



RIDGELAND, MS

TOTAL POPULATION
24,047

POPULATION DENSITY
1,040

TOTAL AREA (sq. miles)
23.13

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Ridgeland
High Speed Roads with Bike Facilities	37%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	45%	23%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	12%	10%
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	SOME	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 100K	1 PER 16K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.4 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.3 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.2 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.0 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3.4 /10

KEY OUTCOMES

	Average Silver	Ridgeland
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.6%	0.24%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	523	645
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	5.8	0



KEY STEPS TO SILVER



» Congratulations on adopting a Complete Streets policy in 2017. It is important to ensure that there is a strong implementation and compliance process for this new policy going forward, and that your community establishes and follows a bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume, such as adopting the NACTO Urban Bikeway Design Guide.

» Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Work with local business owners and public agencies to conduct a bike parking study or audit to determine current conditions of bike parking in the community.

» Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. 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).

» Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools, including a Bike to School Day each Spring and Fall. In particular, middle and high school education efforts could be improved. These efforts are particularly important as older students learn to drive and share the road.

» Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes and injuries among bicyclists. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.