

CITY OF MINNEAPOLIS

# Pedestrian and Bicycle Advisory Committees Annual Update

Transportation and  
Public Works Committee

# Bicycle/Pedestrian Examples

Matthew Dyrdaahl – June 7, 2016



**Painted Curb Extensions**



**LPI**



**Parklet Program**

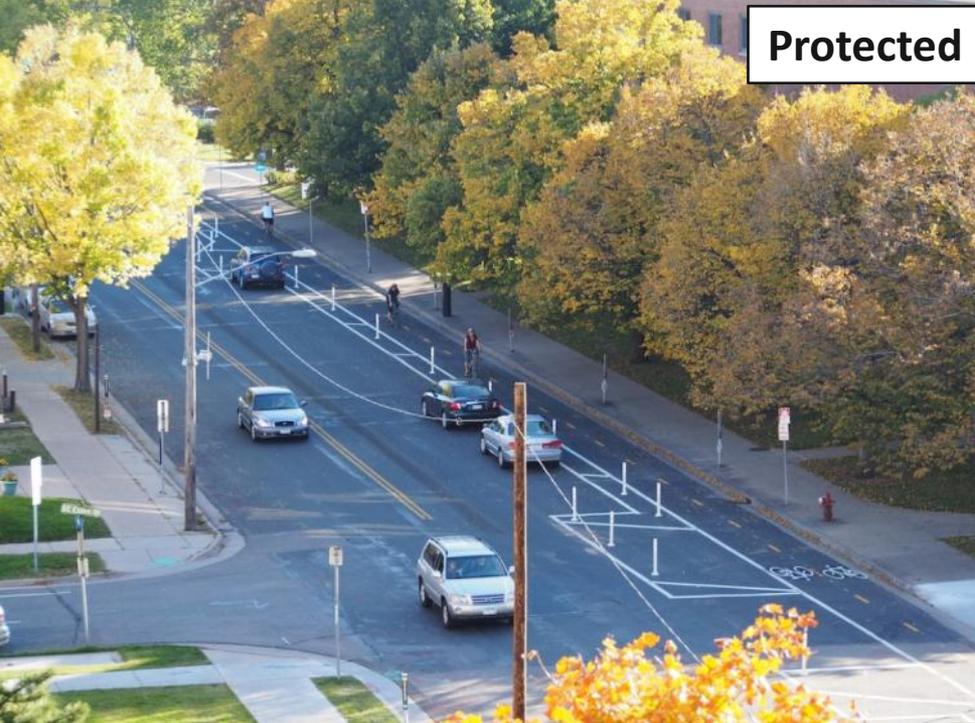


**Durable crosswalks**

# Safe Routes to School



**Protected Bikeways**



**Bikeways – Resurfacing**

# PAC/BAC Annual Update

**Pedestrian Advisory Committee**



**Bicycle Advisory Committee**



# Pedestrian Advisory Committee Annual Update

Greta Alquist, Chair – June 7, 2016





The better ER experience

LIR  
8am-10pm 365 days  
Woodbury Esplanade

3A TARGET FIELD

NO PARKING  
TUESDAY THROUGH  
THURSDAY  
8:00 AM - 5:00 PM  
EXCEPT  
ON SUNDAYS

31st Ave



NO  
VEHICLES  
ON  
SIDEWALK

carhartt





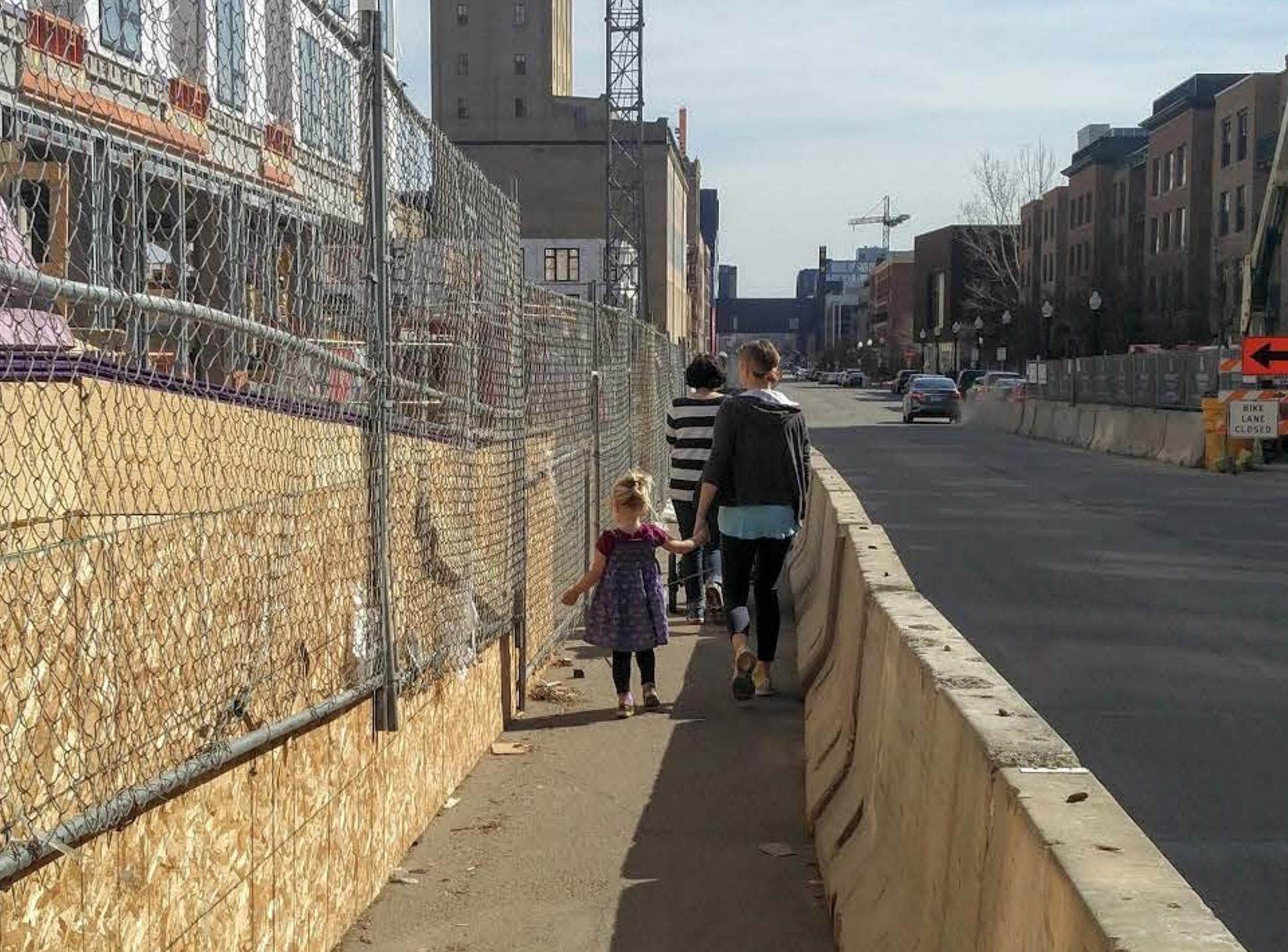


Bike







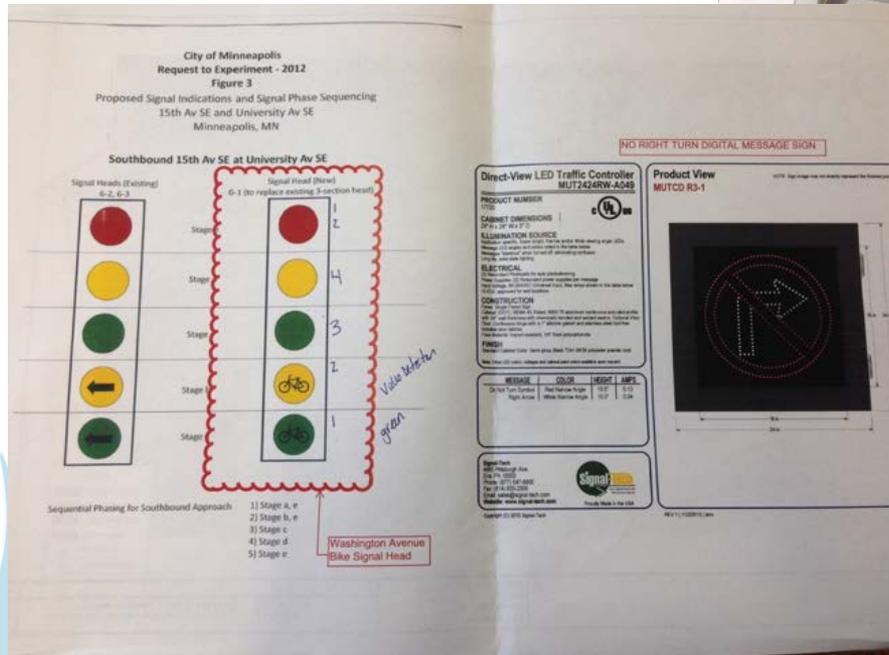


# Year in Review

- 1100+ Hours
- 57 Actions
- Advised on:
  - Planning Studies
  - Funding Priorities
  - Policies: Complete Streets
  - Detailed Project Reviews



# Functional Process



Winter Cycling Congress



# Education and Winter Maintenance





**Equity and Encouragement**

# Bike Friendly & Bike Master Plan

## Minneapolis Bicycle Master Plan



**BICYCLE FRIENDLY  
COMMUNITY  
FEEDBACK**

**MINNEAPOLIS, MN**  
*Fall 2015*

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

Below, reviewers provided recommendations to help you further promote bicycling in Minneapolis. **Key recommendations are highlighted in bold.** Underlined phrases are links to further information and resources online.

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

enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.

**Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities.** On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density

Access Minneapolis

June 2011

# Discussion

PAC and BAC Annual Updates

