



# CANNON FALLS, MN

TOTAL POPULATION

4,065

TOTAL AREA (sq. miles)

4.45

POPULATION DENSITY

916

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Cannon Falls
High Speed Roads with Bike Facilities	20%	0%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	36%
Bicycle Education in Schools	AVERAGE	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	NO
Bike Program Staff to Population	1 PER 154K	NO STAFF

## CATEGORY SCORES

### ENGINEERING

Bicycle network and connectivity

1.28 /10

### EDUCATION

Motorist awareness and bicycling skills

3.15 /10

### ENCOURAGEMENT

Mainstreaming bicycling culture

2.03 /10

### EVALUATION & PLANNING

Setting targets and having a plan

2.20 /10

## KEY OUTCOMES

	Average Bronze	Cannon Falls
<b>RIDERSHIP</b> Percentage of commuters who bike	1.3%	0.35%
<b>SAFETY MEASURES CRASHES</b> Crashes per 10k bicycle commuters	1093	NO DATA
<b>SAFETY MEASURES FATALITIES</b> Fatalities per 10k bicycle commuters	20	-



## KEY STEPS TO BRONZE

- » Continue to expand and improve 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.
- » Consider lowering posted speed limits, particularly on neighborhood greenways and residential streets, to under 25 MPH. Introduce road diets and traffic calming measures to ensure compliance.
- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access

for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

- » 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 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...



# CANNON FALLS, MN

Fall 2020

## 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.
- » Expand on the success of your elementary school bike safety education programming and bring similar programming to middle and high school students in Cannon Falls. This is particularly important as older students learn to drive and share the road.
- » 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 and helping people to choose to bike to work.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff.
- » 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. Your Bicycle Master Plan should take advantage of best practices that are applicable to a community of your size, including the use of separated bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities.
- » Work with area hospitals and emergency responders to collect and track bike crash data. Collecting data is an important step to addressing bike safety. Data about crashes should be used to identify where projects can resolve or mitigate safety issues.

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### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card:  
[https://bikeleague.org/sites/default/files/Guide\\_to\\_the\\_Bicycle\\_Friendly\\_Community\\_Report\\_Card.pdf](https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf)
- » Resources for Building a Bicycle Friendly Community: [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » Building Blocks of a Bicycle Friendly Community:  
<https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Community FAQs & Resources: <https://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

