



ROSEBURG, OR

TOTAL POPULATION
24,820

POPULATION DENSITY
2,479

TOTAL AREA (sq. miles)
10.01

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Roseburg
High Speed Roads with Bike Facilities	35%	47%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	23%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	6%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	UPDATE IN PROGRESS
Bike Program Staff to Population	1 PER 78K	1 PER 25K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.7 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.5 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2.9 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.3 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.7 /10

KEY OUTCOMES

	Average Silver	Roseburg
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	2.29%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	DATA NOT COLLECTED
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » 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.
- » Increase the amount of high quality bicycle parking throughout the community, including at transit stops. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations through the use of bike corrals, bike valets, and incentives or requirements for bike parking in buildings.

- » 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.
- » Provide education to law enforcement officers on bicycle safety, bicycling skills, and traffic laws as they apply to bicyclists and motorists. Develop a bike patrol unit to improve bicyclist/officer relations, and ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster positive interactions between bicyclists and police officers.
- » Work with your local police department to collect bike crash data. Collecting data is an important step to addressing bike safety. Data about crashes should be used to identify where projects can resolve or mitigate safety issues.