



# MARSHALL, MN

TOTAL POPULATION

13,664

POPULATION DENSITY

1358.5

TOTAL AREA (sq. miles)

10.08

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Marshall
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	37%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	10%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS IRREGULARLY
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 78K	1 PER 55K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	2.2 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4.4 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3.8 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.5 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3.5 /10

## KEY OUTCOMES

	Average Silver	Marshall
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.7%	1.1%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	537	124
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	6.3	0



## KEY STEPS TO SILVER



- » Continue to expand 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. 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.
- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked.
- » Increase the amount of high quality bicycle parking throughout the community. 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.
- » Expand bicycle safety education to be a routine part of education for students of all ages. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools.
- » Increase the number of active local League Cycling Instructors (LCIs) in your community.

- » Work with local employers to create a Bike to Work Day event. Bike to Work Day often involves a central "pit stop" station with food, community groups, and elected officials promoting biking to work.
- » Provide education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists and bicycling skills. Develop a formal bike patrol unit to improve bicyclist/officer relations.
- » Encourage your Bicycle & Pedestrian Advisory Committee (BPAC) to meet more regularly.
- » Begin the process of creating a new Bicycle Master Plan or updating your 2008 bike plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and 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.