



# BATON ROUGE-EAST BATON ROUGE, LA

## TOTAL POPULATION

446,753

## TOTAL AREA (sq. miles)

471

## POPULATION DENSITY

949

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Baton Rouge-East Baton Rouge
High Speed Roads with Bike Facilities	40%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	47%	2%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	SOME	AVERAGE
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 91K	1 PER 112K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	3.1/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	2.8/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	5.1/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	4.2/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3.2/10

## KEY OUTCOMES

	Average Silver	Baton Rouge-East Baton Rouge
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.6%	0.6%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	549	811
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	7.3	24



## KEY STEPS TO SILVER



- » Strengthen your Complete Streets policy or process to ensure more rigorous implementation. A strong Complete Streets policy and process will ensure that your community maximizes opportunities to improve bicycling and walking infrastructure at a low cost.
- » Your reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.
- » 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.

- » Bicycle-safety education should be a routine part of education for students of all ages, and schools and their surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create an in-school bicycle education program.
- » Your application indicated that your community is currently creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Ensure that your plan is supported by dedicated staff and funding for bicycle facilities and programs.