

## Feedback on **Minneapolis'** application to be designated a Bicycle Friendly Community

The League of American Bicyclists has designated Minneapolis as a Bicycle Friendly Community at the Silver level. Reviewers were impressed with the commitment to make Minneapolis a world-class cycling city. Though there is still work to be done to move up the next level, the top-notch planning, political leadership, and bicycling community support will surely propel Minneapolis to gold.

Some of the highlights of the application included the nearly 90 miles of trails including the new 6-mile long Midtown Greenway which will soon be home to the Midtown Bike Center offering bike storage, showers, lockers and repair. The census journey to work data shows that bicycle trips to work at 2.5% which places the city second only to Portland within the large city category. The city has conducted their own usage counts finding that 4.5% of all trips are taken by bike. Minneapolis is making great strides in promotional efforts through subsidizing showers, lockers and bicycling storage at 2 downtown parking facilities as well as the hiring of four full-time Bicycle and Pedestrian Ambassadors.

The most significant measures the city should take to improve cycling in the community are:

- Improve the current signed Bike Routes while implementing those along the remaining 63 miles in the master plan.
- Increase the number of arterial streets that have wide shoulder or bike lanes. Continue to expand the bicycle network and increase network connectivity through the use of bike lanes, shared lane arrows and signed routes. On-street improvements coupled with the expansion of the off-street system will continue to increase use and improve safety. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.
- Adopt a Complete Streets policy. Every street should accommodate bicyclists, pedestrians, motorists and transit users of all abilities and ages.  
<http://www.completestreets.org/>
- Continue to work with law enforcement to ensure laws with regards to cyclists and motorists are enforced. Motorists and cyclists should continue to be educated on the importance of sharing the road and the responsibilities of all users. Collect and document the results of ambassador program.
- Improve the Safe Routes to School program and encourage all schools to get involved. In Arlington, Virginia every school in the County was visited by a team with representatives from Department of Public Works, the Police and Schools to assess conditions for walking and biking to each school. A list of problems and solutions was developed measures were identified to address problems. Short-term projects such as painting crosswalks were done right away while larger construction projects are on-going. Funding is available in the federal transportation bill, SAFETEA-LU, among several other sources at both the federal and state levels. See [www.saferoutesinfo.org](http://www.saferoutesinfo.org) for more information.

- Continue to expand public education campaigns to promote the share the road message and the rights and responsibilities of all users. There are some new tools for you to use. See a new motorist education video at <http://bikelib.org/video/index.htm> It is vital to make motorists and cyclists aware of their rights and responsibilities on the road. Also, use the valuable information from the League's Ride Better Tips in your outreach education and encouragement efforts. See the Ride Better Tips pages at <http://www.bikeleague.org/resources/better/index.php>.
- Start a motorist education programs for bus and taxi drivers in the city. See what San Francisco has done <http://www.sfbike.org/?drivertraining> Also, use the materials listed above for this purpose in addition to classes that can be offered by League Cycling Instructors.
- Improve bicycle access, safety and convenience at intersections, including bicycle detection at signalized intersections.
- Consider launching a city-wide bike-sharing program to encourage more trips by bicycle in the city. See what has been done in Washington, DC [http://smartbikedc.com/smartbike\\_locations.asp](http://smartbikedc.com/smartbike_locations.asp)
- Work with the city of St. Paul to improve overall connectivity and breadth of programs across the region. Improve connectivity across the Mississippi River.
- Provide opportunities for ongoing training on accommodating bicyclists for engineering, planning staff, and law enforcement. Consider hosting a BikeEd course for city staff to better understand cyclists' needs, behavior, and their right to use city streets as well as multi-use paths for transportation.
- Continue to increase the amount of secure bicycle parking throughout the community – in addition implement a strong regulation that requires bike parking.
- Continue to work with the Minneapolis Police Department to implement Bicycle Bait Program.
- Develop a series of short (2-5 mi.) loops rides around the community and provide appropriate way-finding signage. Integrate these rides into local bike map.
- Consider bike valet parking at the new Twins stadium. A good example can be found with what has been done at the new Washington Nationals Stadium in Washington, DC - <http://washington.nationals.mlb.com/was/ballpark/directions.jsp?loc=bike>
- Continue to increase the amount of way-finding signage around the community.
- Set up community celebrations and/or rides each time the community completes a new bicycling related project. This is a great way to show off the city's good efforts and introduces new users to the improvement.