

## Chapter 3 – Policy Framework

### 3.1 Chapter Overview

**3.1.1 Purpose** - The purpose of this chapter is to identify existing bicycle policies and advisory groups.

**3.1.2 Regional Planning**—This chapter identifies several regional policy documents that pertain specifically to bicycling in the City of Minneapolis including:

- The Hennepin County Bicycle Transportation Plan (January 1997)
- The Metropolitan Council Regional Park Plan (June 2006)
- MnDOT Modal Plan

**3.1.3 Local Planning**—The following citywide Minneapolis policy documents directly relate to bicycling and are also identified in this section:

- The City of Minneapolis and Minneapolis Park and Recreation Board Bikeway Final report (October 2000)
- The City of Minneapolis 5-Year Bikeways Plan (June 2001)
- City of Minneapolis Bikeways Master Plan (December 2001)
- Access Minneapolis: Citywide Transportation Action Plan (2009)
- The Minneapolis Park and Recreation Bike Walk and Roll Plan (2009)
- The Minneapolis Plan for Sustainable Growth (2009)
- Citywide and Small Area Plans

**3.1.4 Advisory Groups**—There are several bicycle advisory groups that help elected and appointed officials make decisions including:

- The Minneapolis Bicycle Advisory Committee (BAC)
- The Hennepin County BAC
- The MN State Non-Motorized Transportation Advisory Committee



**Above:** Bicyclists at a kiosk along the Nicollet Mall



**Above:** Bicyclist along the Nicollet Mall

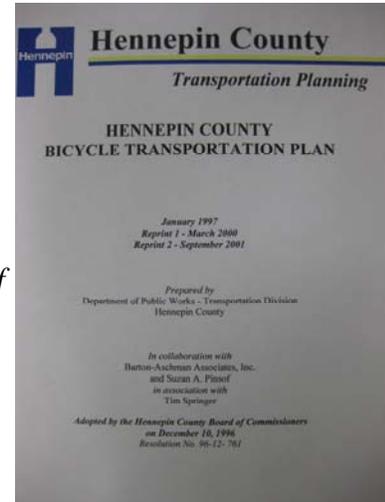


**Above:** Bicyclist on a residential sidewalk

## 3.2 Regional Planning

### 3.2.1 1997 Hennepin County Bicycle

**Transportation Plan**—The 1997 Hennepin County Bicycle Transportation Plan was created to “*address the county’s role in providing bicycle planning services, in designing and constructing bicycle facilities, and in supporting the provision of other bicycle amenities. The focus of the plan is to allow the bicycle to become a viable transportation option.*” The plan states a detailed vision that supports bicycling as a legitimate transportation mode worthy of infrastructure investments. Hennepin County recognizes five levels of accommodation; full accommodation, an independent trail, a bicycle compatible roadway, a multi-use path, and a basic roadway.



**Above:** The Hennepin County Bicycle Transportation Plan was approved in January 1997.

The plan suggests typical sections for rural, suburban, and urban roadway settings based on functional classification, available right-of-way, speeds, and traffic volumes. Urban sections assume curb and gutter and the inability to easily acquire right-of-way. The plan also suggests a cost share program with cities and resulted in the creation of a bicycle capital improvement program.

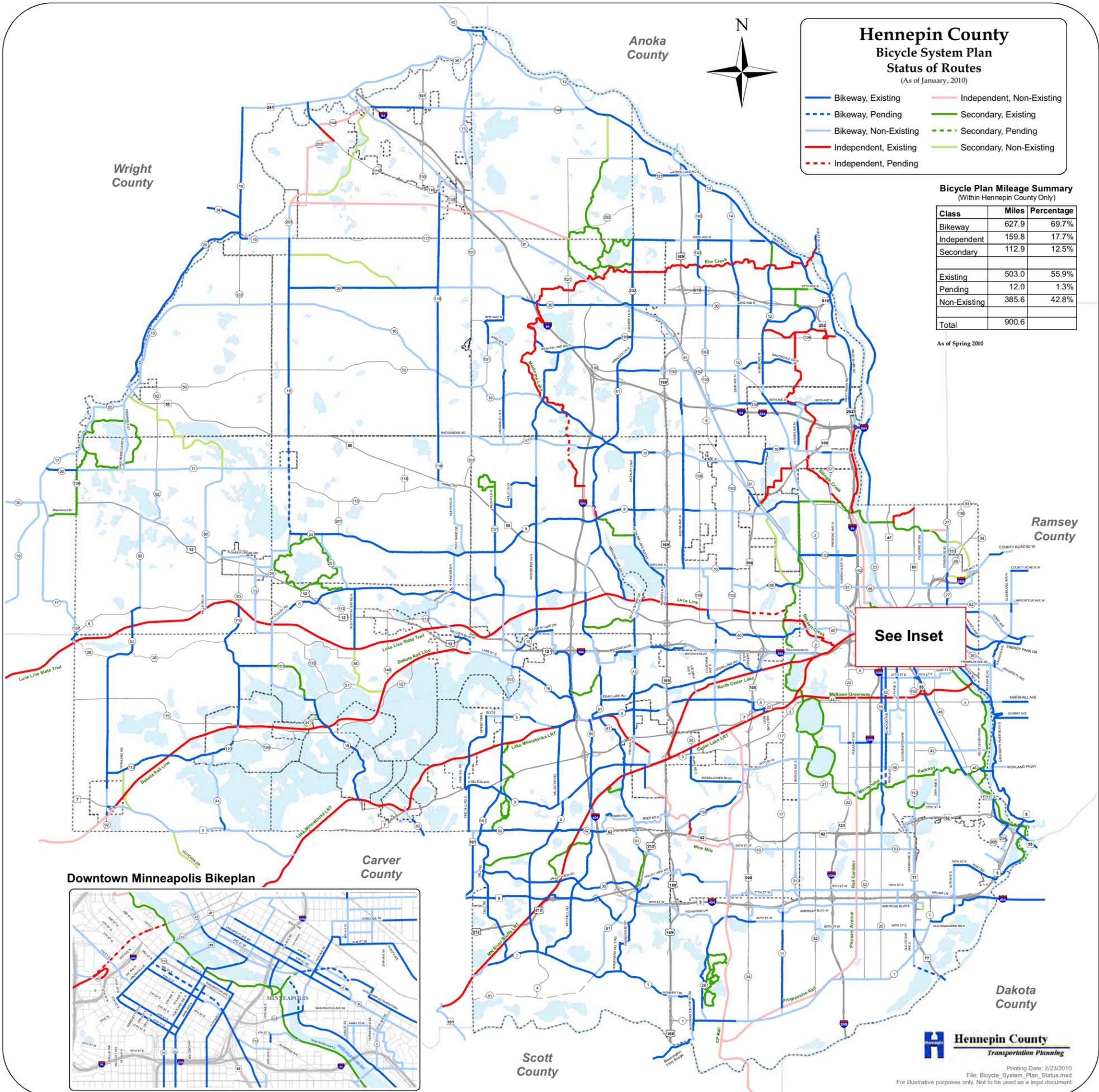
Three types of corridor criteria are identified in the system plan:

**Primary Routes:** “The primary routes (blue) in the system plan were identified as being corridors where the goal of full bicycle accommodation for bicyclists is focused. These corridors may be comprised of county roadways and right-of-ways or they may make use of parallel lower volume city streets.”

**Secondary Routes:** “The secondary routes (green) in the system are bikeways which have a heavy recreational focus or are lesser routes which still have an auxiliary importance to the overall system. Often these routes have another parallel alternative route nearby. The recreational routes may also serve transportation uses due to their location and proximity to bicycle trip generators. Something less than full accommodation such as on-road shoulder or a off-road multi-use path can be acceptable on a secondary route.”

**Independent Trails:** “The independent trails (red), those trails not within roadway rights-of-way, are included because of their importance to overall bicycle system continuity in Hennepin County. Since they often span natural and man made barriers, the trails provide strong cross-county linkages that are important for bicycle transportation.”

Figure 3.1 - Hennepin County Bicycle System Plan



### 3.2.2 Metropolitan Council Regional Parks Policy

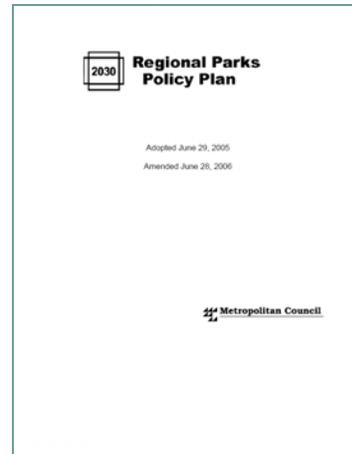
**Plan**—The existing regional park system includes 47 regional parks/park reserves, 22 regional trails, and both zoos. This plan identifies several new corridors and locations for inclusion into the system, identifies policies and strategies for funding the system, determines the types of facilities needed by the public, and management procedures for maintaining the system.

*“Trail corridors planned and operated mainly to provide bicycle transportation functions such as trips to work, shopping, etc., are not emphasized as a part of this policy plan. However, some regional trails also function as bicycle transportation corridors and have been funded in part with federal transportation funds. In addition, the commuting trips taken on regional trails also have a recreation component inherent within the trip. The commuter on a regional trail typically enjoys a more scenic travel experience compared to the experience offered on road-based bicycle transportation lanes. Increased commuting opportunities by locating new regional trails benefit the region through reduced congestion and the health benefits associated with physical activity. Consequently, new regional trails that are projected to serve both recreation and commuting uses are desirable as part of the regional trail system.”*

This document strongly supports recreational facilities in high quality natural areas but also encourages bicycling for transportation purposes. Projects that have regional significance tend to score better in the federal funding regional solicitation.

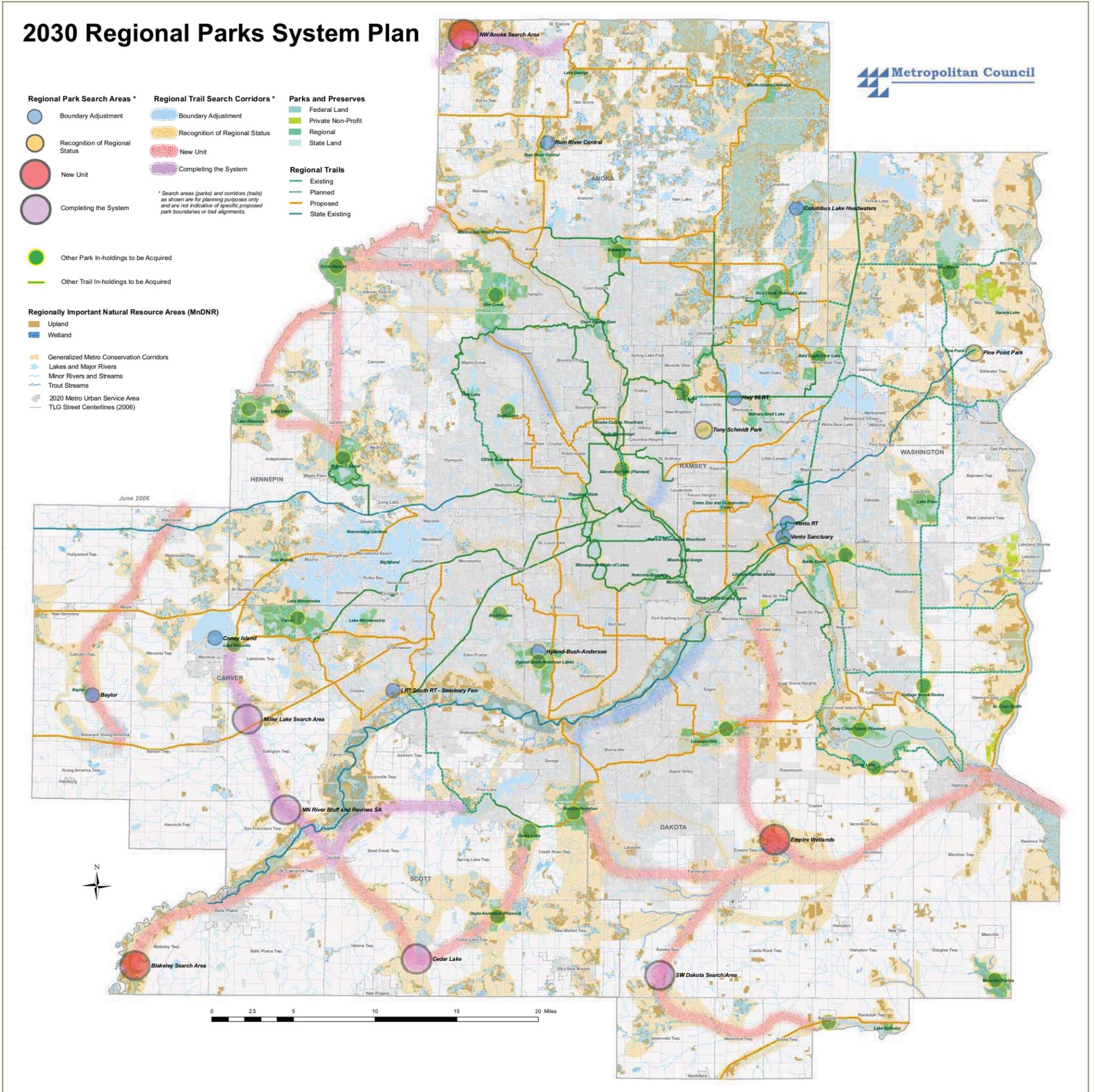
The plan lists several criteria that need to be followed in order for a potential project to be recognized as a regional trail:

- The trail must be spaced at reasonable densities in accordance with land use.
- Connections to other trail facilities or park nodes that help complete a system network.
- Cooperation with local communities. Regional trails require a local funding match from communities. Local communities are responsible for trail education and enforcement.
- The facility must have an approved master plan that meets several criteria including boundaries and acquisition costs, a stewardship plan, a demand forecast, a development concept, a way to resolve conflicts, needed public services/utilities, rules/regulations/ordinances pertaining to the operation of the facility, a citizen participation process, a public awareness plan, a way to address users with special needs, and a natural resources component.
- The Metropolitan Council must recognize the facility in the approved system map. Community Comprehensive Plans should also reflect this plan.



**Above:** The Met Council Regional Parks Policy Plan was approved in June 2005.

Figure 3.2 - Metropolitan Council 2030 Parks System Plan (2005)



**3.2.3 The MnDOT Bicycle Modal Plan**—The MnDOT Bicycle Modal Plan was established in 2005 to create a safer and more welcoming environment for bicyclists statewide. The following vision and mission were established as part of the planning process:

Bicycle Modal Plan Vision: “The MnDOT vision for bicycle transportation is a “place where bicycling is a safe and attractive option in every community. Bicycling is accommodated for daily transportation and for experiencing the natural resources of the state.”

MnDOT Mission for Bicycle Transportation: “MnDOT will safely and effectively accommodate and encourage bicycling on its projects in Minnesota communities, and in other areas where conditions warrant. MnDOT will exercise leadership with its partners to encourage similar results on their projects.”

The MnDOT Bicycle Modal Plan recommends more cooperation between government agencies, creating a scenic bikeway system, and ensuring that all MnDOT planning and design manuals provide guidance to accommodate bicycles. The MnDOT Bicycle Modal Plan also sets measures and targets to reduce crash rates, to increase bicycle modal share, and eliminate fatalities.

This policy document has become the basis of the MnDOT Bicycle Facility Design Guidelines, which was approved in 2007. The MnDOT Bicycle Modal Plan includes a design matrix that suggests appropriate bicycle treatments based on roadway volumes, posted speeds, functional classification, and heavy vehicle mix. There is also a catalogue of common bicycle facilities and treatments for use in urban, suburban, and rural conditions. The catalogue includes guidance on when or where to use a treatment in addition to guidance on how to implement it.

The MnDOT Bicycle Modal Plan recognizes that bicycling is a legitimate transportation mode and recommends the use of a number of innovative treatments including colored bike lanes, back-in angled parking, signal progression for bicycles, and combined turn lanes. Perhaps the most important statement within this document is the reinforcement of Federal Highway Administration guidance that states “bicycle and pedestrian ways shall be established in all new construction and reconstruction projects in urban areas.” MnDOT and the City of Minneapolis work collaboratively to furnish bicycle facilities based on approved plans.



**Above:** The MnDOT Bicycle Modal Plan was approved in 2005.

### 3.3 Local Planning

**3.3.1 2000 Bikeways Project Final Report**—The 2000 Bikeways Project Final Report was a collaboration between the City of Minneapolis and the Minneapolis Park and Recreation Board to identify maintenance needs and maintenance responsibilities for bicycle facilities within the city and was adopted in October 2000.

Recommendations: Five recommendations came out of this report including:

Recommendation #1: Adopt a joint planning process for Minneapolis bikeways.

Recommendation #2: Approve the shifting of maintenance responsibility from PW to MPRB staff for certain off-street bikeways.

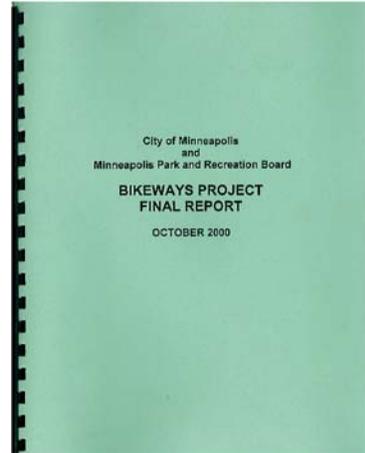
Recommendation #3: Approve the “Bikeway Maintenance Standards” developed by Public Works and MPRB staff.

Recommendation #4: Direct the Public Works Department and MPRB staff to work with the Minneapolis Bicycle Advisory Committee in reviewing the BAC’s scope and membership and to submit any needed revisions for Mayor/City Council and MPRB approval.

Recommendation #5: Revise the Minneapolis Five Year Bike Plan to reflect the existing, planned, and proposed bikeways and submit the Bike Plan to the Mayor/City Council and the MPRB for approval by May 2001.

Policy: Some of the policy language outlined in this document includes:

- Projects must disclose proposed operations and maintenance funding expenses to elected officials before pursuing capital funding.
- Public Works and the MPRB need to collaborate so that projects connect.
- In general, off-street bikeways will be maintained by the MPRB and on-street facilities will be maintained by Public Works. Routine maintenance and extraordinary maintenance are defined. Maintenance expectations are also defined in the report.
- The Bicycle Advisory Committee’s membership, roles, and responsibilities were defined as part of the last bicycle master planning process in 2001. In 2010 the BAC also revised its membership and bylaws. As prescribed in this document, the bicycle master plan needs to be updated on a regular basis. The Bikeways Project policies will remain, but the project appendix needs an update.



**Above:** The Bikeways Project Final Report was approved in October 2000.



**Above:** Nice Ride Bike Share in Downtown Minneapolis.

**3.3.2 5-Year Bikeways Plan (2001)**—The 2001 5-Year Bikeways Plan was instigated by the fact that it had been 5 years (1997) since a previous plan had been approved and many of the previously identified projects had been implemented. Previous plans primarily focused on completing the arterial bicycle system with many of the suggested projects were located in railroad corridors or along the Mississippi River corridor.



**Above:** Downtown Riverfront.

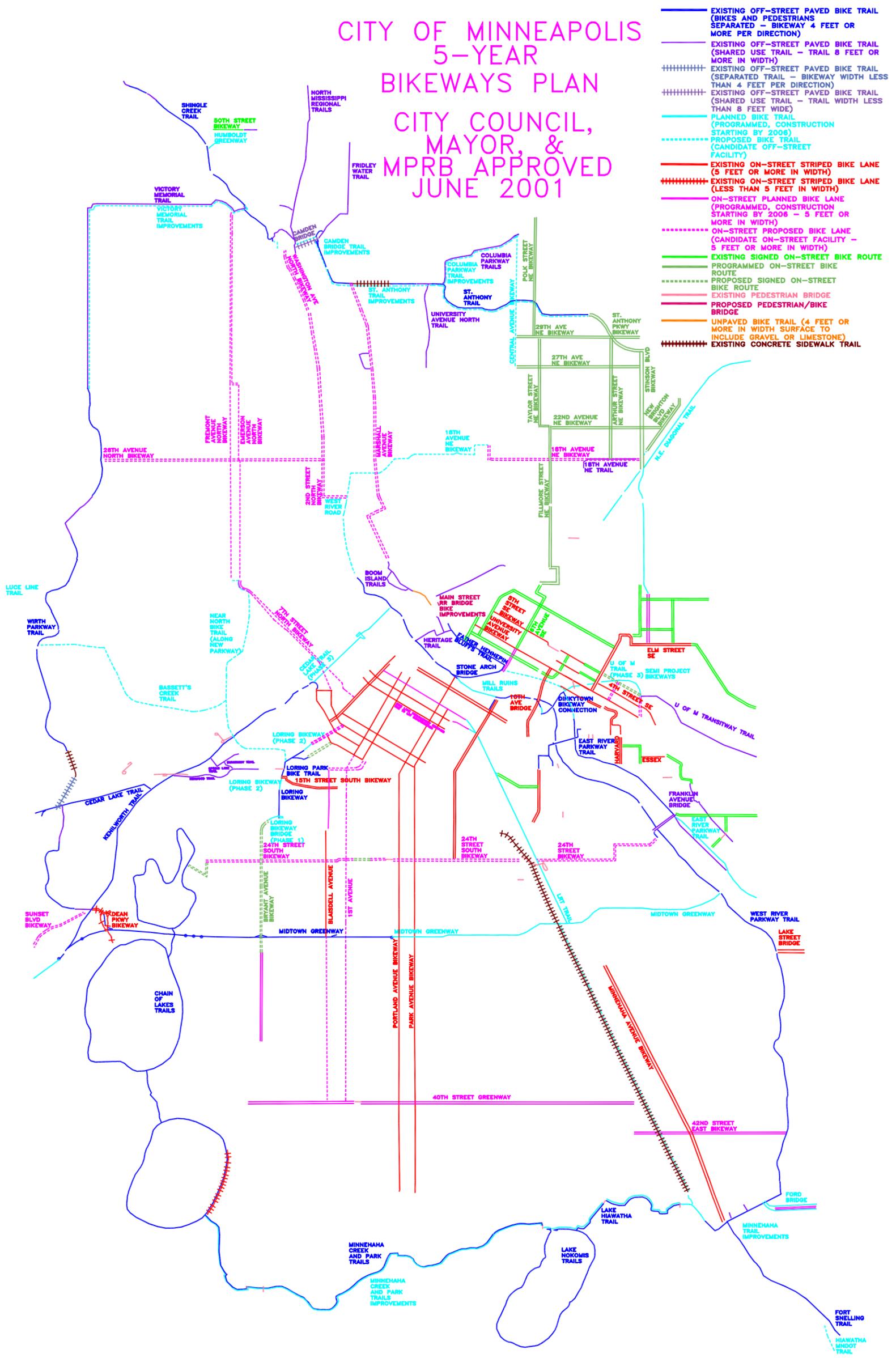
Community Process: In January 2001 every neighborhood group throughout the city was sent a letter asking to identify where they would like to see bicycle accommodations. Most neighborhoods replied with great interest and ideas for how to make the city more bicycle friendly. When the suggested corridors were mapped there were discrepancies across neighborhood boundaries. For example, one neighborhood wanted to see a bike route on Franklin Avenue, whereas the adjacent neighborhood felt that 24th Street was a safer route. To create a seamless system without conflicts, each neighborhood was asked to send a delegate to one of four different quadrant meetings throughout the city. At these meetings were staff from the City of Minneapolis, Hennepin County, and the Minneapolis Park and Recreation Board to assist with technical questions. The group evaluated each candidate route and recommended a seamless grid of bike lanes, trails, and signed bike routes. City of Minneapolis, Hennepin County, Minneapolis Park and Recreation Board, Minnesota Department of Transportation, Metropolitan Council, and Metro Transit staff examined traffic volumes, crash history, speeds, right-of-way availability, funding criteria, and jurisdictional standards to ensure the plan made sense. Upon the completion of the community process it was decided that 2 plans were needed; a 5-year plan that showed short term projects, and a master plan that showed a full build-out of the bikeways system. The 5-Year Bikeways Plan was approved in June of 2001 and the Bikeways Master Plan was approved in December 2001. In addition to a map, several mode share and bicycle parking goals were set as part of the Master Plan process.

Criteria: In order for a project to be listed on the 5-Year Bikeways Plan the following criteria needed to be satisfied:

- Ownership and maintenance responsibilities defined.
- The bikeway is funded, partially funded, or identified as a project that will most likely be funded within 5 years.
- The bikeway must meet Bicycle Master Plan criteria.

Since 2001 almost all identified projects in the 5-Year Bikeways Plan have either been completed or are funded. This plan will replace both the 2001 5-Year Bikeways Plan and the 2001 Bikeways Master Plan.

Figure 3.3 - 2001 5-Year Bikeways Plan



**3.3.3 2001 Bikeways Master Plan**—The 2001 Bikeways Master Plan was approved by the Minneapolis City Council, Mayor, and Minneapolis Park and Recreation Board in December 2001. The plan included a map of all existing and proposed bikeways within the city.



**Above:** Bicyclist on the West River Parkway Trail

Criteria: In order for a project to be listed on the Bikeways Master Plan the following criteria needed to be satisfied:

- Bikeway is reasonably spaced from existing bikeways and other candidate bikeways (what is reasonable is based on existing or future housing density, physical or natural features, or land use).
- Scope of candidate bikeway must be technically and economically realistic based on existing or proposed conditions.
- Bikeway does not conflict with city transportation goals and policies.

A candidate bikeway must meet one or more of the following criteria:

- Connects to transit hubs (i.e., LRT, bus stops, commuter rail stations).
- Is needed to improve safety on a given street or area.
- Is combined with economic development of an area.
- Enhances, improves, or replaces an existing bikeway.
- Closes a gap in the existing bikeways system.
- Removes a significant barrier to bicyclists.
- Is in reasonable proximity to popular destination spots including parks, schools, office zones, retail/shopping areas, or cultural centers.

Bikeway ownership, maintenance responsibilities, or funding do not have to be defined in order to be included in the Bikeways Master Plan. Before a candidate bikeway can be constructed the following criteria must be met:

- Designed to acceptable MnDOT, County and/or City of Minneapolis standards and safety considerations.
- Ownership and maintenance responsibilities must be determined.
- Right-of-way secured and project fully funded.
- Neighborhood support in addition to Park Board or City Council approval.

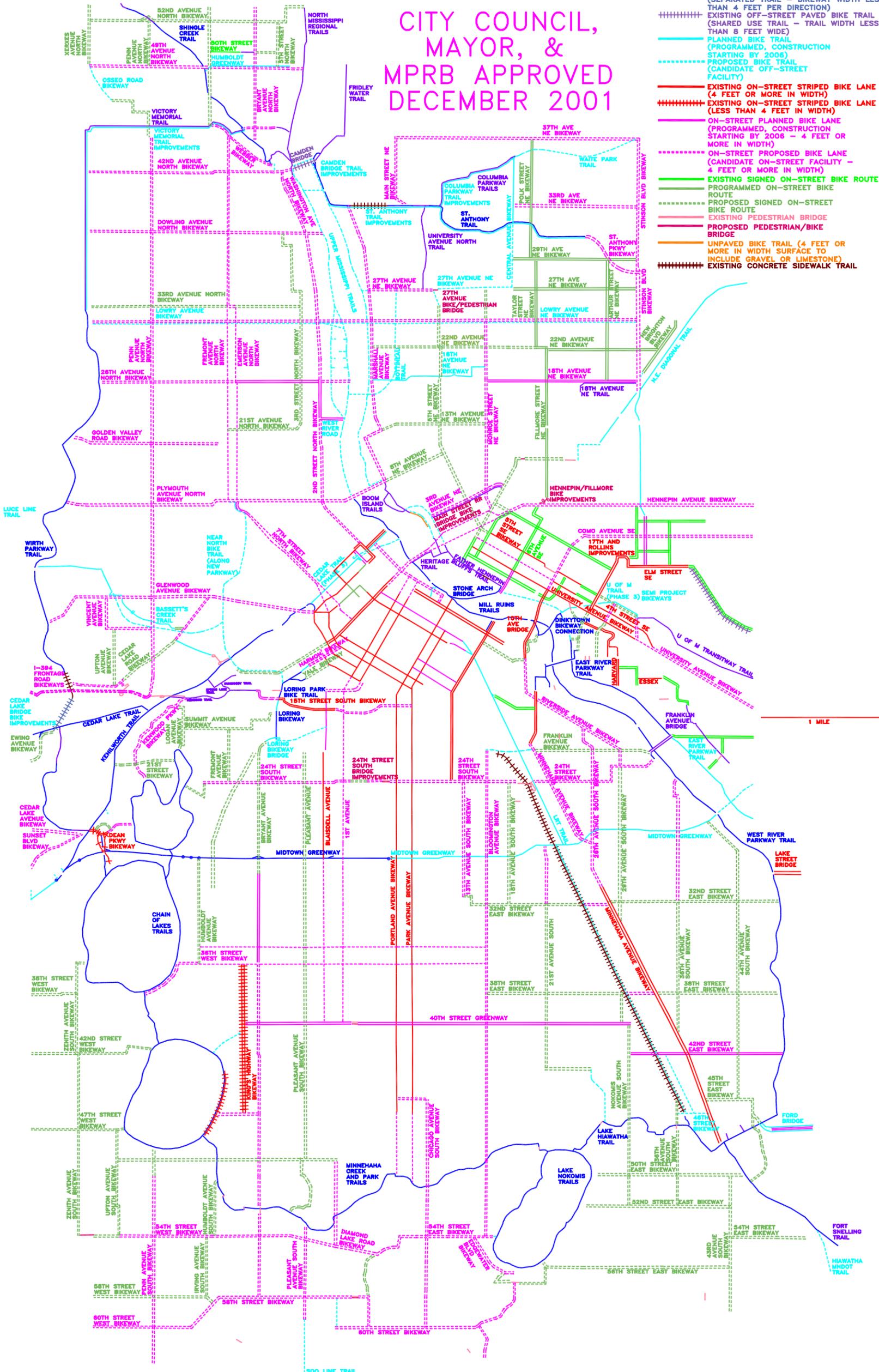
Goals: When the 2001 Bikeways Master Plan was adopted, several goals were presented to the City Council. The first was a 4% bicycle mode share by 2010, a 5% bicycle mode share by 2015, and a 6% bicycle mode share by 2020. Coincidentally Census information revealed that the city met the 4% mode share goal by 2008. In addition, a goal to keep up with bicycle parking spaces to meet the mode share goals was also presented.

Figure 3.4 - 2001 Bikeways Master Plan

# CITY OF MINNEAPOLIS BIKEWAYS MASTER PLAN

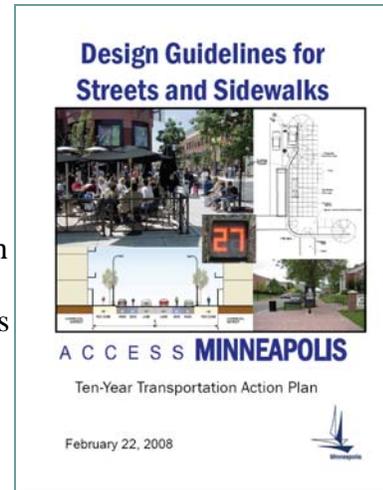
## CITY COUNCIL, MAYOR, & MPRB APPROVED DECEMBER 2001

-  EXISTING OFF-STREET PAVED BIKE TRAIL (BIKES AND PEDESTRIANS SEPARATED - BIKEWAY 4 FEET OR MORE PER DIRECTION)
-  EXISTING OFF-STREET PAVED BIKE TRAIL (SHARED USE TRAIL - TRAIL 8 FEET OR MORE IN WIDTH)
-  EXISTING OFF-STREET PAVED BIKE TRAIL (SEPARATED TRAIL - BIKEWAY WIDTH LESS THAN 4 FEET PER DIRECTION)
-  EXISTING OFF-STREET PAVED BIKE TRAIL (SHARED USE TRAIL - TRAIL WIDTH LESS THAN 8 FEET WIDE)
-  PLANNED BIKE TRAIL (PROGRAMMED, CONSTRUCTION STARTING BY 2006)
-  PROPOSED BIKE TRAIL (CANDIDATE OFF-STREET FACILITY)
-  EXISTING ON-STREET STRIPED BIKE LANE (4 FEET OR MORE IN WIDTH)
-  EXISTING ON-STREET STRIPED BIKE LANE (LESS THAN 4 FEET IN WIDTH)
-  ON-STREET PLANNED BIKE LANE (PROGRAMMED, CONSTRUCTION STARTING BY 2006 - 4 FEET OR MORE IN WIDTH)
-  ON-STREET PROPOSED BIKE LANE (CANDIDATE ON-STREET FACILITY - 4 FEET OR MORE IN WIDTH)
-  EXISTING SIGNED ON-STREET BIKE ROUTE
-  PROGRAMMED ON-STREET BIKE ROUTE
-  PROPOSED SIGNED ON-STREET BIKE ROUTE
-  EXISTING PEDESTRIAN BRIDGE
-  PROPOSED PEDESTRIAN/BIKE BRIDGE
-  UNPAVED BIKE TRAIL (4 FEET OR MORE IN WIDTH SURFACE TO INCLUDE GRAVEL OR LIMESTONE)
-  EXISTING CONCRETE SIDEWALK TRAIL



### 3.3.4 Access Minneapolis: 10-Year

**Transportation Action Plan**—In 2009 the Minneapolis City Council and Mayor approved the Access Minneapolis: Citywide 10-Year Transportation Action Plan. The 2009 citywide plan provides a significant amount of guidance with regard to bicycle facilities. The report includes a bicycle gap analysis in addition to policy statements that support bicycle use. The gap analysis examines both on-street gaps and off-street gaps and is the source of many projects identified in this plan.



The 2008 Streets and Sidewalk Design Guidelines suggest roadway cross sections that include bike lanes. The guidelines identify several street typologies including commuter streets, commerce streets, activity area streets, community connector streets, neighborhood connector streets, industrial connector streets, parkway streets, and local streets. The Design Guidelines for Streets and Sidewalks recommend bicycle facilities contingent on whether or not the corridors are identified in the Bikeways Master Plan map.

The Bicycle Master Plan is an extension of the work that occurred with the Access Minneapolis Plan. Section 11 of the document suggests the following proposed content for the Bicycle Master Plan and is covered in the Minneapolis Bicycle Design Guidelines:

- Trails (including safety/security/lighting, widths, hours, etc)
- Bike Lanes
- Intersection Treatments
- Shared Use Lanes (including a discussion on lane widths)
- Trail Crossings
- Bikeway Detours
- Wayfinding and information signage
- Development requirements
- Innovative treatments
- Maintenance

This plan addresses some of the items above. The majority of the topics are covered in the 2010 Minneapolis Bicycle Facility Design Guidelines, which is a technical companion document that covers design considerations, off-street facilities, on-street facilities, bicycle parking, support facilities, transit connections, maintenance, and innovation. Originally, technical topics were to be addressed in the Bicycle Master Plan. However, as both documents developed it became apparent that separating them made the most sense.

**3.3.5 MPRB Bike Walk and Roll Plan**—In 2008 the Minneapolis Park and Recreation Board initiated a study report to determine the needs of bicyclists, pedestrians, and roller-bladers using the park system. The planning process included input from neighborhoods, from bicyclists, and staff. The plan will outline goals to make the park system more bicycle friendly by adding additional facilities and better maintaining the facilities already in place. Perhaps the most ambitious park system goal is the completion of the Minneapolis Grand Rounds in Northeast Minneapolis. This project will complete a century old vision but would come at an estimated price of over \$100 million.



**Above:** Bicyclist on the West River Parkway Trail



**Above:** Bicyclists using a parkway during the annual September bike ride.

**3.3.6 Comprehensive Plan: Land Use Policies**— The City of Minneapolis has a number of comprehensive plan policies that deal with land use, four of which directly relate to bicycling. As a bicyclist, it is important that the city maintain mixed use nodes at regular intervals to minimize trip length.



**Above:** Bicyclist in Uptown

Minneapolis Plan: Land Use Policy 1.3 - Ensure that development incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

Minneapolis Plan: Land Use Policy 1.3.2 - Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features.

Minneapolis Plan: Land Use Policy 1.16 - Support a limited number of Major Retail Centers, while promoting their compatibility with the surrounding area and their accessibility to transit, bicycle, and foot traffic.

Minneapolis Plan: Land Use Policy 1.16.4 - Ensure the provision of high quality transit, bicycle, and pedestrian access to Major Retail Centers.

**3.3.7 Comprehensive Plan: Transportation Policies**— Strong policies that support the ability to easily and safely get around on bike is very important. The following policies support bicycling as a legitimate transportation option:

Minneapolis Plan: Transportation Policy 2.1 - Encourage growth and reinvestment by developing a multi-modal transportation system that includes light rail, commuter rail, intercity high speed rail, high frequency buses, and other modes.

Minneapolis Plan: Transportation Policy 2.1.1 - Address the need of all modes of transportation, emphasizing the development of a more effective transit network.

Minneapolis Plan: Transportation Policy 2.1.2 - Coordinate land use planning and economic development strategies with transportation planning.

Minneapolis Plan: Transportation Policy 2.1.3 - Ensure continued growth and investment through strategic transportation investments and partnerships.

Minneapolis Plan: Transportation Policy 2.5 - Ensure that bicycling throughout the city is safe, comfortable, and pleasant.

Minneapolis Plan: Transportation Policy 2.5.1 - Complete a network of on and off-street primary bicycle corridors where bicycles are given priority.

Minneapolis Plan: Transportation Policy 2.5.2 - Strive to accommodate bicycles on all streets but, when other modes take priority in a corridor, provide accessible alternate routes.

Minneapolis Plan: Transportation Policy 2.5.3 - Continue to integrate bicycling and transit facilities where needed, including racks on transit vehicles and bicycle parking near transit stops.

### 3.3.7 Comprehensive Plan: Transportation Policies— Continued

Minneapolis Plan: Transportation Policy 2.5.4— Implement and expand zoning regulations and incentives that promote bicycling, such as racks, storage lockers, and changing facilities.

Minneapolis Plan: Transportation Policy 2.5.5 - Provide public bicycle parking facilities in major destinations such as downtown, activity centers, and growth centers.

Minneapolis Plan: Transportation Policy 2.5.6 - Identify sources of funding for long term maintenance of facilities, education, and outreach.

Minneapolis Plan: Transportation Policy 2.8 - Manage parking in line with objectives for improving the environment for transit, walking, and bicycling.

Minneapolis Plan: Transportation Policy 2.8.1 - Implement off-street parking regulations, which provide parking for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.

Minneapolis Plan: Transportation Policy 2.8.8 - Support the use of incentives that promote transit, walking, and biking while reducing parking requirements.

Minneapolis Plan: Transportation Policy 2.10 - Support the development of a multi-modal downtown transportation system that encourages an increasingly dense and vibrant regional center.

Minneapolis Plan: Transportation Policy 2.10.4 - Improve the pedestrian environment downtown, to ensure it is a safe, enjoyable, and accessible place to walk. Encourage strategies such as wider sidewalks for pedestrian movement, trees and street furniture, improved transit facilities, additional bicycle facilities, and on-street parking and other curb-side uses.

Minneapolis Plan: Transportation Policy 2.10.8 - Manage the growth and pricing of the parking supply consistent with objectives for transit, walking, and bicycling.



**Above:** Bicyclist in Downtown Minneapolis

### 3.3.8 Comprehensive Plan: Economic Policies— A strong and vibrant local economy is good for everyone. Below are several economic development policies that support bicycles:

Minneapolis Plan: Economic Development Policy 4.13 - Downtown will continue to be the most sustainable place to do business in the metro area.

Minneapolis Plan: Economic Development Policy 4.13.2 - Encourage existing Downtown buildings to retrofit for improved sustainability, including energy efficiency, additional green space, and bicycle facilities.

Minneapolis Plan: Economic Development Policy 4.13.6 - Provide efficient transportation options for Downtown users to get around within the district.

**3.3.9 Comprehensive Plan: Public Services and Facilities**— There are dozens of opportunities to improve conditions for bicycling that come up as part of public projects, whether it is a new public building or a street reconstruction. Below are policies that pertain to public services and facilities:



**Above:** A pair of Bicyclists in Downtown Minneapolis

Minneapolis Plan: Public Services and Facilities Policy 5.2 - The City of Minneapolis will support the efforts of public and private institutions to provide a wide range of educational choices for Minneapolis students and residents throughout the city.

Minneapolis Plan: Public Services and Facilities Policy 5.2.5 - Encourage the use of public transportation, walking, and bicycling as a means of connecting students to educational opportunities throughout the city.

Minneapolis Plan: Public Services and Facilities Policy 5.2.8 - Provide infrastructure (sidewalks, crosswalks, etc.) to ensure safe routes to neighborhood schools.

Minneapolis Plan: Public Services and Facilities Policy 5.4 - Minneapolis will enhance the safety, appearance, and effectiveness of its infrastructure.

Minneapolis Plan: Public Services and Facilities Policy 5.4.1 - Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Minneapolis Plan: Public Services and Facilities Policy 5.4.2 - Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Minneapolis Plan: Public Services and Facilities Policy 5.4.3 - Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of the Minneapolis Plan.

Minneapolis Plan: Public Services and Facilities Policy 5.4.4 - Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Minneapolis Plan: Public Services and Facilities Policy 5.7 - Minneapolis will protect and improve individual, community, and environmental health.

Minneapolis Plan: Public Services and Facilities Policy 5.7.2 - Integrate physical activity into the everyday life of residents through land use and transportation planning.

Minneapolis Plan: Public Services and Facilities Policy 6.2 - Minneapolis will protect and enhance air quality and reduce greenhouse gas emissions.

Minneapolis Plan: Public Services and Facilities Policy 6.2.4 - Endorse the use of alternative modes of transportation such as public transit, bicycles, car and bike share programs, and carpools, as well as promote alternative work week schedules.

Minneapolis Plan: Public Services and Facilities Policy 6.2.6 - Support the development of multi-modal transportation networks.

### 3.3.10 Comprehensive Plan: Open Space and Parks—

The Minneapolis Comprehensive Plan includes a number of Open Space and Parks policies that encourage bicycling:

Minneapolis Plan: Open Space and Parks Policy 7.1— Promote the physical and mental health of residents and visitors by providing safe outdoor amenities and spaces that support exercise, play, relaxation, and socializing.

Minneapolis Plan: Open Space and Parks Policy 7.1.3— Promote safe pedestrian and bike routes to parks and open spaces.

Minneapolis Plan: Open Space and Parks Policy 7.6— Continue to beautify open spaces through well designed landscaping that compliments and improves the city’s urban form on many scales - from street trees to expansive views of lakes and rivers.

Minneapolis Plan: Open Space and Parks Policy 7.6.7— Maintain multi-modal transportation corridors to link parks and open spaces with surrounding neighborhoods.

Minneapolis Plan: Open Space and Parks Policy 7.8— Strengthen existing and create new partnerships, including public-private partnerships, to deliver the best park and open space system possible.

Minneapolis Plan: Open Space and Parks Policy 7.8.2— Support the preservation of former transportation corridors that are intact or largely intact and use them to connect neighborhoods to each other and major amenities.

Minneapolis Plan: Open Space and Parks Policy 8.5— New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale features at the street level.

Minneapolis Plan: Open Space and Parks Policy 8.5.6— Integrate transit facilities and bicycle parking amenities into the site design.



**Above:** An Elliot Park resident riding her bike.



**Above:** West River Parkway Trail near West Broadway Ave.

**3.3.11 Comprehensive Plan: Urban Design**— Public projects need to fit in within the context of the surrounding area. Bike projects need to adhere to the following policies.

Minneapolis Plan: Urban Design Policy 8.1.1 – Protect historic resources from modifications that are not sensitive to their historic significance.

Minneapolis Plan: Urban Design Policy 8.1.2 – Require new construction in historic districts to be compatible with the historic fabric.

Minneapolis Plan: Urban Design Policy 8.19 – Promote an attractive environment by minimizing visual clutter and confusion caused by a proliferation of signage.

Minneapolis Plan: Urban Design Policy 8.19.4 – Develop a consistent city-wide way-finding signage design and maintenance plan for neighborhoods, trails, etc.

Minneapolis Plan: Urban Design Policy 8.22 – Preserve the natural ecology and the historical features that define Minneapolis’ unique identity in the region.

Minneapolis Plan: Urban Design Policy 8.22.3 – Increase public recreational access to and across the river in the form of parks, bike/pedestrian bridges, greenways, and trails along the river.



**Above:** Twins Ballpark with the Cedar Lake Trail and Northstar Commuter Rail interface.

**3.3.12 Small Area Plans**— The City of Minneapolis has a number of detailed policy plans that are site specific. These plans solicit significant public input and in most cases include recommendations for both on-street and off-street bicycle facilities. Small area plans include:



**Above:** A bicyclist on the Stone Arch Bridge.

38th Street Station Area Plan—This plan promotes multi-modal connections to the light rail station. This plan includes a discussion about a trail on the east side of Hiawatha that could be possible with redevelopment.

38th Street and Chicago Avenue Small Area Plan/Corridor Framework Plan— This plan calls for bike lanes on both 38th Street and Chicago Avenue without widening either street. This plan also recommends bike racks at nodes and focusing resources on areas that improve access for bicycles and pedestrians. There is also emphasis on connections to both the RiverLake Greenway and to the Midtown Greenway.

46th and Hiawatha Station Area Master Plan– This plan supports trail connections to the Hiawatha LRT station with a future linear parkway/trail in the existing railroad right-of-way. Additional bike racks are also needed.

Above the Falls: A Master Plan for the Upper River in Minneapolis– This exhaustive plan evaluates future land uses along the Upper Mississippi River from the Camden Bridge to Downtown Minneapolis. The plan proposes to complete the trail gap on both sides of the River and also recommends east/west trail connections to the adjacent neighborhoods. Recommends creating a new trail (Bottineau Trail) along the BNSF spur on the east side of the river.

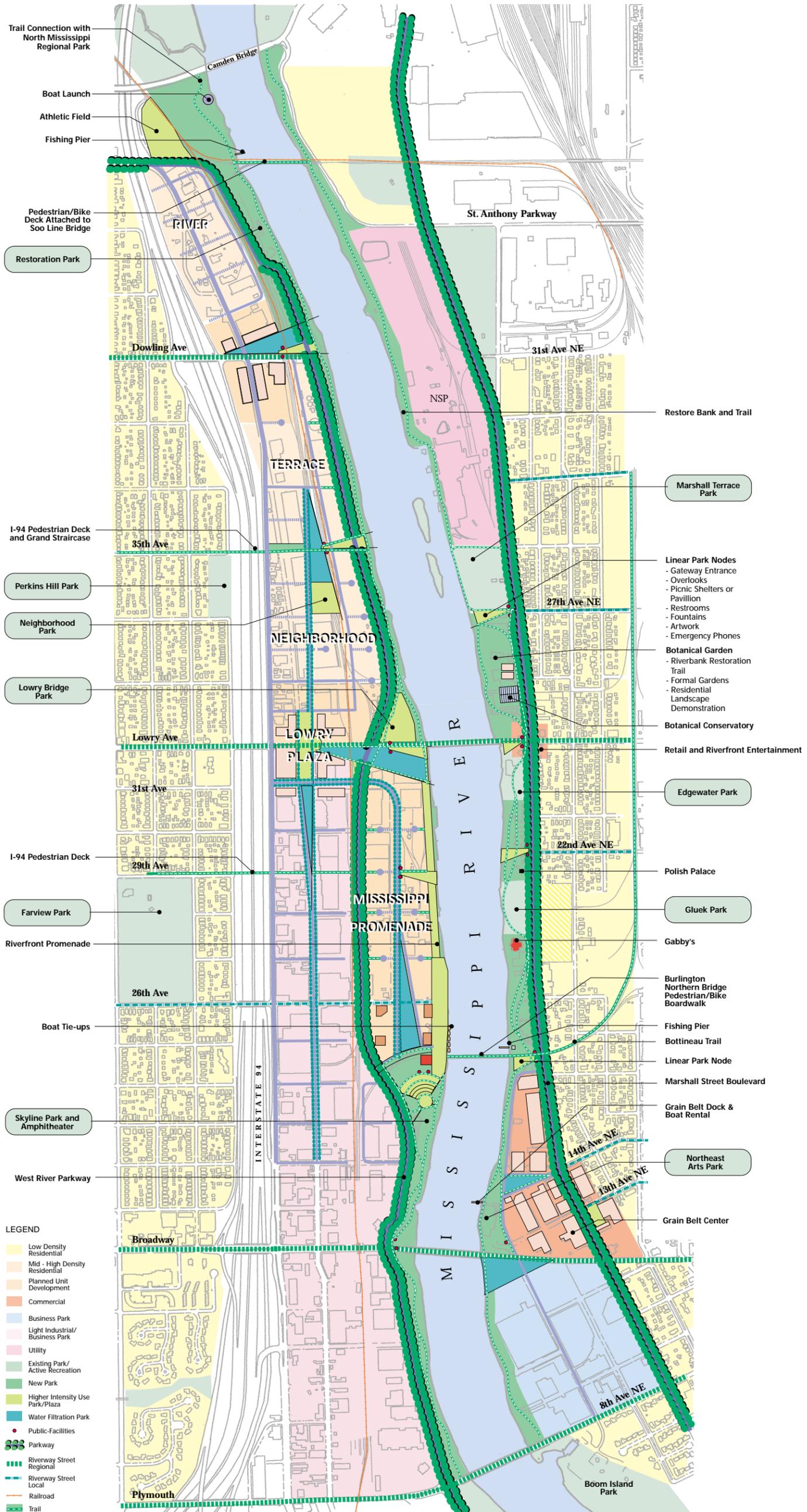
Audubon Park Small Area Plan—The community would like to see better connections to the Grand Rounds, a local bike shop, additional bicycle parking, and streetscape improvements.

Bassett Creek Valley Master Plan 2007— This plan supports bicycling as a mode of transportation and connections to regional trails such as the Cedar Lake Trail via Van White.

Bryn Mawr Neighborhood Land Use Plan—This plan acknowledges the good trail connections currently within the neighborhood. The plan also recognizes the low bicycle commuter mode share in the neighborhood compared to others. The plan strongly promotes additional bike racks in the area.

**Next Page:** The Above the Falls: Upper River Master Plan is a good example of a detailed small area plan.

Figure 3.5 - Upper River Master Plan



### 3.3.12 Small Area Plans— Continued

Cedar-Riverside Small Area Plan—This plan recommends bicycle lanes on Riverside Avenue, bike lanes on 19th Avenue, and improvements to the bike lane on 20th Avenue. In general the plan supports bicycle connections to the U of M and to other neighborhoods within the city in addition to development that supports bicycling. There are opportunities for better bicycle connections to both the Central Corridor and Hiawatha LRT stations, and for more bike parking.

Central Avenue Small Area Plan—The plan recommends bicycle parking nodes along Central Avenue NE at 18th Ave NE, 22nd Ave NE, and 29th Ave NE. Bicycle lanes on Central Avenue are recommended with east/west connections along 18th Ave NE, 22nd Ave NE, 27th Ave NE (to the west), and 29th Ave NE (to the east). There are existing connections to St. Anthony Parkway.

Corcoran Midtown Revival Plan– This plan suggests traffic calming measures to help bicyclists get to and from destinations. There are also opportunities for good connections to the Midtown Greenway.

Development Objectives for the Hi-Lake Center– Secure bicycle parking is needed at this location as well as good connections to the Midtown Greenway, to Hiawatha Avenue, and Lake Street.

Development Objectives for North Nicollet Mall– This 1999 plan does not address bicycles.

Downtown East/North Loop Neighborhood Master Plan—This plan puts significance on bicycle movement throughout Downtown and the North Loop Neighborhood. Some of the priorities include the completion of the Cedar Lake Trail to the Mississippi River, bike lanes on 3rd St, bike lanes along the Hennepin Ave into NE, and bike lanes along 7th St into North Minneapolis. In 2010 a supplemental plan was prepared to reflect the changing conditions in the area, as a result of the new Twins Ballpark and the proposed Intermodal Station.

Elliot Park Neighborhood Master Plan—This plan mentions the need to strengthen bicycle connections to Franklin Steele Park, complete streets/traffic calming, and bicycle amenities.



**Above:** A winter cyclist wearing warm gear.



**Above:** East River Parkway Trail.

### 3.3.12 Small Area Plans— Continued

Franklin-Cedar/Riverside Transit-Oriented Development Master Plan—This plan suggests that the bike network be completed by extending into other neighborhoods via 24th St and 11th Ave. 6th St provides a direct connection to 20th Ave, which is an existing bike route. The plan highlights the need for bicycle parking, lockers at transit nodes, and constructing bike lanes within existing street widths.



**Above:** A pair of bicyclists riding at night.

Grain Belt Brewery Area Development Objectives—The Grain Belt site presents opportunity for improving movements to the river from the neighborhoods. The plan strongly supports the goals outlined in the Above the Falls Master Plan, including a greener Marshall Street.

Hiawatha/Lake Station Area Master Plan—The Midtown Greenway is a dominant feature of this plan. There are opportunities for connections to the Lake Street station on both sides of Hiawatha Avenue.

Industrial Land Use and Employment Policy Plan—Although this study does not mention bicycles, it has a direct impact on two major local plans; the Above the Falls Master Plan and the Park Board Grand Rounds Completion. The Industrial Land Use Plan reaffirms the need to keep industrial land use districts in the city to keep jobs and tax base. It is recommended that those working to implement the Upper River Plan and Grand Rounds completion work closely with local businesses to minimize any negative impacts to business in the study areas.

Lowry Avenue Corridor Plan– Bicycle lanes and wide sidewalks are an integral part of this master plan. This plan suggests that bicycle lanes from Victory Pkwy to Stinson Blvd.

Lyndale Avenue: A Vision– Bicycle facilities are not being considered on this roadway north of 58th Street. Connections to Richfield via bike lanes on Lyndale Ave have been recently discussed.

Lyn-Lake Small Area Plan—Biking and walking are strongly encouraged in this plan, especially due to the proximity of the Midtown Greenway. Bike racks are needed in this area.

Master Plan for the Marcy-Holmes Neighborhood—The plan states the need for Share the Road signage on all bike route corridors in addition to accommodations on all roadway bridges over the freeway. The Marcy Holmes Neighborhood has a significant number of signed bike routes in addition to the Stone Arch Bridge, the 15th Street SE bike lanes, and bike lanes along University/4th Ave SE.

### 3.3.12 Small Area Plans— Continued

Midtown Greenway Land Use Plan—The Midtown Greenway is the defining feature of this land use plan. The plan strongly supports good bicycle and pedestrian connections to the Midtown Greenway and enhancements to the trail corridor.

Midtown Minneapolis Land Use and Development Plan—The Midtown Greenway is a significant neighborhood asset. The plan supports transit connections, public promenades, and bicycle parking throughout the area.



**Above:** A Seward resident with her bicycle.

Minneapolis Near Northside Master Plan—The plan generally supports bicycling and projects that support bicycling.

Minneapolis Warehouse Preservation Action Plan— This pertains to historic preservation and may limit certain types of bicycle facility improvements.

Nicollet Avenue: The Revitalization of Minneapolis Main Street—This plan presents an option for bike lanes along Nicollet Avenue. Bike lanes come with trade-offs however, such as loss of parking or traffic capacity. 1st Ave and Blaisdell Ave are alternative bike routes.

Nokomis East Station Area Plan—Bike racks and kiosks are recommended for 50th St. Bike lanes on 50th St have also been discussed.

Northside Jobs Park Design Guidelines Guidelines and Development Framework—This land use plan goes into significant detail regarding sidewalks and pedestrian amenities, but does not discuss bicycling.

Phillips West Master Land Use Plan—Solar access (sunshine on the trail) to the Midtown Greenway and traffic calmed roadways with on-street bike lanes are strongly desired. The plan also recommends 11 foot traffic lanes on minor arterials as a traffic calming measure.

Seward Longfellow Greenway Area Plan—The plan goes into significant detail on how to capitalize on the Midtown Greenway as a major neighborhood asset. There is also a fair amount of discussion about local bike routes and how connections to the Midtown Greenway can be achieved.

South Lyndale Corridor Master Plan—A combined bicycle and pedestrian trail from Grass Lake to Lyndale Avenue is recommended in addition to more bike parking.

### 3.3.12 Small Area Plans— Continued

Southeast Minneapolis Industrial (SEMI)/Bridal Veil Refined Master Plan—This is an exhaustive plan that essentially looks at all of SE Minneapolis, especially east of the U of M campus. Planned trail corridors include the U of M Trail, Granary Parkway Trail, and a bridge over the BNSF corridor serving bicycles, motorists, and pedestrians. The plan calls for bike connections to Central Corridor stations.

University Ave SE and 29th Ave SE Development Objectives—Bike parking is needed in this area. There are also opportunities to connect to the U of M Transitway Trail, which is close by.

Update to the Historic Mills District Master Plan—This plan recognizes a number of existing and proposed bicycle connections in the riverfront vicinity. The plan mentions the need for bicycle accommodations to newer attractions such as the Guthrie, Mill City Museum, and the Metrodome.

Uptown Small Area Plan—One of the primary goals of this plan is to improve streets for bicycles, pedestrians, and transit. One specific need is to connect the Uptown core to the Midtown Greenway. Adding bike lanes to Hennepin Ave, Lake St, and Lagoon Ave were considered as part of this plan. There are 17 specific recommendations for improving bicycling and walking in Uptown including additional bike parking, intersection improvements, and wider sidewalks.

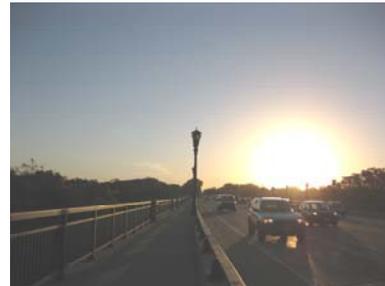
West Broadway Alive Plan—There appears to be consensus that additional bike parking is needed in this area. As part of the planning study many participants wanted to see a bike lane added to Broadway Ave, however there are capacity and parking trade-offs.



**Above:** A Bancroft resident rides his bike.



**Above:** A pair of bicyclists at Bike to Work Day.

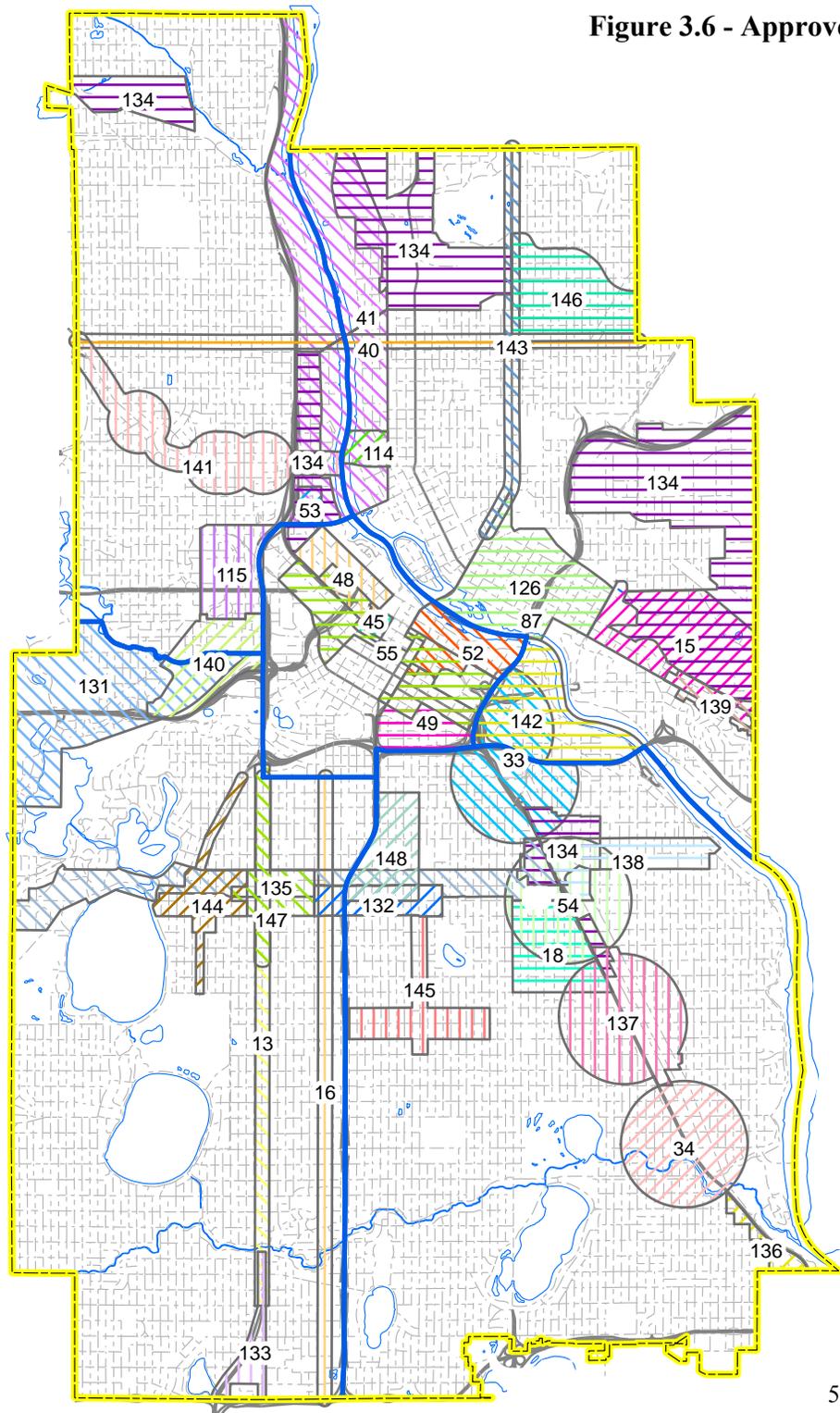


**Above:** Lake Street Bridge at sunrise.



**Above:** Bicyclist on the Hennepin Avenue Bridge.

**Figure 3.6 - Approved Small Area Plans**



**Small Area Plans**

-  13, Lyndale Avenue: A Vision
-  15, Southeast Minneapolis Industrial (SEMI)/Bridal Veil Refined Master Plan
-  16, Nicollet Avenue: The Revitalization of Minneapolis Main Street
-  18, Corcoran Midtown Revival Plan
-  33, Franklin-Cedar/Riverside Transit-Oriented Development Master Plan
-  34, 46th and Hiawatha Station Area Master Plan
-  35, Development Objectives for the Hi-Lake Center
-  40, Lowry Avenue Corridor Plan
-  41, Above The Falls - A Master Plan for the Upper River in Minneapolis
-  45, Development Objectives for North Nicollet Mall
-  48, Minneapolis Warehouse Preservation Action Plan
-  49, Elliot Park Neighborhood Master Plan
-  52, Update to the Historic Mills District Master Plan
-  53, Northside Jobs Park Design Guidelines and Development Framework
-  54, Hiawatha/Lake Station Area Master Plan
-  55, Downtown East/North Loop Neighborhood Master Plan
-  114, Grain Belt Brewery Area Development Objectives
-  115, Minneapolis Near Northside Master Plan
-  126, Master Plan for the Marcy-Holmes Neighborhood
-  131, Bryn Mawr Neighborhood Land Use Plan
-  132, Midtown Minneapolis Land Use and Development Plan
-  133, South Lyndale Corridor Master Plan
-  134, Industrial Land Use and Employment Policy Plan
-  135, Midtown Greenway Land Use Plan
-  136, Nokomis East Station Area Plan
-  137, 38th Street Station Area Plan
-  138, Seward Longfellow Greenway Area Plan
-  139, University Avenue SE & 29th Avenue SE Development Objectives
-  140, Bassett Creek Valley Master Plan 2006
-  141, West Broadway Alive Plan
-  142, Cedar-Riverside Small Area Plan
-  143, Central Avenue Small Area Plan
-  144, Uptown Small Area Plan
-  145, 38th Street and Chicago Avenue Small Area / Corridor Framework Plan
-  146, Audubon Park Small Area Plan
-  147, Lyn-Lake Small Area Plan
-  148, Phillips West Master Land Use Plan

## 3.4 Advisory Committees

**3.4.1 Minneapolis Bicycle Advisory Committee (BAC)-** The Minneapolis Bicycle Advisory Committee (BAC) was created in 1990 to advise the Mayor, City Council, and Minneapolis Park and Recreation Board on bicycling related issues. The BAC was reorganized in 2010 with 27 voting members representing citizens, staff, and elected officials. The Bicycle Advisory Committee meets monthly and discusses a number of bicycling projects and issues.

### BAC Mission:

- Help advance the state of bicycle infrastructure by reviewing proposed bicycle facilities and other projects likely to have an impact on bicyclists, as a voice for end users.
- Encourage more people to bicycle both to meet their daily needs and for recreation, through such activities as participation in bike/walk celebrations and coordination with the Bicycle Ambassador program.
- Educate the public on safe bicycling.
- Work towards more compliance with traffic laws by both bicyclists and drivers through better enforcement.
- Help the City and Minneapolis Park and Recreation Board make bicycle plans and evaluate progress.
- Work to increase equity between bicyclists and other modes of transportation, especially equity in resource allocation.
- Review and suggest legislative and policy changes that will have an impact on bicyclists.
- Recommend priorities for the use of public funds on bicycle projects, both infrastructure and programming.
- Help ensure that Minneapolis keeps and improves its status as a League of American Bicyclists' Bicycle Friendly City.
- Serve as both a liaison between Minneapolis communities and the City and Park Board.
- Coordinate between different agencies that interact with bicyclists.



**Above:** A Bicycle Advisory Committee meeting at Minneapolis City Hall.



**Above:** A Bicycle Advisory Committee mobile workshop.



**Above:** Several city staff members who work with the BAC.



**Above:** Winter bicyclist.

### 3.4.2 Hennepin County Bicycle Advisory

**Committee (BAC)** - The purpose of the Hennepin County Bicycle Advisory Committee is to advise the Hennepin County Board of Commissioners and county staff with ideas on how to incorporate bike accommodations into roadway and transit projects.



**Above:** Bicycle lanes on 26<sup>th</sup> Avenue South.

**Staffing:** The group is staffed by Hennepin County Public Works.

**Membership:** The Hennepin County Bicycle Advisory Committee consists of 7 appointed members, one from each of the County Commissioner districts in Hennepin County. The Bicycle Advisory Committee also has a number of ex-officio members that represent other biking interests, government agencies, and a liaison member to the Minneapolis Bicycle Advisory Committee. A number of the Bicycle Advisory Committee members are affiliated with area biking organizations and advocacy groups such as the Twin Cities Bicycle Club, Minnesota Coalition of Bicyclists, the Cedar Lake Park Association, and the Midtown Greenway Coalition. BAC members also participate in a number of area bicycling conferences and seminars.

**Meetings:** The Bicycle Advisory Committee meets on a monthly basis at various locations around Hennepin County. Discussion items include the status of current projects, bicycle issues, and planning studies. A bicycle tour of the local area often follows each meeting. Bicycle Advisory Committee meetings frequently have guest speakers that include local and regional park representatives, city trail coordinators, construction project engineers, and members of bicycle advisory groups. Minutes from Bicycle Advisory Committee meetings are posted on-line. On occasion, members of the Hennepin County Bicycle Advisory Committee will report on county projects at Minneapolis BAC meetings or vice-versa.

**Topics:** Past topics have included trail crossing issues, bicycle system gaps, construction project review, and funding discussions. The group often discusses how to capitalize on existing opportunities to add bicycle facilities. For example, if a county road is being paved, the group will weigh-in on whether or not to add bike lanes. Topics are balanced geographically throughout the county, however the group spends a considerable amount of time looking at Minneapolis projects and issues. Most of the meetings typically have an infrastructure item, announcements of upcoming events/seminars, and policy discussion.



**Above:** Gateway Trail in Ramsey County.

### 3.4.3 State Non-Motorized Transportation

**Committee**—The group’s mission is to promote non-motorized transportation in Minnesota.

Vision Statement: Individually and collectively we will strengthen and encourage community support for non-motorized transportation throughout the state. We will do so through continuous and active participation with government agencies, and allied organizations, through education, public affairs, campaigns, and political initiatives.



**Above:** Minnesota State Flag.

Background: Appropriation law instituted the State Bicycle Advisory Committee in the mid 1980's to advise the Commissioner of Transportation and other state officials on issues pertaining to bicycle transportation in Minnesota. Over the ensuing years, it has operated under its own bylaws and with registration by the Secretary of State. In 2008, the committee was put into statute and asked to advise on non-motorized transportation modes. The committee then became the State Non-Motorized Transportation Committee (SNTC). The committee currently has 15 citizen members and 12 agency members and conducts 5 meetings per year. The executive committee and various short-term issue committees work on specific priority projects. The SNTC and Mn/DOT bike staff work to coordinate work plans and objectives.

Purpose of the Committee:

- Review and analyze issues and needs relating to operating non-motorized transportation on public rights-of-ways, and identify solutions and goals for addressing identified uses and needs.
- Work toward the goal of making non-motorized transportation a viable transportation and recreation option available to the citizens of Minnesota, recognizing the importance of action at all levels of decision-making and funding, including the local community level, in order for this goal to be realized.
- Assess and identify non-motorized transportation needs in the State’s social and physical environments.
- Develop plans to meet the needs identified.

Membership: Membership consists of 18 appointed representatives by the MnDOT Transportation Commissioner. The committee also includes 7 citizen members who represent a non-profit trail organization, the bicycle industry, a bicycle club, and law enforcement. The committee shall also include representatives from state agencies including the Department of Administration, Department of Education, Department of Health, DNR, Department of Public Safety, Explore Minnesota, Department of Transportation, MPCA, Met Council, and from higher education.