BICYCLE FRIENDLY COMMUNITY
Fall 2016
BRONZE
THE LEAGUE OF AMERICAN BICYCLISTS

CORALVILLE, IA

TOTAL POPULATION
18907

TOTAL AREA *(sq. miles)*
12.0

POPULATION DENSITY
1574.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	*Coralville*
High Speed Roads with Bike Facilities	47%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	56%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	14%	2%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	AVERAGE	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 47 K

CATEGORY SCORES

ENGINEERING *Bicycle network and connectivity*	4 /10
EDUCATION *Motorist awareness and bicycling skills*	2 /10
ENCOURAGEMENT *Mainstreaming bicycling culture*	4 /10
ENFORCEMENT *Promoting safety and protecting bicyclists' rights*	2 /10
EVALUATION & PLANNING *Setting targets and having a plan*	3 /10

KEY OUTCOMES

	Average Silver	*Coralville*
RIDERSHIP *Percentage of Commuters who bike*	2.8%	0.9%
SAFETY MEASURES **CRASHES** *Crashes per 10k bicycle commuters*	498	204
SAFETY MEASURES **FATALITIES** *Fatalities per 10k bicycle commuters*	8	0

KEY STEPS TO SILVER

» Ensure that high speed and/or high volume roads do not pose a barrier to bicycling in your community. It is important that your bike network is safe, comfortable, and navigable for people of all ages and abilities.

» Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States. Coralville needs to improve its on-street bicycle network and a broader range of designs and treatments will make it easier to craft appropriate solutions for your streets.

» Increase the amount of staff time spent on improving conditions for people who bike and walk.

» Bicycle education activities were a relatively low scoring portion of the application. Work to improve bicycle-related education in schools and provide more opportunities for adults to learn safe bicycling practices.

» Implement road and/or lane 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 or to implement traffic calming measures that will promote good driver behavior.