



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

The League of American Bicyclists has designated Durango as a Bicycle Friendly Community at the silver level. Reviewers were impressed with the potential and commitment to make Durango a great place for bicyclists. This is especially demonstrated in high numbers of documented bicycle usage, encouragement efforts such as the Iron Horse Classic, 700 miles of accessible natural surface trails and single track trails as well as Durango's overall bike culture.

The BFC review team expects great things in the future given the good local support and the coming improvements to the network and programs. Reviewers provided the following suggestions to further promote bicycling:

Engineering

- Fully implement the comprehensive bike plan and continue to close gaps in the cycling network. Also, expand the encouragement, education, and enforcement programs to increase usage. Set an ambitious, attainable target to increase the percentage of trips made by bike in the city.
- Creating a fulltime bicycle and pedestrian coordinator position would greatly increase the amount of work that can get done in the community
- Increase the number of arterial streets that have wide shoulder or bike lanes. Continue to expand the bicycle network and increase network connectivity through the use of bike lanes, shared lane arrows and signed routes. On-street improvements coupled with the expansion of the off-street system will continue to increase use and improve safety. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels. This was noted by all local reviewers as Durango's greatest deficiency.
- Ensure that new and improved facilities to accommodate bicyclists conform to current best practices and guidelines – such as the AASHTO Guide for the Development of Bicycle Facilities and CDOT's own guidelines.
- Adopt a Complete Streets policy. Every street should accommodate bicyclists, pedestrians, motorists and transit users of all abilities and ages.
<http://www.completestreets.org/>
- Provide opportunities for ongoing training on accommodating bicyclists for engineering, planning staff, and law enforcement. Longmont, CO's "Road Scholars" is a good regional example.

- Consider hosting a BikeEd 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. Consider a membership to the Association of Pedestrian and Bicycle Professionals www.apbp.org for city Bicycle and Pedestrian Staff. Training opportunities and the listserv provided by this organization are excellent resources.
- Continue to increase the amount of secure bicycle parking throughout the community – in addition implement a regulation that requires bike parking. See Madison, Wisconsin's Bicycle Parking Ordinance and guidelines for choosing racks at www.cityofmadison.com/trafficEngineering/bicyclingParking.cfm Funding is available -- The Chicago DOT used a federal Congestion Mitigation and Air Quality (CMAQ) grant to provide indoor bike parking in Loop offices and parking garages. For more information on this project see <http://www.chicagoareaplanning.org/cmaq/default.asp>

Education

- Improve the reach of the community's bicycle safety campaigns. Use valuable information from the League's Ride Better Tips in your outreach education and encouragement efforts. See the Ride Better Tips pages at <http://www.bikeleague.org/resources/better/index.php> , PSA's <http://www.bikeleague.org/programs/bikemonth/psas.php> and the downloadable Bicycle Safety Tips for Adults video at <http://www.bikeleague.org/programs/education/shortversion.wmv>
- The community should work to increase bicycling education opportunities for children and adults. Host an LCI seminar to train League Cycling Instructors. Contact the League offices or visit <http://www.bikeleague.org/programs/education/> for information on upcoming seminars. Both adult and child classes can be taught by League Cycling Instructors. Having local instructors will enable the community to expand cycling education, to be cycling ambassadors, to deliver education to motorists, provide cycling education to adults, and have an expert to assist in encouragement programs. http://www.bikeleague.org/cogs/programs/education/seminar_schedule
- Fully implement the Safe Routes to School program that includes bicycling and encourage all schools to get involved. In Arlington, Virginia every school in the County was visited by a team with representatives from Department of Public Works, the Police and Schools to assess conditions for walking and biking to each school. A list of problems and solutions was developed measures were identified to address problems. Short-term projects such as painting crosswalks were done right away while larger construction projects are on-going. Funding is available in the federal transportation bill, SAFETEA-LU, among several other sources at both the federal and state levels. See www.saferoutesinfo.org for more information.

Encouragement

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

Enforcement

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

Evaluation/Planning

- Work to improve data collection methods on bicycle usage and crash statistics and evaluation of this data.
- Evaluate the bicycle usage and crash statistics to produce a specific plan to reduce the number of crashes in the community.
- Work to integrate the development of the cycling network into larger land use planning and development projects and plans.