



CHATTANOOGA, TN

TOTAL POPULATION
179,139

POPULATION DENSITY
1306.6

TOTAL AREA (sq. miles)
137.1

OF LOCAL BICYCLE FRIENDLY BUSINESSES **6**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Chattanooga
High Speed Roads with Bike Facilities	35%	4%
Total Bicycle Network Mileage to Total Road Network Mileage	76%	17%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	19%
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS QUARTLERLY
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 33K	1 PER 30K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.6 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.0 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.7 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.0 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.3 /10

KEY OUTCOMES

	Average Gold	Chattanooga
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	0.51%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	852.13
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	25.06



KEY STEPS TO GOLD



- » Continue to increase the amount of high quality bicycle parking throughout the community.
- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected infrastructure such as protected bike lanes/cycle tracks or parallel 10ft wide shared-use paths (in low density areas). In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and

walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.

- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » 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.
- » Begin the process of creating a new Bicycle Master Plan or updating your 2010 Bicycle and Pedestrian Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement.