



SEQUIM, WA

TOTAL POPULATION

7,000

POPULATION DENSITY

1,100

TOTAL AREA (sq. miles)

6.37

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

N/A

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Sequim
High Speed Roads with Bike Facilities	37%	N/A
Total Bicycle Network Mileage to Total Road Network Mileage	45%	108%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	12%	15%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	SOME	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 100K	1 PER 23K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	1.8 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.1 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.1 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.8 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3.9 /10

KEY OUTCOMES

	Average Silver	Sequim
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.6%	0.00%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	523	INSUFFICIENT DATA
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	5.8	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.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design 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 cities 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.
- » 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.

- » 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. Appoint a Safe Routes to School Coordinator and work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools.

- » Begin the process for creating a new Bicycle Master Plan or updating your 2013 Transportation Master Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan should take advantage of best practices that are applicable to a community of your size.