



## Sheboygan, WI



**Award: Bronze | Spring 2023**

**Award History:**  
Bronze since 2018.

### Sheboygan's BFA Program Stats

# of Local Bicycle Friendly Businesses: **0**  
# of Local Bicycle Friendly Universities: **0**  
# of Local League Cycling Instructors: **2**  
Wisconsin's Bicycle Friendly State Ranking: **#29**

The 5 Es Category Scores	Sheboygan	Max Score this round
Engineering	26%	53%
Education	34%	56%
Encouragement	36%	68%
Evaluation & Planning	14%	42%
Equity & Accessibility	15%	37%

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Sheboygan's subcategory points earned within each Category.

### Key Outcomes

**Overall Commuter Ridership: 1.1%**

Male Commuter Ridership: 1.4%

Female Commuter Ridership: 0.8%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)

**Bicycle Mode Share: unknown**

(Reported by applicant)

**Annual Average Bicyclist Crashes in last 5 years: 6**

**Annual Average Bicyclist Fatalities in last 5 years: 0**

(Crashes and Fatalities both reported by applicant)

### Community Profile

Population: 49,929

Area: 15.83 square miles

Population Density: 3154 people/square mile

Land Classification:

Mixed Urban/Rural

Poverty Rate: 10.5%\*

Median Household Income: \$52,088\*

Percent of the Population that Speaks a

Language Other Than English at Home: 16.8%\*

Percent with Disability: 12%\*

Percent of Households with No Vehicle Available: 7.7%\*

\*Source: [https://data.census.gov/profile/Sheboygan\\_city,\\_Sheboygan\\_County,\\_Wisconsin?g=06000000US5511772975](https://data.census.gov/profile/Sheboygan_city,_Sheboygan_County,_Wisconsin?g=06000000US5511772975)

### Sheboygan's Bike Links

**Bike Network Map, if available:**

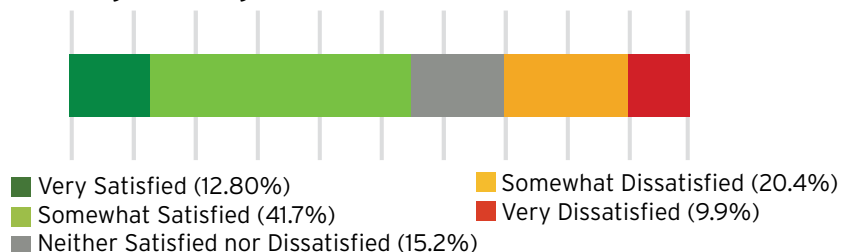
<https://visitsheboygan.com/time-to-go-for-a-ride/>

**Bike Plan, if available:**

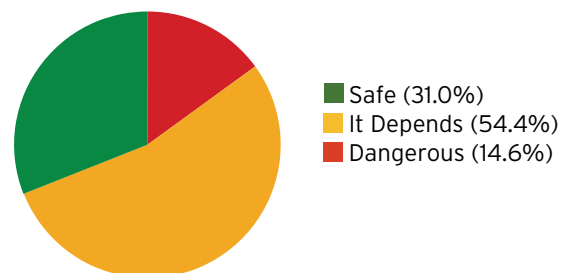
<https://www.sheboygancounty.com/departments/departments-f-q/planning-and-conservation/comprehensive-plans>

## Spring 2023 BFC Public Survey Response Summary for Sheboygan, WI

**How satisfied are you with how this community is designed for making bike riding safe? (n = 343)**



**Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 342)**



**What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 346)**

1. More bike paths (26.0%)
2. Improve existing bike lanes to protected bike lanes (17.3%)
3. More bike lanes (12.7%)

## About this Report Card

The following scores are based on the online application submitted by Sheboygan in the Spring 2023 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 the Summer of 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 Spring 2023 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>Sheboygan earned 26% of the points available in the Engineering Category. Below is the breakdown of points that Sheboygan earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Engineering Subcategories	Sheboygan's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	4 / 41 pts
	End-of-Trip Facilities	7 / 44 pts
	Bicycle Network	47 / 128 pts
	Network Maintenance	12 / 32 pts
	Bicycle Access to Public Transportation	12 / 23 pts
	Bike Sharing	0 / 21 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	2 / 23 pts
	Engineering Bonus Points	0 / 10 pts

EDUCATION	<i>Sheboygan earned 34% of the points available in the Education Category. Below is the breakdown of points that Sheboygan earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Education Subcategories	Sheboygan's Subcategory Points in Education
	Youth Bicycle Education	28 / 69 pts
	Adult Bicycle Education	23 / 47 pts
	Motorist Education	6 / 28 pts
	Bicycle Safety Education Resources	1 / 16 pts
	Inclusive Education	8 / 26 pts
	Education Bonus Points	0 / 7 pts

<b>ENCOURAGEMENT</b>	<i>Sheboygan earned 36% of the points available in the Encouragement Category. Below is the breakdown of points that Sheboygan earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Encouragement Subcategories	Sheboygan's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	4 / 17 pts
	Route-Finding Support	6 / 10 pts
	Bicycle Culture and Promotion	37 / 91 pts
	Access To Bicycle Equipment and Repair Services	12 / 35 pts
	Reducing Work-Related/Fleet VMT	3 / 11 pts
	Encouragement Bonus Points	0 / 7 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Sheboygan earned 14% of the points available in the Evaluation &amp; Planning Category. Below is the breakdown of points that Sheboygan earned in each subcategory of the Evaluation &amp; Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Sheboygan's Subcategory Points in Evaluation & Planning
	Staffing And Committees	7 / 40 pts
	Public Engagement for Bicycle Planning	9 / 35 pts
	Planning, Funding, And Implementation	6 / 46 pts
	Evaluating The Bicycle Network	0 / 24 pts
	Evaluating Ridership	1 / 20 pts
	Evaluating & Improving Safety Outcomes	5 / 42 pts
	Evaluation & Planning Bonus Points	0 / 7 pts

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Sheboygan earned 15% of the points available in the Equity &amp; Accessibility Category. Below is the breakdown of points that Sheboygan earned in each subcategory of the Equity &amp; Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Sheboygan's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	7 / 24 pts
	Equity Data Collection & Goals	0 / 12 pts
	Equity & Accessibility Policies & Plans	2 / 31 pts
	Equity & Accessibility in Engineering	6 / 44 pts
	Equity & Accessibility in Education	13 / 52 pts
	Equity & Accessibility in Encouragement	10 / 42 pts
	Equity & Accessibility in Evaluation & Planning	2 / 58 pts
	Equity & Accessibility Bonus Points	0 / 9 pts



## Sheboygan, WI

Award: Bronze | Spring 2023 | Award History: Bronze since 2018.

### FEEDBACK TO IMPROVE:

#### To maintain and improve on Sheboygan's Bronze-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.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance.
- » 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.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide or the FHWA's Small Town and Rural Multimodal Network Guide. 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.
- » Increase investments in the ongoing and proactive maintenance of your bike network and streets. Routinely addressing potholes, uneven and broken pavement, etc. is critical to creating safe, comfortable, and inviting bike routes for your residents and visitors. Consider adopting a 311 website/app or similar city-wide reporting mechanism, and encouraging cyclists and other roadway users to report hazards they see in real time.
- » Continue to increase the amount of high quality bicycle parking throughout the community, and to upgrade the quality of existing bike parking. 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. (See [www.apbp.org/bicycle-parking-solutions](http://www.apbp.org/bicycle-parking-solutions))
- » Launch a public bike share system in Sheboygan.
- » 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.
- » 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.
- » 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 that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other local employers.
- » Encourage Lakeland University to apply to the Bicycle Friendly University program to help identify more ways the campus and administrators can support bicycling safety and promotion to students, staff, faculty, neighboring residents, and visitors.
- » 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.

# BICYCLE FRIENDLY COMMUNITY REPORT CARD



## Sheboygan, WI

Award: Bronze | Spring 2023 | Award History: Bronze since 2018.

### FEEDBACK TO IMPROVE, CONTINUED:

- » Your application indicated that your community is currently updating the bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated and protected bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.
- » Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps. Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: [bit.ly/FHWA\\_connectivity](https://bit.ly/FHWA_connectivity) and [bit.ly/FHWA\\_bikepedPMs](https://bit.ly/FHWA_bikepedPMs).
- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes 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 target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- » As your community develops an internal Diversity, Equity, and Inclusion (DEI) initiative, department, or position, ensure that this role/effort is integrated with bicycling and mobility planning activities to result in more equitable and inclusive bicycle planning, outreach, engagement, and programming efforts.

### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Sp23>
- » **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](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 League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State 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>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:**  
<https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-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](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>