



KEENE, NH

TOTAL POPULATION

23409

POPULATION DENSITY

628.5

TOTAL AREA (sq. miles)

37.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES **2**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Keene
High Speed Roads with Bike Facilities	35%	96%
Total Bicycle Network Mileage to Total Road Network Mileage	76%	45%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	5%
Bike Month and Bike to Work Events	VERY GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 33K	1 PER 24.64K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	1/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4/10

KEY OUTCOMES

	Average Gold	Keene
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	2.4%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	202
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	0



KEY STEPS TO GOLD



- » Continue to expand the low-stress, all-ages bicycling network by adding context appropriate bike facilities to streets based on motor vehicle speed and volume.
- » Adopt a bike parking ordinance for new and existing buildings that specifies standards for the amount and location of secure, convenient, APBP-compliant bike parking.
- » 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.
- » Increase the number of local League Cycling Instructors (LCIs) in your community.

- » 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.
- » Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster positive interactions between bicyclists and police officers.
- » Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists.
- » Your application indicated that your community is creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for improvement.