



Walker, MN



Award: Silver | Fall 2022

Award History:
Bronze since 2019.

Walker's BFA Program Stats

of Local Bicycle Friendly Businesses: **13**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **4**
 Minnesota's Bicycle Friendly State Ranking: **#5**

The 5 Es Category Scores	Walker	Max Score this round
Engineering	28%	62%
Education	52%	60%
Encouragement	30%	61%
Evaluation & Planning	23%	64%
Equity & Accessibility	19%	57%

Percentages shown above are the points received out of points available in that category. See pages 2-3 for Walker's subcategory points earned within each Category.

Community Profile

Population: 969
 Area: 2.4 square miles
 Population Density: 368 people/square mile
 Land Classification:
 Rural/Rural Town
 Poverty Rate: 26.3%*
 Median Household Income: \$42,955*
 Percent of the Population that Speaks a Language Other Than English at Home: 3.4%*
 Percent with Disability: 20.9%*
 Percent of Households with No Vehicle Available: 12.2%*
 *Source: <https://data.census.gov/cedsci/profile?q=1600000US2767792>

Key Outcomes

Commuter Ridership: 1.9%

(Bicycle Mode Share among commuters, according to the Census Bureau's American Community Survey 5-Year Estimate)

Overall Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 2

(Reported by applicant)

Annual Average Bicyclist Fatalities in last 5 years: 0

(Reported by applicant)

Walker's Bike Links

Bike Network Map, if available:

<https://mntrails.com/project/heartland-state-trail/>

<https://www.traillink.com/trail-maps/shingobee-connection-trail/>

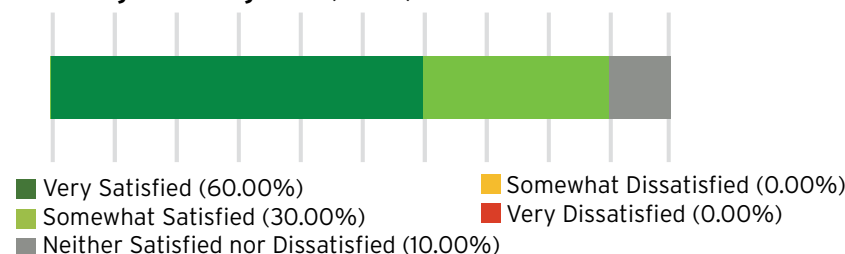
Bike Plan, if available:

N/A - no bike plan

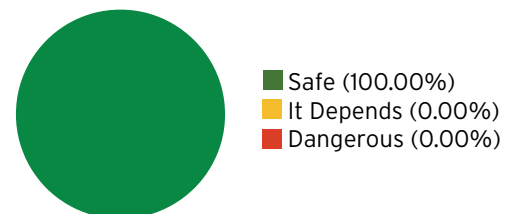
Fall 2022 BFC Public Survey Response Summary for Walker, MN

Note: Walker received fewer than 12 responses to the BFC public survey in Fall 2022. The League strongly encourages BFC applicants to distribute the public survey as widely as possible the next time your community applies to the BFC program, to get input from as many cyclists – and potential cyclists – as possible.

How satisfied are you with how this community is designed for making bike riding safe? (n = 10)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 9)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 10)

- None, can't think of any (30.00%)
- Improve markings and signage that direct people to safe bike routes (20.00%)
- Improve public decision-making processes for transportation improvements, including bicycling improvements (20.00%)
- Increase/improve bike parking (20.00%)

About this Report Card

The following scores are based on the online application submitted by Walker in the Fall 2022 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2022 BFC Report Cards (including this one) will be republished with updated scores if there are changes to the points system after the next round of Bicycle Friendly Community applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Walker earned 28% of the points available in the Engineering Category. Below is the breakdown of points that Walker earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Engineering Subcategories	Walker's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	5 / 38 pts
	End-of-Trip Facilities	10 / 41 pts
	Bicycle Network	35 / 126 pts
	Network Maintenance	5 / 32 pts
	Bicycle Access to Public Transportation	7 / 22 pts
	Bike Sharing	4 / 25 pts
	Other Bicycle-Related Amenities	0 / 6 pts
	Regional Coordination	13 / 16 pts
Engineering Bonus Points	7 / 9 pts	

EDUCATION	<i>Walker earned 52% of the points available in the Education Category. Below is the breakdown of points that Walker earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Education Subcategories	Walker's Subcategory Points in Education
	Youth Bicycle Education	57 / 71 pts
	Adult Bicycle Education	21 / 47 pts
	Motorist Education	7 / 28 pts
	Bicycle Safety Education Resources	4 / 22 pts
	Inclusive Education	8 / 22 pts
Education Bonus Points	7 / 8 pts	

ENCOURAGEMENT	<i>Walker earned 30% of the points available in the Encouragement Category. Below is the breakdown of points that Walker earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Encouragement Subcategories	Walker's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	8 / 22 pts
	Route-Finding Support	6 / 10 pts
	Bicycle Culture and Promotion	22 / 99 pts
	Access To Bicycle Equipment and Repair Services	16 / 49 pts
	Reducing Work-Related/Fleet VMT	0 / 10 pts
	Encouragement Bonus Points	6 / 8 pts

EVALUATION & PLANNING	<i>Walker earned 23% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Walker earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Evaluation & Planning Subcategories	Walker's Subcategory Points in Evaluation & Planning
	Staffing And Committees	24 / 42 pts
	Public Engagement for Bicycle Planning	5 / 33 pts
	Planning, Funding, And Implementation	1 / 46 pts
	Evaluating The Bicycle Network	0 / 21 pts
	Evaluating Ridership	0 / 21 pts
	Evaluating & Improving Safety Outcomes	15 / 38 pts
Evaluation & Planning Bonus Points	4 / 8 pts	

EQUITY & ACCESSIBILITY	<i>Walker earned 19% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Walker earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Equity & Accessibility Subcategories	Walker's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	7 / 38 pts
	Equity Data Collection & Goals	0 / 20 pts
	Equity & Accessibility Policies & Plans	0 / 38 pts
	Equity & Accessibility in Engineering	4 / 35 pts
	Equity & Accessibility in Education	12 / 35 pts
	Equity & Accessibility in Encouragement	10 / 35 pts
	Equity & Accessibility in Evaluation & Planning	5 / 35 pts
Equity & Accessibility Bonus Points	9 / 15 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Walker's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Develop a design manual for bike facilities that meets current national standards or formally 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. 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. Learn more at: <https://ruraldesignguide.com> and https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/.
- » 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.
- » Improve your community's off-street pathway and trail maintenance practices to ensure that all off-street bicycle facilities remain safe and usable year-round. Frequent sweeping, vegetation maintenance, snow and ice clearance, and surface repairs (including repaving and resurfacing on a regular basis) are important to maintaining these facilities in useable condition for the safety and convenience of your riders.
- » Roadway resurfacing projects are a great opportunity to reduce the width and number of vehicle travel lanes and reuse that space for enhanced bike/ped facilities. Consider how this process can be improved with future roadway projects.
- » Expand your bicycle wayfinding system to strategic locations around the community, integrating preferred on street routes and off-street facilities.
- » Continue to 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 bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See www.apbp.org/bicycle-parking-solutions)
- » Consider launching a bike share system or lending library that is open to the public, including residents and visitors. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Consider additional outreach/engagement with the indigenous population/community to increase their usage and public participation in transportation decisions.
- » Develop and adopt an official dedicated bicycle master plan for your community. A 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. Begin



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FEEDBACK TO IMPROVE, CONTINUED:

this process with a robust and inclusive public engagement process, and by performing a bike network analysis to assess gaps in the existing bike network.

- » Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Walker. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.
- » Consider how SHIP resources may be helpful in expanding Walker's efforts such as establishing a bike count program, auditing current bike infrastructure, establishing equity indicators for your community, or expanding inclusive public engagement efforts.
- » Improve online mapping tools for accessibility and to help visitors and residents more easily see all the biking routes and amenities that exist in Walker.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **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>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/content/federal-funding-resources>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf