



# LOGAN, UT

**TOTAL POPULATION**  
50,371

**TOTAL AREA (sq. miles)**  
18.5

**POPULATION DENSITY**  
2,722

**# OF LOCAL BICYCLE FRIENDLY BUSINESSES** 0

**# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES** 1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Logan
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	8%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	13%	5%
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	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	GOOD	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 36K	1 PER 25K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	2.4 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	2.6 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4.2 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	4.5 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4.0 /10

## KEY OUTCOMES

	Average Gold	Logan
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	5.2%	2.9%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	291	295
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	2.6	0.0



## KEY STEPS TO GOLD



» Adopt a Complete Streets policy and create implementation guidance. A strong 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.

» Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to expand and improve your in-school bicycle education program. In particular, middle and high school education efforts could be improved. These efforts are

particularly important as students learn to drive and share the road.

» Implement road 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.

» Expand bicycle education opportunities for adults. Host a League Cycling Instructor seminar to increase the number of trained LCIs able to offer bike safety education in Logan, and utilize the League's Smart Cycling educational resources to promote bike safety year-round. Learn more at <http://bikeleague.org/ridesmart>. Targeted outreach should include motorists so that everyone understands changes made to the community and how to properly interact on your roadways.