



# CITY OF RAPID CITY

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## Department of Parks and Recreation

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Rapid City, SD 57701  
(605) 394-4175 -- FAX (605) 394-5307

To: Public Works Committee & City Council  
From: Alex DeSmidt, Landscape Designer  
Re: Bike Friendly Community Feedback from the League of American Bicyclists

The Parks and Recreation Department, on behalf of the City of Rapid City, submitted an extensive application to The League of American Bicyclists seeking designation as a Bike Friendly Community in February of 2014 upon approval by the Parks & Recreation Advisory Board on November 14, 2013:

*Bike Friendly Community*

*Staff is requesting to apply to the Bicycle League of America for consideration of Rapid City as a Bicycle Friendly Community (BFC).*

*The adopted Rapid City Area Bicycle and Pedestrian Master Plan identifies that the City of Rapid City apply to become a Bicycle Friendly Community through the League of American Bicyclists' award program as Objective 2.2 - Support education & encouragement efforts in the region; page 7.*

*Bike/Ped Master Plan Benchmark:*

*Complete BFC application; goal of initial recognition at the bronze level with a target of obtaining gold level recognition.*

*In terms of Bicycle Friendly States South Dakota ranks 46 of 50!*

*Submitting this application is the first step in identifying if Rapid City is a Bicycle Friendly Community. By submitting this application the Bicycle League of America will provide valuable feedback to help guide Rapid City and South Dakota on becoming even more bicycle friendly.*

*The application deadline is February 19, 2014.*

*Motion was made by Olson seconded by Askvig and carried to authorize staff to apply to the Bicycle League of America for consideration of Rapid City as a Bike Friendly Community.*

### 2014 APPLICATION RESULTS:

- Rapid City received an **Honorable Mention**, which fell short of the initial bronze level goal identified in the Bike Pedestrian Master Plan.
- The State of South Dakota moved from #46 to #39 in the Bike Friendly State rankings.
- The League of American Bicyclists provided the following feedback as a guide for Rapid City to improve bicycling throughout our Community and key steps to achieve a bronze level designation.



# RAPID CITY, SD

## TOTAL POPULATION

67,956

## POPULATION DENSITY

1272.5

## TOTAL AREA (sq. miles)

54.6

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Rapid City
Arterial Streets with Bike Lanes	33%	25%
Total Bicycle Network Mileage to Total Road Network Mileage	26%	6%
Public Education Outreach	SOME	VERY GOOD
% of Schools Offering Bicycling Education	33%	3%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	MAYBE	SOMEWHAT
Active Bicycle Advisory Committee	MAYBE	NO
Bicycle-Friendly Laws & Ordinances	SOME	NO
Bike Plan is Current and is Being Implemented	MAYBE	YES
Bike Program Staff to Population	PER 77K	PER 34K

## CATEGORY SCORES

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

## KEY OUTCOMES

	Average Bronze	Rapid City
<b>RIDERSHIP</b> <i>Percentage of daily bicyclists</i>	1.2%	0.89%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k daily bicyclists</i>	370	304
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k daily bicyclists</i>	4	0
<b>PUBLIC RATING</b>	BRONZE	BRONZE

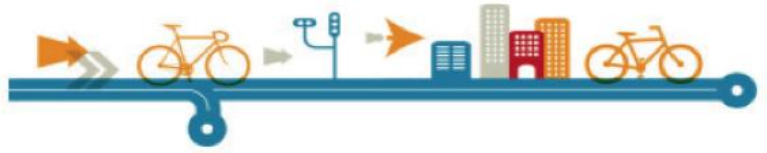


- » Appoint an official Bicycle Advisory Committee.
- » Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position.
- » Adopt a Complete Streets policy and offer implementation guidance.
- » Continue to increase the amount of high quality bicycle parking at popular destinations throughout the community, particularly downtown.
- » Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks. Arterial roads such as Fairmont Blvd, Main Street, and St. Joseph Street are the backbone of your transportation network and often there are no safer alternative routes for

- people on bikes to access stores and places of employment.
- » Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the existing Safe Routes to School program to all schools.
- » Pass ordinances as well as support and enforce laws that protect cyclists.



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



## RAPID CITY, SD

*Spring 2014*

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Rapid City a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Rapid City. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

## RECOMMENDATIONS

### Engineering

Adopt a Complete Streets policy and offer 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. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.**

Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.

Require a mix of uses throughout the community or adopt a form or design-based code to allow for flexible land uses that provide a convenient and more comfortable built environment for pedestrians and cyclists.

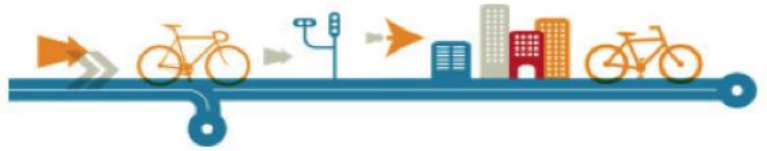
Develop a design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project or endorse the NACTO Urban Street Design Guide.

Ensure good connectivity of your street network by adopting connectivity policies or standards. A well connected street network is associated with more walking, biking, and transit use due to greater directness of travel and more route choice options.

**Continue to increase the amount of high quality bicycle parking at popular destinations throughout the community, particularly downtown.**



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



Regulations that require bike parking for new developments can secure private funding. See [this bicycle parking ordinances](#) for guidance.

**Adopt standards for bike parking that conform to [APBP guidelines](#).**

Pass an ordinance that would require larger employers to provide shower and locker facilities.

**Continue to expand the bike network and to increase network connectivity through the use of different types of [bike lanes](#) and [cycle tracks](#). Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network, and ensure that path crossings on major streets like Omaha Street are well designed. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.**

Develop a system of bicycle boulevards, utilizing 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. See [Bicycle Boulevards](#) in action.

Implement [road diets](#) in appropriate locations to make streets more efficient and safe. Use the newly created space for bicycle and pedestrian facilities. See more on [Road Diets](#).

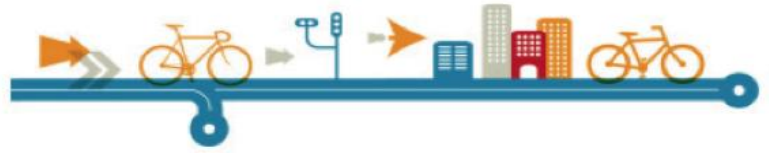
Install a [bicycle wayfinding system](#) with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.

**Arterial roads such as Fairmont Blvd, Main Street, and St. Joseph Street are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as [cycle tracks](#), [buffered bike lanes](#) or parallel 10ft wide shared-use paths. Shared lane markings (Sharrows) should not be used on high speed roads.**

**Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO design guidelines](#) (preferred) and the [2012 AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.**



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



## Education

**Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the existing Safe Routes to School program to all schools. For more information, see the National Highway Traffic Safety Administration's Safe Routes To School Toolkit or visit [www.saferoutesinfo.org](http://www.saferoutesinfo.org).**

Offer bicycling skills training opportunities for adults more frequently and encourage your local bicycle advocacy group or bike shop to help. You can set up a class by contacting an instructor in your area. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

Host a League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults and kids, and have experts available to assist in encouragement programs. Visit <http://bikeleague.org/content/become-instructor> for more information.

## Encouragement

**Expand encouragement efforts during Bike Month in partnership with local bicycle advocacy groups. Proclaim May (or a month with mild and dry weather) as Bike Month. Host, sponsor and encourage bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://bikeleague.org/bikemonth>.**

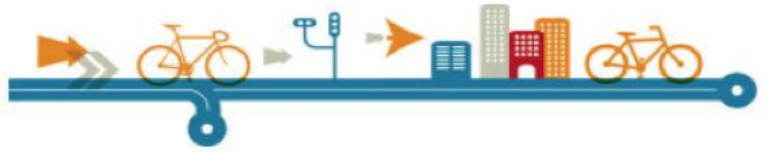
Consider offering a 'Ciclovía' or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

**Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your**



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

Encourage the South Dakota School of Mines & Technology and local institutions of higher education to promote cycling to students, staff, and faculty and to seek recognition through the Bicycle Friendly University program. Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community will benefit as well: Communities near BFUs have a higher number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets, and university-hosted public bicycle events, programs, and classes. The League offers many tools to help promote the Bicycle Friendly University program in your community.

## Enforcement

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), implement penalties for motor vehicle users that 'door' cyclists,

ban cell phone use and texting while driving, pass laws/ordinances protecting all vulnerable road users, formalize a legal passing distance of at least 3 feet, and make it illegal to harass a cyclist.

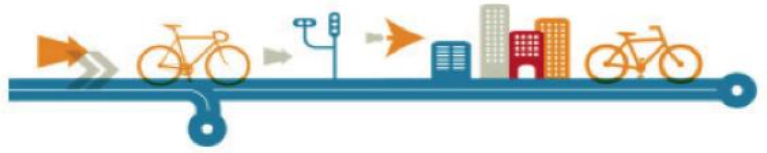
Local laws such as the law requiring cyclists to ride as far to the right of the road as practicable without exception reduce a cyclist's safety and should be repealed or amended to allow reasonable exceptions.

## Evaluation & Planning

Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position. A Bicycle & Pedestrian Coordinator works with advocates, state and local elected officials, business leaders, media, law enforcement, public health officials, transit providers and the general public to build partnerships providing leadership and vision so these groups may embrace and implement facilities and programs that increase the number of residents that are safely bicycling and walking. This staff person should also review development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling/walking inquiries and complaints, educate other staff about state and federal facilities standards and guidelines, and coordinate with neighboring cities,



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



transit agencies and other departments to implement policies and projects. See [this report](#) on the importance of Bicycle & Pedestrian program staff.

An official Bicycle Advisory Committee (BAC) creates a systematic method for ongoing citizen input into the development of important policies, plans, and projects. BACs should be involved in developing relevant policy and planning documents, setting priorities, reviewing annual bicycle program work plans, and reviewing major public and private projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community. See [this guide](#) to forming a Bicycle Advisory Committee.

**Ensure that there is dedicated funding for the implementation of the bicycle master plan.**

Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct at least yearly counts using automated or manual counters in partnership with advocacy organizations. Consider participating in the [National Bicycle and Pedestrian Documentation Project](#).

Ensure that your bicycle counts capture the gender of cyclists.

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.

Expand efforts to evaluate bicycle crash statistics and produce [a specific plan](#) to reduce the number of crashes in the community. Available tools include [Intersection Magic](#) and the [Pedestrian and Bicyclist Crash Analysis Tool](#).

Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.

## COSTS AND FUNDING OPTIONS

### Costs

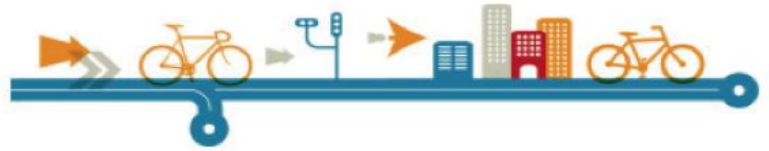
Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

### Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



## State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

## Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit [pedbikeinfo.org/planning/funding\\_government.cfm](http://pedbikeinfo.org/planning/funding_government.cfm).

## Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.