



HARRISONBURG, VA

TOTAL POPULATION
54,689

POPULATION DENSITY
3,143

TOTAL AREA (sq. miles)
17.4

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Harrisonburg
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	15%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	11%	10%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 36K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.8 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.8 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.3 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.1 /10

KEY OUTCOMES

	Average Silver	Harrisonburg
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	1.71%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	164
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



- » Continue to expand the bike network and 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. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes. In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.
- » Consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Expand bicycle safety education to be a routine part of education for high school and college students, in addition to the on-bike education currently available for K-8 students.

- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer, Police Officer, and/or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.
- » 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.