

**TO: MAYOR AND CITY COUNCIL**  
**FROM: NEIL JENSEN City Administrator**

**SUBJECT: Bicycle Friendly Communities**

**MEETING DATE: August 4, 2020**

**BACKGROUND:**

This organization is new to me and I haven't been involved with them. With that said David Anderson from Live Well Goodhue County has provided a memo for you to review. There are two action items for you to consider. There will be a short presentation that he will give and the council can have the discussion if they want to participate in the organization. If council suggests that there will be staff time provided it should be limited in scope and hours to not take away from the work we already have. With the downsizing going on right now at the staff level it might be prudent to be cautious not to overwhelm with more hours of work until we get settled in with our new duties.

**STAFF RECOMMENDATION**

**REQUESTED COUNCIL ACTION**

For discussion purposes.

## Neil Jensen

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**From:** Anderson, David B <david.anderson@co.goodhue.mn.us>  
**Sent:** Tuesday, July 28, 2020 10:35 AM  
**To:** Neil Jensen  
**Subject:** Memo & Action Plan  
**Attachments:** Action Plan for Bicycle Friendly Communities.doc

Neil,  
Here's our memo and request:  
Bike Cannon Falls, a local group of bicycle advocates, is working to make Cannon Falls Bike Friendly. For the past two years, we have been gathering information from students, parents and senior citizens and hosted bicycle encouragement activities. This year we recruited nine businesses to participate in our Bicycle Benefits Program (an incentive program that rewards people who bike to their business). And, we plan to submit an application to the League of America Bicyclist to be designated a Bicycle Friendly Community.

**Two Action Items Requested:**

1. City agrees to complete and sign the *Action Plan for Bicycle Friendly Community*, **see attachment.**
2. A city employee is appointed to serve on our committee and has permission to spend working hours on bicycle-focused projects, **or** a member of a city affiliated board such as the park board or public works is appointed to serve on our committee.

David

**David Anderson**

Live Well Goodhue County Coordinator

**Goodhue County Health & Human Services – Public Health Division**

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Goodhue County Health and Human Services continues to provide services to residents and communities of Goodhue County. The Health and Human Services building is currently open by appointment only. When coming to an appointment, residents are encouraged to wear masks and will be asked to complete a health screening questionnaire.

**Promote, Strengthen, and Protect the Health of Individuals, Families, and Communities!**



## **Action Plan for Bicycle Friendly Communities**

We, the undersigned Mayors and municipal elected officials, make decisions every day affecting the health and safety of our residents, the efficient conduct of commerce and delivery of government services, and the long term quality of life in our communities.

Cities across the globe are managing diverse issues such as pollution, congestion, traffic safety, accessibility, social inclusion, and economic growth. Increasing urbanization and sprawl is generating extra demand for quality public spaces and recreation opportunities. A renewed emphasis on security and the costs of dealing with the emerging epidemics of obesity and physical inactivity are stretching limited resources even further.

Solutions to these many challenges are equally diverse and complex. This Charter recognizes one policy initiative that addresses these challenges and contributes to many of the solutions necessary to improve the quality of life in cities: increasing the percentage of trips made by bicycle by making communities more bicycle-friendly.

We recognize that increasing bicycle use can:

**Improve the environment** by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces.

**Reduce congestion** by shifting short trips (the majority of trips in cities) out of cars. This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries.

**Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety.

**Increase opportunities** for residents of all ages to participate socially and economically in the community, regardless income or ability. Greater choice of travel modes also increases independence, especially among seniors and children.

**Boost the economy** by creating a community that is an attractive destination for new residents, tourists and businesses.

**Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community.

**Save city funds** by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport.

**Enhance public safety** and security by increasing the number of “eyes on the street” and providing more options for movement in the event of emergencies, natural disasters, and major public events.

**Improve the health** and well being of the population by promoting routine physical activity.

(Over)

**Therefore** we, the undersigned Mayors and municipal elected officials, are committed to taking the following steps to improve conditions for bicycling and thus to realizing the significant potential benefits of bicycling in our community. We hereby adopt the following **Action Plan for Bicycle Friendly Communities**:

1. Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.
2. Provide safe and convenient bicycle access to all parts of the community through a signed network of on- and off-street facilities, low-speed streets, and secure parking. Local cyclists should be involved in identifying maintenance needs and ongoing improvements.
3. Establish information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides, a ride with the Mayor)
4. Make the City a model employer by encouraging bicycle use among its employees (e.g. by providing parking, showers and lockers, and establishing a city bicycle fleet).
5. Ensure all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community. Staff in all departments should be offered training to better enable them to complete this task.
6. Educate all road users to share the road and interact safely. Road design and education programs should combine to increase the confidence of bicyclists.
7. Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.
8. Develop special programs to encourage bicycle use in communities where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.
9. Promote intermodal travel between public transport and bicycles, e.g. by putting bike racks on buses, improving parking at transit, and improving access to rail and public transport vehicles.
10. Establish a citywide, multi-disciplinary committee for nonmotorized mobility to submit to the Mayor/Council a regular evaluation and action plan for completing the items in this Charter.

**“We will promote safe and environmentally friendly cycling and walking by providing safe infrastructure and networks...” World Health Organization Charter on Transport, Environment and Health, 1999.**

**“The US Conference of Mayors calls on cities and communities to promote increased safe bicycle use for transportation and recreation...” US Conference of Mayors, 2003.**

For the City of:

.....  
Signature

.....  
Name



Creating a Bike Friendly Cannon Falls

# Our Goals

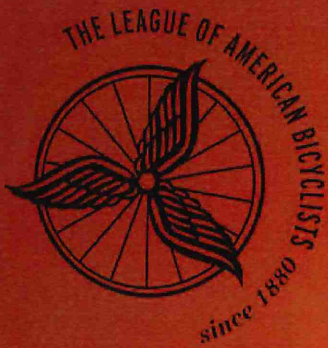
- ▶ More students bicycle to and from school.
- ▶ More children, families, adults and seniors bicycle to community destinations. i.e. parks, pool, library, work, senior center, coffee shops, restaurants and more.
- ▶ More visitors come to Cannon Falls and bicycle to local businesses.



# Our Work

- ▶ Evaluate the community - Completed
- ▶ Encourage residents – On Going
  - ▶ Bike to School, Bike to the Cannon Valley Fair, Bike to Work
  - ▶ Bicycle Benefits Program
  - ▶ National Bike Challenge
  - ▶ BikeMN Chapter
- ▶ Educate the residents and visitors – On Going
- ▶ Enforcement traffic laws – On Going
- ▶ Engineer Improvements to Infrastructure – Help Required
- ▶ Apply for Bike Friendly Community – Help Required



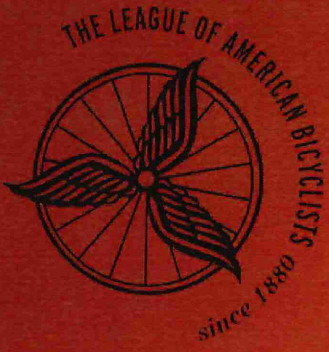


# What is a Bike Friendly Community?

- ▶ National program that recognizes communities for bike friendliness and provides a roadmap to improving conditions for bicycling and guidance to help make the vision for a better, bikeable community a reality.
- ▶ Five Award Levels
  - ▶ Diamond
  - ▶ Platinum
  - ▶ Gold
  - ▶ Silver
  - ▶ Bronze



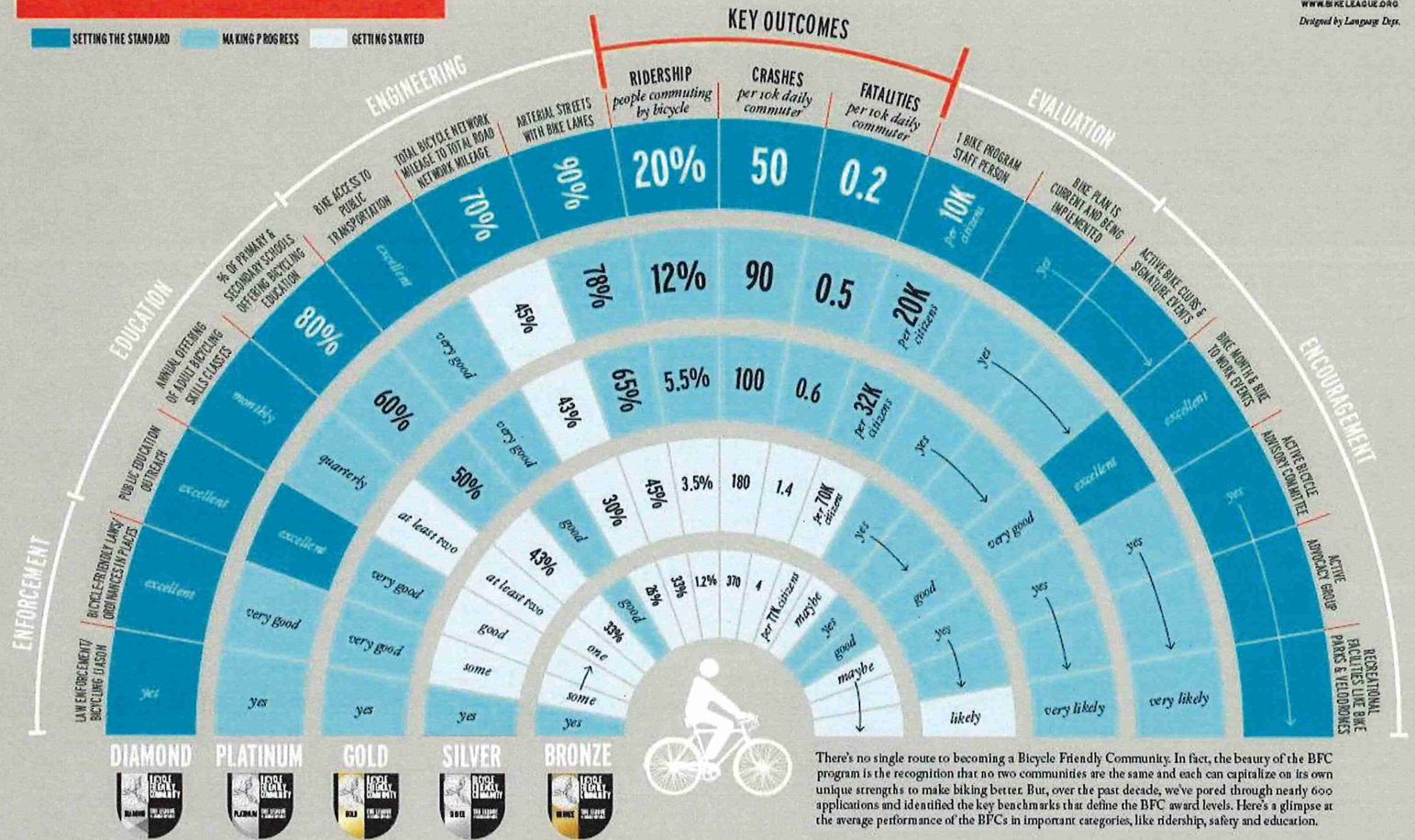




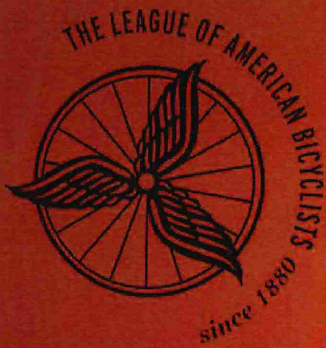
# THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

SETTING THE STANDARD    MAKING PROGRESS    GETTING STARTED

produced by  
**THE LEAGUE OF AMERICAN BICYCLISTS**  
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There's no single route to becoming a Bicycle Friendly Community. In fact, the beauty of the BFC program is the recognition that no two communities are the same and each can capitalize on its own unique strengths to make biking better. But, over the past decade, we've pored through nearly 600 applications and identified the key benchmarks that define the BFC award levels. Here's a glimpse at the average performance of the BFCs in important categories, like ridership, safety and education.



# Benefits to becoming a Bike Friendly Community

- ▶ **Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety.
- ▶ **Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community.
- ▶ **Boost the economy** by creating a community that is an attractive destination for new residents, tourists and businesses.
- ▶ **Improve the environment** by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces.

# Next Steps

- ▶ Sign Action Plan for a Bicycle Friendly Community
- ▶ Apply – Deadline is August 26<sup>th</sup>
- ▶ Feasibility & Impact/Need Plan



A Bicycle Friendly Community welcomes bicyclists by providing safe accommodations for bicycling and encouraging people to bike for transportation and recreation. Making bicycling safe and convenient are keys to improving public health, reducing traffic congestion, improving air quality and improving quality of life.