



# SHOREWOOD, WI

TOTAL POPULATION

13,338

POPULATION DENSITY

8,336

TOTAL AREA (sq. miles)

1.6

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES N/A

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Shorewood
High Speed Roads with Bike Facilities	35%	N/A - NO HIGH SPEED ROADS
Total Bicycle Network Mileage to Total Road Network Mileage	76%	27%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	14%	7%
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 33K	1 PER 27K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4.2 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	5.9 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	5.9 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.0 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4.4 /10

## KEY OUTCOMES

	Average Gold	Shorewood
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	5.1%	3.24%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	287	128
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	2.2	0



## KEY STEPS TO GOLD



» Continue to expand and improve the bike network 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. Consider how intersection treatments such as diverters can support the bicycle-friendly nature of projects such as the Murray Avenue greenway/bike boulevard.

» Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. 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. If necessary, revisit your Complete Streets policy and process to ensure better compliance.

» Expand bicycle education opportunities for adults throughout the year. Host a League Cycling Instructor (LCI) seminar or sponsor Village staff, local officers, or bike advocates to attend an existing LCI seminar elsewhere, to increase the number of local LCIs in your community,

allowing you to expand cycling education for youth and adults, deliver Bicycle Friendly Driver education to motorists, and have more experts available to assist in encouragement programs. Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) for more information.

» Your application indicated the existence of several laws that may discourage people from bicycling, such as mandatory bike registration, restrictions on e-bikes, and restrictions on sidewalk riding. Review your local ordinances to understand whether they are necessary and helpful. The problems that motivate restrictions such as sidewalk riding (as well as the need for a "Share the Walk" campaign) can often be better addressed through engineering improvements such as more comfortable on-road bike infrastructure including protected bike lanes and bike boulevards.

» 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.