



STEVENS POINT, WI

TOTAL POPULATION

27040

POPULATION DENSITY

1469.6

TOTAL AREA (sq. miles)

18.4

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Stevens Point
Arterial Streets with Bike Lanes	45%	19%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	43%
Public Education Outreach	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	43%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	ACTIVE	YES
Active Bicycle Advisory Committee	ACTIVE	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	SOME	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 70K	1 PER 54080 K

CATEGORY SCORES

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

KEY OUTCOMES

	Average Silver	Stevens Point
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	3.7%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	228
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	0



- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design 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.
- » The current on-street bicycle network includes many paved shoulders and shared lane markings. Consider road diets, lane diets, and other ways to upgrade those bicycle facilities to ones more suitable to use by people of all ages and abilities.
- » Specify mode share and safety goals. Make sure that you have data collection processes in place to evaluate the performance, including safety performance, of corridors and networks for all

modes of transportation.

- » It is great to hear that your Bicycle and Pedestrian Advisory Committee is collaborating with University of Wisconsin-Stevens Point GIS/Geography faculty and students on a new bicycle route map of Stevens Point based on comfort level (perceived safety). This will provide a strong basis for improvements in the bicycle network with context-appropriate facilities that provide a connected network for people of all ages and abilities.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk.