



WALLA WALLA, WA

TOTAL POPULATION

32,914

POPULATION DENSITY

2371

TOTAL AREA (sq. miles)

13.88

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Walla Walla
High Speed Roads with Bike Facilities	35%	0%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	13%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	10%
Bike Month and Bike to Work Events	GOOD	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES BUT NO FUNDING
Bike Program Staff to Population	1 PER 78K	1 PER 329K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.6/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.2/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.0/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2.8/10

KEY OUTCOMES

	Average Silver	Walla Walla
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	1.65%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	446
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	8.9



KEY STEPS TO SILVER



- » Continue to improve and expand the low-stress bike network for all ages and abilities, 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.
- » Increase the amount of high quality bicycle parking throughout the community, and work to upgrade the quality of existing bike parking. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near popular destinations, transit stops, and urban activity centers. (See apbp.org/bicycle-parking-solutions)
- » Consider making end-of-trip facilities available to bike commuters in your community, such as publicly accessible bicycle repair stations and air pumps.
- » Bicycle safety education should be a routine part of education for

students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming and on-bike learning opportunities at all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.

- » 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.

KEY STEPS CONTINUED ON PAGE 2...



WALLA WALLA, WA

Fall 2021

KEY STEPS TO SILVER CONTINUED

- » Develop a community-wide trip reduction ordinance/program, commuter incentive program, and a Guaranteed Ride Home program to encourage and support bike commuters in Walla Walla.
- » Improve Bike Month activities by creating a Bike to Work Day event and/or Bike to School Day event. Bike to Work Day events can include competitions for participation between businesses and "energizer" stations where people can get coffee on the way to work. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.
- » Consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.
- » Establish and adopt specific measurable goals to better benchmark and track the success of your bike plan.
- » Establish a dedicated annual budget for implementation of your Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure development/maintenance.
- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to a changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.
- » Adopt a goal to eliminate traffic fatalities and serious injuries and support this goal with a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.
- » Repeal the mandatory bike registration law or ordinance in your community, which may be prohibitive or discouraging for new bicyclists. Ensure that any this and any other ordinances or laws which place restrictions on bicyclists do not have punitive repercussions -- focus on engineering, education, and encouragement solutions instead.

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>
- » About the BFC Application Process: <https://bikeleague.org/content/about-bfc-application-process>
- » The Five E's: <https://bikeleague.org/5-es>
- » Tips for Current and Aspiring BFCs: <https://bikeleague.org/BFC-tips>
- » 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>

