

**The League of American Bicyclists
Bicycle Friendly Communities Campaign
www.bicyclefriendlycommunity.org**

City of Madison, Wisconsin

**APPLICATION PART II
ENGINEERING**

(Note: Some of the information in this report was taken from *The Madison Urban Area and Dane County Bicycle Transportation Plan September 2000* which is located at <http://www.ci.madison.wi.us/transp/Bicycle/sept2000/BicycleTranPlan.html>. Additional data was provided by William Schaefer of the Madison Area Metropolitan Planning Organization: Wschaefer@cityofmadison.com)

1. Do you have a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing? Please include a copy of this legislation or policy.

The Dane County Highway and Transportation Department has an unwritten, informal policy to provide paved shoulders three to five feet wide, depending upon the circumstances, on all county trunk highways with an average daily traffic of 1,000 vehicles or more when they are resurfaced or reconstructed.

The Objectives and Policies for the City of Madison, a part of the Master Plan, supports providing a flexible transportation system, which provides alternative modes of travel to most destinations, minimizes conflicts among the different modes, and discourages single occupant motor vehicle commuting. The bicycle is recognized as a major mode of transportation and a vehicle for recreation. Specific bicycle policies include provision of all needed bicycle facilities when constructing or reconstructing city streets and including the requirements of bicycle traffic in the design of all traffic control devices.

There are also MPO policies on accommodation of cyclists in road construction projects from the 2000 Bicycle Plan. Also, under the MPO's STP-Urban Project Scoring Criteria (See Attachment A-1 of the Transportation Improvement Program), projects are awarded points for accommodating other modes of transportation and the degree of multi-modal use. As a result, all or almost all roadway projects funded with STP-Urban Program funding over the past 10+ years have included bike lanes. For the City of Madison, the most current policies are in the recently completed Comprehensive Plan (on the City's Web site under Planning). For example, Objective 4 (page 3-7) for the Roadway System calls for working with the UNIVERSITY OF WISCONSIN, WisDOT, Dane County, and MPO to fund, maintain, and develop a transportation system that utilizes all modes of transportation and Policy 4 under that calls for developing a hierarchy of bicycle corridors for making roadway infrastructure decisions.

2. Have you provided training for your engineers and planners on how to accommodate cyclists? Please describe. Is there a mechanism to provide training on an on-going basis?

Yes. In 1999-2000 the Bicycle Federation of Wisconsin provided a Road I class that was adapted for planners and engineers. 35 individuals from Dane County (in which Madison is the central city and accounts for approximately 50% of the county population) attended. There has not been a follow-up training. Several individuals in the City of Madison Engineering and Traffic Engineering Departments are very well versed in bicycle facilities, including Larry Nelson, Tony Fernandez, Arthur Ross, and Tom Walsh.

3. How many bridges are in your community? How many are closed or inaccessible to cyclists? Of those accessible by bike, how many have shoulders, bike lanes, wide curb lanes, or sidewalks/walkways?

The only bridges closed and not accessible to bicyclists would be those on the freeway system.

- a. 12/18/14 Beltline Highway bridges at
 - South Towne Drive: accessible, but with no special accommodation
 - Rimrock Road: accessible with bike lanes
 - Fish Hatchery Road: accessible with bike lanes
 - Seminole Highway: accessible, but with bike lanes
 - (Note that there are also four bike/ped bridge or underpass crossings of the beltline highway that are separate from these bridges)
 - High Point Rd. bridge over Beltline, no bike lanes, but programmed for replacement with bike lanes in 2010
 - Marsh Rd. bridge over Beltline (just completed), has bike lanes
- b. Yahara River bridges at
 - E. Washington Street: there are bike lanes
 - Tenny Park/E. Johnson Street: there are sidewalks and the road is proper width for Biking
 - Assorted crossings in residential neighborhoods that accommodate bicyclists including one that is exclusive to bikes/peds
- c. John Nolan Drive causeway: there is an off-street facility for bike/ped use
- d. Bridges over Interstate
 - High Crossing Boulevard has bike lanes
 - Portage Rd., no bike lanes, but programmed for replacement with bike lanes in 2008
 - Milwaukee St., no bike lanes, but programmed for replacement with bike lanes in 2009.
 - Cottage Grove Rd, no bike lanes, but programmed for addition of cantilevered ped/bike bridge in 2006.
 - Buckeye Rd., no bike lanes, but programmed for replacement with bike lanes in 2008.
- e. USH 51 has 10-foot shoulders, including bridges (e.g., over Cottage Grove Rd., Milwaukee St., Beltline)
- f. Campus Dr. has wide shoulders (bridges over Walnut, Highland)

4. Are there bike racks or storage units at:

(Note: The City of Madison passed a bicycle parking regulation in 1988 which can be found at <http://www.ci.madison.wi.us/transp/z2811bik.pdf>. The regulation applies mostly to new developments.)

Schools

Most. The exception would be at elementary schools. Whether elementary age children are allowed to bike to school is up to the principal.

Libraries

All

Transit stations

All. The only facilities in this category would be our four city bus transfer points, which all have racks and our intercity bus station, which also has racks.

Recreation centers

Most

Government buildings

All

Office buildings

Most

Retail centers

Most

Public spaces and parks

Most

5. Are buses equipped with bike racks?

All

6. Are bicycles permitted on public transit? Please describe any restrictions.

Yes, see #5. Only restricted if 2 bike rack on bus is full

7. How many miles of bike lanes do you have? How many miles of bike lanes are in your bicycle master plan? What is the mileage of your total road network?

Existing bike lanes: 47 mi of bike lanes in Madison and 263 mi in Dane County

We don't have figures for planned bike lanes, but essentially all arterial and most collector streets are planned for bike lanes when reconstructed. All new arterials are constructed with bike lanes.

8. What percent of arterial streets have bike lanes?

We don't have figures for % of non-freeway arterial streets with bike lanes in the City of Madison, but estimate it is around 35-40% looking at a map. Those with bike lanes include large portions of Johnson/Gorham, University Ave. through campus area, Old Sauk Rd., Seminole Highway, Fish Hatchery Rd., portion of Park St., portion of CTH CV, N. Thompson Dr., USH 51, portion of Gammon Rd., Mineral Point Rd. Monona Dr. is programmed for reconstruction with bike lanes in 2009-2011.

9. How many miles of bike paths and trails do you have? How many miles of bike paths are in your bicycle master plan?

Existing bike paths/trails in Madison 42.5 mi; 151mi in Dane County
Planned bike paths/trails: 50 mi. in Madison, 210 mi in Dane County

10. How many miles of designated bike routes do you have? How many miles of signed bike routes are in your bicycle master plan?

Existing signed bike routes: 114 mi in Madison; 148.5 in Dane County
Planned bike routes: 124 mi. in Madison, 740 countywide (this includes more routes than would be signed routes)

11. What is the interval for:

a. Maintenance of shoulders (once every ___ days)

The answer depends on where in the City the road is located and what kind of maintenance. Also, most roads in the City are curb and gutter. Street sweeping, if in the downtown or special lake region, is done once per week in the spring, summer, and fall. Otherwise, less often, perhaps once per month.

b. Bike lanes (once every ___ days)

Bike lanes are swept or snow plowed along with the roads that they are associated with. Citizens can also request that lanes be swept if there is debris, and the City is responsive to this.

**c. Off street facilities
(once every ___ days)**

Paths are not typically swept, but rather are designed so that the rain will wash away debris. They may be swept at the end of the winter if needed. Paths are snow plowed when there is a significant snow (often before roads are plowed). Citizens can also request that paths be swept if there is debris, and the City is responsive to this. In problem areas, like the Southwest Path, special arrangements are made to sweep more often (the Southwest Path has a broken glass problem and is swept weekly in summer).

12. How many businesses employing over fifty people have worksite bicycle accommodation programs such as worksite bicycle parking, shower facilities, or “guaranteed ride home?”

Some

More and more often large employers are likely to provide various forms of accommodation in the City. The City is also pressuring employers to have TDM programs that would include the above amenities.

In 2003 the Bicycle Federation had over 130 worksites in Madison listed with Worksite Coordinators (i.e. bicycle commuting mentors). BFW has since stopped tracking Worksite Coordinators because of the labor involved (there are too many of them!)

There is a regional guaranteed ride home program administered as part of the MPO’s Rideshare Etc. Program.

13. Are there other facilities that have been created to promote bicycling in your community? If yes, please describe.

Trek Wayfinding Sign Project (27 map/signs throughout the bike path network), Freewheel Community Bike Repair Shop (open to public for use), University of Wisconsin Bike Annex Bike Repair Shop (open to public for use), free bike maps for both city and county, trail maps are posted at trail heads, the City has many over/underpasses and other accommodations that provide connections for routes and paths.

EDUCATION

1. Do you educate motorists to share the road with cyclists? Please describe. How many community motorists do you reach with these efforts?

Some

The Bicycle Federation of Wisconsin did limited motorist education in 2000-2004 which was funded by a contract with Dane County. They are currently working on another such project that is funded, in part, by a grant from Dane County. The current program is a partnership between BFW, Dane County, the Safe Community Coalition of Madison and Dane County, area law enforcement, area schools, and WEBIKE consulting firm. The program will include law enforcement training, law enforcement overtime grants for enforcement (of motorists AND bicyclists for bicycle related laws), education and liaison between bicycle event organizers and local officials, children’s “pre-driver’s ed” training, television PSAs, billboards, a ghost bike promotion to bring attention to bicyclists who have died in crashes, and a statewide educational newspaper article project.

2. Are there other bicycle education opportunities for adults? Please describe.

Individuals often offer classes through the University of Wisconsin Union Mini-courses (the public may take these if they pay a union membership fee). The Bicycle Federation periodically offers classes, talks, or special events. There are also Bicycle Repair Classes for Women offered by We Are All Mechanics. Classes are also periodically provided in mechanics or safety at the Madison Senior Center, Budget Bicycle Center Bike Shop, and through the Madison School Community Recreation program. Some workplaces provide brownbag talks on bicycling issues. There is a local foundation, the Dane County Bicycle Association (DCBA) that gives grants annually for projects that promote bicycling. There is also a Weston Wood Fund that provides scholarships for individuals to attend bicycle races, rides, or events.

3. Do you have a bicycle safety program for children in schools? How many schools participate?

Yes. Most

The program is run by City employee Steve Meiers and deals with both bicycle and pedestrian safety.

4. What other types of bicycle safety and education opportunities are available for children? Please describe. How many children participate?

Wheels for Winners Earn a Bike Program distributes about 200 bikes annually and provides volunteer opportunities and mechanic training. A subproject of Wheels for Winners brings bike mechanic training out into the community through youth centers. The Bicycle Federation periodically offers Bike Clubs, which are 12 hour bike safety on-bike "courses" for middle school students. A local middle school teacher offers bike mechanics classes for youth as well.

5. Do you make bicycle safety materials available to the public? Please describe.

Yes. The Wisconsin Department of Transportation Bureau of Transportation Safety publishes a number of bicycle safety materials that the City of Madison has available at its offices and that are distributed by the Bicycle Federation of Wisconsin, the Madison Bicycle-Pedestrian Coordinator, the Madison Bicycle Registration Coordinator, and the Madison Safety Educator

6. Do you have League Cycling Instructors in your area? Please list active instructors.

Mike Barrett, Doug Brown, Ali Dwyer, Tom Huber, Chris Nairn, John Rider, Arthur Ross, Eric Schramm, Kathy Schramm, Chuck Strawser, Marjorie (Dar) Ward, Robbie Webber

7. Is bicycle safety education included in routine local activities (e.g. tax renewal, drivers licensing and testing, or inserts with utility bills each month)? If so, please describe.

Half page sheet included in Wisconsin Department of Transportation license renewal mailings

ENCOURAGEMENT

1. How do you promote Bike Month? Please describe and provide attendance numbers.

Primarily promoted through Bike to Work Week in partnership with the Bicycle Federation of Wisconsin. The City of Madison is a major sponsor of the event, and prior to BFW taking it over, ran the event. Bike to Work Week includes an entire week of activities and media promotions, including an Art Bike Parade during the Dane County Farmer's Market (around the Capitol building), press conference, classes, rides, a workplace challenge contest with prizes, workplace mentoring and brown-bag lectures, Bike to School promotions, Bike to Shop promotions, a commuter race, an advocacy day, movies, and a Final Fiesta party. Each year about 2,000 people register for Bike to Work Week, which is their pledge that they will bike to work at least once during the week. Over 400 people regularly attend the Final Fiesta. Bike to Work Week is the densest amount of media coverage on bicycling locally for the year, including radio, television, and print media coverage.

2. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs? Please describe. What portion of the community workforce do you reach?

Yes (see #1). Approximately 130 employers actively participate in Bike to Work Week and about 2,000 individuals register for events. Registration is encouraged for participation, but not required, so the number of actual participants is potentially much higher.

3. Is there an annual bike tour or ride promoted to the general public in your community? Please describe.

There are several. Art Bike Parade, Saris Spoke Out to Prevent Child Abuse, Ironman Competition, MS150 Ride, University of Wisconsin Gear Up for Kids, monthly Critical Mass rides, Horribly Hilly Hundred Ride, Bombay Bicycle Club Wright Stuff Century, Aids Network Ride, Badger State Games (a local Olympics)

4. Are there community bike clubs, bicycle advocacy organizations or racing clubs? Please describe.

Brazen Dropouts Racing Club, Bombay Bicycle Recreational Club, Different Spokes Gay Bicycle Club, Dane County Bicycle Transportation Alliance (local advocacy group), Bicycle Federation of Wisconsin (statewide advocacy group), Dane County Bicycle Community Webpage, Bikies listserv, Capitol Off Road Pathfinders (mountain bike advocacy, local chapter of Wisconsin Off Road Bicycle Association which is affiliated with IMBA), Great Dane Velo Club, Madison's Female Off Road Cyclists

5. Do you have Safe Routes to School program that includes bicycling? How many schools are involved?

In 2002, two middle schools had a Safe Routes to School Program. Currently the City of Madison is in the process of doing Safe Walking Maps and Parent Drop-Off Maps for elementary schools.

6. Does your community have youth recreation and intervention programs that are centered around bicycling?

Wheels for Winners Earn a Bike Program serves over 200 children each year

7. Do you publish a bike map and keep it up to date?

Yes, the City map is scheduled to be updated every two years, though the last update was 2002. The City map is provided to the public free of charge in hard copy, as well as a downloadable PDF on the internet.

<http://www.ci.madison.wi.us/transp/Bicycle/BikeMap/BikeMap.html>

In addition, the County has a map that is updated about every five years that is also free to the public. <http://www.madisonareampo.org/bikes.htm>

The Bombay Bicycle Club also publishes an annual ride book with suggested routes.

The Wisconsin Department of Transportation partners with the Bicycle Federation to produce a state bike map as well, which is sold with a portion of the profits going to the Bicycle Federation. The WisDOT also provides county bike maps online for free download.

Wisconsin DOT bike maps by county: <http://www.dot.wisconsin.gov/travel/bike-foot/bikemaps.htm>

Wisconsin DNR state trail maps: <http://www.dnr.state.wi.us/org/land/parks/maps/>

Wisconsin Tourism bike maps: <http://travelwisconsin.com/>

8. Please describe any other efforts in your community to encourage cycling.

Annual Cronometro Bike Swap, Ironman Triathlon, 2005 Biketown Designation, 2006 Governor's Bicycle Coordinating Council state children's bike poster contest, Wisconsin Tourism Department bi-annual bike guide. In 2005 the Wisconsin Historical Society Museum had an exhibit on Trek Corporation that was the most well attended exhibit that they have ever had.

EVALUATION & PLANNING

1. Do you have any information on the number of trips by bike in your community? Please describe.

(Disclaimer: Wisconsin bicycling conditions in spring, when the Census is taken, are not the type of weather conditions that the average bicyclist enjoys riding in. We often assume that our actual ridership in fair weather is much, much higher in May through October than what the Census reports for Journey to Work)

According to the 2000 Census, 3.2% (over 3,800) of City of Madison residents bicycled to work. Countywide, the figure was 1.6% (4,200).. According to the 2001 National Household Transportation Survey (add on for Dane County), 2.4% of ALL person trips by Madison residents were made by bicycle. The percentages are obviously much higher for those residing in the greater Isthmus area. The bike to work % was 7.1%.

The City of Madison Health Dept. conducts a telephone survey of adult residents (age 18+) every two years or so on health related issues. The last survey was in 2004. The two bicycling related questions were:

a) How many days per week do you ride a bicycle during the summer?

- 1 30%
- 2 24%
- 3 17%
- 4 9.5%
- 5 6%
- 6 4%
- 7 10%

b) Primary use of bicycle

- | | |
|---|-----|
| Bicycle main mode of transportation | 8% |
| Use bike for transportation only occasionally | 18% |
| Use bike exclusively for pleasure | 74% |

2. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

One in the City of Madison (four in Dane County). That single fatality was a sidewalk riding bicyclist hit by a left turning truck.

3. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

In Dane County in 2004 there were 2 fatalities, 133 injuries, and 8 property damage only crashes involving a bicycle and a motor vehicle. Statewide the numbers for that year were 14 death; 1,103 injured; 46 property damage only.

(<http://www.dot.state.wi.us/safety/motorist/crashfacts/docs/crash-vehicledata.pdf>)

These numbers are relatively typical of any given year.

4. Do you have a system in place that allows bicyclists to submit ideas and concerns to public officials? Please describe.

There is a place on the City of Madison website to submit citizen concerns. The City Bicycle/Pedestrian Coordinator also often fields ideas and concerns. In addition, there is an annual meeting of the Pedestrian, Bicycle, Motor Vehicle Commission at which community input is sought (meetings of the PBMVC are all open public meetings, but this annual meeting is SPECIFICALLY for taking citizen ideas).

5. Do you have a comprehensive bicycle plan? Please include a copy. When was it passed or updated? Is it funded? What percentage has been implemented?

Yes, the *The Madison Urban Area and Dane County Bicycle Transportation Plan* is from Sept 2000 (available at

<http://www.ci.madison.wi.us/transp/Bicycle/sept2000/BicycleTranPlan.html>). The *Metro Area and Countywide Bicycle Way System Plan Map* (existing and planned routes and off-street facilities) is being updated this year as part of the update of the *Regional Long-Range Transportation Plan*. A complete update of the *Madison Urban Area and Dane County Bicycle Transportation Plan* will probably be done in 3 to 4 more years.

6. What improvements do you have planned for the following year?

The full list of programmed projects is in the 2006-2010 Transportation Improvement Program at <http://www.madisonareampo.org/plansandprojects.htm>

Next year, projects are: Ped/Bike overpass for Capital City Trail at Fish Hatchery Rd. and CTH PD (Fitchburg); Yahara River path, and CCT path (eastern segment) extension from Cottage Grove Rd. to Buckeye Rd. Bike lanes will be added as part of the following city road projects: Park St. (W Wash to Regent) reconstruction; Beltline Frontage Rd. near Todd Dr. intersection; and Lien Rd. (City View to Felland) reconstruction.

7. How integrated is your bicycle network? Do trails, bike lanes, and bike routes connect with each other to provide seamless transportation options?

Every effort is made to make these connections and in most cases the network is well integrated. The City also has a policy to provide connectivity of small residential streets in new developments or urban in-fill areas. These connections also provide appropriate bike travel connections.

8. Have you evaluated your transportation network and prioritized bicycle improvements based on hazards and needs?

2000 Bicycle Plan prioritizes projects (1st, 2nd, 3rd) based upon MPO criteria noted in plan, which include accessibility/mobility, safety (removing barrier), etc. We are updating the priority list for major projects as part of the regional plan update mentioned.

9. What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community?

- a. Madison is home to Trek Bicycle Corporation, Saris Cycling Group, Planet Bike, Rudy Racks, Madrax, and Pacific Cycle
- b. *Bicycling Magazine* recently (March 2006) designated Madison as the most bikeable city in the 200,000-500,000 population range
- c. A large portion of the bicycle commuters in the area commute all year long, even through our Wisconsin winters
- d. (sorry, couldn't resist a 4th) Madison has a VERY active and politically knowledgeable community of bicycle advocates who keep an eye on things and do not hesitate to speak up and to ask for what they need. Citizen review of and comment on plans are important parts of assuring that Madison continues to move in a positive direction for bicycling. We are also fortunate to have support for bicycling by the Mayor's office and the County Executive's office, as well as many of the City Alderpersons and City staff.

10. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

- a. Preserving urban escape routes out into the rural areas (We consider urban escape routes those transition areas from older urban centers into rural areas where many cyclists enjoy Wisconsin's fabulous paved farm-to-market road network and glaciated topography. New development in these transition areas or in rural areas can bring additional traffic burdens and car-oriented roadways, which can make it more difficult to get out "to the country" on one's bike.)
- b. Assuring that the suburbs are well connected to the City of Madison proper and that development in those suburbs is not allowed to sprawl and make bicycling more difficult
- c. Additional bicycle parking is needed in and around the University of Wisconsin-Madison campus and Central Business District. The racks, though plentiful, are regularly filled to capacity

ENFORCEMENT

1. Is your local police department aware of the concerns of cyclists in your community?

Yes. The Madison Police Department have a strong history of working with the bicycling community.

Is there a liaison that communicates with the bicycling community?

Yes, there are at least two officers who work with the community on a regular basis.

2. Do you offer specific training to police officers regarding traffic law as it applies to bicyclists?

Yes, when funding is available to do so. The WisDOT has a course, Enforcement for Bicycle Safety (soon to add Pedestrian). The next training will be in 2006, paid for by a grant from the County. Three officers are currently specially trained for Enforcement for Bicycle Safety. This number will change this year when we hope to have an additional 10 officers trained with the grant.

3. Do you use targeted enforcement to encourage cyclists and motorists to share the road safely?

Yes. The same grant that is funding the education in #2 above will fund overtime grants for targeted enforcement in 2006. Each year, in August and September, when University of Wisconsin students arrive or return, there is a special effort at enforcement to instill good habits.

The City of Madison Bicycle/Pedestrian Coordinator periodically provides a class that bicyclists may take to get their tickets excused which provides them information on how to safely and lawfully bicycle.

4. Do you have public safety employees on bikes? Indicate the number of employees on bike as well as the size of the entire staff.

Yes.

Approximately 50 officers have been trained for bike patrol. More get trained each year. Bicycle-mounted officers are used primarily for efficient movement in congested urban areas and at special events. There are approximately 380 sworn police officers with the City of Madison.

In addition, the University of Wisconsin police and the Dane County Sheriff's Deputies have officers trained for bike patrol.

5. Do you have a mandatory helmet law?

No. Helmet use is encouraged, but not mandated. Some in the community debate that a mandatory helmet law would not improve safety or reduce accidents in and of itself unless it also mandated bicycle safety and skills education. Helmets can improve the outcome of a crash, but can't prevent a crash.

To what ages does it apply?

n/a

6. Do you have mandatory sidepath laws? If so, what is the status of these laws? Are they enforced?

There are no such laws in Madison (if what is referenced here is the requirement to ride only on a path when a path is along-side a road). Bicyclists are allowed to ride on the road or on paths.

The City of Madison follows the ASSHTO standards (adopted and added to by Wisconsin DOT: <http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>) and avoids building sidepaths whenever possible. Sidepaths can contribute to multiple conflict points at intersections. There are cases, like the John Nolan Drive sidepath, where a sidepath works well because there are no intersections (it is next to a lake).

FEEDBACK

1. How has completing this application affected your awareness of improvements which may be made for bicyclists?

The application highlights areas where the City could improve programs and funding rather than leaving those activities to the Bicycle Federation and others.

2. Are you planning any new projects based on your involvement with the Bicycle Friendly Community program? Please describe.

No. The City of Madison already has extensive plans for bicycle improvements.

3. How do you foresee this designation affecting your community's outlook on bicycling?

Madison has long been a leader in bicycling. We hope that we will be designated in order to support this claim.

4. How do you foresee this designation affecting future bicycle improvement efforts?

If we are not designated at a high level, we will certainly have to look at why that is the case and investigate what improvements can be made. If we are designated at a high level, we will want to continue to improve and to stay at the head of the pack. We hope that feedback from this application will help point out areas where we can improve.

5. Are you aware of other communities that should be involved with this program? Please list below.

The Bicycle Federation is currently working to ascertain which Wisconsin communities are at a stage to be ready to apply for designation. We are helping other communities to improve conditions to the point where they will be ready to apply.

Note: A few questions in the application could be rewritten to be more clear (like #6 under Enforcement).

Thank you for completing this application. Please attach photos, planning documents, press clippings or anything else you think will enhance your application. A committee will score your application and consult with local cyclists in your community. The League will then notify you about your award or a recommendation for continued improvements and reapplication.

The League recognizes newly designated Bicycle Friendly Communities with award levels of platinum, gold, silver or bronze for one year. A simple renewal form to compliment your original application can continue your designation and upgrade your designation. All applicant communities are also eligible for national awards for significant achievements and model community programs.