



EL PASO, TX

TOTAL POPULATION

681124

POPULATION DENSITY

2657.5

TOTAL AREA (sq. miles)

256.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	El Paso
High Speed Roads with Bike Facilities	47%	5%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	9%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	3%
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 272 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 /10

KEY OUTCOMES

	Average Silver	El Paso
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	0.1%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	1585
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	5



KEY STEPS TO SILVER

» El Paso has an extensive road network that includes many high speed roads. Given the size of El Paso's road network there needs to be a strategy for bicycle investments that utilizes low-cost bicycle lanes where appropriate and targeted areas for more intensive investments that can create neighborhood-scale networks that are safe and comfortable for people of all ages and abilities. In urban areas with high-speed and/or high-volume roads this may take the form of a "minimum grid" of separated bicycle lanes or similar high quality facilities. These neighborhood-scale networks can serve as nodes for a larger community-scale network.

» Although El Paso has formally adopted the NACTO Urban Street Design Guide and Urban Bikeway Design Guide, it does not appear that designs from these guides have been implemented on high speed roads or in the downtown area. It is great to hear that the Capital Improvement Department is currently designing a Downtown Bicycle Network based on protected lanes, cycle tracks, and two-way cycle tracks and the implementation of that network is a potentially gamechanging development



for El Paso.

» When the Downtown Bicycle Network is implemented with facilities that are new to the community ensure that there is a public education campaign, potentially including ambassadors and events, that help the public understand the new facilities and how performance of the downtown road network changes for all users.

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

» Consider offering a "Ciclovia," or Open Streets type event.

» Bicycle-safety education should be a routine part of education, for students of all ages, schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to develop and implement a Safe Routes to School program for all schools.