



BRainerd, MN

TOTAL POPULATION
13592

POPULATION DENSITY
1052

TOTAL AREA (sq. miles)
12.9

OF LOCAL BICYCLE FRIENDLY BUSINESSES **1**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Brainerd
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	31%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	11%	5%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 45K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3 /10

KEY OUTCOMES

	Average Silver	Brainerd
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	2.1%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	394
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



- » Keep increasing the low-stress bicycling network and connecting low-speed routes to better bicycling infrastructure along and across higher-speed streets.
- » Consider having more local League Cycling Instructors that can offer more confidence-building classes for all. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » 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 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.

- » Increase bicycling safety awareness through drivers education - consider BikeMN's People Friendly Driver program.
- » 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.
- » The data submitted for Brainerd indicates that there are no bicycle facilities on higher speed roads. While it is possible that off-street trails or paths provide alternatives, high speed roads without bicycle facilities tend to be barriers to bicycling and often have poor safety records. 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).
- » Consider using temporary pop-up facilities to demonstrate and pilot new bike infrastructure and let residents experience it and provide feedback before it is finalized.