

Minneapolis Bicycle Master Plan

Chapter 1- Introduction

Executive Summary

Plan Organization—The Minneapolis Bicycle Master Plan is organized into 8 chapters; an introduction chapter, a bicycling history chapter, a policy framework chapter, a goals/objectives/benchmarks chapter, a needs analysis chapter, a project identification/prioritization chapter, and a funding chapter.

Purpose of the Bicycle Master Plan: The purpose of the Bicycle Master Plan is to establish goals, objectives, and benchmarks that improve safety and mobility for bicyclists and increase the number of trips taken by bicycle. The Bicycle Master Plan includes bicycle policy, existing conditions, a needs analysis, prioritized projects and initiatives, and funding strategies to be implemented to complete the plan. This plan will replace the 2001 Bikeways Master Plan and the 2001 5-Year Bikeways Plan.

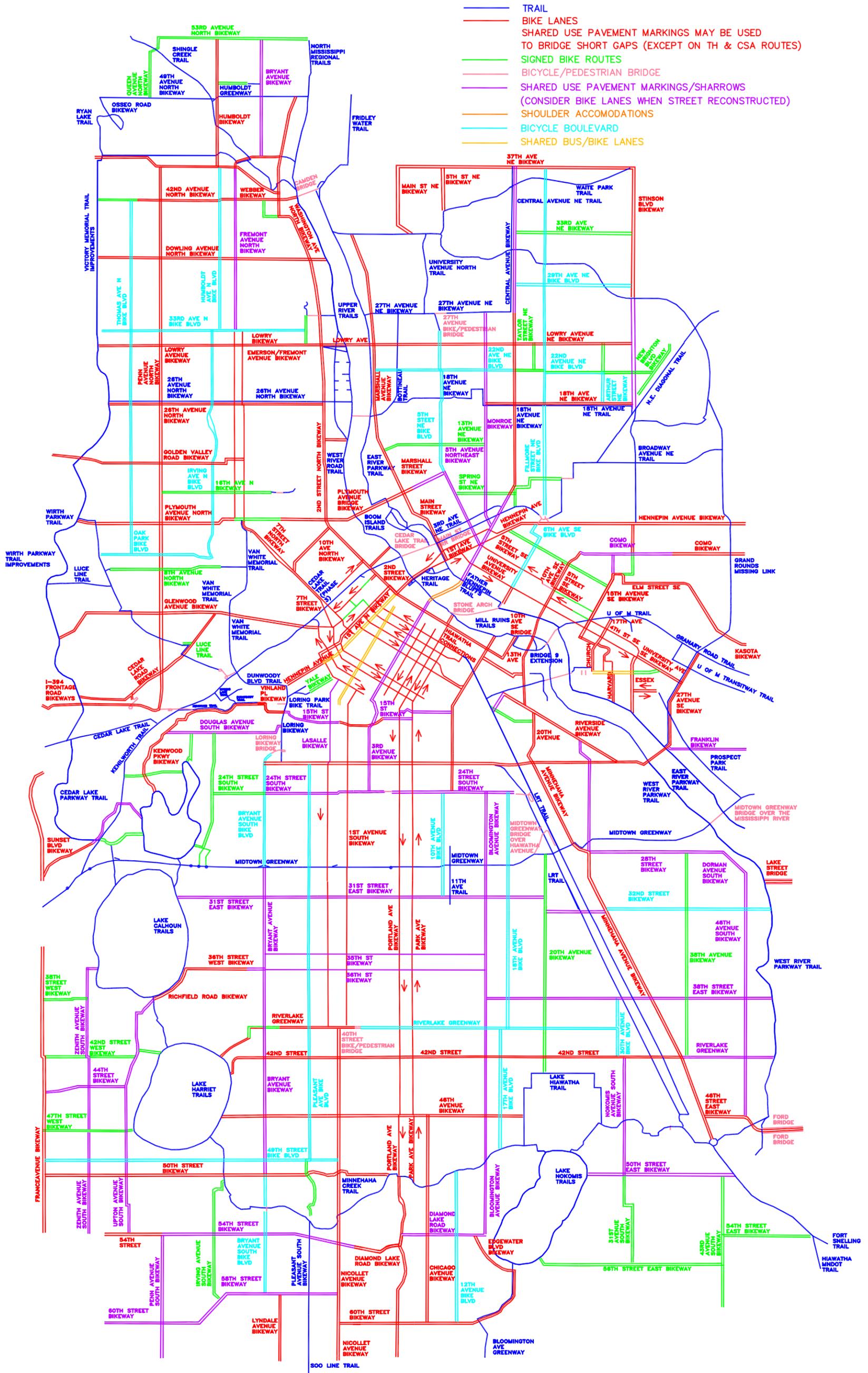


Community Process: A public meeting was held in June 2008 where over 150 people attended three sessions at Minneapolis City Hall. It took over one year to prepare this plan and an additional year to prepare the Minneapolis Bicycle Design Guidelines. Five additional public meetings are scheduled in August/September 2010 to receive public comment on the draft plan. There will be a 45-day comment period beginning on August 17, 2010 and ending on October 1, 2010. The Minneapolis Bicycle Advisory Committee will review all comments and will offer suggestions for improvement. A final draft will be brought before the T and PW Committee of the City Council on November 30, 2010.

Bicycle Plan Content: The Minneapolis Bicycle Master Plan includes:

- A new Bikeways Master Plan Map that shows proposed facilities (see following page).
- A vision statement and a list of guiding principles.
- A look at the history of bicycling in Minneapolis.
- A close examination of existing policies pertaining to bicycling
- Objectives, benchmarks, performance measures, and responsibilities for 21 bicycling goals.
- An existing conditions analysis.
- A needs analysis for the 6 E's; education, encouragement, enforcement, engineering, equity, and evaluation.
- A detailed on-street and off-street bikeway gap analysis.
- A list of proposed non-infrastructure projects and a process for prioritizing bicycle projects.
- A discussion of capital and maintenance funding strategies.

CITY OF MINNEAPOLIS BIKEWAYS MASTER PLAN (AUG 2010)



Minneapolis Bicycle Master Plan

Chapter 1- Introduction

Executive Summary

Bicycle Plan Highlights: The Minneapolis Bicycle Master Plan recommends the following goals/objectives/benchmarks:

- Reduce bike crashes by 15% by 2020, while increasing mode share to 10% by 2020.
- The addition of 50 miles of bicycle facilities by 2015.
- Cutting bicycle theft in half by 2015 and cutting traffic violations pertaining to bicycles in half by 2025.
- Adding 300 bicycle parking spaces each year through the cities 50/50 cost share program.
- Expanding bike share in Minneapolis to all parts of the city; double the number of locations where bicycles can be rented by 2015.
- Creating several new policies that strengthen bicycling within the city.
- Creating a dedicated funding source for capital and maintenance funding.
- To establish and maintain bicycle education curriculum.
- Ensure that all residents are within 1 mile of a trail, 1/2 mile of a bike lane, or 1/4 mile of a signed bike route by 2020. Innovative treatments are pursued where appropriate.

The Minneapolis Bicycle Master Plan includes a comprehensive list of all existing bicycle policies. The following new policies are recommended to strengthen the bicycle program:

- Projects need to either improve safety or increase the number of bicyclists.
- A balanced program considering projects from each of the six E's will be implemented.
- The city supports bicycle friendly projects that contributes to a positive bicycle culture.
- Bicycling is a serious mode of transportation with environmental, health, and financial benefits.
- The city will follow federal and state standards when designing bicycle facilities, but will also look at best practices to consider, design, and maintain those facilities.
- A "complete corridors" concept that will prescribe where bicycle facilities are placed.



Minneapolis Bicycle Master Plan

Chapter 1- Introduction

Document Overview

Plan Organization—The Minneapolis Bicycle Master Plan is organized into 8 chapters:

Chapter 1—Introduction: This section states the purpose of the plan, establishes a vision, discusses guiding principles, explains the community input process, and presents how the plan is organized.

Chapter 2—History of Bicycling in Minneapolis: This chapter looks at bicycling in Minneapolis through the past century.

Chapter 3—Policy Framework: The policy framework evaluates the various plans currently in place including the 2001 Bicycle Master Plan, the Hennepin County Bicycle Transportation Plan, the Metropolitan Council Regional Trails Plan, and the Minneapolis Comprehensive Plan.

Chapter 4—Goals, Objectives, and Benchmarks: Setting goals, objectives, and benchmarks are important steps in creating a bicycle friendly city. This section looks at goals, objectives, and benchmarks for each of the E's; education, encouragement, engineering, enforcement, evaluation, and equity.

Chapter 5—Existing Conditions: This section is an exhaustive look at the existing state of bicycling throughout the city. The section looks at bicycle program strengths and weaknesses with emphasis placed on what has been working well for the city.

Chapter 6—Needs Analysis: The needs analysis is an honest assessment on what is needed to make the city genuinely bicycle friendly. Although the city has demonstrated success with the bicycle program, improvement is still needed.

Chapter 7—Project/Initiative Identification and Prioritization: This section takes a look at all of the suggested projects and categorizes them by priority tiers.

Chapter 8—Funding and Implementation Strategies: The final chapter looks at what it will take in terms of funding to complete the plan with limited available resources.

Appendix: The appendix includes public comments, project profiles, and other useful supporting information.



Minneapolis Bicycle Master Plan

Chapter 1 - Introduction

Purpose and Vision

Purpose—The Minneapolis City Council and Mayor directed city staff to complete a new Bicycle Master Plan in 2008 as one of the recommendations from the Access Minneapolis 10-Year Transportation Plan. Unlike bike plans of the past, which were maps of proposed bicycle facilities, this plan includes policy language, goals, objectives, and benchmarks in addition to an examination



and prioritization of both infrastructure and non-infrastructure projects and initiatives. The Minneapolis Bicycle Master Plan is intended to serve all types of bicyclists for trips of all purposes. The City of Minneapolis is committed to maintaining a safe and vibrant place where bicycling is encouraged and embraced. A comprehensive Bicycle Master Plan is the first step in achieving a bicycle friendly city and creates the framework for future projects and initiatives. The Bicycle Master Plan also determines roles and responsibilities.

Purpose of the Bicycle Master Plan:

To establish goals, objectives, and benchmarks that improve safety and mobility for bicyclists and increase the number of trips taken by bicycle. The Bicycle Master Plan includes bicycle policy, existing conditions, a needs analysis, prioritized projects and initiatives, and funding strategies to be implemented to complete the plan.

Vision—This plan is intended to guide the city with regard to all topics relating to bicycling for years to come. The Minneapolis Bicycle Advisory Committee (BAC) advises the Mayor, City Council, and Minneapolis Park and Recreation Board and had an active role in the creation of this document. The vision was composed by the Minneapolis Bicycle Advisory Committee and illustrates what could become a reality if this plan is fully implemented.

The Vision:

All bicyclists enjoy a welcoming environment; riding safely, efficiently, and conveniently within the City of Minneapolis year-round.

In order to accomplish this vision a balanced approach needs to be taken. The League of American Bicyclists recommends that a balanced bicycle program focus on education, encouragement, engineering, enforcement, and evaluation initiatives. Equity is an additional “E” that will be discussed. Determining the varying needs of all bicyclists and completing an assortment of cost effective projects is also critical. It is important that all stakeholders including residents, elected officials, city staff, and bicyclists work cooperatively with a common vision.

Minneapolis Bicycle Master Plan

Chapter 1 - Introduction

Guiding Principles

Guiding Principles—The Bicycle Master Plan guiding principals were devised by the Minneapolis Bicycle Advisory Committee and are basic philosophies on how bicycle plan goals and objectives should be achieved.

Guiding principles should help guide priorities and should represent the sentiment and values of the elected officials, staff, advocates, and the public.

All goals, objectives, and benchmarks should follow all guiding principles. Guiding principles must be in compliance with the Minneapolis Comprehensive Plan.



Bicycle Master Plan Guiding Principles

- 1. Improve Safety**—Safety is considered first and foremost. Goals, objectives, and policies must consider the safety of bicyclists and other users in a corridor.
- 2. Improve Mobility**—Goals, objectives, and policies should make it easier for bicyclists to move throughout the city more efficiently. Mobility should be enhanced for all types of bicyclists and should better facilitate all types of trips. (Types of bicyclists: AASHTO A,B,C type riders; Types of trips include transportation, recreation, utilitarian use.)
- 3. Increase the Numbers of Bicyclists**— Goals, objectives, and policies should facilitate more bikers. Increasing the number of bicyclists is more than a goal; it is one of the fundamental values that drive the bicycle program.
- 4. Modal Equity**— Goals, objectives, and policies need to reflect the overall need for space in a corridor or a travelshed. Efforts should be made to balance the needs of pedestrians, transit, freight, motor vehicles, and bicyclists.
- 5. Community Support**—Goals, objectives, and policies need to work toward improving the community. Efforts should be made to facilitate neighborhood input and to respect residents concerns and business needs.
- 6. Cost Effectiveness**—Goals, objectives, and policies need to guide projects and initiatives that consider capital costs in addition to operation and maintenance costs. The value of a project or initiative should consider both cost and need. Both public and private funding partnerships are strongly encouraged.

Minneapolis Bicycle Master Plan

Chapter 1 - Introduction

Community Process and Public Input

Community Process—The city solicits community input as part of all citywide plans and capital projects. Projects and initiatives can originate from bike advocates, elected officials, residents, businesses, neighborhood groups, or the general public. The Minneapolis Bicycle Master Plan is a document that will need to be updated to reflect changing conditions and needs. A brand new plan may be needed in 10 years with an update to this plan in 5 years. This plan develops projects and initiatives based on the comments received by the community and is intended to serve the city for years to come.

Public Input—This plan is shaped by the comments that have been received by the public at the June 2008 and Summer 2010 public open houses and from past bike plans. Open house participants were able to ask questions, to comment on plan content, to suggest improvements, and to learn more about the bicycle program. As part of this process the Minneapolis Bicycle Advisory Committee reviews public comments and recommends plan changes. The city has attempted to draft a plan that when implemented meets the needs of as many bicyclists as possible without creating negative impacts for those who live or work in a given improvement area. Many of the projects and initiatives in this plan have been derived from the 2001 Bikeways Master Plan process, where all 81 Minneapolis neighborhoods had the chance to suggest bicycle projects. Some of the 2001 projects have already been accomplished, however many are still in the planning or resource identification phase. Dozens of projects have been suggested over the years at community meetings, from citizen groups, from bicycle organizations, and from technical studies.

