



LEXINGTON-FAYETTE, KY

TOTAL POPULATION
321,959

POPULATION DENSITY
3,658

TOTAL AREA (sq. miles)
88

OF LOCAL BICYCLE FRIENDLY BUSINESSES **5**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **2**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Lexington-Fayette
High Speed Roads with Bike Facilities	35%	13%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	14%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	10%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	?
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 21K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.2 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.3 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.2 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2.6 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.2 /10

KEY OUTCOMES

	Average Silver	Lexington-Fayette
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.73%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	645
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	1.72



KEY STEPS TO SILVER



» Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that APBP-compliant bicycle parking is available in areas near popular destinations and urban activity centers, with a focus on the bike parking issues identified in the recent transit stop inventory project. Without secure and convenient bike parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.

» 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 bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes 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.

» 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.

» Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.