

Welcome



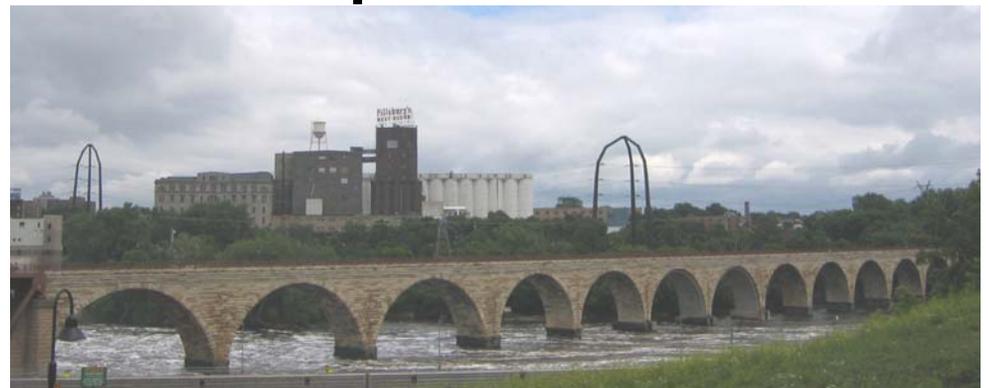
Bicycle Master Plan Open House

Purpose of the Bicycle Master Plan

To establish policies, procedures, and standards that improve safety and mobility for bicyclists and increase the number of trips taken by bicycle.

The Bicycle Master Plan creates a list of prioritized projects and initiatives to be implemented over the next 30 years and assigns responsibilities and strategies for implementation.

The last plan was completed in December 2001 and consisted of a map of existing and proposed facilities. Many of those proposed facilities have been implemented.





The Vision

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

Bicycle Master Plan Guiding Principles



Improve Safety

Improve Mobility

**Increase the
Numbers
of Bicyclists**

Community Support

Cost Effectiveness

Modal Equity

What Does the Bicycle Master Plan Include?

A photograph of a city sidewalk featuring a long, parallel row of modern, silver-colored bicycle racks. The racks are spaced evenly and extend into the distance. The sidewalk is paved with light-colored rectangular tiles. In the background, there are urban buildings, a street with a traffic light, and a clear blue sky with some clouds. The overall scene is bright and clear, suggesting a sunny day.

Goals, Objectives, and Benchmarks

Policies/Procedures

Project and Initiative Needs Analysis

Prioritization of Projects and Initiatives

Technical Standards/Guidelines

The Six “E’s” Needed for a Bicycle Friendly City



Encouragement

Enforcement

Engineering

Evaluation

Education

Equity

Engineering

A photograph of a cyclist riding on a paved bikeway. The cyclist is wearing a blue helmet, a red long-sleeved shirt, and shorts. The bikeway is marked with a yellow line and is bordered by a white metal fence. In the background, there are city buildings, including a prominent brick building with multiple spires, and a street with parked cars and a stop sign.

Goal #1 – Increase the number of miles of bikeways within the city.

Goal #2 - Double the amount of bicycle parking available to the public by 2020.

Goal #3 - Create an environment where all streets are bicycle friendly.

Goal #4 - Ensure that all existing trails are safely marked, signed, appropriately lighted, and address personal safety.

Goal #5 – Complete and implement design standards for all bikeways:

Goal #6 – Increase capital and operating funding for bikeways.

Encouragement

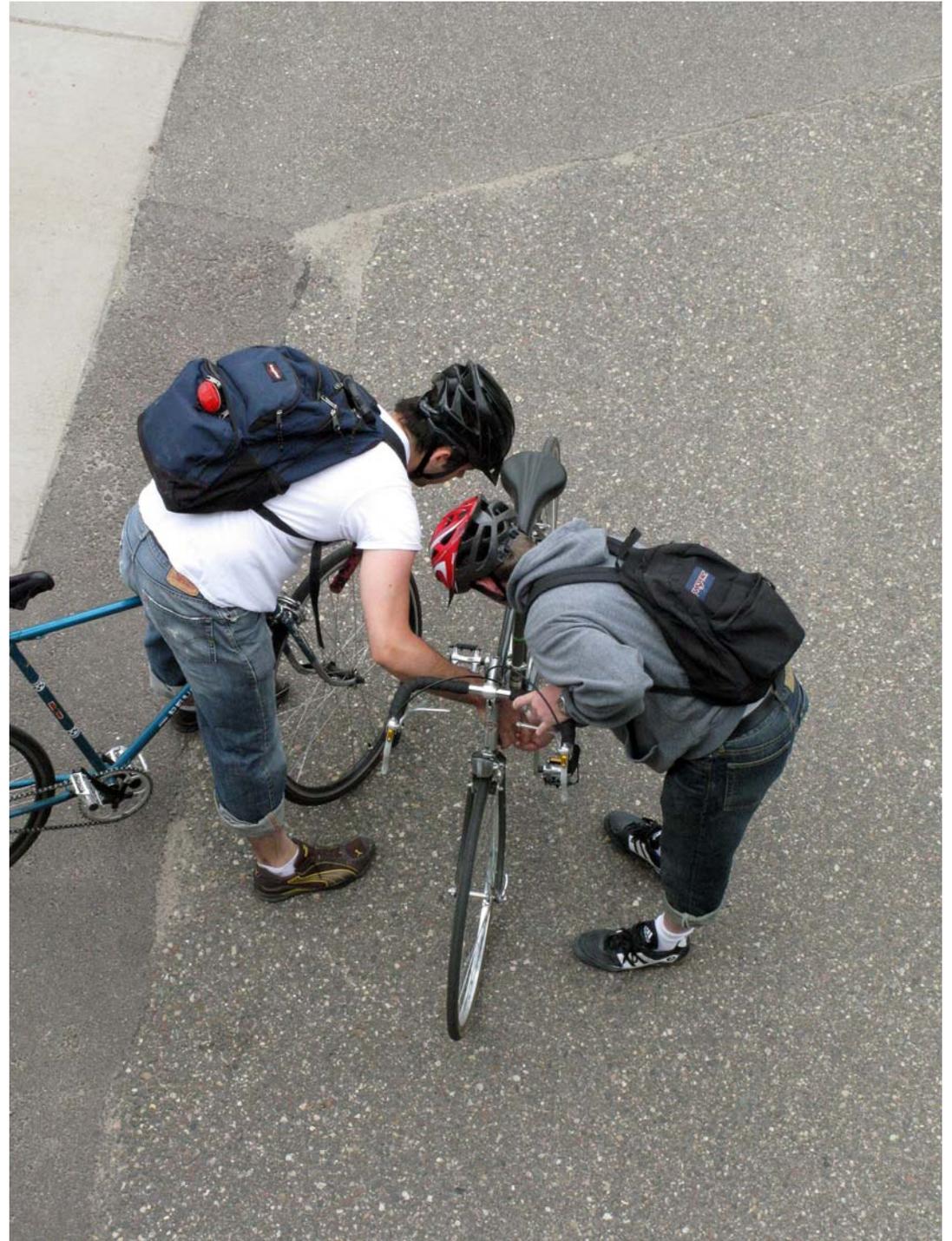
Goal #1 - Increase the total number of trips by bicycle:

Goal #2 - Improve bicycle mode share (trips to work):

Goal #3 – Reduce bicycle thefts:

Goal #4- Make it easier for residents and visitors to bike in the city:

Goal #5 – Promote the benefits of bicycling:



Education

Goal #1 - Establish and maintain bicycle education curriculum:



Safe Routes
Program

Enforcement

Goal #1 - Reduce the number of bicycle crashes and injuries and eliminate bicycle fatalities:

Goal #2 - Increase helmet use:

Goal #3 - Create an environment where all bicyclists and motorists follow the rules of the road:



Equity

Goal #1 – Modal Equity: Make Transit a bicycle friendly transportation option.

Goal #2 – Modal Equity: Make park and bike a more convenient transportation option.

Goal #3 - Geographical Equity: Connect bicycle facilities to all adjacent communities and neighborhoods within the city.

Goal #4 – Demographic Equity: To facilitate inter-agency and inter-community cooperation through networking and collaboration.

Goal #5 – Geographic Equity: Encourage developers to construct trails and install bike lanes as part of development projects.



Evaluation

Measuring Success:

Bike Counts

Bike Crashes

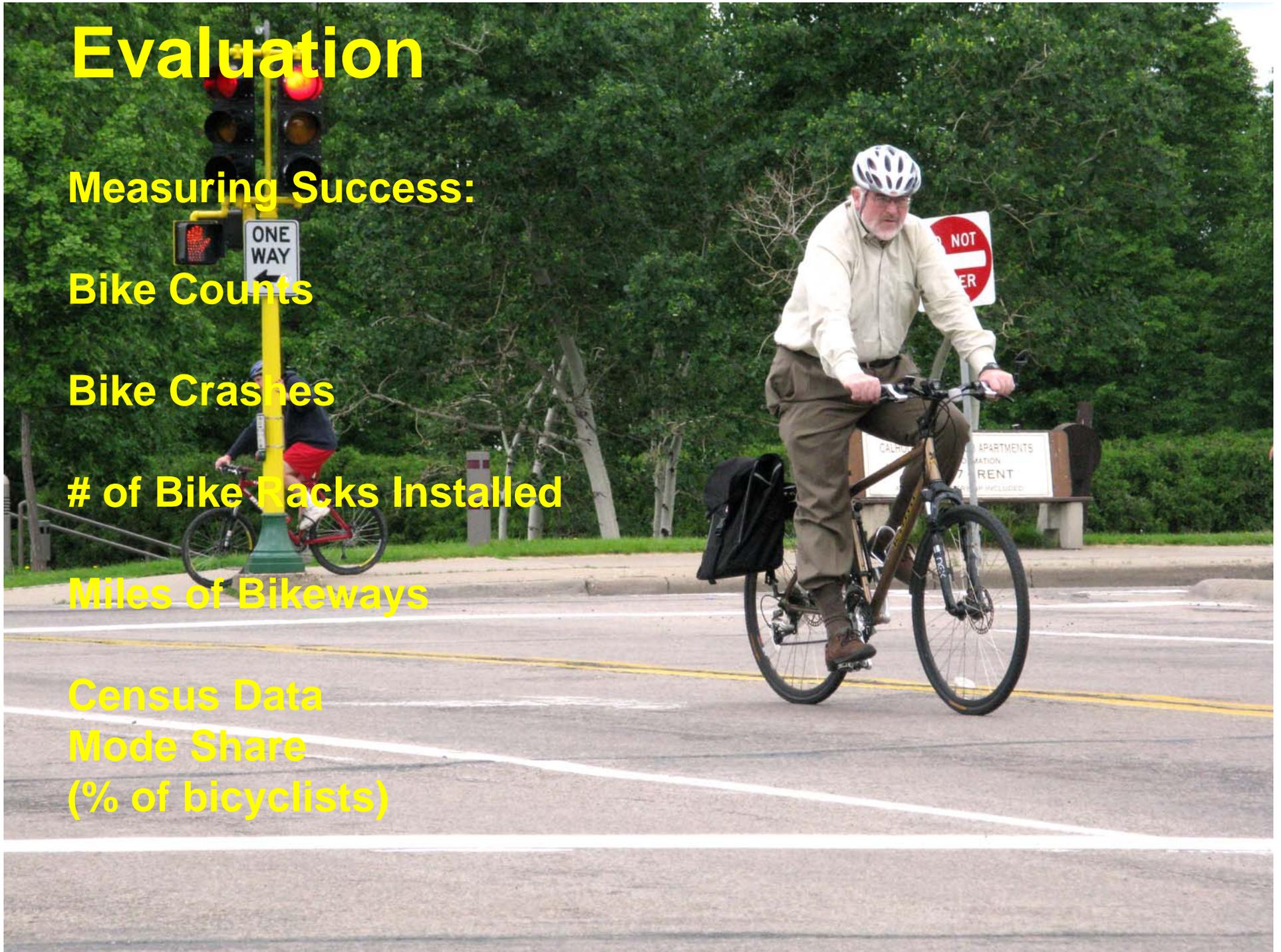
of Bike Racks Installed

Miles of Bikeways

Census Data

Mode Share

(% of bicyclists)



Projects and Initiatives



**Needs Analysis
(Infrastructure and Non-
Infrastructure)**

**Prioritization of Projects
and Initiatives**

**Capital and
Operation and
Maintenance
Cost Estimates**

**Prioritization of
Projects and Initiatives
(Three Tier Approach)**

**Funding
Strategies**

Different Types of Users Require Different Types of Facilities and Treatments



Off-Street Treatment Tool Box

Parkway Trail



Separated Trail



Multi-Use Trail



Bicycle/Pedestrian Bridge

On-Street Treatment Tool Box

Share the Road



Shoulders



Bike Route Signage



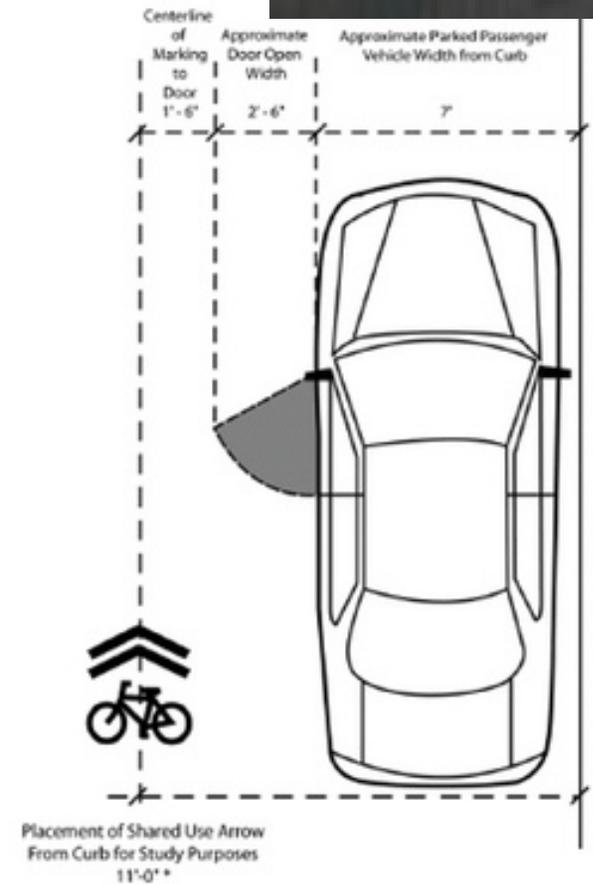
Bike Lane

Bicycle Boulevards





Shared Use Bikeways



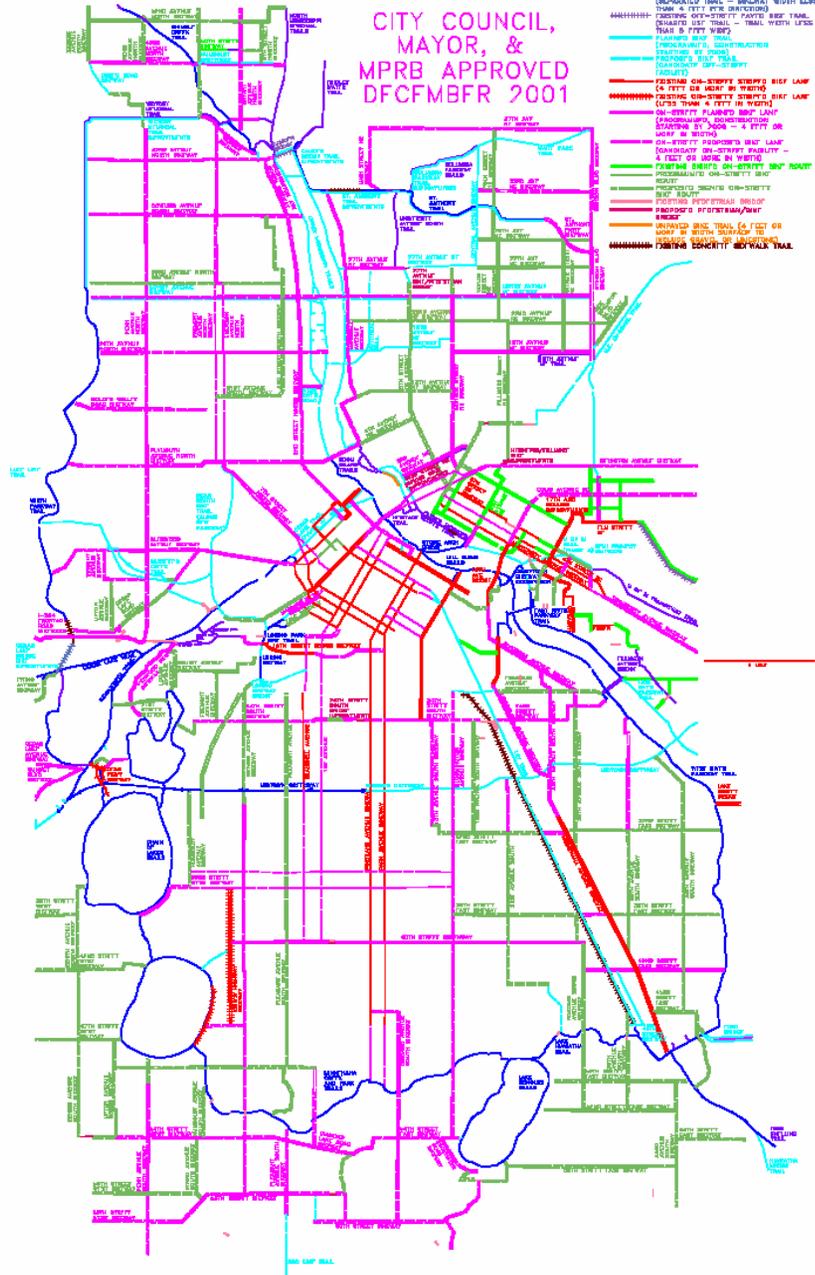
Information and Wayfinding Signage



CITY OF MINNEAPOLIS
BIKWAYS MASTER PLAN

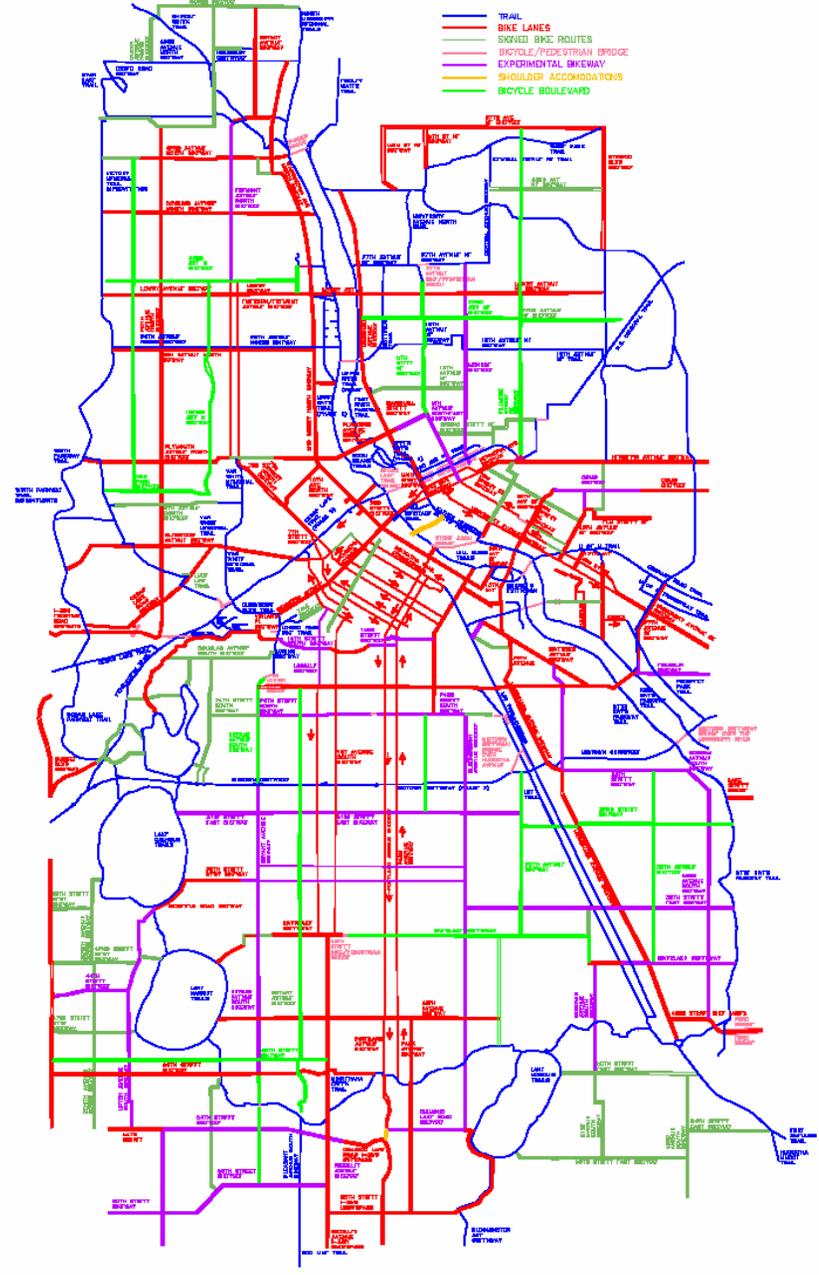
CITY COUNCIL,
MAYOR, &
MPRB APPROVED
DFCFMBFR 2001

- FUTURE OFF-STREET BIKEWAY (TRAIL, BRIDGE AND OVERPASS)
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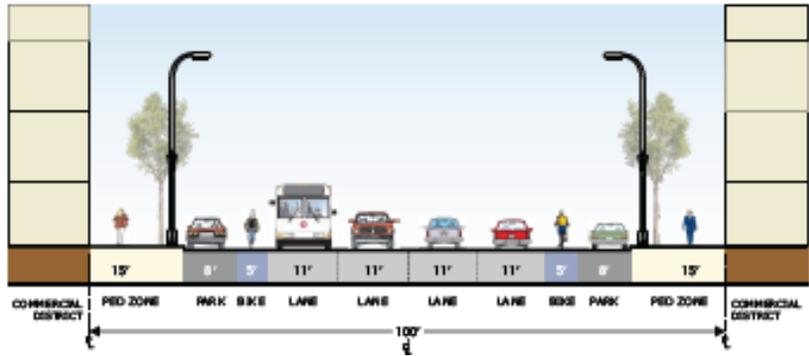
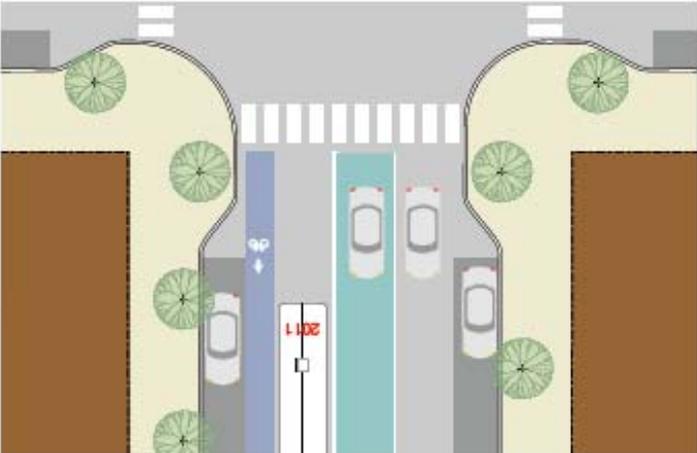
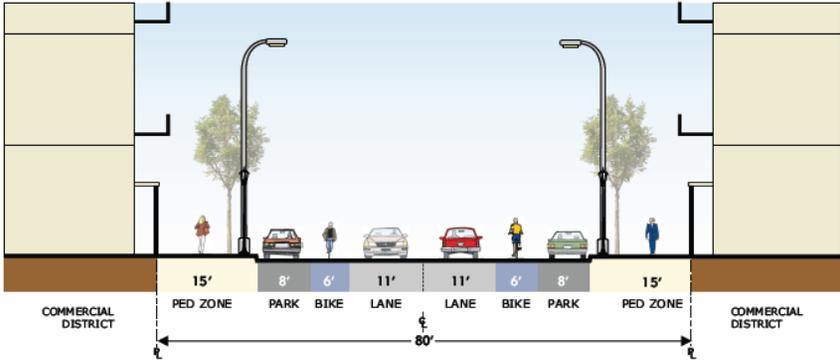
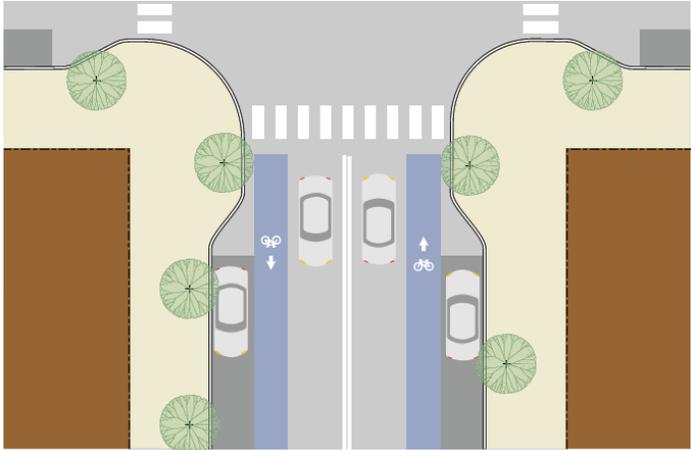


CITY OF MINNEAPOLIS
2008 DRAFT BIKWAYS MASTER PLAN

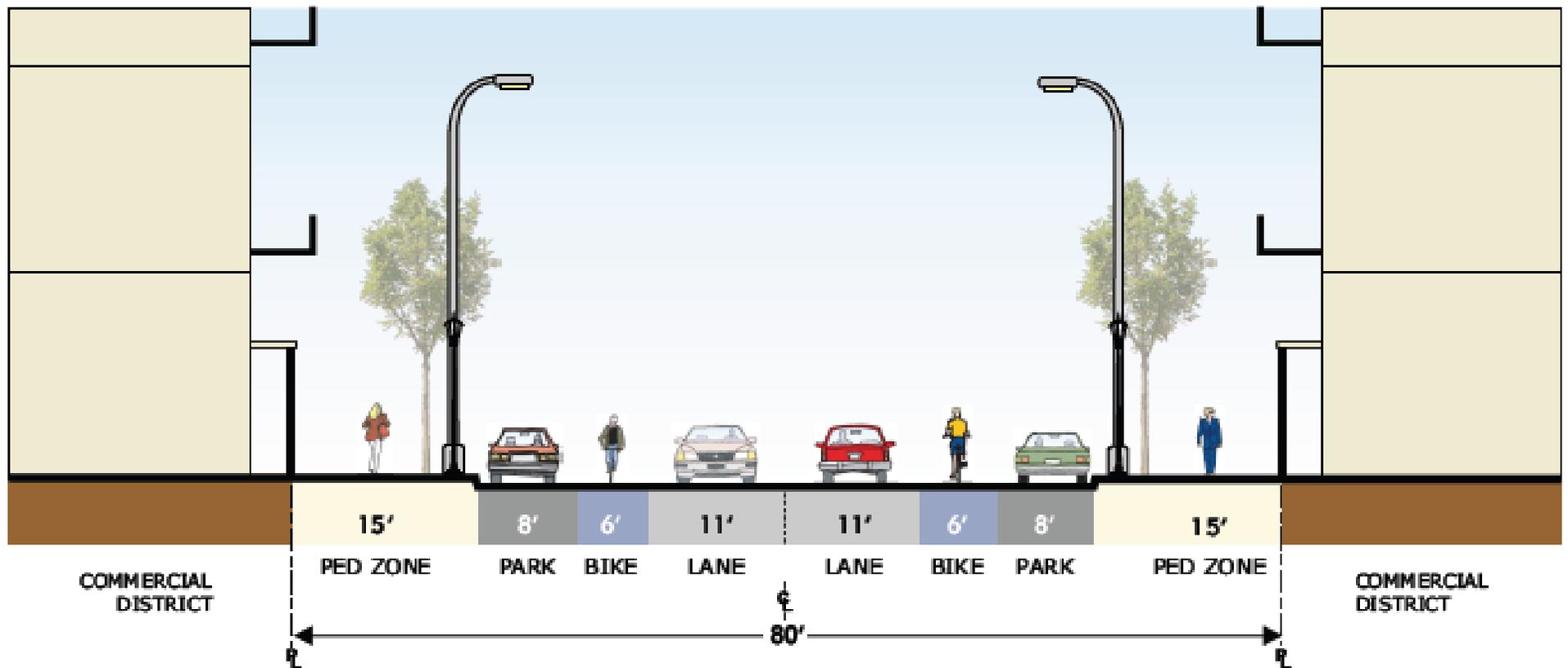
- TRAIL
- BIKE LANES
- SHOWN BIKE ROUTES
- BICYCLE/PEDESTRIAN BRIDGE
- EXPERIMENTAL BIKEWAY
- SHOULDER ACCOMMODATIONS
- BICYCLE BOULEVARD



Examples of Design Guidelines



Examples of Design Guidelines



Public Participation Timeline



June 2008 - Open House

November 2008 – Document completed and placed on website for public review

December 2008 – City Council/Mayor Approval



Any Questions?