtesy and self-protection.

Ride Consistently

Ride as close as practical to the right. Exceptions to this rule include: when traveling at the normal speed of traffic, when avoiding hazardous conditions, when preparing to make a left turn, or when using a one-way street.

Use Lights at Night

Use a strong headlight and rear light and/or red reflector at night and when visibility is poor. Wear light-colored clothes with reflective tape for extra protection. If you ride in an area with few streetlights, a solid beam front light or flashing LED light will help illuminate the way.

Ride Single File

Be safe and ride single file. Bicyclists can ride side-by-side when they don't impede the normal movement of traffic.

On-Street Markings

Using Bike Lanes



Bike Lanes give bicyclists and motorists their own, assigned and separate spaces on the road. A bike lane is a portion of the roadway that has been designated by striping and pavement markings for use by bicyclists. Bike lane markings include a solid line and a stencil of a person on a bike with an arrow above to indicate the proper direction for travel. Bicyclists should always ride in the direction indicated by the arrow painted on the street.

Sharrows

A "sharrow" is a pavement marking that includes a bike stencil with two arrows above it. These markings are painted on streets that are good for bike traffic, but are too narrow for separate bike lanes. Sharrow markings indicate to motorists and bicyclists that they must use the same space on the street as they travel. Sharrows are also used in locations where a bike lane ends and bicyclists must merge with other traffic.



Safety Tips for Bicyclists

Avoid Road Hazards

Watch out for sewer grates, oily pavement, slippery manhole covers, gravel and ice. Cross railroad tracks at right angles because those tracks can be slippery when wet. Slowing down in tricky areas decreases your stopping/braking distance, which gives you more time to react to the unexpected.

Choose the Best Way to Turn Left



There are two ways to make a left turn:

- 1) Like a motorist: look back over your shoulder; signal, move into left lane and turn.
- 2) Like a pedestrian: ride straight to the far-side crosswalk, then walk your bike across the intersection.

Carry Identification

It is a good idea to carry identification in case of an accident or if stopped for a traffic infraction.

Dress Appropriately

Wear a hard-shell helmet whenever you ride. Wear light-colored clothes at night to make yourself as visible as possible. Also, layering can be key in staying comfortable when riding in wet or cold weather. Leg bands are a cheap and easy way to keep your pant leg free of chain grease.

Don't Pass On the Right

Drivers may not look for or see a bicyclist passing on the right. You could be seriously injured if a motorist does not see you. When stopping in traffic, it is safer and more courteous to hold your place in the line of traffic.



Go Slow On Sidewalks and Multi-Use Paths

Pedestrians have the right of way on walkways. You must give an audible signal when you pass, using either a bell or your voice. Cross driveways and intersections at a walker's pace and look carefully for traffic. Bicyclists are not allowed to ride on sidewalks in downtown Columbia.

Get the Green Light

Bicyclists must be in the right spot to signal a traffic light. If you come to a red light and see this symbol on the street, position your bike directly over the middle line of the symbol. This will activate the traffic signal. If a car is already present at the signal, it will activate the signal for you.



For more information on bicycling in Columbia, contact:

getabout
COLUMBIA
www.getaboutcolumbia.com



Downtown Columbia

GREEN ROUTES

Streets that have low to medium traffic volumes, slower motor vehicle speeds, or wide pavement widths. Includes streets with established bicycle traffic. Suitable for riders of average skill.

YELLOW ROUTES

Streets that experienced riders use for commuting and cross-town traveling. Includes streets with medium to high traffic volumes. These routes may be intimidating to less experienced bicyclists due to traffic conditions. Suitable for riders with above-average skill.

RED ROUTES

Routes with high traffic volumes and speeds, narrow street widths, or difficult intersections. Can be safely ridden, but avoid if alternate routes are possible. Requires frequent interaction with motorists. Suitable only for experienced riders confident in traffic.



Indicates bicycle parking available in city parking garages (near entrances).

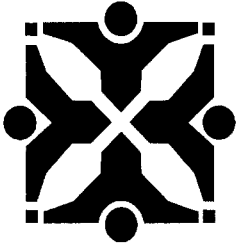


Indicates location for bike repair.

Indicates bicycle parking on streets (racks located on parking meters).

REMEMBER!
Bicyclists are **NOT** allowed to ride on sidewalks in downtown Columbia.





Source: Community Development - Planning

Agenda Item No:

To: City Council

From: City Manager and Staff

Council Meeting Date: July 1, 2013

Re: Re-application for Designation as a Bicycle Friendly Community by the League of American Bicyclists

EXECUTIVE SUMMARY:

Attached for Council consideration is a draft application for designation as a Bicycle Friendly Community by the League of American Bicyclists. The City of Columbia was designated as a silver-level community in 2009. Applications are due every four years. The next application deadline is July 16, 2013.

DISCUSSION:

Designation as a Bicycle Friendly Community (BFC) provides two primary benefits: 1) positive recognition for efforts to create a welcoming community for local and visiting cyclists, with associated health, transportation, environmental, economic, social and other tangible and intangible benefits, and 2) evaluation tools to assess where improvement in the 5Es (engineering, education, encouragement, enforcement, and evaluation and planning) remain desirable and achievable. According to the League of American Bicyclists' (LAB) website: "A Bicycle Friendly Community welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation. Encouraging bicycling is a simple way towards improving public health. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness. Building such a community can translate into a more connected, physically active, and environmentally sustainable community that enjoys increased property values, business growth, increased tourism, and more transportation choices for citizens."

The City of Columbia was designated as a silver-level BFC in 2009. According to the LAB, "Silver BFCs feel somewhat bike friendly and are easy to navigate for intermediate and experienced cyclists. But there is still a lot of work left to do in 2 or 3 of the Es." Designation awards include honorable mention, bronze, silver, gold, and platinum.

The Bicycle and Pedestrian Commission (BPC), with assistance from the PedNet Coalition and Community Development, GetAbout, and Parks and Recreation staff, began work on the attached draft application at their January 16, 2013 meeting. As indicated on meeting agendas, the public was invited to comment upon the draft application at both the May and June BPC meetings, or via e-mail to staff. At their June 19, 2013 meeting, the BPC unanimously voted to forward the attached draft application to the City Council for review and endorsement prior to submittal.

FISCAL IMPACT:

None.

VISION IMPACT:

<http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php>

13 Vision Statement: Columbia and central Missouri, a growing urban community, will have a modern transportation system, which allows its citizens to move about freely within the region using whatever means are desired – automobile, bus, bicycle, walking – and to do so safely, within a reasonable time frame, and without encountering needless congestion. 13.1 Goal: Columbia will enjoy a safe, interconnected, non motorized transportation network. It will be culturally supported by the citizens as it will encourage social interaction and healthy lifestyles. The roadway, sidewalk, public transit, and trail systems will all tie together into an effective integrated transportation network.

SUGGESTED COUNCIL ACTIONS:

If the Council wishes to proceed with the re-application process, Council should make any necessary changes to the draft then adopt the resolution authorizing the City Staff to submit the application.

FISCAL and VISION NOTES:					
City Fiscal Impact Enter all that apply		Program Impact		Mandates	
City's current net FY cost	\$0.00	New Program/ Agency?	No	Federal or State mandated?	No
Amount of funds already appropriated	\$0.00	Duplicates/Expands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	Yes
One Time	\$0.00	Requires add'l FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	13
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	13.1
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	