

**TABLE 4.15 Criteria for Bicycle-Friendly Communities**

Primary Criteria
<p>Applicant must meet all of the following:</p> <ol style="list-style-type: none"> <li>1. Governing body establishes a written policy designed to develop and maintain “bicycle-safe” streets and pathways.</li> <li>2. Community budgets and spends \$1.00 per capita per year on bicycle facilities and events.</li> <li>3. Governing body passes an annual proclamation recognizing May as National Bicycle Month and encouraging citizens to observe Bike-to-Work Day.</li> <li>4. Community establishes Bicycle Advisory Committee and designates bicycle issues contact person on government staff.</li> </ol>
Secondary Criteria
<p>Applicant must meet two of the following four:</p> <ol style="list-style-type: none"> <li>1. Community police teach bicycle safety in schools, stressing the wearing of helmets.</li> <li>2. Community sponsors annual cycling event.</li> <li>3. Community publishes bicycling information, identifying suggested routes and stressing safety.</li> <li>4. Community provides public bicycle parking facilities and encourages private bicycle parking facilities.</li> </ol>

SOURCE: From *Bicycle USA Magazine*, November/December 1994.

Unlike automobiles, however, there is little quantitative information or methods for estimating bicycle volume. Recreational cyclists will often drive to the bicycle route many miles from home. Without such supporting data, designers must rely on the experience of others. Fortunately there is a good deal of experience in the design, construction, and maintenance of bicycle routes in the United States.

In general, bicycle trips are one of three possible types: commuter, recreational, or neighborhood. Commuter trips and neighborhood trips are usually made on public streets either sharing the travel lanes with motor vehicles or riding in a designated bike lane. Separate routes are used primarily by recreational cyclists. The design of such routes must allow for horizontal and vertical alignments, the types of surface materials, signage and markings, bicycle and automobile parking, and associated facilities such as resting places and restrooms. The nature of designated bike routes also varies significantly, from the rail-to-trail routes to more strenuous mountain bike routes. The frequency and location of off-trail rest areas must be determined according to the use and rigor of a given trail. As a rule of thumb, on a rail-to-trail bike route where grades do not usually exceed 3 percent, pull-offs and rest facilities should be provided at least every 2 to 3 mi. For trails that are also used by walkers, a rest area should be installed about every mile or so. Rest areas should be set well off the travel lanes of the path and should be provided with benches, as shown in Fig. 4.38.

As shown in Fig. 4.39, bike trails and pathways are commonly designed to serve pedestrians and others using different means of mobility such as roller