

PlacesForBikes City Ratings Methodology

Overall City Rating

The PlacesForBikes City Rating Score is based on five factors: Ridership, Safety, Network, Acceleration, and Reach. Each factor is scored on a one to five star scale, based on information from six data sources:

- U.S. Census American Community Survey (ACS)
- Fatality Analysis Reporting System (FARS)
- PlacesForBikes Bike Network Analysis (BNA)
- PlacesForBikes City Snapshot
- PlacesForBikes Community Survey
- Sports Marketing Surveys Bicycle Participation

Each factor (except Reach) has component that reflects the current state of bicycling and perceptions of bicycling. The two components are combined with 80% of the weight on the current state of bicycling and 20% of the weight on perceptions of bicycling.

Cities missing some of these data sources may be scored lower or may be not be scored at all on a factor. While on-the-ground improvements are the long term strategy for better scores, cities can improve their ratings quickly by providing more and better data in three key areas:

- Complete and promote the PlacesForBikes Community survey in your city
- Encourage city staff to complete the PlacesForBikes City Snapshot
- Update the data for your city in OpenStreetMap

Ridership, Safety, Network, Acceleration, and Reach

The five major factors (Ridership, Safety, Network, Acceleration and Reach) are each scored on a five star scale, and weighted equally (20% each) to provide the final score.

The **Ridership** score reflects how many people in the community ride bikes. It is based on ACS bike-to-work mode share, Sports Marketing Surveys recreational bicycle participation, and the PlacesForBikes Community Survey self-reported ridership. Points are assigned based on a weighted average of the scores from each data source as follows:

- ACS bike-to-work mode share: 40%
- Sports Marketing Surveys recreational bike riding: 40%
- Self-reported ridership from the PlacesForBikes Community Survey: 20%

The **Safety** score reflects how safe it is to ride bikes in the community. It is based on FARS fatality rates for all modes and bicycling, injury rates for all modes and bicycling from the PlacesForBikes City Snapshot, and perceptions of safety from the PlacesForBikes Community Survey. First, the all mode and

bicyclist injury/fatality points are calculated separately by taking an average of the fatality points based on the FARS and the injury points based on the PlacesForBikes City Snapshot. Points are assigned based on a weighted average of the scores from each data source as follows:

- All mode injury/fatality rate: 40%
- Bicyclist injury/fatality rate: 40%
- Perceptions of safety from the PlacesForBikes Community Survey: 20%

The **Network** score reflects the quality of the bike network. It is based on the PeopleForBikes Bike Network Analysis and perceptions of the network from the PlacesForBikes Community Survey. Points are assigned based on a weighted average of the scores from each data source as follows:

- Bicycle Network Analysis: 80%
- Perceptions of the network from the PlacesForBikes Community Survey: 20%

The **Acceleration** score reflects the degree to which communities are doing all the right things to accelerate the growth of bike riding in the next three years. This score is based on data from the PlacesForBikes City Snapshot and the PlacesForBikes Community Survey. Points are assigned based on a weighted average of the scores from each data source as follows:

- PlacesForBikes City Snapshot: 80%
- PlacesForBike Community Survey: 20%

The **Reach** score reflects how consistently the bike network serves all members of the community. It is based on the BNA as well as ACS demographic and mode share data.

Using demographic data from the ACS at the census block group level, we identified communities demonstrating common indicators of inequality and disinvestment. To qualify, a census block group had to meet at least two of the following three criteria:

- The percentage of the population under 18 or over 75 years old is 10%+ higher than the city average
- The percentage of the non-White population is 10%+ higher than the city average
- The census block group qualified as economically disadvantaged if it met at least two of the following criteria:
 - The percentage of the labor force that is unemployed is 10%+ higher than the city average
 - The percentage of the population receiving social security is 10%+ higher than the city average
 - The percentage of the population receiving public assistance is 3%+ higher than the city average
 - The gap between the city average median income and the median income of the census block group is 15% or greater

Points are assigned based on the gap between the average BNA scores for these communities and the city BNA average. Five points are assigned if there is no difference. Zero to four points are assigned by breaking the remaining gap values into quintiles (for example, four points are assigned if the gap is in the bottom 20% of gaps and zero points are assigned if the gap exceeds the top 80%). To create the quintile criteria, cities are broken into categories based on their BNA scores (22 or lower, 23 to 31, and 31 or higher) and assigned points within those categories so that cities with larger BNA scores (and a potential for larger gaps) aren't penalized relative to cities with smaller BNA scores.

We computed a gender gap score based on the difference between ACS bike-to-work mode share for men minus women. Points are assigned based on the magnitude of the gender gap with five points assigned if there is no difference. Zero to four points are assigned by breaking the remaining gender gap values into quintiles (for example, four points are assigned if the gender gap is in the bottom 20% of gaps and zero points are assigned if the gender gap exceeds the top 80%). To create the quintile criteria, cities are broken into categories based on population size (200,000+, 100,000 to less than 200,000, and less than 100,000) and assigned points within those categories so that small cities aren't compared to large cities.

To create the final reach scores we averaged the BNA gap points and the ACS gender gap points.

Individual Data Sources

American Community Survey (ACS): Bike-to-Work Mode Share

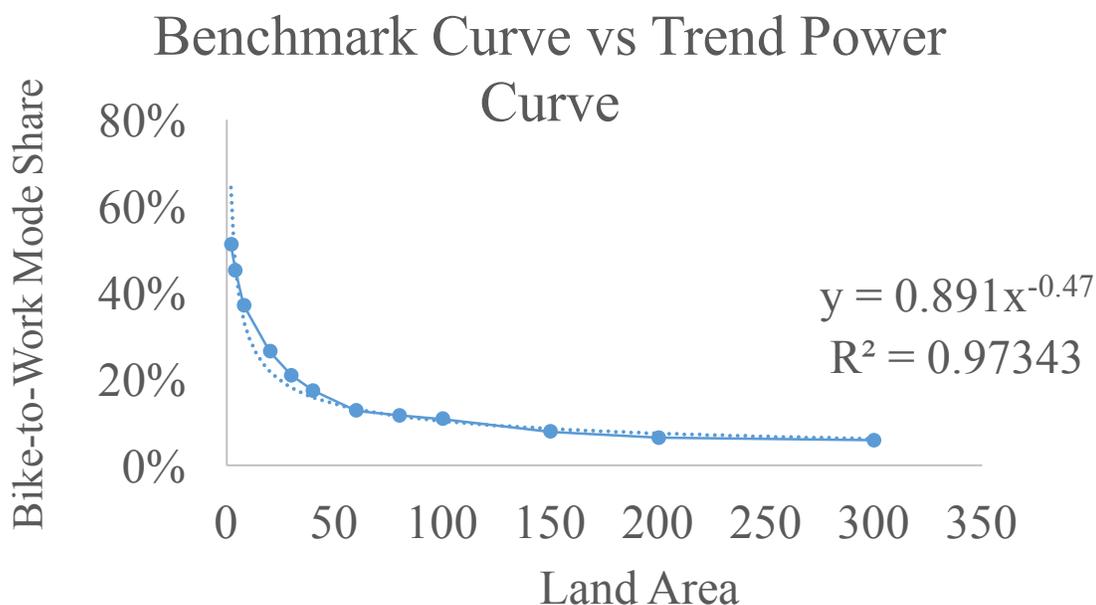
The U.S. Census Bureau's American Community Survey (ACS) includes data for a wide variety of demographic factors. This rating system uses a number of these factors in its various analyses including, but not limited to, total population, age, ethnicity and race, economic status, and journey-to-work mode share. For purposes of data analysis, this rating system uses 5-year averages. Use of these data sources for simple comparative analysis is described above, but some factors, like Bike-to-Work Mode Share require a more in depth description.

The U.S. Census Bureau's American Community Survey (ACS) includes data on the primary mode of transportation to and from work among workers ages 16 and over. On an annual basis, they release estimates of the number of workers that travel to and from work by car/truck/van, public transportation, motorcycle, bicycle, walking, or other means. They also estimate the number of workers that work from home.

Traditional analyses penalize cities that have high rates of public transit, walking, and working from home because when those factors are high, bike-to-work mode *share* is, by definition, lower. At the city level, the additional challenge is that it is difficult for cities with large land areas to achieve the bike-to-work mode share that is possible for cities with small land areas because jurisdiction boundaries often arbitrarily include or cut-off low bicycle mode share outlying areas. Additionally, some jurisdiction boundaries have been geographically fixed for decades while other communities are actively annexing these low mode share areas. To address these challenges, we adopted a novel approach to estimating bicycle use based on a method designed by Nathan Wilkes at the City of Austin.

First, when computing bike-to-work mode share, we calculate the percentage of workers within a city that bike to work excluding those that use public transit, walk, or work from home. To maximize accuracy, we use five-year estimates. For the ridership score we use city level bike-to-work mode share in the process outlined below. We also calculate mode share for men and women separately for use in the Reach score as described above.

The second step is to estimate a curve that models the decrement in the highest performing bike-to-work mode share (excluding public transit, walk, or work from home) at specific slices of land area across cities (in square miles, 2, 4, 8, 20, 30, 40, 60, 80, 100, 150, 200, 300). From this curve, we estimate a benchmark mode share at each slice of land area. Below is the resulting benchmark curve.



For each city, we calculate the normalized bike-to-work score based the benchmark bike-to-work mode share for the land area of each city. Points are assigned to the normalized bike-to-work mode share estimates as follows:

- Lower than 20 = 1 point
- 20 to less than 40 = 2 points
- 40 to less than 60 = 3 points
- 60 to less than 80 = 4 points
- 80 or higher = 5 points

Fatality Analysis Reporting System (FARS)

Each year the National Highway Traffic Safety Administration releases the number of fatalities in motor vehicles traffic crashes across the United States. We calculate the average number of annual fatalities across the most recent five-year period for all modes and for bicyclists separately. Using the average number of annual fatalities across all modes, we calculate a fatality rate per 10,000 people in the city and assign points as follows:

- Fatality rate = 0, five points
- Fatality rate > 0 and <= .6, four points
- Fatality rate > .6 and <= 1.16, three points
- Fatality rate > 1.16 and <= 2.53, two points
- Fatality rate > 2.53 and <=8.63, one point
- Fatality rate > 8.63, zero points

Similarly, using the average number of annual bike fatalities, we calculate the bike fatality rate per 10,000 bike commuters (based on bike-to-work estimates from the American Community Survey¹). We assign points as follows:

- Bike fatality rate = 0, five points
- Bike fatality rate > 0 and <= 8.52, four points
- Bike fatality rate > 8.52 and <= 16.6, three points
- Bike fatality rate > 16.6 and <= 32.5, two points
- Bike fatality rate > 32.5 and <= 114.95, one point
- Bike fatality rate > 114.95, zero points

Bike fatality points are only assigned for cities that have bike-to-work estimates greater than zero.

PlacesForBikes City Snapshot

In the spring of 2017, PeopleForBikes fielded the first City Snapshot Survey. The City Snapshot was distributed to city staff in positions to answer about the bike projects built, in progress, and planned in the future (see Appendix B).

Q1 (centerline miles)

In Q1, city staff reported the number of centerline miles of the following that were complete in 2015, complete in 2016, and being built by the end of 2017: protected bike lanes, buffered bike lanes, marked bike boulevards, streets with traffic calming features, off-street paved trails or paths, and off-street natural surface trails or paths (note conventional bike lanes and shared lane marking were not included in these calculations). Within each time period, a weighted sum is calculated:

¹ Bike-to-work mode share was calculated based on the number of workers that bike divided by the number of workers excluding those who walk, take public transit, or work from home.

- 18%: Protected bike lanes
- 10%: Buffered bike lanes
- 18%: Marked bike boulevards
- 18%: Streets with traffic calming features and speed limits of 20 MPH or less
- 18%: Off-street paved trails or paths within city/town limits
- 18%: Off-street natural surface trails or paths within city/town limits

The average percent change from 2015 to 2016 and from 2016 to 2017 is calculated and points are assigned as follows:

- 0 increase or decrease = 0 points
- 1-9% increase = 1 point
- 10-14% increase = 2 points
- 15-19% increase = 3 points
- 20%-24% increase = 4 points
- 25%+ increase = 5 points

Q3 measured the number of bikes in the bike share fleet at the end of 2015, at the end of 2016, planned by the end of 2017, and planned by the end of 2019. The average percent change from 2015 to 2016, from 2016 to 2017, and from 2017 to 2019 is calculated. Points are assigned as follows:

- 0 increase or decrease = 0 points
- 1-9% increase = 1 point
- 10-25% increase = 2 points
- 25-50% increase = 3 points
- 50-75% increase = 4 points
- 75%+ increase = 5 points

Q3 measured the number of bike parking spaces at the end of 2015, at the end of 2016, planned by the end of 2017, and planned by the end of 2019. The average percent change from 2015 to 2016, from 2016 to 2017, and from 2017 to 2019 is calculated. Points are assigned as follows:

- 0 increase or decrease = 0 points
- 1-9% increase = 1 point
- 10-25% increase = 2 points
- 25-50% increase = 3 points
- 50-75% increase = 4 points
- 75%+ increase = 5 points

Q4 measured the number of bike share rides in 2015 and 2016. The percentage growth is calculated and points are assigned as follows:

- 0 increase = 0 points
- 1-10% increase = 1 point

- 10-25% increase = 2 points
- 25-50% increase = 3 points
- 50-100% increase = 4 points
- 100%+ increase = 5 points

Q6 measured the number of people who participated in the following events in 2015 and 2016: Bike-to-work day (or similar program), open streets events, kid's education programs in schools, kids biking clubs or organizations (outside school). Q7 measured the number of people who participated in the three largest bike events in 2015 and 2016. The number of participants in all of these bike events is summed for 2015 and 2016. The percent growth from 2015 to 2016 is calculated and points are assigned as follows:

- 0 increase = 0 points
- 1-25% increase = 1 point
- 25-49% increase = 2 points
- 50-74% increase = 3 points
- 75-99% increase = 4 points
- 100%+ increase = 5 points

The points assigned to Q1, Q3, Q4, Q6, and Q7 are summed to calculate an overall score using the following weights:

- 60%: Q1
- 10%: Q3 Bike share bikes
- 5%: Q3 parking
- 10%: Q4 bike share rides
- 15%: Q6Q7 # people

Half a bonus point is added for cities that have bike parks/pump tracks planned in 2017, 2018, or 2019 and a half a bonus point is added for cities that have grade separated crossings planned in 2017, 2018, or 2019.

The City Snapshot Survey also collected data on the number of Type A (incapacitating) injuries across modes and for bikes specifically in 2014 and 2015. We compute the average number of injuries across the two time periods for all modes and bike riders. Using the average number of annual injuries across all modes, we calculate the injury rate per 10,000 people in the city and assign points as follows:

- Injury rate = 0, five points
- Injury rate > 0 and <= .6, four points
- Injury rate > .6 and <= 1.75, three points
- Injury rate > 1.75 and <= 3.88, two points
- Injury rate > 3.88 and <=7.00, one point
- Injury rate > 7.00, zero points

Using the average number of annual injuries for bike riders, we calculate the injury rate per 10,000 commuters (based on bike-to-work estimates from the American Community Survey) in the city and assign points as follows:

- Bike injury rate = 0, five points
- Bike injury rate > 0 and <= 22.75, four points
- Bike injury rate > 22.75 and <= 45.5, three points
- Bike injury rate > 45.5 and <= 80.00, two points
- Bike injury rate > 80.00 and <=110.00, one point
- Bike injury rate > 110.00, zero points

PlacesForBikes Community Survey

In the spring of 2017, PeopleForBikes fielded the first PlacesForBikes Community Survey designed to measure perceptions of bike riding in cities among bike enthusiasts (see Appendix A). We used a snowball sampling approach and netted a total sample size of 28,843. The 59 cities that met the following sample size criteria received scores based on the PlacesForBikes Community Survey:

- Population size 200K or more: a minimum of 100 completed surveys
- Population size of 100K to less than 200K: a minimum of 75 completed surveys
- Population size of less than 100K: a minimum of 50 completed surveys

Among cities with a sufficient sample, we calculate a score for safety, network, acceleration, and ridership as follows.

Safety Score (range zero to five)

The safety score is based on ratings from Q6a of the Community Survey in which respondents indicated their agreement with a series of safety-related attitudinal items on 5-point scales anchored by 1 (strongly disagree) and 5 (strongly agree). Points are assigned such that if all items are rated a one, zero points are assigned. If all items are rated a five, five points are assigned. Otherwise, the number of points reflects an average of ratings across the items with a maximum of four points.

Network Score (range zero to five)

The network score is based on ratings from Q6b and Q8 of the Community Survey. For Q6b, respondents indicated their agreement with a series of network-related attitudinal items on 5-point scales anchored by 1 (strongly disagree) and 5 (strongly agree). Points are assigned such that if all items are rated a one, zero points are assigned. If all items are rated a five, five points are assigned. Otherwise, the number of points reflects an average of ratings across the items with a maximum of four points.

For Q8, respondents indicated (using a multi-select format) whether their city/town has access to bike parks/pump tracks, rail-trails, or off-street trails/paths that don't allow motor vehicles. The number of types of facilities is calculated so the number of points ranges from zero to four.

The points from Q6b are summed with the points from Q8. Final scores are computed as follows:

- Sum = 0, 0 points
- Sum = 1,2, 1 point
- Sum = 3,4, 2 points
- Sum = 5,6, 3 points
- Sum = 7,8, 4 points
- Sum = 9, 5 points

Acceleration Score (range zero to five)

The acceleration score is based on ratings from Q6c, Q9, and Q7 of the Community Survey. For Q6c and Q9, respondents indicated their agreement with a series of acceleration-related attitudinal items on 5-point scales anchored by 1 (strongly disagree) and 5 (strongly agree). Points are assigned such that if all items are rated a one, zero points are assigned. If all items are rated a five, five points are assigned. Otherwise, the number of points reflects an average of ratings across the items with a maximum of four points. Scores for Q6c and Q9 are calculated separately.

For Q7, respondents indicated (using a multi-select format) which events take place in their city/town including bike-to-work days, open street events, kid's education in public schools, and kid's bike clubs or organizations. The number events is calculated so the number of points ranges from zero to four.

The points from Q6c, Q9, and Q7 are summed. Final scores are computed as follows:

- Sum = 0, 0 points
- Sum = 1,2, 1 point
- Sum = 3,4, 2 points
- Sum = 5,6, 3 points
- Sum = 7,8, 4 points
- Sum = 9, 5 points

Ridership Score (range zero to five)

The ridership score is based on Q11a, Q11b, and Q10 of the Community Survey. In Q10, respondents indicate how frequently they ride bikes outside from 1 (never) to 5 (daily).

In Q11a, respondents who indicate (in a multi-select format) that they ride for transportation indicate the types of transportation they engage in including to and from work/school, to and from public transportation, escorting children to and from school, running errands or shopping, traveling to and from social, recreational, or leisure activities, and other types of transportation riding. The number of types of transportation riding are summed and scores range from zero to 5 with five points assigned if the number of types of transportation trips is five or higher.

In Q11b, respondents who indicated that they ride for reasons other than transportation indicated how frequently they rode bikes on the following: Paved road where motor vehicles are allowed, unpaved

road where motor vehicles are allowed, paved paths where motor vehicles are not allowed, unpaved paths where motor vehicles are not allowed, singletrack mountain bike trails, bike parks and/or pump tracks. Ratings were made on five-point scales anchored by 1 (never) and 5 (daily).

To ensure that road riding, mountain bike riding and casual riding are equally valued, three scores are created based on Q11b. For the road score, zero points are assigned if the respondent doesn't participate in recreational riding. Otherwise, the number of points is set to the scale selection for the item "on paved roads where motor vehicles are allowed". For the casual bike score, zero is assigned if the respondent doesn't participate in recreational riding. Otherwise the number of points is set to the rounded average of the scale selections across the following items: "unpaved where motor are allowed," "paved where motor vehicles are not allowed," "unpaved where motor vehicles are not allowed." For the mountain bike score, zero points are assigned if the respondent doesn't participate in recreational riding. Otherwise, the number of points is set to the rounded average of the scale selections for the following items "singletrack mountain bike trails" and "bike parks/pump tracks." Finally, a riding score is calculated that sums transportation points, recreation points, and Q10. The final riding score is assigned as follows:

- Sum is 1,2 = 0 points
- Sum is 3,4,5 = 1 point
- Sum is 6,7,8 = 2 points
- Sum is 9,10,11 = 3 points
- Sum is 12,13,14 = 4 points
- Sum is 15 = 5 points

PlacesForBikes Bike Network Analysis (BNA)

The Bike Network Analysis was developed in partnership with Toole Design Group to measure how well people can get to the places they want to go on a comfortable, connected bike network. The goal is to lower the barrier to basic network analysis and encourage cities of all sizes to build connected, comfortable bike networks.

The BNA uses a modified Level of Traffic Stress approach, intended to correspond with the comfort level of a typical adult with an interest in riding a bike but who is concerned about interactions with vehicular traffic. It evaluates road segments and intersections for stress level and calculates how well people can reach key destinations on an entirely low-stress bike route. Key destinations include transit, retail, recreation (e.g., parks, bike trails), opportunity (e.g., jobs, schools), and core services (e.g., health care, grocery stores). It relies on data from two sources: The U.S. Census and OpenStreetMap. For more information about the Bike Network Analysis, click [here](#).

Scores for the BNA range from zero to 100 where 100 represents perfect connectivity (like the road network). Points are assigned as follows:

- Lower than 20 = 1 point
- 20 to less than 40 = 2 points

- 40 to less than 60 = 3 points
- 60 to less than 80 = 4 points
- 80 or higher = 5 points

Sports Marketing Surveys Bicycle Participation

Sports Marketing Surveys conducts a survey of sports participation for the Physical Activity Council. They track participation in 119 sports, fitness, and leisure activities including bicycling on a paved road, mountain biking, and BMX. Data are collected from approximately 40,000 individuals and households annually through an online survey of a representative sample of Americans ages six and older. Respondents report the number of days they participate in each activity to produce estimates of the percentage of Americans ages six and older that ride bikes. Sports Marketing Surveys uses a proprietary modelling technique to leverage regional profiles to project ridership at the city level.

To compute ridership points, participation rates are normalized against a target goal of 45% ridership. Points are assigned as follows:

- Lower than 20 = 1 point
- 20 to less than 40 = 2 points
- 40 to less than 60 = 3 points
- 60 to less than 80 = 4 points
- 80 or higher = 5 points

Click [here](#) for more information about the Sports Marketing Surveys participation study.

Appendix A: Community Survey Document

Q1. Would you like to provide your thoughts about bicycling in your city/town as a...
Select one.

[Randomize rows except none of the above]

<input type="radio"/>	Resident
<input type="radio"/>	Bike business (owner or employee)
<input type="radio"/>	Bike retailer (owner or employee)
<input type="radio"/>	City/town employee
<input type="radio"/>	Elected official or city leader
<input type="radio"/>	Community leader
<input type="radio"/>	Advocate involved in bicycling
<input type="radio"/>	Other (please specify)

[If bike business, bike retailer, city/town employee, elected official]

For the remaining questions please answer about the city/town where you work.

Note that you can complete this survey again as a city/town resident.

[If resident or other is selected] For the remaining questions please answer about the city/town where you live.

[If community leader advocate]

For the remaining questions please answer about the city/town where you are most involved as a community leader or advocate.

Note that you can complete this survey again as a city/town resident.

Q2. What is the name of your city/town?

Q3. In which state is your city/town located?

Q4. What is the 5-digit zip code of your city/town?

Shop. What is the name of your company or shop?

[Show if bike business or retailer]

Organization. What is the name of your organization?

[Show if advocate or community leader]

Position. What is your position?

[Show if advocate, community leader, bike business, retailer, city/town employee, elected official]

Age. Please list your age.

Enter a number between 1 and 100.

[Range: 1-100; terminate if 17 or younger]

Q5. Overall, how is bicycling in your city/town?

Select one.

<input type="radio"/>	1 – Extremely poor
<input type="radio"/>	2 – Somewhat poor
<input type="radio"/>	3 - Average
<input type="radio"/>	4 – Somewhat good
<input type="radio"/>	5 – Extremely good
<input type="radio"/>	I don't know

Q6a.

Select one in each row.

[Randomize rows]

	1 Strongly disagree	2 Disagree	3 Neither agree nor disagree	4 Agree	5 Strongly agree
I worry about being hit by a motor vehicle when bicycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I worry about my personal safety when bicycling (e.g., harassment, assault, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycling is safe for all people in this city/town (including kids, seniors, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are rarely conflicts between bicyclists and motorists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

There are rarely conflicts between bicyclists and pedestrians	<input type="radio"/>				
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Q6b. Please indicate how much you agree with the following statements about your city/town.
Select one in each row.

[Randomize rows]

	1 Strongly disagree	2 Disagree	3 Neither agree nor disagree	4 Agree	5 Strongly agree
It is possible to get to places quickly and conveniently by bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is easy to combine bicycling and public transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am familiar with the bike lanes, paths, and trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are convenient and secure places to park bikes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q6c. Please indicate how much you agree with the following statements about your city/town.
Select one in each row.

[Randomize rows]

	1 Strongly disagree	2 Disagree	3 Neither agree nor disagree	4 Agree	5 Strongly agree
The media in the city/town is positive about bicycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The city/town leadership supports bicycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Within the last 12 months, it feels like the city has built more bike lanes, paths, and/or trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have heard that the city/town has plans to build more bike lanes, paths, and/or trails in the future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q7. Which of the following bike events take place in your city/town?

Select all that apply.

[Randomize rows except none of the above]

<input type="checkbox"/>	Bike-to-work days
<input type="checkbox"/>	Open streets events
<input type="checkbox"/>	Kids' education in public schools
<input type="checkbox"/>	Kids' bike clubs or organizations
<input type="radio"/>	None of the above
<input type="radio"/>	I don't know

Q8. Which of the following are accessible in or near your city/town?

Select all that apply.

[Randomize rows except none of the above]

<input type="checkbox"/>	Bike park/pump track
<input type="checkbox"/>	Mountain bike trails
<input type="checkbox"/>	Rail-trails
<input type="checkbox"/>	Off-street trails/paths that don't allow motor vehicles
<input type="radio"/>	None of the above

Q9. Compared to three years ago, how much do you agree with the following statements about your city/town?

Select one in each row.

[Randomize rows]

	1 Strongly disagree	2 Disagree	3 Neither agree nor disagree	4 Agree	5 Strongly agree
It is safer to bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are more lanes, paths, and trails for bicycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
City/town leadership is more supportive of bicycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike riding is getting better	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q10. How often do you ride a bike outside?

Select one.

<input type="radio"/>	(almost) never
<input type="radio"/>	rarely
<input type="radio"/>	monthly
<input type="radio"/>	weekly
<input type="radio"/>	(almost) daily

Q11. For which of the following do you use your bicycle (outside)?

Select all that apply.

<input type="checkbox"/>	To get from one place to another (transportation)
<input type="checkbox"/>	For reasons other than transportation (e.g., fun, exercise, etc.)
<input type="radio"/>	Neither

Q11a. You indicated that you use your bike to get from one place to another. Which of the following types of transportation riding do you do?

Select all that apply.

[Show if Q11 is "to get from one place to another"; randomize rows except other]

<input type="checkbox"/>	Traveling to and from work or school
<input type="checkbox"/>	Traveling to and from public transportation
<input type="checkbox"/>	Escorting children to and from school or daycare
<input type="checkbox"/>	Running errands or shopping (personal business)
<input type="checkbox"/>	Traveling <u>to and from</u> social, recreation, or leisure activities (e.g., eating out, etc.)
<input type="checkbox"/>	Other type of transportation bicycling (please specify)

Q11b. You indicated that you ride for reasons other than transportation (e.g., fun, exercise, etc.).

For your non-transportation riding, how often do you ride in each of the following types of places?

Select one in each row.

[Show if Q11 is "for reasons other than transportation"]

	1 (almost) Never	2 Rarely	3 Monthly	4 Weekly	5 (almost) Daily
--	------------------------	-------------	--------------	-------------	------------------------

Paved road where motor vehicles are allowed	<input type="radio"/>				
Unpaved road where motor vehicles are allowed	<input type="radio"/>				
Paved paths where motor vehicles are not allowed	<input type="radio"/>				
Unpaved paths where motor vehicles are not allowed	<input type="radio"/>				
Single-track mountain bike trails	<input type="radio"/>				
Bike parks and/or pump tracks	<input type="radio"/>				

Now we would like to know more about the great places to ride in your city/town. If a question isn't applicable to your city/town or you don't want to answer, just leave the box blank. You may enter the same answer for multiple questions.

Q12a. Where is the best place to mountain bike in your city/town?

Q12b. Where is the best road ride? List the primary roads and name of ride if it has one.

Q12c. Where is the best place to take kids riding in your city/town?

Q12d. Where is the best place to take visitors or tourists to ride?

Q12e. If there is a bike park in your city/town, enter the name here.

Q12f. If your city/town has a central bike path, trail, lane, or corridor, please enter the name here.

Q12g. What is the best bike-related event in your city/town?

Q13. Which of the following bike brands do you sell?

Select all that apply.

[Show if retailer in Q4]

<input type="checkbox"/>	Bianchi
<input type="checkbox"/>	Cannondale
<input type="checkbox"/>	Cervelo
<input type="checkbox"/>	Diamondback
<input type="checkbox"/>	Felt
<input type="checkbox"/>	Fuji
<input type="checkbox"/>	Giant
<input type="checkbox"/>	GT Bicycles
<input type="checkbox"/>	Huffy
<input type="checkbox"/>	Jamis
<input type="checkbox"/>	Raleigh

<input type="checkbox"/>	Rocky Mountain
<input type="checkbox"/>	Santa Cruz
<input type="checkbox"/>	Scott
<input type="checkbox"/>	Specialized
<input type="checkbox"/>	Trek
<input type="checkbox"/>	Yeti
<input type="checkbox"/>	Other (please specify)
<input type="radio"/>	None of the above

Q14. Anything else you would like to share with us?

[Do not require]

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Gender. I identify as...

Select one.

<input type="radio"/>	Male
<input type="radio"/>	Female
<input type="radio"/>	Other
<input type="radio"/>	Prefer not to answer

Ethnic. Which of the following best describes your ethnic background?

Select all that apply.

<input type="checkbox"/>	White
<input type="checkbox"/>	Black or African American
<input type="checkbox"/>	Hispanic or Latino
<input type="checkbox"/>	Asian, Asian American, or Pacific Islander
<input type="checkbox"/>	American Indian or Alaska Native
<input type="checkbox"/>	Multiracial
<input type="checkbox"/>	Other
<input type="radio"/>	Prefer not to answer

Income. Which of the following best describes your total annual household income before taxes?

Select one.

<input type="radio"/>	Less than \$20,000
<input type="radio"/>	\$20,000 to less than \$40,000

<input type="radio"/>	\$40,000 to less than \$60,000
<input type="radio"/>	\$60,000 to less than \$100,000
<input type="radio"/>	\$100,000 to less than \$150,000
<input type="radio"/>	\$150,000 to less than \$200,000
<input type="radio"/>	\$200,000 to less than \$250,000
<input type="radio"/>	\$250,000 or more
<input type="radio"/>	Prefer not to answer

Appendix B: City Snapshot Survey Document

++Q1. For the first set of questions, please enter the number of centerline miles for each type of bike facility in your city/town during the specified time frames.

Hover your mouse over the ? for definitions of each type of bike facility or click here for a full list of definitions: <<[link to the PDF](#)>>

Note that these categories should sum to the total number of centerline miles for all bike facilities in the network reported in this form (categories are mutually exclusive). Please include all projects by all agencies including universities, state agencies, business districts, and private developers.

*There is no evidence that these type of markings improve safety or increase ridership.

Enter a number between 0 and 100000 in each cell.

NOTE: Often times, regional MPO's or Park Department maintain databases of bike networks. Consider reaching out to an organization like this in your region if you're unsure how best to respond

	Total completed by the end of 2015	Total completed in 2016	Total planned for completion in 2017	Total planned for completion in 2018-2019 (officially adopted)
Protected bike lanes				
Buffered bike lanes				
Conventional bike lanes				
Marked bike boulevards				
Streets with traffic calming features and speed limits of 20 MPH or less (not including anything listed above)				
Off-street paved trails or paths within city/town limits				
Off-street natural surface trails or paths within city/town limits				
Shared lane markings (not including anything listed above)*				

Q2. Please enter the number of centerline miles for each type of bike facility in your city/town during the specified time frames.

Hover your mouse over the ? for definitions of each type of bike facility or click here for a full list of definitions: <<[link to the PDF](#)>>

Enter a number between 0 and 100000 in each cell.

NOTE: Often times, regional MPO's or Park Department maintain databases of bike networks. Consider reaching out to an organization like this in your region if you're unsure how best to respond

	Total completed by the end of 2015	Total completed in 2016	Total planned for completion in 2017	Total planned for completion in 2018-2019 (officially adopted)
Off-street paved trails or paths up to five miles outside city/town limits				
Off-street natural surface trails or paths up to five miles outside city/town limits				

++Q3. For the next set of questions, please enter the number of each during the following time frames. If your city/town doesn't have any of the following, enter 0.

Enter a number between 0 and 500000 in each cell.

	Total at the end of 2015	Total completed in 2016	Total planned for completion in 2017	Total planned for completion in 2018-2019 (officially adopted)
Number of bikes in your bike share fleet (enter 0 if you don't have a bike share)				
Number of bike parking spaces publicly available for use				

Bike parks (have mountain bike trails, dirt jumps, a pump track, dual slalom, flow/gravity mountain bike trails, and/or slopestyle/freeride trails)				
Pump tracks				
Grade separated crossings of multi-use paths (e.g. overpasses/underpasses)				

Q4. How many bike share rides were taken on your bike share system in the following years?

NOTE: Consider reaching out to the bike share operator in your city/town if you're unsure how best to respond

Enter a number between 0 and 9999 in each cell.

2015	
2016	

Q5. How many bikes were distributed (sold or given away) through community bike shops in each of the following time frames? Enter a 0 if there are no community bike shops in your city/town.

Enter a number between 0 and 9999 in each cell.

NOTE: To see if there is a community bike shop in your area, please visit <http://www.bikecollectives.org> or speak with local bike advocates.

2015	
2016	

Q6. How many people participated in each type of bike event/program in your city/town during the specified time frames? Please provide your best estimate. We are looking for person-bike days so 50 people riding 3 times each is 150.

Enter a number between 0 and 1000000 in each cell.

NOTE: These events do not always have official city participation. Speak to local bike advocates about the best points of contact for these events in your community.

	# of people in 2015	# of people in 2016
Bike-to-work day (or similar program)		
Open streets events		
Kid's education programs in schools		
Kids biking clubs or organizations (outside school)		

Q7. We are interested in the 3 largest bike events within your city/town during the specified time frames. In the spaces below, please provide the name of the event and the number of people that rode bikes during the event. We are looking for person-bike days so 50 people riding 3 times each is 150.

NOTE: These events do not always have official city participation. Speak to local bike advocates about the best points of contact for these events in your community.

	2015	2016
Name of event		
# of participants		

Q8. What was your biggest bicycle-related success in 2016?

Q9. What is the most transformative bike-related project on the horizon?

++Q10. Please enter the number of fatalities in your city/town. In many cases, these numbers can be obtained from your state.

Enter a number between 0 and 9999 in each cell.

	2014	2015

All mode fatalities		
Bicycle fatalities		

Q11. Please enter the number of injuries in your city/town. In many cases, these numbers can be obtained from your state. If these numbers aren't available to you, leave the spaces blank.

Enter a number between 0 and 9999 in each cell.

	2014	2015
All mode injuries – type A (incapacitating)		
Bicycle Injuries – type A (incapacitating)		
All mode injuries – all types		
Bicycle Injuries – all types		

++Q12. What is the population of your city/town in for each of the following time periods?

To find the population of your city/town, go to <http://factfinder.census.gov> and consult this PDF for detailed instructions: <<[link to the PDF](#)>>

Enter a number between 0 and 999999999 in each cell.

NOTE: For detailed instructions on how to get the population for your city/town, see Appendix B at the end of this document

2014	
2015	

++Q13. What is your American Community Survey bike-to-work mode share for each of the following time periods? Please use 5-year estimates.

To find the bike-to-work mode share of your city/town, go to <http://factfinder.census.gov> and consult this PDF for detailed instructions: <<[link to the PDF](#)>>

Enter a number between 0% and 100% in each cell (don't enter the percent sign).

NOTE: For detailed instructions on how to get the bike-to-work mode share for your city/town, see Appendix B at the end of this document

2014	
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2015	
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Q14. Anything else you would like to share with us about bicycling in your city/town?

++Shapefile. Please upload a zip file containing the shape files that define your city boundaries. Include the name of your city in the title of the zip file.

Q15. If you would like us to include anyone else at your city/town on updates, please provide names and email addresses in the spaces below.

Definitions for Q1/Q2

Protected bike lanes: Also known as cycle tracks or separated bike lanes, are separated bicycle facilities that run alongside a roadway separated from automobile traffic by a physical barrier, such as parked cars, bollards, a landscaped buffer, or a curb. A separated bike lane is for bicycle use only and is distinct from a sidewalk or off-street trails.



Buffered bike lanes: Are designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists. The presence of a striped, horizontal buffer (greater than or equal to 18 inches) provides additional operating space and lateral separation from moving and parked vehicles.



Conventional bike lanes: Are designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists.



Marked bike boulevards: Also known as neighborhood greenways are streets with low motorized traffic volumes and speeds that have been designated and modified to function as a through street for bicyclists using signs, pavement markings, and traffic calming measures to discourage through travel for motor vehicles.



Streets with traffic calming features and speed limits of 20 mph or less: Streets with speed limits of 20 mph or less that use physical and visual cues to encourage motorists to drive more slowly. The design of these streets is self-enforcing; the design of the roadway results in slower motorist speeds and comfortable bicycle riding without relying on compliance with traffic control devices such as signals and signs.



Off-street paved trails or paths within city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These paved paths provide off-road connections that can be used for recreation and commuting and are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-street natural surface trails or paths within city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These natural surface paths provide off-road connections that are most commonly used for recreation including mountain bike trails. These paths are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-street paved trails or paths up to five miles outside city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These paved paths provide off-road connections that can be used for recreation and commuting and are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-street natural surface trails or paths up to five miles outside city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These natural surface paths provide off-road connections that are most commonly used for recreation including mountain bike trails. These paths are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Shared lane markings: Sharrow pavement markings used in road segments with no separation between car and bicycle space. There is no evidence that these type of markings improve safety or increase ridership. When used alone without other bikeway treatments they do not contribute to a low stress bicycle network.

