



HUTCHINSON, MN

TOTAL POPULATION

14,103

POPULATION DENSITY

1,648.6

TOTAL AREA (sq. miles)

8.6

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	George Silver	Hutchinson
Arterial Streets with Bike Lanes	45%	25%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	43%
Public Education Outreach	GOOD	GOOD
% of Schools Offering Bicycling Education	43%	0%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	YES
Bicycle-Friendly Laws & Ordinances	SOME	NONE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	168608

CATEGORY SCORES

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

KEY OUTCOMES

	George Silver	Hutchinson
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	1.80%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	7.9
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	0.0



KEY STEPS TO SILVER

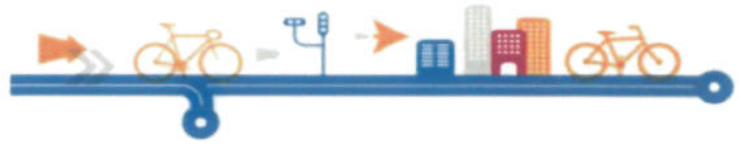


- » Have your Bicycle Advisory Committee meet monthly to step up your BFC efforts.
- » Adopt a Complete Streets policy and offer implementation guidance.
- » Adopt standards for bike parking that conform to APBP guidelines.
- » Increase the amount of high quality bicycle parking throughout the community.
- » Continue to expand the on street bike network and to increase network connectivity. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure.

- » Work with the responsible entity to ensure that all transit vehicles that operate in or through your community accommodate cyclists, particularly during peak hours.
- » Develop a Safe Routes to School program.
- » Continue to expand your public education campaign promoting the share the road message, e.g. by adding signage along arterials.
- » Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users.
- » Regularly conduct research on bicycle usage to more efficiently distribute resources according to demand.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



HUTCHINSON, MN

Fall 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Hutchinson a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Hutchinson. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.

Regulations that require bike parking for new developments can secure private funding. See [this bicycle parking ordinances](#) for guidance.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

Adopt standards for bike parking that conform to [APBP guidelines](#).

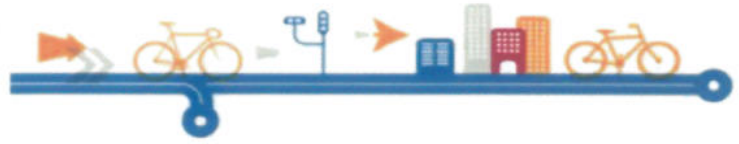
Increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.

Work with the responsible entity to ensure that all transit vehicles that operate in or through Hutchinson accommodate cyclists, particularly during peak hours. See [this report](#) on integrating bicycling and public transport.

Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks. Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements to complement the expansive off-street system will encourage more people to cycle and will improve safety. **Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network.** These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the [Bicycle Boulevards section](#) of the NACTO Urban Bikeway Design Guide for design guidelines. See [Bicycle Boulevards](#) in action.

Install a [bicycle wayfinding system](#) with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.

Arterial roads are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. **On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as [cycle tracks](#), [buffered bike lanes](#) or parallel 10ft wide shared-use paths.** Shared lane markings (Sharrows) should not be used on high speed roads.

Adequately maintain your on and off road bicycle infrastructure to ensure usability and safety. Increase the frequency of sweepings and address potholes and other hazards faster.

Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO intersection design](#)

[guidelines](#) (preferred) and the 2012 [AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.

Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Starting with the recently received Safe Routes to School funding, work with your local bicycle groups or interested parents to develop and implement a Safe Routes to School program that emphasizes bicycling for all schools. Click [here](#) for an exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit www.saferoutesinfo.org.

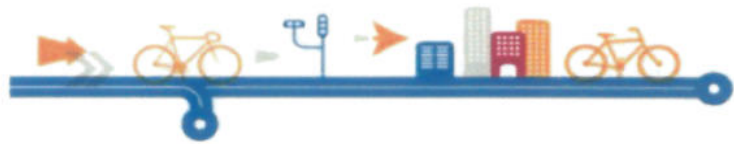
It is essential to make both [motorists and cyclists](#) aware of their rights and responsibilities on the road. **Continue to expand your public education campaign promoting the share the road message.** Take advantage of your local bicycle groups for content development and staffing.

Encouragement

Consider offering a 'Ciclovía' or [Open Streets](#) type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See [Open Streets in action](#).



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing [bicycle discount programs](#).

Promote cycling throughout the year by offering or supporting more family-oriented community and charity rides, free bike valet parking at events, and bicycle-themed festivals, parades or shows.

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the [Bicycle Friendly Business program](#). Businesses will profit from a [healthier, happier and more productive workforce](#) while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League [offers many tools](#) to help promote the Bicycle Friendly Business program in your community.

Encourage Ridgewater College to promote cycling to students, staff, and faculty and to seek recognition through the [Bicycle Friendly University program](#). Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education

classes and policies to promote bicycling as a preferred means of transportation. The community will benefit as well: Communities near BFUs have a higher number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets, and university-hosted public bicycle events, programs, and classes. The League [offers many tools](#) to help promote the Bicycle Friendly University program in your community.

Enforcement

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

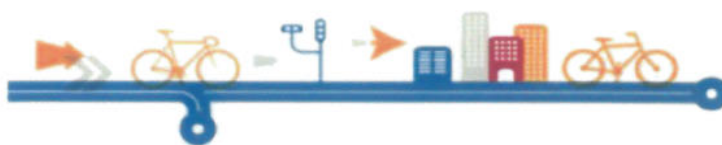
Ensure that police officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners to timely identify sites in need of safety improvements for cyclists.

Pass additional ordinances that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), implement penalties for motor vehicle users that 'door' cyclists, pass laws/ordinances protecting all vulnerable road users, formalize a legal passing distance of at least 3 feet, and make it illegal to harass a cyclist.

Adopt fair and equitable traffic laws. Local laws, such as the requirement that cyclists



BICYCLE FRIENDLY COMMUNITY FEEDBACK



shall ride as far to the ride as practicable without exceptions, reduce their relative safety and should be repealed.

Evaluation & Planning

Have your bicycle advisory committee meet more frequently (ideally monthly) to step up your bicycle-friendly efforts.

Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct at least yearly counts using automated or manual counters in partnership with advocacy organizations. Also ensure that your bicycle counts capture the gender of cyclists. Consider participating in the National Bicycle and Pedestrian Documentation Project.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.

COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use this database to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

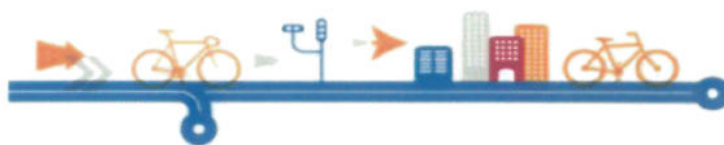
Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive Find it, Fund it tool to search for eligible funding programs by bike/ped project type or review the same information as a PDF here.

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this report and an online tool to explore your state's funding sources for bicycle and pedestrian improvements.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

Advocacy Advance offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.