



placesforbikes

City Snapshot September 27, 2017

Respondent Introduction

Thank you for providing data for the PlacesForBikes City Rating program! The information you provide will be used to understand the progress your city/town is making on improving bicycling infrastructure and encouraging people to ride. These data are a core component in calculating the PlacesForBikes rating for your community.

This form is best completed by a city/town staffer with a detailed knowledge of the city/town's projects and timelines.

For a PDF containing the questions we ask, click here: [<<link to the PDF>>](#)

If you have any questions or comments, you can reach us at placesforbikes@peopleforbikes.org.

Click on the "Next page" button to begin the survey.

NOTE: Special instructions are located in these blue text boxes throughout this document

++Denotes required questions.

Centerline Miles

++Q1. For the first set of questions, please enter the number of centerline miles for each type of bike facility in your city/town during the specified time frames.

For definitions of each type of bike facility, hover your mouse over the ? or click here for a full list of definitions: [<<link to the PDF>>](#)

Note that these categories should sum to the total number of centerline miles for all bike facilities in the network reported in this form (categories are mutually exclusive). Please include all projects by all agencies including universities, state agencies, business districts, and private developers.

Enter a number between 0 and 100000 in each cell.

NOTE: Often times, regional MPO's or Park Department maintain databases of bike networks. Consider reaching out to an organization like this in your region if you're unsure how best to respond

	Total completed by the end of 2016	Number of new miles completed in 2017	Number of new miles planned for completion in 2018
Protected bike lanes			
Buffered bike lanes			
Conventional bike lanes			
Marked bike boulevards			
Streets with traffic calming features and speed limits of 20 MPH or less (not including anything listed above)			
Off-street paved trails or paths within city/town limits			
Off-street natural surface trails or paths within city/town limits			
Shared lane markings (not including anything listed above)			

Related Projects

++Q3. For the next set of questions, please enter the number of each during the following time frames. If your city/town doesn't have any of the following, enter 0.

Enter a number between 0 and 500000 in each cell.

	Total at the end of 2016	Number new completed in 2017	Number new planned for completion in 2018	Number new planned for completion in 2019-2020 (officially adopted)
Number of bikes in your bike share fleet (enter 0 if you don't have a bike share)				
Number of bike parking spaces publicly available for use				
Bike parks (have mountain bike trails, dirt jumps, a pump track, dual slalom, flow/gravity mountain bike trails, and/or slopestyle/freeride trails)				
Pump tracks				
Grade separated crossings of multi-use paths (e.g. overpasses/underpasses)				

Q4. How many bike share rides were taken on your bike share system in the following years?

NOTE: Consider reaching out to the bike share operator in your city/town if you're unsure how best to respond
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Enter a number between 0 and 999999999 in each cell.

2016	
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2017	
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Bike Events

Q6. How many people participated in each type of bike event/program in your city/town during the specified time frames? Please provide your best estimate. We are looking for person-bike days so 50 people riding 3 times each is 150.

Enter a number between 0 and 1000000 in each cell.

NOTE: These events do not always have official city participation. Speak to local bike advocates about the best points of contact for these events in your community.

	# of people in 2016	# of people in 2017
Bike-to-work day (or similar program)		
Open streets events		
Kids education programs in schools		
Kids biking clubs or organizations (outside school)		
Charity rides		
Social rides		
Other types of rides		

Safety

Q11. Please enter the number of injuries in your city/town. In many cases, these numbers can be obtained from your state. If these numbers aren't available to you, leave the spaces blank.

Enter a number between 0 and 999999999 in each cell.

	2015	2016
All mode injuries – type A (incapacitating)		
Bicycle Injuries – type A (incapacitating)		
All mode injuries – all types		
Bicycle Injuries – all types		

Q14. Anything else you would like to share with us about bicycling in your city/town?

++Shapefile. Please upload a zip file containing the shape files that define your city boundaries. Include the name of your city in the title of the zip file.

Q15. If you would like us to include anyone else at your city/town on updates, please provide names and email addresses in the spaces below.

Conclusion. Thank you once again for providing data for the PlacesForBikes City Rating program!

Once you submit your data, you will not be able to access the form again. If you have any questions or comments, you can reach us at placesforbikes@peopleforbikes.org.

Click on the "Next page" button to submit your data.

Appendix A: Definitions for Q1

Protected bike lanes: Also known as cycle tracks or separated bike lanes, are separated bicycle facilities that run alongside a roadway separated from automobile traffic by a physical barrier, such as parked cars, bollards, a landscaped buffer, or a curb. A separated bike lane is for bicycle use only and is distinct from a sidewalk or off-street trails.



Buffered bike lanes: Are designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists. The presence of a striped, horizontal buffer (greater than or equal to 18 inches) provides additional operating space and lateral separation from moving and parked vehicles.



Conventional bike lanes: Are designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists.



Marked bike boulevards: Also known as neighborhood greenways are streets with low motorized traffic volumes and speeds that have been designated and modified to function as a through street for bicyclists using signs, pavement markings, and traffic calming measures to discourage through travel for motor vehicles.



Streets with traffic calming features and speed limits of 20 mph or less: Streets with speed limits of 20 mph or less that use physical and visual cues to encourage motorists to drive more slowly. The design of these streets is self-enforcing; the design of the roadway results in slower motorist speeds and comfortable bicycle riding without relying on compliance with traffic control devices such as signals and signs.



Off-street paved trails or paths within city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These paved paths provide off-road connections that can be used for recreation and commuting and are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-street natural surface trails or paths within city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These natural surface paths provide off-road connections that are most commonly used for recreation including mountain bike trails. These paths are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-street paved trails or paths up to five miles outside city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These paved paths provide off-road connections that can be used for recreation and commuting and are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-street natural surface trails or paths up to five miles outside city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These natural surface paths provide off-road connections that are most commonly used for recreation including mountain bike trails. These paths are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Shared lane markings: Sharrow pavement markings used in road segments with no separation between car and bicycle space. There is no evidence that these type of markings improve safety or increase ridership. When used alone without other bikeway treatments they do not contribute to a low stress bicycle network.

