



Feedback on **Savannah's** application to be designated a Bicycle Friendly Community

The League of American Bicyclists is pleased to present Savannah with an **honorable mention** in response to its Bicycle Friendly Community application. Reviewers were impressed with the potential and commitment to make Savannah a great place for bicyclists, though considerable work remains to be done. Highlights of the application included increased bike parking, Dump the Pump events and bike/ped instruction included in all public elementary schools.

The BFC review team expects great things in the future given the good local support and the coming improvements to the network and programs. Reviewers provided the following suggestions to further promote bicycling:

Engineering

- Savannah should adopt a complete streets policy to ensure any new road or major road reconstruction accommodates pedestrians, cyclists and motorists alike. Learn more and see sample policies at www.completestreets.org.
- Provide opportunities for ongoing training on accommodating bicyclists for engineering, planning staff, and law enforcement. Consider hosting a *Smart Cycling* course for city staff to better understand cyclists' needs, behavior, and their right to use city streets as well as multi-use paths for transportation. Ensure all city planners, engineers and all outside consultant/contractors on proper Context Sensitive Design Manual implementation.
- Consider a membership to the Association of Pedestrian and Bicycle Professionals www.apbp.org for city Bicycle and Pedestrian Staff. Training opportunities and the listserv provided by this organization are excellent resources.
- Continue to implement the comprehensive bike plan and continue to close gaps in the cycling network. Creating a new east/west route or facility would greatly improve bike-network connectivity.
- Develop a bridge access policy to ensure cyclist have equitable mobility and access across these facilities.
- Ensure that new and improved facilities to accommodate bicyclists conform to current best practices and guidelines such as the AASHTO Guide for the Development of Bicycle Facilities.
- Increase the amount of secure bicycle parking throughout the community. Funding is available -- The Chicago DOT used a federal Congestion Mitigation

and Air Quality (CMAQ) grant to provide indoor bike parking in Loop offices and parking garages. For more information on this project see <http://www.chicagoareaplanning.org/cmaq/default.asp>

Education

- Continue to expand public education campaigns to promote the share the road message and the rights and responsibilities of all users. There are some new tools for you to use. See a new motorist education video at <http://bikelib.org/video/index.htm> It is vital to make motorists and cyclists aware of their rights and responsibilities on the road. Also, use the valuable information from the League's Ride Better Tips in your outreach education and encouragement efforts. See the Ride Better Tips pages at <http://www.bikeleague.org/resources/better/index.php>.
- Work to get bicycling and motorist education messages added to routine local activities such as tax renewal or inserts with utility bills.
- Continue to improve bicycling education opportunities for adults. *Smart Cycling* curriculum can be integrated into motor vehicle violation diversion programs, offered as continuing education at local universities or hosted at community centers or libraries. Communities in the Washington metro area have partnered with local advocates to offer 'Confident City Cycling classes free of charge. www.waba.org/events/education.php#ccc.

Encouragement

- Expand encouragement efforts during Bike Month. Have the Mayor and/or the City Council proclaim May as Bike Month. In addition to Dump the Pump events, consider hosting a Community Bike Ride highlighting the community's bike network on both on and offroad facilities. This could serve as a wonderful send off to the Mayor's Ride to the Capital.
- Consider offering a 'Ciclovia' or 'Summer Streets' type event, closing off a major corridor to auto traffic and offering the space to cyclists, pedestrians and group exercise events.
- Continue to encourage local businesses to promote cycling to the workplace. During Bike to Work Week set up a commuter challenge or bike to work pit stop.
- Consider passing an ordinance or local code that would require larger employers to provide bicycle parking, shower facilities, and other encouragement tools. The city could be the model employer for the rest of the community.
- Consider maintaining a fleet of bikes for City of Savannah staff to use for short trips around town to help reduce the city's transportation costs.
- Develop a series of short (2-5 mi.) loops rides around the community and provide appropriate way-finding signage. Integrate these rides into local bike map.

Enforcement

- Continue to ensure that police officers are aware of the Share the Road message and have general knowledge regarding traffic law as it applies to bicyclists. Host Enforcement for Bicycle Safety seminar
<http://www.bicyclefriendlycommunity.org/popup/enforcement.htm>. This is a great continuing education opportunity for law enforcement.
- Encourage police officers to use targeted enforcement to encourage motorists and cyclists to share the road. This could be in the form of a brochure or tip card explaining each user's rights and responsibilities.
- See the video put out by the National Highway Traffic Safety Administration (NHTSA) <http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.810acace50c651189ca8e410dba046a0/> Here are some Law Enforcement Products
[Law Enforcement's Roll Call Video: "Enforcing Law for Bicyclists"](#)
[Enhancing Bicycle Safety: Law Enforcement's Role \(CD-ROM Training\)](#)

Evaluation/Planning

- Continue to improve data collection methods on bicycle usage and crash statistics and evaluation of this data. Use this data to prioritize infrastructure upgrades or targeted enforcement efforts.
- Consider an update to the Bicycle Master Plan. The new plan should set targeted annual goals for implementation.
- Continue to integrate the development of the cycling network into larger land use planning and development projects and plans.