



AUSTIN, MN

TOTAL POPULATION

24763

POPULATION DENSITY

2080.9

TOTAL AREA (sq. miles)

11.9

OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Austin
Arterial Streets with Bike Lanes	33%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	26%	11%
Public Education Outreach	SOME	GOOD
Share of Transportation Budget Spent on Bicycling	5%	5%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	MAYBE	NO
Active Bicycle Advisory Committee	MAYBE	NO BICYCLE ADVISORY COMMITTEE
Bicycle-Friendly Laws & Ordinances	SOME	ACCEPTABLE
Bike Plan is Current and is Being Implemented	MAYBE	NO
Bike Program Staff to Population	1 PER 77K	NO STAFF

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	1/10

KEY OUTCOMES

	Average Bronze	Austin
RIDERSHIP <i>Percentage of daily bicyclists</i>	1.2%	1.2%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	370	299
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	4	0



KEY STEPS TO BRONZE

- » Adopt a new Bicycle Master Plan. There have been many advances in bicycle planning such as the publication of NACTO Design Guides, the creation of traffic stress methodologies for network planning, the availability of continuous electronic counters, and the proliferation of bike share systems. Your Bicycle Master Plan should take advantage of best practices that are applicable to a community of your size.
- » Strengthen your Complete Streets/Bicycle Accommodation policy to ensure more rigorous implementation. A strong Complete Streets policy will direct transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

- » 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. The existing Vision 2020 Biking and Walking Trail Committee may be a model for a more comprehensive BPAC.
- » Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs could be a valuable part of an update to your Bicycle Master Plan. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.