



# CHAPEL HILL, NC

TOTAL POPULATION

59,246

POPULATION DENSITY

2781.5

TOTAL AREA (sq. miles)

21.3

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Chapel Hill
High Speed Roads with Bike Facilities	35%	8%
Total Bicycle Network Mileage to Total Road Network Mileage	76%	21%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	14%	42%
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS AT LEAST ONCE A MONTH
Bicycle-Friendly Laws & Ordinances	GOOD	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 33K	1 PER 15K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	5.0 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	5.7 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	6.2 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.3 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	6.2 /10

## KEY OUTCOMES

	Average Gold	Chapel Hill
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	5.1%	1.94%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	287	222.22
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	2.2	7.17



## KEY STEPS TO GOLD



- » Continue to implement the Chapel Hill Mobility and Connectivity Plan towards a legible, connected network.
- » Continue to reduce design speeds and speed limits on a higher percentage of roadways within the community.
- » Expand the bike network, especially along arterials, through the use of different types of appropriate bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).
- » Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users,

including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

- » Continue to expand bicycle education opportunities for adults. Consider more ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.
- » Congratulations on the planned launch of a city-wide bike share program in Spring 2019! Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.