



WOODBURY, MN

TOTAL POPULATION

70000

TOTAL AREA (sq. miles)

35.6

POPULATION DENSITY

1970

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Woodbury
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	42%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES; UPDATE UNDERWAY
Bike Program Staff to Population	1 PER 78K	1 PER 70K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	6 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 / 10

KEY OUTCOMES

	Average Silver	Woodbury
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.1%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	1613
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



- » Implement your Complete Streets policy and grow the on-street low-stress bicycling network to complement the path network.
- » Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for utilitarian trips.
- » 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.
- » Pay close attention to how bicycles are accommodated at intersections, particularly where off-street paths cross roads with posted speed limits above 25 mph. Refuge islands, curb extensions, and signalized crossings are infrastructure changes that can make intersections safer for bicyclists and pedestrians.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods

should be 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 schools.

- » Work with local employers to create a Bike to Work Day event. Bike to Work Day often involves a central "pit stop" station with food, community groups, and elected officials promoting and helping people to choose to bike to work.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns.
- » Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers.