



PORT TOWNSEND, WA

TOTAL POPULATION

9454

POPULATION DENSITY

995.2

TOTAL AREA (sq. miles)

9.5

OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Port Townsend
High Speed Roads with Bike Facilities	47%	NO ROADS >35 MPH
Total Bicycle Network Mileage to Total Road Network Mileage	60%	44%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	13%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	NO
Bike Program Staff to Population	1 PER 37K	1 PER 9K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	6/10
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>	2/10

KEY OUTCOMES

	Average Gold	Port Townsend
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.4%	2.8%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	301	485
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.2	0



KEY STEPS TO GOLD



» Implement more designs found in the NACTO Urban Bikeway Design Guide. These designs have been shown to improve conditions for people who bike in other cities throughout the United States. A broader range of designs and treatments may make it easier to craft appropriate solutions for your streets.

» Your application indicated the existence of multiple laws that restrict the movement of bicyclists or which may discourage people from bicycling. You should review your local ordinances and any data on citations and crashes that is available to understand whether your current ordinances are necessary. In particular, it seems contradictory to require the use of side paths while prohibiting the use of sidewalks throughout the community.

» Although Port Townsend has been routinely updating its Bicycle Master Plan first adopted in 1998 it may be useful to do a new Bicycle Master Plan that reflects current best practices and serves as a vehicle

for between staff, elected officials, advisory boards, governmental agencies, healthcare providers and advocates. Port Angeles is doing some great work under its current plan but may experience addition benefits by articulating a stronger vision for the community and building broad support for that vision through a structured planning process.

» Ensure that there is dedicated funding for the implementation of the bicycle master plan. Ensure to specifically allocate bicycle-related funding to low-income/minority communities.

» Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.