

**Bicycle Advisory Committee  
Witherspoon Municipal Building  
400 Witherspoon Street, Princeton**

Agenda for February 23, 2017

Room A @ 7:30 pm

1. Approval of minutes from the January 26, 2017 meeting
2. Update on status of bike plan and bike parking ordinance
3. Overview of concept of Vision Zero (Jerry Foster to present). To discuss: Is this something that would help the municipality promote its Complete Streets agenda?
4. Preliminary discussion of Bicycle-Friendly Community critique and potential priorities
5. Updates/announcements
  - a. Ciclovia
  - b. Outreach to local partners and scheduling
  - c. Other?
6. Comments from the public on items not on the agenda.
7. Adjournment

NB: remaining 2017 meeting dates are:

Feb 23

Mar 23

Apr 27

May 25

Jun 22

Jul 27 (off TBD)

Aug 24 (or off TBD)

Sep 28

Oct 26

Nov 16 in lieu of Thxgvg

Dec 21 in lieu of Dec 28



# PRINCETON, NJ

## TOTAL POPULATION

28572

## TOTAL AREA (sq. miles)

17.9

## POPULATION DENSITY

1593.5

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

|   | Average Silver         | Princeton                 |
|---|------------------------|---------------------------|
| High Speed Roads with Bike Facilities                       | 47%                    | 23%                       |
| Total Bicycle Network Mileage to Total Road Network Mileage | 51%                    | 11%                       |
| Bicycle Education in Schools                                | GOOD                   | AVERAGE                   |
| Share of Transportation Budget Spent on Bicycling           | 14%                    | 1%                        |
| Bike Month and Bike to Work Events                          | VERY GOOD              | GOOD                      |
| Active Bicycle Advocacy Group                               | YES                    | YES                       |
| Active Bicycle Advisory Committee                           | MEETS EVERY TWO MONTHS | MEETS AT LEAST MONTHLY    |
| Bicycle-Friendly Laws & Ordinances                          | AVERAGE                | ACCEPTABLE                |
| Bike Plan is Current and is Being Implemented               | YES                    | PLAN IS UNDER DEVELOPMENT |
| Bike Program Staff to Population                            | 1 PER 89K              | 1 PER 95 K                |

## CATEGORY SCORES

|   |        |
|---|--------|
| <b>ENGINEERING</b><br><i>Bicycle network and connectivity</i>                   | 4 / 10 |
| <b>EDUCATION</b><br><i>Motorist awareness and bicycling skills</i>              | 3 / 10 |
| <b>ENCOURAGEMENT</b><br><i>Mainstreaming bicycling culture</i>                  | 4 / 10 |
| <b>ENFORCEMENT</b><br><i>Promoting safety and protecting bicyclists' rights</i> | 3 / 10 |
| <b>EVALUATION &amp; PLANNING</b><br><i>Setting targets and having a plan</i>    | 3 / 10 |

## KEY OUTCOMES

|  | Average Silver | Princeton |
|--|----------------|-----------|
| <b>RIDERSHIP</b><br><i>Percentage of Commuters who bike</i>                      | 2.8%           | 5.1%      |
| <b>SAFETY MEASURES CRASHES</b><br><i>Crashes per 10k bicycle commuters</i>       | 498            | 175       |
| <b>SAFETY MEASURES FATALITIES</b><br><i>Fatalities per 10k bicycle commuters</i> | 8              | 0         |



## KEY STEPS TO SILVER

- » Your application indicated that your community is currently creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Institutionalization can include design processes, data collection, and broader land use or other changes that will be supportive of non-motorized transportation and recreation. Your Bicycle Master Plan should take advantage of best practices that are applicable to a community of your size.
- » Work with the Princeton University to understand where the University and community can work together to create conditions that support bicycling. Collaborations between universities and communities often include bike share, student projects based on bicycle-related data, bicycle parking, and the development of safe



routes from community centers to the university.

- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Install a bicycle wayfinding system with distance and destination information at strategic locations around the community.
- » Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs could be a valuable part of your Bicycle Master Plan.



# BICYCLE FRIENDLY COMMUNITY FEEDBACK REPORT 2016



Princeton, NJ



### About the Bicycle Friendly Community<sup>SM</sup> Program

The Bicycle Friendly Community (BFC<sup>SM</sup>) 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 America<sup>SM</sup> Program

The Bicycle Friendly Community<sup>SM</sup>, Bicycle Friendly State<sup>SM</sup>, Bicycle Friendly Business and Bicycle Friendly University<sup>SM</sup> programs are generously supported by program partner Planet Bike 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 **Princeton, NJ** 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 Princeton 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 Princeton, NJ 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.

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## 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 **40%** 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 bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume.

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 **16%** 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. 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 **71%** 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 **34%** 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.

Your community reported fewer paved off-street bicycle facilities per square mile than the average of other applicants, which was .84 miles of paved off-street path per square mile. Bicycle networks work best when they are easily accessible and provide safe connections to important areas of a community. This data may indicate that some people in your community may find it hard to access your off-street paths or that your off-street paths are not prevalent throughout your community. Continue efforts to build a system of on- and off-street bicycle facilities that meet the needs of your community.

Create trail crossings that include grade separation to provide the most safety and comfort possible for bicyclists and pedestrians that would otherwise have to negotiate complicated, high-speed, or dangerous intersections. Although relatively costly, grade separation can provide dramatic benefits to a trail.

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

Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety by managing the vegetation along those routes. Fallen leaves and tree limbs, low hanging tree limbs, and other vegetation issues can create unsafe conditions for people who bike and cause damage to bicycle parts.

## On-Street Bicycle Facilities

Your community's score in this sub-category was **23%** 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.

## Other Bicycle Accommodations

Your community's score in this sub-category was **35%** 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.

Implement road diets in appropriate locations to make streets more efficient and safer for all road users. Use the newly created space for bicycle and pedestrian facilities.

Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on-street routes and off-street facilities.

## Bike Sharing

Your community's score in this sub-category was **46%** 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](mailto:bfa@bikeleague.org) with any questions.

## Other Bicycle-related Amenities

Your community's score in this sub-category was **5%** 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 **32%** 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 child. Learning this skill at an early age also provides a basis for a life that integrates physical activity and helps prevent obesity-related health problems.

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.

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.

Work with local bicycle groups and interested parents to develop and implement a Safe Routes to School program for all schools, which includes in-school education and routes to school. Bicycle-safety education should be a routine part of education, for students of all ages, schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Bicycle education in high schools can help ensure that young drivers remain aware of bicyclists and conflicts that may arise between bicyclists and drivers.

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 **66%** 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.

Ensure that there are classes for adults that include on-bicycle instruction. Classroom-based classes can be effective for teaching some skills, such as bicycle maintenance, but should be complemented by on-bicycle instruction.

Ensure that there are classes for adults that include on-bicycle instruction. Information sessions and workshops can be appropriate for teaching many skills, such as commute/trip planning and answering common questions about perceived barriers to riding, but should be complemented by on-bicycle instruction.

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 **35%** 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.

Offer regular bicycle skills courses for your transportation engineers and planners, or other city staff and elected officials, which include on-bike instruction and in-traffic cycling. This type of course can increase familiarity with safe designs and areas for improvement in the community.

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 **75%** 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<sup>SM</sup> 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 **28%** 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.

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](mailto:bfa@bikeleague.org) with any questions.

### Route-Finding Support

Your community's score in this sub-category was **56%** 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.

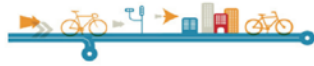
### Bicycle Culture and Promotion

Your community's score in this sub-category was **39%** 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 scaleable 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.

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.

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.

## Access to Bicycle Equipment and Repair Services

Your community's score in this sub-category was **70%** 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 are "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 **46%** 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, including engaging with city staff and bicycle advisory committee members on bicycling-related issues.

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.

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 **47%** 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 **75%** 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.

More than 40 states have passed laws that prohibit opening a car door into the path of a bicyclist. If your state has not passed such a law, see if you can pass a local ordinance that provides this protection to bicyclists and promote your local law so that people look before opening their doors. It is unfortunately fairly common for bicyclists to be injured by opening car doors. People who choose to ride far to the right or in bicycle lanes adjacent to park cars need to be aware of this danger, but it should



ultimately be the responsibility of people in cars to look before opening their doors.

There are 9 states that have passed laws that define a group of "vulnerable road users" and create penalties for seriously injuring or killing people within that group. These laws work on the idea of general deterrence - that if people know that they might suffer a harsh penalty for an action they will be more likely to avoid doing that action. If your state has not passed this type of law consider what actions affect the safety of bicyclists in your town and how you can create a local ordinance that deters people from taking those actions.

There are more than 30 states that have passed laws specifying that bicyclists must be passed at a safe distance. In 29 states those laws specify a safe distance in a number of feet, typically 3 feet. A defined distance provides an easily understood public message and provides a tool for law enforcement. If your state has not passed a safe passing law then please refer to our model law to learn more about how to create an effective safe passing law.

Create or pilot a photo enforcement effort to promote safe driving behaviors. It is important that photo enforcement is deployed in a transparent and legitimate manner so that the public understands that it is used for safety, not revenue creation. School zones can be a good place to pilot photo enforcement. According to the Insurance Institute for Highway Safety, there were 430 communities with red light camera programs and 141 communities with speed camera programs as of June 2016.

Amend your local law that requires bicyclists to ride as far to the right as practicable to reflect best practices for bicyclist safety or repeal that law if your state law reflects best practices. Local laws that require bicyclists to ride as far to the right of the road as practicable, without any exceptions, unnecessarily restrict the mobility of bicyclists and undermines the ability

of bicyclists to make choices about their safety. Most states provide exceptions to the requirement for bicyclists to ride to the right and many exceptions are necessary for bicyclists to effectively move around a community, such as the ability to enter a left lane to turn left. Many other exceptions are essential to safe bicycle operation, such as the ability to avoid road debris, potholes, and other dangerous conditions. The requirement to ride as far to the right of the road as practicable can shape perceptions of what it means to "share the road," often leading to the impression that bicyclists should get out of the road as much as possible in all circumstances.

## Bicycle-Related Enforcement Practices and Programs

Your community's score in this sub-category was **60%** 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.

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 **25%** 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](http://visionzeronetwork.org).

## Crash and Fatality Reporting

Your community's score in this sub-category was **82%** 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 **49%** 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.

Your application indicated that your local government does not have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position. The League of American Bicyclists' mission is to create a Bicycle

Friendly America for everyone. EDI is an important part of ensuring that community investments and practices related to bicycling work for everyone and are not distributed disproportionately to a particular demographic of your community. Everyone deserves safer streets, better mobility, and improved access to community resources and opportunities.

## Planning, Funding, and Implementation

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 Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Adopt and implement the bicycle plan that is currently being prepared.

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 there is a feedback mechanism to help the community meet goals for the implementation of your bicycle plan.

Work with your local transit agency, or agencies, to coordinate bicycling improvements around fixed route transit stops. It is very important that bicycling plans and transit plans are coordinated so that people can use bicycles to access transit and bicycle-transit conflicts can be minimized. Transit is often a great complement to bicycling by providing a backup transportation option and by extending the range of a person bicycling.

## Evaluating Ridership

Your community's score in this sub-category was **45%** 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.

Purchase and place automated/electronic bicycle counters to provide long-term data on bicycle use at fixed points in a community or mobile counters can provide periodic or before/after data related to a change in your communities road or bicycle network. This data provides a great understanding of the prevalence of bicyclists in your community and what affects their use.

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.

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## Evaluating the Bicycle Network

Your community's score in this sub-category was **48%** 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.

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

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## 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

71 people responded to surveys about your community

### Top 3 Changes that local respondents would like to see in Princeton

1. More bike lanes - 23.9%
2. More bike paths - 22.5%
3. Increase police enforcement of traffic laws for drivers - 8.5%

### 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%