



LAFAYETTE, IN

TOTAL POPULATION

67140

POPULATION DENSITY

2420.3

TOTAL AREA (sq. miles)

29.5

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

| | Average Bronze | Lafayette |
|---|-----------------|------------------------|
| High Speed Roads with Bike Facilities | 20% | 29% |
| Total Bicycle Network Mileage to Total Road Network Mileage | 25% | 34% |
| Bicycle Education in Schools | AVERAGE | NEEDS IMPROVEMENT |
| Share of Transportation Budget Spent on Bicycling | 7% | 8% |
| Bike Month and Bike to Work Events | AVERAGE | ACCEPTABLE |
| Active Bicycle Advocacy Group | YES | YES |
| Active Bicycle Advisory Committee | MEETS QUARTERLY | MEETS AT LEAST MONTHLY |
| Bicycle-Friendly Laws & Ordinances | AVERAGE | NEEDS IMPROVEMENT |
| Bike Plan is Current and is Being Implemented | YES | YES |
| Bike Program Staff to Population | 1 PER 154K | 1 PER 1.34M |

CATEGORY SCORES

| | |
|---|------|
| ENGINEERING <i>Bicycle network and connectivity</i> | 3/10 |
| EDUCATION <i>Motorist awareness and bicycling skills</i> | 1/10 |
| ENCOURAGEMENT <i>Mainstreaming bicycling culture</i> | 2/10 |
| ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i> | 4/10 |
| EVALUATION & PLANNING <i>Setting targets and having a plan</i> | 3/10 |

KEY OUTCOMES

| | Average Bronze | Lafayette |
|--|----------------|-----------|
| RIDERSHIP <i>Percentage of commuters who bike</i> | 1.3% | 0.8% |
| SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i> | 1093 | 737 |
| SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i> | 20 | 0 |



KEY STEPS TO BRONZE



» Consider ways to improve and maximize existing off-street paths by improving signage, cut-throughs or other measures that might improve the safety and convenience of bicyclists on off-street paths.

» Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).

» 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 for all schools.

» Increase the amount of staff time spent on improving conditions for people who bike and walk. Increasing staff time, either by creating a position or changing the responsibilities of current staff, can have a positive impact on the ability of your community to execute bicycling and walking-related projects and programs.

» Have some hands-on bicycling education classes available for adults.

KEY STEPS CONTINUED ON PAGE 2...



LAFAYETTE, IN

Spring 2019

KEY STEPS TO BRONZE CONTINUED

» Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.

» Improve Bike Month activities by creating a Bike to Work Day event, Bike to School Day event, and/or a Mayor's Ride. 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.

» Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

» Your application indicated that Lafayette has some local traffic laws that may make it more difficult for people to bike safely, and which may lead to discriminatory enforcement and/or public harassment of people bicycling. Specifically,

requirements that bicycles are registered and that people biking use bike lanes have in some instances led to enforcement activities that targeted poor or minority persons without improving bicyclist safety. The value of those laws should be re-assessed and the repeal of those laws should be considered.

» Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. 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.

» Your reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <http://www.bikeleague.org>
- » Guide to the BFC Report Card:
http://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Building Blocks of a Bicycle Friendly Community:
<http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <http://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <http://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <http://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>

