



CHARLOTTE, NC

TOTAL POPULATION

827097

POPULATION DENSITY

2778.5

TOTAL AREA (sq. miles)

297.7

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Charlotte
High Speed Roads with Bike Facilities	47%	19%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	11%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	14%	10%
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 89K	1 PER 83 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	6 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	8 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	6 / 10

KEY OUTCOMES

	Average Silver	Charlotte
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	0.3%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	1107
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	15



KEY STEPS TO SILVER

» Your application indicated that your community is currently creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Institutionalization can include design processes, data collection, and broader land use or other changes that will be supportive of non-motorized transportation and recreation. There have been many advances in bicycle planning such as the publication of NACTO Design Guides, the creation of traffic stress methodologies for network planning, the availability of continuous electronic counters, and the proliferation of bike share systems. Your Bicycle Master Plan should take advantage of best practices that are applicable to a community of your size.

» Your application indicated that you currently do not know the compliance rate for your Complete Streets policy. 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.

» Clearly communicate progress on bicycle plans and other key metrics to inform citizens about the accomplishments and return on investment of improvements for bicycling and walking. Annual benchmarks or other dashboard-style reporting may help people see change in your large community.

» Your application indicated that some schools restrict the ability of children to arrive by bicycle. Schools and surrounding neighborhoods should be particularly safe and convenient for biking and walking. Efforts should be taken to address any safety concerns that motivate school policies that restrict the choice of parents and students to use bicycles for transportation.