



OTTAWA, KS

Fall 2020

TOTAL POPULATION

12,254

TOTAL AREA (sq. miles)

9.33

POPULATION DENSITY

1357

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Ottawa
High Speed Roads with Bike Facilities	20%	0%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	12%
Bicycle Education in Schools	AVERAGE	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 154K	1 PER 123K

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

1.28 /10

EDUCATION

Motorist awareness and bicycling skills

2.10 /10

ENCOURAGEMENT

Mainstreaming bicycling culture

2.62 /10

EVALUATION & PLANNING

Setting targets and having a plan

2.63 /10

KEY OUTCOMES

	Average Bronze	Ottawa
RIDERSHIP Percentage of commuters who bike	1.3%	0.42%
SAFETY MEASURES CRASHES Crashes per 10k bicycle commuters	1093	769.23
SAFETY MEASURES FATALITIES Fatalities per 10k bicycle commuters	20	-



KEY STEPS TO BRONZE

- » 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.
- » Consider lowering posted speed limits, particularly on neighborhood greenways and residential streets, to

under 25 MPH. Introduce road diets and traffic calming measures to ensure compliance.

- » Develop a design manual for bike facilities that meets current national standards or adopt the FHWA's Small Town and Rural Multimodal Network Guide. This will make it easier for City staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other similar communities throughout the United States. 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.

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO BRONZE CONTINUED

- » Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See www.apbp.org/bicycle-parking-solutions)
- » 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.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting

an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

