

Community	Burlington		Missoula		Corvallis		Comment/Opportunity
	Response	0-5	Response	0-5	Response	0-5	
12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?	50-75%	4	50-75%	4	50-75%	4	
* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?	2	3	4	4	2	3	A higher FTE on bicycling would be great - maybe with the bike path maintenance this will increase.
* 14. Do you have a Bicycle Advisory Committee	Yes		Yes		Yes		
* 14a. How often does it meet?	Monthly	4	Monthly plus subcommittees	5	Monthly	4	We could include steering committee and any subcommittee meetings also like Missoula did
* 14b. How many members serve on the committee?	6		9		8		
* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?	Users, transportation	2	Users, transportation, law enforcement, Public Works director		Users, transportation, law enforcement, school board, city councilor	4	Participation on the BWBC by officials and other representatives of various constituencies in the community would demonstrate commitment and importance of the committee. Specific examples are law enforcement, school board, planning/zoning, city council
* 15. Is there a bicycle advocacy group(s) in your community?	Yes		Yes		Yes		
15a. What is the name of the advocacy group(s) (if more than one, list them all)	10 groups	5	6 groups		3 groups	2	I think it's good to list lots of groups
* 15b. Are any of them working with you on this application?	Yes	5	No		Yes	5	
* 15c. List the name of the primary group:							
* 15d. Does this group have paid staff?	Yes	5	Yes	5	No	0	
* 15e. Do you contract with this group for any services or programs?	Yes		No		No		
* 16. What are the primary reasons your community has invested in bicycling?	All except property values	4.5	All plus air quality, promoting healthy lifestyles		All except property values, cooperation, safety, development	3	
17. What was your community's most significant investment for bicycling in the past year?	For our first complete street we conducted a test in between paving courses of a resurfacing project. The test corridor is adjacent to two of our largest employers and is a primary connection between downtown Burlington and the neighboring City of Winooski. It went from a 4-lane roadway designated as "high speed - ride with caution" on our bicycle map, to a 3-lane roadway with bike lanes in each direction. The demonstration was very well received by the community; the majority of comments were from cyclists who were very excited to have a safe place to cycle on this corridor.	2	Construction of 1 mile of off-street trail through the City (\$1 million) and 0.3 mile of trail along the Clark Fork River downtown. Also, added bike lanes to 0.8 mile of Bancroft St. and 0.5 mile of Miller Cr Rd. Finished a second year of restriping bike lanes with epoxy paint. Redesigned and rebuilt key city/university campus interface to improve bike/ped facilities.		Installed four solar powered, user activated bike/ped flashing signal crossings: three on NW Circle Blvd, a very busy, multi-lane arterial street and one at the intersection of the Corvallis-Philomath Trail (which links Corvallis to the town of Philomath) and 35th Street, a major collector roadway near a school. All of these crossings addressed safety and access issues making biking in our community even better than it has been (which is fantastic) encouraging increased bike riding. Increased bike parking: 20 hoops near a park/skatepark and Farmer's Market location, 12 at on-street bike corral, 6 lockers at transit center. Implemented Safe Route to School projects which included the construction of four covered bike parking areas, complete with 40 new hoops, at two elementary schools.	4	Burlington's was a single demonstration project, while the other communities listed several projects, including some significant investments. Next time around we'll have the bike path votes, and should also list any other significant projects. On-street investments would probably have the biggest impact, but policy and education initiatives would also be good.
18. What specific improvements do you have planned for bicycling in the following year?	We will install 51 bike parking spaces (including 3 "art" racks) with streetscape improvements, 50 spaces through our regular installation program (increasing outreach to downtown businesses and in economically distressed areas), and issue another press release for our downtown bike lockers, which were installed in 2010. Bike lanes will be installed on a main corridor of our downtown and a grant will be pursued for another corridor. We will distribute the newly updated Burlington Bicycle Map (offered at no cost). We will update our bicycle plan, and commit portions of our budget to education, enforcement, and encouragement activities coordinated by local groups. We are also working to educate local police on bicycle laws, so they can increase education and enforcement.	3.5	Construct 2 miles of off-street trail at edge of city (\$1 million), add bike lanes on 0.5 mile of Broadway St, continue to replace water-based paint on bike lanes with epoxy. Build a bike station at the transit center. Engineer rebuilding 1 mile of arterial with new bike lanes for construction over 3 years.		The 2011-2012 CIP includes: Relocation of a traffic signal cabinet away from the intersection of a sidewalk/multi-use path and roadway to improve safety and vision clearance (sight triangle); reconstruct the sidewalk/multi-use path and add a ramp that meets current ADA standards. Initiate the public process to develop a policy for Bike Boulevards in Corvallis. Construct the first leg of the Corvallis-Albany multi-use path. Construct another solar-powered, actuated flashing bike/ped crossing on a multi-lane arterial street. Install 6 "bike lid" style bike lockers. Construct additional covered bike parking @ Public Works facility for employees and visitors.	4	Similar to above, but we scored better on this one.

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84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?	Burlington is the hub for a large and vibrant regional biking community. There is an underlying focus on bicycling in nearly every aspect of our city; a wide variety of city plans recognize the importance of bicycling, a wide variety of entrepreneurs have developed bicycle-specific businesses (delivery companies, bakeries, retailers, fabricators of bicycles, and more!), community events have a bicycle focus (bicycle parking, bicycles in the events, etc.), and we have a very strong advocacy movement that works collaboratively to improve all aspects of bicycling.	4	Missoula really is a bike friendly community, with a terrific and well-connected system of off- and on-street facilities, and long-standing education, encouragement, and enforcement activities.	4	5	Burlington's top three are mostly about focus and support, but not so much results in terms of ridership, infrastructure, and projects. We should just have one that talks about how we have lots of support, and the others on what we're actually have accomplished. This includes the bike path, ridership, bike lanes, safe routes programs, bike parking, the business connections made in point A, etc. But mostly we need to improve ridership and infrastructure.
84b	There is tremendous volunteer citizen support for bicycle advocacy and events. The Burlington Walk/Bike Council, the City's advisory council on all things walking & biking, is led by a 6-member Steering Committee, and meetings are attended by additional volunteer community members each month. Volunteers staff Valet Bike Parking at events, work at Bike Recycle Vermont to repair/rehabilitate bicycles for low-income residents, respond to advocacy calls to contact City Council members and City Staff to improve biking facilities, and attend public meetings to ensure bike accommodations are included in the design of new projects and in corridor studies. Volunteers also meet regularly to participate in implementing the goals of the Safe Streets Collaborative, as outlined in earlier questions	3	There is currently, and has been for many years, a solid commitment to constantly improve bikeability, supported by all levels of the community; the city council, county commissioners, Mayor, citizen groups, downtown business organizations, and public agencies	4	5	5
84c	Local Motion (www.localmotion.org), with over 1100 members, is Burlington's walking and biking advocacy non-profit. It is larger and more professional than one would expect, arguably the most successful non-profit for a city of this size in the country. Final note: Bike Friendly Community status will encourage City departments to continue making improvements to facilities and services for bikes. We hope it will encourage allocation of funds for biking when city department budgets are developed.	2	Our history and our commitment to be ever better for bicycling set a standard for other communities in Montana.	3	4	5
85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?	Although we have implemented nearly 50% of our North/South Bicycle Plan, and our Transportation Plan calls for more bicycle-related infrastructure improvements, there is still lukewarm support for bicycling infrastructure by some at the top levels of city government. In controversial situations, staff (who are strongly supportive) are asked why a bicycle-related project should be completed, instead of being asked why a bicycle facility cannot be completed. We still need more political support for infrastructure changes that put bicycling above or at least equal to automotive improvements.	2	With more education, improve bicyclist and motorist behavior in sharing the roads so it is (and feels) safer and more comfortable for all roadway users.	4	4	Burlington's responses point out some pretty significant issues - lack of political support, and gaps in infrastructure. We need to address both of these issues head on. Hopefully the new administration can lead the way towards the former, ultimately leading to infrastructure improvements.
85b	The bike network still has some gaps. Although the facilities are excellent in some places, connections could be improved (for example, between sections of road with bike lanes, and sections without, as well as between Burlington and adjacent communities).		A cultural change away from car-centric thought is needed, which would be reflected in urban growth patterns, in-fill development styles, ways of using existing between-the-curb asphalt, and roadway user behavior.	Bicycle Boulevards - Many members of the community has expressed a desire for Bicycle Boulevards in Corvallis. A Bicycle Boulevard Steering Committee has been appointed to investigate the feasibility and need of creating bike boulevards in Corvallis as a way of making Corvallis even more accessible by bike and neighborhoods more livable.		The responses from other communities for the most part point out less fundamental potential improvements, and suggest that they are at a higher level. Aside from addressing the weaknesses reflected in our response, we may strategically want to limit our infrastructure improvement needs to just one of the bullets.

85c	There is a lack of safe connections through downtown. We need more road diets, a bicycle boulevard, more bike lanes and bicycle cut-thrus. Riders would benefit from bike boxes at busy stoplights. Downtown also needs more long-term and covered bicycle parking.	A steady funding stream for construction of new facilities and maintenance of all facilities so that all the gaps in the non-motorized system are closed, and the system is expanded and perfectly maintained.	Bicycle and Pedestrian Safety and Education Plan -An outline for an expanded program has been developed and needs to be adopted and implemented. Due to the University, we experience a high turn-over rate of a large percentage of residents. This results in a high need for continued education and enforcement to ensure safety in the community. Additionally, there is a fairly high incidence of bike theft on campus. Oregon State Police (OSP) provides law enforcement on OSU campus. To help address this issue, the OSU Facilities Department has been aggressively upgrading bike parking and area lighting, installing bike lockers and increasing inside bike parking.	0
* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?	We will be forming new (and strengthening existing) relationships with other partners (AARP VT, health dept., etc.), seek partnerships with city councilors and other key political partners, continue to encourage new bicycle-related businesses, educate employers on transportation demand management (TDM) options, including bicycling, and continue to seek opportunities to implement new infrastructure such as bicycle boxes and bike boulevards.	On February 10, 2012 a bike-specific multi-agency coalition was launched to set specific bike-excellence goals for Missoula and to determine actions needed over the next three years to realize these goals. The process involves public agencies, advocacy groups, and citizens. It began with the recently adopted Active Transportation Plan and will carefully consider deficiencies identified while completing the Bike Friendly Community application. The process is expected to be completed by mid-2012.	Economic Impact Study - Pursue grant opportunities or other methods to acquire an economic impact study on biking in the Corvallis community. Trip Reduction Policy - Working with ODOT and CAMPO, develop a trip reduction policy in conjunction with the State of Oregon Greenhouse Gas reduction program.	Our response here includes some good items, but does not acknowledge the significant work we need to do on infrastructure improvements. Mentioning a planning process as Missoula did would be helpful also.
87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?	The BWBC and city staff are planning to restructure our annual workplan to ensure our efforts are diverse across all aspects of bicycling. We have had a heavy focus on infrastructure and have struggled to find the resources to address education, encouragement, etc. However, the past few years have shown a large increase in bicycle-related organizations. This is an opportune time to begin formal collaboration and share our resources so that Burlington puts more attention into all of the features that make a community truly bicycle friendly.	Mid-Valley Bike Club - A need for closer association with the Mid-Valley Bike Club. We can leverage off each other's activities and resources to provide an even better biking community. Mountain Bikers - Connect up and partner with the local mountain bikers. There are many people who take advantage of our wonderful mountain trails and organizing this group will benefit the community and the mountain bikers. Bike Friendly Businesses - Encourage local bike friendly businesses to get registered as "Bike Friendly Businesses" so that we check the box "yes" next time. We have many businesses that are friendly to bikes and can be counted upon to support the city's events and programs, but they are not registered as such with the League.	This application has highlighted areas in which significant effort has already occurred, such as including biking facilities in the early planning of new developments and re-engineering of existing arterial streets. The process reminds us of the need to focus on more education and encouragement, and provides additional ways to do that. It also suggests an even greater degree of coordination is needed among all of the organizations involved in making Missoula better for cyclists.	I like our general response, although it's clear our most significant gap is in infrastructure. It would be good to add some specifics as Missoula did also.
	56	61	57	80

**Key lessons/opportunities:**

1	In order to succeed we need to make critical investments and improvements in infrastructure, to ensure that we have the facilities to support bicycling.
2	In order to succeed it is clear we also need greater political support in city government.
3	A key measure of success will be improved ridership numbers (mode share).
4	Identify ways to have a higher FTE in City government working on bicycle-related issues.
5	Pursue participation of other parties in the Bike Walk Council, including specifically law enforcement, perhaps school board, and other parts of city government.

Community	Burlington	Missoula	Corvallis	Comment/Opportunity	Total Point Category
	Response 0-5	Missoula 0-5	Response 0-5		
19. Does your community have a complete streets policy? a bicycle accommodation policy?	complete streets policy	complete streets policy	a bicycle accommodation policy	It's not clear to me if one of these choices is preferable.	0 Policy
19a. When was it adopted?	2011	2009	1998		0 Policy
19b. Provide a link or attach a copy of this legislation or policy.	<a href="http://www.burlingtonvt.gov/uploads/2011/02/CompleteStreetsPolicy.pdf">http://www.burlingtonvt.gov/uploads/2011/02/CompleteStreetsPolicy.pdf</a>	1. Complete Streets City Council Resolution 7473, found in a list at <a href="http://www.ci.missoula.mt.us/DocumentCenter.aspx?FID=762">http://www.ci.missoula.mt.us/DocumentCenter.aspx?FID=762</a> . Public Works Dept Administrative Rule 415, ("All Engineering Staff shall abide by this policy") that guides prioritization, feasibility, and location of bike lanes and sharrows, calling for bike facilities on arterials and collectors whenever significant work is done on the road. (submitted via e-mail attachment) 3. Subdivision regulations (Section 3-020.10E) require bike lanes on all collectors and arterials.	located, be adequately constructed, have minimal stops and obstructions, and have safe crossings on major streets. 11.5.2 Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors. 11.5.3 On-street parking should be managed where it conflicts with bicycle corridors. 11.5.4 Acquisition of land and/or easements for bikeways and trails shall be evaluated along with the need of land for parks and open space. 11.5.5 Selected bikeways shall be designed to accommodate multi-use activities. 11.5.6 Bikeways shall be developed to provide access to all areas of the community. 11.5.7 All new collector and arterial streets shall be designed to accommodate bicycle facilities. 11.5.8 All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking. 11.5.9 The City shall work with local businesses to accommodate the conversion of adjacent onstreet automobile parking to bicycle parking where appropriate.	Burlington has a complete streets policy in the transportation plan, but it is not clear whether this is backed up with regulations requiring accommodation of bicycles in street planning, which both Missoula and Corvallis appear to have. If we don't have accompanying requirements, we should work on adopting them, and if we do we should mention them.	5 Policy
19c. How was it adopted?	Resolution	Resolution/internal policy	Resolution		0 Policy
19d. What tools are in place to ensure implementation?	Implementation Guidance, Training, Design, Manual	Implementation Guidance, Training, Frequent reference to the policy by City Council members, Public Works Director, and community advocates when discussing any street improvements.	Implementation Guidance, Training, Design	It can't hurt to talk it up.	5 Policy
20. How do you ensure your engineers and planners accommodate cyclists according to AASHTO and MUTCD standards?	Training, Send staff to bicycle-specific conferences/training, Require project consultants to have bike/ped qualifications, internal training or design manual	Training, Send staff to bicycle-specific conferences/training, Require project consultants to have bike/ped qualifications, internal training or design manual	Training, Send staff to bicycle-specific conferences/training, Offer FHWA/NHI Training Course, Internal training or design manual	Interesting they don't mention NACTO, which we are trying to adopt. Could increase training/etc. to include more of the options.	5 Policy
20a. Describe each checked	Our engineers participate in webinars scheduled by staff planners. The webinars are hosted by APBP, PBIC, FHWA, etc. Staff regularly attends Pro Walk Pro Bike, and reviews all bike-related plans to ensure they meet AASHTO, MUTCD, and VT standards. Our Transportation Plan also includes design guidelines that meet national standards.	Bicycle Pedestrian Program Manager uses AASHTO/MUTCD routinely with engineers on each specific project. Engineering and planning staff attend APBP, TRB, other webinars. Bike Ped Program Manager attends ProWalk ProBike and APBP seminars. Internal Public Works Dept policies (Admin Rule 415) require consideration of bike lanes first and sharrows if bike lanes can't be added. Bike ped qualifications required if the project has bike/ped elements or considerations. New subdivision regulations set road lane width standards including bike lanes. Bike rack specs are in the city standard drawings. We have a new Public Works design standard for placement of construction zone signage so bike lanes are not blocked. The Public Works Department endorsed NACTO guidelines as an additional design tool.	Engineering staff participate in on-line and other training as available. FHWA - Engineering staff are required to attend periodic FHWA approved trainings to maintain their certification to design/construct federally funded projects. Bicycle Specific - Planning and Engineering staff frequently attend APBP webinars on bicycle and pedestrian design issues. Design Manual - Engineering staff utilize ODOT's Bicycle and Pedestrian Plan for facility design guidance and standards.	Can mention NACTO here if we adopt the guidelines. Might also be good to require trainings if not already (and mention that they are required). Missoula's application doesn't directly answer the question but includes mention of how they use the standards - this overlaps with a previous question but may also reinforce how seriously they take it. We could include some enforcement details here as well. The LAB feedback suggested increased training of staff: "Provide ongoing training opportunities 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."	5 Policy
* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists?	87	100	100	I think we could say 100% - the 2 exceptions don't really count	5 On-road
21a. What are the exceptions?	13 of 15 bridges are accessible to bicyclists. Of the 2 inaccessible bridges, one is closed to all users (pedestrians, cyclists, and vehicles), and one is a railroad-only bridge. Of the accessible bridges, 9 have a shared-use path or are bike/ped-only bridges.	None	None		0 On-road

* 22. How do you ensure there are end-of-trip facilities for bicyclists?	All except Building accessibility ordinance. Other: The City offers discounted bicycle racks for sale to local property owners.	4	All except Building accessibility ordinance, Bike parking ordinance for all new developments, Ordinance requiring showers and lockers. Other: City zoning codes adopted by City Council ordinance require bike parking and provide that "off street motor vehicle parking may be reduced by a maximum of 25% of the total required by one space for every 8 long-term bicycle parking spaces provided." We have one 12-bike corral on street occupying what traditionally was a car-parking space. Another corral is in use in a downtown park pending additional capacity needs on-street.	3.5	All except Ordinance requiring showers and lockers, Standards for bicycle parking that conform to APBP guidelines	4	Consider adding a building accessibility ordinance. Could also add more comments on bike parking, including secure bike parking at events.	5 On-road
23. How many bike parking spaces are there in your community?								0 Parking
23a. Bike racks	178	3	1400	5	200	3	Burlington could certainly use more bike racks. Make sure we're counting "bike parking spaces" as number of bicycles that can be accommodated, not the number of bike racks (many of which can fit more than one bike).	5 Parking
23b. Bike lockers	15	3	8	2	32	4	We could use more bike lockers also, and also better signage for the ones we have.	5 Parking
23c. Bike depot (i.e. Bikestation)	0	0	0	0	0	0	Probably not a priority	5 Parking
23d. In-street bike parking	28	3	12	2	12	2	It would be great to increase on-street bike parking if feasible, but we're doing pretty well with this.	5 Parking
24. Approximately what percentage of these locations have bike racks or storage units?								0 Parking
24a. Schools	91-100%	5	76-90%	4	91-100%	5		5 Parking
24b. Libraries	91-100%	5	91-100%	5	91-100%	5		5 Parking
24c. Transit Stations	46-60%	3	91-100%	5	91-100%	5	We could use more bike racks at transit stations	5 Parking
24d. Parks & Recreation Centers	less than 15%	1	91-100%	5	46-60%	3	We need to make sure that all parks and rec centers have bike racks. I wonder if this is actually an error.	5 Parking
24e. Government buildings	76-90%	4	91-100%	5	91-100%	5	Government buildings ought to have bike racks	5 Parking
24f. Office buildings	46-60%	3	46-60%	3	46-60%	3	General promotion of bike racks would help this number	5 Parking
24g. Shops	46-60%	3	61-75%	4	46-60%	3	General promotion of bike racks would help this number	5 Parking
24h. Public Housing	16-30%	2	46-60%	3	46-60%	3	Public housing should always have bike racks, except perhaps for senior housing. This number should increase.	5 Parking
* 25. Does your community have transit service?	Yes		Yes		Yes			0 Policy
* 25a. Are buses equipped with bike racks?	Yes		Yes		Yes			0 Policy
25b. What percentage?	91-100%	5	91-100%	5	91-100%	5		5 Policy
25c. Are bikes allowed inside transit vehicles?	No	2	If there is no room on the racks, transit policy permits operators to allow a bike on board if the passenger load and safety won't be compromised. NOTE: Five buses out of the fleet have had high capacity, 3-bike racks for 2 years; all other buses have 2-bike racks.	4	No	2	Consider a policy like Missoula's in which bikes can be brought on board if the racks are full, and if there's room. Also consider upgrading to larger racks that can accommodate 3 or 4 bikes.	5 Policy
* 26. What is the mileage of your total road network?	100		338		385			0 On-road
* 27. What is the mileage of your total shared-use path network?	17 (17%)	4	107 (32%)	5	40 (10%)	3	We could look for opportunities to increase the shared use path network. Make sure this includes UVM as well as waterfront and intervalle paths.	5 Off-road
28. List your current and planned bicycle accommodations?								0 On-road
a. Bike lanes	12 / 12	3	31/6	3	123/1	4	Look for opportunities to increase the number of roads with bike lanes. This says we had 12 new miles planned - did that happen?	5 On-road
b. Shared lane markings	2/2	1	7/2	2	1/1	1	We can definitely do more sharrows, and perhaps we already have. I assume they count this as a positive, not a negative.	5 On-road
c. Bike boulevards	0/0	0	0/0	0	0/2	3	Probably relatively few opportunities for bike boulevards in Burlington.	5 On-road
d. Signed bike routes	22/0	4	7/2	1	0/0	0	We might be able to do more than the current Cycle The City but that would be icing.	5 On-road
e. Paved shared use paths	17/0	4	30/5	3	21/0	2	We could look for opportunities to increase the shared use path network. Make sure this includes UVM as well as waterfront and intervalle paths.	5 Off-road

f. Natural surface shared use paths	0/0	0	39/1	5	19/82	4	I'm not sure this is even true - what about the trail in the interval? We could look for opportunities to increase natural surface shared use paths.	5	Off-road
g. Singletrack	0/0	0	30/2	5	0/0	0	We should definitely look for opportunities for singletrack in Burlington. I think there are plans (or already done?) for a new mountain bike trail near BHS at Arms Park. The Intervale is another possible location., plus the far New North End (Derway Island?) and maybe Leddy, Appletree point.	5	Off-road
* 29. What other innovative ways have you improved on-road conditions for bicyclists?	Road diets, Contra-flow bike lanes, Bike cut thrus, Way-finding signage with distance and/or time information	3	Road diets, Contra-flow bike lanes, Bike cut thrus, Way-finding signage with distance and/or time information, Area wide traffic calming, Cycle tracks	4	Road diets	1	We don't mention area-wide traffic calming, but there may be some examples of that, and we could also consider new locations that might be applied. Any options for cycle tracks? This doesn't allow for mention of how extensively we are using these strategies, but we could look for more opportunities for all these strategies, especially cut-throughs, and improved way-finding. We could also talk up the various strategies here.	5	On-road
* 30. What percentage of arterial streets have bike lanes or paved shoulders?	50	3	90	4.5	98	5	All of our arterial streets should have bike lanes. It's possible this has increased with the Colchester Ave. work. The main gap is Shelburne road, which will take a while, but this should be a priority.	5	On-road
* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?	17	2	63	4	100	5	I think we mis-answered the question. It looks like we used a total number of miles instead of a percentage. If we don't have any natural surface trails then we should put NA here. Otherwise, I'm not sure what is being referred to here.	5	Off-road
31a. What are the exceptions?	Burlington does not have unpaved trails or singletrack, but all paths are open to pedestrians and bicyclists.		We have 75 small trails that are pedestrian-only, mainly due to topography and conservation requirements. Typically these hillside trails have high pedestrian use; permitting bicyclists would result in significant off-trail use. Another longer pedestrian-only section of trail adjacent to a golf course parallels an on-street bike lane.		Winter time access to certain trails may be limited or temporarily closed due to surface conditions, i.e., extensive erosion or water accumulation due to unusually high amounts of rainfall.			0	Off-road
32. What maintenance policies or programs ensure bike lanes and shoulders remain usable and safe?								0	Maintenance
* 32a. Street sweeping	Same as other travel lanes	3	Quarterly	4	The sweeping schedule varies between weekly and monthly based upon the month of the year. Sweeping takes place weekly during leaf fall season which is typically October through December. Spot sweeping of bike lanes is also done on an as needed (complaint driven) basis due to debris, etc. The arterial and collector streets are swept more often than the local streets and since most bike lanes are on these classified streets, they are swept more frequently than most streets in the City. The bike lane and outside lanes are swept more often than the inside lanes.	5	Street sweeping is more important for bike lanes than for other travel lanes, so should be prioritized. In my experience Burlington does not adequately sweep some bike lanes (e.g., Pine St.) especially early in spring (when there is a lot of grit left over from winter). The response from Corvallis seems like a good model, with the addition of early springtime sweeping.	5	Maintenance
* 32b. Snow clearance	Same as other travel lanes	4	The city has a snow removal plan that identifies all bike lanes as Priority 1 along with Priority 1 streets. Bike lanes are normally plowed at the same time as travel lanes, in addition, bike lanes are plowed in-between regular street plowing. Along with regular street plowing, the city has a dedicated truck with a snowplow and an operator to plow bike lanes as needed. Finally, Missoula has an aggressive sidewalk snow-removal program, which provides another place for bikes in winter.	5	It rarely snows in Corvallis and typically melts away within hours when it does. However, any snow removal needed would be done the same as other travel lanes and within 48 hours of a storm. The arterial and collector streets are plowed before and more often than the local streets and since most bike lanes are on these classified streets, they benefit from this.	5	Prioritization of bike lanes would be helpful. Mentioning more detail like Missoula did would be good also, including sidewalk plowing.	5	Maintenance
* 32c. Pothole maintenance	Within 24 hours of complaint	5	Other (unspecified)		Within one week of complaint	4	It would be good to have some proactive system for discovery of potholes on bike lanes before they become a problem. The "adopt-a-bike lane" idea could help also.	5	Maintenance

32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)	Street sweeping on bike lanes is done more frequently if complaints are received.	3	Bike lanes are evaluated with every chip-seal maintenance project to ensure sufficient width. Automatic bike lane line restriping is done whenever road paint is refreshed.	3	Annual inspection and re-stripping of all bike lane markings as needed. All new construction and resurfaced pavement is striped using "durable" materials rather than paint which does not wear as quickly and retains its appearance and retro-reflectivity longer than paint.	4	Would be good to mention proactive inspection and re-stripping. See Corvallis' response.	5 Maintenance
33. What maintenance policies or programs ensure shared-use paths remain safe and usable?								0 Maintenance
* 33a. Path sweeping	Never	0	Each spring after the Parks Dept is fairly certain no more snow will fall, a sweeper is sent out to remove all the sand/gravel built up over the winter, mostly due to sanding during icy conditions. Sweeping is done at other times as needed.	3	Quarterly, with spot maintenance as a need for sweeping of specific areas is identified by either staff or citizen complaint. We have an "adopt-a-path" program, and those paths get more frequent cleaning.	5	Hopefully with the new bike path funding we can do some periodic sweeping and other maintenance of the bike path network. The path through Ethan Allen park is definitely in need of occasional sweeping.	5 Maintenance
* 33b. Vegetation maintenance	Monthly	4	Weekly	5	Annually, with spot maintenance as a need is identified by staff or citizen complaint.	3	Monthly is probably fine.	5 Maintenance
* 33c. Snow clearance	Never	0	Same time as roadways	4	Not applicable	3	Should be re-evaluated - could be done along with sidewalks. There may be reasons why we don't want to plow the path, in which case we should state them. See Missoula's response 33e also.	5 Maintenance
* 33d. Surface repair	Within one week of complaint	4	Response is typically within one day, but can be as long as a week depending on the extent of the repair needed.	4.5	Surface repairs are completed within one week of a complaint by citizens or staff. Additionally, some segment of the multiuse trail network is resurfaced each year as a part of the city's street resurfacing program.	4.5	DPW could evaluate feasibility of matching Missoula's response. Also, regular maintenance as mentioned by Corvallis should be feasible now with new funding, and should be mentioned.	5 Maintenance
33e. Other Maintenance policies or programs for shared-use paths (describe)		0	The Parks Dept has a written snow removal plan that prioritizes primary commuter paved trails and secondary paved trails. These trails are plowed usually by 7:30 a.m. We have a crew and equipment dedicated to the trails for plowing, sanding, and applying ice melt. Approximately 3 miles of the trails are lighted in the most heavily used sections in the downtown core. The lighting is checked on a monthly basis. The Parks Dept monitors for and removes graffiti on a daily basis. There is a daily inspection of the primary commuter trails for any safety issues and trash container maintenance.	4	Routine maintenance is done annually and other work is done on a complaint (citizen or staff) driven basis.	3	We should at least be able to match Corvallis' response, but consider also some aspects of Missoula's. I have mixed feelings about lighting, but it's worth considering for safety. Weekly inspection for graffiti, safety, and other issues would be great.	5 Maintenance
* 34. How do you accommodate cyclists at intersections in your community?	All /Most signals are timed	3	All /Most signals are timed, Loop detector markings, Video detection, Other: There is a bike slip lane on Van Buren St at Broadway St between the right-turn-only lane and the through lane that accommodates a large number of through cyclists. There is a similar configuration on Madison St southbound at 5th St. Green paint is now installed through three intersections on N. Higgins St, and is expected to be used at other intersections over the next 2 years. We have our first bike box to be painted as soon as weather permits at the new 5th/6th/Arthur intersection redesign.	4	All /Most signals are timed, Loop detector markings, Other: All signalized intersections have loop detectors tuned for bicycles and with markings for bicyclists to que up on in the thru bike lanes as well as the left turn lanes. The typical bike detection loop (bike lanes, left-turn lanes, and through lanes where there is no bike lane) is a quadrapole which is more sensitive than other designs. We provide outreach materials with instructions as to where to place a bike to ensure detection. Our maintenance technicians use a shop bike to test and tune the detector.	4.5	There are certainly untimed signals in the city that will not turn for a bike if no car is present (e.g., S. Winooski heading south at Howard). Evaluate all intersections for how well they work for bicycles, and consider adding bike-tuned loop detectors with markings, bike boxes, timers, and other accommodations. Some discussion of this would be helpful in the application.	5 On-road
* 35. Are there other infrastructure improvements in your community to promote bicycling?	We have one buffered bike lane.	1	Several streets have had driving lanes narrowed or removed in order to accommodate bike lanes. These include S.3rd, Stephens, Orange, Greenough, N.2nd, Brooks, 5th, West Broadway, and Bancroft streets. A widely promoted cycle track was built downtown in 2010. A three block separated 2-way cycle track near the University of Montana was built in late 2011. Every season more new sharrows, bike lanes, and trails continue the promotion of bicycling. For years, we've had three bike/ped-only bridges across the Clark Fork River (which bisects town), four other bridges that have bike lanes, a bike/ped only bridge across the railroad tracks, and numerous bike/ped bridges across creeks and irrigation ditches.	4	Covered Bike Parking Structures - The city has installed lighted, covered parking structures throughout the CBD and along Monroe Street, the main travel and shopping corridor between the CBD and the Oregon State University campus. The City has constructed additional public and separate/secure employee bike parking at City Hall. The Corvallis Area MPO, working with BPAC and the City, has developed a bicycle/motorist safety education brochure and ad materials. The ads are displayed in the transit buses and will be in the local paper. Since our last BFC application the city has: 1. Added a covered, bike parking structure at the City Hall annex for public use. 2. Added a bike cage, showers and locker facility at City Hall for use by employees who walk and cycle to work 3. Installed a shower facility and lockers in the Public library for use by employees. 3. Constructed an in-street bike corral with hoops in a former motor vehicle parking space near the OSU Campus. 4. Installed 30 additional bike parking spaces for use by visitors the Downtown Farmers Market.	5	Here's a place to talk up what we've done, and we don't have to take it literally to mean only features that are not mentioned anywhere else. Bike parking facilities, on-street features, bike path work, and any improvements since the last application. Connections with other communities would be good - e.g. the bike path connections to Colchester and S. Burlington, bridge to Winooski, Main St/Williston road if we can improve that. Places where we've reduced driving lanes to accommodate bike lanes are also worth mentioning. Review Corvallis' response for more ideas.	5 On-road

5. Used SRTS funds to construct covered bicycle parking structures at Adams and Lincoln elementary schools. 6. Sharrows - Sharrows markings and signage has been installed on short segments of streets that are too narrow to share with motor vehicles and connect with multiuse trails or streets with bike lanes. 7. Removed motor vehicle parking on segments of several collector streets to accommodate the installation of bike lanes. 8. Bike Parking Survey - Corvallis Public Works recently completed a GPS survey of existing bike racks in the CBD and along the Monroe Street corridor (CBD to OSU). It will be used to determine needed repairs to existing bike parking and where additional numbers of racks are needed. 9. Bike Rack Survey Tool - The city's BPAC has also developed a Bike Rack survey tool that will be used to determine the current usage and need levels of racks throughout the city, during various times of day and days of the week. The data will help determine where and what types of additional bike parking may be needed throughout the city.

Notice how much Corvallis did in between applications, demonstrating commitment and improvement.

117

156

149

0 On-road  
210

**Key lessons/opportunities:**

1	Increase the percentage of arterial roads with bike lanes, or sharrows if lanes are not feasible. Also consider opportunities for more advanced bicycle accommodations like counterflow lanes, bike tracks, bicycle boulevards, etc.
2	Expand the network of bike routes through downtown (e.g., S. Winooski) and throughout the city, and increase accommodation for bicycles in general, including bike lanes, sharrows, bike cut-throughs, counterflow lanes, bike tracks, bicycle boulevards, etc.
3	Add more bike racks and lockers, in particular ensuring that we have adequate bike racks at all parks and rec centers, government buildings, transit centers, public housing, major commuter/shopper destinations, and other locations. Especially look for opportunities for covered and/or secure bike storage facilities at major destinations (schools, public housing, offices, downtown, parks).
4	Improve and prioritize maintenance of bike lanes and shared use paths, including street sweeping, snow removal, and pothole maintenance. This should include proactive periodic inspection and seasonal sweeping, as well as responses to complaints.
5	Assess traffic signals and intersections for safe accommodation of bicycle traffic, and consider adding bike boxes, marked bike-sensitive loop detectors, and other specialized approaches where needed.
6	Find one or more locations for single-track or other natural surface trails to accommodate mountain biking, and look into opportunities to increase the shared use path network.
7	Ensure we have adequate regulations in place to require accommodation of bicycles in all road projects. Consider also a building accessibility ordinance to ensure that people can bring their bikes inside.
8	Adopt NACTO design guidelines to enable more street solutions, and "Ensure that new and improved bicycle facilities conform to current best practices and guidelines." (from LAB)
9	Consider increasing ongoing training of staff to ensure awareness of bicycle issues, including perhaps a Smart Cycling course.
10	From the LAB feedback: Consider measuring the bicycle level of service (LOS) on community roads and at intersections, to be able to identify the most appropriate routes for inclusion in the community bicycle network, determine "weak links" in the network, prioritize sites needing improvement, and evaluate alternate treatments for improving bike-friendliness of a roadway or intersection.
11	From the LAB feedback: Improve the coordination and communication between city departments and state paving and rehabilitation projects and facilities maintenance. Consider offering oversight to state DOT staff and contractors working within municipal boundaries. Ensure that facility design follows current best practice and that they are properly installed.
12	Ensure that our application adequately highlights all of the efforts we are making to improve our biking facilities, as well as the facilities themselves.

Planning and Policy	23	27	25	30 Policy
On-road facilities	26	31	33	50 On-road
Shared Use & off-road facilities	10	22	14	25 Off-road
Bicycle storage and parking	35	43	41	60 Parking
Maintenance	23	33	37	45 Maintenance
	117	156	149	210 Total



Community	Burlington		Missoula		Corvallis		Comment/Opportunity
	Response	0-5	Response	0-5	Response	0-5	
* 36. Do schools in your community offer a Safe Routes to School (or comparable) program that includes bicycling education?	Yes	4	Yes	4	Yes	4	Apparently one of 6 of our elem and 1 of 2 middle schools don't participate yet; Jason would know why; This does not include private schools, which may present an additional opportunity.
36a. Elementary (percentage)	83		78		90		
36b. Middle School (percentage)	50		33		33		
36c. High School (percentage)	--		--		--		
* 37. Outside of schools, how are children taught safe bicycling skills?	bike clubs; rec programs; trail riding classes; Catamount Mountain Bike Academy offers camps based out of Williston (6 miles from Burlington) accessible to and used by Burlington residents. Burlington's summer Champ Camps include a week of intensive bike skills training led by Local Motion. Burlington's Department of Parks and Recreation will be offering a Cycling Adventure Camp this summer.	4	clinics; rec programs; Bicycling Ambassadors teach bike safety to approximately 500 kids each summer, 35 hours per week for 12 weeks. Bicycling education is at 100% of public elementary schools, 78% of them have safe routes to school programs. Most private elementary schools have some form. St. Patricks Hospital offers free bicycle helmets; Free Cycles Missoula averages 12 2-hour workshops per year at schools, and 20 1-hour workshops at their shop to groups like Flagship, Missoula Youth Homes, Boy Scouts, pre-schools, and area high schools.	4	clinics, rec programs, helmet fit seminars, other (annual Fest event)	3	Jason would also know of other opportunities to improve
* 38. Do you have a diversion program for cyclists or motorists?	YesOne program is through the Chittenden County Court and can be used by first-time offenders. The second diversion option is the CEDO Restorative Justice Panels.	4	No		Yes --Cyclists ticketed for bicycle infractions are able to take a court approved Diversion class	1	We're already ahead of the pack here with two layers of programs, one in the 3 state courts plus a municipal version.
* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?	PSAs; Comm newsletter article; Utility bill insert; Bike ambassador prog; Newspaper column/blog; Share the Road signs; Safe Streets Collaborative led by non-profits and local governments, started in Burlington,expanded to Chittenden County. works to reduce conflict and improve relations across all modes. offers free presentations to select boards, planning commissions, police departments, school boards and principals on ways to improve policies, infrastructure, and safety. distributes brochures on educational information and a coupon to purchase safety gear. Ads on buses; supply reflective leg bands for community members.	4	PSAs; Ambassador program; Newspaper column/blog; dedicated bike page on community site; Share the Road signs; regular paid radio and TV ads. new bike safety website. 2 sites have cycling blogs. MIMhands out "share the road" literature at many events, news media coverage when new facilities open like cycle tracks	4	Community Newsletter article, New resident packet, dedicated bike page on website, drivers ed 'share the road', The City newsletter often include bicycle tips/educational material; SR2S Newsletter; The City employee newsletter often includes information on bicycling. "Get There Another Way Week", Bike Commute Week, August-In-Motion and World Car Free Day. "give-aways" are retro-reflective vests, arm/leg bands and blinky lights.	2	We have more opportunities and modes for advertising; we have (I think) a LocalMotion blog that we didn't mention, and we've got the new state bike laws palm card leaflet. We've had good publicity for ongoing and new projects like the success of the summer Bike Challenge.
40. What of the following options are available on a regular basis to your community?					TS 101 classes have been scheduled but no takers		
* 40a. Traffic Skills 101 (or equivalent) classes -- including classroom and on-bike instruction.	Annually	3	never		1 see 40 above	2	We're ahead but maybe we do it MORE THAN annually now?
* 40b. Cycling Skills classes -- three to four hour classroom training courses	Cycling skills are offered to kids through summer camps such as Champ Camps and Cycling Adventure Camps (mentioned in question #37). These do not include classroom-training hours, but rather they include four to eight hours of on-bike skills training and instruction to participants.	3	Free Cycles Missoula offers three 1-hour bike safety/bike skills classes weekly. 600 attended in 2011.	3	2 see 40 above	1	We also lead here, but we didn't say how many take part.
* 40c. Commuter classes - one/two hour classes	Local Motion offers a workplace-based commuter training program. The program teaches commuting skills through workshops, and helps businesses and employers create incentives for employees and encourage a bike commuter-friendly atmosphere. In addition, community-led winter cycling workshops are held at neighborhood meetings and bike shops.	4	MIM offers this service by request.	4	Got a state grant, supports Another Way week, Bike Commute Challenge, and World Car Free Day, and August-In-Motion, we promote and educate persons on biking as a viable and beneficial mode	2	We lead, but may be able to strengthen the application with more references to the programs we support.
* 41. Has your community hosted a League Cycling Instructor seminar in the past two years?	no	1	No		1 No	1	Not sure if we've improved on 'None.' If so, maybe we could.
* 42. How many League Cycling Instructors are there in your community?	2		0		2		

43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months).	Vermont is a small state, and, as our local instructor said, we do not have enough interest or resources to focus only on Burlington. South Burlington resident David Jacobowitz led a course in April 2010. Another course was scheduled, but was cancelled due to low numbers in the RSVP.	2	0	1	--	1	We led in the last application; not sure if the next application will be better, worse, or the same.	5
44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists?	--	1	UPS hosted a training for drivers on sharing the road with bicyclists.	2	City staff; transit operators; school bus operators	3	Professional drivers' programs could perhaps be marketed. Ask Jason/Charlene. LAB suggests "strengthening" the Safe Streets Collaborative and emulating SFBike's driver training programs.	5
* 44a. If yes to any of the above, describe the program.			Bike Ped Program Manager provided on-site training for UPS drivers regarding sharing the road with bicycles. This led to a follow-up request for consultation on a close call between a truck driver and a bicyclist crossing an intersection from a sidewalk.		Transit & sch bus operators "periodic" training includes bike interaction; city staff "are offered" bike safety classes		see above block	0
* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations.	Bike Recycle Vermont (BRV) is a program of Local Motion. BRV aims to supply affordable, reliable, and sustainable transportation to low-income residents. The staff and volunteers at this non-profit organization rebuild donated bikes and pass them along to qualifying community members at a low cost. They also offer an Earn-a-Bike program, which teaches children bike mechanics on a bicycle that becomes their own at the end of the course. They are also taught hand signals, the ABC Quick Check, the importance of wearing a helmet, and how to fix a flat tire. Also, the Recreation and Nutrition drop-in program is offered to Burlington citizens in low-income housing areas. It includes one week of intensive bike skills training in two of its three locations.	3	Mass media, with both paid and free ads (radio and TV) reach all residents including traditionally underserved. Twice a year the city bike ped office presents bike safety to residents of the Pre-Release Center. BikeWell classes reach pre-release and other underserved residents. In addition Project Homeless Connect provides bike safety information to underserved populations.	2	SR25 programs at high-free-lunch schools, grant for bike shelters, anti-obesity grant w/bike content,	2	We lead, but may be able to strengthen the application with more references to the programs we support, as well as developing new ones.	5
* 46. Are there other education efforts in your community to promote bicycling?	yes	yes	yes	yes				0
* 46a. If yes, describe	*Way to Go! promotes modes of alternative transportation, such as biking, to reduce carbon pollution through a competition that offers incentives and benefits to participants. It makes resources outline alternative routes and modes. *Bicycle Benefits discounts at over 50 local businesses. *Trailfinder.info helps locate bicycle trails throughout the state of Vermont and plan biking routes. *Walk n' Roll News is Local Motion's monthly e-newsletter that reaches about 5,000 community members a month. *Travel Talk Series educate the public about the joys and benefits of traveling by bicycle. GMBC offers day tours, also promotes bicycle safety, behavior, and sharing the road. Safe Streets Collaborative publishes information on bike safety, provides coupons and conducts intersection actions of safe conduct. *The Community Health Improvement Office devotes a lot of time and energy to bicycle education and safety. *Safe Kids Vermont makes affordable bicycle helmets available to schools, doctors offices, and rescue station, also works with local schools *Kohl's Cares for Kids: The Vermont Children's Hospital applies for a grant through Kohl's, which they received last year and again this year. The theme last year was keeping kids safe on bicycles and injury prevention when riding a bike.	4	Paid City Bicycling Ambassadors promote safe bicycle use for all ages 35 hours per week for 12 weeks in summer. University Bicycling Ambassadors work 10 hours a week for 30 weeks. Missoula in Motion promotes all forms of travel other than single-occupant motor vehicle travel, with extensive media (radio, TV, billboards, outreach to employers) efforts. Missoulians on Bicycles regularly hosts bike rides. Bike Walk Alliance for Missoula hosts bicycling events. Bike Walk Bus Week, an annual event for 20 years, is kicked off with the Festival of Cycles (hosted by Free Cycles Missoula). Other community partnerships help promote bicycling: one neighborhood council promoted bike lanes on Bancroft St., another promoted development of a mile of trail, and downtown business organizations promote bicycle facilities downtown. The Bike Walk Alliance for Missoula hosted a workshop with ALTA Consulting staffer Joe Gilpin on the NACTO guidelines for city staff and citizens.	3	(BTA) bicycle education classes in most elementary schools and attempting to expand into middle schools; August in Motion - A community-wide Health Department event promotes participation in walking and cycling. World Car-Free Day - Bike Commute Month; Monthly Walk and Bike to School (WB2S) days at K-8 schools (Sept-June)sponsored by the SRTS Program. Walk and Bike to School Challenge Month	3	We lead, but may be able to strengthen the next application with more references to the programs we support.	5

**Key lessons/opportunities:**

1	Ensure that all Burlington schools take part in Safe Routes To Schools programs and promote biking to school, and also assess the accessibility of all schools by bicycle.
2	Expand on existing public education efforts through advertising and other means to ensure distribution of information on bike and traffic safety and availability, including both campaigns for the general public as well as targeted campaigns to specific groups (e.g., kids, college students, commuters, recreational bikers, etc.). Explore opportunities for partnering with other entities such as the health department, AARP, etc.
3	Explore opportunities for providing education to professional drivers (including truck drivers, city employees, bus drivers) on sharing the roads with bikers, as well as perhaps augmenting the standard driver education classes.
4	Expand on existing education activities (classes, workshops, etc.) to reach more students and adults and promote both bike safety and bike skills such as changing tires and simple maintenance.
5	

Community	Burlington		Missoula		Corvallis		Comment/Opportunity	
	Response	0-5	Response	0-5	Response	0-5		
* 47. How do you promote National Bike Month?	Commuter Challenge, Commuter Breakfasts, Walk & Roll to School, Trail Construction & Maintenance Days w/local mtn biking org., Fellowship of the Wheel	5	Community Ride, PSAs, Publish a guide to Bike Month Events, Bike Month Web site, Commuter Challenge, Commuter Breakfasts, NOTE: These responses pertain to Bike Walk Bus Week, Missoula's effort to meet the intention of Bike Month before University of Montana students finish the semester and leave town in mid-May. See www.bikewalkbusmissoula.org for last year's schedule.	3	Get There "Another way" Week is the city's May (National Bike Month) multimodal event. While not focused entirely on bicycling, it is the May event during which we encourage folks to park their single occupancy vehicle (SOV) and try commuting "Another Way". Events are held throughout the week and prizes are raffled off to those that participate and register. The Employee Transportation Coordinators (ETC's) at major employers in Corvallis also typically offer breakfasts and additional in-house incentives to their employees that Get There "Another Way", i.e., cycling, transit, car-pooling and walking, during the week. Youth Bike Race - May 15, 2011, was also the first Youth Bike Race in the community, sponsored by the Corvallis Montessori School with assistance from the Corvallis School District's Safe Routes to Schools Coordinator. It consisted of a one mile, noncompetitive, bicycle race for young riders, bicycle safety inspections and a display of cycling themed artwork produced by area students. Student Advocates for Change(SAC) - The SAC students at Cheldelin Middle School currently have two projects: a Safe Routes to School Film Festival and Corvallis Community Access Television live broadcast.	4	We could fairly easily add more opportunities to promote, such as a mayoral proclamation, a mayor-led community ride, PSAs, perhaps other events. Is it worth adding a couple of links here to explain what some of these things are? Many of the details that Corvallis mentions also apply to Burlington's Way To Go Commuter Challenge and could be mentioned here as well.	5
* 48. How many people participate in Bike Month events?	1500	3	17,000	5	150	1	1500 is respectable, but does not reflect significant community involvement like the Missoula response does.	5
* 49. How do you promote bicycling outside of National Bike Month?	Community Ride, PSAs, Commuter Challenge, Commuter Breakfasts, Community road rides held by The Ski Rack (local bike shop), "Travel Talks" series highlighting bike touring stories by community members, bike-to-work incentives offered by the City's largest employers, through a TMA (www.catmvt.org) and by other local employers, winter cycling competitions hosted by the Old Spokes Home (using indoor bicycle stands).	3	Community Ride, PSAs, Summer Streets/Ciclovía/Sunday Parkways, Commuter Challenge, Commuter Breakfasts, The Parks Department-owned 20-bike fleet is available for community use. Associated Students at University of Montana has a fleet of 50 yellow bikes for student/faculty/staff use. Free Cycles has 50 bikes available for checkout.	3	Commuter Challenge, Commuter Breakfasts, The city is involved with a number of bike events throughout the year: World Car Free Day - On 9/22 of each year. August in Motion - The month of August. BTA's Bike Commute Challenge - The entire month of September. SRTS - Events are held throughout the school year. BTA's Bike ED Program - Throughout the school year The Mid-Valley Bike Club sponsors weekly rides of a variety of difficulty, distances and areas of local interest that are available to members and the general public. They advertise these trips in the local paper, on their web site and through their e-mail lists. Additionally, they organize national and international trips for club members and sponsor meetings sharing photo-logs of member trips, etc.	4	Are there daily things that were not mentioned such as an active website, Facebook Page or listserv? What about all the events that now have special bicycle parking. I periodically read about events where folks go out and handout lights to riders...does that show up somewhere? See also notes on last question.	5
* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?	Yes	5	Yes	5	Yes	5		5
* 50a. If yes, describe	Bike to Work Fuel-Up at August First bakery, Bicycle Benefits program to earn discounts at local stores by biking there and presenting a helmet sticker (stickers are usually \$5 but are offered free to some employees), bike-to-work incentives are offered by local employers.	2	During Bike Walk Bus Week, special promotions for Commuter Challenges involve employers encouraging employees to get to work	1	World Car Free Day (WCFD)- The city is a co-sponsor of the 2011 event. There will be 10 check-in stations throughout the city on the morning of 9/22 offering food, bike safety inspections, city bike maps, transit maps, etc., We will collect day-of trip data and register participants for drawings. We will also send out follow up questionnaires and encouragement information on single occupancy vehicle (SOV) reduction. The 2011 WCFD afternoon/evening event will take place in Central Park and include a Bike Swap, music, food, bike safety inspections and alternative transportation oriented display booths. BTA's Bike Commute Challenge - City of Corvallis and other area employers participate in the BTA's Bike Commute Challenge each year during the month of September. The Employee Transportation Coordinators at many area business and organizations assist their employees and encourage their participation in this friendly competition. Get There Another Way Week in May includes similar promotional events including prizes, commuter snacks, etc.	5	We should list employers with bike-to-work incentives, and ensure that the city does so also. Also look into other opportunities to promote bike commuting, perhaps taking a tip from Corvallis' response.	5
* 50b. Approximately what percentage of the community workforce do you reach?	31-45%	2	During Bike Walk Bus Week, special promotions for Commuter Challenges involve employers encouraging employees to get to work by any means other than driving alone. In 2011, 112 employers participated.	2	31-45%	2		5

* 51. List the signature cycling events in your community?	The Burlington Criterium race is held annually in September. The Bicycle Ferry operates in summer months and connects the Island Line Trail to the Lake Champlain Islands. The Ramble is an annual community-led event with a bicycle focus. The Burlington Bicycle Coalition hosts an annual Halloween Ride. Cycle the City is a DIY bike tour of Burlington. Bicycle Polo is very active and "competes" weekly. UVM leads a World Naked Bike Ride annually. The Lund Family Centers hosts a Mother's Day bike ride annually.	Bike Walk Bus Week, including Festival of Cycles and the University's Walk n Roll Week. Missoulians on Bicycles schedule of rides. Ride of Silence in May. Annual Tweed Ride. Numerous charity rides such as the RATPOD, Tour of the Swan River Valley, and Cycle for the Symphony. Missoulians take advantage of a full race season for road, mountain, and cyclocross. The Western Montana Hill Climb has been an annual event since 1977. Sunday Streets Missoula closes Higgins St. downtown to motorists.	Mid-valley Bicycle Club - MVBC organizes several well known annual rides. <a href="http://www.mvbc.com">http://www.mvbc.com</a> The club's main event each August is the Covered Bridge Bicycle Tour. The weekend before Labor Day they have a Crater Lake Rim Tour that includes camping and riding around the lake rim in Oregon's only national park. During the summer they run several weeklong Loop Tours an addition to the 5 weekend rides.	While not 'signature' there are a few fun, small events that spring to mind... like the Tweed Ride and cycling to the drive-in theater. Also the triathlon events.	5
* 52. Does the municipality sponsor or actively support any of these rides?	Yes	5 Yes	5 No	0	5
* 52a. If yes, how?	The Department of Public Works provides funding for some of the events and maintains the route signs/markings for other events. The Police Department provides logistical coordination for routes and provides staff for the largest events.	3	2 N/A	0	5
* 53. Does your local tourism board promote bicycling in your area?	Yes	5 Yes	5 Yes	5	5
* 53a. If yes, how?	They publish our Bicycle Friendly Community status online. They offer information on a local bicycle touring company, Sojourn Active Vacations. They also provide links and information for the Department of Parks and Recreation and the waterfront bike path, one of Burlington's largest draws for tourism.	2	1	5	5
* 54. Are there cycling organizations in your area?	All, Local Motion ( <a href="http://www.localmotion.org">www.localmotion.org</a> ) is an advocacy organization that also leads rides, provides training to adults and children, runs Bike Recycle Vermont (described previously), and more! Lake Champlain Bikeways ( <a href="http://www.champlainbikeways.org">www.champlainbikeways.org</a> ) promotes bicycle tourism, and highlights routes in Burlington. The Burlington Bicycle Coalition organizes social rides and offers a grassroots co-op by word of mouth. Bike Recycle Vermont also offers a co-op, community maintenance shop, and safe-cycling training for recipients of their bicycles. The BTV Bike Cluster promotes Burlington's bicycle economy, and provides a forum for bike-related businesses, enthusiasts, advocates, and city staff to meet and collaborate.	5	4	2	5
* 54a. For each type of club checked, list names of the organizations.	Green Mountain Bicycle Club, Fellowship of the Wheel, The Island Line Steering Committee, Champlain Valley Velo, Revolution Cycles U-23 Development Team, UVM Cycling, Green Mountain Bike Patrol, others listed above.	5	5	2	5
* 55. How many specialty bicycle retailers ( i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?	3	3	5	4	5
* 55a. List their names.	Ski Rack, North Star Sports, Old Spokes Home. There are three more shops (Earl's Cyclery, The Winooski Bike Shop, and Royal Cycles) in towns immediately adjacent to Burlington.	Big Sky Bikes (2 locations), Bicycle Hangar, Open Road, Missoula Bicycle Works, Hellgate Cyclery, The Bike Doctor. Archie's Backyard Bike Shop	Bike N' Hike Centers Corvallis Cyclery Co. Cyclotopia Northwest Multisports Peak Sports Bicycle Shop Cycle Solutions	I like how the other two cities gave brief explanations in paren.	0

* 56. Which of these bicycling areas or facilities do you have in your community?	None	0	Cyclocross, There are miles of single track and logging roads on state and federal land used extensively for mountain biking around the periphery of the city. Several single track trailheads are within city limits.	2	BMX track, Corvallis Skate Park - The one (1) acre Eric Scott McKinley Skate Park is a sculpted arena for skate boards and BMX bikes. The park is open to the public year-round from 8 AM to 10 PM. There is no admission fee. Nearby picnic and resting benches allow spectators to enjoy the show and a basketball court is available to those that prefer not to skate. A multi-modal path connects the Corvallis Skate Park to the Riverfront Commemorative Park which runs along the Willamette River and 1st Street. BMX - The 5.8 acre Corvallis BMX Track is popular among the middle and high-school set. The loop track offers soil berms from which to practice jumps and other BMX stunts. The park also feature a built-in spectator viewing area. The Corvallis BMX Track is adjacent to a multimodal path that connects to the Riverfront Path at a point near the Skate Park. Near-by mountains and hills have numerous trails popular to local mountain bike riders. A large part of the McDonald Forest is owned by OSU as part of the forest research land and it is open to and well used by mountain bike riders on the many trails in the forest.	4	I think there may be a new mountain bike track near BHS; if not, we need one. Could mention facilities that are near Burlington, even if not in it, like Catamount.	5
* 57. Is there a skatepark in your community?	Yes	5	Yes	5	Yes	5		5
* 57a. If yes, do bikes have access to the skatepark?	Always	5	Never	0	Always	5		5
* 58. Are there opportunities to rent bicycles in your community?	Yes	5	Yes	5	Yes	5		5
* 59. Does your community have a bike sharing program?	Yes	5	Yes	5	No	0		5
59a. If yes, of what use is it?	Private institution	2	Public use	5	N/A	0	Could look into a public bike sharing program, though this is probably not a priority at this point.	5
* 60. Do you have any current Bicycle Friendly Businesses in your community?	No	0	Yes	5	No	0	This is clearly an area where we could improve - I don't think it's hard for businesses to get bike-friendly status. We started talking about promoting this last spring but it's not clear if anything happened with that.	5
* 60a. If yes, list the names of the businesses.	N/A	0	Bicycle Benefits, St. Patrick Hospital and Health Sciences is listed in the Bike League of America, Bike Friendly Business list.	2	N/A	0	In addition, what about our CATMA folks and all the businesses that participate in Bicycle Benefits and the Intervale CSA?	5
* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?	All, Bike Smart Youth Skills Training, training and camps for K-8 students	5	Other. Youth Court Recreation Program, Outdoor Adventure Camp (both run by the Parks and Recreation Dept), and the Flagship Program which operates after school programs in some elementary and middle schools. Free Cycles Earn-a-Bike program allows children to volunteer in exchange for a bicycle.	4	Co-op or Community Cycling Center	1	Could provide more detail here.	5
* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months?	All	5	All except Online route finding service, Wayfinding signage program is currently being explored by Bicycle Pedestrian Advisory Board. Interactive on-line map is at <a href="http://www.tinyurl.com/mso-bikemap">www.tinyurl.com/mso-bikemap</a> . Wayfinding signage program is currently being explored by the Bicycle Pedestrian Advisory Board.	4	All except Online route finding service	4	We should make sure they are up to date.	5
* 63. Does your community have other programs or policies to encourage cycling?	Yes	5	Yes	5	Yes	5	Bike lockers? Valet parking.	5

<p>* 63a. If yes, describe</p>	<p>The Safe Streets Collaborative encourages cycling safely, the Local Motion Trailside Center is open 7 days a week as a resource for cyclists (except in winter), the Burlington Walk/Bike Council coordinates media attention for bicycle infrastructure improvements and increased use, the Green Mountain Bicycle Club organizes 1-2 rides a week, and a bicycle cafe, "Magliano", recently opened and offers commuting services (showers and bike parking).</p>	<p>YesThe Way to Go! Club sponsored by Missoula In Motion encourages sustainable transportation use and fosters commuter connections with incentives, tracking mechanisms, and media recognition. The Bike Ped Office utilizes paid Bike Ambassadors in summer to encourage cycling and educate riders and motorists about safe bike behavior. Blue Bikes are free bikes for public use through the Parks Department; use of them is promoted by incorporating free bike tours during conferences and other community events. The annual "Lighten Up" program, a collaboration between the Bike and Pedestrian office and the Police department, uses posted information, increased enforcement attention and free bike lights to encourage safe cycling and positive interactions between enforcement and the cycling community every fall. There have been community celebrations for the completion of projects such as the N. Higgins St. Cycle Track, the Silver Park Trail, the Milwaukee Trail, the 5th/6th/Arthur streets roundabout, the Miller Creek roundabout, and the Higgins/Hill/Beckwith streets roundabout.</p>	<p>Campeones de Salud (Champions for Health) - The Benton County Health Department's Healthy Kids, Healthy Communities Project, is coordinating an upcoming community bicycle ride entitled Campeones de Salud. The ride is scheduled for August 13th, 2011 and will start at Willamette Park (on the waterfront) on the south side of town and travel to the Corvallis Farmer's Market (downtown) and back. The Health Department, Corvallis Bicycle Collective and Corvallis Parks &amp; Recreation Department are hosting the ride for primarily south Corvallis residents, many of whom are Spanish language dominant. The event will also include a bicycle safety inspection, helmet give away and fitting and a brief safety discussion. Bicycle ridership is low among lower income Latino families in Corvallis and the orgaizers hope to change this scenario through events such as Campeones de Salud with it's emphasis on promoting safe cycling behavior, healthy eating and active living. August in Motion - August in Motion is a month-long celebration of bicycling and walking in Corvallis and Benton County. The activities offered throughout the month are designed to encourage citizen's to get out of their cars and onto their bikes and feet. The goal is to entice and inspire folks to ride and walk during this month as a jumpstart to a healthier, active and more economical way of getting around Corvallis and Benton County.</p>	<p>I think we can do more here. Should describe Bicycle Benefits here or in question 49 (more appropriate than in the commuting question 50). The trail center now has a repair station. Secure bike parking may be mentioned in other sections, but is appropriate here as well. Look at what is being done in schools (safe routes to school, bike giveaways, other). Look for other ways we encourage biking also. For the next rendition...how was the city involved in supporting repair of the causeway which is an integral part of our bikepath?</p>
	89	100	79	

**Key lessons/opportunities:**

1	Promote and assist businesses in applying for and achieving Bicycle Friendly Business status, and similarly support UVM, Champlain, and Burlington College in becoming Bicycle Friendly Universities.
2	Encourage more employers, and particularly the City of Burlington and institutions, to create bike-to-work incentives if they do not have them already.
3	Create a mountain biking park or similar facility if not already in progress.
4	Promote National Biking Month more fully with a mayoral proclamation, PSAs, and mayor-led community ride.
5	Create a closed street event and/or other bike-centered events (e.g., community rides), both annual and also in conjunction with major improvements to bicycle infrastructure (bike path rebuild, new bike lanes, etc.).
6	Assess the feasibility of developing a public bike-sharing program simialr to Missoula's.
7	Review the 'low hanging fruit' feedback as it appears we are doing several of these things already and maybe just need to be clearer in our next application.
8	Show a clearer connection that our bicycle community has in the planning process.
9	Ensure that our application adequately highlights all of the current efforts for encouragement of biking.

Community	Burlington		Missoula		Corvallis		Comment/Opportunity
	Response	0-5	Response	0-5	Response	0-5	
* 64. How does your police department interact with the local cycling community?	Identified law-enforcement point person to interact with cyclists	2	A police officer is an active member of bicycle advisory committee, identified law-enforcement point person to interact with cyclists	3.5	A police officer is an active member of bicycle advisory committee, The Corvallis Police Department and Oregon State Police on OSU campus provide a bike patrol team. These team members mix with, communicate with and enforce the laws with other bike riders.	4	We need a more regular interaction with the BPD. Local Motion does have contact with BPD, which could be mentioned here, but it would be good for the BWBC also to have regular contact, either by having a BPD rep come to meetings or have a separate mechanism.
* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?	Basic academy training, International Police Mountain Bike Association or Law Enforcement Bicycle Association training, The Burlington Police Department is currently involved in a reeducation of all officers, which will be facilitated by the Safe Streets Collaborative. The reeducation was necessitated by a comprehensive revision of bicycle-related ordinances by the City Council in 2010. Reeducation will include in-person trainings and the creation of an information sheet containing information about local and state bicycle ordinances and laws. Reeducation of all officers will be completed by August 2011!	4	Basic academy training, "Our officers receive training at the Montana Law Enforcement Academy on Vehicle Codes Title 61. Since bikes are considered vehicles here as they are in most states, the applicable laws governing motor vehicle traffic are the same for bikes. There are some statutes including State and Missoula Municipal Code pertaining to bike lights, reflectors etc, that are separate and are reviewed during our 14 week Field Training Program. The FTO Program trains new officers once they return from the Academy, and it is much more detailed as to what we actually do here in Missoula. And, since we are a bike town, the bike statutes are discussed and applied during contacts with bicyclist stops and crashes. Some of our officers, including myself, have attended a Police Mountain Bike course." -Missoula Traffic Sgt. John Weber, member of the Bicycle Pedestrian Advisory Board.	3	Basic academy training, International Police Mountain Bike Association or Law Enforcement Bicycle Association training, Institute for Police Training and Development bicycle training, The Corvallis Police Department (CPD) has an officer that is certified by the International Police Mountain Bicycle Association (IPMBA) to conduct in-house training programs for bike patrol officers.	3.5	Burlington's response seems pretty good, but we should ensure that there is ongoing training of officers on bike issues. Addition of the Smart Cycling training or equivalent would also be good.
* 66. What enforcement campaigns are targeted at improving cyclist safety?	Targeting motorist infractions, Targeting cyclist infractions, The Burlington Police Department participates in the Safe Streets Collaborative "Intersection Actions." These outreach events at a high-traffic intersections involve community volunteers and local police to educate motorists, cyclists, and pedestrians about the rules of the road. The Collaborative also has a reflective leg band giveaway, and gives cyclist education fliers and coupons to local bicycling stores for discounts on bicycle safety gear.	3.5	Helmet/light giveaways, Targeting motorist infractions, Targeting cyclist infractions,	3	Helmet/light giveaways, Targeting motorist infractions, Targeting cyclist infractions, Share the road campaigns, CPD has recently produced several Public Service Announcements regarding bicycle safety that are shown on the City of Corvallis cable channel (20) and Oregon State Universities (KBVR). Cyclists receiving tickets for bicycle law infractions may attend a Municipal Court approved diversion class to avoid points on their license and a fine. Public Works Transportation Division provides head and tail light give-aways (and safety vests, reflective leg/arm bands and blinky lights).	4	I think we now do additional giveaways (or at least we should), and we should be doing Share the Road campaigns. Details on enforcement policies would be helpful here also.
* 67. Do you have police department employees on bikes?	Yes		Yes		Yes		
* 67a. If yes, what percentage of police department employees is on bike?	1	1	6	3	5	3	See below - be better if the baby cops could be included in this number.
* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?	Yes	3	No	0	No	0	
* 68a. If yes, what percentage of safety department employees is on bike?	70		NA		NA		This could use some explanation even if there's not a formal place for it, including how many people this is and how this compares to the PD. Are the baby cops actually not employed by the BPD?
* 69. Do your local ordinances treat bicyclists equitably? (examples can be found on the BFC resources page).	There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted). There is a ban on texting while driving., Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in Uniform Vehicle Code., City Ordinance mandates: - Cars must give bikes at least 3 feet of space when passing; and - Bikes shall have the same rights and responsibilities as motor vehicles.	4	There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted). There are penalties for motor vehicle users that 'door' cyclists. There is a ban on texting while driving., State and City code require riding as far to the right as practicable WITH the exceptions in the UVC. State law permits bikes on sidewalks, but Missoula Municipal Code prohibits bikes being ridden on sidewalks in the downtown area (above age 14). State law trumps local law. We need to post signage in order to enforce the city law, which we haven't done. Thus bikes are allowed on sidewalks but must still yield to pedestrians -Missoula Traffic Sgt. John Weber member of the Bicycle Pedestrian Advisory Board	4	There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted). There are penalties for motor vehicle users that 'door' cyclists. There is a ban on texting while driving., There is a state or local law that requires cyclists to use bike lanes where they are provided., The City of Corvallis does not enforce the states mandatory bikelane/sidepath use statute. There is no local (city) ordinance requiring utilization of bike lanes and sidepaths. Per the Oregon statute, the "local authority" (City of Corvallis) which has jurisdiction over the roadways within the city has not determined, after public hearing, that the bicycle lane or bicycle path is suitable for safe bicycle use at reasonable rates of speed.	3.5	I think there are exceptions to the "ride to the right" law - bikes can take up the whole lane in some cases - this should be highlighted. Could add a "dooring" penalty, though it might not be high priority. A ban on cell phone use while driving would be a good idea but controversial.

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* 70. Are there any additional prohibitions or restrictions on cyclists in your community?	Yes	No	Yes		0
* 70a. If yes, describe	Riding bicycles (or any activity other than walking) is prohibited on our outdoor pedestrian mall, and riding on sidewalks is prohibited only in our 6 block downtown core. Bicycles may not ride twoabreast on City streets.		Riding a bike on the sidewalk is prohibited in a portion of downtown and on a busy perimeter street to the OSU campus. These sidewalks are clearly marked with symbols on the sidewalks.	We should mention that sidewalks in downtown core are marked.	0
* 71. Does your community have other programs or policies to enforce safe cycling?	Yes	Yes	Yes		0
* 71a. If yes, describe	The Safe Streets Collaborative, in collaboration with local law enforcement, has established a Report Recklessness system ( <a href="http://www.localmotion.org/education/safestreets/reportrecklessness">http://www.localmotion.org/education/safestreets/reportrecklessness</a> ) which allows all modes to report reckless behavior by automobiles, bicycles or pedestrians by phone (the Report Recklessness Hotline) or online. City ordinance requires bike shops and bike rental shops to disseminate information about local rules of the road whenever a bike is sold or rented.	University police on bikes enforce bicycling laws on and near campus.	Optional Diversion class for cyclists who are ticketed for violating cycling statutes. Enforcement of mandatory helmet ordinance for children under age 16. SRTS program in Corvallis Schools.	UVM probably also enforces bike laws on campus. Could look into other opportunities to disseminate safety/regulation info. I'm not sure the bike shops are actually following the mentioned law.	5
	21	3	18	21	35

**Key lessons/opportunities:**

1	Establish a more regular line of communication between the BWBC (or other representatives of the biking community) and the BPD, either by having a representative of the BPD come to BWBC meetings or setting up a separate mechanism.
2	Review bike-related training program for BPD and assess whether to recommend additional training.
3	Review enforcement priorities for traffic safety laws and assess whether changes should be recommended to the BPD and/or UVM security, including the possibility of "positive enforcement."
4	Consider implementing a Share The Road campaign and/or giveaways of safety equipment, as well as other opportunities to disseminate information on safety and regulations.
5	Consider additional safety regulations that could be recommended to the City Council, such as penalties for dooring and prohibitions on cell phone use while driving.



Community	Burlington		Missoula		Corvallis		Comment/Opportunity	
	Response	0-5	Response	0-5	Response	0-5		
* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the U.S. Census or the American Community Survey)	18 (ed. note: probably actually 4.1% at the time, now 4.5%)	3	7.2	4	11	4.5	I assume this is supposed to be percent of commuter trips taken by bike. I'm not sure where the 18 came from but I think it is incorrect - I think it's actually about 4.5%, based on American Community Survey Means of Transportation survey. At the time of the survey the most recent number would have been 4.1%. This is clearly an area to focus on for improvement.	5
* 73. What additional information do you have on bicycle use for your community?	Local motion and the UVM Transportation Research Center conducted an economic survey on the impact of biking on the local community. <a href="http://www.localmotion.org/documents/advocacy/Working_Paper_1_Econ_impact_Walking_and_Biking.120910.pdf">http://www.localmotion.org/documents/advocacy/Working_Paper_1_Econ_impact_Walking_and_Biking.120910.pdf</a>	2	Census and American Community Survey (Table S0801) data show an increase of 27.7% (from 5.64% to 7.2%) in the percent of the workforce bicycling to work from 2000 to 2009. We organize volunteers to do bike and ped counts at a dozen locations twice annually as part of the national effort (produces actual counts but not mode share data)	3	The 2005-2009 American Community Survey 5-Year Estimates list the Corvallis Bicycle Commute rate at just over 11% The city of Corvallis hires a consulting firm to conduct an annual Citizen's Survey of a statistically significant percentage of the community. Several of the questions ask the participants about cycling in Corvallis. The 1998 survey of area residents showed that 64% of the respondents had used the bikeway system during the year. In 2010, citizens rated the ease and availability of bicycle facilities at: Ease of bicycle travel in Corvallis - 93% Availability of paths - 90% And, the respondents listed their commute rate for mode to work by bicycle in 2010 at - 19%	4	Burlington response is redundant with item 81. Perhaps a unique response could be provided here. The Corvallis response shows that it might be better to type in key facts and statistics. Also, there are survey/study results from other sources that could be mentioned (see response to last question).	5
* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?	1	3	4	1	0	4	Side note: LAB should have requested a normalized statistic, such as fatalities per capita or fatalities per estimated bike trips (larger communities are penalized for having more cars and bikes on the road). The same idea holds for item 75	5
* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?	75	3	222	1	185	2		5
* 76. Do you have a specific plan or program to reduce these numbers?	No	0	Yes	5	Yes	5	Burlington response appears to be unacceptable. Safety should be the # 1 concern for a BFC.	5
* 76a. If yes, provide the link to the plan or describe.	The Safe Streets Collaborative formed several years ago in Burlington and has since branched out into all of Chittenden County. Membership is targeted to include organizations that can affect change. The Collaborative's approach is broad, including educational campaigns, intersection actions, tools and resources to prevent reckless driving/cycling/walking, distribution of safety gear, and more. <a href="http://www.safestreetsvt.org">www.safestreetsvt.org</a> .	3	"Our yearly traffic plan focuses on making Missoula Streets safer for all users. We emphasize certain high crash areas where working traffic will have an impact. We provide a presence that has an impact on poor driving habits. Reserve Street is our major problem area. Impaired drivers are the major contributing factor of our fatal crashes. Our department year to year leads the state in DUI arrests with nearly 1000 in 2011. We also have and started the State DRE program (Drug Recognition Expert). This program is a very intense 4 week session that trains officers to recognize motorists who are under the influence of drugs. We strongly believe that removing impaired drivers prevents crashes and homicides from occurring." -Missoula Traffic Sgt. John Weber member of the Bicycle Pedestrian Advisory Board	4	Unfortunately, the cyclist/motor vehicle crash statistic listed above (185 for 5 years) is for ALL reported bike crashes and does not separate out crashes that did NOT involve an automobile, i.e., bike/bike, bike/ped, bike/pothole, etc.,. The city's Transportation Program Specialist has recently begun keeping a separate crash database with crash locations, vehicles involved and other factors and specifics involved to determine problem areas and counter measures. The Corvallis BPAC has also recently adopted an outline and scope of work for the development of a Safety/Education Program for the city.	3	The Burlington response may not have been taken into account because the response to 76 was "No." It should be noted that Missoula has a very similar, multi-modal "safe streets" agenda, yet responded "Yes" to 76.	5
* 77. Does your community have a bicycle plan?	Yes	5	Yes	5	Yes	5		5
* 77a. When was it passed or most recently updated?	2000-2004	4	2011	1	2005	2	Should be more clear about when it was passed. The date range implies uncertainty/confusion.	5
* 77b. Is there a dedicated funding source for implementation?	Yes	5	Yes	5	Yes	5		5

* 77c. If yes, describe.	2% of the street capital budget is allocated for the bicycle program. In addition, this program is not responsible for maintenance of facilities, only implementation, and when bicycle improvements can be included in paving projects the bicycle improvements are funded as part of the overall improvement and not from the 2% allocation.	3	In four ways in the annual MPO's Transportation Improvement Program (TIP): annual CMAQ allocation to the Bike Ped Office for programs, annual allocation to Missoula in Motion for promoting alternatives to drive-alone commuting, CMAQ funds used routinely for bike facility improvement on major roadways, and CTEP funds used for trails. In addition, the Bike Ped Program has been funded through local general revenue fund for 30+ years.	4	The Corvallis Public Works Department receives annual, dedicated, Street Funding which pays the salary of the Bicycle and Pedestrian Coordinator as well as the maintenance of bikelanes, i.e., sweeping, striping and general maintenance.	2	Need to highlight passage of November 2012 ballot measures for bicycle infrastructure funding. Furthermore, Burlington should mention MPO-level funding streams (see Missoula response). Beyond merely making Burlington look better on paper, we as a community need to ensure that a bicycle infrastructure asset management program is in place.	5
* 77d. What percentage of the plan has been implemented?	50%	3	25%	3	50%	3	For a 4 year plan, implementation seems to be behind.	5
* 77e. Are you meeting annual target goals for implementation?	No	0	Yes	5	Yes	5	Not meeting annual targets is a problem, but there is probably no mechanism for explaining (rationalizing) why.	5
* 77f. Provide a link to the plan or describe.	<a href="http://www.dpw.ci.burlington.vt.us/transportation/projects/plan/">http://www.dpw.ci.burlington.vt.us/transportation/projects/plan/</a>	4	<a href="http://www.co.missoula.mt.us/Transportation/documents.htm#MATP">http://www.co.missoula.mt.us/Transportation/documents.htm#MATP</a> NOTE: This is our active transportation plan, including both biking and walking.	3	The city will be updating the Transportation Plan in 2012, after the analysis of the 2010 census is completed. The new plan will include updated Bicycle and Pedestrian elements. The Bicycle component of the Transportation section of the current plan was updated in 2005. <a href="http://www.ci.corvallis.or.us/download/s/cd/PLANNING/Comprehensive_Plan/TXT/Article%2011-Transportation.pdf">http://www.ci.corvallis.or.us/download/s/cd/PLANNING/Comprehensive_Plan/TXT/Article%2011-Transportation.pdf</a>	3		5
* 78. Do you have a trails master plan that addresses mountain bike access?	No	0	Yes	5	No	0	We should be accounting for mountain biking. I believe we have mountain bike trails in the city (e.g. Ethan Allen Park).	5
* 78a. If yes, provide the link to the plan or describe.			Draft is at <a href="ftp://www.co.missoula.mt.us/ruralftp/Parks/ParksTrailsPlan/2011-10_MissoulaCountyParksandTrailsMasterPlanDRAFT.pdf">ftp://www.co.missoula.mt.us/ruralftp/Parks/ParksTrailsPlan/2011-10_MissoulaCountyParksandTrailsMasterPlanDRAFT.pdf</a>					0
* 79. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?	No	0	Yes	5	No	0	As a community, we need to incorporate the interests of mountain bikers (Fellowship of the Wheel?).	5
* 79a. If yes, describe.			Members of the mountain biking community are on both the Conservation Lands Advisory Committee and the City Parks Board. Informally, there is frequent interaction between Open Space Staff, Parks lands staff, and the mountain biking community.	2		0	Perhaps there is informal participation that can be mentioned (see Missoula response).	5
* 80. Do you have trip reduction ordinances, policies or programs?	Yes	5	Yes	5	No	0		5
* 80a. If yes, describe.	Burlington's Climate Action Plan is in the final stages of being updated, and includes... <a href="http://www.ci.burlington.vt.us/cap/">http://www.ci.burlington.vt.us/cap/</a> Burlington's Transportation Plan focuses on reducing our dependence on the automobile, and includes Progress Indicators to help us meet this goal. <a href="http://www.ci.burlington.vt.us/docs/4593.pdf">http://www.ci.burlington.vt.us/docs/4593.pdf</a> The Legacy Project... <a href="http://www.cedo.ci.burlington.vt.us/legacy/Burlington%20Legacy%20Plan.pdf">http://www.cedo.ci.burlington.vt.us/legacy/Burlington%20Legacy%20Plan.pdf</a> The North/South Bicycle & Pedestrian Plan emphasizes the City's Municipal Development Plan, which focuses on reducing our dependence on the automobile. <a href="http://www.dpw.ci.burlington.vt.us/transportation/docs/North_South_Final_Report.pdf">http://www.dpw.ci.burlington.vt.us/transportation/docs/North_South_Final_Report.pdf</a>	4	Missoula in Motion exists to reduce trips by promoting alternatives to driving alone. It has a "Way to Go Club" which provides regular incentives to Missoula residents to log their commute miles, and a Momentum program which reaches out to employers with commute information.	3		0	I believe there are incentive programs in Burlington that are not mentioned here.	5
* 81. Have you done an economic impact study on bicycling in your community?	Yes	5	No	0	No	0		5
* 81a. If yes, describe.	Local motion and the UVM Transportation Research Center conducted an economic survey on the impact of biking on the local community. <a href="http://www.localmotion.org/documents/advocacy/Working_Paper_1_Econ_Impact_Walking_and_Biking_120910.pdf">http://www.localmotion.org/documents/advocacy/Working_Paper_1_Econ_Impact_Walking_and_Biking_120910.pdf</a>	3		0		0	Response should provide key findings of the study.	5

* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?	No	0 Yes	5 Yes	5	Based on the types of explanations (item 82a) provided by Missoula and Corvallis, perhaps Burlington could respond "Yes" and provide similar details.	5
* 82a. If yes, describe.	The North/South Bike & Ped Plan is our guiding document for bicycle planning, and one focus in its development was to connect residents with the downtown. The northernmost section of the plan focuses on our "Old North End," which has been a traditionally under served community. In addition, we coordinate efforts with organizations that are either based in the O.N.E. or provide services to the O.N.E. <a href="http://www.dpw.ci.burlington.vt.us/transportation/docs/North_South_Final_Report.pdf">http://www.dpw.ci.burlington.vt.us/transportation/docs/North_South_Final_Report.pdf</a>	As Missoula is a small city with a very modest median income, formal city services take a holistic approach to transportation equity. Traditionally underserved neighborhoods have been included for services as the city has grown; new developments fall under the complete streets policy that compels the community to make bike and alternative transportation accessible to all citizens. All city neighborhoods have access to city buses with bike racks as well as some form of bike facility linked to the larger system. In addition the trail network is accessible, intuitive, and growing. All populations benefit from enforcement, public education, and particularly the encouragement programs like Bike Walk Bus Week.	Safe Route to School (SR2S) programs are in place at Garfield and Lincoln Elementary Schools. These schools are bi-lingual schools and report a high percentage of students receiving free or reduced fee for breakfast and lunch. Two covered bike parking structures were constructed at Lincoln Elementary School during 2010. Corvallis Public Works has installed a signalized, pedestrian activated crosswalk with raised median in an arterial road that separates the Tunison Neighborhood (a traditionally underserved) neighborhood from Lincoln Elementary School and Community Center. The Bicycle Transportation Alliance (BTA) also conducts bicycle education programs in these schools for fourth and fifth grade students. Campeones de Salud (Champions for Health) - The Benton County Health Department's Healthy Kids, Healthy Communities Project, is currently planning a community bicycle ride for this neighborhood entitled Campeones de Salud on 8/13/2011. (see answers to question # 63a)	5	See comment above. Also there are specific programs such as Bike Recycle Vermont which focus on underserved populations.	0
* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?	Yes	5 Yes	5 Yes	5		5
* 83a. If yes, describe.	UVM's Transportation Research Center and Engineering program, the Chittenden County Metropolitan Planning Organization (CCMPO), the Planning & Zoning Department, the Safe Streets Collaborative, and the Burlington Walk/Bike Council. The TRC has provided leadership and assistance with the economic review of bicycling in Burlington, and UVM's Engineering courses have focused on bicycle facilities for the past several years. The CCMPO's Pedestrian & Bicycle Committee provides assistance with data collection and planning. The Department of Planning & Zoning ensures compliance with bicycle-related ordinances, and is a leader in pursuing developments that support bicycling. The Safe Streets Collaborative includes the Burlington Police Department, who provide regular evaluations at intersections – bringing awareness to traveling safely and providing feedback on improvements to facilities. The BWBC meets with city staff monthly, to help define annual work plans and review work-to-date to help us meet our goals.	1. The Downtown Master Plan, sponsored by the Missoula Downtown Association and the Downtown Business Improvement District, includes frequent and significant reference to more and improved bicycle facilities. It devotes 6 pages to bicycling (p 54-59). See at <a href="http://www.missouladowntown.com/wp-content/uploads/04MasterPlanCirculationFINAL.pdf">www.missouladowntown.com/wp-content/uploads/04MasterPlanCirculationFINAL.pdf</a> 2. The Bicycle Pedestrian Advisory Board regularly reviews bicycling facilities; the Public Works staff regularly solicits their input. 3. The Active Transportation Plan Implementation Committee is reviewing bike facilities and services to make recommendations for the next 3 years. 4. Bike Pedestrian Office regularly evaluates bike routes, and bike education.	The Corvallis SRTS Program has done an annual survey of cycling and walking conditions near all area elementary schools. The Corvallis Sustainability Coalition's Land Use subcommittee is currently developing a survey tool for the purpose of conducting a field survey of cycling and walkability of the community. Below is link to their website. <a href="http://sustainablecorvallis.org/action-teams/transportation/upcoming-meetings-and-event/">http://sustainablecorvallis.org/action-teams/transportation/upcoming-meetings-and-event/</a> The City's Bicycle and Pedestrian Advisory Committee members can (and do) bring facility, safety and other ideas and concerns to the attention of city staff and/or the city council at any time. The Corvallis Area MPO RTP includes a section on bike system needs and projects.	4	CATMA also does an annual survey - just read about it in the Free Press.	5

**Key lessons/opportunities:**

1	Develop a specific plan for reduction of bicycle/car incidents and fatalities (see item 76).
3	Identify barriers to meeting targets for implementation of the bike plan, and work on ways to get back on target. (see item 77)
2	Ensure that mountain biking interests are adequately represented in plans and that there is communication between mountain biking community and staff (see items 78 and 79).
4	Ensure that our application adequately highlights all relevant information, such as trip reduction incentive programs (item 80a), programs for "traditionally underserved" neighborhoods (item 82), information on bicycle use (item 73), and the November 2012 ballot measures and other funding streams.
5	Seek out additional sources of evaluation information on bicycling in Burlington and surrounding areas, including non-commuter biking, and use these evaluation efforts to measure our success.
6	Improve Burlington's "Journey To Work" mode share from the current 4.5%.

	Burlington	Missoula	Corvallis	Maximum
Community	56	61	56.5	80
Engineering	117	155.5	149	210
Education	37	24	29	60
Encouragement	89	100	79	130
Enforcement	20.5	18	20.5	35
Evaluation	65	78	61.5	115

	Burlington	Missoula	Corvallis	
Planning and Policy	23	27	25	30
On-road facilities	26	31	32.5	50
Shared Use & off-road facilities	10	22	14	25
Bicycle storage and parking	35	43	41	60
Maintenance	23	32.5	36.5	45

	Burlington	Missoula	Corvallis
Community	70%	76%	71%
Engineering	56%	74%	71%
Education	62%	40%	48%
Encouragement	68%	77%	61%
Enforcement	59%	51%	59%
Evaluation	57%	68%	53%

	Burlington	Missoula	Corvallis
Planning and Policy	77%	90%	83%
On-road facilities	52%	62%	65%
Shared Use & off-road facilities	40%	88%	56%
Bicycle storage and parking	58%	72%	68%
Maintenance	51%	72%	81%

