



# SPOKANE, WA

TOTAL POPULATION

217,108

POPULATION DENSITY

3,157

TOTAL AREA (sq. miles)

69.5

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

3

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Spokane
High Speed Roads with Bike Facilities	35%	2%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	53%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	20%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
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	YES
Bike Program Staff to Population	1 PER 78K	1 PER 27K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	5.4/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4.4/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	8.0/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.0/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	6.3/10

## KEY OUTCOMES

	Average Silver	Spokane
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.7%	0.73%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	537	1,063
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	6.3	18.92



## KEY STEPS TO SILVER



- » 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, provide protected bicycle infrastructure such as protected bike lanes. In slower speed areas such as quiet neighborhood streets, continue to develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.
- » Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.
- » Continue increasing bike/transit integration through improved connectivity and routes to transit stops, including the Center Line route, and by expanding bike parking at all transit stops.

- » Expand bicycle safety education to be a routine part of education for students of all ages, at all K-12 schools, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking.
- » Work with local League Cycling Instructors (LCIs) to offer Bicycle Friendly Driver training to motorists in Spokane, particularly to professional drivers and fleet operators.
- » 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.
- » Adopt a local or regional 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.