



MUSKEGON, MI

TOTAL POPULATION

38,401

POPULATION DENSITY

2716

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

TOTAL AREA (sq. miles)

14.14

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Muskegon
High Speed Roads with Bike Facilities	20%	0%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	9%
Bicycle Education in Schools	AVERAGE	GOOD
Share of Transportation Budget Spent on Bicycling	7%	4%
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	AVERAGE
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 154K	1 PER 192K

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

3.59 /10

EDUCATION

Motorist awareness and bicycling skills

4.53 /10

ENCOURAGEMENT

Mainstreaming bicycling culture

2.38 /10

EVALUATION & PLANNING

Setting targets and having a plan

2.92 /10

KEY OUTCOMES

	Average Bronze	Muskegon
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	0.81%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1093	1,436.36
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	18.18



KEY STEPS TO BRONZE

» Your application indicated that the City of Muskegon is currently creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your bike plan should build upon the input received in public workshops taking place in every neighborhood and across the city. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.

» 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/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). 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.

» Increase the amount of high quality bicycle parking at popular destinations throughout the community. Conduct a bike parking study or audit to determine current conditions of

KEY STEPS CONTINUED ON PAGE 2...



MUSKEGON, MI

Spring 2021

KEY STEPS TO BRONZE CONTINUED

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)

» Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.

» 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.

» 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 Muskegon. 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.

» Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific 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.

» 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.

» Build on the success of the in-school bike education currently offered by working with the local school district and interested parents to organize a Bike to School Day event every Fall and Spring. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.

» Muskegon would be well-served by a bike co-op. In cities your size, co-ops have had major success in building a culture around youth/ family cycling and coupled with after-school programming, job training and a connection point with local clubs/advocacy, this can be win-win-win.

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>
- » 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>

