LARAMIE, WY

BICYCLE FRIENDLY COMMUNITY
Fall 2016
BRONZE
THE LEAGUE OF AMERICAN BICYCLISTS

TOTAL POPULATION
30816

POPULATION DENSITY
1735.1

TOTAL AREA (sq. miles)
17.8

 # OF LOCAL BICYCLE FRIENDLY BUSINESSES   0

 # OF LOCAL BICYCLE FRIENDLY UNIVERSITIES   1
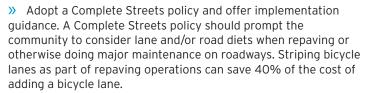
10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Laramie
High Speed Roads with Bike Facilities	47%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	40%
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	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NO BICYCLE ADVISORY COMMITTEE
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	NO STAFF

CATEGORY SCORES

ENGINEERING
Bicycle network and connectivity
4 /10

EDUCATION
Motorist awareness and bicycling skills
2 /10

ENCOURAGEMENT
Mainstreaming bicycling culture
3 /10

ENFORCEMENT
Promoting safety and protecting bicyclists' rights
2 /10

EVALUATION & PLANNING
Setting targets and having a plan
2 /10

KEY OUTCOMES

	Average Silver	Laramie
RIDERSHIP *Percentage of Commuters who bike*	2.8%	6.9%
SAFETY MEASURES CRASHES *Crashes per 10k bicycle commuters*	498	95
SAFETY MEASURES FATALITIES *Fatalities per 10k bicycle commuters*	8	0

KEY STEPS TO SILVER

» Adopt a Complete Streets policy and offer implementation guidance. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

» 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. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools.

» Your community has a high percentage of people who bike to work without having an extensive bicycle network. Take advantage of this by implementing wayfinding signage, branding, and low-cost improvements to allow more people to find existing low-stress routes utilized by these commuters. It may be possible to make significant improvements to your network by targeting a few higher stress locations.

» 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.

» Consider whether bikes would be a useful patrol or public safety tool for your community.