



HUTCHINSON, MN

TOTAL POPULATION

14,178

POPULATION DENSITY

1575

TOTAL AREA (sq. miles)

9

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Hutchinson
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	33%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	8%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	SOMEWHAT
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST ONCE A MONTH
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 78K	1 PER 14K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.5 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.2 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.8 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.8 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.9 /10

KEY OUTCOMES

	Average Silver	Hutchinson
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	1.35%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	0
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



» 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.

» Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide.

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

» Your application indicated that all roads within your community have a posted speed limit above 25 mph. Consider whether neighborhood greenways optimized for biking should have lower speed limits and traffic calming to ensure compliance. If traffic studies show actual speeds are higher than the posted limits on some roads, use

traffic calming and enforcement to ensure that people do not exceed the posted speed.

» 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. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/ cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).

» Expand bicycle education opportunities for adults.

» 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. Require a pedestrian and bike safety curriculum, such as "Walk!Bike!Fun!" be used in schools' physical education programs.