



# PERHAM, MN

TOTAL POPULATION

3,421

TOTAL AREA (sq. miles)

3.22

POPULATION DENSITY

1,062

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

N/A

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Perham
High Speed Roads with Bike Facilities	20%	N/A - NO HIGH SPEED ROADS
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	142%
Bicycle Education in Schools	AVERAGE	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	7%	7%
Bike Month and Bike to Work Events	AVERAGE	ACCEPTABLE
Active Bicycle Advocacy Group	YES	NO
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 154K	1 PER 34K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	2.0 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3.6 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	1.9 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	4.0 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3.4 /10

## KEY OUTCOMES

	Average Bronze	Perham
<b>RIDERSHIP</b> <i>Percentage of commuters who bike</i>	1.3%	0.11%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	1093	10,000
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	20	0



## KEY STEPS TO BRONZE



- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.
- » 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.

- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. Ensure that residents and visitors have safe, convenient bicycle connections from the community to regional trails.
- » Develop a design manual for bike facilities that meets current national standards or adopt the FHWA's Small Town and Rural Multimodal Network Guide or NACTO's 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 similar communities throughout the United States.

KEY STEPS CONTINUED ON PAGE 2...



# PERHAM, MN

Fall 2019

## KEY STEPS TO BRONZE CONTINUED

- » Increase the amount of high quality bicycle parking throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient, APBP-compliant bike parking available at new and existing developments and at all transit stops.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are 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 K-12 schools.
- » Expand 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.
- » Continue to build bike culture and promote cycling during Bike Month and throughout the year in your community through a variety of signature events, rides, celebrations, commuter challenges and more.
- » Provide education to law enforcement officers on bicycle safety, bicycling skills, and traffic laws as they apply to bicyclists and motorists. Develop a bike patrol unit to improve bicyclist/officer relations, and 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.
- » Establish a dedicated annual budget for implementation of your Bicycle Master Plan.
- » 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.

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### 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](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/ridsmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>

