



NORFOLK, VA

TOTAL POPULATION
246393

POPULATION DENSITY
4553

TOTAL AREA (sq. miles)
54.1

OF LOCAL BICYCLE FRIENDLY BUSINESSES **2**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **2**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Norfolk
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	6%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 54K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6 / 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>	4 / 10

KEY OUTCOMES

	Average Silver	Norfolk
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.8%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	402
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	21



KEY STEPS TO SILVER



» Congratulations on adopting a Complete Streets policy directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process for this new policy going forward.

» Ensure that high speed and/or high volume roads do not pose a barrier to bicycling in your community. Your application indicated a lack of bicycle facilities on high speed roads. While it is possible that trails provide suitable alternatives to those high speed roads it is important that those trails are connected to on-road facilities that allow people to safely and comfortably reach their destinations.

» Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

» Congratulations on hiring a bicycle program manager. Increasing staff time can have a positive impact on the ability of your community to execute bicycling and walking-related projects and programs. Make sure that the bicycle program manager is well resourced and set up for success.

» Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to a changes in your community's road or bicycle network.

» Pay close attention to how bicycles are accommodated at intersections, particularly where off-street paths cross roads with posted speed limits above 25 mph. Refuge islands, curb extensions, and signalized crossings are infrastructure changes that can make intersections safer for bicyclists and pedestrians. With over 140 miles of roads with speed limits over 35 mph, there are likely many intersections with high-speed roads that could benefit from improved crossings.