



# MOAB CITY, UT

TOTAL POPULATION

5253

TOTAL AREA (sq. miles)

4.1

POPULATION DENSITY

1272

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Moab City
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	76%	160%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	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 33K	1 PER 1.05K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	3/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	2/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	5/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	5/10

## KEY OUTCOMES

	Average Gold	Moab City
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	5.1%	4.0%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	287	500
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	2.2	0



## KEY STEPS TO GOLD



» Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

» Moab has some very wide roads that could benefit from being restriped with bike lanes, including buffered and/or protected bike lanes. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways.

» Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs would be a good step for continued coordination with transit and

potentially developing community bicycle branding. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for utilitarian trips.

» Greater Moab is an amazing recreational bicycling destination. The utilitarian and functional bicycling network within the city of Moab should be improved to match the greatness of the recreational bicycling in the area.

» Your application indicated that your community is currently updating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size.