



LOUISVILLE, KY

TOTAL POPULATION

256,231

POPULATION DENSITY

3,873

TOTAL AREA (sq. miles)

66.15

OF LOCAL BICYCLE FRIENDLY BUSINESSES **2**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Louisville
High Speed Roads with Bike Facilities	35%	35%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	11%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
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 MONTHLY	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 36K	1 PER 51K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.5/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.0/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.1/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2.5/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.1/10

KEY OUTCOMES

	Average Gold	Louisville
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.2%	0.40%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	291	1,429
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2	10



KEY STEPS TO GOLD



» 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. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.

» Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.

» Expand bicycle education opportunities for adults, including motorists.

» 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. Appoint a Safe Routes to School Coordinator and work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools, including a Bike to School Day event each Spring and Fall.

» Adopt a comprehensive roadway 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.

» Ensure that high speed and/or high volume roads do not pose a barrier to bicycling in your community. It is important that your bike network is safe, comfortable, and navigable for people of all ages and abilities. Road and/or lane diets may be appropriate for calming traffic while providing safe and comfortable places for people to bike and walk.