



BATTLE LAKE, MN

TOTAL POPULATION

875

POPULATION DENSITY

595.3

TOTAL AREA (sq. miles)

1.47

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

N/A

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Battle Lake
High Speed Roads with Bike Facilities	35%	N/A
Total Bicycle Network Mileage to Total Road Network Mileage	48%	10%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	11%	8%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	SOMEWHAT
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTLY
Bicycle-Friendly Laws & Ordinances	GOOD	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	NO
Bike Program Staff to Population	1 PER 78K	1 PER 17.5K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	1.2 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.2 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2.3 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.3 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2.1 /10

KEY OUTCOMES

	Average Silver	Battle Lake
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.00%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	RIDERSHIP TOO LOW TO CALCULATE
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



» Ensure that your 2011 Complete Streets policy is followed for all projects, and that compliance is tracked. If necessary, revisit your Complete Streets policy and process to ensure better compliance.

» Develop a design manual for bike facilities that meets current national standards or adopt the FHWA's Small Town and Rural Multimodal Network Guide. 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.

» Adopt a bike parking ordinance that specifies the amount and location of secure, convenient, APBP-compliant bike parking available.

» 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 in Minnesota.

» 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.

» Adopt a comprehensive road 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.

» Increase the amount of staff time spent on improving conditions for people who bike and walk. Increasing staff time, either by creating a position or changing the responsibilities of current staff, can have a positive impact on the ability of your community to execute bicycling and walking-related projects and programs.

» Develop and adopt an official bicycle master plan for your community. A bike plan is a critical step to improving conditions for bicycling and institutionalizing processes for continual improvement.