



Stevens Point, WI



2024 BFC Award: Silver
Award History: Silver since 2020,
previously Bronze since 2013.

Stevens Point's BFA Program Stats
of Local Bicycle Friendly Businesses: **0**
of Local Bicycle Friendly Universities: **1**
of Local League Cycling Instructors: **1**
Wisconsin's Bicycle Friendly State Ranking: **#27**

The 5 Es Category Scores	Stevens Point	Max Score this round
Engineering	42.95%	79.26%
Education	46.36%	83.25%
Encouragement	34.51%	90.86%
Evaluation & Planning	38.80%	75.73%
Equity & Accessibility	16.84%	75.47%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 1.9%
Male Commuter Ridership: 2.4%
Female Commuter Ridership: 1.4%
(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)
Bicycle Mode Share: Less than 5%.
(Reported by applicant)
Annual Average Bicyclist Crashes in last 5 years: 5
Annual Average Bicyclist Fatalities in last 5 years: 0
(Crashes and Fatalities both reported by applicant)

Community Profile

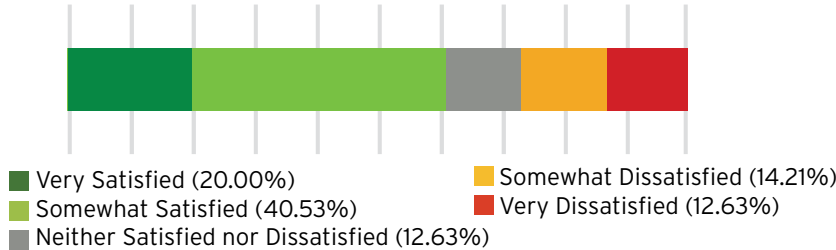
Population: 25,666
(Size classification for weighted scoring: Small)
Area: 18.58 square miles
Population Density: 1,381.40 people/square mile
Land Classification: Mixed Suburban/Urban
Poverty Rate: 16.4%*
Median Household Income: \$53,611*
Percent of the Population that Speaks a Language Other Than English at Home: 5.07%*
Percent with Disability: 12%*
Percent of Households with No Vehicle Available: 8.4%*
**Source: https://data.census.gov/profile/Stevens_Point_city_Wisconsin?q=160XX00US5577200*

Stevens Point's Bike Links

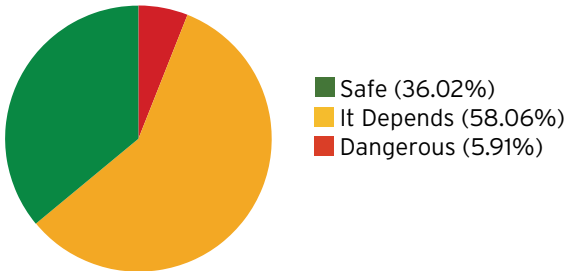
Bike Network Map, if available:
PDF available upon request.
Bike Plan, if available:
<https://portagecobikepedplan.files.wordpress.com/2014/10/poco-bike-ped-plan-plan-final-pz-recommended.pdf>

2024 BFC Public Survey Response Summary for Stevens Point, WI

How satisfied are you with how this community is designed for making bike riding safe? (n = 190)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 186)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 191)

1. Improve existing bike lanes to protected bike lanes (27.23%)
2. More bike paths (24.61%)
3. Increase education for drivers (24.08%)

About this Report Card

The following scores are based on the online application submitted by Stevens Point in the 2024 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All 2024 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Stevens Point earned a weighted score of 42.95% in the Engineering Category. Below is the full breakdown of points that Stevens Point earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	Stevens Point's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	5.9 / 41 pts
	End-of-Trip Facilities	18.8 / 44 pts
	Bicycle Network	33.4 / 128 pts
	Network Maintenance	16.5 / 32 pts
	Bicycle Access to Public Transportation	10.1 / 23 pts
	Bike Sharing	0.0 / 24 pts
	Other Bicycle-Related Amenities	2.3 / 6 pts
	Regional Coordination	7.5 / 23 pts
	Engineering Bonus Points	2.5 / 10 pts

EDUCATION	<i>Stevens Point earned a weighted score of 46.36% in the Education Category. Below is the full breakdown of points that Stevens Point earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	Stevens Point's Subcategory Points in Education
	Youth Bicycle Education	26.0 / 68 pts
	Adult Bicycle Education	20.5 / 47 pts
	Motorist Education	9.3 / 28 pts
	Bicycle Safety Education Resources	2.6 / 16 pts
	Inclusive Education	2.3 / 26 pts
	Education Bonus Points	2.5 / 7 pts

ENCOURAGEMENT	<i>Stevens Point earned a weighted score of 34.51% in the Encouragement Category. Below is the full breakdown of points that Stevens Point earned in each subcategory of the Encouragement section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	Stevens Point's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	6.8 / 17 pts
	Route-Finding Support	4.0 / 10 pts
	Bicycle Culture and Promotion	24.5 / 91 pts
	Access To Bicycle Equipment and Repair Services	5.5 / 35 pts
	Reducing Work-Related/Fleet VMT	0.0 / 11 pts
	Encouragement Bonus Points	3.5 / 7 pts

EVALUATION & PLANNING	<i>Stevens Point earned a weighted score of 38.80% in the Evaluation & Planning Category. Below is the full breakdown of points that Stevens Point earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	Stevens Point's Subcategory Points in Evaluation & Planning
	Staffing And Committees	9.4 / 35 pts
	Public Engagement for Bicycle Planning	8.8 / 35 pts
	Planning, Funding, And Implementation	6.7 / 46 pts
	Evaluating The Bicycle Network	0.5 / 25 pts
	Evaluating Ridership	13.0 / 20 pts
	Evaluating & Improving Safety Outcomes	15.8 / 42 pts
	Evaluation & Planning Bonus Points	2.8 / 15 pts

EQUITY & ACCESSIBILITY	<i>Stevens Point earned a weighted score of 16.84% in the Equity & Accessibility Category. Below is the full breakdown of points that Stevens Point earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	Stevens Point's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	3.8 / 24 pts
	Equity Data Collection & Goals	0.0 / 27 pts
	Equity & Accessibility Policies & Plans	1.3 / 21 pts
	Equity & Accessibility in Engineering	5.5 / 44 pts
	Equity & Accessibility in Education	4.8 / 52 pts
	Equity & Accessibility in Encouragement	4.3 / 42 pts
	Equity & Accessibility in Evaluation & Planning	5.9 / 51 pts
	Equity & Accessibility Bonus Points	2.5 / 9 pts



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FEEDBACK TO IMPROVE:

To maintain and improve on Stevens Point's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Continue to improve and expand the low-stress bike network for all ages and abilities, 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.
- » Develop a design manual that meets current FHWA, AASHTO, and/or NACTO standards, or formally adopt one of these organizations existing up-to-date guides as official guidance for your community's transportation planners and engineers. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Continue to increase the amount of high quality bicycle parking throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. Ensure that APBP-compliant bicycle parking is available in areas near popular destinations and urban activity centers. Without secure and convenient bike parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.
- » Consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program. Work with the school district to appoint or hire a dedicated Safe Routes to School Coordinator to lead these efforts.
- » 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.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income residents, and people with disabilities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Celebrate National Bike Month as a community every May. Bike Month activities could include community-wide signature events such as a Mayor's Ride and/or proclamation signing ceremony, as well as educational opportunities for children and adults throughout the month.
- » Continue to encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.



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FEEDBACK TO IMPROVE, CONTINUED:

- » 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.
- » Congratulations on receiving a Safe Streets for All (SS4A) Grant to create an update to your 2014 County-wide Bicycle & Pedestrian Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.
- » Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps. Continue efforts to establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>