



Request for City Council Committee Action From the Department of Public Works

Date: January 17, 2012
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: **2011 City of Minneapolis Bicycling Account**

Recommendation:
Receive and File

Previous Directives:
No previous directives

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Approved by:

Steven A. Kotke, P.E., City Engineer, Director of Public Works

Presenters: Shaun Murphy, Bicycle and Pedestrian Coordinator, 612-333-2450

Reviews: Permanent Review Committee (PRC): Not Applicable
Civil Rights Affirmative Action Plan: Not Applicable
Policy Review Group (PRG): Not Applicable

Financial Impact
No budget impact

Community Impact
Neighborhood Notification: No
City Goals: Integrated, multi-modal transportation choices border to border
Comprehensive Plan: Meets comprehensive plan goals
Zoning Code: NA

Purpose

The purpose of this document is to show elected officials and members of the public what has been accomplished in 2011 with regard to the Minneapolis Bicycle Program. Modeled after the Copenhagen, Denmark Cycling Account, this document shows where progress is being made in all areas of the bicycle program. As can be seen in Attachment #1, significant progress has been made in 2011 to advance cycling in Minneapolis. This will likely be a bi-annual document with the pedestrian program reported in the even years and the bicycle program reported in odd years. Once established, these

accounts will help staff meet bicycle and pedestrian goals identified in their respective plans and this document will assist in Results Minneapolis tracking.

Bicycling Account Content

The Bicycling Account is divided into 12 subject areas and includes an introduction from the Mayor. Report highlights from each subject area have been presented below.

Bicycle Traffic:

Annual bicyclist counts show that bicycling has increased 47% from 2007 to 2011. 2010 data from the U.S. Census Bureau indicates that that 3.7% of Minneapolis residents commute regularly by bicycle.

Bicyclist Safety:

As the number of bicyclists in Minneapolis increases, the bicyclist-motorist crash rate has decreased. Over the past 18 years, the crash rate has decreased from 10% to 4%. In 1993, there were 298 bicyclist-motorist crashes and about 3,000 regular bicycle commuters. In 2010, there were 273 crashes and nearly 7,000 bicycle commuters. In 2011 an emphasis was placed on commercial vehicle safety in response to fatalities involving trucks.

New Projects:

Off-Street Projects

Phase III of the Cedar Lake Trail was completed, Phase III of the RiverLake Greenway was completed, and the 18th Ave NE Trail was completed.

On-Street Projects

Thirty-five miles of on-street bikeways were added in 2011 for a total of 167 miles of bikeways in the Minneapolis. The City has a goal of 178 miles by 2015. Many of these miles were added using federal money through the non-motorized transportation pilot program.

New Ideas:

Minneapolis installed a variety of innovative treatments including green bike lanes, the City's first bicycle boulevards, Minnesota's first bicycle traffic signal, and the first advisory bike lanes in North America.

Lowering Costs:

More than 600 durable pavement markings were installed in 2011 to help to reduce long-term operations and maintenance expenses on several new projects.

Outreach:

The Minneapolis Bike Walk Ambassador program continued its third year, educating youth, residents, workers, and visitors about bicycling. The Ambassadors coordinated a number of new project grand opening events in addition to facilitating Safe Routes to Schools programs.

Bike Share:

In 2011, the Nice Ride bike sharing system expanded from 700 to 1200 bicycles to include more areas of north and south Minneapolis. Between 2010 and 2011 the number of Nice Ride trips doubled and the number of annual subscriptions tripled.

Signs and Maps:

An award winning bicycle map and hundreds of new wayfinding signs throughout the city have helped bicyclists get around.

Policy and Ordinance:

The City adopted its first comprehensive Bicycle Master Plan in July and related Implementation Plan in December. The Master Plan sets an ambitious 30-year vision to improve bicycling in the city.

A new pedicab ordinance was passed by the City Council and Mayor, the City officially defined bicycles as traffic and bicycle parking and access guidelines were developed for City buildings.

City Staff Profiles:

This section profiles a number of city staff members from Public Works and Health and Family Support who are an integral part of the bicycle program.

Fun and Events:

Staff and Bicycle Advisory Committee members participated in a number of events including Bike/Walk to Work Week, Behind the Big Wheels event with commercial vehicles, grand opening events for numerous bicycling projects and the first open streets event in Minneapolis.

Other Initiatives:

Minneapolis was upgraded to Gold Status as a Bicycle Friendly Community and the City of Minneapolis received Gold Status as a Bicycle Friendly Business.

Over 1,000 bicycle parking spaces were added throughout the city as part of the NTP Bicycle Parking Project and the City's 50/50 Cost Share Program. Many of these locations were at parks and schools.

Minneapolis hired Shaun Murphy as its Bicycle and Pedestrian Coordinator in December.

The Bicycle Advisory Committee was reorganized and new members met in January. Several subcommittees also meet monthly to set the agenda, work on engineering, equity and evaluation topics, and to work on education, encouragement and enforcement topics.

Attachments

Attachment #1 – City of Minneapolis Bicycling Account