



ROOSEVELT PARK, MI

Fall 2020

TOTAL POPULATION

3,831

TOTAL AREA (sq. miles)

1.01

POPULATION DENSITY

3831

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Roosevelt Park
High Speed Roads with Bike Facilities	20%	N/A - NO HIGH SPEED ROADS
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	12%
Bicycle Education in Schools	AVERAGE	VERY GOOD
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 154K	1 PER 19K

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

1.47 /10

EDUCATION

Motorist awareness and bicycling skills

4.34 /10

ENCOURAGEMENT

Mainstreaming bicycling culture

2.09 /10

EVALUATION & PLANNING

Setting targets and having a plan

2.59 /10

KEY OUTCOMES

RIDERSHIP

Percentage of commuters who bike

1.3%

Roosevelt Park

0.00%

SAFETY MEASURES CRASHES

Crashes per 10k bicycle commuters

1093

RIDERSHIP TOO LOW TO CALCULATE

SAFETY MEASURES FATALITIES

Fatalities per 10k bicycle commuters

20

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KEY STEPS TO BRONZE

- » Congratulations on adopting a Complete Streets policy directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process for this new policy going forward.
- » Continue to expand and improve the bike network for bicyclists of all ages and abilities. Take advantage of Roosevelt Park's many 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.

- » Increase the amount of high quality bicycle parking throughout the community. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. (See www.apbp.org/bicycle-parking-solutions).
- » Improve in-school bicycle safety education for students of all ages by incorporating on-bicycle education. Providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO BRONZE CONTINUED

household. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program.

» Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer 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.

» Create a signature annual event, such as an open streets event or annual ride. A signature annual event can be a catalyst for the creation of a culture that supports bicycling. Signature events can be based around iconic infrastructure or architecture, locally important businesses or celebrities, or other existing cultural touchstones.

» Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

» Congratulations on adopting the Roosevelt Park 2020 Master Plan. Ensure that there is dedicated funding for the implementation of all types of bicycle infrastructure recommended by the master plan, as well as other traffic calming measures that will make the roadway network more accessible and safe for bicyclists.

» Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Roosevelt Park. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.

» Continue to partner with Muskegon County and neighboring local jurisdictions to ensure there is regional connectivity for bicyclists traveling throughout the broader community.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Community FAQs & Resources: <https://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

