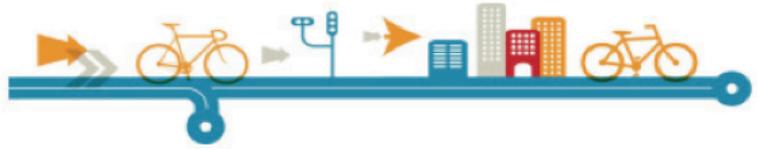




# BICYCLE FRIENDLY COMMUNITY FEEDBACK



## SHAKOPEE, MN

*Spring 2015*

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

Below, reviewers provided recommendations to help you further promote bicycling in Shakopee. **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

Regulations that require bike parking for new developments and major renovations of existing developments can secure private funding. See [this model bicycle parking ordinance](#) for guidance.

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

**Adopt standards for bike parking that conform to APBP guidelines.**

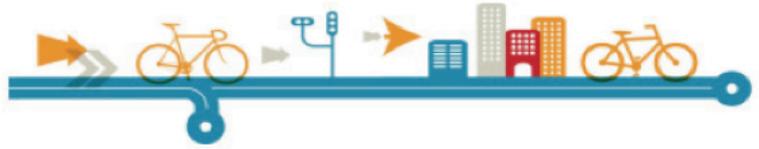
**Continue to increase the amount of high quality bicycle parking throughout the community.** Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.

**Work with the responsible entity to ensure that all transit vehicles that operate in or through your community accommodate cyclists, particularly during peak hours.**

**Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities.** **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).** Note that shared lane markings should only be used 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. 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.



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



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.

**Ensure that all new and existing bicycle facilities (including shoulders) conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide \(preferred\)](#), [2012 AASHTO Guide for the Development of Bicycle Facilities](#) and your DOT's own guidelines. Upgrade substandard facilities to improve safety and usability.**

**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.**

Provide adequate lighting along key shared-use paths to allow for safer bike commuting before dawn and after dusk.

## 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 develop and implement a Safe Routes to School program for all schools.** Adopt the Minnesota [Walk! Bike! Fun! curriculum](#). For

more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit [www.saferoutesinfo.org](http://www.saferoutesinfo.org).

**Offer regular bicycling skills training opportunities for adults** or encourage your local bicycle advocacy group or bike shop to help. 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](#) or sponsor the certification tuition of interested cyclists 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, and have experts available to assist in encouragement programs. Visit <http://bikeleague.org/content/become-instructor> for more information.

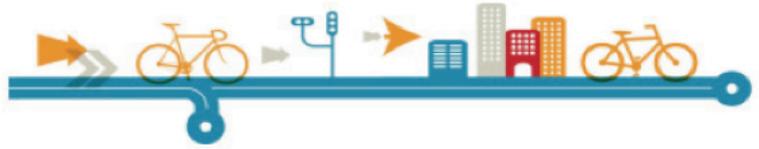
**Continue to expand your public education campaign promoting the [Share the Road message](#).**

## Encouragement

Expand encouragement efforts on Bike to Work Day, e.g. provide energizer or breakfast stations throughout the community for bike commuters.



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

Start a High School Cycling League team. To learn more, visit <http://www.minnesotamt.org>.

**Promote cycling throughout the year by offering or supporting family-oriented community rides.**

**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 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.

## Enforcement

**Pass additional ordinances that protect cyclists**, e.g. ban cell phone use while driving, and pass laws/ordinances protecting all vulnerable road users. Ensure that local law

enforcement receives training on any new bicycle-related laws.

## Evaluation & Planning

**Update your 2008 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complimented with encouragement, education, and enforcement programs to increase usage.**

Conduct community-wide research on bicycle usage to more efficiently distribute resources according to demand. Conduct at least yearly counts on roads and trails, count parked bicycles at schools and transit stations (if applicable), or conduct a statistically relevant community bicycle survey. The National Bicycle and Pedestrian Documentation Project is a good resource for manual counts.

Formally 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.

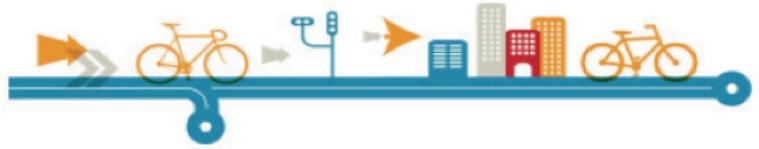
## COSTS AND FUNDING OPTIONS

### 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.



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



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](#).

## 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.