



## Farmington, CT



**2024 BFC Award: Bronze**  
**Award History:** Bronze since 2014;  
 Previously Honorable Mention in 2012.

### Farmington's BFA Program Stats

# of Local Bicycle Friendly Businesses: **0**  
 # of Local Bicycle Friendly Universities: **0**  
 # of Local League Cycling Instructors: **2**  
 Connecticut's Bicycle Friendly State Ranking: **#13**

The 5 Es Category Scores	Farmington	Max Score this round
Engineering	27.91%	79.26%
Education	42.00%	83.25%
Encouragement	44.45%	90.86%
Evaluation & Planning	27.15%	75.73%
Equity & Accessibility	15.99%	75.47%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

### Key Outcomes

**Overall Commuter Ridership:** 0.3%  
 Male Commuter Ridership: 0.4%  
 Female Commuter Ridership: 0.2%  
*(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)*

**Bicycle Mode Share:** 2% (no source listed)  
*(Reported by applicant)*

**Annual Average Bicyclist Crashes in last 5 years:** 1.8  
**Annual Average Bicyclist Fatalities in last 5 years:** 0  
*(Crashes and Fatalities both reported by applicant)*

### Community Profile

Population: 26,623  
 (Size classification for weighted scoring: Small)  
 Area: 28.7 square miles  
 Population Density: 927.6 people/square mile  
 Land Classification: Mostly Suburban  
 Poverty Rate: 7%\*  
 Median Household Income: \$118,329\*  
 Percent of the Population that Speaks a Language Other Than English at Home: 25%\*  
 Percent with Disability: 9%\*  
 Percent of Households with No Vehicle Available: 7%\*  
 \*Source: [https://data.census.gov/profile/Farmington\\_town,\\_Hartford\\_County,\\_Connecticut?g=060XX00US0900327600](https://data.census.gov/profile/Farmington_town,_Hartford_County,_Connecticut?g=060XX00US0900327600)

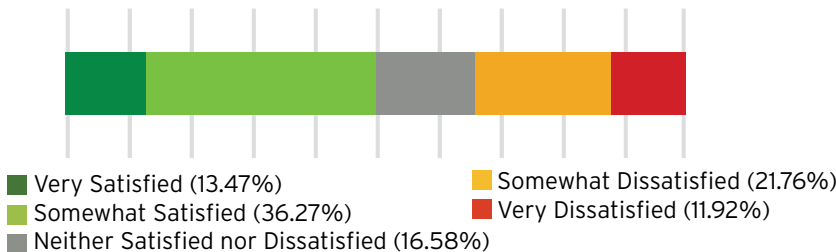
### Farmington's Bike Links

**Bike Network Map, if available:**  
<https://www.farmington-ct.org/departments/engineering/bicycle-committee>

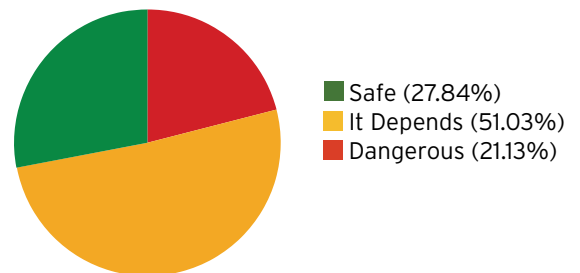
**Bike Plan, if available:**  
<https://www.farmington-ct.org/departments/engineering/bicycle-committee>

## 2024 BFC Public Survey Response Summary for Farmington, CT

How satisfied are you with how this community is designed for making bike riding safe? (n = 193)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 194)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 195)

1. More bike lanes (52.31%)
2. More bike paths (40.00%)
3. Improve existing bike lanes to protected bike lanes (24.10%)

## About this Report Card

The following scores are based on the online application submitted by Farmington in the 2024 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All 2024 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

<b>ENGINEERING</b>	<i>Farmington earned a weighted score of 27.91% in the Engineering Category. Below is the full breakdown of points that Farmington earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	Farmington's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	9.8 / 41 pts
	End-of-Trip Facilities	7.1 / 44 pts
	Bicycle Network	21.9 / 128 pts
	Network Maintenance	11.3 / 32 pts
	Bicycle Access to Public Transportation	3.5 / 23 pts
	Bike Sharing	- / 24 pts
	Other Bicycle-Related Amenities	4.8 / 6 pts
	Regional Coordination	4.2 / 23 pts
Engineering Bonus Points	0.4 / 10 pts	

<b>EDUCATION</b>	<i>Farmington earned a weighted score of 42.00% in the Education Category. Below is the full breakdown of points that Farmington earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	Farmington's Subcategory Points in Education
	Youth Bicycle Education	13.7 / 68 pts
	Adult Bicycle Education	17.3 / 47 pts
	Motorist Education	14.5 / 28 pts
	Bicycle Safety Education Resources	5.9 / 16 pts
	Inclusive Education	5.4 / 26 pts
Education Bonus Points	0.5 / 7 pts	

<b>ENCOURAGEMENT</b>	<i>Farmington earned a weighted score of 44.45% in the Encouragement Category. Below is the full breakdown of points that Farmington earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	Farmington's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	2.5 / 17 pts
	Route-Finding Support	4.3 / 10 pts
	Bicycle Culture and Promotion	36.1 / 91 pts
	Access To Bicycle Equipment and Repair Services	7.5 / 35 pts
	Reducing Work-Related/Fleet VMT	5.0 / 11 pts
	Encouragement Bonus Points	1.6 / 7 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Farmington earned a weighted score of 27.15% in the Evaluation &amp; Planning Category. Below is the full breakdown of points that Farmington earned in each subcategory of the Evaluation &amp; Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	Farmington's Subcategory Points in Evaluation & Planning
	Staffing And Committees	11.7 / 35 pts
	Public Engagement for Bicycle Planning	8.4 / 35 pts
	Planning, Funding, And Implementation	4.9 / 46 pts
	Evaluating The Bicycle Network	0.5 / 25 pts
	Evaluating Ridership	3.7 / 20 pts
	Evaluating & Improving Safety Outcomes	8.3 / 42 pts
Evaluation & Planning Bonus Points	2.3 / 15 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Farmington earned a weighted score of 15.99% in the Equity &amp; Accessibility Category. Below is the full breakdown of points that Farmington earned in each subcategory of the Equity &amp; Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	Farmington's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	2.7 / 24 pts
	Equity Data Collection & Goals	- / 27 pts
	Equity & Accessibility Policies & Plans	0.8 / 21 pts
	Equity & Accessibility in Engineering	7.0 / 44 pts
	Equity & Accessibility in Education	7.0 / 52 pts
	Equity & Accessibility in Encouragement	5.8 / 42 pts
	Equity & Accessibility in Evaluation & Planning	2.8 / 51 pts
Equity & Accessibility Bonus Points	0.5 / 9 pts	



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### FEEDBACK TO IMPROVE:

**To maintain and improve on Farmington's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...**

- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Continue to expand and improve Farmington's low-stress on-road bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, and upgrading roads with sharrows into dedicated bicycle boulevards through speed reductions and traffic calming. (See below)
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these 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.
- » Increase the amount of high quality bicycle parking throughout the community. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See [www.apbp.org/bicycle-parking-solutions](http://www.apbp.org/bicycle-parking-solutions)).
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to expand Safe Routes to School programming and on-bike learning opportunities at all K-12 schools. Providing bicycles in schools for on-bike education is strongly encouraged to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. In particular, middle and high school education efforts could be improved – this is particularly important as older students learn to drive and share the road.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a Town staffer or local bike advocate to attend an existing



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### FEEDBACK TO IMPROVE, CONTINUED:

seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit [bikeleague.org/ridesmart](https://bikeleague.org/ridesmart) for more information.

- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, people with disabilities, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers. Town Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other Farmington employers.
- » Increase the amount of Planning & Engineering/Public Works staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.
- » Your application indicated that your community is currently updating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated and protected bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.
- » Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps. Continue efforts to establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: [https://bit.ly/FHWA\\_connectivity](https://bit.ly/FHWA_connectivity) and [https://bit.ly/FHWA\\_bikepedPMs](https://bit.ly/FHWA_bikepedPMs).
- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.



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### FEEDBACK TO IMPROVE, CONTINUED:

- » Explore potential partnerships with local, regional or statewide public health agencies and organizations that may be able to support your efforts to create more opportunities for active transportation and physical activity through community design. To show your community's commitment to health and wellness through active transportation, work with local elected officials to pass an Active People, Healthy Nation<sup>SM</sup> Proclamation this year. Active People, Healthy Nation<sup>SM</sup> is a national initiative led by the Centers for Disease Control and Prevention to help 27 million Americans become more physically active by 2027. Learn more about Active People, Healthy Nation<sup>SM</sup> Proclamations at:  
<https://www.cdc.gov/active-people-healthy-nation/php/data-research/proclamations.html>.

### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>