



# SARTELL, MN

TOTAL POPULATION

17752

POPULATION DENSITY

1775

TOTAL AREA (sq. miles)

10

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Sartell
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	29%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	GOOD	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 18K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	2 / 10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3 / 10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3 / 10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	6 / 10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4 / 10

## KEY OUTCOMES

	Average Silver	Sartell
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.7%	0.4%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	537	313
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	6.3	53



## KEY STEPS TO SILVER



- » Implement your local Complete Streets policy and grow the low-stress bicycling network.
- » 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. 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 cities throughout the United States.
- » Expand bicycle education opportunities for adults to include topics such as Learn-to-Ride, safe cycling skills, bike commuting basics, and sharing the road. Consider ways to target demographics who currently

- do not feel safe riding with classes or events that address their concerns.
- » Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers.
- » 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.
- » Appoint a staff member as Bicycle & Pedestrian Coordinator.
- » Establish a dedicated annual budget for implementation of your Bicycle Master Plan.