



CHARLOTTE, NC

TOTAL POPULATION

826,060

POPULATION DENSITY

2694

TOTAL AREA (sq. miles)

308.6

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Charlotte
High Speed Roads with Bike Facilities	35%	6%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	14%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	11%	18%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 83K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5.27 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	6.50 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.78 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	6.25 /10

KEY OUTCOMES

	Average Silver	Charlotte
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.18%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	1,591
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	30.11



KEY STEPS TO SILVER



» Charlotte's momentum and impressive efforts since 2016 put the City well on its way toward a Silver-level BFC designation in the near future, but the 'key outcomes' metrics are keeping the community at the Bronze-level at this time. Continue to fund and implement the priorities outlined in the 2017 Bicycle Master Plan, Charlotte BIKES, as well as to invest in and expand the City's new Corridors of Opportunity Program to improve safety, comfort, and accessibility for everyone riding a bike in Charlotte.

» Continue to expand and improve the bike network for all ages and abilities, and to ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume. Take advantage of Charlotte's high number of low-speed streets by developing a network of bike boulevards/neighborhood greenways to encourage and optimize bicycle travel on 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.

» Work with local League Cycling Instructors (LCIs) to offer Bicycle Friendly Driver training to motorists in Charlotte, particularly to professional drivers and fleet operators.

» Develop a community-wide trip reduction ordinance/program, commuter incentive program, and a Guaranteed Ride Home program to encourage and support bike commuters in Charlotte. Encourage more employers in Charlotte to support bike commuters on staff and to become Bicycle Friendly Businesses.

» Continue to find ways to build the community's bike culture and engage with new audiences, such as a learn to ride class for senior citizens or a bike ambassador program in partnership with UNC Charlotte.

» Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.