



JACKSON, MN

TOTAL POPULATION

3,219

POPULATION DENSITY

720.3

TOTAL AREA (sq. miles)

4.7

OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Jackson
High Speed Roads with Bike Facilities	41%	15%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	76%	54%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	18%	3%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 26K	1 PER 21.46K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.8 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.8 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5.4 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.5 /10

KEY OUTCOMES

	Average Gold	Jackson
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	0.00%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	RIDERSHIP TOO LOW TO CALCULATE
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	0



KEY STEPS TO GOLD



» 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.

» The roadway and bicycle network data that Jackson reported on its 2021 BFC Application appears to be incomplete or inconsistent. This lack of complete data makes it difficult to judge the current state of bicycling infrastructure in Jackson. Ensure that data is available on your roadway network and your

bicycle network so that your community can utilize GIS-based or other network analyses, can create high-quality bicycle network maps, and accurately assess the quality of your bicycle network.

» 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 town 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. Consider using FHWA's Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

KEY STEPS CONTINUED ON PAGE 2...



JACKSON, MN

Fall 2021

KEY STEPS TO GOLD CONTINUED

- » Continue to 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.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all K-12 schools. In particular, middle and high school education efforts could be improved — this is particularly important as older students learn to drive and share the road.
- » Continue to encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. City Hall could apply to the BFB program as an employer to lead by example among other Jackson-area employers.
- » Expanding the staff time focused on bicycling-related projects and programs would help in scaling up your BFC efforts.
- » Develop and adopt an official dedicated bicycle master plan for the City of Jackson. A community-wide bicycle master plan is a critical step to improving conditions for bicycling and institutionalizing processes for continual improvement, and should include specific and measurable goals and dedicated funding for implementation. Your bike plan should build upon the other recently updated Active Living and Safe Routes to School Plans and the forthcoming Regional Significance Plan to create a safe, comfortable, and connected bicycle network across Jackson.
- » Continue to explore and prioritize more equitable and inclusive outreach and engagement methods in your transportation planning processes to 'go where the residents are' when seeking public input on new plans, policies, and infrastructure decisions.

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
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » About the BFC Application Process: <https://bikeleague.org/content/about-bfc-application-process>
- » 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>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>

