



ROCHESTER, MN

TOTAL POPULATION
114,000

TOTAL AREA (sq. miles)
54.75

POPULATION DENSITY
2082

OF LOCAL BICYCLE FRIENDLY BUSINESSES 3

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Rochester
High Speed Roads with Bike Facilities	35%	4%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	23%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	3%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 134K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.7 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.7 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.8 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.5 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.8 /10

KEY OUTCOMES

	Average Silver	Rochester
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	1.13%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	293
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	3.05



KEY STEPS TO SILVER



- » Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position.
- » Your application indicated that all roads within your community have a posted speed limit above 25 mph. Consider whether neighborhood greenways optimized for biking should have lower speed limits and traffic calming to ensure compliance. If traffic studies show actual speeds are higher than the posted limits on some roads, use traffic calming and enforcement to ensure that people do not exceed the posted speed.
- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).

- » Re-launch a community-wide public bike share system.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.
- » Improve Bike Month activities by creating more community-wide events such as a Mayor's Ride or a month-long commuter challenge. Offer more educational opportunities for children and adults throughout the month as well.
- » Begin the process of creating a new Bicycle Master Plan or updating the 2012 Rochester-Olmsted Bicycle Master Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement.