



# ASHEVILLE, NC

## TOTAL POPULATION

83,393

## POPULATION DENSITY

1856

## TOTAL AREA (sq. miles)

45.5

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Asheville
Arterial and Major Collector Streets with Bike Lanes	45%	5%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	4%
Public Education Outreach	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	ACTIVE	YES
Active Bicycle Advisory Committee	ACTIVE	MONTHLY
Bicycle-Friendly Laws & Ordinances	SOME	FEW
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 70K	1 PER 16,679

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4 / 10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3 / 10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4 / 10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3 / 10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	2 / 10

## KEY OUTCOMES

	Average Silver	Asheville
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	3.5%	1%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	180	416
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	1.4	0



- » Continue to expand the bike network, especially along high stress streets and intersections, through the use of different types of bicycle facilities suitable for people of all ages and abilities.
- » Connect Greenway improvements to on-street networks through high quality facilities and wayfinding.
- » Continue efforts to work with NCDOT to reallocate road space on state-controlled roads to improve conditions for people who bike and walk.
- » Create a traffic demand management program that is focused on changing behavior through individualized marketing to promote alternatives to driving alone.

- » Continue efforts to bring bike rodeos to underserved neighborhoods and expand bicycle education programs.
- » Consider the best way to rapidly implement a bicycle network suitable for people of all ages and abilities to create community-scale changes.
- » Improve collection of traffic citations and how data on traffic citations is disseminated and used. Traffic citations and crash data can be used to understand where infrastructure and enforcement can be targeted for the greatest effect.
- » Conduct a network analysis to understand the level of traffic stress for bicyclists throughout Asheville.