



BICYCLE FRIENDLY COMMUNITY FEEDBACK REPORT 2016



Aurora, IL



About the Bicycle Friendly CommunitySM Program

The Bicycle Friendly Community (BFCSM) program provides a roadmap to improve conditions for bicycling and the guidance to make your distinct vision for a better, bikeable community a reality.

The Bicycle Friendly Community program was created in 2003 and since that time more than 800 communities have applied for recognition and for feedback on how to improve their communities for people who bike. There are five award levels that communities can reach – bronze, silver, gold, platinum, and diamond. Regardless of a community's award level, each community receives feedback and a report card providing insights into how they can improve. Bicycle Friendly Community awards are recognized for four years and each community must apply every four years to maintain their recognition. Currently recognized communities can be found in our award database: <http://bikeleague.org/bfa/awards#community>.

About the Bicycle Friendly AmericaSM Program

The Bicycle Friendly CommunitySM, Bicycle Friendly StateSM, Bicycle Friendly Business and Bicycle Friendly UniversitySM programs are generously supported by program partner [Planet Bike](http://www.planetbike.com) and members of the League of American Bicyclists. To learn more about building a Bicycle Friendly America, visit <http://www.bikeleague.org/BFA>

The League of American Bicyclists is leading the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

planet bike®

Congratulations! The League of American Bicyclists has designated **Aurora, IL** as a Bicycle Friendly Community at the **Bronze** level. Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Aurora a safe, comfortable and convenient place to bicycle.

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The key steps for Aurora, IL are on your Bicycle Friendly Community Report Card.

This Report includes additional feedback generated by the answers in your application and results from surveys conducted in your community.

Contents

Engineering	5
Policies and Design Standards	5
End-of-Trip Facilities	5
Bicycle Access to Public Transportation	6
Off-Street Bicycle Facilities	6
On-Street Bicycle Facilities	6
Other Bicycle Accommodations	7
Bike Sharing	7

Other Bicycle-related Amenities	7
Education	7
Youth Bicycle Education	8
Adult Bicycle Education	8
Motorist Education	9
Bicycle Safety Education Resources	9
Encouragement	9
Encouragement Policies, Programs and Partnerships	10
Route-Finding Support	10
Bicycle Culture and Promotion	10
Access to Bicycle Equipment and Repair Services	11
Enforcement	11
Public Outreach	12
Bicycle-Related Training for Law Enforcement Personnel	12
Bicycle-Related Laws	12
Bicycle-Related Enforcement Practices and Programs	13
Bicycle Safety Policies and Programs	13
Crash and Fatality Reporting	13
Evaluation & Planning	14
Staffing and Committees	14
Planning, Funding, and Implementation	14
Evaluating Ridership	14
Evaluating the Bicycle Network	15

Feedback from Local Reviewers:.....	16
Number of Local Respondents	16
Top 3 Changes that local respondents would like to see in Aurora	16
Average Top 3 Changes from all Bicycle Friendly Community applicants (nationwide).....	16
Other Suggested Improvements	16
Barriers and Hazards.....	16
Keep up the good work on.....	16

Engineering

The most visible and perhaps most tangible evidence of a great place for bicycling is the presence of infrastructure that welcomes and supports it. Survey after survey shows that the physical environment is a key determinant in whether people will get on a bike and ride. The most advanced Bicycle Friendly Communities have well-connected bicycling networks, consisting of quiet neighborhood streets, conventional and protected bike lanes, shared use trails; policies to ensure connectivity and maintenance of these facilities; and secure, convenient and readily available bike parking.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Engineering category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

Policies and Design Standards

Your community's score in this sub-category was **44%** of the highest community score in this sub-category. This subcategory is worth 12.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Adopt a Complete Streets policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all

Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume.

Allow a mix of uses throughout the community or adopt a form or design-based code to allow for flexible land uses that provide a convenient and more comfortable built environment for pedestrians and cyclists.

Develop a design manual that meets current NACTO standards or endorse the NACTO Urban Bikeway Design Guide.

Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.

End-of-Trip Facilities

Your community's score in this sub-category was **38%** of the highest community score in this sub-category. This subcategory is worth 12.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Ensure that the standards for bike parking conform to APBP guidelines.

Establish a mechanism that prioritizes bicycle infrastructure investments in low-income/minority neighborhoods. Develop a protocol of engaging with low-income/minority community stakeholders prior to implementation.

Create regulations that require bike parking for new developments and major renovations of existing developments can secure private funding. Consider including provisions for assessing bike parking in communities that aren't currently slated for development or revitalization.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

As you increase and improve bicycle parking consider how to increase the diversity of bicycle parking types, particularly to accommodate long-term

and short-term parking at transit and commercial districts; larger bicycles, such as cargo bikes; and electrically-assisted bicycles.

Bicycle Access to Public Transportation

Your community's score in this sub-category was **73%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Work with the responsible entity to ensure that all transit vehicles that operate in or through your community accommodate cyclists, particularly during peak hours.

Off-Street Bicycle Facilities

Your community's score in this sub-category was **75%** of the highest community score in this sub-category. This subcategory is worth 22% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

The American Association of State Highway and Transportation Officials (AASHTO) recommends that two-directional shared use paths are at least 10 feet wide. AASHTO says that narrower paths, of 8 feet wide, can be adequate in "rare instances". Your community reported that most paved shared use paths are between 8 and 10 feet wide. You should assess the adequacy of your paths, with particular attention to the conditions that AASHTO considers when assessing narrower paths: 1) bicycle traffic volumes, including peak volumes; 2) pedestrian use; 3) whether safe and frequent passing opportunities exist; and 4) path maintenance, particularly any damage to the path edges. Your paths may need to be widened if they are meant to be used as commuting or other high-volume bicycle facilities.

Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety by sweeping them for snow and removing ice in a timely manner.

Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety by responding to complaints regarding road surfaces in a timely manner, at least within one month of a complaint. Road surface defects, such as potholes and uneven surfaces, can create unsafe conditions for people who bike even when they may not affect motor vehicles.

Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety by sweeping them regularly. Debris, such as loose gravel and glass, can create unsafe conditions for people who bike, cause damage to bicycle parts, and make people leave bicycle lanes where they are provided.

On-Street Bicycle Facilities

Your community's score in this sub-category was **24%** of the highest community score in this sub-category. This subcategory is worth 28% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Bicycle Boulevards are similar to signed bike routes, but include more pro-active changes to the roadway to make the routes low-speed and optimized for people who bike. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.

Create buffered bike lanes that provide additional protection for bicyclists by clearly demarcating areas to avoid, such as the "door zone," and



providing increased separation on higher speed or higher volume roads. They are an important tool for creating a safe and comfortable bicycle network suitable for people of all ages and abilities.

Build protected bike lanes where possible to provide a safe option for bicyclists on roads with higher speeds, high bicycle traffic volumes, and/or factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover.

Build raised cycle tracks where appropriate to provide a safe option for bicyclists on roads with higher speeds, high bicycle traffic volumes, and/or factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover.

Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety by responding to complaints regarding road surfaces in a timely manner, at least within one month of a complaint. Road surface defects, such as potholes and uneven surfaces, can create unsafe conditions for people who bike even when they may not affect motor vehicles.

Other Bicycle Accommodations

Your community's score in this sub-category was **53%** of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Your responses did not trigger any feedback for this subcategory. Our feedback is based upon your answers in the application. To improve your score for this subcategory please refer to your application and see where you may be able to improve or contact us at bfa@bikeleague.org with any questions.

Bike Sharing

Your community's score in this sub-category was **79%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Your responses did not trigger any feedback for this subcategory. Our feedback is based upon your answers in the application. To improve your score for this subcategory please refer to your application and see where you may be able to improve or contact us at bfa@bikeleague.org with any questions.

Other Bicycle-related Amenities

Your community's score in this sub-category was **26%** of the highest community score in this sub-category. This subcategory is worth 2.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Provide adequate lighting along streets and key shared-use paths to allow for safer bike commuting before dawn and after dusk.

Education

Offering a lot of ways for people to get the skills and confidence to ride is a key part to building great places for bicycling. At the community level this begins with bicycle-safety education being a routine part of public education. Communities should also offer options for adults looking to improve their biking skills with everything from online tips, brown bag lunch presentations and in-depth on-bike training opportunities. The League's Smart Cycling program, with more than 2,000 League Cycling Instructors around the

country, is a great resource in delivering high quality education programs. It is also vital to make motorists and cyclists aware of their rights and responsibilities on the road through public education campaigns that promote the Share the Road message.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Education category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

Youth Bicycle Education

Your community's score in this sub-category was **30%** of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Education category. The recommendation(s) below would help you improve your score.

Work with local bicycle groups, interested parents, and the school district(s) to ensure that bicycle education is available in more public and private elementary schools. The ability to ride a bicycle as a child can have a profound positive impact on the physical activity and mobility of a young adult.

Work with local bicycle groups, interested parents, and the school district(s) to ensure that bicycle education is available in more public and private middle schools. The ability to ride a bicycle as a young adult can have a profound positive impact on the physical activity and mobility of a young adult.

Work with local bicycle groups, interested parents, and the school district(s) to ensure that bicycle education is available in more public and private high schools. The ability to ride a bicycle as a young adult can

have a profound positive impact on the physical activity and mobility of a young adult.

Provide on-bicycle education opportunities in schools. There is no better way to learn to ride than to experience riding a bicycle in a controlled setting with a trained instructor. Providing on-bike instruction to all students ensures that all students are able to learn to ride in the best possible setting regardless of the availability of a bicycle in their household.

Create a basic "learn to ride" class for your community. This type of class provides basic bicycle education, such as how to position yourself on the road, how to signal your intentions, how to cross a street, and how to make turns.

Provide bicycle education opportunities focused on the needs and concerns of parents and families. Parents play a key role in whether and how often children and youth ride. By providing family-oriented classes parents and children can learn safe riding practices and other bicycle-related skills together and become more comfortable riding as a family and individuals.

Adult Bicycle Education

Your community's score in this sub-category was **41%** of the highest community score in this sub-category. This subcategory is worth 30% of the points in the Education category. The recommendation(s) below would help you improve your score.

Provide a welcome packet for new residents that includes information on bicycle routes and bicycle commuting in your community. Studies have shown that people are most open to changes in their commute mode when they start a new job or move residences. New residents should be



made aware of how they can bike in their new community so that they understand their options for recreation and transportation.

Create a Bicycle Ambassador program in your community. These programs a great way to normalize bicycling for transportation and recreation with the goal of getting more people to consider bicycling more often. Bicycle Ambassadors programs should contain at least 2 of the following elements: 1) Ambassadors are trained on safe bicycling practices, 2) Ambassadors are present at community events, 3) Ambassadors can be requested for private events, 4) Ambassadors model good behavior by riding with highly visible signage to identify themselves as ambassadors, and 5) Ambassadors are trained on public engagement to welcome questions from potential bicyclists.

Provide a variety of targeted bicycle events to engage women, people of color, seniors, and other demographic groups that may benefit from non-traditional or group-specific bicycle events. Targeted events may help to encourage groups that have specific concerns about bicycling or which have not previously been engaged in supporting bicycling improvements.

Motorist Education

Your community's score in this sub-category was **48%** of the highest community score in this sub-category. This subcategory is worth 25% of the points in the Education category. The recommendation(s) below would help you improve your score.

Engage taxi drivers, and on-demand ride services, by distributing decals or other materials to remind those drivers of bicycle-vehicle collisions that are associated with taxis, such as dooring collisions with exiting taxi passengers.

Create a community-wide public education program that is aimed at normalizing bicycling, making the public aware about proper behavior around bicyclists, and increasing empathy between bicyclists and drivers.

Bicycle Safety Education Resources

Your community's score in this sub-category was **25%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Education category. The recommendation(s) below would help you improve your score.

Promote bicycle education through short informative pamphlets like the League of American Bicyclists' Smart Cycling Quick Guide which provides an easy to understand, easy to distribute, and cost-effective method of conveying basic safe cycling concepts to the public. It can be co-branded to promote your community or an organization within your community that would like to distribute it.

Encouragement

Communities play a critical role in encouraging people to ride by giving them a variety of opportunities and incentives to get on their bikes. This can be done through the celebration of National Bike Month™ and Bike to Work Day, producing community bike maps, route finding signage, bicycle-themed celebrations and rides and commuter challenges.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Encouragement category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.



Encouragement Policies, Programs and Partnerships

Your community's score in this sub-category was **0%** of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Create a trip reduction ordinance that either requires or provides incentives for congestion mitigation actions by all or some of: developers, large employers, and transportation management associations or districts. Successful ordinances generally ensure

Route-Finding Support

Your community's score in this sub-category was **44%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Design and publish a local bike map focused on safe routes to school, giving priority to low-stress and separated routes that are suitable for children and families. The map should outline the existing on and off-road bicycle network by infrastructure type and could mark the locations of landmarks, public restrooms, water fountains, bike repair stations and bike parking.

Bicycle Culture and Promotion

Your community's score in this sub-category was **25%** of the highest community score in this sub-category. This subcategory is worth 75% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Create an Earn-a-Bike program that teaches essential bicycle repair skills to youth and adults. In an Earn-a-Bike program participants learn about bicycle parts and how to make necessary repairs to their own bicycle. At the conclusion of the program, participants take home their newly refurbished bicycle as well as many lifelong skills.

Create challenges for students biking to school such as intra- or inter-school competitions for the number of trips by students. Challenges could also feature different types of bicycling, such as BMX or mountain biking.

Encourage or support bike valets at public events so that more people can bike to local events. Bike valets provide secure and scalable parking for people arriving by bike, alleviating any worry associated with locking a bike in a public place or finding a place to lock up. Encouraging more people to arrive to major events by biking and walking can improve the traffic associated with major events and reduce the parking problems that events can create.

Engage public figures to show support for bicycling and improvements that make bicycling more safe and comfortable by participating in a bicycle ride. A mayor-led or Council-led ride can highlight recreational opportunities in the community, recent or future projects, or lead up to Bike to Work Day activities. Many Bike to Work Days include elected officials speaking at centrally located plazas where bicyclists are invited to congregate, eat breakfast, and drink coffee.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Help people consider the many ways that bicycling can be a solution for themselves and their community through a public education campaign about the benefits of biking. Bicycling has many benefits and those benefits resonate with different audiences. Target messages to resonate with the problems in your community that can be addressed by biking,



such as public health issues, environmental concerns, traffic congestion, or economic development.

Draw attention to community investments in bicycling by hosting a community celebration or ride for new bicycle projects. This can be useful to build public support for bicycling projects, highlight new traffic patterns, and help educate the public about the use of a new facility.

Offer a Ciclovía, Open Streets, or Sunday Streets type event, where a major road corridor is closed to auto traffic and that space is made available to the community, including people biking and walking. This event can also be a great place to engage people about improvements they would like in their community and barriers to biking more often that they experience.

Promote cycling throughout the year by offering or supporting more family-oriented community rides, and bicycle-themed festivals, parades or shows.

Fund events for people who bike in your community. More than 40% of communities that apply to the Bicycle Friendly Community program indicate that they directly fund bicycle events in their communities. Direct funding can be incredibly important for creating bicycle culture by fostering the creation of new bicycle events. A little direct support can be the seed funding for a strong bicycle culture.

Contribute in-kind funding to bicycle events in your community. The logistical complexities of closing roads and providing police can be strong barriers to bicycle events or other events, such as Open Streets, that alter how our roads are used. In-kind support is extremely helpful to people who want to have bicycle events because it removes that logistical barriers while providing an important service that makes the event safe.

Access to Bicycle Equipment and Repair Services

Your community's score in this sub-category was 5% of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Your community may have areas that a "bike shop deserts." Bike shops are an important part of the "human infrastructure" that makes bicycling an attractive option for people in a community. Within "bike shop deserts" residents may lack access to the services and expertise needed to properly maintain their bicycles. Without these retailers bicyclists need to be entirely self-sufficient for their bicycle maintenance, a requirement that would never be expected of people who use cars or transit. Consider ways to make basic parts and services available throughout your community.

Enforcement

Communities have an essential role in creating safe places to bike by setting clear rules of the road to ensure safety for all road users; ensuring that law enforcement officers are knowledgeable about traffic laws related to bicycling; and setting enforcement policies that prioritize traffic safety. A good relationship between the bicycling community and law enforcement is important and can be accomplished by having a police representative on your Bicycle Advisory Committee, having police officers on bikes, and proactively addressing issues important to the bicycling community, like bike theft.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Enforcement category. Use this information to understand your

community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

Public Outreach

Your community's score in this sub-category was **38%** of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Identify a law enforcement officer who would like to be a representative of the police department to the bicycling community.

Identify a law enforcement officer who would like to be a representative of the police department within your Safe Routes to School program. This may include engaging one or more law enforcement officers in safety presentations and/or on-bicycle education classes in school.

Ensure that police officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners to timely identify sites in need of safety improvements for cyclists.

Increase the use of bikes as a patrol or public safety tool for your community. Bicycles can increase interaction between police officers and the community and allow police and other public safety personnel increased mobility at events or in urban areas.

Bicycle-Related Training for Law Enforcement Personnel

Your community's score in this sub-category was **18%** of the highest community score in this sub-category. This subcategory is worth 10% of the

points in the Enforcement category. The recommendation(s) below would help you improve your score.

Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.

Ensure that police officers receive training on the most common bicycle crash types in general and in your community. Data on bicycle crashes in your community can help police understand the magnitude of dangers to bicyclists in your community and the areas that are most dangerous. This knowledge should help police officers understand how to effectively enforce traffic laws in ways that will make bicycling more safe.

Ensure that police officers receive training on racial profiling awareness in multimodal transportation enforcement. Racial profiling awareness or similar training can be helpful for community-oriented policing and increasing the legitimacy of traffic enforcement.

Bicycle-Related Laws

Your community's score in this sub-category was **70%** of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Repeal your local law that requires bicycle registration or bicycle licensing. In the vast majority of places where mandatory bike registration has been enacted it has had no discernible safety effect and did not generate revenue. However, mandatory bicycle registration laws have been used as a basis for discriminatory pretextual traffic stops. If bicycle theft or bad



bicyclist behavior are issues in your community there are many other ways to address those issues without requiring all bicycles to be registered or licensed.

Reconsider your local law that restricts riding on sidewalks outside of your central business district. Riding on a sidewalk is often a sign that a bicyclist does not feel comfortable riding in the street. This is best addressed through street design and education. Prohibiting bicyclists from riding on sidewalks in all areas of a community can be counter-productive because it discourages new riders and other riders who are not comfortable riding with traffic.

Bicycle-Related Enforcement Practices and Programs

Your community's score in this sub-category was **16%** of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Consider whether a ticket diversion program makes sense for your community. A ticket diversion for bicyclists allows bicyclists who are ticketed to receive safety training in lieu of paying a fine or as a condition of a reduced fine. This allows bicyclists who may not have previously received safety training to learn about proper riding techniques and hopefully correct poor behavior.

Consider whether a ticket diversion program makes sense for your community. Ticket diversion programs for motorists should incorporate training on sharing the road with bicyclists and pedestrians. In some cases, educational programs can supplement other traffic citation punishments; for example, drivers who are convicted of DUI or have a suspended license can be educated on transportation alternatives, such as transit and biking, to facilitate their mobility.

Publish raw data on traffic enforcement citations and make it available to the public on a regular basis. Transparency is important so that the public understands traffic enforcement and it can help ensure that traffic enforcement is seen as legitimate and in service of public safety. Regularly available raw data allows the public, as individuals and through organizations, to understand traffic enforcement and how the community promotes traffic safety through enforcement.

Regularly publish reports on traffic citation data to help the public understand traffic safety priorities and how those priorities are furthered by traffic enforcement. Reports can also highlight any safety issues that a community does not currently have the ability to address through enforcement, due to lacking an appropriate law, or which requires an alternative countermeasure.

Bicycle Safety Policies and Programs

Your community's score in this sub-category was **0%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Adopt a Vision Zero plan to improve road safety for all road users. A Vision Zero plan should articulate a goal year for reaching zero traffic fatalities and the investments that your community will make in order to achieve that goal. To learn more about Vision Zero, visit visionzeronetwork.org.

Crash and Fatality Reporting

Your community's score in this sub-category was **14%** of the highest community score in this sub-category. This subcategory is worth 15% of the

points in the Enforcement category. The recommendation(s) below would help you improve your score.

Our points based upon crashes and fatalities are a function of the annual reported crashes and fatalities and your community's estimated number of bicycle commuters, as estimated in the most recent U.S. Census Bureau American Community Survey 5-year estimate. To gain points in this subcategory you should focus on reducing crashes on an absolute basis or reducing crashes relative to the number of bicyclists in your community. Improving bicycle routes to major community destinations is likely to address both crashes and increase the number of bicyclists, providing two positive changes in this subcategory.

Evaluation & Planning

Metrics are essential. A comprehensive bicycle master plan, in combination with dedicated funding and active citizen/organizational support is the foundation of a great bicycling community— indeed, progress without these elements is difficult. A successful plan focuses on developing a seamless cycling network that emphasizes short trip distances, multi-modal trips and is complemented by encouragement, education and enforcement programs to increase usage. A dedicated Bicycle Program Coordinator and an effective Bicycle Advisory Committee play an important role in helping decision makers create, implement, and prioritize those bicycle programs and policies.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Evaluation & Planning category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

Staffing and Committees

Your community's score in this sub-category was **53%** of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Have your Bicycle Advisory Committee meet monthly to step up your Bicycle Friendly Community efforts.

Planning, Funding, and Implementation

Your community's score in this sub-category was **54%** of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Ensure that there is dedicated funding for the implementation of the bicycle master plan. Ensure to specifically allocate bicycle-related funding to low-income/minority communities.

Ensure that bicycle planning pays special attention to schools so that students and parents have safe routes to schools. Effective bicycle planning can reduce traffic associated with schools, reduce the need for buses, and provide students with physical a

Evaluating Ridership

Your community's score in this sub-category was **0%** of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.



Conduct regular statistically-valid community bicycle surveys to understand the needs of bicyclists in the community and what sort of investments might entice people to bike more often or fix barriers that currently prevent them from biking more.

Conduct a travel diary survey or ensure that community over-sampling occurs in a national or state travel diary survey in order to get a statistically valid understanding of how all residents move around your community. This information is great for monitoring changes in how people move around and community goals related to active transportation.

Ensure that your bicycle counts capture the gender of cyclists. If women ride significantly less than men, this gender gap may be addressed through infrastructure improvements, and targeted education and encouragement efforts.

Adopt a target level of bicycle use to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress. The most common targets are that a certain percentage of the population will bike to work or that there will be a certain increase in the number of people biking to work.

Evaluating the Bicycle Network

Your community's score in this sub-category was **58%** of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Establish a pre/post evaluation process for major bicycle-related road projects that involve types of bicycle infrastructure not previously used in your community and/or region or applications of bicycle infrastructure that are innovative for your community. Pre/post evaluation can help you

communicate about the effects of these projects and leverage the experience gained through a project for future planning and projects.

Conduct a GIS-based bicycle network analysis. Developing a GIS-based bicycle network map will allow you to overlay many different types of GIS-coded data sets in order to understand how your bicycle network interacts with community demographics, zoning, community resources, and other data, such as traffic crashes. This level of detail enables a community to tailor its analysis to community concerns and needs.

For more ideas and best practices please visit the **Bicycle
Friendly Community Resource Page:**
<http://www.bikeleague.org/content/resources>

Feedback from Local Reviewers:

In this round we provided a survey that could be distributed by your community. This survey was entirely voluntary. If you chose to take advantage of it then you will receive additional information about how the public responded to that survey.

For all communities, we distributed surveys to organizations listed in your application and members of the League of American Bicyclists, both individuals and organizations, that our data indicated might be knowledgeable about your community. The information below reflects both the public survey distributed by your community and surveys distributed by the League.

Number of Local Respondents

7 people responded to surveys about your community

Top 3 Changes that local respondents would like to see in Aurora

1. More bike lanes - 42.9%
2. Increase education for drivers - 28.6%
3. More bike paths, Reduce speed through traffic calming and/or road diets - 14.3%

Average Top 3 Changes from all Bicycle Friendly Community applicants (nationwide)

1. More Bike Lanes – 22.2%

2. More Bike Paths – 21.8%
3. Improved Public Decision-making processes for Transportation Improvements – 7.6%

Other Suggested Improvements

- » "More connections to existing trail system"
- » "To provide clear signage for safety purposes and way finding signage to keep the user aware of his location."
- » "The community should be educated about the Alternative modes of Transport and its benefits to the community and environment going forward"

Barriers and Hazards

- » "Right of way at trail crossings"
- » "More safety measures need to be taken into consideration at the mid block crossings on a major roadway"
- » "Major roadway crossing IPP and Farnsworth, Indian Trail, IL 25"

Keep up the good work on...

- » "More on-street paths"
- » "More downtown bike parking"
- » "Education - educating kids and adults with bicycling on the streets"