



NEWPORT, RI

TOTAL POPULATION

24,779

TOTAL AREA (sq. miles)

7.7

POPULATION DENSITY

3,218

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Newport
High Speed Roads with Bike Facilities	40%	NA
Total Bicycle Network Mileage to Total Road Network Mileage	47%	9%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	11%	3%
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	GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 91K	1 PER 124K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.5 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5.3 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.8 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.1 /10

KEY OUTCOMES

	Average Silver	Newport
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.6%	1.5%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	549	746
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	7.3	0



KEY STEPS TO SILVER



- » Develop a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.
- » Mandatory registration can be a barrier to some people choosing to use a bicycle. You should review your local ordinance that requires bicycle registration and consider non-enforcement actions that can address the concerns that led to the current requirement.
- » 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.

- » 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 formalize the Safe Routes to School program to all schools.
- » Congratulations on securing funding for the first protected bikeway in Newport. Successful implementation of the First Mile bikeway will be a significant accomplishment for Newport.