



MANKATO & NORTH MANKATO, MN

TOTAL POPULATION

56,524

POPULATION DENSITY

2158

TOTAL AREA (sq. miles)

19.65

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

Average Silver

Mankato & North Mankato

High Speed Roads with Bike Facilities	35%	19%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	34%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NONE
Bicycle-Friendly Laws & Ordinances	GOOD	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 113K

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

4.09 /10

EDUCATION

Motorist awareness and bicycling skills

3.98 /10

ENCOURAGEMENT

Mainstreaming bicycling culture

4.98 /10

EVALUATION & PLANNING

Setting targets and having a plan

3.47 /10

KEY OUTCOMES

Average Silver

Mankato & North Mankato

RIDERSHIP

Percentage of Commuters who bike

2.7%

0.83%

SAFETY MEASURES CRASHES

Crashes per 10k bicycle commuters

537

494

SAFETY MEASURES FATALITIES

Fatalities per 10k bicycle commuters

6.3

7.8



KEY STEPS TO SILVER



» 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 on roadways based on levels of motor vehicle speed and volume. Improve off-road facilities by widening trails to be at least 10 feet in width.

» 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.

» Expand the bicycle wayfinding system to more strategic locations around the community, integrating preferred on street routes and off-street facilities, including adding on-street wayfinding signage.

» Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

» Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.

» 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 to continue the success of your existing programming for elementary schools. This is particularly important as older students learn to drive and share the road.

» Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

