



Feedback on the **Fort Collins, Colorado** application to be designated a Bicycle Friendly Community – October 2008

Fort Collins has kept up the momentum in creating a truly Bicycle Friendly Community and should be proud of this accomplishment. Reviewers were once again impressed with the ongoing quality of efforts to promote bicycling and enthusiasm through the community to make Fort Collins a great place for cycling. These efforts are paying off as seen in the high level of bicycle commuters in Fort Collins (over 5% of journeys to work by bike), which is over ten times the national average. Highlights of this BFC application included the investment the community continues to make such as those seen in the Recycled Bike Project, the Bike Library, the education programs such as the Safe Routes to School Program, BLT programs, B.I.K.E, and excellent Co-exist Campaign as well as infrastructure upgrades to the on-street and off-street facilities, secure bike parking, and improved network connectivity.

Fort Collins continues to be a leader in encouraging cycling in the community through creative programs including Roll into Spring, Winter Bike to Work Day, the bike library, Bike Month and Bike to Work Day promotions, Tour de Fat, and the Adopt a Bike way campaign. The comprehensiveness of the bicycling culture can be seen through these community events and also through facilities such as the BMX track, mountain bike pump track, mountain bike skills-park, and trials course. Fort Collins is sure to move towards Platinum by implementing the bike plan and continuing its innovative efforts to improve conditions for cycling.

Reviewers provided the following suggestions to further promote bicycling:

- Continue motorist and cyclists education efforts such as the great Co-exist campaign to ensure that all users are aware of rights and responsibilities. Be sure to evaluate these efforts so this can be a model for the country.
- Fully implement the projects within the bike plan and set an ambitious target for bicycle use 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.

- Provide opportunities for ongoing training on accommodating bicyclists for engineering, planning staff, and law enforcement. 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.
- Set up training for city staff and area consultants on bicycle facility design and planning. Consider a membership to the Association of Pedestrian and Bicycle Professionals [www.apbp.org](http://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 number of adult cycling education offerings. One option is to work with local bike shops to host monthly events and training rides. Consider including a new module of the League's BikeEd program into every bike ride.
- Continue to make more bicycle-friendly intersections with cyclist actuated signals.
- Consider passing an ordinance or local code that would require employers to provide bicycle parking, shower facilities, and other encouragement tools. The city could be the model employer for the rest of the community.
- Continue to expand secure bicycle parking throughout the community.