



MOSCOW, ID

TOTAL POPULATION

24,499

POPULATION DENSITY

3603

TOTAL AREA (sq. miles)

6.8

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Moscow
Arterial and Major Collector Streets with Bike Lanes	45%	10 TO 15%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	38%
Public Education Outreach	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	7%	5%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	ACTIVE	YES
Active Bicycle Advisory Committee	ACTIVE	NONE
Bicycle-Friendly Laws & Ordinances	SOME	SOME
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 70K	1 PER 30,624

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2/10

KEY OUTCOMES

	Average Silver	Moscow
RIDERSHIP <i>Percentage of Commuters who bike</i>	3.5%	4.1%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	180	183
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	1.4	0



» Expand upon current efforts such as the Officer Newbill Kids Safety Fair and Safe Routes to School to make bicycle education a routine part of youth education for students of all ages.

» Ensure that there are bicycle education opportunities specifically for women, families, non-English speaking communities and other specific demographic groups. By specifically targeting education opportunities to certain groups you can ensure that those groups are better reached and their specific concerns are addressed by the curriculum.

» Develop a plan to provide a safe and accessible bicycle network for people of all ages and abilities. Work with major community stakeholders, such as the University of Idaho, to

ensure that the plan can be implemented quickly. Consider the opportunities that a minimum grid of separated bike lanes or greenways might provide.

» Increase the amount of high quality bicycle parking throughout the community. As the use of bicycles grows it is important that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.

» Repeal your ordinance that requires that bicyclists pay a license fee. Bicycle licensing can create a barrier to people biking and potentially serve as a basis of discriminatory enforcement. There are many other ways to prevent bicycle theft or promote good bicyclist behavior without requiring licenses.