



ISANTI, MN

Fall 2018

TOTAL POPULATION

5,594

TOTAL AREA (sq. miles)

4.85

POPULATION DENSITY

1153

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Isanti
High Speed Roads with Bike Facilities	20%	N/A
Total Bicycle Network Mileage to Total Road Network Mileage	25%	33%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	NO
Active Bicycle Advisory Committee	MEETS QUARTERLY	MEETS AT LEAST ONCE A MONTH
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 154K	1 PER 1K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.5 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	0.9 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	1.8 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.4 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2.6 /10

KEY OUTCOMES

	Average Bronze	Isanti
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	0.00%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1093	RIDERSHIP TOO LOW TO CALCULATE
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	0



KEY STEPS TO BRONZE

- » Develop a design manual for bike facilities that meets current national standards or adopt the FHWA's Small Town and Rural Multimodal Network Guide. This will make it easier for town staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other similar communities throughout the United States. 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.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle

groups and interested parents to create Safe Routes to School programming for all schools.

- » Develop bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer, Police Officer, and/or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO **BRONZE** CONTINUED

Driver education to motorists, and have experts available to assist in encouragement programs.

» Improve Bike Month activities by creating a Bike to Work Day event, Bike to School Day event, and/or a Mayor's Ride. Bike to Work Day events can include competitions for participation between businesses and "energizer" stations where people can get coffee on the way to work. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.

» Provide education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster positive interactions between bicyclists and police officers.

» As part of your 2019 update to the 2008 Comprehensive Plan, consider creating a new Bicycle Master Plan. A dedicated bike plan is a critical step to improving conditions for bicycling and institutionalizing processes for continual improvement.

» 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. Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to a changes in your community's road or bicycle network.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <http://www.bikeleague.org>
- » Guide to the BFC Report Card:
http://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Building Blocks of a Bicycle Friendly Community:
<http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <http://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <http://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <http://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>