



NEW ALBANY, OH

TOTAL POPULATION

9,879

TOTAL AREA (sq. miles)

11.7

POPULATION DENSITY

844.36

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	New Albany
High Speed Roads with Bike Facilities	20%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	20%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 154K	1 PER 99K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	1.9 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.1 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2.1 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.1 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	1.9 /10

KEY OUTCOMES

	Average Bronze	New Albany
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	0.00%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1093	RIDERSHIP TOO LOW TO CALCULATE
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	0



KEY STEPS TO BRONZE

» Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

» Continue to expand the bike network by complimenting your existing Leisure Trail system with on-road bike facilities

to increase accessibility and connectivity. 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.

» 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.

» Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO **BRONZE** CONTINUED

groups and interested parents to create Safe Routes to School programming for all K-12 schools.

» Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a city staffer, Police Officer, and/or local bike advocate to attend an existing 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 for more information.

» Work with local employers to create a Bike to Work Day event. Bike to Work Day often involves a central "pit stop" station with food, community groups, and elected officials promoting and helping people to choose to bike to work.

» Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

» 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. 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 a changes in your community's road or bicycle network.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <http://www.bikeleague.org>
- » Guide to the BFC Report Card:
http://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Building Blocks of a Bicycle Friendly Community:
<http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <http://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <http://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <http://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>