



# DULUTH, MN

TOTAL POPULATION

86,265

POPULATION DENSITY

1273

TOTAL AREA (sq. miles)

67.8

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

13

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Duluth
High Speed Roads with Bike Facilities	40%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	47%	22%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	11%	20%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	QUARTERLY
Bicycle-Friendly Laws & Ordinances	SOME	GOOD
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 91K	1 PER 21K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	3/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	5/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	5/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	4/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4/10

## KEY OUTCOMES

	Average Silver	Duluth
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.6%	0.7%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	549	0
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	7.3	7



## KEY STEPS TO SILVER

- » Ensure that your Complete Streets policy is followed for all projects. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. Your application indicated that there are upcoming conversions of some streets from one-way to two-way and that is an opportunity to improve your bicycling network. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Ensure that police officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners to timely identify sites in need of safety improvements for cyclists.

- » Work with local businesses to increase the amount of high quality, APBP-compliant, bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.
- » The Places for People placemaking campaign is a great collaborative development. Continue to use a collaborative approach to gain community support for bicycling and walking improvements.
- » Adopt a comprehensive safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.