



Feedback on **Louisville's** application to be designated a Bicycle Friendly Community

The League of American Bicyclists has renewed Louisville's designation as a Bicycle Friendly Community at the Bronze level. Reviewers were once again impressed with the continued efforts and commitment to make Louisville a great cycling city. We must emphasize the incredible and rapid progress that has been made over the past 3 years.

Some of the highlights of this renewal application included the Bike Plan, \$870,000 investment in the 100 Mile Loop and plans to connect neighborhoods through cycling facilities; Complete Streets Policy and Manual; investment in Louisville Bike Club for adult safety education; the twice-yearly Mayor's Hike & Bike event; and the training opportunities for Louisville's engineers and planners. These are all making a big difference. One example came two weeks ago when we were delivering a BFC workshop in Lancaster, PA and an audience member, totally unprompted, described a recent visit to Louisville during which they'd rented bikes, ridden all over town and had a great time...something they'd never done there before. That's definitely a good sign! The League continues to be encouraged by the progress the community is making and knows that with implementation of the upcoming plans the city will move up the ranks of the BFC program.

In addition to pressing on with the Loop, developing the bike/pedestrian masterplan, and continuing the on-going education, and encouragement programs, we suggest a few specific things to get quickly to Silver:

- Fill in the on-street network – in addition to 20 miles scheduled for 2009, another 8-10 miles of bike lanes in the downtown area would really and visibly confirm a network is taking shape; especially if linked well to the Loop and bridges.
- Sign the network with distance (in minutes AND miles), direction and destination information – can establish a much more visible presence on the street and in people's minds, as well as actually helping people find their way!
- Make a big deal about Bike Month, culminating with the Mayor's ride at the end of the month. Events every weekend; plenty of midweek options. Start with maintenance, getting back on your bike events in early part of the month.
- Prescribe cycling and link to healthy hometown initiative: organize series of short, local, community based rides in the Spring and Summer. Use bike shops or other common locations as "Dr. Bike" meeting points for 3-5 mile rides on a regular schedule (e.g. every Wednesday, 6pm, May-July)

- Step up the mountain bike piece: commitment to an urban ride center in Louisville; access plan for Jefferson Memorial Park and links into the Loop
- Innovate – be willing to innovate with bikeway designs to overcome physical obstacles and other challenges (like the sharrow...signal heads, cycle track etc)
- Take a look at convention and visitor opportunities to promote green travel and tourism at convention center and among the hotels serving the center – special maps, tours, promotions to get visitors out riding.

Reviewers also provided the following suggestions to further promote bicycling:

Engineering

- Continue to implement the comprehensive bike plan and continue to close gaps in the cycling network. Reviewers emphasized the need to address the connectivity of the network. Also, set an ambitious, attainable target to increase the percentage of trips made by bike in the city.
- Continue to increase the number of arterial streets that have wide shoulder or bike lanes. Continue to expand the bicycle network and increase network connectivity through the use of bike lanes, shared lane arrows and signed routes. The 10 miles of bike lanes and 10% of arterials with accommodations completed since the last application shows great progress- consider making this the minimum standard for annual implementation! On-street improvements coupled with the expansion of the off-street system will continue to increase use and improve safety. 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.
- Continue to provide opportunities for ongoing training on accommodating bicyclists for engineering, planning staff, and law enforcement. Consider hosting a Smart Cycling course for city staff to better understand cyclists' needs, behavior, and their right to use city streets as well as multi-use paths for transportation. This would also be a great way to make stronger connections between city staff and Louisville's League Certified Instructors (LCI's).
- Consider a membership to the Association of Pedestrian and Bicycle Professionals www.apbp.org for city Bicycle and Pedestrian Staff. Training opportunities and the listserv provided by this organization are excellent resources.
- Continue to increase the amount of secure bicycle parking throughout the community – in addition implement a regulation that requires bike parking.
- Work to improve the access to public lands for mountain bicyclists as well as the connectivity of the bicycle network to these open spaces.

Education

- Continue to expand public education campaigns to promote the share the road message and the rights and responsibilities of all users. There are some new tools for you to use. See a new motorist education video at <http://bikelib.org/video/index.htm> It is vital to make motorists and cyclists aware of their rights and responsibilities on the road. Also, use the valuable information from the League's Ride Better Tips in your outreach education and encouragement efforts. See the Ride Better Tips pages at <http://www.bikeleague.org/resources/better/index.php>.
- Start a motorist education programs for bus and taxi drivers in the city. See what San Francisco has done <http://www.sfbike.org/?drivertraining> Also, use the materials listed above for this purpose in addition to classes that can be offered by League Cycling Instructors.
- Continue to improve bicycling education opportunities for children and adults. BikeEd can be integrated into motor vehicle violation diversion programs, Safe Routes to School, as well as motorist education classes for city employees.
- Continue to expand Safe Routes to School programs that includes bicycling and encourage all schools to get involved. Consider targeting expansion of in school education programs until all 152 schools are involved. In Arlington, Virginia every school in the County was visited by a team with representatives from Department of Public Works, the Police and Schools to assess conditions for walking and biking to each school. A list of problems and solutions was developed measures were identified to address problems. Short-term projects such as painting crosswalks were done right away while larger construction projects are on-going. Funding is available in the federal transportation bill, SAFETEA-LU, among several other sources at both the federal and state levels. See www.saferoutesinfo.org for more information.

Encouragement

- Encourage local businesses to promote cycling to the workplace. During Bike to Work Week set up a commuter challenge or bike to work pit stop. Set target goals for participation with annual increases. Aim high- 750 registered participants in 2009, 1,250 in 2010. For more information on encouragement ideas please visit <http://www.bicyclefriendlycommunity.org/tech.htm>
- Louisville should hold the premier event for Kentucky's [2nd Sunday](#) encouragement efforts. The city's event should rival if not surpass Ciclovía efforts in [Portland, OR](#), [Chicago, IL](#) and [New York City](#), in an effort to put Louisville on the map of great cycling cities.
- Work to create more active involvement of bicycle community. Consider a Bicycle Ambassador program like Chicago's. This could be based out of a Transit or Recreation Center.

- Consider passing an ordinance or local code that would require larger employers to provide bicycle parking, shower facilities, and other encouragement tools. The city could be the model employer for the rest of the community.
- Develop a series of short (2-5 mi.) loops rides around the community and provide appropriate way-finding signage. Integrate these rides into local bike map and the 100-mile loop.
- Set up community celebrations and/or rides each time the community completes a new bicycling related project. This is a great way to show off the city's good efforts and introduces new users to the improvement.

Enforcement

- Make stronger connections between bicycling community and law enforcement. Make finding a replacement liaison a priority. Ensure that police officers are aware of the "Share the Road" message and have general knowledge regarding traffic law as it applies to bicyclists. The city should consider hosting an *Enforcement for Bicycle Safety* seminar. This is a great continuing education opportunity for law enforcement.
<http://www.bicyclefriendlycommunity.org/popup/enforcement.htm>.
- Continue to encourage police officers to use targeted 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.
- See the video put out by the National Highway Traffic Safety Administration (NHTSA) <http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.810acae50c651189ca8e410dba046a0/> Here are some Law Enforcement Products
 - 1 [Law Enforcement's Roll Call Video: "Enforcing Law for Bicyclists"](#)
 - [Enhancing Bicycle Safety: Law Enforcement's Role \(CD-ROM Training\)](#)

Evaluation/Planning

- Consider conducting Louisville's own travel survey or use of trip counters along major bicycling corridors, trails and destinations. Information on counts is available through Alta Planning + Design and the National Bicycle and Pedestrian Documentation Project:
http://www.altaplanning.com/presentations+_studies.aspx. Also, studying or surveying cyclist behavior can help determine where and what type of new facilities should be implemented. See Jennifer Dill's study of Portland, OR here <http://bikeportland.org/2008/05/19/psu-prof-shares-results-ofbicycling-behavior-research/>
- Evaluate the crash statistics to produce a specific plan to reduce the number of crashes in the community.
- Continue to work to integrate the development of the cycling network into larger land use planning and development projects and plans.