



CHARLOTTESVILLE, VA

TOTAL POPULATION

46,912

POPULATION DENSITY

4,599

TOTAL AREA (sq. miles)

10.27

OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Charlottesville
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	27%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	14%	15%
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 36K	1 PER 12K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.5 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.3 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5.8 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.2 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	6.4 /10

KEY OUTCOMES

	Average Gold	Charlottesville
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.2%	3.07%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	291	272
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2	0



KEY STEPS TO GOLD



- » Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). On lower speed roads, develop a network of bike boulevards/neighborhood greenways to encourage and optimize bicycle travel on existing low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.
- » 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. Expand the audience for educational programs

to include all high school students, college students, and new drivers.

- » Expand the U Bike system or a new bikeshare system to the rest of the community for the general public and visitors to use across Charlottesville.
- » Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.
- » Adopt a local comprehensive road safety plan to complement VDOT's Strategic Highway Safety Plan and to create engineering, education, and enforcement strategies to reduce traffic crashes for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.