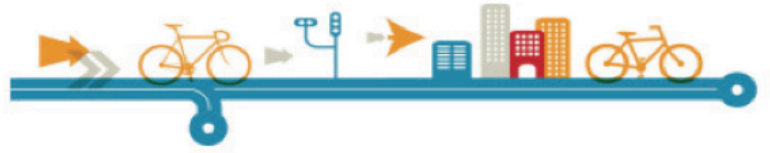




BICYCLE FRIENDLY COMMUNITY FEEDBACK



ELIZABETHTOWN BOROUGH, PA

Spring 2015

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Elizabethtown Borough a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Elizabethtown Borough. **Key recommendations are highlighted in bold.**

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 cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Endorse the NACTO Urban Bikeway Design Guide.

Regulations that require bike parking for new developments and major renovations of existing developments can secure private funding. See this model bicycle parking ordinance for guidance.

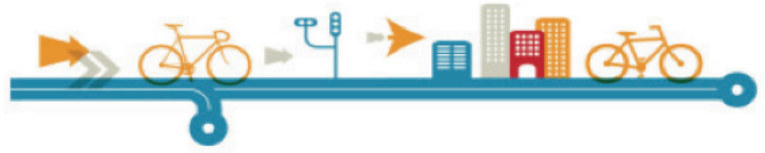
Continue to increase the amount of high quality bicycle parking throughout the community, especially at public buildings, parks and businesses. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.

Work with the responsible entity to ensure that all transit vehicles that operate in or through your community accommodate cyclists, particularly during peak hours.

Continue to expand the shared-use path system and develop an on-street bike network, especially along arterials such as Route 230, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). Note that shared lane markings should only be used on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by



BICYCLE FRIENDLY COMMUNITY FEEDBACK



providing a broader range of facility choices for users of various abilities and comfort levels.

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. Use the [Bicycle Boulevards section](#) of the NACTO Urban Bikeway Design Guide for design guidelines. See [Bicycle Boulevards](#) in action.

Ensure that all new and existing bicycle facilities conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide](#) (preferred), [2012 AASHTO Guide for the Development of Bicycle Facilities](#) and your DOT's own guidelines. Upgrade substandard facilities to improve safety and usability.

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. See more on [Road Diets](#).

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.

Install "Fix-it Stations" along the developing Pedestrian and Bicycle Pathways.

Make intersections safer and more comfortable for cyclists, especially the main intersection in town. Include elements such as color, signage, medians, signal

detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO intersection design guidelines](#) (preferred) and the [2012 AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.

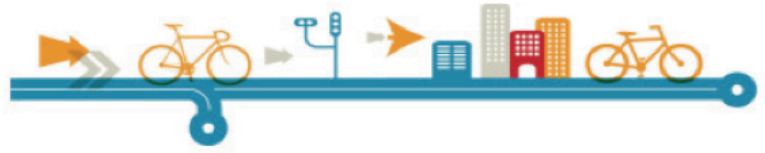
Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools. Click [here](#) for an exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit www.saferoutesinfo.org.

Continue to expand your public education campaign promoting the [Share the Road message](#). Ensure that the campaign message clearly conveys that both motorists and cyclists have the same rights and responsibilities on the road. Use Share the Road street signs that could be interpreted as being directed only at cyclists with caution. Some communities prefer to use the regulatory "Bikes May Use Full Lane" sign instead.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Offer regular bicycling skills training opportunities for adults or encourage your local bicycle advocacy group or bike shop to help. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

Since there is no certified cycling instructor in your community, sponsor the certification tuition of an interested local cyclist. In the meantime, take advantage of certified cycling instructors Ed Gower (LCI #4810) and Tom Barron (LCI #4813) who work in your region. Having more local instructor will enable your community to expand cycling education, deliver education to motorists, and have an expert available to assist in encouragement programs. Visit <http://bikeleague.org/content/become-instructor> for more information.

Encouragement

Celebrate Bike Month in partnership with local bicycle advocacy groups. Proclaim May (or a month with mild and dry weather) as Bike Month. Host, sponsor and encourage bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://bikeleague.org/bikemonth>.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Promote cycling throughout the year by offering or supporting family-oriented community rides, and bicycle-themed festivals, parades or shows.

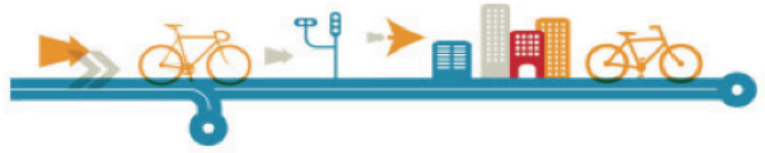
Improve awareness and visibility of bicycle efforts and opportunities for local and visiting bicyclists through the Borough's Website and social media.

Encourage Amtrak, MastersFoods, Masonic Village, Elizabethtown College, Bicycle & Fitness Outfitters, and other local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. **Your community's government should be the model employer for local businesses**, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

Celebrate and promote importance and features of the J1 State Bicycle Route that runs through the center of town.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Design and publish a local bike map in paper and online. 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. Take a look at Pittsburgh's award-winning [bike map](#).

Enforcement

Police officers should be initially and repeatedly educated on traffic law as it applies to bicyclists and motorists.

Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association and the National Highway Traffic Safety Administration. Here are some recommended Law Enforcement products: [Roll Call Video: "Enforcing Law for Bicyclists"](#) and [Enhancing Bicycle Safety: Law Enforcement's Role](#) (2-hour self-paced interactive video training).

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Ensure that police officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners to timely identify sites in need of safety improvements for cyclists.

Pass additional ordinances that protect cyclists, e.g. implement specific penalties for

motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), implement penalties for motor vehicle users that 'door' cyclists, ban cell phone use while driving in addition to the existing statewide no texting law, pass laws/ordinances protecting all vulnerable road users, and make it illegal to harass a cyclist. Ensure that local law enforcement receives training on any new bicycle-related laws.

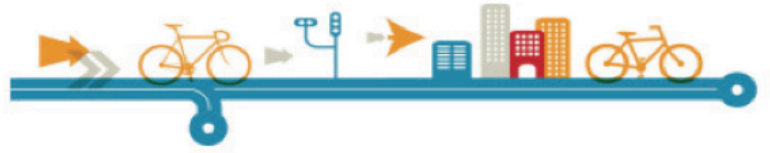
Evaluation & Planning

Appoint an official Bicycle Advisory Committee (BAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. BACs should meet monthly and be involved in developing relevant policy and planning documents, setting priorities, reviewing annual bicycle program work plans, and reviewing major public and private projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community. See [the guide to forming a Bicycle Advisory Committee](#) by MassBike for more information.

Develop a comprehensive [bicycle master plan](#) in close collaboration with the community to ensure public involvement, information and ownership. Focus on developing a seamless on and off street bicycling network that creates short distances between residential areas and popular destinations. Complement infrastructure planning with encouragement, education, and enforcement programs to increase usage. Develop a clear vision statement and set



BICYCLE FRIENDLY COMMUNITY FEEDBACK



ambitious but attainable targets. **The overarching goal should be to encourage residents to bike more often for recreation and transportation.** See examples from [Davis, CA](#) and [Greenville, SC](#).

Conduct community-wide research on bicycle usage to more efficiently distribute resources according to demand. Conduct at least yearly counts on roads and trails, count parked bicycles at schools and transit stations (if applicable), or conduct a statistically relevant community bicycle survey. The [National Bicycle and Pedestrian Documentation Project](#) is a good resource for manual counts.

Ensure that your bicycle counts capture the gender of cyclists. If women ride significantly less than men, this gender gap can be addressed through infrastructure improvements, and targeted education and encouragement efforts. Learn more at bikeleague.org/womenbike.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use the Pedestrian and Bicycle Information Center's [database](#) to review up-to-date

estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

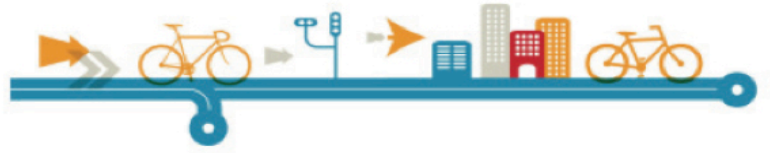
Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use Advocacy Advance's [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to



BICYCLE FRIENDLY COMMUNITY FEEDBACK



traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

Advocacy Advance offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.