

Chapter 6 – Goals, Objectives, and Benchmarks

6.1 Chapter Overview

6.1.1 Purpose - This chapter presents new goals, strategies, objectives, and benchmarks that represent the 6 E's.

6.1.2 Definitions —The Minneapolis Bicycle Master Plan creates goals, objectives, and benchmarks for the bicycle program that are defined below:

Goals - Goals are the desired end result, general in nature, the product of a specific objective or objectives. A goal is finished when the desired end result has been achieved.

Strategy – The method in which a goal is achieved. In this plan, strategies are the 6 E's, Education, Encouragement, Enforcement, Engineering, Equity, and Evaluation. Each of these E's are defined in Chapter 1 of this plan.

Objectives - How the desired end result is achieved. The specific path to reach the goal is defined as an objective. There are usually many ways to achieve a goal. Objectives involve specific projects and initiatives, whereas goals are the desired product of those specific projects/initiatives.

Selected Initiatives – An initiative is defined as a specific non-infrastructure idea or program that supports a given objective. While most initiatives are identified in Chapter 7, the initiatives in this chapter have been selected for benchmarking.

Benchmarks - Checkpoints to measure progress in the process of achieving a desired end result. Benchmarks are significant events such as the end of a given project or initiative and often measure the success of objectives. It is recommended that benchmark goals be set in 5-year increments to coincide with the Bicycle Master Plan planning update process. Achieving benchmarks will be dependent on available resources.



Above: Bicyclist in the Longfellow Neighborhood.



Above: Bicyclists in Stadium Village.



Above: A mother and her daughter next to their bicycles.



Above: There are a number of bicycle murals within the City of Minneapolis.

6.1.2 Definitions (Continued)

Performance Measures – Means of measuring success. Typical measuring tools could include bicycle counts, bike rack inventory, crash reports, surveys, number of maps/brochures distributed, or miles of facilities completed.

Responsibility – Identification of agency or group responsible for carrying out objectives, benchmarks, and performance measures. In many cases, partner agencies will need to assist the lead agency by providing additional resources. Although, the goals and objectives identified in this plan are very ambitious, they are consistent with other benchmarking reports including the annual City of Minneapolis Green Print Report and the Results Minneapolis efforts. It is very important to note that achieving the mentioned goals, objectives, and benchmarking will be contingent on available resources. **The ability to measure progress toward goals in this chapter is contingent on available resources.**



Above: Martin Olav Sabo Bridge along the Midtown Greenway.

6.1.3 Acronyms

- DPW** – Minneapolis Department of Public Works
- TMO** – Downtown Minneapolis Transportation Management Organization
- BAC** – City of Minneapolis Bicycle Advisory Committee
- T&PW** – City of Minneapolis Transportation & Public Works Committee
- DHFS** – Minneapolis Department of Health and Family Support
- MPD** – Minneapolis Police Department
- MPS** – Minneapolis Public Schools
- CPED** – Community Planning and Economic Development



Above: A number of bikers riding along 5th Street SE in the Marcy Holmes Neighborhood.

6.2 Goals

6.2.1 Minneapolis Bicycle Master Plan Goals – There are three primary goals. The first goal attempts to increase the number of bicyclists and to increase bicycle mode share. The second goal focuses on safety and the quality/comfort of the trip. The third goal ensures that all locations within the city can be easily and conveniently reached by bicycle.

- Goal #1 – Increase bicycle mode share.
- Goal #2 - Bicycling in Minneapolis is safe and comfortable.
- Goal #3 - Destinations in Minneapolis are reasonably accessible by bicycle.



Above: The RiverLake Greenway has a number of traffic calming devices including this diverter at 11th Avenue and 40th Street.

6.3 Strategies

6.3.1 The 6 E’s – The League of American Bicyclists recommends that a balanced bicycle program consist of projects and initiatives that support one or more of the following categories:

- Education
- Encouragement
- Enforcement
- Engineering
- Equity
- Evaluation

Each of the E’s are defined in Chapter 1.



Above: The majority of the trail system in Minneapolis consists of separated paths.



Above: Public art along the Midtown Greenway.



Above: A sign along the RiverLake Greenway.

6.3.2 Minneapolis Bicycle Master Plan Strategies- 14 specific strategies support the three primary master plan goals and one of the “E’s”:

Goal #1 Strategies (Increase bicycle mode share):

Strategy #1 (Encouragement) - Encourage and facilitate bicycling as an important mode of personal transportation and recreation in Minneapolis.

Strategy #2 (Education) - Educate community members and visitors about the benefits of bicycling.

Strategy #3 (Equity) - Ensure that bicyclists of different backgrounds and experiences feel safe and comfortable bicycling throughout the city.

Strategy #4 (Evaluation) - Monitor, measure, and evaluate the implementation of the Minneapolis Bicycle Master Plan.

Goal #2 Strategies (Bicycling in Minneapolis is safe and comfortable):

Strategy #5 (Education) - Disseminate information and support comprehensive education for bicyclists, motorists, professional motor vehicle operators, city engineers, elected officials, and the general public.

Strategy #6 (Enforcement) – Focus on enforcement initiatives pertaining to bicycle theft and the rules of the road.

Strategy #7 (Engineering) – Use the Minneapolis Bicycle Design Guidelines to design and maintain bicycle facilities. Using these guidelines will help ensure bicycling is safe, convenient, and comfortable for all travelers.

Strategy #8 (Engineering, Enforcement, Education) – Improve bicycle safety.

Strategy #9 (Evaluation) - Monitor, measure, and evaluate the implementation of the Minneapolis Bicycle Master Plan. (Same as Strategy #4 above, but has different objectives).

Goal #3 Strategies (Destinations in Minneapolis are reasonably accessible by bicycle):

Strategy #10 (Engineering) - Ensure bikeway connectivity throughout the city by implementing the Bicycle Master Plan.

Strategy #11 (Encouragement) - Encourage developers to evaluate the need for bicycle support facilities at new developments and construction projects and to install facilities where appropriate.

Strategy #12 (Equity) - Ensure that bicyclists of different backgrounds and experiences feel safe and comfortable bicycling throughout the city. (Same as Strategy #3 above, but has different objectives).

Strategy #13 (Evaluation) - Ensure that the city qualifies for and pursues the maximum amount of available outside funding for bikeways, other biking facilities, bicycle programming, and staffing.

Strategy #14 (Evaluation) - Monitor, measure, and evaluate the implementation of the Minneapolis Bicycle Master Plan. (Same as Strategies #4 and #9 above, but has different objectives).

Goal #1 - Increase bicycle mode share

6.3.3 Strategy #1 – (Encouragement) - Encourage and facilitate bicycling as an important mode of personal transportation and recreation in Minneapolis.



Above: A couple participate in a September bike event.

Table 6.1 – Encouragement Objectives (Goal #1)

Objective	Selected Initiative	Benchmark	Performance Measure	Responsible Party	
1-1	Support projects and initiatives that encourage people to bike to school, work, and other destinations.	Continue to support Bike/Walk Week. (ENC-1)	Increase the number of participants with destinations in Minneapolis by 10% by 2015, 20% by 2020.	Number of participants with destinations in the City of Minneapolis.	Primary: TMO Secondary: DPW Non-profit & Advocacy Organizations
		Work with organizations and businesses to promote and expand bicycle share/rental locations within the city. (ENC-2)	Based on 2010 locations, double the number of locations where bike share or rental bikes are available by 2015 and triple the # of locations by 2020.	Number of locations with bike share or rental bikes available.	Primary: Private/Non-Profit Sector (Such as Nice Ride) Secondary: DPW CPED
1-2	Increase the number of students biking to school.	Implement policies that encourage students to bike to school (K-12 & Colleges/Universities). (ENC-3)	10% of students bike to school by 2015, 15% bike to school by 2020, and 20% of students bike to school by 2025.	% of students biking to school.	Primary: MPS, Private/Charter Schools, Post-Secondary Schools Secondary: DPW



Above: Nice Ride bikes in the Warehouse District.

Goal #1 - Increase bicycle mode share

6.3.4 Strategy #2 – (Education) – Educate community members and visitors about the benefits of bicycling.



Above: Bike Walk to Work Day event.

Table 6.2 – Education Objectives (Goal #1)

Objective	Selected Initiative	Benchmark	Performance Measure	Responsible Party
<p>2-1</p> <p>Ensure a consistent message and improve the distribution of information.</p>	<p>Complete, distribute, and update regularly a citywide bicycle map for public distribution that includes bicycle facilities, amenities, destinations, parking locations, connections to regional bikeways, and other information. (ED-1)</p>	<p>Citywide bicycle map created and distributed by 2010 and updated every two years thereafter.</p>	<p># of entities distributing the map.</p> <p># of maps distributed.</p>	<p>Primary: DPW Secondary: Communications Non-Profits TMO</p>
	<p>Facilitate the creation of a bicycling tourism packet to be distributed by organizations and businesses. (ED-2)</p>	<p>Bicycling tourism packet created by 2012 and updated every two years thereafter.</p>	<p># of entities distributing the tourism packet.</p> <p># of packets distributed.</p>	<p>Primary: Meet Minneapolis</p>

Goal #1 - Increase bicycle mode share

6.3.5 Strategy #3 – (Equity) – Ensure that bicyclists of different backgrounds and experiences feel safe and comfortable bicycling throughout the city.



Above: Bike Share Map.

Table 6.3 – Equity Objectives (Goal #1)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
3-1	Provide education and information resources that reach diverse groups.	Provide bicycle educational, informational, and promotional materials in multiple languages and formats. (EQ-1)	City produced bike map available for distribution in Somali, Spanish, and Hmong by 2020.	% of city-produced materials available in multiple languages and formats.	Primary: All city departments producing bicycle-related materials.
3-2	Facilitate inter-agency and inter-community cooperation in a culturally appropriate way.	Reach out to minority groups to facilitate networking and collaboration. (EQ-2)	Increase bicycle mode share among under-represented groups 5% faster than citywide bicycle mode share increases.	% modes share increase among underrepresented communities such as (gender, socio-economic status, race/ethnicity, age). % increase in citywide bicycle mode share.	Primary: All departments and agencies.



Above: A bicyclist along 1st Avenue in Downtown Minneapolis.

Goal #1 - Increase bicycle mode share

6.3.6 Strategy #4 – (Evaluation) - Monitor, measure, and evaluate the implementation of the Minneapolis Bicycle Master Plan.



Above: A presentation about bike counting in Minneapolis.

Table 6.4 – Evaluation Objectives (Goal #1)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
4-1	Better understand bicycle flow within the city.	Perform, analyze, and report annual bike count data. (EV-1)	Report including bicycle count data and analysis is created annually.	Completed report.	Primary: DPW
4-2	Better understand who is bicycling.	Analyze and report available bicycle mode share data broken down by gender, race/ethnicity, and income when possible. (EV-2)	Report including bicycle mode share data and analysis is created annually based on American Community Survey information.	Completed report.	Primary: DPW
4-3	Regularly evaluate the bicycle program to ensure progress.	Publish a report on the progress of the Bicycle Master Plan’s implementation. (EV-3)	DPW staff report to T and PW Committee annually.	Completed report.	Primary: Staff



Above: Franklin Avenue bicyclist.

Goal #2 - Bicycling in Minneapolis is safe and comfortable

6.3.7 Strategy #5 – (Education) - Disseminate information and support comprehensive education for bicyclists, motorists, professional motor vehicle operators, city engineers, elected officials, and the general public.



Above: Nice Ride Kiosk.

Table 6.5 – Education Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
5-1	Instill bicycling at a young age.	Expand and maintain bicycle education curriculum in Minneapolis K-12 schools as part of the Safe Routes to School Program. (ED-3)	By 2020, all public and private schools will have a basic bicycle curriculum.	Number of Schools.	Primary: MPS Charter and private schools Secondary: DPW
5-2	Facilitate community education opportunities.	Establish and maintain a community bicycle education course available at no cost to participants. (ED-4)	By 2020, increase by 25% the number of community bicycle education courses taught.	Number of community bicycle education courses taught.	Primary: Non-Profit Groups Secondary: DPW
5-3	Focus on staff development to improve the quality of infrastructure	City of Minneapolis and MPRB planners and transportation engineers receive opportunities for professional development on planning and design for bicycle facilities. (ED-5)	1 voluntary class offered each year by 2015, and 2 voluntary classes offered per year by 2020.	Percent of planners and engineers receiving professional development.	Primary: DPW MPRB

Goal #2 - Bicycling in Minneapolis is safe and comfortable

6.3.7 Strategy #5 – (Continued)



Above: Youth in training

Table 6.5 – Education Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
5-4	Target professional drivers to prevent conflicts between modes.	Assist entities that employ professional drivers (such as transit operators, ambulance, taxi, and truck drivers) in developing and implementing training materials about sharing the road. (ED-6)	Develop and implement training materials by 2015.	Number of entities implementing the training materials.	Primary: TMO Non-Profits Secondary: Entities that employ professional drivers.
5-5	Increase helmet use.	Educate and encourage the use of helmets and other safety equipment by developing and distributing informational materials. (ED-7)	Bicycle safety informational materials developed and distributed by 2015.	Number of informational materials distributed.	Primary: TMO Non-Profits Health care organizations, DHFS. Secondary: DPW

Goal #2 - *Bicycling in Minneapolis is safe and comfortable*

6.3.8 Strategy #6 – (Enforcement) - Focus on enforcement initiatives pertaining to bicycle theft and the rules of the road.



Above: According to the University of Minnesota, U-locks significantly reduce bicycle theft.

Table 6.6– Enforcement Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
6-1	Reduce crashes through improved enforcement.	Establish a bicycle crash safety and enforcement campaign targeted at bicyclists and motorists. (ENF-1)	Bicycle crash safety campaign established and launched by 2015.	# of campaign impressions. Amount of funding secured. Total police officer hours dedicated to the campaign.	Primary: Nonprofit agencies, health care organizations, DHFS, TMO, MPD Other enforcement agencies in Minneapolis DID Secondary: DPW
6-2	Reduce bicycle theft through improved enforcement.	Establish a bicycle anti-theft campaign including a bike bait program, anti-theft brochures, and press releases to reduce the number of bicycle thefts. (ENF-2)	Anti-theft campaign implemented by 2015.	Total police officer hours dedicated to the campaign.	Primary: Minneapolis Police Department, other enforcement agencies in Minneapolis, DID.



Above: A bicycle lane along 20th Avenue South.

Goal #2 - Bicycling in Minneapolis is safe and comfortable

6.3.8 Strategy #6 – (Continued)



Above: Many unregistered bicycles are auctioned since the owner can not be found.

Table 6.6– Enforcement Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
6-3	Increase bicycle registration.	Encourage bicyclists to register their bicycle through the National Bicycle Registry by including registration information on city-produced bicycle-related materials and websites. (ENF-3)	Bicycle registration information included on 100% of city-produced, bicycle-related materials and websites by 2015.	% of city-produced, bicycle-related materials and websites with registration information.	Primary: TMO Communications MPD Secondary: DPW
6-4	Encourage citizen feedback.	Encourage citizens to call 311 to report behavior or conditions that endanger bicyclists by including a message about 311 on city-produced bicycle-related materials and websites. (ENF-4)	311 information included on 100% of city-produced, bicycle-related materials and websites by 2015.	% of city-produced, bicycle-related materials and websites with 311 information.	Primary: TMO Communications 311 Secondary: DPW

Goal #2 - Bicycling in Minneapolis is safe and comfortable

6.3.9 Strategy #7 – (Engineering) – Use the Minneapolis Bicycle Design Guidelines to design and maintain bicycle facilities. Using these guidelines will help ensure bicycling is safe, convenient, and comfortable for all travelers. These objectives require major budget commitments. The ability to achieve these objectives will depend on what becomes available in terms of resources.



Above: A bus along the Nicollet Mall with a bike rack.

Table 6.7– Engineering Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
7-1	Ensure that bikeways have a safe and smooth riding surface.	Expand pavement condition assessment to include off-street bikeways. (ENG-1)	100% of trails inspected on a 5-year schedule.	PCI database. % of bikeways inspected and recorded in database annually.	Primary: DPW
7-2	Ensure that all existing and future bikeways are designed and constructed to a high standard.	Ensure that all existing and future bikeways are safely marked, signed, appropriately lighted, and address personal safety as per the Minneapolis Bicycle Design Guidelines. (ENG-2)	50% of miles of bikeways meet guidelines by 2015 and 100% of miles of bikeways meet guidelines by 2020.	% of miles of bikeways that meet the guidelines.	Primary: DPW
7-3	Make biking to transit a convenient transportation option.	Ensuring that all major transit hubs in Minneapolis have adequate bike parking. (ENG-3)	50% of all major transportation hubs have adequate bicycle parking by 2015, 100% by 2020.	% of major transportation hubs with adequate bicycle parking.	Primary: DPW Metro Transit

Goal #2 - Bicycling in Minneapolis is safe and comfortable

6.3.9 Strategy #7 – (Continued)



Above: A changeable message sign along 2nd Avenue.

Table 6.7– Engineering Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
7-4	Improve bicycle safety at intersections	Accommodate bicycles at actuated signals. (ENG-4)	50% of all actuated signals within the city with detection by 2015, 75% by 2018, and 100% by 2020.	% of intersections updated, repaired, or adjusted.	Primary: DPW-TPS
7-5	Improve bicycle safety along corridors	Evaluate the use of traffic calming along bike routes and evaluate all mid-block trail crossings. (ENG-5)	Evaluate 25% of existing on-street bikeways by 2015. Evaluate 50% of existing on-street bikeways by 2020. Evaluate 50% of existing mid-block crossings by 2015. Evaluate 100% of existing mid-block crossings by 2020.	% of on-street bikeways evaluated. % of suggested improvements implemented.	Primary: DPW
7-6	Improve bicycle detour guidance	Develop and implement standard detour strategies based on the MMUTCD for construction projects to ensure safe passage for bicyclists. (ENG-6)	Use the 2010 MUTCD to develop more specific guidance by 2012. Upon completion, 100% of detour routes to comply with the guidelines.	% of detour routes that follow the standard and allow for safe passage of bicyclists.	Primary: DPW

Goal #2 - Bicycling in Minneapolis is safe and comfortable

6.3.9 Strategy #7 – (Continued)



Above: A bike lane along 40th Street South in Minneapolis.

Table 6.7– Engineering Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
7-7	Improve bicycle wayfinding	Secure funding and install comprehensive wayfinding and informational signage. (ENG-7)	25% of miles of bikeways meet signage guidelines by 2015 and 50% of miles of bikeways meet signage guidelines by 2020.	% of miles of bikeways meeting signage guidelines.	Primary: DPW Secondary: Neighborhood Groups
7-8	Consider innovative solutions when designing bicycle facilities.	Design bicycle facilities that meet or exceed Minnesota Bicycle Design Guidelines and AASHTO guidelines and apply innovative treatments where appropriate. (ENG-8)	100% of new bikeway miles meet or exceed the guidelines and standards by 2012. At least 5 experimental treatments are advanced/ explored by 2015; 10 treatments by 2020.	% of bikeway miles meeting or exceeding guidelines and standards. # of experimental treatments tested.	Primary: DPW



Above: Mayor Rybak and the Minneapolis Bicycle and Pedestrian Ambassadors at a Bike Share event.



Above: Bicyclists at a Bike to Work Day in Spring.

Goal #2 - *Bicycling in Minneapolis is safe and comfortable*

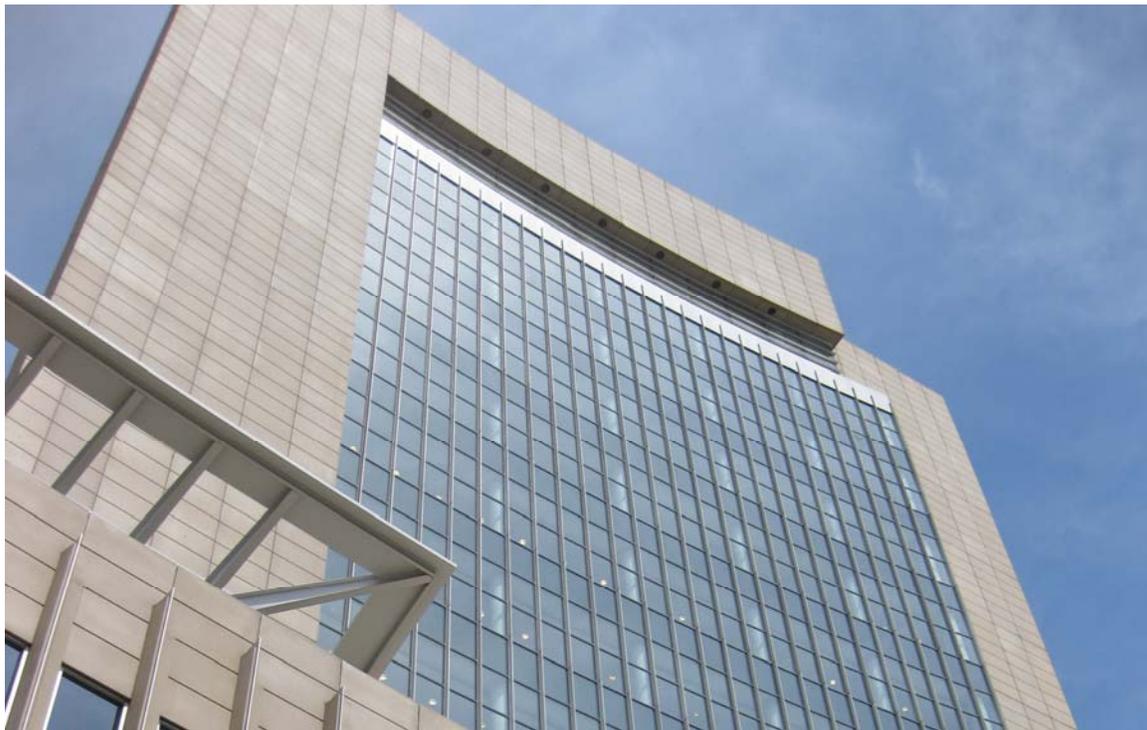
6.3.9 Strategy #7 – (Continued)



Above: Road closure signs along a new bike route.

Table 6.7– Engineering Objectives (Goal #2)

Objective	Selected Initiative	Benchmark	Performance Measure	Responsible Party
7-9	Facilitate private investment in bicycling.	Encourage office building managers and owners to install shower/locker facilities and secure bicycle storage facilities. (ENG-9)	5 new public shower/locker facilities by 2020. Bicycle storage facilities at 50% of public buildings by 2020.	Number of facilities installed. Primary: CPED DPW Secondary: TMO



Above: The Federal Courthouse has showers and lockers for bicyclists.

Goal #2 - Bicycling in Minneapolis is safe and comfortable

6.3.10 Strategy #8 – (Engineering, Enforcement, Education) – Improve Safety.



Above: Bicyclist crossing 26th Street at the LRT Trail.

Table 6.8– Engineering, Enforcement, and Education Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
8-1	Reduce bicycle fatalities.	Implement Toward Zero Death Initiative. (ENG/ENF/ED-1)	Cut fatality rate in half every 5 years.	Number of bicycle fatalities.	Primary: MPD DPW Secondary: Hennepin County Three Rivers Park District MnDOT
8-2	Reduce bicycle crashes.	Implement the Crash Reduction Project (ENG/ENF/ED-2)	Reduce crashes by 10% each year.	Number of bicycle crashes.	Primary: MPD Public Works Secondary: Hennepin County Three Rivers Park District MnDOT
8-3	Reduce bicycle injuries.	Implement the Crash Reduction Project (ENG/ENF/ED-2)	Reduce crashes by 10% each year.	Number of bicycle injuries.	Primary: MPD Public Works Secondary: Hennepin County Three Rivers Park District MnDOT



Above: Wearing a helmet greatly reduces head injuries.

Goal #2 - Bicycling in Minneapolis is safe and comfortable

6.3.11 Strategy #9 – (Evaluation) – Monitor, measure, and evaluate the implementation of the Minneapolis Bicycle Master Plan.



Above: Pavement markings along the Midtown Greenway.

Table 6.9– Evaluation Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
9-1	Improve safety by using crash data.	Continue to collect, analyze and report crash statistics. (EV-4)	Evaluate top 10 crash locations annually and implement countermeasures for top 3 intersections each year.	Number of locations evaluated.	Primary: DPW Secondary: MPD
9-2	Reduce bicycle theft by using theft data.	Continue to track bicycle theft statistics. (EV-5)	Targeted enforcement at 5 locations per year by 2015.	Number of locations targeted.	Primary: MPD
9-3	Reduce the number of bicycle system complaints by using 311 data.	Continue to track 311 calls pertaining to bicycling. Reduce the number of bicycle system complaints. (EV-6)	Reduce complaints by 50% by 2015 and 75% by 2020.	Number of complaints.	Primary: Minneapolis 311 DPW
9-4	Ensure that high quality bicycle facilities are preserved.	Collect, analyze, and report current level of quality for all bikeways and identify key indicators such as pavement marking condition, lighting, signage and others. (EV-7)	Signs are replaced every 10 years, pavement markings a minimum of every two years, and light fixtures changed within a month of being reported out.	Number of pavement markings, signs, and light fixtures.	Primary: DPW MPRB

Goal #2 - Bicycling in Minneapolis is safe and comfortable

Table 6.9– Evaluation Objectives (Goal #2)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
9-5	Monitor and build upon education and outreach events.	Track and report the number of bicycling education and outreach events in the city. (EV-8)	Increase the number of events by 10% each year.	Number of events.	<p>Primary: Public Schools Non-Profits</p> <p>Secondary: DPW MPRB</p>



Above: Midtown Greenway at Anne Sullivan School.

Goal #3 - Destinations in Minneapolis are reasonably accessible by bicycle

6.3.12 Strategy #10 – (Engineering) – Ensure bikeway connectivity throughout the city by implementing the Bikeways Master Plan.



Above: Bike lane along 20th Avenue South.

Table 6.10– Engineering Objectives (Goal #3)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
10-1	Build and maintain a system of bikeways to increase bicycling and to improve safety.	Complete all of the routes identified in the Bikeways Master Plan map. (ENG-10)	33% of proposed improvements by 2020.	% bikeway plan map complete.	Primary: DPW Hennepin County MPRB Three Rivers Park District
			66% of proposed improvements by 2030.		
			100% of proposed improvements by 2040.		
10-2	Fund capital and operations bicycle projects to increase bicycling and to improve safety.	Ensure that there is adequate funding to build and maintain new projects within the Bicycle Master Plan. (ENG-11)	33% of proposed improvements funded by 2020.	% of funding secured.	Primary: DPW Hennepin County MPRB Three Rivers Park District
			66% of proposed improvements funded by 2030.		
			100% of proposed improvements funded by 2040.		

Goal #3 - Destinations in Minneapolis are reasonably accessible by bicycle

Table 6.10– Engineering Objectives (Goal #3)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
10-3	Facilitate bicycle friendly design on all streets.	Roadway design should take into consideration the safety needs of bicyclists (eg. bicycle friendly manholes, gutter pans, and bicycle safe catch basins). (ENG-12)	25% of all streets compliant by 2020. 50% of all streets compliant by 2030. 75% of streets compliant by 2040. 100% compliance by 2050.	Miles of roadway.	Primary: DPW Hennepin County MPRB Three Rivers Park District



Above: A bicycle facility pavement marking.

Goal #3 - Destinations in Minneapolis are reasonably accessible by bicycle

6.3.13 Strategy #11 – (Encouragement) – Encourage developers to evaluate the need for bicycle support facilities at new developments and construction projects and to install facilities where appropriate.



Above: Bicycle Parking along the Van White Trail.

Table 6.11– Encouragement Objectives (Goal #3)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
11-1	Encourage private investment in bikeways and support facilities.	Encourage developers to evaluate the need for and to install bikeways and/or support facilities that facilitate bicycling. (ENC-4)	25% of developments have a bicycle facility component by 2015. 50% of developments have a bicycle facility component by 2020.	% of developments where bicycle support facilities are considered and installed as appropriate.	Primary: CPED
11-2	Encourage private investment in bicycle parking.	Encourage developers to install bike parking (as per ordinances) and other bicycle amenities. (ENC-5)	100% of developments comply with the bicycle parking rule by 2012.	Number of violations issued by Regulatory Services.	Primary: Regulatory Services
11-3	Facilitate public/private partnerships to maximize the number of bicycle racks installed throughout the city.	Increase the amount bike parking by continuing the 50% cost share program for schools, community groups, businesses, multi-unit residential properties, and places of worship. (ENC-6)	Increase bicycle parking by 300 spaces per year. 100% of schools, parks, post offices, and city owned buildings to have bicycle parking by 2015.	Number of parking spaces.	Primary: DPW Secondary: Neighborhood Groups Business Groups

Goal #3 - Destinations in Minneapolis are reasonably accessible by bicycle

6.3.14 Strategy #12 – (Equity) – Ensure that bicyclists of different backgrounds and experiences feel safe and comfortable bicycling throughout the city.



Above: Kiosk along the Minneapolis Diagonal Trail.

Table 6.12– Equity Objectives (Goal #3)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
12-1	Support bicycle facilities that provide connections and remove barriers.	Ensure that all city neighborhoods are connected to a bicycle facility. (EQ-3)	100% of neighborhoods connected to a bicycle facility by 2020.	% of neighborhoods connected to a bicycle facility.	Primary: DPW



Above: West River Parkway Trail is part of the Grand Rounds National Scenic Byway.

Goal #3 - Destinations in Minneapolis are reasonably accessible by bicycle

6.3.15 Strategy #13 – (Evaluation) – Ensure that the city qualifies for and pursues the maximum amount of available funding for bikeways, other biking facilities, bicycle programming, and staffing.



Above: Bike Share kiosk at TCF Stadium.

Table 6.13– Evaluation Objectives (Goal #3)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
13-1	Maximize available funding for bicycle facilities.	Allocate city resources to leverage outside funding. (EV-9)	Maintain and expand current funding levels.	Dollars secured.	Primary: DPW CLIC Mayor’s Office City Council



Above: Bike Share kiosk along 2nd Avenue in Downtown Minneapolis.

Goal #3 - Destinations in Minneapolis are reasonably accessible by bicycle

6.3.16 Strategy #14 – (Evaluation) – Monitor, measure, and evaluate the implementation of the Minneapolis Bicycle Master Plan.



Above: Midtown Greenway Bridge Over Hiawatha.

Table 6.14– Evaluation Objectives (Goal #3)

Objective		Selected Initiative	Benchmark	Performance Measure	Responsible Party
14-1	Monitor the progress of the bicycle program to ensure success.	Regularly update the Bicycle Master Plan. (EV-10)	Consider an update to the plan every 10 years.	Number of years.	Primary: PW



Above: Midtown Greenway at Minnehaha Avenue.