



RAPID CITY, SD

TOTAL POPULATION

77,185

TOTAL AREA (sq. miles)

54.76

POPULATION DENSITY

1409.5

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Rapid City
High Speed Roads with Bike Facilities	20%	23%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	15%
Bicycle Education in Schools	AVERAGE	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	7%	LESS THAN 1%
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	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES (NO BUDGET)
Bike Program Staff to Population	1 PER 154K	1 PER 386K

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

2.84 /10

EDUCATION

Motorist awareness and bicycling skills

3.21 /10

ENCOURAGEMENT

Mainstreaming bicycling culture

2.36 /10

EVALUATION & PLANNING

Setting targets and having a plan

3.17 /10

KEY OUTCOMES

	Average Bronze	Rapid City
RIDERSHIP Percentage of commuters who bike	1.3%	0.43%
SAFETY MEASURES CRASHES Crashes per 10k bicycle commuters	1093	805.19
SAFETY MEASURES FATALITIES Fatalities per 10k bicycle commuters	20	0



KEY STEPS TO BRONZE

- » 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). 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.
- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities

direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

- » 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

KEY STEPS CONTINUED ON PAGE 2...



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Spring 2021

KEY STEPS TO BRONZE CONTINUED

parking is available in areas near transit and urban activity centers. (See www.apbp.org/bicycle-parking-solutions)

» Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all K-12 schools including middle and high schools. This is particularly important as older students learn to drive and share the road.

» 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 2020 Bike and Pedestrian Master Plan Update. This plan will be a blueprint for improvements and has many great recommendations for a more connected network of safe and comfortable bicycle facilities. Ensure that there is dedicated funding for the implementation of all types of bicycle infrastructure recommended by the new plan.

» Establish a dedicated annual budget for implementation of your Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure development/maintenance.

» 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 Rapid City. 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.

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>

