



NEW ORLEANS, LA

TOTAL POPULATION
393292

POPULATION DENSITY
4334.8

TOTAL AREA (sq. miles)
90.7

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	New Orleans
High Speed Roads with Bike Facilities	35%	2%
Total Bicycle Network Mileage to Total Road Network Mileage	76%	8%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES; UPDATE UNDERWAY
Bike Program Staff to Population	1 PER 33K	1 PER 143K

CATEGORY SCORES

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

KEY OUTCOMES

	Average Gold	New Orleans
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	3.2%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	549
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	6



KEY STEPS TO GOLD



- » Congratulations on beginning a rapid plan, design, and build approach to expanding and connecting the City's low stress bike network. With a planned 75 miles of new low stress bikeways and a \$10 million in committed funding, this is a great step towards making New Orleans a safer and more bikeable city.
- » Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities.
- » Make the Connect the Crescent bike lanes permanent.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved. These efforts are particularly important as older students learn to drive and share the road.

- » Work with law enforcement, businesses, public agencies, and other institutional partners to develop a distracted driving campaign that includes public messages; institution-specific messages, training, or policies; and high visibility enforcement.
- » Improve bicycle safety education for students of all ages by providing on-bicycle education. Providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » 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.