



NEW HAVEN, CT

TOTAL POPULATION

130,000

POPULATION DENSITY

6500

TOTAL AREA (sq. miles)

18.7

OF LOCAL BICYCLE FRIENDLY BUSINESSES **3**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	New Haven
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	76%	34%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	1%
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 IRREGULARLY
Bicycle-Friendly Laws & Ordinances	GOOD	AVERAGE
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 33K	1 PER 65K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.8 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.5 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.3 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.3 /10

KEY OUTCOMES

	Average Gold	New Haven
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	3.09%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	527.48
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	2.22



KEY STEPS TO GOLD



» Improve bicycle safety education for students of all ages by incorporating 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. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program.

» 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.

» Encourage your Bicycle & Pedestrian Advisory Committee (BPAC) to meet for regularly, as way to create a systematic method for ongoing citizen input into the development of important policies,

plans, and projects.

» Your application indicated that your community is currently developing a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities.

» 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.