



EUGENE, OR

TOTAL POPULATION

169,695

POPULATION DENSITY

3,831

TOTAL AREA (sq. miles)

44.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES **4**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Eugene
High Speed Roads with Bike Facilities	36%	48%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	32%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	VERY GOOD	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 21K	1 PER 28K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.9 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.6 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	4.2 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	6.1 /10

KEY OUTCOMES

	Average Platinum	Eugene
RIDERSHIP <i>Percentage of commuters who bike</i>	13.6%	6.51%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	100	133.15
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.4	0.4



KEY STEPS TO PLATINUM



- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network.
- » Continue to expand the bike network and increase connectivity, and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Continue efforts to integrate biking and transit by improving bike parking at all BRT stations, and encouraging more people to take bike-transit trips.
- » Expand bicycle safety education to be a routine part of

education for students of all ages, including high schools, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking.

- » Expand bicycle education opportunities for adults so they are offered more frequently and consistently. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.
- » Implement some automated enforcement, such as speed/safety cameras, as part of Eugene's ongoing vision zero efforts. Accompany this automated enforcement with signage and street design changes to promote lower vehicle speeds. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.