

City of Minneapolis, Draft Bicycle Master Plan

Participants

August and September 2010

Below are the names of people who signed in at one of the five Focused Community Conversation or submitted an email or other online comment that included their name. We do not have the names of the 50 people who responded to the online survey, nor do we know how many of them also attended the community input sessions or may have also submitted their ideas via email. We apologize in advance for any names we missed and for all misspellings; we did our best to interpret everyone's handwriting and welcome corrections and additions to Don Pflaum at donald.pflaum@ci.minneapolis.mn.us.

Andrew	Bill	Costa Voulgaropoulos	DeAnn Barlow
Diane Hughes	Faith Cable	Hökan	James Andrew
James Teter	Jennifer Schweitzer	Michael Bischoff	Paul Buchanan
Reuben	Ron Hiner	Vicki Lindberg	Jay Alan
Greta Alquist	Alex Anderson	John Aurg	Lisa Austin
Alex B	Steve Baldwin	Billy Binder	Kurt Blanchett
Jerry Brown	Matt Brown	JLS Bruhn	Paul Buchanan
Elizabeth Campbell	Jeff Carlson	Rep Bobby Champion	Ethan Cherin
Reggie Crawford	Kathy Culley	Anja Curiskis	Raymond Dehn
Minneapolis Bicycle Coalition	Mpls Dept of Health and Family Support	Nathan Dodge	Bill Dooley
Dacia Durham	Steve Durrant	Andy Emanuele	Ethan Fawley
Steve Ferree	Ariah Fine	Janne Flisrand	Ben Frank
Michael Fuerst	Jane Galbraith	Robin Garwood	Lee George
Harry Greenberg	Ben Gross	Bobby H	Marsha Haagenson
Robert Haarman	Jane Harris	Donovan Hart	Matthew Hendrick
Mathew Hendricks	Hennepin Co Dept of Transportation	Karen Hollish	Jim Hoskyn
Vowell Huesers	Sandra Hunter	Anders Imboden	Thatcher Imboden
Thatcher Imboden	James Ivens	Aimee Jefferson	Alf John
Dale Johnson	Emily Johnson	Michael Johnson	Nancy Johnson
Tom Jones	Peter Jursik	Rep Phyllis Kahn	Andy Kedl
Lara Kirstein	Sam Kirstein	Nick Klebs	Timothy Kremer
Ruth Kroening	G L Yantos	Sherry Lock	Wendy Lyman Buttler
Andrew Lyman-Buttler	Mary Maloney	Dan Mandle	Alexis McCarthy
Reginald McKeever	Neera Mehta	Mary Moreira	Kate Mulhern
Matt Muyres	Seward Neighborhood Group; Seward Design	Lonnie Nichols	Tim Olsen
Fred Olson	Loren Olson	Patrick Orr	Don Ostrom
Joan Pasiuk	Beth Peloff	K Zeug	Jake Quarstad
Michael Rainville	David Rhodl	Matt Richard	George Rosar
Karen Rosar	Greg Sauter	Chris Schimmer	Cindy Schulte
Phil Schwartz	Anne Seeling	A Shabaich	Lesley Schack
Theresa Sheehy	Sierra Club, North Star Chapter	Carissa Slotterback	Brendon Slotterbeck
Betsy Sohn	Dobriila Stancevic	Colleen Steppa	Jason Tanzman

Zeb Thomas	Alex Tsatsoulis	Rhonda Walker	Jacob Wascalus
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City of Minneapolis, Draft Bicycle Master Plan

Compiled Input from Emails

August and September 2010

The compilation below is from emails received by Don Pflaum of the Minneapolis Public Works Department (donald.pflaum@ci.minneapolis.mn.us). Most of these came via the website for the Plan. These include several formal agency submissions such as from the Minneapolis Department of Health and Hennepin County Department of Transportation, specific input from many individuals, and lengthy contributions by several organizations. We are grateful to the many contributors to this Plan through the online emails (below), as well as the Focused Community Conversations and online survey (documented separately). All of these will help inform the work of the Minneapolis Bicycle Advisory Committee (BAC).

Except as noted, the category subheads below were added after the fact to help bring clarity to this large amount of information. While the Plan-related content from the emails has all been included here, this compilation is still in draft form and will continue to be organized and combined with other input to better support the BAC's work.

Goals

- I think you can seriously reduce the number of goals in the Master Plan without shortchanging the reasons behind many of the goals.

Education Goals

Goal #1—Establish and maintain bicycle education curriculum. **Keep**

Encouragement Goals

Goal #2—Increase the total number of trips by bicycle **Consolidate #2, #3, and #5 (mode share, and bicycle ease of use are subsets of #2)**

Goal #3—~~Improve bicycle mode share (trips to work)~~

Goal #4—Reduce bicycle thefts **Move to Enforcement**

Goal #5—~~Make it easier for residents and visitors to bike in the city~~

Goal# 6—Promote the benefits of bicycling

Enforcement Goals

Goal #7—Reduce the number of bicycle crashes/injuries and eliminate bicycle fatalities **Consolidate #7 and #8 “Increase safety through reduction in bicycle accidents and increase in helmet use”**

Goal #8—~~Increase helmet use~~

Goal #9—**“Increase traffic enforcement of both motor vehicles and bicycles with an eye toward safety.”** ~~Create an environment where all bicyclists and motorists follow the rules of the road.~~

Engineering Goals

Goal #10—Increase the number of miles of bikeways within the city **and ensure that all bikeways are safely marked, signed, and lighted to maximize safety.**

Goal #11—Increase **the amount of bicycle support facilities, including parking, lockers, showers and other facilities.** ~~the amount of bicycle parking available to the public.~~

Goal #12—~~Create an environment where~~ **Make** all streets are bicycle friendly.

Goal #13—~~Ensure that all existing trails are safely marked, signed, appropriately lighted, and~~

~~address personal safety.~~ Consolidate with #10 as suggested.

Goal #14—Complete and implement design standards for all bikeways.

Goal #15—Increase capital and operating funding for bikeways.

Equity Goals

Goal #16—Modal Equity: Make transit a bicycle friendly transportation option.

Goal #17—Modal Equity: ~~Make park and rides with routes connecting to the city more convenient for bicycles.~~ Eliminate – this fundamentally a suburban issue.

Goal #18—Geographical Equity: ~~Connect bicycle facilities to all adjacent communities and neighborhoods within the city.~~ Consolidate #18 and #19. “Create equity throughout system connecting all communities in the City through equitable geographic and demographic dispersion of facilities.

Goal #19—Demographic Equity: ~~To facilitate inter-agency and inter-community cooperation through networking and collaboration.~~

Goal #20—Geographic Equity: ~~Encourage developers to construct trails and install bike lanes as part of development projects.~~ This is a regulatory or engineering goal. “Encourage bicycle facilities in all new development and re-development.”

Evaluation Goals

Goal #21 – Measure Bicycle Program Success.

<Note that all content below from the Minneapolis Department of Health and Family Support, including the heads/subheads, is in the original>

- Below are Department of Health and Family Support comments to the Bicycle Master Plan. Comments are organized by topic, and when possible, we’ve included suggested wording for changes and additions in order to make it easier to incorporate our feedback. If you have any questions about this, please contact Sarah Stewart, sarah.stewart@ci.minneapolis.mn.us, 612-673-2987.
- **Overall structure** – This is an enormous document (obviously the result of a lot of work on your part), but it is hard to quickly understand the overall goals and strategies included in the plan. We would suggest including tables in the executive summary similar to those that are in the Pedestrian Master Plan so that readers can get an overview of the goals and objectives at a glance.
- It would also make sense to move the Existing Conditions chapter closer to the beginning of the document - before recommendations so that readers have a context for the recommendations.
- It would also make sense to move the Needs Analysis chapter to before the Goals, Objectives, and Benchmarks chapter, and maybe combine it with the Existing Conditions chapter. The Needs Analysis chapter is also confusing in several respects. First, where did the information in this chapter come from? It’s hard to tell if the things listed here were a result of a rigorous study or data collection, or if this is all based on opinion. If it is based on opinion, whose opinions are represented here? It is also confusing because many of the bullet points in this section are recommendations for changes, not an analysis of need.
- **Public Health’s role in the plan (vs. the Health and Wellness Industry)** – Although the Health and Wellness Industry is mentioned a few times in the plan, Public Health as a field is never mentioned. Public Health does not fit into the Health and Wellness Industry, as it is not an industry, but a public service most often provided by government. The Health and Wellness Industry develops products to sell to businesses and sometimes individual consumers. Their goal is to sell their product, and perhaps to improve the health of the people who use their product. Public Health has a much wider purview. We focus on the health of the entire public, with an emphasis on equity

and reducing health disparities. We often work to create policy, systems, and environmental changes that sustainably improve the health of many people – the focus is almost never on individuals. Public Health (rather than the Wellness industry) could be mentioned in these places:

- Pg. 4-7 – Somewhere within the description of Goal #6, you could add “The field of public health has shown increased interest in promoting bicycling for transportation as one way to promote a healthy lifestyle and reduce the risk of chronic disease and obesity.”
- Pg. 8-3 – “Public Health Funding” could be added to this list, and the agencies that could receive such funding are the Minneapolis Department of Health and Family Support, the Hennepin County Department of Health, and the Minnesota Department of Health.
- **New policies, pg. 3-27** – Many of these are resolutions, rather than policy changes (e.g., Policy #1, which is really self-evident and does not lead to any change). They are not specific enough or actionable, which makes me concerned that they won’t lead to any real change. A good example of a policy that is both specific and actionable is to establish a full-time position in a City department (maybe Public Works?) that is solely focused on coordinating the City’s efforts around bicycling. (This person would pull together the diverse departments and programs within the city that support various bicycling projects – including infrastructure and non-infrastructure projects. This person could potentially play a crucial role in ensuring that master plan gets implemented.)
- **Suggestions for changes to objectives and benchmarks**
 - Pg. 4-7, Objective 6 a): I was confused about the benchmarks for this objective – are these in reference to the Bike/Walk Ambassador work plan? And what years are referenced here? Is there a better benchmark to include here that will continue beyond four years and easy for people to understand?
 - Pg. 4-7, Objective 6 b). This goal and objective are a bit confusing. “Promote benefits” is a strategy to accomplish the goal of getting more people to do it...so it’s unclear if Goal 6 should even be included. Promotion-type activities could alternatively be objectives for goals related to equity or increasing bike trips. Either way, it’s not clear what is meant by a ‘local bicycle fitness program’ would be, and I don’t think that it would be particularly helpful in getting people to bike more. Here’s a possible alternative:
 - Objective: Work with employers within the city to develop incentive programs for employees who bike to work. Benchmark: By 2015, 10% of Minneapolis employers with 50 or more employees offer incentives for employees that bike to work. Performance measure: % of employers offering incentives to bicycle commuters [not sure what data source we would use for this] or number of employees biking...Responsibility: City of Minneapolis and local business partners
 - Pg. 4-9: Increase helmet use would be more appropriate as an objective for Goal 7 (Reduce bicycle crashes, injuries and fatalities) rather than a separate, stand-alone goal. Same with Goal 9 (Follow the rules of the road), which is better suited as an objective for fulfilling the goal of reducing crashes, injuries and fatalities.
 - Objectives 7 a, 8, 9 b, 9 c – These seem more like education objectives rather than enforcement objectives.
 - I think there could be better benchmarks for the campaign-related objectives. For example, for objective 9 b) - instead of measuring number of tickets (which will depend on the number of bicyclists and the amount of time spent enforcing laws, not on the campaign), you should measure campaign benchmarks, like airtime purchased, earned media obtained, # of posters/billboards/bus ads purchased, etc. And the performance measure would maybe be ‘knowledge of the rules of the road increased by 15%’ or something? (I would assume any communications campaign would also include an evaluation to measure its effectiveness.)
 - Goal #19 on page 4-16 (Demographic Equity: To facilitate interagency and inter-community

cooperation through networking and collaboration). In this case, I don't think that collaboration should be the goal. Instead, the goal might be **“Ensure that all residents have equal access to bicycle facilities in the city and information about bicycling regardless of age, gender, ethnicity, or language,”** or something like this. I think it is important to directly address the demographic inequities in the goal. I would also change objective 19 a (which I think is not going to directly address this goal), and objective 19 b (which is confusing – I don't know what 'one diverse group' means). Alternate objectives could be: **‘Increase the proportion of female bikers by 15% by the year 2015’ (performance measure: % of female bikers observed in bike counts); ‘Information about biking in the City of Minneapolis (communications campaign materials, maps, etc.) will be available in multiple languages and formats in order to reach as many residents as possible.’** Benchmarks could include people/groups reached through Ambassador efforts. These are just some ideas of how to make this goal more concretely about demographic equity.

- The Safe Routes “existing conditions” description (page 5-2) seems outdated and doesn't reflect the entire breadth of City and MPS efforts to increase biking and walking to school. Our suggested rewrites will be sent in a separate document.

Engineering

- I hope that the plan will prioritize access to commercial streets.

Engineering

- I do not agree with the idea that bicycle facilities should ideally be spaced every 1 mile. I would suggest that in the most dense areas it should be 1/4 to 1/2 mile, with 1/2 mile in outer, less dense areas. 1 mile is a pretty spread out network in much of Minneapolis. I do recognize and advocate that there needs to be prioritizing of where the investments occur, as limited funds will necessitate that.

Qualifying criteria

- Maintenance of bike infrastructure shouldn't influence the goals of the plan. It is a limitation that will need to be discussed and addressed in executing projects that help reach the goal, but the plan should establish the ideal situation and allow the community and politicians the ability to try and solve the money issues.

Engineering

- Bike facilities on major streets should be a desired condition, though recognizing that there are competing transportation and community needs/desires that may result in some facilities being sized differently or not provided all together...such as the provision of a turn lane, bike lane, wider sidewalk, etc.
- Bike lanes on major streets and bike improvements on quieter residential streets shouldn't have to be an “either or” decision. Some users have needs and desires to travel on streets with the end destination on it (such as a grocery store, bar, library, or school) while others may need or prefer a street that is quieter and requires less care in travel. Much like major streets and neighborhood streets, both are often necessary to meet the varying transportation needs.

Safety, engineering

- The plan fails to adequately discuss the importance (and challenge) of connecting business districts with bikers. Inattention to this will result in the continuance of problematic conditions, such as bikers illegally using sidewalks in business districts, continued conflict between drivers and bikers competing for lane space on congested corridors, and increased risk of “dooring” of bikers from the high turnover of on-street parking in the business districts.

Engineering, projects

- The map includes an incredible amount of bike boulevards. I would like to suggest that on low traffic streets in lower density areas, the City should instead switch those streets to signed bicycle

routes and investigate the possibility of tweaking traffic control devices (stop signs) to better facilitate biking on those routes. I would suggest prioritizing infrastructure changes in locations where the number of existing or expected riders, the safety of riders, and/or travel time is significantly improved.

Engineering, projects (see below)

Thank you for the opportunity to review the draft Bicycle Master Plan. Hennepin County and Minneapolis have had a long and productive working relationship which has resulted in developing a bikeway system that is recognized as one of the best systems in the country.

Our staff did an initial scan of the document in August, and transmitted some preliminary comments to you via E-mail. This letter is a summary of our formal comments on the document.

The County Bikeway System in Minneapolis

- The county has 156 miles of its 900 mile bikeway system designated within Minneapolis. A significant portion of the county's bikeway system in the city utilizes parallel city streets, parkways or other facilities where the county road right-of-ways are severely limited and significant constraints restrict adding bicycle accommodations to the county roadway. This strategy is in keeping with our original Bicycle Transportation System Plan developed in 1997, and it also supports the intent of the County's Complete Streets Policy.
- The city and county bicycle plans are generally in agreement regarding designations on county roads with the following exceptions (referring to the Master Plan map on page 7-12). These areas probably deserve additional discussion before they are added to the Minneapolis Bicycle Master Plan:
 - 1) Washington Avenue (CSAH-152) - 12th Avenue South to 3rd Street South
This segment of Washington Avenue is not designated on the county bike plan primarily due to constraints along the road and a lack of feasible, logical connections. There currently is a plan to add space for the bike on the Washington Avenue bridge over I-35W, however it remains to be seen how this improvement will fit into the overall bikeway system. A parallel route has been developed along South 2nd Street and we would support completing the connections necessary to the trail tunnel that was built under the new I-35W bridge south approach to finish this facility. We believe there should be a discussion about how a bikeway on this segment of Washington Avenue fits within the overall network and whether it would improve access to nearby major bicycle destinations such as the University of Minnesota.
 - 2) 26th Avenue South (CSAH-48) – Minnehaha Avenue to Franklin Avenue (CSAH-5)
This segment is shown as a shared use facility – the county believes that there is enough space to restripe the road for the addition of bike lanes.

- 3) Franklin Avenue (CSAH-5) – Mississippi River bridge to Hennepin Avenue
Currently Franklin Avenue is not designated on the county bike plan, however it appears that a portion from the Mississippi River Bridge to Minnehaha Avenue might be feasible. However, the segment from 16th Avenue to Chicago Avenue was reconstructed a few years ago and the addition of bike accommodations no longer appears to be feasible. In addition, traffic volumes increase dramatically further west near I-35W requiring the need to retain the current roadway configuration. Our understanding from previous discussions of this corridor was that the city's 24th Street bikeway two blocks south could sufficiently serve the east-west bike movements in this area.
 - 4) East 46th Street (CSAH-46) – Godfrey Parkway Bridge to Hiawatha Avenue (TH-55)
This segment is also not designated on the county bike plan. We believe that it is likely infeasible to add bicycle accommodations to this segment. We would be interested in discussing what options the city feels could be utilized in this area.
 - 5) Osseo Road / Brooklyn Boulevard (CSAH-152) – 45th Avenue North to city limits
This segment is designated on the county bike plan, but not the city's. It may be worthwhile to consider the addition of this segment which might utilize the Ryan Lake Trail as a means to travel north-south in this area and connect to Brooklyn Center.
- There is a question regarding how the Bike Master Plan and the Streetcar Feasibility Study would work together and whether the two plans are compatible. A number of proposed streetcar lines are designated along streets that are also designated for bicycle routes.
 - The proposed trail connection to the Twin Cities International Airport is mentioned in a few places in the document (page 5-22, 7-8, etc.). We strongly support this link and would be willing to approach the Metropolitan Airports Commission (MAC) with the city to reopen discussions on how to implement this improvement.
 - The work on the Intercity Trail between Minneapolis, Richfield and Bloomington could be discussed on page 5-22 where destinations are mentioned. The photo of the Mall of America is a good example of the ultimate destination that would be provided by this new off-road trail.

Shared Use Pavement Markings (Sharrows)

- Sharrows are mentioned in a few places in the document (page 5-23, 6-10, 7-12, etc.). We only support the use of these types of markings in very limited circumstances when no other alternatives to provide space for the bike are available. Other alternatives could include parking revisions, use of parallel city streets, or postponing any action until an opportunity occurs.
- Related to this issue, the County Engineer has provided some suggested criteria to the City Engineer for the limited use of Sharrows on urban county highways.

Miscellaneous Comments

- Some additional background may be desirable in relation to the monolithic gutter pan mentioned on page 5-29. This approach was first proposed in 1994 for University Avenue and 4th Street SE in the vicinity of the University of Minnesota as an outgrowth of a task force involving the city, county, neighborhoods, U of M, and local businesses.

- Regarding the mention of right side versus left side bike lanes in Minneapolis, the county would be willing to engage in a discussion to evaluate how the left side lanes have been working and whether any modifications are warranted.
- The exhibit on page 5-45 entitled “Cycling in Minneapolis” has a April 2007 date, and probably should be updated especially to account for improvements made this last summer. Also it probably should be noted that Figure 9 from the Access Minneapolis Plan (page 7-3) also does not reflect these recent improvements.
- It was unclear to us what criteria were used to identify the bikeway system gaps (pages 7-2, 7-5). Some of the county related segments appear to be very long, stretching the definition of a gap.
- We were somewhat confused by the evaluation of the qualifying criteria for the project matrix in the report section on Project Identification and Prioritization (charts on the unnumbered pages after 7-22). Thinking about the county roads that are included in the listing, what does it mean when all boxes are checked “Yes” for public support? We do not believe that many of these segments have been vetted with the public, neighborhood groups or business owners.

Overall, we felt the document was very thorough and comprehensive. We recognize the significant effort it took to put such a report together. Please call me if you would like to discuss any of our comments further.

Design standards

- This is a brief overview of a few key concerns I have about the Minneapolis Bicycle Master Plan. While the current draft Plan is a good start, I think this plan would benefit greatly from a thorough and careful revision before it is considered for adoption. Page 327: For Policy #5, The statement “Infrastructure projects should be designed to meet Federal, State, and Local standards where appropriate. Best practices found in the Minneapolis Bicycle Design Guidelines should be used to consider, design, and maintain bicycle infrastructure.” The statement “where appropriate” is very important here because the standards are simply not appropriate in many places. We hope that the City will champion changes to the Minnesota State Aid Standards where they are not appropriate in Minneapolis. For example, on Riverside Avenue, a parking lane of 10 feet is required by the State Aid Standards, which is the reason given that a buffer between the bicycle lane and the parking lane cannot be installed.
- Similarly, the State Aid Standards are one of the reasons given for not implementing the 10 foot driving lane, 5 foot bicycle lane and 7 foot parking lane which has proven successful in Chicago. Furthermore, I have concerns about the proposed local standards, the Minneapolis Bicycle Design Guidelines, which are for the most part a continuation of the existing facilities allowable by the State Aid Standards, which do not consider any innovative facilities. The highest quality included is an on-street facility is a simple 5 foot bike lane, while other information such as a facility called “shared lanes” also known in common language as “riding in auto traffic” which can happen on any street and the inclusion of rumble strips under innovative treatments.
- The Minneapolis Bicycle Design Guidelines also discourage the use of variances to the State Aid Standards, calling them a “last resort when all other options to accommodate bicycles have been exhausted” page 30. Given the restrictiveness of the State Aid Standards, Minneapolis standards should encourage the use of the variance process. Page 413: “Apply innovative treatments where

appropriate” is an unclear objective as to when and where an “innovative” facility should be used. For example, both European-style cycle tracks and rumble strips are listed in the Minneapolis Bicycle Facility Manual. Yet, there is no guidance given as to where one of these facilities would be appropriate. Furthermore, it is not clear what goal these facilities would serve.

- It would be more useful to first state a goal for innovative treatments, such as “reducing bicycle-auto crashes that result in death or injury,” and then research which treatments are most successful in achieving that goal. New York City is collecting crash data on their bicycle facilities which will make this goal achievable. Page 722: The matrix used to rank projects with “yes or no” answers to all questions makes it difficult to discern what projects are the most important.

Qualifying criteria

- A 15 ranking system would be much more useful to differentiate between good projects and better ones. It is also unclear why operations and maintenance is criteria cannot be met for the majority of projects, which appears to be a significant constraining factor that limits many projects to the second tier. This is not addressed in the explanation of the operations and maintenance criteria on page 718. The ability of a project to improve safety in areas of high bicycle crash rates should also be a criteria that is ranked in this chart. Changing this chart to a more detailed analysis with a 1 to 5 ranking system is important to determine how to prioritize a very long list of projects. Finally, I also support the comments of the Minneapolis Bicycle Coalition, which I have reviewed and I think are going to be among the most thorough and thoughtfully considered set of comments about this plan.

Design standards, innovation

- I included some suggested approaches from the Portland Bicycle Plan as a ideas to explore in a thorough revision and revision of the Minneapolis Bicycle Master Plan. On Innovation: Portland has a reputation for successfully implementing innovative bicycle facility designs. Innovations in signal treatments, roadway markings and civil designs have been installed to address bicycle facility problems that standard design treatments do not sufficiently resolve. Portland worked with local and national research organizations to evaluate designs and has also worked through the Federal Highway Administration’s FHWA process for experimenting with nonstandard treatments. Such evaluations have been conducted for colored bike lanes, pedestrian hybrid beacons HAWK signals and bike boxes at intersections, among others. Portland Bicycle Plan, page 64, www.portlandonline.com/transportation/index.cfm?c=44597a=289122

Implementation, projects

- On Implementation: “A model for integrating project and program delivery A typical project might proceed as follows. 1. Identify locations where new bikeways are to be developed ideally, more than one bikeway would be developed simultaneously in a targeted area so that the education and encouragement efforts can benefit from economies of scale 2. For innovative facilities, collaborate early with the Portland Police Bureau to identify issues related to enforcement this was a successful model for Portland’s bike boxes, as well as for the demonstration cycle track on SW Broadway, where early discussions with the Portland Police Bureau strongly influenced elements of the design 3. Develop standard educational materials describing the design and intent of the new bikeway treatments. 4. Several weeks in advance of construction, inform residents within the influence area of the project to the changes they can expect billboards, bus sides and newspaper advertisements for improvements targeted over large areas, while door hangers, neighborhood newsletters articles and local newspapers for smaller scale projects 5. Several weeks in advance of implementation, collaborate again with the Portland Police Bureau to identify the implementation date and potential enforcement issues, and schedule enforcement activities provide officers with necessary educational materials so that initial enforcement can focus more on education than punishment 6. For projects that encompass a large area, coordinate encouragement efforts to get residents riding on the new facilities 7. Evaluate the success of the project by conducting before and after bicycle counts in the area or evaluating area wide changes in travel behavior in response to new bikeways for an

innovative facility type, evaluation can illuminate how residents use the facility and whether or not the Bureau of Transportation needs to modify its design” Portland Bicycle Plan, page 125, www.portlandonline.com/transportation/index.cfm?c=44597a=289122

Safety, equity

- I support all of the comments in the document from the Minneapolis Bike Coalition. Because the transportation infrastructure has favored automobiles only for so many decades, there needs to be balance and a much greater emphasis on increasing the facilities for bicycles. Doing this in cities in Canada and Europe has dramatically improved the safety and elevated the awareness of the bicyclist as a valid and respected road user. Minneapolis needs to make a commitment to implement safe and equal access to roads and all commercial corridors for bicyclists.
- I wholly support the comments already made by the Minneapolis Bicycle Coalition at http://mplsbike.org/docs/Bike_Plan_comments_summary_final.pdf. Thank you for your efforts in making Minneapolis a more bicycle-friendly place to play, work, and live.
- I support all of the comments made by the Minneapolis Bicycle Coalition.

Safety

- I have lived near Lake Calhoun for 19 years and I can truly say that the thing that bothers me the most about living in this area is the recklessness of the bicycle riders - When you are driving around the lakes, they dart out right in front of you never looking back, they tailgate the cars when they can't get by. I have had bikers grab hold of the door handles on my car for a free ride. I have had riders kick the side of the car for no reason. The Lance Armstrong wanna-bes need to find a different venue for practicing their high speed maneuvering. This is a city park for family and tourist outings, not a racetrack.
- It is particularly bad in the summer when the parking spaces are full. I personally think that bicycles should be made to stay on the path around the lakes and anyone not on the path should be ticketed.
- The parkway is too narrow for bikes and cars.

<Note that all content below from the Sierra Club North Star Chapter, including the heads/subheads, is in the original>

- The Bicycle Master Plan provides a great opportunity for the City to outline the priorities for improving conditions for bicycling in Minneapolis and attracting new bicyclists. The Sierra Club feels that increasing opportunities for bicycling is an essential step for any community to take to help reduce our reliance on foreign oil, reduce air and global warming pollution, and promote healthy, attractive places to live, work, and play.

The Sierra Club North Star Chapter has reviewed the draft Bicycle Master Plan and has the following comments:

Overall. The plan offers many good ideas for improving bicycling in the City and an extremely comprehensive overview of existing conditions. We appreciate the work that has been done so far. With all of the good ideas, it is not clear in this draft which goals and strategies will be prioritized and how implementation of the plan will be managed over the coming years. We encourage a consolidation of goals, some level of prioritization of non-infrastructure activities, and the direction, recognition, or appointment of a bicycle coordinator whose job it is to work across departments to implement this plan.

Multiple benefits of bicycling. We hope that the plan is broadened to better recognize the many benefits of supporting bicycling improvements beyond just better serving bicycling. We are especially interested in more reference and recognition of the City's Sustainability Plan and the core role that supporting more bicycling plays in it. We also feel that there are too many references to the "negative impacts" of bicycling (like on page 1-7) without corresponding references to the positive impacts. It certainly seems a double standard compared to other transportation projects in the current form.

Strategy for infrastructure investments. It is not clear to us that the plan outlines a direct, overarching infrastructure investment policy. For many communities, the choice has been whether to focus large capital investments on access to commercial streets (Chicago and New York have done a lot of this) or parallel bicycle boulevard-type projects (as in Portland or Vancouver). We feel that in Minneapolis, the City should consider focusing large capital projects on greenways—which are not covered in the plan and need to be—and gap connections in the existing trail network—which are covered quite well—while taking advantage of every possible opportunity through repaving or reconstruction projects to add low-cost bike lanes or sharrows to busier commercial streets. While the bicycle master plan map is quite comprehensive, we feel that the plan needs to do a better job of addressing access to commercial areas. We also feel that greenways should play a big role given the success of the Midtown Greenway and the potential to serve as park access as well.

Complete Streets. We feel that the City would benefit from adopting a Complete Streets policy that includes quite specifically the situations where bicycle lanes will be added. The current system of evaluating each street without an overarching policy (beyond the bike plan map) means that opportunities for bike lanes are missed, projects—like Riverside Avenue recently—come in with initial proposals that include unreasonable gaps in bike lanes, and neighbors are more likely to oppose because it is hard to see how it fits into a broader vision. Just like the city wouldn't think of building a road without enough travel lanes—and follows state standards that dictate that—the city needs to have a similar position if there is room to add a bike lane. If such a process or policy already exists, we encourage that it be mentioned in the final bike plan and also reevaluated to ensure that it is in line with the final bike plan.

We also feel that the Bicycle Facility Design Guidelines—although only recently passed—should be revisited after the bike plan is finalized. In fact, in most places, the guidelines are created and adopted after a plan as part of the implementation of the plan rather than ahead of the plan. We recognize that there are many good ideas in the current guidelines, but feel that they need to be adjusted to meet the goals of the bike plan, especially as it relates to bike lanes on tight corridors.

We would like to see a goal established for more clarity and consistent treatments citywide, so bicyclists and drivers alike know and expect where, how, and why to act in a safe manner.

Maintenance. We recognize that additional bike lanes, trails, etc. require maintenance, but it is not clear exactly what the options are for maintenance and how much they cost. We encourage the city to be very forthright in the final addition of the plan with the cost of different levels of maintenance from bike lanes that are only maintained like car lanes to bike lanes swept regularly in the summer and plowed fully in the winter. It is hard to evaluate how to best spend the maintenance money without this information.

Funding. We support increased funding for bicycling projects, but want to ensure that any funding

source does not make it more expensive for low-income residents to bicycle (like a registration fee would). We encourage the city to outline the process for evaluating potential new or shifted funding sources and the timeline for making such a decision. The current plan shows that there is a need, defines some possibilities generally, but then stops short of saying what the next steps are for moving forward. We also feel that the plan needs to reflect that property taxes fund the vast majority of our local transportation investments, and that the many people who benefit from bicycle projects pay into that pot.

-
- I would like to add my support the Minneapolis Bicycle Coalitions comments. Particularly item number 9, funding. http://mplsbike.org/docs/Bike_Plan_comments_summary_final.pdf

Design, engineering

- There are several streets with excess capacity that need to go on road diets. Some that I travel on a regular basis: Harmon Place, for its entire length between 10th Street and MCTC, has four lanes plus two lanes of parking. This street is a classic example of too much pavement. Take away two lanes and put in bike lanes and beautiful boulevards. The architecture lining the street is phenomenal and a wide boulevard with plantings would enhance the experience greatly.
- Also, 8th and 9th Streets on the eastern edge of downtown are unnecessarily wide and forbidding. Take away at least one lane and build tree line boulevards.

Encouragement

- A barrier to bicycling: poor apartment management. Minneapolis has made many laudable efforts to encourage bicycling. Still, for many apartment dwellers often newer immigrants, a large barrier exists. Many landlords refuse to provide adequate facilities for tenants to park their bicycles. Many of my neighbors in the Whittier neighborhood have told me that they would love to bicycle for transportation but that their landlords insist that they cart their bikes up three floors to their already cramped apartments. I cornered the owner of 2725 Pleasant to tell him of these testimonies and gave me a litany of excuses as to why he refuses to provide a formal space either inside or outside for residents to park bikes. In the face of such opposition, the city should require that all landlords provide bicycle parking for tenants. The city should set a strict MAXIMUM on car parking and a MINIMUM on the number of places for bicycles.

Projects

- Curb cuts for diversions. In the Linden Hills neighborhood where 49th street is diverted, a curb cut allows bicycles to safely proceed. We need these at the diversions on Pillsbury in the Lyndale neighborhood and also at the cul de sac on Elliot Avenue just south of Lake Street. In the case of Elliot, this is a nice way to approach the Global Market by bicycle from the south, if one didn't have to veer over onto the sidewalk to do so.
- The entrance to the Midtown Greenway at Nicollet needs better signage. Enough said there.

Safety, engineering

- How do auto drivers turn south off E Lake St between Bloomington Ave Cedar Ave? Right now there is only 16th Ave 17th Ave. during Rush hrs. Will you project prohibit so turns at 17th Ave.? How do you allow parking on 17th Ave but keep traffic from driving through? There's not enough room to do both traffic bikes as it is. We have a large immigrant populations around E Lake St, some don't speak or read English. How will that traffic be controlled with the new street arrangement? The intersection at 17th Ave S E 31st St is already very dangerous w/drivers who don't stop for pedestrians in the cross walk. Do you really expect those drivers to stop for bikes? Drivers blow through the stop lights at Cedar Ave and Bloomington Ave and do Not like have to stop at the 4 way stop on 17th Ave as it is.
- Will the Bike Blvd become a conduit for drugs? Bicycles are a preferred method of delivering drugs

w/the Bloods gang who just moved back into the ne portion of the Powderhorn Neighborhood. With drugs, crime increases bike thefts are a major area of that crime. How will you protect the bicyclists when the city already can't / won't control the gangsters in the area?

- Will delivery vehicles be allowed access to 17th Ave? If not, what, they come down the alley? We have a lot of commercial traffic within a couple blocks of Lake St., during Mexican, Latin American Scandinavian holidays. How will that traffic be handled if the traffic flow on 17th Ave changes?
- What about the churches on 17th Ave., especially their elderly disabled members, how do they access their church? The intersection of E 31st St 17th Ave S is already congested the site of many small crashes and a lot of near misses. How will changing the traffic flow on 17th Ave affect that already stressed intersection? What about those of us on the 3100 3000 blocks of 16th Ave. We also deal with parking and traffic issues with Walker Church, the post office its employees, Engebretsen's, employees of other Lake St businesses and even, people who park on our blocks and take the bus down Lake St. We're a very highly congested area already.
- How will the traffic grounds affect snow removal? The intersection at 17th Ave and 31st St is a lot smaller than the one at Portland Ave 66th St, for example.
- The story is that all this is being done with Stimulus Money. I'd like to see a firm, written, commitment that this is true and, that is all this money is spend on all the bells whistles proposed like bike sensors at Lake St?, will cover the improvements that the bicycle lobby in Mpls requires and that tax payers of Mpls or MN will not be asked to provide additional funds for finishing improvements that have been started.
- Finally, how will the bicycle lobby in Mpls cooperate in controlling its more aggressive members the ones who routinely run automobiles out of their traffic lanes into oncoming traffic, who verbally abuse and threaten auto drivers who pass them in traffic, who cut in front of buses and cause an entire bus load of passengers, including disabled people, to be slammed jerked around when they cut in front of the buses?
- How will honest bikers help the police to be able to identify bikes being used for drug dealing or even drive by shootings? We need a bicycle ID program so the extremists who are threatening other people's safety and be identified and reported to the police and so the police can identify bikes being used in drug running. The bicyclists in Mpls want Everything from non bicyclists, who are still the majority in the city, county state but don't want to give Anything in return. We need some kind of registration so each bike has an ID # that can to used to report issues with that bicycle or its rider.

Consistency with Small Area Plans

- Regarding: Minneapolis Bicycle Master Plan Chapter 3 Policy Framework Page 318 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: There is a newly adopted North Loop SAP that is an update to the Downtown East/North Loop Master Plan. This North Loop SAP was adopted by City Council in April of 2010. There is extensive consideration for bicycles within the plan. It should be mentioned in the Bicycle Master Plan.

Safety, projects

- Thanks for putting together this plan. I appreciate the broad spectrum of topics addressed here. My comment is just this: I do not feel as safe biking downtown Hennepin Ave with the path as it is now, shared with busses and cars, as I did when the bike lane was isolated in the middle of the road. Please consider some type of bike route where bikes and buses don't share a lane. Thanks!

Safety

- I don't know if this is the right forum for this discussion, but is there any talk of changing the stop

sign laws in Minnesota to the Stop and Yield law for bicyclists that is being used in Idaho and I believe other states?

Engineering, maintenance

- I'm not sure where to direct this comment, but I frequently bike to Mpls from the Coon Rapids dam area down the Mississippi River Trail. Through Anoka County, the trails are accessible and in decent condition. As I pass into Northeast Mpls the trail deteriorates significantly, especially where the trail runs next to the Xcel Energy plant on East River Road. The trail should be considered dangerous. There are so many potholes, bumps, cracks and lack of pavement at railroad crossings, and overhanging branches. This may not be the forum to leave these comments but if you could pass the information along or let me know who to contact, I would appreciate it.

Safety, enforcement

- Pages 8, 9: While I find that Goal #7 of reducing crashes is admirable, I'd much prefer to see an emphasis on reducing the deaths/injuries associated with crashes. It seems like a lot of the reduce crashes results have led to things like the terrible bike facilities on Hennepin Ave and the resulting moving of a lot of bikers to other streets. Wouldn't a strategy of better police enforcement of motorists violating the law, lower speed limits all over the city, and something like a reporting hotline for bicyclists to report harassment or dangerous motorist behavior be even better? I would really like to see an emphasis on slowing cars down and holding motorists who endanger others accountable instead of just shuffling bikes onto different streets. Objective #9 which seems to entail just punishing bicyclists, which seems curious to me. The effects of a motorist breaking the law and hitting a bike versus a bike running a light and hitting a car seem pretty disproportionate why go after bikes who are such a small percentage of road users anyways?.

Funding

- Pages 81 through 86: The need for funding is, obviously, paramount for the expansion of cycling infrastructure. At the meeting I was at, it was suggested that corporations fund trails. I would suggest that corporations have a trail named after them when and only when they pay for the construction of new trails. Otherwise, have adopt-a-trail for certain sections i.e. The Red Stag section of the midtown greenway. Further, for state and metro regional funding, is it possible for the met council to adopt a \$0.01 tax on gasoline? I know that in 2008, 24 million miles were driven on Minneapolis roads, with a 24 miles per gallon average, that would make approximately ten thousand dollars for cycling infrastructure in Minneapolis alone. With the tax coming from the seven county area, that one cent tax would draw exponentially greater funds. Further since the funding is coming from the Met Council, it would more easily facilitate the creation of a 7-county contiguous web of trails, with Minneapolis being the Hub much as it is for the Freeway and Highway system. Also, if modal equity is the key for cycling, it should receive equal funding to road construction and maintenance in Minneapolis. I know that a lot of the funds for roads come from the county/state/feds but a strong stance needs to be taken for cyclist and cycling in the city.

Projects

- More greenways! I don't see much in the plan about adding more greenways in the city. The Midtown Greenway is such a success. More would be great. How about converting some streets into bike/ped only greenways, like Milwaukee Ave?

Design

- Please listen to the comments of the Minneapolis Bicycle Coalition! Here's my personal take, as well. The plan is generally conservative in timelines and goals. If Minneapolis wants to be the #1

Cycling City, it needs to push hard and find ways to do that! Upon contacting the City months ago, I was told that the Bicycle Facility Design Guidelines would be open for comment at the same time as the Bike Plan that is not the case. I'm concerned and disturbed about this part of the process. I am very pleased with the goals set out to complete the bicycle facility network throughout the city. I am very concerned that the network does NOT connect to commercial areas. As an Uptown resident, I see people cycling on Lyndale and Hennepin between Franklin and 32nd and those streets need to be friendly to cyclists as we will use them whether they are safe or not. Complete Streets doesn't require facilities, but it does require a welcoming and comfortable environment on all streets and its especially important that people can safely get to destinations by all transportation modes. I'm very concerned about the bike vs. everyone framing in the plan. See MBC comments on 2 negative impacts and 4 The vision.

Qualifying criteria

- Safety it is important, but shouldn't trump all other concerns. Focus safety work on identified problem areas, but not at the expense of all other projects. The prioritization needs more nuance. It shouldn't include any absolute criteria i.e. identified maintenance funding or items that aren't required of all other projects. Implementation the City needs to highlight opportunity projects and ensure that every restriping, resurfacing, or other project examines the project for bicycle facility opportunities. Given funding constraints, making the most of what we have is critical and that needs to be systematically instituted.

Funding

- I'm concerned about funding sources that place additional barriers or higher requirements on cycling than on other transportation modes. Cyclists pay property, income and sales taxes, and it does not make sense to tax/license cycling twice over, especially when cycling helps the city meet so many other cost-reducing goals, i.e., reduce demand for road expansion and parking, improve air quality, meet sustainability goals, improve water quality by reducing the demand for paved surfaces serving only cars, improve public health, etc.

Projects

- I live on St. Anthony Blvd. in Saint Anthony and my husband and I 100 support the completion of the link between the St. Anthony Pkwy Bike Path and the NE Diagonal trail. The NE Diagonal trail went up after we moved here and we use it on almost a daily basis, it has been a huge asset to us. When we were looking for housing we wanted to live by bicycle trails, at the time we could not afford those houses, but we are SO happy on both sides of us bicycle trails have come to us.
- St. Anthony: The NE Diagonal Trail now provides an excellent off-street connection into St. Anthony. The proposed Waite Park Trail would make a second connection into St. Anthony.

Projects

- Please prioritize construction of off-street bike trails in Northeast Minneapolis. Our part of the city has been neglected for decades we have the Missing Link and no riverfront trail, while the south side enjoys the Grand Rounds and extensive riverfront and lakeside trails, and the Midtown Greenway. We have the Minneapolis Diagonal Trail, which is connected to nothing on both sides. This is the only significant off-street bike route in Northeast, and it doesn't go anywhere! We have a riverfront too, and we have miles of railroad tracks...let's get a greenway or riverfront trail in NE! There's no excuse for putting all the good bike infrastructure on the south side.

-
- First of all, I want to say thank you to each of the people in Public Works and across other departments and agencies who have worked on bike infrastructure and policy over the decades. With increased interest in bicycling, the heat has been turned up on making more progress, more quickly, and in many ways that's been a good thing. At the same time, it's extremely important to

acknowledge all of the long-term vision, the personal investment, and unpaid overtime that has gone into building the excellent trails and bike lanes we have today. Is the system perfect and complete? Of course not. But its far more extensive than what can be found in most other cities, and the benefits of each new project are increased by the miles of trails and lanes already in place.

Projects

- The place I'd like to see the bike plan expanded is on the topic of Greenways. The Midtown Greenway has become one of the city's most popular trails, and has catalyzed more neighborhood redevelopment than any other public investment of equal or lesser cost. The Hiawatha Light Rail line and the Twins Stadium have both catalyzed more new development than the Midtown Greenway, and the public investment in each of these projects was much larger. It would be a mistake to overlook the ability of Greenways to effectively promote bicycling and community development, at a cost that is much lower than other major infrastructure investments.
- Combining the best aspects of the Midtown Greenway and Milwaukee Avenue, the group Twin Cities Greenways has been promoting a new concept of street-to-park conversions for the past two years, and has received significant interest and support. More information is available at www.tcgreenways.org. Based on the tremendous positive impact Greenways and similar trails have had on bicycling in Minneapolis, please emphasize them more strongly in the Bicycle Master Plan.

Funding

- In the section where the cost for implementation is mentioned, it would be helpful to put that cost into some kind of meaningful context. For example, the proposed reconstruction of the highway 169/I-494 interchange will cost \$172 million. That's the amount proposed for the redesign of a single highway intersection, and helps put some perspective on what we should be investing across an entire City to promote a growing transportation mode. We know that building bicycle infrastructure is a cost-effective way to move people and reduce long-term road maintenance and health care costs, but if this isn't reflected in the plan, then something's missing.
- Three more figures that might help put the Minneapolis investment in bicycling in perspective: 1. The amount of money brought into the state by tourists seeking a bike-friendly place to visit, and by conferences drawn to a vibrant, walkable/bikeable City. 2. The amount of money spent on gasoline in Minneapolis each year, most of which leaves the local economy immediately, supporting employment and businesses in other states and countries, but not here. 3. The percentage of Minneapolis residents who don't drive cars as their primary mode of transportation. Thanks for considering my comments, and for all the work that went into the draft plan.

Maps

- These two maps show bike lanes and Marquette and 2nd Ave that no longer exist. While bikes are allowed to travel these streets they are banned for the directions shown by the arrows for MF Rush Hours.

Projects

- Thank you for creating this Master Plan. I can see it is very involved and well thought out.
- I am pleased to see my pet peeve biking area addressed. That of E Calhoun Pkwy from William Berry and Richfield Rd to 36th st. I travel that a lot and often with my children. We end up riding on the grass or just going the wrong way on the bike path to get home.
- It is now quite natural for my girls (7 and almost 5) to assume we will bike to our destination. My seven year old loves to use her own bike now and that's what has really caused me to get a bit nervous around those areas where traffic runs fast and there is no barrier between us and the cars.
- I think the E Calhoun Pkwy problem could be quickly and easily addressed by simply making that section of the bike path two way. Actually I think all the bike paths around the lakes should be two way. I think they were put in place for people who just go out "to ride" for "pleasure." I want the

city to rethink everything in terms of getting from point A to point B. Safely and easily.

- I also want to see the sidewalk lowered from the bike path that goes along William Berry between Lake Calhoun and Lake Harriet so we can more easily get to Queen Av S and Linden Hills Blvd. I use a Bakfiets and sometimes a trailer and it isn't nice to have to hop a curve. I also use that route to avoid Sheridan and 39th. Too much traffic.

Projects

- Hopefully the Cedar Lake Trail reconstruction will find a way to widen the approx. 700 feet east of the Wirth Pkwy bridge. At about 11 feet for bidirectional bike travel and pedestrians, it's waaay too narrow.

Projects

- I'm disappointed that I don't see the reconstruction of the Dean Parkway Trail anywhere on the project list – not even Tier 2. It's only a few hundred feet of trail between the Midtown Greenway Dean Parkway Entrance/Exit and the Dean Parkway/Cedar Lake Parkway intersection. It's quite heavily used as a link between the Midtown Greenway and the Kenilworth Trail/Cedar Lake Parkway Trail. The existing trail is in very poor shape. It's narrow and pavement quality is poor, and there are serious drainage issues. It's not uncommon during wet seasons to find 6" or more of standing water across the trail.
- As to my own prioritizing preferences:
Bicycle Detection qualifies as Tier 1. While I don't want to minimize the importance of bicycle detection, I can think of quite a few paint & asphalt projects I'd like to see before spending money on detection. I think more/better lanes and trails will have a more positive impact on bike mode share and safety than signal detection. I would prefer that bicycle detection only be included as opportunities present themselves during regularly planned maintenance/reconstruction projects.

Qualifying criteria

- As to the ranking system, the plan could do a better job defining the qualifying criteria. In particular, I don't think it's very clear what the "Operations and Maintenance" criterion means. This is especially important since this single criterion seems to be keeping more projects off the Tier 1 list than any of the other criteria.

Engineering

- I say there should be no stopping for the Greenway bikers. The cars can wait. Cars have the right of way in nearly every area over bikes and pedestrians. The bikers have the Greenway, if the street is high traffic for autos, then make it a yield sign with a flashing light or large sign, but not so large it obstructs the view.
- Also the intersections are nearly indistinguishable when you're going head down or at a quick pace. When you get to St Louis park the cars do not yield, due to the high traffic area, but that should not make it necessary for bikes to have to stop a yield to traffic sign is just as good -- people most likely will not ride in to oncoming traffic.
- I can see the whole bike thing turning into a legalistic money scheme for the cities. Next on the list is Bike Insurance, it will eventually be a desirable feature for the bikers that ride all roads. The city or state should possibly get involved in that although they should first encourage private insurance companies to offer it as well.

Funding

- Minneapolis use to have bicycle licensing as a revenue stream, and that money would go to maintaining and improving biking facilities.

- I'd be in favor of a yearly bike license if that money just went to maintenance of bike paths and facilities. I would want to be sure though that the money went for biking, and not be lumped into a general fund.

Funding

- Property taxes fund street maintenance – why can't they fund bike facility maintenance too?

Funding

- Sales tax on new/used autos is dedicated to roads and transit. A similar approach with cycling would generate a lot of funding for cycling infrastructure maintenance, but would obviously leave a hole in general funds (which seems to have its own \$6 B problems lately).
- It seems like an additional tax surcharge on bikes and bike equipment would be one approach, but I would guess it drives many to purchase bikes/equipment online (and also not pay the laughable Minneapolis 'use tax'). We are approaching the limits of a sensible sales tax, nearly 8%.
- Maintenance seems to be falling short all over, drawing down the balance sheet of total infrastructure. Adequately funding the maintenance of ALL infrastructure we value seems to be a greater policy than "gee we're broke, find your own funding source", especially while simultaneously pursuing new operating budget liabilities (like streetcars).

Maintenance

- Has any Minneapolis trail or bike lane ever been maintained? Not that I have seen. I think it is because the parks and city council find they get more news mention and photos for rebuilding a trail than for maintaining it. Cedar Lake trail is dying much ahead of its time and is now on the priority list because of the lack of maintenance. Lakes Harriet and Calhoun will be following soon.

Funding

- As one of the people evaluating Minnesota recreational trail projects for Federal matching funds. I can tell you that lack of a credible trail maintenance plan is a big mark against a project. Lack of funding is not a credible excuse. If you cannot afford to maintain what you have, why should we pay for adding to your system.
- Compare that with the projects that Three Rivers Park District plans. They have the maintenance funds planned and maintenance scheduled at the time they create the proposal for a new trail. This includes specific years for seal coating and major maintenance along with ongoing crack filling and repairs.

Funding

- As for funding maintenance, bike taxes will only discourage people from getting on bikes and should be avoided.

Funding

- Increase parking meter rates and direct the additional revenue to bicycle capital and maintenance costs. On-street parking and bicycle facilities often compete for space, and if the city is serious about encouraging more people to use bikes (and other non-auto modes) as transportation (as the [Council goals](#), [Greenprint](#) and [draft bike plan](#) all state), increasing on-street parking rates would help.
- On-street parking in downtown Minneapolis ([where most meters are located](#)) is \$1 to \$2.75 cheaper per hour than public ramps that are nearby or sometimes even [within spitting distance](#). Having spaces that are virtually in the same place with two different prices seems odd, especially if we want drivers to use ramps and stop cruising around the block looking for a parking place. Bringing

parking prices in line with demand (or at least in line with rates at existing ramps for downtown meters) could have [the additional benefits](#) of making parking easier to find, decreasing congestion and reducing emissions.

- The City of Minneapolis has 6,800 parking meters, with various [time limits and hours/days of enforcement](#). To be conservative, let's use only weekdays (minus some holidays), and assume on average parking meters are occupied 4 hours per day. Let's also assume that meter rates are raised \$1 on average across the city. 6,800 meters X 250 days X 4 hours per day X \$1 = \$6,800,000 per year. Now, increased rates might lead to reduced demand for parking, so perhaps the figure could be rounded to \$6,000,000.
- The [funding chapter](#) of the draft Bike Master Plan says existing maintenance costs for bike infrastructure are \$100,000 per year, with an additional \$300,000 per year needed if all the projects in the plan were built. Non-infrastructure programs in the plan would cost \$2 million per year to sustain. In total, this is \$2,400,000 per year for maintenance of the bicycle network and associated programs. If my estimates of meter revenue are accurate, all maintenance costs could be covered, with \$3,600,000 left over for capital projects each year. Even if my figures are way off, say meters are only occupied on average 2 hours per day instead of 4, there would still be \$1 million per year for capital projects.
- This funding source would be permanent, easily collected and administered (there is already a process in place) and have few unintended consequences. Best of all, it might actually encourage people to choose a bicycle over a car for trips to congested areas of the city.

Funding

- I'm speaking from a "Performance Parking" frame of mind here. According to Donald Shoup (an urban planning professor at UCLA who's done a lot of studying of on-street parking), an 85% occupancy rate is the "sweet spot". If your on-street parking usage is higher than that level, then raising the meter rate for that block/area makes sense and those proceeds could be used for the bike projects you suggest. However, if usage is less than 85%, it makes no sense to raise rates.

Projects

- I had a quick point regarding the draft Bicycle Master Plan now out for public input. One Tier 1 project, a Midtown Greenway ramp at Fremont Avenue, seems to duplicate the Ackerberg Group's anticipated pedestrian/bike bridge and Greenway ramp at Girard Avenue, which would be built as part of the Mozaic development. The project has been stalled many times, but at the end of June, Ackerberg received a \$265,000 TOD grant from Hennepin County for the bridge and Greenway access. Given that new pot of money, I figured this is an issue worth checking on.

Is this something that is on the City's radar? If the Mozaic bridge/ramp does get built, a Fremont access point would still be a great asset for the community -- but given limited resources, I don't know if it would deserve as high a spot in the queue. P.S. A bit more info on the Hennepin County TOD grant for Mozaic can be found here:

<http://hennepin.us/portal/site/HennepinUS/menuitem.b1ab75471750e40fa01dfb47ccf06498/?vgnnextoid=3301ddf5d6589210VgnVCM1000000b124689RCRD>

Continuity

- 2nd and Marquette are not bicycle facilities anymore as they are shown on the map. As a result, no gap is identified in that area of downtown since there are no good routes between Nicollet and Portland/Park.
- Add a north-south gap in that area of downtown. Remove Marquette/2nd as bicycle facilities.

Safety

- I am enthusiastic about the expansion of safe bike access and would like to volunteer and be involved. Am a physician and bike commuter.

Safety

- Chapter 4 Engineering Objectives Improve Safety. As a very important safety project and one that can be added to all bicycle projects trails, bike lanes, signed bike lanes and shred use it is essential that a numbering/identification system be created and painted on ALL PATHS. There are so many people that ride on the bikes and don't know exactly where they are many paths are not on streets and therefore difficult to pinpoint exactly where someone is if an accident occurs. People from outside of Minneapolis or tourists are encouraged to ride but if an accident occurs, they cannot identify exactly where they are. I believe that a very important public safety project that can be implemented by Public Works is to develop a local trail/lane numbering system that could potentially be leveraged to the state and potentially nationwide. Funding for such an endeavor could probably be secured from the private sector with naming rights such as Blue Cross/Blue Shield or some other nationwide organization such as Target.
- Thank you for coordinating the Minneapolis Bicycle Master Plan. I was unable to provide input to the plan in 2008 – but would like to take just a few minutes to describe two real life situations that resulted in my writing this suggestion to you.
- On an early morning bike ride in September of 2006, another biker came around a corner, crossed in my bike lane and hit me head on. I fractured both orbital eye sockets, experienced a very bloody skull fracture and lost most of the skin on my face. I was unconscious and others around needed to call for an ambulance. Unfortunately, there was no signage around to describe the cross streets or the exact area where we were. The 911 operator tried hard to identify the location – but it took almost 20 minutes for help to arrive.
- In August 2007 I was on the William Berry Bike path between Lake Harriet and Lake Calhoun. A man had fallen off his bike climbing the hill and was having a heart attack. As I arrived on the scene, someone was in the process of calling 911. No one seemed to be able to describe the exact location where help was needed. The operator needed an address. In all of the confusion and panic no one was able to remember the name of the path between the lakes.
- As more and more people use the Minneapolis bicycle paths and all of the other wonderful paths in and around the metro area, it is important that there is a way to identify locations on the path (especially for those areas that are remote/removed from streets). This is a huge safety issue – not only for Minneapolis but for all jurisdictions that create/maintain paths in the state. Minneapolis should step forward and lead an effort to number/identify locations on the trails.
- I believe that a national organization (someone like Target) would be willing to work on a public/private partnership that would allow them to use some sort of recognizable mark (say for instance a bulls eye) and incorporate some sort of a location number within the mark.
- Where does this fit in the Minneapolis Bicycle Master Plan? Chapter 4 - Engineering Objectives - Improve Safety? The idea may also be incorporated into the Design Guidelines document.

Nice Ride, encouragement

- THANKS for all the planning being put into safer bicycle travel in the city of Mpls.
- Then we would like to strongly suggest that the Mpls Easy Ride Rental bikes (is that correct name?) be available at light rail stations - what an asset that would be to our citizens travel needs. Having these rental bikes available at community centers, city lakes and Minnehaha Falls would be an asset to both citizens and visitors. We would like your feedback on these suggestions.
- Thank you and your staff for your work in behalf of our city and citizens

Projects

- Please know that I would be in full support of the addition of a bikeway along Bloomington Avenue. I have lived on or one block off Bloomington since 2002 and currently ride along the parked cars if I'm bicycling home from my job in downtown Minneapolis. It can get a little uncomfortable depending upon how well folks have parked. I like to think a dedicated bikeway would help in that regard. (As well as being good for the businesses along both sides of the avenue.)
- I'm a 33 year old youth worker and bike activist. I was raised by bike enthusiasts in Minnetonka. I've been riding my bicycle regularly in Minneapolis for over ten years. In that time I've never owned car and I never will own a car. I love this city, and one of the big reasons for that is I sense it is going in a positive direction in general and also specifically as it relates to bicycling, an activity near and dear to my heart. I bike for transportation year-round and the following ideas have germinated over years of doing so. I hope that they can inform the Minneapolis Bicycle Plan, the Department of Public Works and our public officials to create a bold and progressive bicycling infrastructure for Minneapolis.

Projects

1. **Park Avenue Greenway:** Notably missing from the "projects" section of the plan is a bold new addition to our Grand Rounds system of leafy green, scenic, family friendly, off road bicycle trails that link our city's great natural treasures. The Park Avenue Greenway is my grand vision for a dedicated trail linking the Minnehaha Creek with the river along Park Avenue, which would become a Parkway much like those that line our rivers and creeks.

A Park Avenue Greenway would bring the Grand Rounds into poorest neighborhoods of South Minneapolis. These neighborhoods are densely populated with a high number of New Americans. It would take a street that now depresses property values and make it a highly desirable place to live. It would be a giant "air freshener" and perfect biking and walking route for people of all abilities, as opposed to the urban freeway that it is now. Work out the details in a vigorous public process, but guarantee that a new completely off street biking and walking facility with ample green space and dramatically calmed traffic would connect the Mississippi to the Minnehaha. Do this and the world would take notice of our humble city!!!!

Funding

2. **More meters = more bike/ped funding:** Do you know how much money the city lost today by now having meters near Karmel Square? I'll tell you, because I know. I live one block from Karmel and I ride my bike past it every day. I can tell you that every on street parking spot is occupied from 8 AM until 10 PM. If Mpls puts meters on the 80 spots along the 2900 blocks of Pleasant and Pillsbury, charging \$1.00 per hour for 14 hours per day, the city will earn \$1,100 per day! That is \$400,000 per year. We could use that money to improve pedestrian and bicycle infrastructure.

The city is constantly lamenting a lack of funds to implement meaningful change for pedestrians and cyclists, and yet there are long stretches of city streets that are unmetered, in spite of high demand for parking. Use high tech meters that ratchet up the cost of the spot until the number of cars falls below a given threshold and you will multiply your income to fund new bike/ped projects.

Projects, safety

- 3. 26th and 28th Streets:** This one is personal for me. I've seen too many accidents, too many kids injured, too many near-misses on 28th Street between Lyndale and Nicollet. It is simply not safe. In the near term, let's prohibit parking so that there is decent visibility on the north side of 28th! In the long term, let's consider turning 26th Street into a two way community corridor with a bus route, improved ped and bike infrastructure, and safe, reasonable car speeds. At the same time, let's make 28th into a slower neighborhood style street with stop signs, and effective traffic calming. But please, don't keep these one-dimensional mini-freeways as they are!

Projects

- 4. Curb Cuts:** This comment is actually a compliment to city leaders. I have watched as new curb cuts have taken shape all over the Whittier neighborhood and elsewhere. I feel very strongly that every city intersection should have a **curb cut in both directions**. This is vital for anyone traveling in a wheelchair, for children riding bicycles, for parents with strollers. I am speaking as a parent who has watched as my child has had to veer out into the traffic because there is no curb cut in the direction we are travelling. Please keep up the good work of ensuring that every newly poured corner sidewalk has a double curb cut to accommodate all users!

Funding

- 5. Tax New Parking lots:** a furniture store on the south side of Lake Street near Grand Avenue burned down a few months ago. I watched it smolder. Now it is a parking lot. Every parking lot that is constructed makes life more difficult for bikers and walkers. Every parking lot means more land not used for real business or residence. Every parking lot means more pavement, more heat island effect, more climate change. City leaders, ratchet up the taxes on parking lots and use the money to fund real green initiatives. Let's turn the lot downtown bounded by 9th and 10th streets and 2nd and 3rd avenues into a kid friendly park!!!!

Projects

- 6. Eliminate Stoplights that only change for cars and pedestrians:** This may seem like a small issue, but it is important. At a few intersections around the city, the stoplights are programmed so that only a car passing a sensor or a pedestrian pushing a button will trigger a green light. One example is 40th Street and Cedar Avenue. When I approach that light to cross Cedar on bicycle, and no car is stopped on 40th Street, the light won't change! I have to either run the red light and risk heavy Cedar Avenue traffic or be humiliated and dismount, walk over to the button and push it. Stoplights should never be programmed in this way.
- 7. Lyndale and Chicago, more bike friendly today – thanks Mpls public officials!** Lyndale Avenue between Lake Street and Minnehaha Parkway is now a wonderful bike route. A solid white stripe protects me from traffic. Having only one lane of through traffic makes cars go slower. The green median and other traffic calming features make for a pleasant ride. Thanks to the visionaries who didn't buy the bull about traffic counts and "State Aid Standards" and created a beautiful Lyndale Avenue. Chicago Avenue between 9th Street and Franklin, still not

open to traffic, shows much promise. New bumpouts, and a huge new green space at Centennial will make that stretch of city street much more pleasant for all non-motorized users.

- I always have lots of ideas for how to slow traffic, accommodate bikes, and overall make the city greener and slower, but these are a few that come to mind. Best of luck and please keep in touch.

Engineering

- I rode the new bike lanes on Minnehaha and Riverside today, on my way to see my one day old nephew at Fairview Riverside. Already happy about my sister's new kid, I got to ride on new bike lanes to boot! Life is good. I've also been watching the new Chicago Avenue take shape in Elliot Park with bumpouts and green spaces. It looks to be an improvement for both cyclists and pedestrians. While not all is rosy in my current assessment, there are some really nice things happening, and I want you to hear that feedback too.

Design standards

- 1) Why are the draft lane standards for traffic lanes and parking lanes in this bike master plan the most restrictive in the nation? Where did these draft standards come from? Why are they more restrictive than MNDOT standards? Why are they more restrictive than Chicago, New York, San Francisco, Portland and every other major bike progressive city in the world? Your standards in this draft are so restrictive that this will deprive city residents of the construction of bike lanes on many roadways where bike lanes are safer for both bike riders to ride IN the street and for pedestrians where bike riders are OFF sidewalks. Minneapolis will be the "last in the nation" if your standards are ratified by the city council and mayor.
- For example, Chicago has 7 foot parking lanes, 5 foot bike lanes, and 10 foot drive lanes on Clark Street (and on many other streets) the inauguration ribbon cutting was done by Mayor Richard Daley years ago and the lanes are successful--slowing down traffic, providing safety for bike riders in the street and taking bike riders OFF sidewalks. I visited Clark Street last week and everyone I talked to, bike riders, pedestrians and motorists like the lanes. Why is Chicago way ahead of Minneapolis? Why does the head Minneapolis traffic engineer say that he will apply for an "exception" from the standards for a 7 foot parking lane, a 5 foot bike lane and a 10 foot traffic lane on a short section of Glenwood Avenue in my neighborhood and then not apply for it and then six months later claim that he never agreed to apply for the exception? I believe that my neighbors on Glenwood Avenue are being deprived of needed bike lanes because of the same outdated and obsolete standards that are in this current bike plan draft and that our Northside Community is being shortchanged by the Minneapolis Public Works Department.

Maps, gaps

- 2) Why is there no map of the gaps in our bike ways in Minneapolis in the master plan? A map would be fundamental to any plan in my opinion to guide the priority decision making process. Where is the Downtown Minneapolis connection to the University of Minnesota West Bank and the Downtown connection to the University Dinkytown--Downtown and the University of Minnesota are the two largest generators of bike and pedestrian traffic in the entire State of Minnesota? We do not have bike lane connections between the two, but we have plenty of bike/pedestrian conflicts, many of which were described just two nights ago at the NE Bike Task Force meeting attended by Council Members Kevin Reich and Diane Hofstede.
- Where is the Portland Avenue connection between Minnehaha Parkway and The Crosstown Highway 62 that will connect South Minneapolis, Richfield and Bloomington for the first time? All of South Minneapolis south of the parkway is a vast "dead zone" with no bike lanes serving 50,000 people in Minneapolis, 35,000 people in Richfield and 90,000 people in Bloomington that want to connect into Minneapolis? What are the plans in the master plan to serve all of these people?

Implementation

- 3) What are the staffing plans to implement the Bike Master Plan? Who is responsible to implement the plan, where and how are outreach efforts to Minneapolis communities going to be made? How for example, are vast areas of South Minneapolis that have up to now not been served, are going to be served? Are only the activist neighborhoods that have bike task forces, like the NE Bike Task Force going to get bike lanes, or are all neighborhoods going to be served equally?

Projects

- I believe the Bike Plan should work to address biking between parked cars and traffic on 42nd St

Projects

- Thank you for your work on this matter. As the Greenway is referred to all the time as a prime example of a good example, we also need something similar that runs North/South. I am a Bloomington resident having spent many years living in and around the uptown areas. Bloomington is undergoing a massive bicycle comprehensive plan and redoing many of their streets currently.

Projects, objectives

- We are writing on behalf of the Seward Neighborhood Group and Seward Redesign, Inc. regarding the reconstruction the City's .draft Bike Master Plan. Please consider the following input as you finalize the plan:
 - Add a bike Boulevard on 29th Avenue. This concept was stated in the Greenway Plan has been discussed a great deal throughout the community as desirable. A bike amenity here will tie to the Greenway, Franklin, and Riverside acting as an essential connector for the community and the City.
 - "Cycle Tracks" are an existing condition on 1st Avenue North (although there remains some debate over the definition).
 - Ch 4, Goals and Objectives. This section of the plan does not include mention of "continuous routes." We would like to see more emphasis on this as an objective by calling it out in this section.
 - 24th Street - Bike Lanes and/or Bike Boulevard is desirable. 24th Street serves as an essential connector across town and at a mid-way point between Franklin and the Greenway. To make 24th work effectively, plans need to include improvements at Matthews Center (to serve the needs of bikes while maintaining a high level of safety for kids and other pedestrians in the park) and at the 35 Bridge.
- Thank you for the great work you and the City are doing to make Minneapolis a great place to live and to ride a bike. We appreciate your attention to our comments.

<note that all content below from the Minneapolis Bicycle Coalition, including the heads/subheads, is in the original>

Overall

- The plan—while extremely detailed—is long and intimidating for most people even if they are very interested. We suggest focusing the plan on goals, objectives, strategies, project/initiative identification and prioritization, and implementation with the other sections included in the appendix as supporting information. A plan that is closer to the length of the Pedestrian Plan would be ideal.
- The plan is full of interesting and important facts, but they don't always flow together well. For example, much of the information in the existing conditions chapter seems to lend itself to

objectives and strategies that aren't in the goals section and much in the goals section could be grounded more with existing conditions.

- We think that a crash analysis and reduction study would be a good immediate step. There is good crash data, but seems to be little correlation between that and the prioritized projects.
- The best plans start with a vision. In Portland's bike plan, the vision really sets the tone for the rest of the document. We suggest that a vision for bicycling in 2030 is created by the BAC, the future—more “official”—BAC, or a combination of interests. This vision should include how bicycling is benefiting the city as a whole and pedestrians and bicyclists.
- For implementation, we strongly feel that a full-time bicycle coordinator who advocates for bicycling and the implementation of this plan is essential to short- and long-term success.

Chapter 1—Introduction

- Page 1-1: For community process, it would be nice to mention the online survey that was conducted in 2008 and to provide a summary of comments from that survey in the appendix.
- Page 1-3: It is unclear in the first bullet if mode share is for all trips or commute trips. Please clarify.
- Page 1-3: For the 4th bullet under new policies, we recommend replacing “serious” with “essential,” which is the term that the Metropolitan Council uses to describe bicycling.
- Page 1-3: Our comments on the specifics of the goals and policies (below under Chapter 3 and 4) also relate to the details of the goals and policies summarized here.
- Page 1-5: We think that the purpose of the plan should include propelling Minneapolis to a perennial spot as the number one bicycling city in the country.
- Page 1-5: The Vision should include riding, not just within the city, but connections from and to the city.
- Page 1-5: Equity is one of the Bike Leagues 6-Es and should be acknowledged. See http://www.bikeleague.org/images/equity_statement_1-05-09.pdf . You have extend equity beyond modal to include geographic and demographic and that is good, but should be noted as an extension of the Bike League Es.
- Page 1-7: Under community process, we agree with the general need for a new plan every 10 years and a regular update at 5 years, but also feel that outside events (i.e. a new funding source) could necessitate the need for an update. Could add after “5 years” “...or sooner depending on need.”
- Page 1-7: Under public input, the 2008 online survey is again not mentioned.
- Page 1-7: The second half of the public input paragraph does not seem to relate directly to public input.
- Page 1-7: We have significant concern with saying “without creating negative impacts for those who live or work in a given improvement area” without clarifying a balanced approach that weighs the potential positives and negatives. Nearly every transportation project has challenges that create negative impacts. The future Southwest LRT line will have a negative impact for some people, but that does not mean that it isn't a valuable project that will improve the city. While there are many opportunities to provide bicycle projects that have little or no negative impacts on anyone, the potential for bicycling in the city will be greatly hindered if we take a position that not a single person can oppose anything. In fact, if we took that position, the city could never accomplish anything. There are always tradeoffs, and it is the City's job to balance those to make decisions for the greatest good. We hope that this sentence will be deleted (it doesn't fit under public input really anyway) or significantly changed.

Chapter 3 – Policy Framework

- General: The role of Mn/DOT and state regulations—outside of the Bike Modal Plan through State Aid Standards, minimum speed limit laws, crosswalk laws, etc.—should be addressed in this section as should Mn/DOT and Hennepin County’s Complete Streets policies. As part of that, the plan should address state-level barriers that limit the ability for the City to be more bicycle friendly and propose consideration of needed changes as part of Mn/DOT’s Complete Streets implementation or as part of the City’s legislative agenda. For example, we feel that it is a barrier to promoting bicycling in the City that the State Aid Standards require a variance for auto lanes of narrower than 11 feet, which is contrary to several recent national safety studies and limits the ability to provide bicycle lanes in confined ROWs. We would happily offer thoughts on additional barriers that we see in hopes that they would be include in this plan our elsewhere.
- General: The Metropolitan Council 2030 Transportation Policy Plan and the Transportation Advisory Board regional solicitation process may also warrant a mention here as regional policy impacts the ability for the City to compete for federal funds. Again, there may be barriers in the regional solicitation scoring criteria or elsewhere that deserve potential comment here and potential work by the City’s TAB representatives to update.
- General: You have done an exemplary job of compiling comprehensive and small-area plan policy related to bicycling. This section is very interesting and valuable.
- General: The City creates annual Sustainability and GreenPrint reports, which track annual bikeway improvements. www.ci.minneapolis.mn.us/sustainability/indicators.asp
- Page 3-27: If these are new policies, they should be listed with the Goals rather than in the Policy Framework because they are part of what is being decided in this plan, not the outside framework that helps sets what is possible with this plan.
- Page 3-27: For Policy #3, we suggest that if this is a policy, than the word “should” should be removed.
- Page 3-27: Policy #4 does not seem like a policy, rather a statement. As mentioned earlier, we feel that the word “serious” should be changed to “essential.”
- Page 3-27: For Policy #5, we feel that the “where appropriate” is very important here because the standards are simply not appropriate in many places. We hope that the City will work to change the standards so that they do work better. We also have very considerable concerns with the Bicycle Design Guidelines.
- Page 3-27: For Policy #6, we have concerns that the “Complete Corridors” concept does not get at some of the fundamental barriers to more and safer bicycling in the city—namely that the majority of crashes happen on commercial streets and that the majority of destinations are on streets where bicycle facilities are being left off and connections to adjacent bicycle friendly streets are not fully integrated. We also feel that the city is really missing a central point of Complete Streets, which is that regular road construction, reconstruction, and repaving projects should be seen as opportunities to improve bicycling even if the road isn’t listed in the bicycle plan. If a busier street has room for bicycle lanes, why wouldn’t you include them? That omission is still happening with too many roads and it needs to stop.

Chapter 4 – Goals, Objectives, and Benchmarks

- General: The list of goals seems a little long and disjointed. In fact, using the definition of “goal” on page 1-1, it seems that many of the goals in this draft version—while admirable—are actually objectives or strategies. We suggest simplifying to just two goals: 1) improve bicycle safety and 2) increase the use of bicycling. All of the “goals” listed in the current draft can be tied to these two broader goals. With these two goals overarching, objectives (and more detailed strategies) can be arranged under the headings of the six “E’s” with less confusion or overlap.

- General: For all of the performance measures, it would be very helpful to know where the City is at today. In some cases it is even hard to evaluate the future targets because we can only guess at the current level. Given that the benchmarks suggest that the data will be collected and reported, we urge that the current data be include in this plan.
- General: Each objective (or strategy if those are added as a more detailed layer) needs a lead responsible for it. While many do have a lead, it would be important to designate a lead for those that have simply “several project partners” or only “partners” listed. For objectives where the City of Minneapolis is listed as a lead or partner, it would very helpful to list specific departments responsible.
- General: There should be objectives or strategies related to Nice Ride Minnesota.
- General: For objectives where an external entity is listed as the lead (#1 c, #8, #16 a, #17, and #21 d), it is unclear whether those entities have already agreed to lead on the objective or if they are a lead the City hopes to cultivate.
- General: A key objective or strategy missing is taking advantage of regular road construction, reconstruction, repaving, and restriping projects as opportunities to provide bicycle infrastructure at little or no costs. As part of this, the city may want to consider a Complete Streets policy that says that bike lanes will be included on any road with significant traffic where there is space to do it. Right now there are too many projects where bike lanes could be easily included, but are not for no apparent reason. Adding bike lanes where it doesn't require taking parking or impacting traffic, should be standard practice.
- General: As mentioned earlier, objectives and strategies should be included related to supporting needed state-level changes through Mn/DOT's Complete Streets implementation or elsewhere.
- Page 4-3: There seems to be a gap between “expand and maintain” in Objective #1 a and “establish and maintain” in the benchmark. The Objective implies there is already a program, while the benchmark says that there isn't yet. We don't know which one is correct, but it would be clearer if they said the same thing.
- Page 4-3: Objective #1 b while an important action/policy does not seem to directly correlate to Goal #1. This objective is important, and we suggest adding more specific strategies to support.
- Page 4-3: For Objective #1 c, we suggest that courses be affordably priced rather than “no cost.” A nominal fee of even \$5 helps increase the commitment level of participants.
- Page 4-3: The benchmark for Objective #1D is far too modest. All planning and engineering staff whose work impacts bicycling should take at least a basic bicycle design course, while additional staff should learn higher-level skills. Perhaps too, it would be useful for staff to take the Bike League Traffic Skills 101 course.
- Page 4-3: Adult drivers are listed as a key target group, but no objectives or strategies are offered that address education for this group.
- Page 4-3: The expansion of bicycle safety classes in school gym classes—as mentioned on Page 5-2 and implied on Page 6-3—should be highlighted as an objective or strategy.
- Page 4-3: While training for police to be bicycle cops is covered later, there is also the opportunity for just basic police training related to bicycling and bicycling laws as well.
- Page 4-4: Update the NHTS stat with the 2009 data if possible. If not possible this should be dropped as it's so old.
- Page 4-4: If the list of goals is not consolidated to just two, goals #2 and 3 could be combined with specific objectives about commute and non-commute trips.
- Page 4-4: It is unclear exactly how Objective #2 a and #2 b are different or how the strategies for each would differ.
- Page 4-4: Update the commute mode share number to 2009 if those data become available before final approval.

- Page 4-6: Signage and on-road wayfinding seems like an important part of achieving Goal #5 and should be listed with bike maps, brochures, etc.
- Page 4-6: Nice Ride Minnesota should be reflected in Goal #5.
- Page 4-7: The AAA costs seem reasonable and have been well-vetted. The bike league costs seem unreasonably low. Many regular cyclists spend \$120/yr on tires and another \$120 on a tune-up. A 1997 study by William Moritz—“Survey of North American Bicycle Commuters”—provides a more reasonable estimate of \$714 for people who get around mostly by bicycle. Still a very significant cost savings over a car! And, of course, many cyclists do get around for much less than the \$714.
- Page 4-7: We have no idea what the benchmarks for objective #6 mean exactly and the value that they add (although we value the ambassador program).
- Enforcement: We suggest that the City advocate for a reduction in the State minimum speed limit from 30 to 25 mph and for a change to the 85th-percentile speed study rules.
- Page 4-8: The performance measures for Objectives 7 a-c need to include injuries and fatalities in addition to crashes.
- Page 4-9: There is a lack of direct correlation between reduced traffic violations and goal #9 to increase road rule following. Traditionally, violations have been more directly related to the level of enforcement. It is also unclear under these benchmarks if this includes violations for motorists (crosswalk, crossing closer than 3 feet, etc.) or just bicyclists.
- Page 4-9: Objectives 9 a and 9 b are the same.
- Engineering: We strongly encourage the City include an engineering objective to reduce the number of bicycle crashes, injuries, and fatalities through bicycle facility design standards that are associated with reduced numbers of crashes/injuries/fatalities. New York City is collecting crash reduction data on its facilities and we encourage the City to review the NYC facilities and data. We also suggest the City also consider similar data collection on its own facilities.
- Page 4-10: Objective #10 c seems to not fall under goal #10; we suggest that it be moved to a separate maintenance-focused goal or just keep as an objective under a two-goal system. Maintenance also needs to address snow removal directly. Also, the performance measure for #10 c should be focused on the outcome (maintained bikeway) rather than the funding means. Finally, it may be worth specifically addressing operations and maintenance separately given the differing entities involved, etc.
- Page 4-11: What is the timeframe for achieving objective #11 a to double the amount of bike parking? It will take a long time to double the amount of bike parking if we are only adding 300 spaces a year.
- Page 4-11: For ease of reading and understanding, it may be helpful to reference the bike parking and transit objectives included in objective #16 b.
- Page 4-12: We agree that the city should strive to create an environment where all streets are bicycle friendly, although we certainly recognize the need to prioritize changes to unfriendly streets based on safety, demand, design options, etc. Goal #12, however, doesn't seem to fit with objective #12 a, which seems to be more of an interim benchmark anyway rather than an objective or strategy.
- Page 4-12: There need to be additional strategies/benchmarks for making all intersections accessible and safe (objective #12 b) than just actuated signals that detect bicycles.
- Page 4-13: We have significant concerns with the recently completed Bicycle Design Guidelines and feel that they limit the ability of the City to achieve the goals outlined in this plan. We suggest that once the bike plan is approved, that the guidelines are revisited to ensure that they match the plan.

- Page 4-13: Objective #14 e and its benchmark do not seem meaningful. We suggest instead that the City strive to make standard the implementation of national and international best practices in bicycle facility design. Many of these best practices would still be considered “innovative” here even though they have been used successfully in many cold climate cities across the world. It’s also impossible to quantify an appropriate target number of “experimental” treatments given the unique nature of road projects without doing a thorough analysis of the potential designs for needed projects. Perhaps a better target could be not just testing “experimental treatments” but rather implementing innovative facility design, collecting data on before and after crash rates and from user experience surveys and also integrating these facilities into the Minneapolis Bicycle Facility Manual as standards.
- Page 4-14: We were surprised to see that 19.3 people work on bicycle projects and we expect others will be surprised too. Perhaps you could provide details as to which 19.3 individuals were included in this count.
- Page 4-14: What is the baseline for the benchmark for objective #15a? Does the goal of consistent funding levels after 2020 include inflation?
- Page 4-14: We feel that the City needs to expand bicycle program staff, not just maintain it as in objective #15 c. One of the central needs for successful implementation of this plan will be a dedicated bicycle coordinator who can focus 100 percent on advocating for the implementation of this plan.
- Page 4-14: Also, establish an objective that staff are so well trained and experienced with bicycle transportation that the Bicycle Coordinator position is no longer needed.
- Page 4-15: For the benchmark for objective #16 a, aren’t we already over 75% considering that all of Metro Transit’s buses and many suburban buses are already equipped? Current Metro Transit bus data should be included.
- Page 4-15: The performance measure for objective #16 b should read “transit stops” instead of just “bus stops.”
- Page 4-15: In addition to bicycle parking in objective #16 b, the City should also address bicycle storage lockers and covered bike parking at LRT stations and key express bus stops (i.e. buses like the 94 that have high demand for the bus bike racks).
- Page 4-15: Nice Rides role in connecting to transit should be addressed here.
- Page 4-15: While goal #17 is admirable, it doesn’t seem to be about bicycling in Minneapolis rather about supporting bicycling in suburban areas. We suggest that the city support without including in this plan.
- Page 4-16: Objective #18 doesn’t seem to match 100 percent with its goal, and its performance measure recommending crosswalk evaluation doesn’t make sense.
- Page 4-16: For objective #19 b, please reword or define “diverse communities.”
- Page 4-17: We can’t understand how goal #20 happens except for very large developments where road reconstruction or relocation is part of the project (this is most likely at the University of Minnesota, and may be worthy of mention there since the large project in the picture—TCF Bank Stadium did not include bike lanes on important roads like University Avenue). Unless these facilities are already identified on a map of future bicycle facilities and include developer funded road reconstruction, this requirement may not meet the “rational nexus” test required for inclusion in the conditions of development approval. That said installing bicycle racks is an important developer contribution, but also one that is in place and may not be worthy of an objective since it is complete. We suggest moving mention of the bicycle rack law to Chapter 3.
- Page 4-17: A development related objective could be to support increased access to bicycle shower facilities—an important objective for encouraging more bicycling commuting. As part of that, a strategy should be to explore the potential for a zoning code amendment to require shower

facilities for smaller buildings than the current extremely large 500,000 square foot minimum and also for buildings outside of downtown.

- Page 4-17: If goal #20 remains, you'll need to edit the numbering on the objectives to match.
- Page 4-18: For objective #21 b, please include goals beyond 2012.
- Pages 4-19 through 4-21 seem more appropriate for the beginning of the chapter as currently structured, although we would suggest moving the definitions that make up most of page 4-1 to the end of the chapter so that the goals, objectives, and benchmarks stand first, not the definitions. Benchmark 21a, publishing of bicycle crashes, may be good to include in the City's annual Sustainability Indicators report.

Chapter 5 – Existing Conditions

- General: If the goals chapter is rearranged as we suggest with two central goals (safety and use), this chapter could start out with a basic overview of where we are at on safety and use and then dive into the six E's. For safety, you could include the info on Pages 5-41 to 5-43, while potentially including a little additional detailed information. For use, there are a variety of tables and graphs that could be moved into a focused section just on how we are doing toward increasing use, as could the info from 5-5 to 5-7.
- Encouragement: This section could just focus on current activities to encourage bicycling with Pages 5-4 to 5-7 moved elsewhere.
- Page 5-4: Traffic Congestion Benefits says that 25% of bicyclists bike year-round. Source?
- Page 5-4: 2.5% bicycling mode share is an old number. The 2008 number is 4.3% but use the 2009 number (available by the end of October).
- Page 5-4: The "benefits of biking" section doesn't seem to really belong in the existing conditions. This could be expanded as its own short chapter like in Portland's Bicycle Plan.
- Page 5-5: The safety barriers here seem to focus too much on crime, and do not address the "fear of drivers" response in the survey.
- Page 5-11: In the list of Bike Shops: Carlson's on Minnehaha is closed as is Scallywags. Some of the shops are frame builders and not full-service shops (though that isn't a bad thing. Perhaps this should be a list of bicycle businesses in Minneapolis?)
- Page 5-13: Under Bicycle Clubs is *The Minnesota Ironman*. This is a ride and not a club. Perhaps there should be a section for prominent bicycling events too.
- Page 5-15: The number of certified bicycle cops is impressive. There could be an objective or strategy to increase this beyond the standard rate.
- Page 5-16: The bullet point for the three-foot law should say "requires motorists to leave a safe distance but in no case less than three feet clearance when they pass".
- Engineering: This section should include a summary of how the existing standard road engineering process includes (and doesn't include) bicycling. The summary should include an overview of state standards as they commonly impact bicycling (as mentioned on Page 6-2) as well as mention of the city's standards.
- Page 5-17: We strongly disagree that the City should limit the spacing of bicycle facilities as implied in the spacing of bikeways section. Facilities should be included as they make sense without arbitrary spacing distances.
- Page 5-21: Are there any instances where historic preservation is a barrier to adding bike projects? If there are, than we suggest that this be address as a strategy to be implemented through this plan.
- Page 5-24: Minnesota State Trails. It's worth noting that there are no state trails in Minneapolis.
- Page 5-28: Support facilities should include mention of Cyclopath.

- Page 5-28: Why does the City and County charge employees for use of the shower facilities? We suggest that the City should help encourage employees to bicycle by offering free access to showers.
- Page 5-28: There should be a map on the Nice Ride kiosk locations as that should be an important consideration for prioritizing future bicycle facilities.
- Page 5-31: Last month the city removed most of the Harvard Street Bike Lane.
- Page 5-34: Existing East/West Bicycle Routes: 4th Street South has a left-side bike lane. Is the 5th Street bike lane going to be added this year? When? That would be great!
- Page 5-41: 90% of documented crashes result in injury? This seems like a worthless stat as a crash is unlikely to be reported if it doesn't involve an injury.
- Page 5-41: 8% of Minnesotans use a helmet? Or 8% of Minnesota Bicyclists? Bike Walk Twin Cities can provide helmet-use data as part of their counts.
- Page 5-42: The stats from the Dept of Public Safety, while correct, are misleading because they don't reflect the fact that more people bicycle during June and September, that more men bicycle than women, and that most cycling happens in cities. It would be more meaningful to analyze the data as a proportion rather than just total.
- Page 5-44: Box labeled Diagrams - Increasing miles from 128 in what year? City goal to increase trips to 6 and 7%? Where is this goal set?
- Page 5-47: 16% of visitors arrive by bicycle, which is higher than the overall number of trips in Minneapolis; the use of the word "only" does not seem to be appropriate here.
- Page 5-47: For the top table, it is unclear based on the title if this is the percentage that is local trips or the percentage that is non-local visits. We suggest re-titling as "Percentage of Park Trips that is Non-Local."
- Page 5-47: The percentage of trips made by bicycles to the Chain of Lakes, Nokomis-Hiawatha, and Theodore Wirth Parks is low and may warrant a specific objective to increase.

Chapter 6 –Needs Analysis

- Overall: There are a number of good ideas here that could be added as strategies in the goals and objectives section. For example, on Page 6-3, we like the idea of more bicycling-related questions on drivers' education exams, and would like to see work toward that included as a strategy in the plan. We also like the idea of more education for professional drivers—especially rich opportunity with Metro Transit bus drivers—and would like to see a strategy on that as well. Numerous others as well.
- Page 6-1: This list and the opportunities and challenges could be arranged in a clearer way if it were current strengths and weaknesses and future opportunities and threats.
- Page 6-1: We feel that substandard bicycle facilities should be corrected as soon as possible, but don't think that we should be removing facilities.
- Page 6-1: Provide examples of "lost opportunities" where a parcel could have been secured if resources had been available."
- Page 6-1: We strongly support the final statement, but feel that it should be expanded to all projects, regardless of whether or not it is a "bicycle project" because every area needs to be accessible by bicyclists even it is simply connections from a parallel bicycle route.
- Page 6-1: We feel that more attention needs to be paid to providing and comfortable bicycle access to commercial streets. This is especially true when you consider that the majority of bicycle crashes occur on these streets as shown in the map on Page 5-43. This is a key need that should be listed here.
- Page 6-1 and opportunities section of Page 6-2: As mentioned earlier, we also feel that more attention needs to be paid to including bicycle facilities on road projects that come through the

regular new construction, reconstruction, or repaving process. That is the biggest way to achieve the cost-effectiveness mentioned here.

- Page 6-2: Under challenges, it should read “Bicycles are still seen by some as a secondary transportation mode...” We certainly don’t feel that way!
- Page 6-4: There is also the potential to partner with non-profits on education. The Bicycle Alliance of Minnesota already does a lot of bicycle education and the Minneapolis Bicycle Coalition may also decide to work on education in the future.
- Page 6-7: We also think that ciclovias would be good for encouragement, but feel that they should be considered not just for parkways—as implied here—but also for commercial streets, where they are more visible and also help attract people to the local businesses. Moorhead recently had the state’s first ciclovia and used a combination of commercial and residential streets and parkways. Barriers to this in Minneapolis include the cost of requiring police at every signalized intersection—a law that doesn’t exist in Moorhead and, therefore, made ciclovias much more affordable. If the city moves forward with a ciclovia program—which we recommend—they should encourage the City Council to reevaluate the requirements for cops and street closing. The current requirements are overkill.
- Page 6-7: For information on the City’s website related to events, etc. there is also an opportunity to partner with non-profit or other outside entities like the Bicycle Alliance of MN, Havefunbiking.com, local bicycle clubs, or potentially the Minneapolis Bicycle Coalition.
- Page 6-9 DWI. Bicycle riders are not subject to DWI. See Statute 169A.01 Subd 2. which requires a motor vehicle.
- Page 6-10: For the first sentence of the second paragraph, there is no relation between the need for bicycling facilities and the available right-of-way. ROW is certainly a consideration in choosing which areas are possible, but that doesn’t change if there is a need or not.
- Page 6-10: We would like to see sharrows on more streets than just those identified in the bikeways master plan map because they are not limited by ROW concerns.
- Pages 6-10 and 6-14: We think that a crash reduction program is a great idea, and we would like to see more crash analysis and more of focus on that in the rest of this plan.
- Page 6-11: Again, we disagree that bike lanes should be limited to 1-mile spacing intervals.
- Page 6-12: Again, bike lanes should be considered as part of any reconstruction and any repaving project, not just projects on the bikeways map. And bike lanes should simply be included on any such project that has the space—not just “considered.”
- Page 6-13: For the last paragraph, our standard comment about “serious” vs. “essential” and that it shouldn’t be just limited to the bikeways master plan map. Modal equity is achieved when bicycling is treated as an essential mode of transportation. The last sentence here implies focusing on the negatives.

Chapter 7 – Project/Initiative Identification and Prioritization

- Page 7-2: Why have the following uncompleted gaps not been included in the 2010 Gap Study?
 - 45/46. I-35 W Tunnel Corridor
 - 19. 37th Ave On-Street Corridor (or is this a type-o on Pages 7-5 and 7-7?)
 - 31. Nicollet Avenue On-Street Corridor (south of 40th Street where the Blaisdell/1st project ends)
 - 32. Hennepin Avenue On-Street Corridor
 - 41. Franklin Avenue On-Street Corridor (outside of the NTP project)
 - 49. 30th Avenue On-Street Corridor
 - 53. 2nd Street On-Street Corridor
 - 55. Washington Avenue Over I-35 W

- Page 7-2: The gaps that have already been completed or are planned to be completed should be identified somewhere and the NTP projects should be included on the map on Page 7-6.
- Pages 7-5 and 7-7: We believe that the following gaps should be added because these are major commercial streets with many destinations that bicyclists want to go to. While we recognize that there may be challenges to adding facilities on some of these roads now, they should still be listed as gaps and access from adjacent bicycle-friendly streets should be enhanced until a time when an opportunity presents itself for on-road facilities.
 - Central Avenue
 - Broadway
 - Franklin Avenue (whole length)
 - Hennepin Avenue South in addition to NE as in 2009 gap list
 - Lake Street
 - Lyndale Avenue
 - Chicago Avenue
 - Cedar Avenue
 - Washington Avenue
 - 7th Street Downtown
 - 8th Street Downtown
 - 3rd Avenue South (from the River to 26th Street)
 - University Avenue east of campus
 - 38th Street South
 - 34th Avenue south of Minnehaha Parkway
 - 50th Street South
 - Excelsior Blvd
- Pages 7-5 and 7-7: We feel that the following tweaks should be made to the gaps listed/shown:
 - The Washington Avenue Off-Street Corridor should be extended to connect to the 14th Street project so that a direct route would exist between Uptown and the U of M—this is one of the biggest overall gaps in the system.
 - The Nicollet Avenue On-Street Corridor should be extended north to where the bike lanes will be added as part of the 1st and Blaisdell project.
 - The NTP-related projects have been removed from this list, so the 24th Street On-Street Corridor should be updated to reflect the project between 35 W and Hiawatha, while also being extend to Hennepin Avenue if it stops at Bryant Avenue.
 - The Thomas Avenue On-Street Corridor should include a connection to the trail overpass that goes from Penn Avenue to Cedar Lake Trail.
 - The 44th Street On-Street Corridor seems at a funky angle on the map and should run to Upton.
 - We value the 36th Street On-Street Corridor listed on the map, but it also needs to be listed on Page 7-5.
 - Calhoun Pkwy E (northbound) needs to be added.
 - Isn't the Como On-Street Corridor to be built as part of the NTP?
- Page 7-6: This map is very hard to read without more reference points and should include NTP projects.
- Page 7-7: This map is very hard to read. Perhaps a greyed-out city map would help readability?
- Page 7-8: Columbia Heights: There is already a road-side trail along the only section of Central that could support one.
- Page 7-8: Fridley: If cyclist's needs are already addressed they need no mention here.
- Page 7-8: This page seems to include both existing infrastructure and gaps. They should be on separate lists.

- Page 7-11: Why can't routes on CSA or TH (should spell out) use sharrows?
- Page 7-12: We are pleased to see such an extensive planned map. We have a few suggested additions:
 - Bike lanes for the following:
 - Lyndale Avenue from Minnehaha Pkwy to current Bikeway (recognizing that connecting from 56th to 58th southbound will be a challenge)
 - 25th or 26th Street South from LRT trail to River Rd
 - Franklin Ave Bikeway continued west to Cedar Lake
 - University Avenue continued to the north and to the southeast to St. Paul
 - 4th Street SE continued to Hennepin
 - 10th Ave SE continued to Johnson and along Johnson north to 37th
 - Washington Ave continued north from Seven Corners area to at least Lowry
 - Excelsior Blvd
 - Sharrows (with potential for future bike lanes) on the following roads:
 - Hennepin Avenue from Franklin to 36th Street S
 - Lyndale Avenue from Franklin to Minnehaha Pkwy
 - 7th and 8th Streets Downtown
 - 3rd Avenue Bikeway continued to 26th (past MCAD and MIA)
 - Nicollet Avenue from Downtown to 40th
 - 38th Street South continued west to Bryant
 - Chicago Avenue
 - Lake Street
 - Cedar Avenue
 - Broadway
 - Some kind of connection
 - From Washington Avenue Trail to 14th/15th Street Bikeway
- Pages 7-12 to 7-14: Maps need points of reference.
- Page 7-17: What about extending the life of the Ambassadors Program?
- Page 7-17: A potential Toward Zero Deaths campaign is very vague under enforcement. It is hard to begin to judge whether that might be a worthy expenditure.
- Page 7-17: Has the city been giving away bikes beyond the Bike Cops for Kids program?
- Page 7-17: Completing a bike map does not seem like an evaluation initiative.
- Page 7-18: We feel that in addition to improved safety, that a separate category should be improved comfort as reflected by the increase in the proportion of people that would now feel comfortable riding a bicycle on the facility (a trail would rank higher than a bicycle boulevard would rank higher than a bike lane would rank higher than a sharrow).
- Page 7-18: Project timing should also take into account the schedule of timing for regular road reconstruction and repaving.
- Page 7-19: Access to Nice Ride kiosks should be included as a criterion.
- Page 7-19: Potential future streetcar lines should be included as a criterion because of the need to plan properly to accommodate both modes.
- Page 7-22: For the matrix, we suggest a 1 to 5 ranking system (with definitions) to help differentiate the potential impacts beyond an extremely simple yes or no. The current system seems to boil the difference between Tier 1 and Tier 2 almost solely down to operations and maintenance, which is certainly too simple. It is also unclear why operations and maintenance is criteria cannot be met for the majority of projects. This is not addressed in the explanation of the operations and maintenance criteria on page 7-18. Additionally, without a more detailed analysis that a 1 to 5 ranking system will provide, it will be difficult to determine how to

prioritize a very long list of projects. Some of these projects may be more effective at improving safety than others but there currently is no differentiation between them.

- Page 7-22: How can you judge cost effectiveness without a rough estimate of price?
- Pages 7-23 to 7-33: How does future reconstruction or repaving timing play into whether a project is Stand-Alone, Opportunity, or Either? It would be helpful to have a list of upcoming reconstruction and mill-and-overlay projects.
- Pages 7-23 to 7-33: It is unclear why bike lane projects (where the road is already plowed) are not listed as yes for operations and maintenance.
- Pages 7-23 to 7-33: Seemingly missing from these lists are spot safety improvements to target the worst crash locations in the city (for example, Portland and 28th Street).
- Page 7-23: Why is adding bicycle detection for actuated signals Tier 1?

Chapter 8 – Funding and Implementation Strategies

- General: We suggest the use of more pilot projects to test innovative treatments or the impact of converting parking or driving lanes to bicycle lanes in certain constrained corridors. Any pilot project should include evaluation.
- General: We suggest that the city prioritize having a full-time bicycle coordinator, whose sole job it is to advocate for and coordinate the implementation of bicycling projects and programs.
- Page 8-1: In the second paragraph, does the average of \$2 million per bikeway mile include bike lanes? That seems really high regardless, but especially if it does include bike lanes.
- Page 8-1: What is the basis for the \$500 million cost estimate, \$300,000 per year in maintenance, and \$2 million for non-infrastructure?
- Page 8-2 and 8-3: It should be clarified that these are outside sources of funding.
- Page 8-2: Is the watershed district also an outside source of funding?
- Pages 8-2 and 8-3: In addition to health industry funding, there are also federal and state public health grants (Minneapolis received a large federal grant in 2010, which among other things will fund an expansion of Nice Ride.)
- Page 8-4: We like the idea of target of the capital program be spent for bicycling. How does 2% relate to what has historically been used? How much money does that raise? What percentage of the CIP money is used for transportation? We suggest that the share for bicycling projects correlate to the 15% mode share goal.
- Page 8-4: We believe that the Bikeways Master Plan Map should be “implemented” when roadway and bridge improvements are made rather than “consulted.”
- Page 8-5: We suggest also considering an increase in the fee for metered parking (set to also improve the efficiency of the parking system and reduce wasteful circling to look for a spot) with the additional proceeds going to support bicycling.
- Page 8-5: How will potential funding ideas be discussed and a decision made on sources to bring to the City Council for full consideration?
- Page 8-5: We feel that any source of funding should not have the effect of adding to the financial burden of low-income bicycle riders. Therefore, we oppose a sales tax and bicycle registration.
- Page 8-6: We oppose a moratorium on trail funding unless those dollars are directed solely toward on-street bicycle projects. Money should not be shifted solely to the general road reconstruction account.

<Note that all content below from Robin Garwood of Councilmember Cam Gordon’s staff, including the heads/subheads, is in the original>

- **Structure:** I believe that the plan would make more sense if the Existing Conditions chapter (currently Chap. 5) came before the Goals, Objectives and Benchmarks chapter (currently Chap. 4). The last pages of Chapter 4 (4-19 through 4-21) should come before the statement of the objectives. People should be reading the objectives after they read what the “benchmarks,” “performance measures,” and “responsibility” mean.
- **Large-scale issues:**
 - 1) **Bicycle Coordinator.** I believe that the time has come for the City of Minneapolis to hire a full-time bicycle coordinator, or bicycle and pedestrian coordinator, whose tasks would include a) tracking all projects with bicycle impacts and being the point person within Public Works for bicycle facilities, b) applying for and overseeing federal and state programs to fund bicycle infrastructure improvements, c) staffing the Bicycle Advisory Committee, d) advocating within Public Works for the bicycle program, cyclists, and implementation of the bike plan, e) coordinating between Public Works and other Minneapolis departments, especially Health and CPED, and with other agencies (Hennepin County, MnDOT, MPRB, etc), f) overseeing or helping guide the work of the Bicycle Ambassadors, g) keeping abreast of the best practices for bicycle programs, facilities, and policies, and helping educate the whole City enterprise on this information. This should be a mid-level position in Public Works, not within any of the existing PW silos (Transportation and Parking Services, Construction, etc), but should be so placed as to be able to coordinate the work of all appropriate Public Works departments. This position should not be responsible for any specific engineering projects, but should consult on all engineering projects with an impact on bicycling.
 - 2) **Chapter 6 – Needs Analysis.** This chapter reads like an appendix, and should be omitted and repurposed as such. The City is not committing to working on any of the ideas in this chapter, and they are all presented as having equal weight. Some are restatements of goals from Chapter 4. It’s great information, but as presented it will not lead to any meaningful changes. One possibility might be to commit the BAC to going through these ideas, prioritizing them, and trying to find ways to implement the highest-priority items.
 - 3) **Additions needed.**
 - a. The bicycling Sustainability Indicators are mentioned in various parts of the plan, but they should be given space in Chapter 3 – Policy Framework. A Sustainability Indicator page could include the history of the Indicators, especially the bicycling indicator, and the fact that the bicycling target was revised to be significantly more aggressive in 2009. The mode share target would be especially interesting to contrast to the 2001 Bikeways Master Plan goals on page 3-10.
 - b. This is a broad-based concern about Chapter 4: for almost every objective, it would be extremely helpful to know the baseline. For instance, objective 1d could indicate what percentage of planning and engineering staff has currently taken a course on planning and design for bicycle facilities. This could easily be a fifth column on the chart.
 - c. There are two bike/walk streets that are in the Seward neighborhood’s plans that are not reflected in the bikeways master plan map. The first is a north-south route on 29th Ave S, which would connect the Riverside Avenue bike lanes to the Greenway and Minnehaha Avenue. This route also has the benefit of connecting Seward Montessori and Matthews Park to the Greenway. There are bike lanes planned (and, from what I understand, that will be implemented next year) on 26th Ave S from the Greenway to Franklin. However, the connection between Franklin and Riverside is likely to be difficult; there is a four-lane S-curve north of Franklin, a freeway on-ramp and off-ramp, and a busy intersection at 25th and Riverside. The 29th facility is likely to be more useful to more types of riders.

The second is a continuation of the 24th Street East bike/walk street to the east of Hiawatha. This facility would cross Hiawatha on the existing pedestrian/bike bridge, utilize the bike lanes that Seward Redesign has proposed between the Hiawatha Trail and Minnehaha, and connect to West River Parkway. Like the 29th Ave bike/walk street, it would provide a route to Seward Montessori and Matthews Park.

4) Missing: Policy Changes. The “New Policies” section of Chapter 3 (page 3-27) is a good start at establishing policy-level support for the bicycle program. However, the 6 policies are extremely high-level, broad, and vague. The statements read like overarching goal or mission statements, meant to include all of the more specific goals, objectives and benchmarks from Chapter 4. As such, this “New Policies” page should be moved to the beginning of Chapter 4. In addition, the plan requires a more specific set of policy recommendations to be acted on by the Council in future years. These recommendations should not be included in the plan as “goals.” A few recommendations that should be included in the plan:

- a. For infrastructure changes related to bicycle facilities (such as traffic diverters, traffic signal or sign changes, etc), Public Works staff should no longer use the “To the Record” letter process. This process gives individual Council Members more power over bike facilities than is warranted, and will over time lead to significant differences between bike facilities – especially Bike/Walk Streets or bike boulevards – in different parts of the city. Instead, bike facilities, with all of the attendant changes, should be brought through the standard Council process.
- b. The City needs a standard percentage opt-in for changing a standard street into a limited-access or car-free street (similar to Milwaukee Ave) for the purpose of increasing the “greenway”-style facilities in Minneapolis. I would recommend a supermajority of two-thirds, or 66%, of affected property owners.
- c. The City should reinstate a voluntary bicycle registration program, to increase the percentage of bikes that get returned to their owners, and potentially to raise some funds for bicycle education or bike infrastructure maintenance.
- d. The Council should continue to support existing and new bike-oriented businesses, such as pedicabs, possibly through ordinance and regulatory policy change. One growth opportunity is food delivery by bicycle.
- e. Public Works should strongly consider adding a bicycle facility to any street undergoing a reconstruction or renovation, especially every downtown street.
- f. The City should advocate for changes to the Minnesota Department of Transportation Municipal State Aid standards, in keeping with the Complete Streets law, especially regarding required lane widths for automobiles. These standards are the single greatest obstacle to new bicycle infrastructure within existing roadways. In addition, these standards reduce the safety of many urban roadways by encouraging speeding by automobiles. In my opinion, the bike plan should go into specifics on this, recommending that the City push for lane width minimums to go down to 10’, and parking lane width minimums to go down to 7’. This would be in keeping with the quote on page 3-6: “bicycle and pedestrian ways shall be established in all new construction and reconstruction projects in urban areas.”
- g. The City should advocate for increased state and federal funding for bicycle facilities, and changes to existing funding programs. For example, one of the lessons of the NTP experience is that federal funding whose purpose is to increase innovation should not be required to meet state standards which tend to delay implementation and stifle innovation.

- h. The Plan should recommend a policy direction to MPD to ticket those responsible for causing bicycle crashes at the maximum appropriate level.
 - i. The City should create an enterprise-wide bicycle parking policy that a) establishes the appropriate number of parking spaces per employee at City worksites, b) indicates which types of bicycle parking should be installed (what percentage outdoor, what percentage indoor or lockers) for City employees, c) creates a policy for responding to employees who wish to bring bicycles into City worksites, d) establishes a number of bicycle parking spaces per City worksite for visitors and customers, and e) establishes a baseline for access to shower and locker facilities for City employees.
 - j. The City should dedicate a percentage of its total funding for transportation (both capital and maintenance) to bicycle infrastructure, commensurate with its mode share goals.
- **Smaller-Scale Issues:**
 - These edits and suggestions are sorted by page number:
 - 1-5: The vision should, in my opinion, include something about the number of cyclists increasing. Something like: “Ever-increasing numbers of Minneapolis residents use bicycles for recreation and to meet their daily transportation needs, enjoying a welcoming environment, riding safely, efficiently, and conveniently year-round.”
 - 1-6 Master Plan guiding principles. Number 3 currently says that we should “facilitate” more bikers. A better phrase might be: “goals, objectives and policies should help increase the number of bicyclists.” I would also note here that increasing the number of bicyclists increases safety for each bicyclist on the road.
 - 1-6: Number 4, Modal Equity, is simply not strong enough. The point of the “equity” argument is that we have been creating infrastructure that works for cars and freight, and to a lesser extent transit and pedestrians, but not bicyclists. My idea of a strong “equity” statement would be something more like: “bicyclists should be given space and consideration commensurate with the City’s goals for increasing bicycle mode share.”
 - 3-8: The bottom of this page asserts that “since 2001, almost all identified projects in the 5-year Bikeways Plan have either been completed or are funded.” It would be helpful to note the few projects which haven’t been completed or funded.
 - 3-8 and 3-9: Somewhere in the plan, it should be noted that the bicycle facilities on Marquette and Second were removed. This could be the place to do it.
 - 3-24: The BAC membership should change to reflect the most recent BAC action.
 - 3-27: I have real problems with Policy #5: “Infrastructure projects should be designed to meet Federal, State, and Local standards where appropriate.” I think that we should put more emphasis on our own standards, as the second sentence does. I would be more comfortable calling out as part of Policy #5 that the City will seek changes to Federal and State standards that make it difficult for the City to construct innovative bicycle infrastructure.
 - 4-3: Objective 1 c calls for “community bicycle education course available at no cost to the public.” Does this mean that the course should be free for participants, or that there should be no cost to the public sector (i.e. taxpayers)?
 - 4-3: Objectives 1 a and 1 b list “Responsibility” as “Several project partners.” This is unspecific enough to be basically meaningless.
 - 4-3: Objective 1 c calls for increases by percentage. I’m not sure this is the right measure. If the number of bike commuters continues to increase, the numbers that will have to be LCI-trained will increase exponentially.
 - 4-3: Objective 1d calls for elected officials to be trained, but has no benchmark for training them. I’m also wondering whether percentages are the right measure here, and whether we could be more aggressive. It doesn’t make sense for planners and engineers who don’t work on

transportation to take a bike facility course. A better measure might be for all planners and engineers who work on transportation projects to take a bike facility course. And then let's increase the percentages much, much more quickly – I'd like to get to 100% by 2020 at the latest, with a 50% benchmark by 2015.

- 4-4: The paragraph under Goal 2 uses Census data from 2000. We have more recent data establishing a much higher baseline, and we should use it instead.
- 4-4: I'm not sure what purpose is served by separating objectives 2 a and 2 b. During the counts that we'll be using to measure this, we don't get a chance to ask all cyclists where they've come from and where they're going. This strikes me as one objective we can lose, by combining the two into a single "promote and encourage bicycling to local and regional destinations."
- 4-4: Objective 2 (or 2 a and 2 b) should state the benchmark more aggressively: "increase the total number of trips by at least 10% each year."
- 4-5: According to the MPD, they have used a bait bike program in the past. The plan should call that out in the paragraph under goal 4.
- 4-6: The benchmark for objective 5 a refers to a map being completed by the end of 2012. I've talked to Shaun, and it sounds like he'll have one out this year. This text could be changed to commit to putting out a new version annually, or every two years.
- 4-6: For objective 5 c, I think the "Responsibility" should explicitly call out Nice Ride.
- 4-7: The benchmarks for objective 6 a are completely meaningless. No one outside of PW knows what the "work plan tasks" are for each year. We need to have something legible here.
- 4-7: I'm not sure that objective 6 b is the right one. I know that the Health Department is working with the City and businesses to make their buildings and practices more bike-friendly. I'm not sure that's a "bicycle fitness program." Have you talked to Lara Tiede about this?
- 4-8: This might be controversial, but I'm not sure that the absolute number of crashes is the right measure. If we succeed in our mode share goals of increasing the number of cyclists out there, the raw number of crashes involving cyclists is likely to increase. But the crash rate per cyclist is highly likely to go down. Let's use that measure, instead.
- 4-9: The Plan makes reference to a "bicycle enforcement campaign." I have serious concerns about stating this in the Plan without any language in any objective about enforcing laws designed to protect bicyclists from drivers. A campaign to enforce the rarely-if-ever-enforced 3' rule, a policy to ticket drivers who left- or right-hook cyclists, etc.
- 4-9: I am also unconvinced that there is a good match between objectives 9 a and 9 b and their respective benchmarks. Decreasing the number of tickets issued is actually *counter* to the objective to create a bicycle enforcement campaign, if the baseline number of tickets is from before the creation of a campaign. A reduction in the number of tickets could simply come from police not writing tickets.
- 4-9: For objective 8, I am not sure that the number of head injuries is a good way to track helmet use. A cyclist can injure his/her head while wearing a helmet, and a reduction in head injuries doesn't necessarily correlate with an increase in helmet usage; it could be another expression of a larger trend towards fewer accidents and fewer injuries, period. I also wonder whether we've made contact with the hospitals, and whether they track data on this. If our concern is helmet usage, we could ask for data on head injuries from bicycle crashes in which the cyclist was not wearing a helmet. This is another objective that I do not find particularly compelling; many countries with high bicycle mode shares and great bicycle infrastructure have very, very low rates of helmet usage.
- 4-10: I believe that the timeline for the benchmarks on objective 10 d is far slower than is warranted. Specifically, I think it would be good to know what percentage of the proposed improvements will be finished by 2015 in order to meet objectives 10 a and 10 b. Use that as the

first benchmark for 10 d, and split the difference between what's left between the following two decades. For example: 25% by 2015, 60% by 2025, 100% by 2035.

- 4-11: Objective 11 a seems to cut off mid-sentence. The benchmark for 11 a does not say anything about the showers and lockers referenced in the objective. See policy “i” above for more on a City worksite policy objective. This could be an additional objective – creation of a City policy on bicycle parking for employees and customers in 2011, and sharing of that policy with other employers post-2011.
- 4-12: Objective 12 a has a sub-goal of ensuring that all residents are within ¼ mile of a signed route. I do not believe that signed routes are effective in any way. Given the fact that we are beginning to install bike/walk streets, I believe that the ¼ mile spacing should refer to bike/walk streets or bike boulevards. We would then upgrade the existing signed routes to the bike/walk street level.
- 4-13: Objective 14 e is very interesting, and I’m quite supportive.
- 4-14: Please see item 1 under large-scale issues. Objective 15 c should be changed to “hire a full-time bicycle coordinator and maintain bicycle program staff.”
- 4-16: The performance measure for objective 18 doesn’t make sense: “percentage of crosswalks evaluated.”
- 4-16: Objective 19 b calls on the City to “target” diverse communities, both in the objective text and in the benchmarks. I think we can say this better. “Target” can be a loaded term – communities can be “targeted” in good or bad ways – and also lacks any specificity. What is 19 b actually getting at? Do we want to do bicycle programming in communities with low bike mode shares? Do we want to increase the connections to communities of color? Whatever it is that this means, we should state it more clearly and in words that will raise fewer red flags.
- 4-17: The benchmark for objective 19 a restates the law. I’m not sure that’s the most effective benchmark. Instead, I would recommend coming up with a non-exempt percentage target.
- 5-31: This page states that “bike lanes striping on county roads is maintained by Hennepin County.” Does that include plowing? I’ve heard that Henn. Co plows the lanes on County roads. If that’s the case, we should state it – partly because their plowing job is always so abysmally poor. We should also specifically call out that we plow and do regular (but not extraordinary) maintenance on the LRT Trail. And are we really going to let the U not maintain the transitway trail in the winter?
- 5-34: The Hennepin Ave section is misleading. The lanes on Hennepin are shared with buses *and right turning cars*. De facto, this basically means that it’s just another traffic lane, because it’s not well-enforced. This is a broader issue, though, and may be an issue in other parts of the plan as well. I’m uncomfortable with the fact that we often talk about facilities like Nicollet and Hennepin as shared lanes with buses, when in reality they are shared lanes with buses, emergency vehicles, cabs, delivery and other service vehicles.
- 7-12: What is the Prospect Park Trail?
- 7-12: Marquette and Second should be added to the bikeways master plan in downtown. Implementation will have to wait until MnDOT changes its lane width requirements, but when that has occurred it will be possible to stripe a 5’ bike lane on the curb going the direction of the regular vehicular traffic lanes.
- 7-12: 5th Ave S should connect to 2nd St S.
- 7-12: Portland Ave S should connect to 2nd St S.
- 7-19: Demographic equity is not mentioned in this list of prioritizing criteria, and it should be. Regional/geographic equity can be a stand-in, when there are parts of town that have larger populations of poor people and people of color, but this doesn’t necessarily work all of the time. One of the largest disparities regarding bicycling is between men and women. The type of

facility that appeals to the underserved/underutilizing group of people should be prioritized over the type that continues to fuel the disparity.

- 7-20: I have significant concerns about the “travelshed” idea, both as defined and as implemented. I am having a difficult time understanding the purpose of the defined travelsheds, given the fact that the definitions of the bicycle functional classifications (arterial, collector, neighborhood) include spacing goals. In my opinion, the bicycle system should be a grid, with high-quality bike facilities both leading to downtown and cutting across the city east-west. While the “Arterial Bikeways” definition refers to arterials cutting across travelsheds, the idea of the travelshed seems to undermine this point. The implementation is problematic in that it does not account for the fact that there is a second major trip generator in Minneapolis: the U of M. I find it irrational to construct a travelshed model that cuts Marcy Holmes, Southeast Como and the West Bank from the University East Bank campus. The counts I’ve seen make clear that from a bicycling perspective, the U campus is as great or greater a bicycle trip generator as downtown, and the nearby travelsheds should be aligned to (and through) it, not in relation to downtown.
- 7-23: I don’t see the Bridge 9 extension under the 35 bridge, and the accompanying extension of the 2nd Street bike lanes.
- 7-28: The 24th Street bikeway should extend all the way from Hennepin to the Mississippi. I see no related project in the South Minneapolis portion of the bicycle route prioritization matrix.
- 7-32: My understanding is that Hennepin County will be striping 26th Ave S from Franklin to the Greenway/28th St in spring of 2011. Would this make it a tier 1 project?
- 7-32: I don’t see the Franklin bike lanes from Riverside to the Mississippi. They should be a Tier 1 project.
- 8-4: The first bullet states that “it is recommended that 2% of the City of Minneapolis annual capital budget be set aside for bicycling projects.” Is this recommending that the City spend 2% of its total capital budget on bicycling projects? The Mayor’s recommended capital budget for 2011 is \$110.94 million, which would equal about \$2.2 million/year. This may be a more difficult number to track than it sounds, because there are bicycle components in some other projects – Riverside Avenue, for example. What portion of the \$11 million that will be spent on that project should be “counted” towards bicycles? Lastly, this recommendation belongs in the “policy change” chapter I recommend in point 4 above.
- 8-4: The third bullet from the bottom could be significantly stronger. For example: “Bicycle facilities included in the Bikeways Master Plan Map should be built as part of roadway and bridge improvements, absent insurmountable obstacles.”
- 8-4: I would delete the first sentence of the last bullet point. This document does not make recommendations to the State or Met Council, but to the City. This bullet should be phrased in terms of what the City should do, via our existing Intergovernmental Relations strategies, to advocate for a regional bike plan, projects that will serve large numbers of people, and funding participation by these partners.
- 8-5: The plan needs to share more information on the ongoing operations and maintenance needs. What are the O&M activities for which the City needs additional funding? Sweeping, sign repair and replacement, plowing, restriping, caring for plants, mowing? How do they differ from regular street maintenance? What percentage of the overall City O&M budget is spent on bike infrastructure? The plan should recommend spending at least 2% of the O&M budget on bike infrastructure – for parity with the capital budget recommendation.
- 8-5: The idea about allowing volunteers to help with maintenance for some facilities makes a lot of sense. The bullet point on special service districts could specifically call out attempting to get businesses to include bike lane maintenance in future special service districts.

- 8-5: A voluntary bicycle registration program is a good idea. A mandatory registration program will not be possible, in my opinion, due to the misuse of the old mandatory registration program ordinance by MPD. The ordinance gave them authority to impound unregistered bikes that were locked to fixed objects, and they used it to tackle cyclists participating in Critical Mass and impound their bikes. When selling the voluntary system, we should play up the fact that it will help people get impounded and stolen bikes back much more easily.
- 8-6: The first bullet needs work. First, rather than focusing on just the moratorium on trails, it would be good to mention the fact that NTP projects are still being worked on and that the City has dramatically increased the number of miles of bike lanes and trails over the past five years. It is also not entirely accurate that there will be no trail projects between 2011 and 2015: the Hiawatha Trail Lighting project is still programmed for that timeframe.
- 8-6: I have real concerns about the second bullet. Cyclists who live in Minneapolis pay property and sales taxes, just like drivers. The City has no gas tax. Cyclists are just as subject to property tax street construction assessments as drivers. Those who benefit are paying.

DRAFT

City of Minneapolis, Draft Bicycle Master Plan

Input: Focused Community Conversations

August and September 2010

The City released the draft Bicycle Master Plan in mid-August 2010, and then hosted several Focused Community Conversations around the city over the next 45 days to gather input for the Bicycle Advisory Committee on this detailed content. We are grateful to the many contributors to this Plan through Focused Community Conversations (below), as well as the online survey and emails (documented separately). All of these ideas and input will help the Bicycle Advisory Committee shape its work on the Plan. We did our best to capture all input, apologize in advance for any errors or omissions, and welcome additions and corrections to Don Pflaum at donald.pflaum@ci.minneapolis.mn.us.

Below is information on the key questions on which people provided the bulk of their input, followed by data from each session.

Goals

What are the top 3 goals and why? What are the bottom 3 goals and why? Which goals might be consolidated?

Education

G1 Establish and maintain bicycle education curriculum

G13 Ensure that all existing trails are safely marked, signed, appropriately lighted, and address personal safety

G14 Complete and implement design standards for all bikeways

G15 Increase capital and operating funding for bikeways

Encouragement

G2 Increase the total number of trips by bicycle

G3 Improve bicycle mode share (trips to work)

G4 Reduce bicycle thefts

G5 Make it easier for residents and visitors to bike in the city

G6 Promote the benefits of bicycling

Equity

G16 Modal: Make transit a bicycle friendly transportation option.

G17 Modal: Make park-and-rides with routes connecting to the city more convenient for bicycles

G18 Geographic: Connect bicycle facilities to all adjacent communities and neighborhoods within the city

G19 Demographic: To facilitate inter-agency and inter-community cooperation through networking and collaboration

G20 Geographic: Encourage developers to construct trails and install bike lanes as part of development

Enforcement

G7 Reduce the number of bicycle crashes/injuries and eliminate bicycle fatalities

G8 Increase helmet use

G9 Create an environment where all bicyclists follow the rules of the road

Engineering

G10 Increase the number of miles of bikeways within the city

G11 Increase the amount of bicycle parking available to the public

G12 Create an environment where all streets are bicycle friendly

Evaluation

G21 Measure bicycle program success

Qualifying Criteria

Which qualifying criteria are the most useful? Why? Which are the least useful? Why?

- Q1 Increase mode share
- Q2 Improve safety
- Q3 System connectivity
- Q4 Project timing
- Q5 Travel demand
- Q6 Cost effectiveness
- Q7 Operations and maintenance
- Q8 Approved plan
- Q9 Public support
- Q10 Context sensitivity

Prioritizing Criteria

Which prioritizing criteria are the most useful? Why? Which are the least useful? Why?

- P1 Potential use
- P2 Regional equity
- P3 Regional benefit
- P4 Project readiness
- P5 Access to popular destinations
- P6 Leveraging
- P7 Innovative design
- P8 Comprehensive approach
- P9 Convenience and appeal
- P10 Accessibility and facility spacing

Capital Funding Sources

Need for dedicated capital funding source; to complete plan will take \$250-\$500 million, depending on approach

- F1 Federal funding
- F2 Federal earmarks
- F3 Federal one-time programs
- F4 State bonds
- F5 DNR funding

- F6 Legacy funding
- F7 Net debt bonds
- F8 Private and corporate donations
- F9 City of Minneapolis Health industry funding
- F10 Bicycle industry funding
- F11 Safe Routes to School funding
- F12 Nonprofit funding
- F13 Fundraisers
- F14 NRP funding

Capital Funding Strategies

Which funding ideas are most and least appealing? Why?

- C1 Bicycle project capital program needs dedicated funding source
 - Recommendation: 2% of the City's annual capital budget set aside for bicycling projects; larger projects will require multi-year funding commitments
 - Constant funding stream helps balance staff workloads and creates realistic public expectations of what can be done each year
- C2 Cost-effectiveness must be analyzed before a bicycle project is submitted for funding
 - Project must cost-effectively increase mode share or improve safety
 - Improved capacity or reduced delay *may* increase mode share by reducing a common barrier for bicycling: time
- C3 Acquire property easements for trail projects before pursuing state or federal funding in some corridors to prevent missed opportunities (i.e., Upper River corridor, RR corridors, etc.); an opportunity fund could be used for this
- C4 Establish maintenance plan before submitting a capital project; additional maintenance funding must be secured before a new project can be pursued
- C5 Capital program must reflect maintenance limitations, especially in winter
- C6 Place more emphasis on new technology and innovation to help reduce costs without compromising the quality of facilities (i.e., longer-lasting signs/pavement markings)
- C7 Shift capital program from large arterial trail projects to smaller on-street signage and striping

- improvements; transition over several years to complete the arterial trail system in North Minneapolis, Northeast Minneapolis, and south of Minnehaha Creek
- C8 Encourage the Minneapolis Park and Recreation Board and Three Rivers Park District to take the lead on completing the regional trail system in Minneapolis
- C9 Consult Bikeways Master Plan Map when making roadway and bridge improvements
- C10 Better share non-infrastructure capital project responsibilities between local agencies, city departments, and private groups; this will reduce redundancy, save money, and allow common education and encouragement messages
- C11 Encourage more leadership from other state/regional agencies for capital and maintenance
- C12 Support a regional bike plan that focuses on transportation needs in addition to recreational corridors
- C13 Encourage regional agencies to focus limited resources on projects that will serve the most people

Maintenance Funding Strategies/Sources

Which funding ideas are most and least appealing? Why?

Note: Currently, the City and MPRB maintain almost all bicycle infrastructure in Minneapolis

- M1 Maintenance endowment; use interest from donations
- M2 Sales tax for bicycles and equipment
- M3 Advertising for events, brochures, and maps; corporate or public/private sponsorships
- M4 Naming rights for bicycle infrastructure; contests or raffles
- M5 User fee (bicycle registration has been used in the past)
- M6 Sales of bicycle program merchandise
- M7 A special district or maintenance zone where local property owners have agreed to pay for additional services; there are already several special services districts in the city
- M8 Fundraising
- M9 Regional trail funding for eligible projects
- M10 Reduce maintenance expenses through better technology, sharing resources, and reducing the number of capital projects
- M11 User fees where “those who benefit are those who pay” (Minneapolis bicyclists at the turn of the century paid to have a license; license fees spent on infrastructure projects)
- M12 Use capital dollars for preventive maintenance
- M13 Identify new revenue sources; work with IGR team to lobby for new funding sources for maintenance
- M14 Continue working with Minneapolis Schools on the Safe Routes to School program using shared resources

Edison High School, 30 August 2010

Goals

- #18 equity very important...and very difficult
- Equity: All parts of the city should have the same level of service and maintenance
- Encouragement: Accommodate a variety of bicyclists
- Evaluation: Include measures and recommendations
- Education is most important
- Engineering is missing a goal to reconstruct and renovate
- Multimodal is important
- #12 bike street every few blocks is *neglected* in Northeast
- #12 All streets bike-friendly is too bike-centered and creates animosity
- Equity: important to have all areas covered as opposed to all streets
- #8 helmet use should be under Encouragement
- #6 should be combined with #1
- Education should include both school- and community-based education
- #9 bike land use should be enforced
- Enforcement should also include traffic laws for cars
- #1, 6, and 8 should be under Education
- #12, 13, and 14 should be combined

Qualifying Criteria

- Equity is critical
- Regional equity is really important
- Connectivity is important, including connections to transit, and missing links in NE
- Safety should be a key priority

Funding

- Advertising
- Adopt-a-path
- Met Council funding

General

- Project/maintenance issues include Polk, 29th, 22nd, traffic circles, 26th, 28th

Roosevelt High School, 1 September 2010

Goals

- Put high priority on bicyclist security at all times of day
- Need to improve safety on highly congested trails and mixed-use trails
- Encouragement: delete, because if you do the rest this will happen anyway
- Encouragement goals important but not by themselves
- Education/encouragement: work with schools and families to better support kids biking to school and elsewhere
- Education/encouragement: provide information to people about number of bicyclists and as a result the amount of traffic reduction and air pollution reduction
- Education/encouragement: use media for bicycle education and bike safety
- Education/encouragement: enforce laws for bicyclists, too
- Equity and others could be rewritten as broader goals, then include many supporting strategies
- Equity: how does the Plan address economic (in)equities between areas and neighbors? needs to
- Enforcement: enforce rules – helmets, lights at night, etc., and fine people
- #1: lights, helmets, clothing; public perception about bikes; people aren't hurt, and often benefit
- #1 and #9 could be linked or combined
- #4 really important, including at LRT stations
- #4, work with businesses and other organizations to have their security guards also watch out for bike theft
- Combine #7 and #8
- #9 is important
- #12: is this really feasible for *all*?; instead, say that all parts of the city must have bike-friendly routes
- #12, important to focus on driver education; educate people about bike safety benefiting everyone
- #13: better lighting, more bike patrols/presence, expanded trail watch system – like on the Greenway
- #13: better lighting, more cops
- #13: support this to keep trails clear, secure, and accessible around events such as games
- #13, 14 should be combined; designed standards and ensuring trails are safely marked/lit/signed means trails meet standards
- #14: this may have been superseded by design guidelines
- #16: not scalable; need better bike storage
- #16 and 17 could be connected

Qualifying Criteria

- Need criteria or some process for *opportunity* projects

Prioritizing Criteria

- Access to popular destinations is important
- Potential use is important, and related to access to popular destinations
- Readiness if important



- Less important: innovative design, comprehensive approach, convenience, and accessibility
- Less important: innovative design – although, may be better if simply “innovative” vs. narrowing it to refer only to design

Funding

- Use registration fees to pay for maintenance; look at implementation process and costs and what you’re trying to accomplish
- Federal programs, state bonds, and the City are appropriate sources for most projects and probably more reliable in the long term
- Nonprofits, fundraisers, and private donors: not certain these would be reliable funding sources; one-time contributions OK, but not for any long-term support

Needs

- Are the needs *really* needs? (The eternal question for any decision-making group.) Is the plan nimble enough to be responsive to changing needs?

DRAFT

Washburn High School, 8 September 2010

Goals

- Encouragement: Encourage businesses to provide incentives to employees to bicycle rather than drive to work; many businesses in fact provide incentives for driving (such as parking ramps, subsidized parking costs, etc.) and if they instead supported bicycling, they could use cost savings (parking, health care benefits) to increase funding to support bicycling employees (secure all-season bike facilities, showers, short-term use of “company” car during day for offsite work, etc.)
- #1 Establish and maintain bicycle education curriculum
 - Needs to be for bicyclists and motorists – all drivers
 - Add improved education for *drivers*
 - Teach bicyclists to not do unpredictable and dangerous things so everyone is safer
 - Should be connected to #7
- #2 Increase the total number of trips by bicycle
 - This is an important goal
 - Many of the other “goals” are really means to support this one
- #3 Improve bicycle mode share (trips to work)
 - This is an important goal
 - Many of the other “goals” are really means to support this one
- #7 Reduce the number of bicycle crashes/injuries and eliminate bicycle fatalities
 - Should be connected to #1
- #10 Increase the number of miles of bikeways within the city
 - With lots of cyclists in few on fewer routes, it’s safer for cyclists – because drivers are more careful and attentive, drive slower, and pass less often/more carefully
 - We have a great recreational bike system but not a great commuter system
 - Address issue of efficiency and speed by establishing/designing specific routes that allow higher-speed riding that reduces travel time and improves riding experience
 - Need better north-south routes that are fast/efficient and safe
 - Differentiate between commuter and recreational routes, and create opportunities for both that aren’t overcrowded, are safe, and also address speed/efficiency issues
 - Account for “utility” bicyclists (running errands and making other trips that aren’t for work or recreation)
 - Differentiate among users: commuters need speed and efficiency; recreational users need scenic trails; utility cyclists need to get to neighborhood shops
 - Note that some new developments (example: South Lyndale project) *explicitly* don’t accommodate neighborhood/utility cyclists; must provide way for people to bike to neighborhood shops safely and legally (adults not on sidewalks in business districts)
- #12 Create an environment where all streets are bicycle friendly
 - This is less important; we can avoid heavily trafficked/bike-unfriendly roads as necessary
 - OK for some roads to not be bike-friendly
 - Take advantages of streets that are already bike-friendly
 - It’s unrealistic for *all* streets to be bike-friendly, but bike-friendly streets need to be sufficiently spaced and available/accessible to meet all needs
 - Also need to differentiate between streets that are not accommodating/dangerous to bicyclists and those that are specifically friendly to bicyclists

- This is an unnecessary goal
- #15 Increase capital and operating funding for bikeways
 - This (or perhaps as a new goal) must highlight the importance of equitable *maintenance* of trails and the bike portion of roadways; this applies to both safety and equity
 - This (or perhaps as a new goal) must be explicit about the *year-round* aspect – budget, design, maintenance
 - Consider defining *dedicated* winter bike routes that receive the highest level of plowing and other maintenance (as is done for certain auto routes)
- #17 Modal equity: Make park-and-rides with routes connecting to the city more convenient for bicycles
 - Make explicit the relationship between bicyclists’ needs and transit opportunities and facilities

General Comments

- Make trip numbers (2), mode share (3), and safety (7, 8, 9, 13) super-goals
- Separate real goals from how we accomplish them (means; they’re mixed on this list)

Qualifying Criteria

- Increase mode share
 - Refine this to include increasing the number of trips
 - Can’t have this qualifying criterion limit projects to only those that benefit commuters
- Improve safety: Clarify whose safety? What kind of safety?
- Cost effectiveness: Needs elaboration, and may need to embed some of the other criteria within it
- Operations and maintenance: Really important to make sure projects will be properly maintained over the long term
- Public support
 - Unfair and unrealistic
 - Important to get public *input*, but don’t abdicate decision-making authority to people who are either ignorant about the importance of bicycling in the city or to anti-bike people
 - Needs to be defined more clearly
- Context sensitivity: Needs clarification



General Comments, Additions:

- Add: Projects shouldn’t *diminish* existing pedestrian safety (such as removing sidewalks and replacing them with bike lanes), and preferably have the bike project also improve pedestrian access and safety
- Add: *Balance* the different needs and priorities of cyclists, pedestrians, drivers, businesses, etc.

Prioritizing Criteria

- Potential use: Explain this better

- Regional equity: Clarify that this is to address both geography and demographics
- Regional benefit: Clarify what this means
- Access to popular destinations
 - This is really important; helps increase visibility of bicyclists and highlight the importance and value of cycling
 - This seems related to parking issues
- Innovative design: Include in this the importance of “demonstration projects” that would create opportunities for people to understand and think in fundamentally new and different ways about bicycling, cyclists, commuting

Funding

- Don't put a city tax on bike parts, etc.; will hurt businesses
- Support raising revenues through advertising and *temporary* naming rights
- Spread revenue sources across a broader range of users, not just cyclists (pedestrians, dog-walkers, skaters, etc.)
- OK to charge a nominal fee for bike registration
- The entire existing funding system is about cars and trucks; don't increase burden on bikes
- Nearly 100% of bicyclists are already also supporting funding for cars and trucks, so everyone should also help fund bicycling
- Develop more public and private incentives for people to bike/walk and not drive, then use the savings (roads, maintenance, pollution, health care) to put back into supporting biking and walking
- Find ways to support bicycling funding that aren't mandatory or about penalties to cyclists

Central Library, 13 September 2010

Goals

- Connectivity is important and will leverage other benefits
- Connectivity is really important, plus public support and system connectivity are critical to increase mode share
- Connectivity: Need better coordination with transit to support year-round commuting
- Education also important
- Education: For special events, include educational opportunities in advance, coupons for helmets, enforcement along the way to “nudge” people into doing what they should
- Education: People misunderstand how little time and energy are involved to bike to and from places – these are “utility” uses – to and from events, businesses; in some cases it may be faster than driving
- Education: strengthen, plus connect with Share the Road program and partner with Bicycle Alliance
- Make info about bike routes and rules more available, accessible, known
- For encouragement, leverage public relations and public support around health benefits for all kinds of cycling
- Encouragement is important, but can’t do this without engineering and equity
- Encouragement: Put signs on the street saying, X minutes by bike to Y location
- Enforcement and equity are important; put priority on vehicles breaking the law (running stop signs, etc) that endanger cyclists and pedestrians
- Enforcement is less important, especially increased helmet use
- Representative Kahn seeks more analysis of “Idaho stop law” that basically allows bicycles to proceed at a slow speed through stop signs if the coast is clear
- Need “sensible” enforcement and education: very dangerous when people ride wrong way in lanes; individual education and enforcement at beginning of University semester
- Engineering, equity, enforcement – in that order
- Engineering, equity, enforcement: the City can move forward on these with their own authority and responsibility
- Equity is really important
- Plan makes City more livable, sustainable
- Safety should be a design input into engineering-if streets were safe for all, no need for bike lanes
- #1 add motorist education
- #1 bikes and cars (ex. Stop signs)
- #1 important; need to address sense among some advocates that cyclists have same rights as cars – but statute has many exceptions that cyclists and drivers need to know so everyone is safe; otherwise, this creates hostility vs. encouragement
- #1 is good because it supports #20
- #1 is good because it supports equity
- #1 is really important; lots of bang for buck, especially in areas when arterials are available (encourage use) and connections with bikes, schools, non profits, etc-to reach lots of people
- #1 should include driver education especially around right-of-way for bicyclists (like for pedestrians)



and 3-foot clearance required around cyclists

- #2, #3 are important; these tie more closely to principle of modal equity (balance)
- #5 is good and also makes cyclists feel welcome and wanted
- #5 should be a subset of #2 and #3
- #7 important to make Hennepin and 1st safer;
- #8 is not a way to increase bike use – there may be an increase correlation between helmet use and ridership
- #11 especially at business nodes in neighborhoods; reduces thefts and increase utility use
- #11 is important to increase ridership
- #11 need to encourage private/ business support of these; further enhance 50/50 cost share
- #12, 13, 14 are good; use more green paint on roads to provide visual cues for drivers to remember their obligations so cyclists are safer; green paint also signals that bikes “belong” there, too
- #15 is important
- #19 is important
- #20 may not be too relevant in future in Mpls, but really important for connections to and from other communities
- Look at these categories of goals relative to what’s done now...plus make part of accountability and reporting out

Qualifying Criteria

- Clarify how travel demand can be assessed with completely new projects; clarify relationship to land use
- Clarify how cost-effectiveness is measured; provide examples
- These criteria must also address recreational (serious and casual) and health-based cycling, not just commuters
- Need more trails, and better connections



Prioritizing Criteria

- Potential use is important
- Access to popular destinations is important
- Delete innovative design, because the project must first be solving a problem
- Clarify comprehensive approach
- Convenience and appeal are important because they increase use
- Access to popular destinations is important, and supports convenience and appeal
- Convenience and appeal is important
- Regional equity is important
- Regional equity is important so this is in all areas of town; in some cases, if you build the facilities people will bike more
- (If these are weighted, that weighting may change over time based on then-current reality and needs)

Funding

- Funding: pay for bike racks with a 25-cent user fee
- Dedicate a portion of state transportation funding for bicycle facilities to improve people’s quality of life
- Adopt-a-trail program; Minnesota Off-Road Association partnered with Eric’s Bikes for the Elm

Creek Trail; get other businesses to pitch in

- Naming rights are a good idea
- Naming rights are bad if there's anything antithetical to biking values (such as tobacco companies)
- Temporary naming rights for maintenance support, such as "this section of trail"
- Sponsorship/naming rights: trail names should *not* change all the time because of naming confusing, but makes sense to have sections of the trail sponsored or maintained by individuals or groups, and those would change over time
- User fees are not good; discourages and may harass/discriminate against some cyclists
- For a special event, consider "bike day" in the skyways
- Citywide gas tax to fund cycling facilities (but need to explore consequences if neighboring towns don't do that)
- Ensure better modal equity for federal funding; need more fair distribution vs. punishing cyclists
- Use a portion of parking meter money

General

- Clarify how opportunity and stand-alone projects are coordinated within city, with other government units/project owners, and with community
- Clarify role of staff; role of various committees and decision-making entities
- When any project is considered, look at what additional goals can be achieved concurrently if we plan better

Specific/Technical

- Hennepin Ave striping and lanes; challenges with motorists in green lane; on 1st; still problems with people opening their car doors – but both streets better now than before
- Maps need to more accurately reflect connections (or lack thereof, such as from Portland to the Greenway, which is indirect and dangerous)
- The left-turn lane on Minnehaha at 28th Street is great

University of Minnesota Research and Outreach/Engagement Center, 15 September 2010

Goals

- Education is the top; laws and rules for both cyclists and drivers
- Education: more positive messaging to non-bicyclists
- Education: reduce conflicts between cyclists and drivers
- Education: model positive images of bike culture
- Education/encouragement: support better technology to support cyclists
- Encouraging is important
- Equity is very important
- Equity is a foundational goal; cycling must be and be perceived as being available everywhere
- Engineering is very important
- Combine #2 and #3
- #7 is very important
- #10 will encourage people to bike and stay off the sidewalk
- #12: change to environment where cyclists can easily find/take safe routes; not necessary to have for *every* street
- #12: important as long-term goal; important to provide easy connections to arterials if those arterials aren't the best choices for bike routes
- #12: not all streets may be attractive to all users, and that's OK; but don't give up on streets with lots of destinations just because it's hard to make into a safe bike route
- #12: look at *levels* of bike-friendliness; think about to what extent do we want this or that street accessible by bike
- #12: look at equity issues on all streets for people who don't have cars
- #12: for busy streets at rush hour, may need to move to sidewalk or walk bike to be safe
- #12: important to properly maintain trails (no glass, etc.)
- #18 is very important, especially with Richfield and Bloomington



Funding

- Adopt-a-bikeway/trail for maintenance – glass, shrub-trimming, standing water, sand, etc.
- 2% set-aside: increase to reflect mode share
- TMO may be a natural fit and a possible funding source; primarily funded through CMAC and regional funding
- Seems strange to ask the cycling community how to fund this; the City doesn't do that for roadways; not fair to assume there is always money for roads but not assume the same for cycling facilities
- City starting to look differently at bike trail funding; need to start thinking like people did 50-60 years ago to find federal and state funding for the Interstate system; dedicated funding now only

available for roads and bridges – funding needs to be comparable for bikes

- Insist on federal, state, and local funding for modal equity vs. only roadway expansion money
- Focus heavily on opportunity projects
- Don't select funding strategies that make cycling *less* affordable; choose funding strategies that are positive and promote equity – for example, a licensing program should be voluntary vs. mandatory

Design standards

- Look elsewhere at really strong and valuable standards



DRAFT

City of Minneapolis, Draft Bicycle Master Plan

Compiled Input from Focused Community Conversations

August and September 2010

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Please note that this compilation is still in draft form and will continue to be organized and combined with other input to better support the BAC's work. Below is the *compiled* input from these five sessions, organized by category to help better inform the Bicycle Advisory Committee.

Goals

General

- Make trip numbers (2), mode share (3), and safety (7, 8, 9, 13) super-goals
- Separate real goals from how we accomplish them (means; they're mixed on this list)
- Plan makes City more livable, sustainable
- Look at these categories of goals relative to what's done now...plus make part of accountability and reporting out
- When any project is considered, look at what additional goals can be achieved concurrently if we plan better

Education

G1 Establish and maintain bicycle education curriculum

- #1 and #9 could be linked or combined
- Needs to be for bicyclists and motorists – all drivers
- Add improved education for *drivers*
- Teach bicyclists to not do unpredictable and dangerous things so everyone is safer
- Should be connected to #7
- #1 add motorist education
- #1 bikes and cars (ex. Stop signs)
- #1 important; need to address sense among some advocates that cyclists have same rights as cars – but statute has many exceptions that cyclists and drivers need to know so everyone is safe; otherwise, this creates hostility vs. encouragement
- #1 is good because it supports #20
- #1 is good because it supports equity
- #1 is really important; lots of bang for buck, especially in areas when arterials are available (encourage use) and connections with bikes, schools, non profits, etc-to reach lots of people



- #1 should include driver education especially around right-of-way for bicyclists (like for pedestrians) and 3-foot clearance required around cyclists
- Work with schools and families to better support kids biking to school and elsewhere
- Use media for bicycle education and bike safety
- For special events, include educational opportunities in advance, coupons for helmets, enforcement along the way to “nudge” people into doing what they should

General, Education

- Provide information to people about number of bicyclists and as a result the amount of traffic reduction and air pollution reduction
- Education is important
- Education: strengthen, plus connect with Share the Road program and partner with Bicycle Alliance
- Education is the top; laws and rules for both cyclists and drivers
- Education: more positive messaging to non-bicyclists
- Education: reduce conflicts between cyclists and drivers
- Education: model positive images of bike culture
- Education/encouragement: support better technology to support cyclists

Encouragement

G2 Increase the total number of trips by bicycle

- This is an important goal
- Many of the other “goals” are really means to support this one
- #2, #3 are important; these tie more closely to principle of modal equity (balance)
- Combine #2 and #3



G3 Improve bicycle mode share (trips to work)

- This is an important goal
- Encourage businesses to provide incentives to employees to bicycle rather than drive to work; many businesses in fact provide incentives for driving (such as parking ramps, subsidized parking costs, etc.) and if they instead supported bicycling, they could use cost savings (parking, health care benefits) to increase funding to support bicycling employees (secure all-season bike facilities, showers, short-term use of “company” car during day for offsite work, etc.)
- Many of the other “goals” are really means to support this one

G4 Reduce bicycle thefts

- #4 really important, including at LRT stations
- #4, work with businesses and other organizations to have their security guards also watch out for bike theft

G5 Make it easier for residents and visitors to bike in the city

- #5 is good and also makes cyclists feel welcome and wanted
- #5 should be a subset of #2 and #3
- Maps need to more accurately reflect connections (or lack thereof, such as from Portland to the Greenway, which is indirect and dangerous)
- Make info about bike routes and rules more available, accessible, known

- People misunderstand how little time and energy are involved to bike to and from places – these are “utility” uses – to and from events, businesses; in some cases it may be faster than driving
- Put signs on the street saying, X minutes by bike to Y location

G6 Promote the benefits of bicycling

- Leverage public relations and public support around health benefits for all kinds of cycling

General

- Encouragement: delete, because if you do the rest this will happen anyway
- Encouragement goals important but not by themselves
- Encouragement is important, but can’t do this without engineering and equity
- Encouragement is important

Enforcement

G7 Reduce the number of bicycle crashes/injuries and eliminate bicycle fatalities

- Should be connected to #1
- #7 important to make Hennepin and 1st safer;
- #7 is very important
- Representative Kahn seeks more analysis of “Idaho stop law” that basically allows bicycles to proceed at a slow speed through stop signs if the coast is clear

G8 Increase helmet use

- Lights, helmets, clothing are important; change public perception about bikes; people aren’t hurt, and often benefit
- Combine #7 and #8
- #8 is not a way to increase bike use – there may be an increase correlation between helmet use and ridership

G9 Create an environment where all bicyclists follow the rules of the road

- #9 is important
- Enforce laws for bicyclists, too
- Enforcement: enforce rules – helmets, lights at night, etc., and fine people

General

- Enforcement and equity are important; put priority on vehicles breaking the law (running stop signs, etc) that endanger cyclists and pedestrians
- Enforcement is less important, especially increased helmet use
- Need “sensible” enforcement and education: very dangerous when people ride wrong way in lanes; individual education and enforcement at beginning of University semester

Engineering

G10 Increase the number of miles of bikeways within the city

- With lots of cyclists in few on fewer routes, it’s safer for cyclists – because drivers are more careful and attentive, drive slower, and pass less often/more carefully
- We have a great recreational bike system but not a great commuter system
- Address issue of efficiency and speed by establishing/designing specific routes that allow higher-speed riding that reduces travel time and improves riding experience
- Need better north-south routes that are fast/efficient and safe
- Differentiate between commuter and recreational routes, and create opportunities for both that aren’t overcrowded, are safe, and also address speed/efficiency issues

- Account for “utility” bicyclists (running errands and making other trips that aren’t for work or recreation)
- Differentiate among users: commuters need speed and efficiency; recreational users need scenic trails; utility cyclists need to get to neighborhood shops
- Note that some new developments (example: South Lyndale project) *explicitly* don’t accommodate neighborhood/utility cyclists; must provide way for people to bike to neighborhood shops safely and legally (adults not on sidewalks in business districts)
- #10 will encourage people to bike and stay off the sidewalk

G11 Increase the amount of bicycle parking available to the public

- #11 especially at business nodes in neighborhoods; reduces thefts and increase utility use
- #11 is important to increase ridership
- #11 need to encourage private/ business support of these; further enhance 50/50 cost share

G12 Create an environment where all streets are bicycle friendly

- #12: is this really feasible for *all*?; instead, say that all parts of the city must have bike-friendly routes
- #12, important to focus on driver education; educate people about bike safety benefiting everyone
- This is less important; we can avoid heavily trafficked/bike-unfriendly roads as necessary
- OK for some roads to not be bike-friendly
- Take advantages of streets that are already bike-friendly
- It’s unrealistic for *all* streets to be bike-friendly, but bike-friendly streets need to be sufficiently spaced and available/accessible to meet all needs
- Also need to differentiate between streets that are not accommodating/dangerous to bicyclists and those that are specifically friendly to bicyclists
- This is an unnecessary goal
- #12: change to environment where cyclists can easily find/take safe routes; not necessary to have for *every* street
- #12: important as long-term goal; important to provide easy connections to arterials if those arterials aren’t the best choices for bike routes
- #12: not all streets may be attractive to all users, and that’s OK; but don’t give up on streets with lots of destinations just because it’s hard to make into a safe bike route
- #12: look at *levels* of bike-friendliness; think about to what extent do we want this or that street accessible by bike
- #12: look at equity issues on all streets for people who don’t have cars
- #12: for busy streets at rush hour, may need to move to sidewalk or walk bike to be safe
- #12: important to properly maintain trails (no glass, etc.)
- #12, 13, 14 are good; use more green paint on roads to provide visual cues for drivers to remember their obligations so cyclists are safer; green paint also signals that bikes “belong” there, too



G13 Ensure that all existing trails are safely marked, signed, appropriately lighted, and address personal safety

- #13: better lighting, more bike patrols/presence, expanded trail watch system – like on the Greenway
- #13: support this to keep trails clear, secure, and accessible around events such as games
- Put high priority on bicyclist security at all times of day
- Better lighting, more cops
- Need to improve safety on highly congested trails and mixed-use trails
- Safety should be a design input into engineering; if streets were safe for all, no need for bike lanes
- #12, 13, 14 are good; use more green paint on roads to provide visual cues for drivers to remember their obligations so cyclists are safer; green paint also signals that bikes “belong” there, too
- #13, 14 should be combined; designed standards and ensuring trails are safely marked/lit/signed means trails meet standards



G14 Complete and implement design standards for all bikeways

- Look elsewhere at really strong and valuable standards
- #14: this may have been superseded by design guidelines
- #12, 13, 14 are good; use more green paint on roads to provide visual cues for drivers to remember their obligations so cyclists are safer; green paint also signals that bikes “belong” there, too

G15 Increase capital and operating funding for bikeways

- This (or perhaps as a new goal) must highlight the importance of equitable *maintenance* of trails and the bike portion of roadways; this applies to both safety and equity
- This (or perhaps as a new goal) must be explicit about the *year-round* aspect – budget, design, maintenance
- Consider defining *dedicated* winter bike routes that receive the highest level of plowing and other maintenance (as is done for certain auto routes)
- #15 is important

General, Engineering

- Engineering, equity, enforcement – in that order
- Engineering, equity, enforcement: the City can move forward on these with their own authority and responsibility
- This is very important

Equity

G16 Modal: Make transit a bicycle friendly transportation option.



- #16: not scalable; need better bike storage
- #16 and 17 could be connected

G17 Modal: Make park-and-rides with routes connecting to the city more convenient for bicycles

- Make explicit the relationship between bicyclists' needs and transit opportunities and facilities

G18 Geographic: Connect bicycle facilities to all adjacent communities and neighborhoods within the city

- Connectivity is important and will leverage other benefits
- Connectivity is really important, plus public support and system connectivity are critical to increase mode share
- #18 is very important, especially with Richfield and Bloomington

G19 Demographic: To facilitate inter-agency and inter-community cooperation through networking and collaboration

- Need better coordination with transit to support year-round commuting
- #19 is important

G20 Geographic: Encourage developers to construct trails and install bike lanes as part of development

- #20 may not be too relevant in future in Mpls, but really important for connections to and from other communities

General, Equity

- Equity: how does the Plan address economic (in)equities between areas and neighbors? needs to
- Equity and others could be rewritten as broader goals, then include many supporting strategies
- Equity is really important
- Equity is very important
- Equity is a foundational goal; cycling must be and be perceived as being available everywhere

Evaluation

G21 Measure bicycle program success

Qualifying Criteria

Q1 Increase mode share

- Refine this to include increasing the number of trips
- Can't have this qualifying criterion limit projects to only those that benefit commuters

Q2 Improve safety

- Clarify whose safety? What kind of safety?

Q3 System connectivity

- Need more trails, and better connections

Q4 Project timing

Q5 Travel demand

- Clarify how this can be assessed with completely new projects; clarify relationship to land use

Q6 Cost effectiveness

- Cost effectiveness: Needs elaboration, and may need to embed some of the other criteria within it



- Clarify how this is measured; provide examples

Q7 Operations and maintenance

- Really important to make sure projects will be properly maintained over the long term

Q8 Approved plan

Q9 Public support

- Unfair and unrealistic
- Important to get public *input*, but don't abdicate decision-making authority to people who are either ignorant about the importance of bicycling in the city or to anti-bike people
- Needs to be defined more clearly

Q10 Context sensitivity

- Needs clarification

General

- Need criteria or some process for *opportunity* projects
- Add: Projects shouldn't *diminish* existing pedestrian safety (such as removing sidewalks and replacing them with bike lanes), and preferably have the bike project also improve pedestrian access and safety
- Add: *Balance* the different needs and priorities of cyclists, pedestrians, drivers, businesses, etc.
- These criteria must also address recreational (serious and casual) and health-based cycling, not just commuters

Prioritizing Criteria

P1 Potential use

- Explain this better
- Potential use is important

P2 Regional equity

- Clarify that this is to address both geography and demographics
- This is important
- This is important so this is in all areas of town; in some cases, if you build the facilities people will bike more

P3 Regional benefit

- Clarify what this means

P4 Project readiness

P5 Access to popular destinations

- This is really important; helps increase visibility of bicyclists and highlight the importance and value of cycling
- This seems related to parking issues
- This is important
- This is important, and supports convenience and appeal

P6 Leveraging

P7 Innovative design

- Include in this the importance of "demonstration projects" that would create opportunities for people to understand and think in fundamentally new and different ways about bicycling,

cyclists, commuting

- Delete because the project must first be solving a problem

P8 Comprehensive approach

- Clarify

P9 Convenience and appeal

- These are important because they increase use
- This is important

P10 Accessibility and facility spacing

General

- Access to popular destinations is important
- Potential use is important, and related to access to popular destinations
- Readiness if important
- Less important: innovative design, comprehensive approach, convenience, and accessibility
- Less important: innovative design – although, may be better if simply “innovative” vs. narrowing it to refer only to design
- If these are weighted, that weighting may change over time based on then-current reality and needs

Funding

Capital Funding Sources

Need for dedicated capital funding source; to complete plan will take \$250-\$500 million, depending on approach

F1 Federal funding

F2 Federal earmarks

F3 Federal one-time programs

F4 State bonds

F5 DNR funding

F6 Legacy funding

F7 Net debt bonds

F8 Private and corporate donations

F9 City of Minneapolis Health industry funding

F10 Bicycle industry funding

F11 Safe Routes to School funding

F12 Nonprofit funding

F13 Fundraisers

F14 NRP funding

Capital Funding Strategies

Which funding ideas are most and least appealing? Why?

C1 Bicycle project capital program needs dedicated funding source. Recommendation: 2% of the City’s annual capital budget set aside for bicycling projects; larger projects will require multi-year funding commitments. Constant funding stream helps balance staff workloads and creates realistic public expectations of what can be done each year.

- City starting to look differently at bike trail funding; need to start thinking like people did 50-60 years ago to find federal and state funding for the Interstate system; dedicated funding now only available for roads and bridges – funding needs to be comparable for bikes
- 2% set-aside: increase to reflect mode share
- Federal programs, state bonds, and the City are appropriate sources for most projects and probably more reliable in the long term
- Seems strange to ask the cycling community how to fund this; the City doesn’t do that for roadways; not fair to assume there is always money for roads but not assume the same for cycling facilities

- Insist on federal, state, and local funding for modal equity vs. only roadway expansion money
 - Focus heavily on opportunity projects
 - The entire existing funding system is about cars and trucks; don't increase burden on bikes
 - Nearly 100% of bicyclists are already also supporting funding for cars and trucks, so everyone should also help fund bicycling
 - Spread revenue sources across a broader range of users, not just cyclists (pedestrians, dog-walkers, skaters, etc.)
 - Dedicate a portion of state transportation funding for bicycle facilities to improve people's quality of life
 - Citywide gas tax to fund cycling facilities (but need to explore consequences if neighboring towns don't do that)
 - Ensure better modal equity for federal funding; need more fair distribution vs. punishing cyclists
- C2 Cost-effectiveness must be analyzed before a bicycle project is submitted for funding; project must cost-effectively increase mode share or improve safety; improved capacity or reduced delay *may* increase mode share by reducing a common barrier for bicycling: time
- C3 Acquire property easements for trail projects before pursuing state or federal funding in some corridors to prevent missed opportunities (i.e., Upper River corridor, RR corridors, etc.); an opportunity fund could be used for this
- C4 Establish maintenance plan before submitting a capital project; additional maintenance funding must be secured before a new project can be pursued
- Clarify how opportunity and stand-alone projects are coordinated within city, with other government units/project owners, and with community
- C5 Capital program must reflect maintenance limitations, especially in winter
- C6 Place more emphasis on new technology and innovation to help reduce costs without compromising the quality of facilities (i.e., longer-lasting signs/pavement markings)
- C7 Shift capital program from large arterial trail projects to smaller on-street signage and striping improvements; transition over several years to complete the arterial trail system in North Minneapolis, Northeast Minneapolis, and south of Minnehaha Creek
- C8 Encourage the Minneapolis Park and Recreation Board and Three Rivers Park District to take the lead on completing the regional trail system in Minneapolis
- C9 Consult Bikeways Master Plan Map when making roadway and bridge improvements
- C10 Better share non-infrastructure capital project responsibilities between local agencies, city departments, and private groups; this will reduce redundancy, save money, and allow common education and encouragement messages
- TMO may be a natural fit and a possible funding source; primarily funded through CMAC and regional funding
 - Develop more public and private incentives for people to bike/walk and not drive, then use the savings (roads, maintenance, pollution, health care) to put back into supporting biking and walking
 - Funding: pay for bike racks with a 25-cent user fee
 - Use a portion of parking meter money
- C11 Encourage more leadership from other state/regional agencies for capital and maintenance
- C12 Support a regional bike plan that focuses on transportation needs in addition to recreational

corridors

C13 Encourage regional agencies to focus limited resources on projects that will serve the most people

Maintenance Funding Strategies/Sources

Note: Currently, the City and MPRB maintain almost all bicycle infrastructure in Minneapolis

M1 Maintenance endowment; use interest from donations

M2 Sales tax for bicycles and equipment

- Don't put a city tax on bike parts, etc.; will hurt businesses

M3 Advertising for events, brochures, and maps; corporate or public/private sponsorships

M4 Naming rights for bicycle infrastructure; contests or raffles

- Adopt-a-trail program; Minnesota Off-Road Association partnered with Eric's Bikes for the Elm Creek Trail; get other businesses to pitch in
- Naming rights are a good idea
- Naming rights are bad if there's anything antithetical to biking values (such as tobacco companies)
- Temporary naming rights for maintenance support, such as "this section of trail"
- Sponsorship/naming rights: trail names should *not* change all the time because of naming confusing, but makes sense to have sections of the trail sponsored or maintained by individuals or groups, and those would change over time
- Adopt-a-bikeway/trail for maintenance – glass, shrub-trimming, standing water, sand, etc.
- Support raising revenues through advertising and *temporary* naming rights

M5 User fee (bicycle registration has been used in the past)

- OK to charge a nominal fee for bike registration
- Don't select funding strategies that make cycling *less* affordable; choose funding strategies that are positive and promote equity – for example, a licensing program should be voluntary vs. mandatory
- Use registration fees to pay for maintenance; look at implementation process and costs and what you're trying to accomplish
- User fees are not good; discourages and may harass/discriminate against some cyclists
- Find ways to support bicycling funding that aren't mandatory or about penalties to cyclists

M6 Sales of bicycle program merchandise

M7 A special district or maintenance zone where local property owners have agreed to pay for additional services; there are already several special services districts in the city

M8 Fundraising

- For a special event, consider "bike day" in the skyways
- Nonprofits, fundraisers, and private donors: not certain these would be reliable funding sources; one-time contributions OK, but not for any long-term support

M9 Regional trail funding for eligible projects

M10 Reduce maintenance expenses through better technology, sharing resources, and reducing the number of capital projects

M11 User fees where "those who benefit are those who pay" (Minneapolis bicyclists at the turn of the century paid to have a license; license fees spent on infrastructure projects)

M12 Use capital dollars for preventive maintenance

M13 Identify new revenue sources; work with IGR team to lobby for new funding sources for maintenance

M14 Continue working with Minneapolis Schools on the Safe Routes to School program using shared resources

Needs

- Are the needs *really* needs? (The eternal question for any decision-making group.) Is the plan nimble enough to be responsive to changing needs?

Technical, Process

- Hennepin Ave striping and lanes; challenges with motorists in green lane; on 1st; still problems with people opening their car doors – but both streets better now than before
- The left-turn lane on Minnehaha at 28th Street is great
- Clarify role of staff; role of various committees and decision-making entities

DRAFT

City of Minneapolis, Draft Bicycle Master Plan

Compiled Input from Online Survey

August and September 2010

A total of 50 people provided input on the Draft Master Bicycle Plan with very thorough and detailed responses to the very lengthy survey. All of the 31 questions were optional, but many people took the time to respond to all of them, often in great detail and with much thought. For more information about this survey, contact Don Pflaum at donald.pflaum@ci.minneapolis.mn.us.

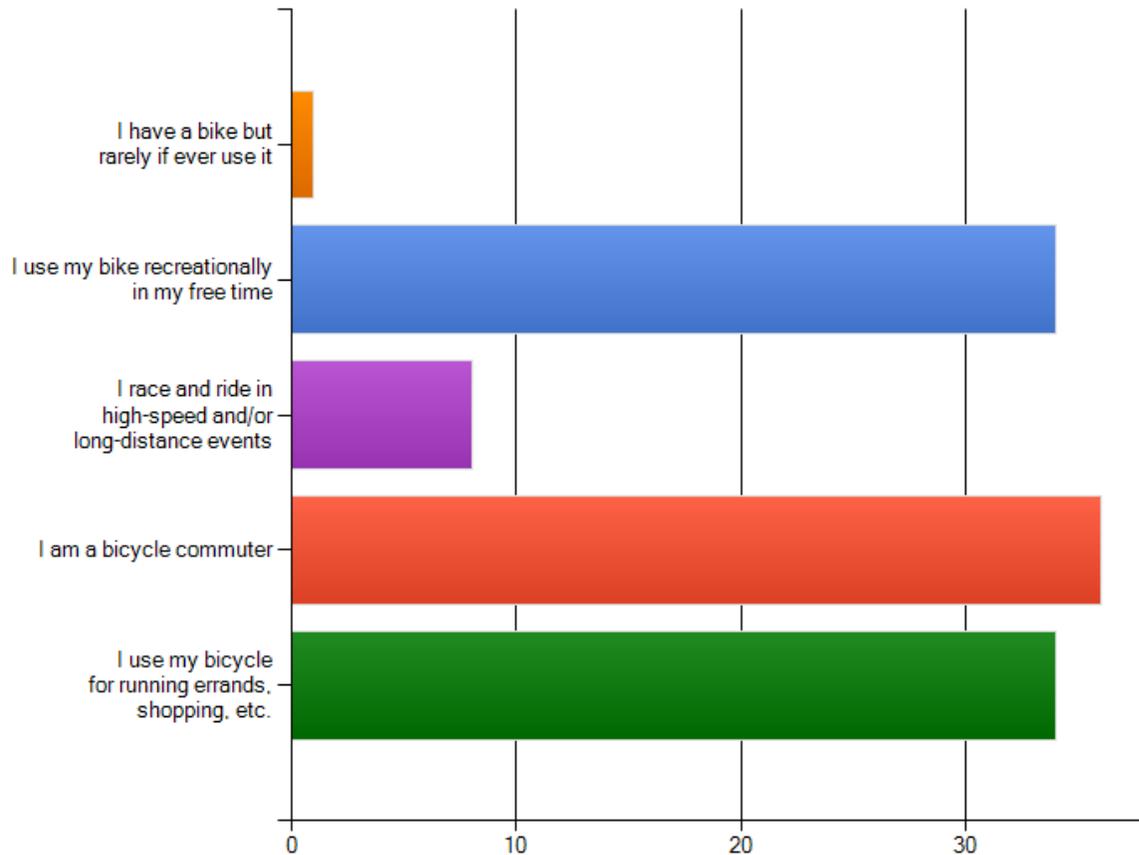
The survey questions addressed all sections of the Plan and also gathered basic demographic information about the respondents. The BAC and Public Works Department may find it valuable to run further analyses on these data to inform future decision making. What can be seen with even the most cursory review of the demographics is that this in-depth survey attracted a higher proportion of bike commuters, people in their 20s and 30s, English-speaking, White/Caucasian respondents than in either the biking or citywide population. That said, it was not the goal of this complex and time-consuming survey to seek input from a stratified random sample; rather, we sought input from people who had a high enough investment in the Plan and its impact to invest considerable time in both reviewing the Plan and then providing input.

We are grateful to the many contributors to this Plan through their responses to this survey (below) as well as through Focused Community Conversations and emails, both documented separately. All of these ideas and input will help the Bicycle Advisory Committee shape its work on the Plan.

As noted below in various sections, this survey input is still being compiled, and the remaining content will be provided to the BAC as soon as possible.

User and Use Information

Question 1. How do you use your bicycle? (select all that apply)



Comments:

- I use Nice Ride
- Occasional Commuter to work and have taken urban cycling safety classes
- Grand Rounds for day trips across the city. Wherever it's safe and available to bike.
- Explore the city
- I ride to and from events, meetings shows Downtown

Question 2: What might make you increase or change your bicycle use? What barriers exist?

1. Increased designated bike pathways
2. Lack of shower facilities at work.
3. Clearly marked bike lanes and cycleways on city streets. Improved markings and access for crossing the Mississippi River. Bike paths that connect to each other instead of starting and stopping without any idea of where the rider should go next.
4. Safety is #1 for me. If I don't feel I have a safe route on my bike, I'll drive my car.
5. Road conditions are secondary. I travel from around lake Nokomis to Bloomington. The road between the 5/8 club and Bloomington Ave is terrible. The pavement has large cracks in it that jostle my bike every half second or so. It knocked my bike computer off and I worry that my bike is going to break whenever I'm on this stretch of road."
6. More nice ride stations
7. Weather
8. The main barrier I see in commuting is the danger of inattentive drivers. Separate trails would enhance the environment for all riders.
9. I would bike more if there were better off-street biking options to more parts of the city. I would bike more during the winter if I could be sure that the bike paths were plowed and de-iced as well as and as promptly as the streets are.
10. I need a greater level of accessibility from Minneapolis streets - meaning: I need more destinations to be located within cycling distance. To do this, we need higher density development. The key to increasing the bicycle mode share in Minneapolis has just as much to do with land use decisions as it has to do with transportation decisions.
11. The "insider" bike culture is a barrier.
12. What would help: more neighborhood shops. More bike-only routes. I bike with my daughter in the trailer and am not comfortable biking on busy roads, even with a bike lane.
13. I'd like to see a east-west route in south Minneapolis, as well as more north-south routes connecting south Minneapolis to the green way."
14. The biggest barrier that currently exists is the lighting issue. This only applies to when I would like to commute to work in the fall and early spring. It is dark early in the morning and sections of my route do not have very good lighting. I would also use my bike more for errands if I were not so worried parts of the bike would get ripped off while I am in the store.
15. I love bicycling in the City and want to do more of it! I am all for more bicycle lanes. We need to educate vehicle drivers to watch out for bikers and not infringe upon their rights. Likewise, bikers must obey the laws as vehicles are expected to do so.
16. busy streets and worry about getting it stolen
17. Easier to run errands
18. Safer roads / driver relationship
19. Safer road conditions in winter, although I ride year round currently.
20. More bike lanes on streets and bridges. More awareness of cyclists among drivers. Some drivers seem not to notice cyclists or to be aggressive toward us. More off-street biking options.
21. Bicycle security; being able to lock up your bike and not have it stolen. Fear of theft, based on previous experience several times over, keeps me from running errands I would otherwise do by bicycle.
22. "I already bike everywhere and am so grateful for the incredible bike system in Minneapolis gets better every year!

23. However I have a couple suggestions. First, increased enforcement of the people who drive in the bike/bus/right turn lane downtown would be incredible. Also, the bicycle path that shoots people out onto the 94 East entrance and wrong-way traffic when heading south just north of the Franklin/Lyndale intersection is terrible, but I suppose there's no elegant solution currently. Third, a "Stop as Yield" law please! I always yield right of way to cars, pedestrians and other bicyclists. I think it's pretty unrealistic to expect me to come to a full stop at every stop sign.
24. I generally have to take the winter months off of cycling because of the plowing situation.
25. Please, please, please increase plowing and salting/ sanding of bike trails in the winter.
26. safety
27. more free time
28. More bike racks at area businesses (Central Ave especially)
29. Ease and safety of biking from NE to downtown, the U of M area and Uptown, I feel it is too difficult from the NE area. It is very isolated and under-served compared to the rest of the city. I would use my bike for a lot more trips for errands and day trips if it were easier.
30. More off road-I have young child
31. Off-street trails that connect to existing off-street trails
32. Better bike lane system in NE/SE
33. More direct connections from far ends regarding the Greenway
34. Bridge gaps in access, EXPL getting from NE to the rest of Mpls (crossing Broadway and Hennepin is not fun"
35. I often resort to driving for grocery shopping because there is not a grocery store in my neighborhood, Stevens Square.
36. The ongoing development of amenities and provisions for bicycles in our transportation system.
37. I am fortunate: my ride from south Shoreview to the MCTC campus is safe for the most part. I ride on wide, on-street bicycle-dedicated lanes, on the U of M connector transitway, and across the beautiful Stone Arch Bridge. Even Hennepin Avenue is manageable EXCEPT for two blocks from West River Parkway to N. 2nd Street. There is no simple, safe, and legal way to cross Hennepin Avenue once I come up the bicycle ramp from the river (which deposits me on the wrong side of Hennepin). Once on Hennepin, I have to merge into the bicycle lane, which inexplicably begins at N. 2nd Street; this move often puts me at peril with all of the cars turning right from Hennepin onto N. 2nd Street. I have taken to (illegally) riding on the south sidewalk until I get to N. 2nd Street, where there is a crosswalk and accompanying lights. It's the safest route, but it's not great.
38. Access to more trails and pathways. Particularly, safer ways to get down Lowry Ave and Broadway in NE Minneapolis.
39. I ride as much as I can.
40. Quicker, safer routes to nearby destinations and work. Lockers to store winter gear at work.
41. More on-street bike pathways
42. Better connections, curb cutouts, etc. to access trails through parks from city streets"
43. The set up of bike lanes in the suburbs and on busy streets in the cities. If the bike lanes were more consistent and cars were not interfering with where we bikers ride that would work a lot better.
44. Not enough connections between bike paths. Gaps in between routes are usually tricky with car traffic. Also, not enough lighting along paths at night.
45. Naturally I would increase my usages even more when there are more car-free bike roads.
46. I would ride more with better road access and less sharing of lanes with cars.
47. I would use my bike more for running errands if there were secure bike parking nearby. Often I would like to stop at stores in downtown Minneapolis on my way to and from work, but I don't, because there's nowhere to park. I wouldn't mind paying reasonable rates to park indoors in a ramp - but have no idea how to find out if that's possible.

48. 1) Better maintenance of facilities (i.e. big aggregate used on-street bike lanes means I sometimes use the car lane instead, rough pavement on the Cedar Lake Trail means I don't ride or choose other routes)
49. 2) Bike space in commercial areas (the lack of safe ways to bike to LynLake/Uptown and other commercial nodes means I hitch car rides with friends to suburban shopping districts when they go, as I get nervous biking and it's a pain to haul stuff on the bus)"
50. "I would ride more with better maintenance of trails, lanes, pavement markings; greater visibility of bicycle facilities; more education for motorists of bicyclist's rights to the road; separate bike signals for areas with high bike traffic; better lighting on Hiawatha and Greenway trails.
51. Barriers exist in disparate funding for bike facilities; there is a far greater percent of bicyclists injured/killed than the percentage of transportation funds spent on bike facilities."

Conditions that would contribute to an increase in my bicycle use:

52. better road conditions (fewer potholes or streets with patches upon patches upon patches)
53. more bike lanes/paths/wider shoulders on roads
54. sweep streets promptly after winter to remove gravel and sand
55. more safe places to secure my bike

Conditions that would decrease my bicycle use:

56. I will probably not ride through the winter when there's snow and ice on the street

What barriers exist:

57. Some streets are just not bike friendly (e.g., Franklin Avenue)"

Question 3. Rank your bicycling comfort level in the following situations

Answer Options	High comfort: I do it often and it's fine	Medium comfort: I do it sometimes or would be willing to try it	Low comfort: I don't or won't do it	Rating Average	Response Count	
Off-street bicycle and shared use paths	45	4	0	1.08	49	
On-street bicycle lanes	27	21	1	1.47	49	
Roads denoted as bicycle routes by "Share the Road" signs	20	19	10	1.80	49	
City streets with low traffic volume	39	8	2	1.24	49	
Any city street regardless of traffic volume if it takes me to my destination	9	23	17	2.16	49	
Comments on any of these situations:					31	
					<i>answered question</i>	49
					<i>skipped question</i>	1

<See these data represented graphically following the comments below>

Question 3 Comments

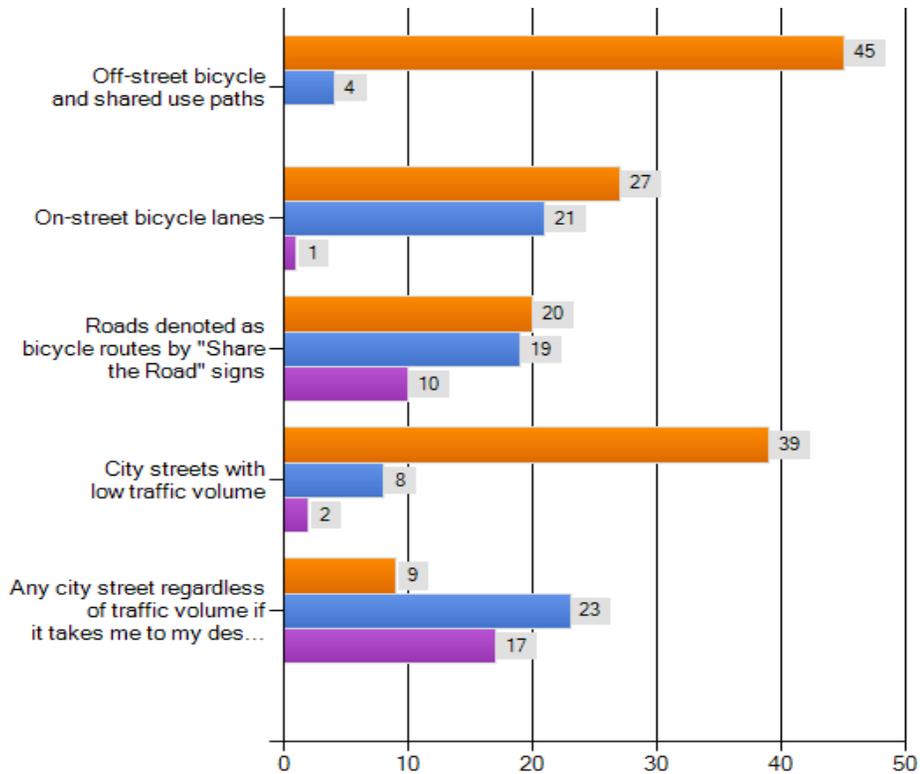
1. "Share the Road" signs don't seem to be noticed by drivers. Pavement markings appear to make a bigger difference.
2. I use my bike because I can travel either on dedicated bike paths or little used roads with ample space for sharing with vehicles. It's simply too dangerous to bike alongside heavy traffic. Biking in the winter is difficult. Not only because of the cold, but the lack of sunlight and loss of road space make it more dangerous.
3. I find "share the road" signs generally un-helpful. Painted bike lanes are more reliable and make me feel safer.
4. "Share the Road" signs are of little value. "Bikes may use full lane" signs are of great value. Regarding on-street bicycle lanes, "I do it often and it's fine" is assuming we're talking about well-designed bike lanes. not substandard or minimum width lanes next to parking. Those facilities I ignore and instead ride in the general purpose lanes.
5. Often concerned about getting "doored" on city streets
6. My comfort level decreases exponentially if my daughter is in the trailer.
7. I'd like for University Ave NE to be more biker friendly, as this is a main road closest to my home.
8. Car drivers feel that they always have the right of way over a bike and I have been told that they don't consider us equals on the road and that we are just in the way of their cars.
9. Need more off-street for family rides
 - Roads denoted as routes -- preferred routes for commuting to work
 - "Share the Roads" -- like to see more of these
 - City St. low traffic -- Handy for family rides and exploring Mpls neighborhoods
 - Any City Street -- Drivers don't follow laws / need more education/enforcement
10. Sometimes I'll take a longer route if the most direct route is especially unfriendly or has a shoulder riddled with bumps and pot-holes (ahem, Franklin and Riverside Avenues).

11. It's funny because oftentimes the off-street paths get a bit more dangerous than side streets because you have cyclists clumping up on each other and oftentimes aggressively pass without warning. Certain main streets simply aren't safe for cycling. Side streets in general are safe, although some of these grandiose bicycle boulevards are probably a waste of money and I would likely use other streets to avoid high cyclist traffic.
12. Thank you for painting the lane green on Hennepin Ave. More of this sort of thing would be great.
13. Central Ave is dreadful to bike on-as are Broadway, Lowry
14. Share road signs: feels dangerous and I don't trust cars. Have to dodge parked cars, buses, etc
 - City streets w/low: anxiety near intersections where cars might not be watching
 - Any city streets: I have gone out of my way just to avoid high-car areas
15. 1: I feel very safe on these and go out of my way to use them
 - 2: Better than nothing but still feels dangerous w/parked cars, right-turning cars, etc
 - 3: I wonder how many motorists notice them
 - 4: I don't like stop signs any more than drivers do and I avoid them
16. 1. Maintenance on some parts needs help
 - 3. I rarely see the value in these signs.
 - 5. Are some streets better off as a 3 car lane with 2 bike lanes than a 4 car lane like Hennepin and Broadway NE
17. Just because I ride streets with high traffic often does not mean I enjoy it. Franklin Avenue between Lyndale and Chicago Avenue NEEDS to be reconfigured. I find it offensive that the sidewalks are so narrow at parts of it in an area with such high pedestrian use. Even if bike lanes or sharrows were not added, reconfiguring it as it is from Chicago to Cedar Avenue would be great. I would ride other streets, but there really is no other east-west option within a few of Franklin.
18. I am a mainstream biker. There are streets that just seem inherently unsafe by design for bicycling.
19. Downtown, the automotive traffic - except where noted in #2 above - is easy to handle. However, what makes me nervous are pedestrians who cross without looking for cyclist (or even when they see them) and other cyclists, especially for some reason the single-gear, bicycle-messenger style riders. They can make the experience really unpleasant. For example, if some idiot rides through a red and I am behind that person at the light, more often than not, that's when I get heckled. I obeyed the law, but the jackass in front of me didn't, so now I catch the flack. No fun. I'd love to see some real bicycle law enforcement downtown.
20. I avoid at all costs typical commuter streets that provide little to no shoulder or push fast traffic past long stretches of parked cars. I believe better routes should be communicated to biked -or- bikers should be warned off the road.
21. While I often use and am comfortable with most any routes, there are several that are just annoying to ride on, especially Franklin Ave. between Chicago Ave. and Nicollet Ave. If this were rebuilt as it was between Chicago and Bloomington Ave. (1 lane in each direction, plus left turn lanes and bump outs) it would be much nicer to ride on. Currently it is extremely bumpy, the sidewalks are offensively narrow for pedestrians, and the narrow 4 lanes of traffic force me to take the lane as opposed to riding on the side during rush hour.
22. If my destination is on a busy street or if re-routing around busy street takes too much time, I'll bike on a busy street. But if we want more bikers to bike to destinations in our neighborhoods/business districts, we need to better connect them by bike.
23. Hard to commute in high traffic, as drivers are not aware of bikes in the same way they are of cars
24. "Share the road" can be a bit tricky at times!!!!!! You do need your space as a biker.
25. Obviously the more infrastructure, the safer I feel biking - and the most pleasant.
26. I do all these in the "high comfort" zone because I can and I am able. HOWEVER, I don't like to take my children on many of the "Share the road" areas. I want more separated bike lanes. Some sort of barrier between my girls and traffic.

27. none
28. the "shared lanes" on Hennepin and 1st scare me to death. Neither the buses nor the right turn drivers seem to have any idea I'm there - unless I'm out in the middle of the lane, in which case they either honk or try to get around me. A must to avoid.
29. It's hard to get to commercial areas.
30. I take the lane when I have to but don't always feel comfortable doing it.
31. There are some streets I will not ride my bike on because of either high traffic volume (Franklin Ave) combined with narrow shoulders/parking lanes, or potholes/deep cracks/multiple patches

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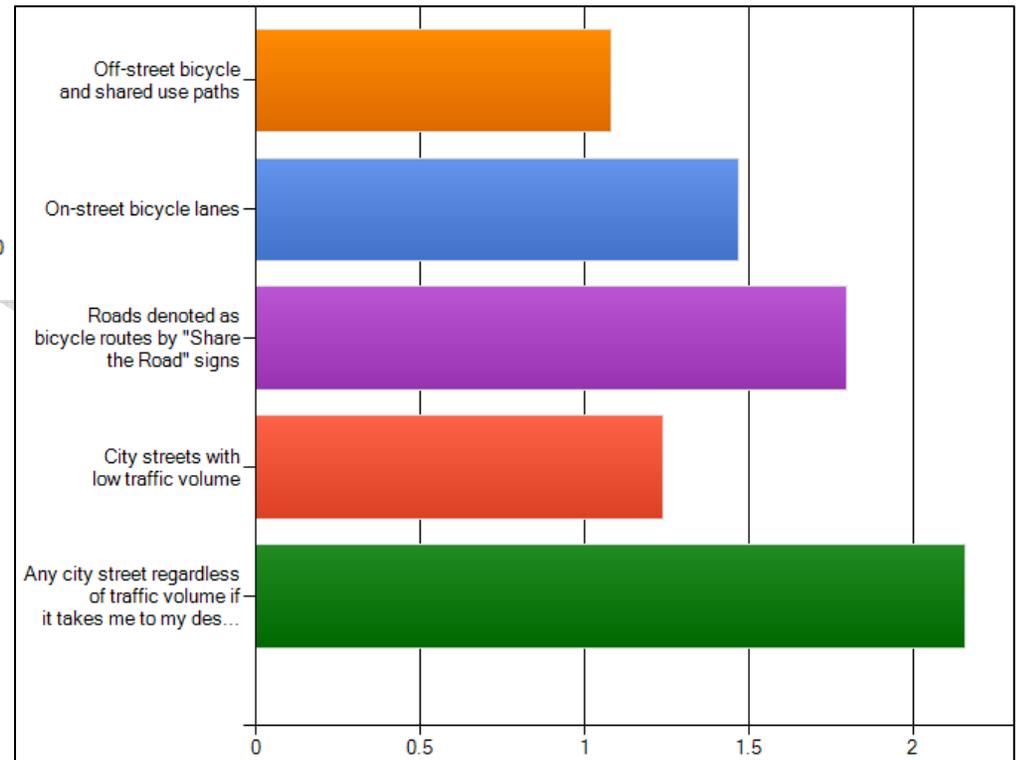
Question 3. Rank your bicycling comfort level in the following situations



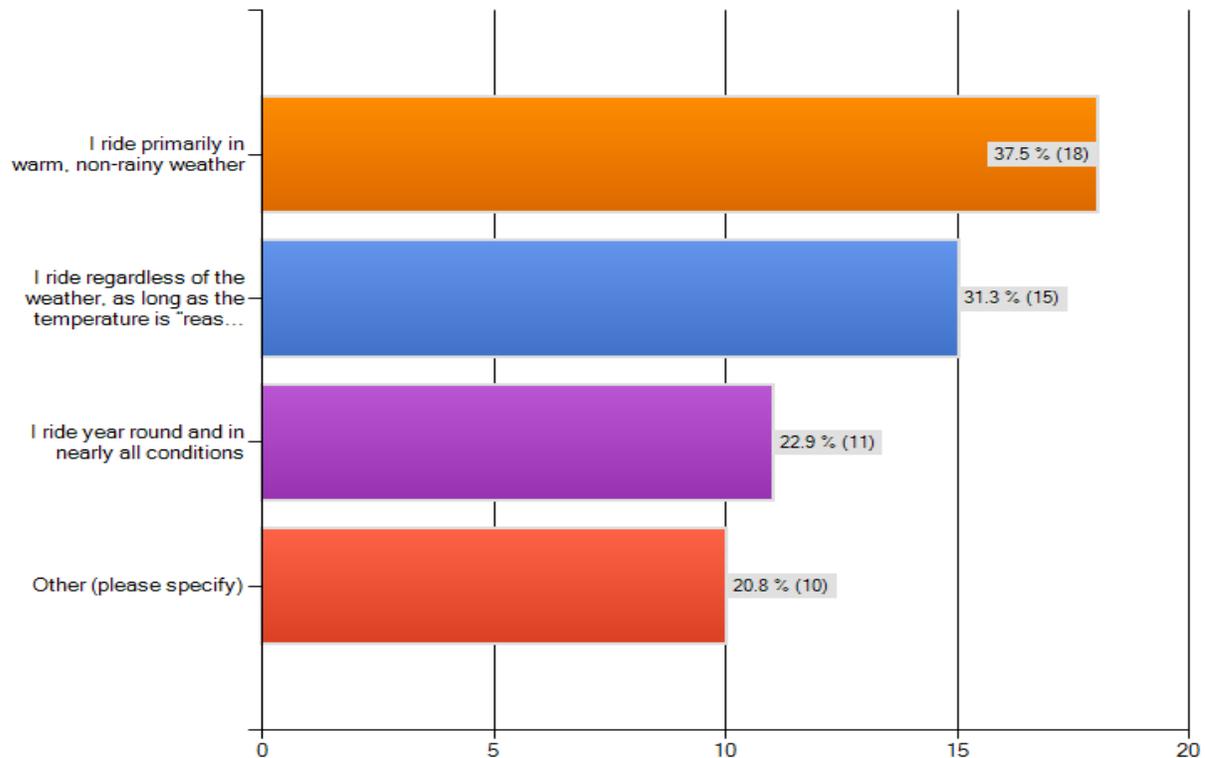
The top chart shows the distribution of responses (priorities) across all categories.

The bottom chart show the averages across all responses.

■ <u>High comfort:</u> I do it often and it's fine
■ <u>Medium comfort:</u> I do it sometimes or would be willing to try it
■ <u>Low comfort:</u> I don't or won't do it



Question 4. Check what most accurately represents your riding frequency and conditions



Question 4 Comments

1. Generally, non-rainy, reasonable temperature (lower than the average "reasonable," I'm thinking)
2. And when there is sufficient light.
3. I'll ride in cold weather until surfaces become icy.
4. Precipitation will always stop me
5. Mid February to mid November
6. I ride from Feb.-Nov.
7. Hate riding in heavy rain. Worse than snow because it penetrates shoes and clothes more than snow.
8. Seasonal rider.... do not ride in the winter...that is a bit tricky!
9. I ride Seasonally in good weather.
10. I ride in most temperatures, but I don't like riding in rain.

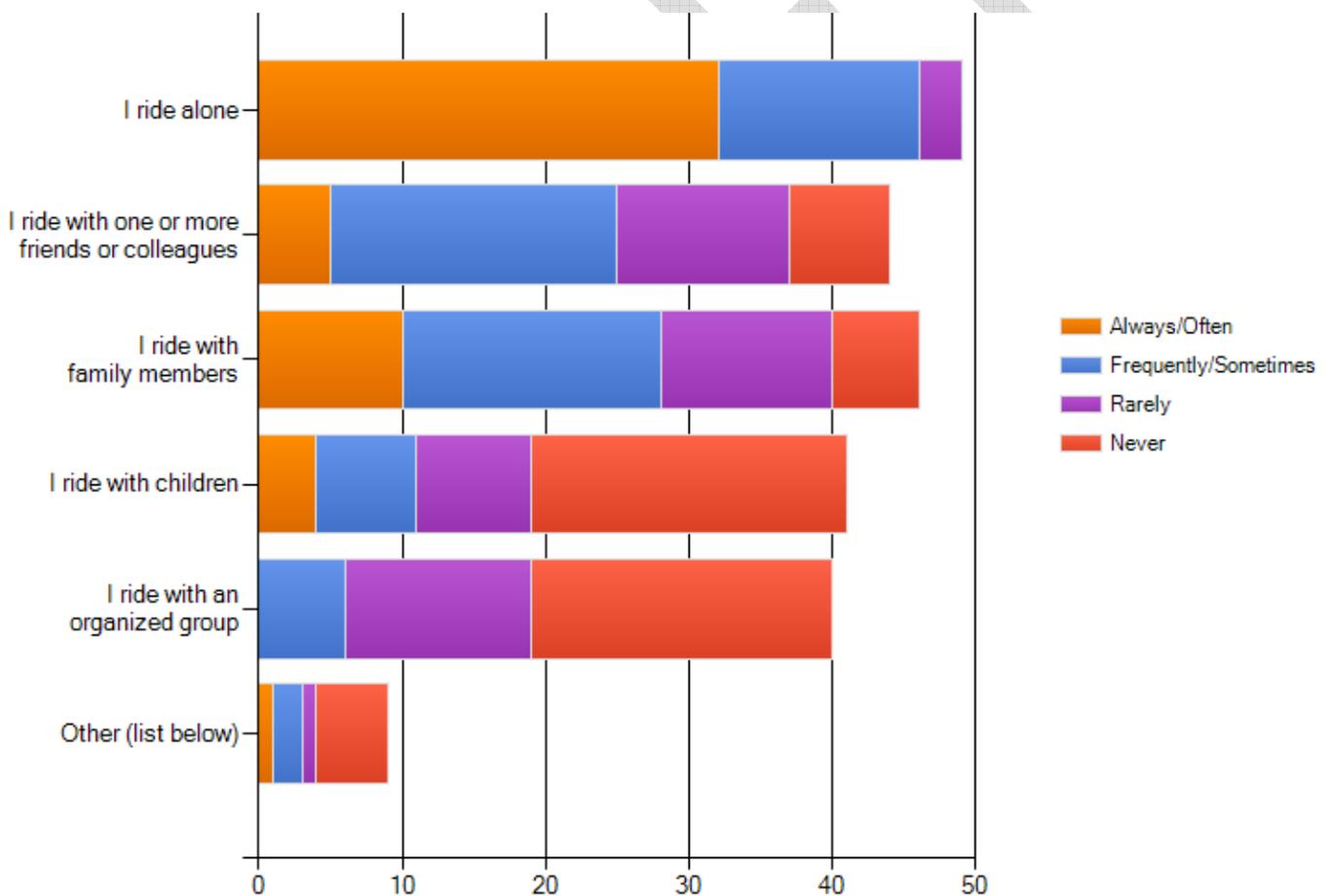
Question 5. What might allow you to increase your riding frequency? What barriers exist?

1. Better raingear and bike equipment on my part to deal with inclement weather.
2. The weather. I haven't ever tried biking in the winter. I would need better gear (lights) and I'd need to see how long it would take to commute. I actually like MN winters and enjoy being outside, I just don't know how well I can bike in those conditions. I'd rather skate.
3. Weather...again.
4. See above re: bicycle use.
5. If MPLS City Hall offered places to change clothes and possibly shower.

6. icy spots on the roads stop me from riding
7. No barriers at this time.
8. Again, more bike lanes, traffic signals geared toward cyclists, more awareness among drivers, more off-street biking options.
9. Obviate the prospects for bicycle theft.
10. The greenway gets pretty deadly around February, which causes most people to ride on the well-sanded and salted streets.
11. Sometimes, like under 10 degrees, it's simply too cold. Other times there's too much snow or ice. March thru November, conditions are generally "good enough."
12. See above: Please, please, please increase plowing and salting/ sanding of bike trails in the winter.
13. safety
14. Safety and option of low-traffic routes out of NE to other parts of the city
15. Better connection of routes and more routes
16. See # 2
17. Gaps in the bike system need to be filled
18. Connectivity between designated routes/trails/friendly streets
19. I would like to eliminate my usage of auto...but the walking, biking and transit options are not quite up to a level yet that allows that.
20. I can't wait until the trail which now ends at Target Field is extended to the river. That trail will take me about a mile out of my way, but for its safety and speed, I'll ride it every time I ride to work. However, I will remain skeptical about that connection, even though it's been in the bicycle plan since 2001.
21. Work
22. Easier, quicker, safer connections to work meetings, shopping errands.
23. Weather is the most obvious barrier; much of the winter riding is hard because of safety issues and the connections being blocked by snow b/c the plow drivers don't understand the needs of bike commuters
24. Better bike paths where we can be in a safe area and not along busy highways! To have designated paths through parks is a good thing.
25. Well, last year I had to stop due to the terrible ice conditions after the Xmas eve ice storm. I didn't like hauling my children on those streets. So again...as long as we are separated from the traffic I feel safer and would ride more.
26. Nothing; I take the bus and light rail when the weather is not good.
27. Dry bike parking (indoors or in a sheltered area).
28. Parkway bike lane plowing seldom matches the paths, so it is discouraging to ride in the winter.
29. At some point a shower at my destination point will be required. I'm not quite there yet.
30. It can be difficult to ride in the winter when snow banks greatly reduce the amount of road available for all traffic.
31. showers and a place to keep a change of clothes at my workplace; if I had more free time; just doing it: the more I ride, the stronger I get and the more I want to ride

Question 6. With whom do you ride? For each option, mark the frequency that most accurately describes your riding habits

Answer Options	Always/Often	Frequently/Sometimes	Rarely	Never	Response Count
I ride alone	32	14	3	0	49
I ride with one or more friends or colleagues	5	20	12	7	44
I ride with family members	10	18	12	6	46
I ride with children	4	7	8	22	41
I ride with an organized group	0	6	13	21	40
Other (list below)	1	2	1	5	9
Other (please list)	9				
answered question	49				
skipped question	1				

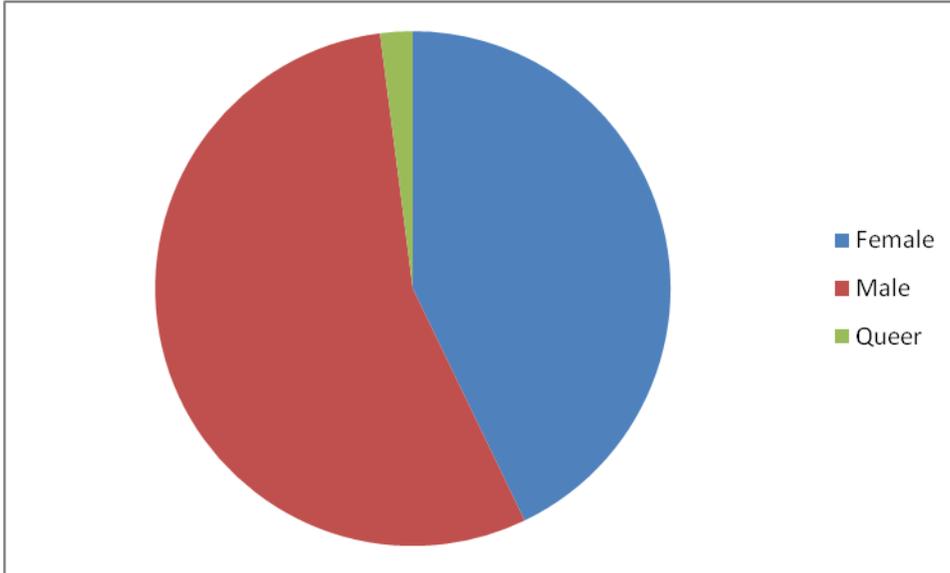


Question 6 Comments

1. My own kids are starting to bike, so that is picking up.
2. I'm involved in advertising for annual urban bicycle safety classes at Augsburg College
3. others that I meet along the ride at stop lights etc.

- 4. to connect to Edina / Eden Prairie / Richfield / Bloomington
- 5. All options mentioned here are good; it's just what I happen to do most of the time; ride alone
- 6. May ride with someone I met or know from a meeting going home
- 7. Bike tours are a good thing.
- 8. With my professors/advisors or my boss.
- 9. Do bike tours as well

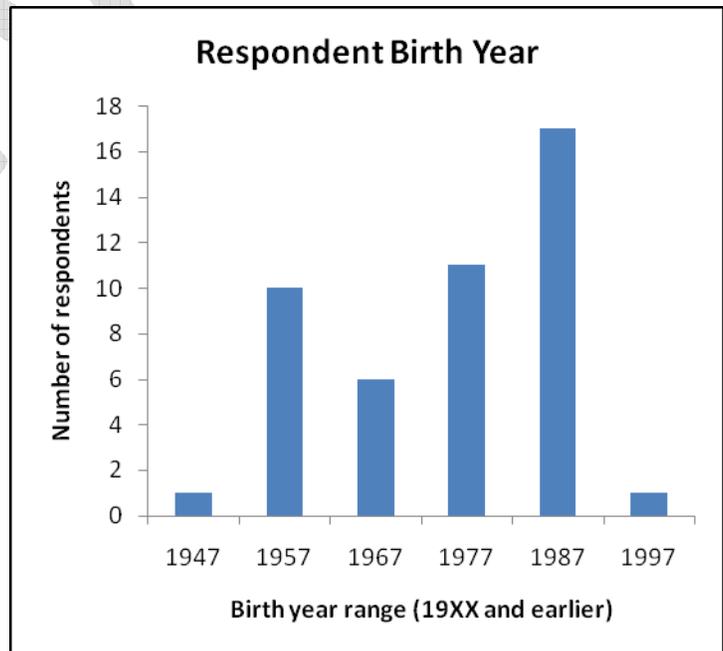
Question 7. What is your gender (fill in the blank):



Question 8. What is your home language? (fill in the blank)

100% of the respondents listed English as their home language.

Question 9. In what year were you born? (fill in the blank)



Question 10. Race/ethnicity (check one)

Of the 50 survey participants, 48 responded to this question and 100% of them selected White or Caucasian.

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Es from League of American Bicyclists

Question 11. The Bicycle Master Plan is framed by what League of American Bicyclists calls the 6 Es, shown below. If you were in charge of distributing resources across these categories, how would you prioritize them?

<See these data represented graphically following the comments below>

Answer Options	1	2	3	4	5	6	Rating Average	Response Count
Education	6	7	7	12	6	1	3.21	39
Encouragement	5	5	8	6	8	5	3.59	37
Enforcement	2	5	6	9	4	13	4.21	39
Engineering	22	5	6	2	4	0	2.00	39
Equity	4	9	5	5	8	9	3.78	40
Evaluation and planning	5	11	6	3	5	9	3.49	39
Comments:								17
							<i>answered question</i>	44
							<i>skipped question</i>	6

Comments

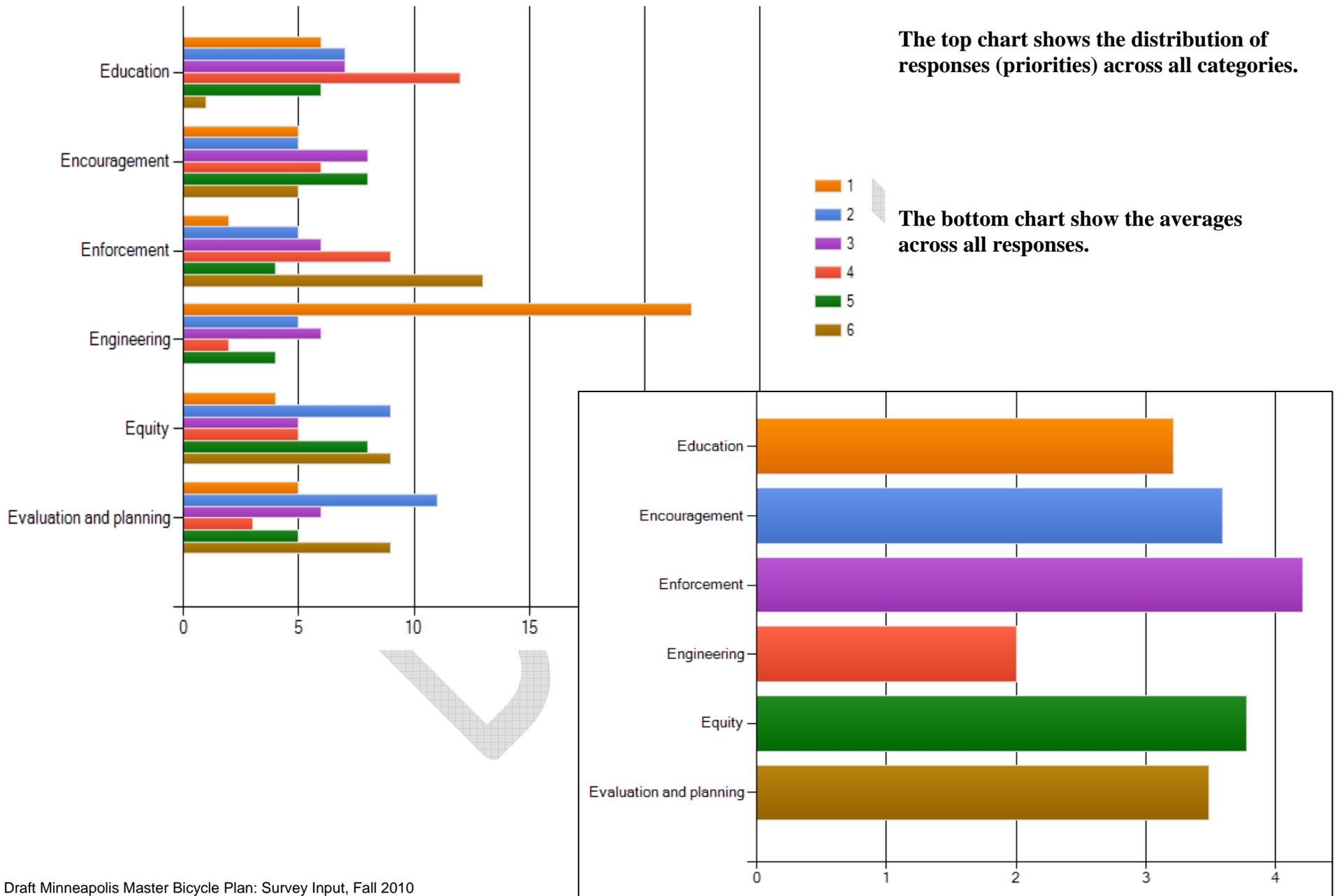
10. FYI - I have no idea what these terms (6Es) mean.
11. Not really sure what they all mean...
12. I don't understand this question.
13. a description of these categories would help me rate them.
14. All are important. I'm unclear what your definition of "equity" might be.
15. Tough one.
16. The tunnel under the railroad tracks to make 18th Ave NE a through-route for bikes is a waste of money. Add lights to the Monroe railroad underpasses and put bikes on 17th Ave NE, where there is an existing light at University Ave.
17. Geographic equity in engineering (need more projects done in NE)
18. 1. Eval and planning; 2. Equity/Engineering; 3. Education/Encouragement/Enforcement"
19. They are all important.
20. Not sure how you define these. Engineering=real on the ground physical changes.
Education=driver's and bikers on laws. Encouragement=getting people on bikes through programs and opportunities. equity=distribution around city, not as equity amongst modes.
evaluation/planning=figuring out needs and impact
21. People do need to be educated in the right way to ride and have respect for others on the road as well as those in their cars. This does need to be encouraged by all bike riders and those driving where there are bike lanes and this needs to be enforced along with the rights of sharing the road.
22. It's not really that cut and dry -- I prioritize many of these on the same level, and think that many coincide together, such as equity and education.
23. Education and encouragement seem similar.

24. need the encouragement of bike programs that it will be safe to ride in the streets on a share the road kind of thing. Laws do need to be enforced for both bike riders and drivers of cars that if you are in a shared lane everyone obeys the laws of riding and driving.
25. Equity = Bikes should get priority where there are more bikes than cars - i.e. greenway crossings at 27th (and east) in Seward. Engineering = Find engineering solutions to street design problems that give space to the vulnerable -- bikes -- not preserve the status quo for cars."
26. I've ranked engineering and equity high on this list, because I think the City is in a very strong position (as compared to community organizations or the private sector) to make things happen in those particular areas. The City has the expertise, the ability to set policy or leverage other resources, and the ""big picture view"" that is required for initiatives in these areas to have an impact.
27. The other areas are important, but they have much more room for others to partner with the City or to do a stand-alone project than do the areas of Engineering and Equity.

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Question 11. The Bicycle Master Plan is framed by what League of American Bicyclists calls the 6 Es, shown below. If you were in charge of distributing resources across these categories, how would you prioritize them?



Goals

Question 12. General comments on goals

1. Of primary interest to me is Goal #15, I would be willing to purchase an annual bike license for each bike I use if the revenue went directly to maintenance of the bike infrastructure in the city.
2. I don't have time to read the entire doc, but I'm glad to see there's more for those that do. In general I agree that more people biking is a good thing and it's good policy to make it safer and more convenient.
3. I don't know the goals.
4. They seem reasonable to me.
5. I'm impressed with the overall goals listed.
6. Goals are good; yet there ARE too many. It is a bit too much to handle, so many topics and points.
7. Bike parking is very important, and not all businesses have ready parking available. An example would be the Aldi store at Penn and Lowry.
8. Too many goals--better to have half as many goals that are measurable
9. I am all for the complete streets initiative, use of existing roads, just remarking them.
10. The traffic calming streets with turn lanes and bike lanes are nice. Parts of 50th st and Lyndale on the south side to name a few."
11. Generally I see the goals listed as objectives and not goals. Goals should be like "improve bicycle mode share and number of bicycle trips" and "improve the safety of biking".
12. admirable.
13. I agree there are too many. I find the 6 E's too many to remember and too vague to understand. I would eliminate the ones that are not measurable or not a clear fit for the City's intervention. I think #1, 2, 10, 11, 13, 14, 15 are all fine.
14. Goal 12: Create an environment where all streets are bicycle friendly." -- ALL is key -- not all streets need facilities, but they all need to feel safe and friendly to cyclists. Facilities should make a network that gets you longer distances, and ""safe and friendly"" gets you from that network to your destination.
15. Goal 14: Complete and implement design standards for all bikeways." I expected there to be public meetings and comment on the design standards, but it now appears there won't be. I'm disturbed by this closed process -- the design guidelines also deserve the open process the plan is getting.
16. None of the goals deal with the resistance of the Dept. of Public Works to put bike facilities where they are appropriate and needed. Until the institutional inertia is shifted away from focus on heavy vehicular traffic, substantial fulfillment of the bike plan goals cannot be achieved.
17. Ambitious - good!

Question 13: List any goals you think could be combined or revised, and explain why:

1. I don't know the goals.
2. Combine 2 & 3, 5 & 6, 10 - 12 - 13, 16 & 17
3. Revise 14 -- if you do it all, this is a given.
 - Combine #7 and #8; #8 is part of bicycle crash injury reductions.
 - Goal #11: increase in bicycle parking with SECURITY - cameras, indoor parking, even paid parking if there is security (especially downtown, Lake St. etc).

- Goal #12: I don't fully agree- not every single street need be intended for bicycles. What is needed are close by alternatives to that busy street (Bryant instead of Lyndale Ave for example).
 - Goal #13: Sounds expensive actually. Right now City is doing a good job in this area!
 - Goal #19: Eliminate; unless there is some fiscal/fund raising reason for it to be there. It sounds like inside baseball, not comprehensible as formulated.
 - Goal #16: Vague- how about "Make bicycling a transit friendly option"?
4. Our streets are falling apart. Minimizing potholes would go a long way toward helping bikeability, regardless of this fancy document.
 5. Combine 13 and 14--Design standards and ensuring trails are safely marked/lit/signed means trails meet standards?
 6. Combine 18 and 20. Remove 17, 16 subsumes it (17 is too specific). Combine 6 and 1
 7. Almost all of the goals could be seen as approaches to accomplishing getting more people to complete a larger percentage of their trips by bike and to do so safely. I don't think any of the others are really necessary. Over time, the approach the City uses to accomplish those goals may change. For example, promoting the benefits of bicycling is an approach used to encourage a particular group of people who may be swayed by the benefits of biking. Others may have a barrier that is related to infrastructure, access to a bicycle, or concern over safety. But I agree with the premise that there may be too many goals listed.
 8. I was thinking education and encouragement were somewhat the same.
 9. #3 - change to "Increase the number of trips to work"
 - #4 - change to "Increase the number of modern bike racks, both on-street and in parking ramps
 - #7 and 8 - combine to "Increase the number of helmet-trips (person wearing helmet on one trip)
 - #16 - "increase the bike carrying capacity of each transit route"
 - #17 - "for every park-and-ride within two miles of a trail or bikeway, install modern bike racks or indoor parking
 - #18 and 20 - increase the number of developers constructing trails, bike parking and bike lanes as part of development projects, in all areas of the city and adjacent communities.
 10. Goal #9 seems to be an objective that would contribute to achieving goal #12; Goal #8 seems to be an objective that would contribute to achieving goal #7

Question 14: List any goals you think could be dropped, and explain why:

1. N/A
2. Goal #8 - "Increase Helmet Use" should be removed from the plan.
 - This is not a battle the City wants to fight. There are plenty of good arguments on both sides of the argument about helmet use. Helmet use and mandatory bicycle helmet laws are a very divisive topic - even among avid cyclists. The city should remain silent on the issue of helmets - especially with the city-funded Nice Ride program implicitly endorsing helmetless riding. I am concerned that a bike plan supporting increasing helmet usage will be used at a later date to justify mandatory helmet laws. By dropping this goal, the city can remain silent on the issue.
 - At the very least, you need to provide a source for the following claims made in the plan: "Although helmets reduce the risk of serious head injury by 85% and brain injury by 88%, nationally, less than 25% of bicyclists wear a helmet." These statistics are arguable.
 - In addition, it is also arguable whether the best way to reduce head injuries is through increased helmet usage. We could just as easily and effectively try to reduce head injuries through increased headlamp usage, improved enforcement of existing traffic laws, or better infrastructure.
3. I would keep all of these goals.

4. Increase helmet use should only be done in a non-mandatory manner, IE, it would be a bad idea to require a helmet. What is more important is prudent riding.
5. #9 and #12
6. Delete 11, plenty of parking already
7. Increasing helmet use should be dropped. Cycle helmet promotion campaigns are known to reduce cycle use. In Europe almost no one wears helmets. Promoting cycling as a hazardous, risky activity is not going to get more people riding. To me, the health benefits I receive riding my bike as opposed to driving far outweigh the risks I am taking by not wearing a helmet.
8. Drop all goals except for what is listed above in Q 12, Q 13 (essentially keep #2, #3). See explanations above.
9. None should be dropped.
10. #5 - nice idea, not measurable. Do the others and this will follow.
 - #6 - same as above.
 - #9 - same as above.
 - #12 - same as above.
 - #19 - same as above. A great idea, but more of a City internal thing than a public issue.
11. I don't see "reduce bike thefts" as appropriate in a city bike plan. bike thefts aren't about transportation (for the thief). I think this goal can be eliminated, or reduced in importance.

Question 15: Offer ideas on any goals you think are missing or should be substantially changed

1. N/A
2. It would be ideal if every elementary school in the City could have exposure to these goals. I would like to encourage feedback from the youngsters, as they need to be involved in it from the start. We need to impress upon them the importance of biking safely.
3. Focus on safety - enforcement for drivers AND cyclists to follow the rules of the road. I'd like to see a local campaign like the "Do the Test" in the UK, such as this video <http://www.youtube.com/watch?v=Ahg6qcgoay4>
4. Yeah, Goal #9 "Create an environment where all bicyclists and motorists follow the rules of the road" could be better achieved through the "Stop as Yield" law commented on earlier. Bicyclists are forced to ride on a road system originally intended for motorists. What's wrong with a little (more) special consideration for a special circumstance. Also, what's wrong with playing favorites when it's obvious that bicycling is the more ethical choice!/? Joking around, but not really.
5. undercover police
6. Rather than making all streets bicycle friendly, it makes more sense to focus on bike boulevards and directing people to those. Good routes and good signage
7. Further specify concrete goals and timelines for increasing bike access in NE. A lot of plans are made but they don't get done as fast as the plans in the South. The equity is vague.
8. Blow up to # 18 to 72 point font!!
9. Change the "all streets are bicycle friendly" goals to and ENGINEERING goal to create an environment that supports multi modal planning car/bike/pedestrian
10. Enforcement Goals: Most bicycle crashes occur because of poor decisions made by the rider. Helmets help to prevent injury, but don't prevent crashes. Education about consequences of decision and personal responsibility should be part of injury prevention. As it stands, the focus only on helmets is lacking a critical component of safety.
11. Educating non cyclists how simple and easy cycling really can be. You don't have to gear up in spandex, arrive to the office early to shower, or have a fancy racing bike to get around town. Many people that don't bike also assume that biking takes much longer than it actually does. During rush

hour, it takes me 25 minutes to get from work (38th and Hiawatha area) to home (Stevens Square) whether I drive or bike. Most people probably assume it is faster to drive.

12. I would consider rethinking about mode share being exclusive to work trips. I believe I heard that the concern had to do with the ability to measure the goals. I think the goal should be to increase mode share and total trips for all trips, but in the measuring you may have to use different measures for each trip type. For example, the census could be used for work trip while a survey could be used for all trips. The objective could have a specific measure until a better measure can be developed for everything. For example, the objective could be to increase total bike commutes by 10 percent or something over some period of time and measure it against the census.
13. I think all these goals are important.
14. Enforcement - perhaps "increase the number of bicyclists and motorists who can correctly state X rules of the road" - for example, who has the right of way in various circumstances. Then administer an online test. Or, "lobby state DMV to include Y questions about bicycling on the drivers' license exam."
15. Modal equity: when designing facilities, place equal importance on bicycle-friendly and car through-put, rather than preserving car facilities at the expense of bicycle facilities. For example, in determining right of way (stop signs, etc.) at street/trail crossings, if 50% or more of the traffic is bicycle during commuting hours, the bikeway should have the right of way.
16. Promote institutional change within City government to recognize bicycling as an cost-efficient, sustainable, equitable transportation mode.
17. I don't understand what the words in #19 mean. I would think "demographic" equity would be about ensuring equity in access for all people.
 - To promote equity, I would also suggest including a goal under Evaluation/Planning that requires a comprehensive review to determine whether there are any current policies or practices in use that perpetuate disparities between communities (both demographic and geographic). The City of Los Angeles has done this kind of thing with their park system, which could serve as a model for how to do this kind of review/analysis.
 - I'm concerned about how Goal #20 would actually play out. For major developments that include roads, I can see it. But for a 40-unit apartment building, how would that work?

Objectives, Benchmarks, Measures

Survey responses to the questions in this section are still being compiled and will be provided to the BAC as soon as possible.

Question 16. General comments on objectives, benchmarks, measures

Question 17. List any objectives, benchmarks, or measures that aren't clear or sufficiently precise, and what they need to be better

Question 18. Note any objectives, benchmarks, or measures that seem inconsistent, incomplete, or otherwise problematic

Question 19. Offer ideas on any objectives, benchmarks, or measures you think are missing or should be substantially changed

Existing Conditions

Survey responses to the questions in this section are still being compiled and will be provided to the BAC as soon as possible.

Question 20. List any existing conditions you find confusing or otherwise problematic

Question 21. Offer ideas on any existing conditions you think are missing or should be substantially changed

Question 22. General comments on existing conditions

Needs Analysis

Survey responses to the questions in this section are still being compiled and will be provided to the BAC as soon as possible.

Question 23. As the Bicycle Advisory Committee evaluates and recommends projects to the City Council over time, how should the BAC use the needs listed in this section of the Plan to help shape those recommendations?

Question 24. What other thoughts do you have on how this needs analysis these might be of value in the future?

Qualifying Criteria

Question 25. What suggestions do you have for improving these qualifying criteria?

1. Transparency on how they are ranked and weighed. I like the list
2. Subject, verb, and object. Not complex language.
3. Connect to DT, finish Grand Rounds, East West artery
4. Equity as an essential consideration
5. Ground the qualifying criteria to the overall goals (preferably just the top, hopefully few goals)...such as will the project increase mode share, will it increase total bike trips, and will it make biking safer? Then break down those questions into sub questions like "how direct is the route, how well does it connect to the system, who does it serve, etc." to help gauge the effectiveness of meeting those goals. For example, the grade of a route may or may not have more impact on whether bikers will use it if it's the safest, most direct route.
6. none
7. There needs to be a "finer grain" of prioritization.
 - The current system is too simple - it isn't meaningful! I suggest a multiple point system that addresses a variety of criteria, such as 1-5 points for connecting gaps in the system, 1-5 points for improving safety, 1-5 for cost-effectiveness, 1-5 points for geographic equity improvements, etc.
 - There should also be a high priority placed on "opportunity projects," so that any time any road project is being implemented, it is consistently evaluated for the opportunity to stripe for lanes or otherwise create bicycle facilities.

Needs Analysis

Survey responses to the questions in this section are still being compiled and will be provided to the BAC as soon as possible.

Question 26. What critical projects are missing, and what makes them important?

Question 27. Of the projects listed and scored in the matrix, on which to you have questions or concerns about the results? Please be specific.

Funding

Question 28. From the funding ideas in Chapter 8 of the draft Plan, list your top 3 and explain why

1. Taxes, Fees & registration -- I like all of these. I understand that trails aren't free and I'm willing to pay a supplement to maintain them. I do realize the registration idea has hurdles and historically didn't bring lots of money in.
 - Maintenance endowment -- this makes a great deal of sense and seems like a sustainable way to build some funds and revenue.
 - Allow for private/corporate sponsorship -- this would certainly help make the connections between routes and companies -- an opportunity for businesses to give back to the community and promote cycling.
2. In this order:
 - 1. Maintenance endowment: It is ongoing, long lasting, and can draw funding from various sources.
 - 2. A yearly use fee; sticker on the bike or a permit the rider can carry with him/her. The users are paying for what they use. (kids free)
 - 3. Advertising OK - so long as it really generates serious revenue. (Naming rights if the price is high - - such as the "Twins Trail" through downtown Mpls; tacky, but if it really brings in tens of thousands of dollars or more - - go for it).
3. Fed programs; State bonds; City of Mpls; appropriate sources for most projects and probably more reliable (long term)
4. Maintenance: User fees-by licenses/enforce, and increase bicycle licensing and use monies for maintenance
5. Central Ave-Downtown: NE isn't connected to downtown; Missing link: because it must die; Upper River Trails: why should only South Side residents enjoy the river?
6. Not a fan on principal of advertising; but DANG it could be a VERY viable option. Maybe an adopt a bike path combo with light advertising...
7. I believe that law makers from all levels of government must begin to bring equity to the allocation of transportation funding. We are highly subsidizing roadway expansion. This is unsustainable and promotes bad land use policy. Biking, walking and transit are cleaner, greener, safer, equitable, efficient and promote good land use policy. I object to my tax dollars being spent on roadway expansion.
8. Trail sponsored by instead of renaming, adopt a trail and the name stays up until their money runs out. No selling of trail and parkway names for corporations.
 - Tip jars in bike shops for trail maintenance and at trail heads, voluntary check box on state income tax form for trail choice and sponsorships
 - Fund raisers for trails get riders and bike clubs involved.
 - Why only one bike Mpls ride, why not ride of the month?
9. Maintenance endowment. Need to maintain this stuff and it's long term.
 - Advertising of events, on brochures and maps because it's not that invasive and has a value.
 - Pursuing regional trail funding for eligible projects because they have a regional benefit
10. I do think the Federal Gov't should take are large role. I will not list my top three.

11. 1) That 2% of the City of Minneapolis annual capital budget be set aside for bicycling projects -- although I recommend that this percentage be pegged to the mode share (general trips as well as commuting) so that as cycling demands increase the budget increases. (Cyclists pay property and all other taxes, too.) 2) That 2% of the City of Minneapolis annual road maintenance budget be set aside for bicycling maintenance -- although I recommend that this percentage be pegged to the mode share (general trips as well as commuting) so that as cycling demands increase the budget increases. (Cyclists pay property and all other taxes, too.) 3) Advertising for events, brochures, and maps, corporate sponsorships or other public/private partnerships could be pursued, naming rights for bicycle infrastructure - because it's flexible and allows bicycle-friendly groups to benefit from supporting cycling.

Question 29. From the funding ideas in Chapter 8 of the draft Plan, list your bottom 3 and explain why

1. Taxes (on bikes) & User fees - this is in direct opposition to getting more people to ride their bikes.
2. Fundraisers and merchandise -- I like these (like the Mpls bike tour in the fall, Tour De Fat, & Urban Assault ride), but I wonder how much revenue they would bring in. Naming rights -- I don't see this drawing in much money.
3. 1. Sales tax: in the city only? Well, I can go to Edina bike or Penn cycling, outside the city, for what I need, and avoid the tax. It's a big hassle and sends a bad message about biking. Not everybody on a bike uses the trails either. 2. Leave the property owners out; that is not equitable, especially in north Mpls. Will make bike parkways harder to implement. 3. Bike merchandise: I don't think this would bring in much revenue. is also cheesy
4. Non-profit; Fundraisers; Private donors. Not certain these would be reliable funding sources; one-time contributions okay, but not for any long-term support.
5. User fee because it'd be impossible to figure out a good, equitable way to implement. Registration tabs leads to harassment by cops, impounding of bikes, etc. People don't like them on their bike. Naming rights for infrastructure. Government should get naming rights because we, the people, are the biggest funders.
6. I cannot comment
7. 1) Implement a sales tax for bicycles and equipment, because bicyclists 1) it will harm local businesses and deter economic development and 2) cyclists already pay taxes for streets and street maintenance and it's not their fault that they are diverted to exclusively motor vehicle infrastructure/maintenance. 2) Instituting a user fee. Bicycle registration has been used in the past, because it will discourage cycling. 3) Reduce enhancements or other unnecessary project elements, because enhancements often provide encouragement, education or other benefits.

Question 30. What additional ideas do you have to fund capital projects or maintenance?

1. The list of possible funding sources should include special assessments, County State-Aid, and Local State-Aid funding sources. In addition, City of Minneapolis General Funds should be included on the list. It may not be a political reality to expect any help from the general fund, but it remains true that we could allocate general funding dollars for bike projects whenever we want to.
2. Money is tight all around right now. I don't know that increasing revenue is likely, so then there has to be some agreement on what doesn't get done to fund cycling issues. Public support is critical to the success -- for people to see the value added and benefits to communities (property value going up, healthier & happier citizens, etc.)

3. What about a \$2 per gallon gasoline tax? It would encourage alternate transportation, reduce wear and tear on roads by reducing the number of miles driven in private automobiles, and make all kinds of money to fund bicycling and public transit.
4. Revisit a user fee. But make it something you WANT to do and not FORCED to do. USER fee would come with a service attached as a way to entice people to WANT to pay; Bike registration with a service for stolen bikes is a thought....
5. Where does the money go from the events that use the parkway's and trails ? It is closed or reserved nearly every weekend, portions of the grand rounds. isn't that money used to maintain area??
6. Maintenance should be paid out of general fund with assistance from creative other sources. General fund should pay for fire and life safety, law enforcement, and infrastructure maintenance. In Minneapolis' case, include water/trash. Period. Getting some stripes out there, plowing streets, repairing roads/paths shouldn't require special fees. Should be the main priority of a municipal government.
7. I don't understand why all these projects shouldn't just come out of our state and federal funding for roads, freeways, and infrastructure.
8. Receive funding from insurance companies to increase the wellness of the public. It's in the insurance company's best interest to have people bike more and receive the health benefits.
9. I hope that all the groups who close down the Grand Rounds or the River Road for bike things and marathons all have to pay a fee that goes for long-term operations/maintenance for the future.

General

Question 31. Please use the space below to make any additional comments about the Draft Bicycle Master Plan.

1. I'm just happy to see this issue is gaining the much needed attention it deserves!
2. What is being done / planned to reduce crashes in the "hottest intersections" (p. 5-43).
3. There should be more media coverage on this.
4. What can be done to help more non-cycling product/service companies to promote and support cyclists? Could there be a program through the summer to have a little coupon if you ride your bike to a store, restaurant, or market on a given week day (like Tuesdays -- or some day where stores are looking for more traffic). Kind of like "kids eat free on Tuesday"
5. I think we have enough trails -- I think we need more on-street bikeways.
6. I think we need more education in general.
7. What is the recommendation when I see someone on a bicycle breaking a law? Going through a red light?
8. Fun bike jerseys on "Share the Damn Road.com" site to promote rules of the road (3 foot, move to the ride, etc.) -- maybe you could sell something similar.
9. Provide cycling crash reports more frequently and readily. Also, compare them to car accidents (frequency and cost).
10. This is outstanding work. Simplify the goals where practical.
11. The list of projects is long; make sure all of those are really necessary - some may not be.
 - Example: E. 50th St. eastward from Lake Nokomis. Street functions fine without bike lanes. It's a good biking street as is, right now. There may be other examples. (Zenith South if repaved would be great, as is). Sometimes lanes aren't all that helpful.

- You must explain to the public how bicycles should utilize the bike boxes. East side of the Franklin Bridge, right now, seems no better than before the hundreds of thousands of dollars were invested. Most folks think that stop signs work best; I agree. And then walk your bike.
12. It's so exciting to see this much work going into bicycling in the Twin Cities! Thank you so, so much!
 13. I'd like to suggest that Polk St be the bicycle boulevard through Audubon Park-and if so, please consider round-a-bouts at 26th and 28th and Polk. These would be excellent traffic calming devices and would be much nicer for residents than speed bumps. Both intersections have trouble w speeding vehicles.
 14. The most important thing to me is access to/from NE Mpls from other parts of the city. I think it's unfair when so many projects are completed and even repaired before NE gets anything. My biggest wishes are:
 - 1. Eliminate the gap in the Grand Rounds-close the missing link
 - 2. Improve lanes to/from NE
 - 3. Build off-street trail up east bank of Mississippi
 - 4. Keep bike lanes open more often. Work w/city to keep open.
 - 5. Install Nice Ride kiosks in NE beyond St. Anthony Main
 15. Until equity in the bike system is established, the city will not be successful. The east side does not have the seasoned, politically savvy elected officials who could advance a bike system, that hurts the entire city, especially the east side. All city council members should listen to and engage the new ward/council member...helping him to bring equity to the bike system in NE.
 16. I believe that this is document is a foundation that can help us move forward. It should be considered an amendable document as needed. We need to aggressively move forward with alternative forms of transportation such as walking, biking and transit.
 17. I've lived in Minneapolis for all of my 50 years. I've been a serious bike rider for 35 years. As a High School student, I raced bicycles. I actually had my racing bike confiscated by the MPD, for lacking a license as I attempted to ride to a race in 1978 (had to walk home to my parent's house). I Bike Commuted to the U in the 70s and then Downtown to work in the 80s. Today, I generally drive to work in the Suburbs and bike ride (hard) for fitness. My wife and I ride the lakes together and we bike to an occasional Twins game. My boy rides to school, when the weather is reasonable. I don't see that the plan has given consideration to fast/ fitness bike riding. When riding for fitness; I primarily ride out of the City. I've seen my profile, fast/fitness, riding greatly increase recently. Most bike trail designs are unsafe at speeds over 20 mph. Because there is an ever increasing quantity of fitness riders, a "comprehensive" bike plan, really should acknowledge this community of riders.
 18. The goal should be to normalize bicycling. Currently it is perceived as an unrealistic "alternative" form of transportation. Showing that cycling is a legitimate, easy, convenient, and even a stylish form of transportation will show great results in the number of riders. Quality planning/engineering combined with encouragement would help this become a reality.
 19. I think Mpls is more bike able now that it ever has been. As a lifelong resident I could always get where I wanted by bike now it is easier and sometimes more scenic.
 - More share the road signs would be nice
 - Better signage on West River Road Parkway heading North, when they redid path they did not put back all of the signs, there are two paths and only one sign going south out of four signs that it should have along with Paint in crosswalk.Reminders for cars that failure to yield to Pedestrian/Bikes @ marked intersection is a moving violation.
 - Keep up the good work!
 - Thanks

20. As said before, this is a lot of content. Think it's overwhelming and needs to be cut down. Keep the content around to be used when implementing. Keep it simple. Purpose should be to increase biking and safety. Then prioritize how you want to accomplish that. Go to the public with a request on how to prioritize. Right now I'm getting hung up on particular concepts on how to implement an action item (listed as an objective). Also, this plan shouldn't be used to argue that a street shouldn't accommodate bikers, such as the recent Lyndale Avenue reconstruction from the creek to 56th encountered. Accommodation can happen from having bike lanes, sharrows, or just a wider lane to let cars pass bikers. It's crap that the Bryant Ave Bike Blvd plan was used against bikers and now bikers will bike illegally on the extra wide 17' sidewalks. Talk about a terrible situation.
21. Thank you for moving forward on these important improvements.
22. There are lots of good ideas in here - thanks!
- 1) It is problematic that there wasn't opportunity to comment on the Minneapolis Bicycle Design Guidelines.
 - 2) There isn't adequate attention to creating connections between the bicycle facility network and destinations, in particular commercial nodes. People need to be able to safely bike South Hennepin Avenue through Uptown.
 - 3) The plan seems to set up a bikes vs. everyone else structure -- bikes are part of the solution to many problems and can help with parking and congestion challenges inherent in a city as well as sustainability goals (see the City's sustainability plan). In particular the "no negative impacts" is problematic, because all changes have a negative impact for someone - and cyclists currently suffer from the negative impacts of past projects and this framing doesn't allow that inequity to be rectified.
 - 4) Allowing funding and other barriers to halt or significantly slow bicycle work in Minneapolis means that the momentum bicycling has gained will be lost. It's important to find solutions and continue to push hard to improve the city for cycling while momentum is growing -- for the future of Minneapolis.
23. The bike facility design standards need to relate to the bike plan. If the design standards cannot be applied to where the bike plan indicates facilities should be, then the bike plan cannot be implemented.
24. One of my concerns about connecting different bike routes is that some of them look like they connect well on paper but, in practice, the connection is not that clear or safe. For example: going south on Portland Ave and trying to connect to the Midtown Greenway requires one of the following:
- a) turn east on E 28th St, turn south on Park Ave and ride either on the sidewalk or go the wrong way in the bike lane to get to the Park Ave Greenway access;
 - b) get on the sidewalk at E 28th St and ride east then south to the Park Ave Greenway access;
 - c) At 29th St, ride west across 3 lanes of traffic to get to the 5th Ave Greenway access
 - None of these options are particularly safe or friendly, especially during rush hour.

**Minneapolis Bicycle
Advisory Committee:
Comments**

Minneapolis Bicycle Master Plan: IMPLEMENTATION PLAN

1 Introduction and BAC Role

This Implementation Plan is prepared and routinely updated by the Minneapolis Bicycle Advisory Committee (BAC) and directly connects to the Minneapolis Bicycle Master Plan. It focuses explicitly on the issues that are the regular and ongoing work of the BAC as it oversees and supports the Plan's implementation over time.

Specifically, the BAC will be responsible for the following with regard to the Bicycle Master Plan:

- 1. Routinely review the evaluation objectives and ensure they address the key indicators.**
- 2. Annually report out on goals and key indicators annually.**
- 3. Annually review and support updates to the Master Plan map.** In 2011, review the Master Plan map with regard to the following specific issues:
 - Identify and analyze arterials that could accommodate bicycle facilities through means such as conversions from four to three lanes, narrowing existing lanes, and other means (see Intergovernmental Relations recommendation 2.1 and Capital Program Implementation Strategy 5.4)
 - Potential demonstration projects (for innovation recommendations, see Intergovernmental Relations recommendation 2.3 and Prioritizing Criterion 13, and Capital Program Implementation Strategy 5.3)
 - Potential pilot projects (for innovation recommendations, see Intergovernmental Relations recommendation 2.3 and Prioritizing Criterion 13, and Capital Program Implementation Strategy 5.3)
- 4. Annually review current projects proposed to meet existing needs, and identify and develop new projects that meet changing community needs** (see Prioritizing Criteria 4, 5, 6, and 8, among others).

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2 Intergovernmental Relations

Below are intergovernmental relations recommendations put forth by the Bicycle Advisory Committee on topics and issues that support the Minneapolis Bicycle Master Plan but cannot be resolved by the City alone.

2.1 Advocate for Municipal State Aid (MSA) standards that allow Minneapolis to design streets that safely meet Minneapolis needs.

Minneapolis uses MSA funding to reconstruct and renovate most arterial and minor arterial roadways. Current MSA standards include minimum lane widths, numbers of lanes, and other requirements that often act as obstacles to new bicycle and pedestrian infrastructure in built-out communities like Minneapolis with constrained right-of-way widths. A number of studies indicate that narrower lanes and fewer lanes, in conjunction with bicycle facilities, may actually improve safety. Minneapolis should advocate for the capacity to build arterials using standards that make sense in an urban context.

2.2 Advocate for increased funding for bicycle infrastructure and programming.

Much of the progress that has been made in Minneapolis over the last decade has been due to effective partnerships with the state and federal governments, such as the Non-Motorized Transportation Pilot (NTP) Program. Other existing federal and state transportation funding programs could be changed to better support non-motorized uses. Minneapolis should encourage transportation funders to prioritize funding for bicycle infrastructure and programming, continue to fund existing non-motorized programs, and create new non-motorized funding programs.

2.3 Advocate that new State and Federal funding programs that seek to incentivize innovation in bicycling infrastructure not be required to meet certain existing State and Federal guidelines.

Some funding, such as the NTP program, has been constrained by a requirement to follow existing MSA standards. These standards have limited the innovation included in NTP projects, and have slowed implementation.

2.4 Ask the State Legislature for permission for municipalities to create new dedicated funding mechanisms for capital and operations/maintenance for bicycle and pedestrian facilities.

Funding for bicycle infrastructure, especially operations and maintenance, is constrained. Minneapolis should seek to create a new dedicated source of funding for bicycle infrastructure, not dependent on bicycle user fees. The creation of certain new taxes or fees to create a dedicated revenue source for bicycling infrastructure will require state authorization.

2.5 Encourage Hennepin County and the State of Minnesota to implement their Complete Streets policies.

Many of the busiest roadways in Minneapolis are under the jurisdiction of MSA standards and/or Hennepin County. The state and Hennepin County have passed Complete Streets policies, which could translate into revised MSA standards and County Highway policies, but these policies have not yet been fully implemented. In addition to passing its own Complete Streets policy, the City should advocate for the full implementation of policies at other levels of government.

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2.6 Advocate at the state legislature for speed limit reductions on City streets, and the capacity to further reduce speeds due to the presence of a bicycle facility.

Maximum speed limits are set by the state, and cities cannot deviate downwards. On many Minneapolis streets, the existing speed limits are higher than conditions safely allow. In addition, Minneapolis has an interest in reducing speed limits on bike/walk streets (low-volume streets with significant bicycle and pedestrian improvements).

2.7 Continue to encourage the Metropolitan Council to create a regional bicycle plan that focuses on connecting routes across municipal and county boundaries.

The City of Minneapolis has already given comments to the Met Council that a regional bicycle plan is needed. The City should continue to advocate for such a planning process, and participate in it to ensure that it meets Minneapolis needs.

2.8 Support a study on the economic impact of bicycling.

The Bicycle Alliance of Minnesota will be advocating at the Legislature for a study on the positive economic impact of bicycling in Minnesota. The City of Minneapolis should support this study.

3 Policy Recommendations

3.1 Pass a Minneapolis Complete Streets policy.

A Complete Streets policy should define how the City will consider including dedicated bike facilities in new construction, reconstruction and renovation projects, and how the City will design streets without bicycle facilities to be bicycle friendly. This policy should encourage safe and convenient bicycle access to neighborhood commercial areas. It should include a new multimodal method for determining “Level of Service” at intersections and along corridors. As part of the policy, operations and maintenance prioritization and practices should be evaluated and updated as needed to ensure support for year-round bicycling. The policy should be used to update the Minneapolis Bicycle Design Guidelines as necessary.

3.2 Minimize both travel lane widths and number of travel lanes where possible and desirable.

In order to accommodate dedicated bike lanes on designated bicycle corridors, and to calm traffic on streets without dedicated bike lanes, the right-of-way space set aside for vehicular traffic may have to be reduced. In some instances, reallocating space from inside travel lanes to wide outside travel lanes may be the preferred solution.

3.3 Include dedicated bicycle facilities on all downtown streets unless there are compelling reasons not to.

Due to the density of destinations in downtown, a greater density of dedicated bicycle facilities is necessary than in other parts of the city.

3.4 Create a new full-time Bicycle Coordinator position within the department of Public Works.

This position should be created at a level that will allow the staff person coordinate the work of all appropriate Public Works departments. This staff person should not be responsible for specific engineering projects; rather, his or her tasks should include tracking projects with bicycle impacts, applying for external funding, staffing the Bicycle Advisory Committee, advocating for the bicycle program, and coordinating between Public Works and other Minneapolis departments and with other agencies.

3.5 Review bicycle projects holistically.

For spot improvements related to bicycle facilities (such as traffic diverters, traffic signal or sign changes, etc), Public Works staff should no longer use the “To The Record” letter process, which gives individual City Council Members sole authority over proposed parking and signage changes. Instead, Public Works should bring proposed layouts for entire proposed bicycle facilities to the City Council.

3.6 For street vacations requested as part of a bicycle/pedestrian project, use a 30% opt-out standard.

Off-street “bike highways” like the Midtown Greenway have proven very successful. Unfortunately, opportunities like unused, grade-separated rail rights-of-way are limited. Some neighborhoods are interested in creating Greenway-style facilities by closing existing low-volume

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streets to vehicular traffic. There is currently no standard process for the City to respond to these requests.

3.7 Continue to reduce regulatory barriers to new bicycle-related businesses.

Minneapolis has made recent changes that have dramatically increased the number of pedicabs, Pedal Pubs, and other bicycle-related businesses. When opportunities arise, Minneapolis should continue to craft regulations that make it possible for entrepreneurs to start small bike-related businesses.

3.8 Adopt a comprehensive bicycle parking policy for City worksites.

Currently, there is no clear policy for bicycle parking and access to buildings owned or leased by the City. Such a policy should be created and implemented. It should adopt goals for the provision of bike racks, secure indoor parking, lockers, showers; uniform rules for bringing bicycles into City worksites; and the provision of bicycle parking spaces for the general public.

3.9 Long-term maintenance and operations should not hinder new on-street bicycle facilities.

Operations and maintenance funding is constrained for all infrastructure, and necessary maintenance on much of the city's infrastructure is being deferred. However, to remain compatible with the City's adopted sustainability indicator targets and the goals of the Bicycle Master Plan, it is important to continue investing in new bicycle infrastructure in spite of widespread infrastructure maintenance funding shortfalls. The City should prioritize maintenance for bike facilities and streets with bike facilities, and work to create dedicated funding mechanisms (not based on a bicycle user fee) to support bike infrastructure maintenance.

3.10 Support workplace bicycle commuting.

Minneapolis ordinance 549.170 requires secure bicycle parking, shower, and locker room facilities at office buildings above 500,000 square feet in downtown. These requirements should be strengthened by reducing the size of buildings covered by the requirement and expanding the requirement beyond Downtown to apply to developments citywide.

3.11 Create a specific permitting process for closing streets to motorized vehicles for "Open Streets" events.

Open Streets events temporarily create a continuous car-free length of urban roadway for people to use for bicycling and other community activities. Currently, they are being permitted as block events. The block event permit contains requirements that are not appropriate for Open Streets events, so a new permit type should be created.

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4 Prioritizing Criteria

Each year, the Bicycle Advisory Committee should review existing projects and recommend new projects to be included in the City's 5-year Capital Improvement Plan. The BAC, City staff, and policymakers should use the following criteria to prioritize projects. It is understood that staff will provide the information in each table cell that the group will need to assess the project against the prioritizing criteria. The bulk of this information will be narrative; at some point the BAC may choose to assign scores or weights to the results, but the full system remains under development.

Prioritization Criteria	Project 1 Name and Summary Description	Project 2 Name and Summary Description	Project 3 Name and Summary Description	Project 4 Name and Summary Description
Goal: Increases Cycling				
1. <u>Numbers/trips</u> : Is the project expected to increase the number of people bicycling and/or increase the number of trips taken by bicycle?	Project information would include: <ul style="list-style-type: none"> • methodology used to determine projected use • how project will achieve an increase in bicycle trips • anticipated seasonal changes in use for project 			
2. <u>Travel Demand</u> : Does the project meet or help create a demand for bicycling in population and employment concentrations, with a focus on high trip generation areas? Is the project anticipated to serve travel needs in all seasons?	<ul style="list-style-type: none"> • See above 			
Goal: Improves Safety and Comfort				
3. <u>Safety, Appeal</u> : Does the project provide a safer and more appealing alternative to what currently exists in a given corridor?	<ul style="list-style-type: none"> • description of the benefits of safety and perceived safety of the proposed projects 			

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	<ul style="list-style-type: none"> • description of the appeal of the project for trip convenience 			
Goal: Improves Accessibility				
4. <u>Barriers/ gaps:</u> Does the proposed project supplement the existing bicycle system by removing barriers and closing system gaps?	<ul style="list-style-type: none"> • map of the existing bicycle network, including barriers and gaps, proposed projects, and popular destinations 			
5. <u>Geographic Equity:</u> Does the proposed project close gaps in areas of the City that are underserved by bicycle facilities?	<ul style="list-style-type: none"> • See above 			
6. <u>Demographic Equity:</u> Does the proposed project serve populations with lower than average rates of bicycling? Considerations will include race/ethnicity, class, gender and age.	<ul style="list-style-type: none"> • description of how projects will serve populations from groups based on race/ethnicity, class, gender and age who are currently bicycle at relatively lower rates 			
7. <u>Regional Benefit:</u> Does the project connect Minneapolis to surrounding communities and facilitate the ability to take longer trips by bicycle?	<ul style="list-style-type: none"> • map of regional bicycle connections 			
8. <u>Access to Popular Destinations:</u> Does the project provide bicycle access to popular destinations such as schools, parks, and public spaces (such as museums, theatres, community centers, government buildings, and shopping districts)?	<ul style="list-style-type: none"> • map of the existing bicycle network, including barriers and gaps, proposed projects, and popular destinations 			
Additional Criteria				
9. <u>Timeliness:</u> Is the project timely and will it be ready for construction in the funding cycle?	<ul style="list-style-type: none"> • description of the anticipated planning, design, funding and 			

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<p>Timeliness will depend on external factors such as redevelopment projects, street reconstructions, availability of external funds and timelines from funding sources. Project readiness will depend on internal factors such as planning, design, right-of-way acquisition, and City funding.</p>	<p>construction schedules for project</p>			
<p>10. <u>Cost Effectiveness</u>: Is the project cost effective? How much will each project cost, how many users will it benefit and what level of safety and convenience benefit will it provide to users? Are the operations and maintenance responsibilities defined? Are there differences between projects in the ability to maintain the facility over time? Does the project leverage funding from external sources.</p>	<ul style="list-style-type: none"> summary of the projected cost for each project and a description of leveraged funding sources 			
<p>11. <u>Adopted Plan</u>: Is the project part of an approved regional, city, agency or neighborhood plan?</p>	<ul style="list-style-type: none"> description of the approved regional, city, agency or neighborhood plans in which the project appears 			
<p>12. <u>Public Support</u>: Has there been or is there public outreach planned for the project? What is the level of community support for the project?</p>	<ul style="list-style-type: none"> summary of planned or completed public outreach for each project and an assessment of the level of public support or opposition for project 			
<p>13. <u>Innovation</u>: Does the project allow the City to pilot a new approach or design element to improve safety, comfort and/or accessibility that is not currently used in Minneapolis? Does the project incorporate a successful approach that has been tried in other cities but not used in Minneapolis?</p>	<ul style="list-style-type: none"> description of any innovative features that have not been used in Minneapolis, including a description of their use in other cities 			

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5 Capital Program Implementation Strategies

To meet the identified needs as the bicycle program advances, the Bicycle Advisory Committee recommends consideration of a number of capital program implementation strategies that would help ensure the plan's overall success and long-term stability. The BAC also notes strongly that such capital costs can be significantly reduced if the projects are planned well ahead *and* included as part of other projects as well as layered on top of opportunity projects.

5.1 The capital program for bicycle projects needs a dedicated funding source.

It is recommended that 2% of the City of Minneapolis annual transportation capital budget be set aside for bicycling projects, and also be used to aggressively leverage other funds. Larger projects will require banking funds over several years, or finding matching funds from other sources. A program with a constant funding stream helps balance staff workloads and creates structure for implementing projects at a steady rate. Because the current mode share for bicycling is roughly 4%, and the City's sustainability goals call for increasing that figure, the 2% allocation should be viewed as a minimum commitment, not a cap.

5.2 Property easements for trail projects should be acquired as opportunities arise in important corridors to prevent missed opportunities.

Examples include Upper River corridor, railroad corridors, etc. An opportunity fund could be set up to acquire needed parcels.

5.3 More emphasis needs to be placed on new technology and innovation to help reduce costs without compromising the quality of facilities

Examples include longer-lasting signs and pavement markings.

5.4 Complete remaining arterial connections.

The Minneapolis capital program has begun to shift from large arterial trail projects to smaller on-street signage and striping improvements. However, major arterial trails in Minneapolis function as bicycle highways, and several key connections still need to be made before the system of arterial trails is complete. In particular, North Minneapolis and Northeast Minneapolis are in need of stronger connections to downtown and the overall trail network. In addition, it has been suggested that a north-south trail in the center of South Minneapolis would provide improved access between neighborhoods and downtown, and would complement the three east-west trails in the area: the Midtown Greenway, the River-Lake Greenway, and the Minnehaha Creek Trail.

5.5 The Bikeways Master Plan Map should be consulted when roadway and bridge improvements are made, but not used to eliminate potential routes from consideration.

Maintenance work on a street not shown on the map may present a low-cost opportunity to add much-needed bike lanes or other enhancements, and these opportunities should be evaluated on their own merits as they arise. In order to avoid missed opportunities, every reconstruction or maintenance project should be reviewed for potential bicycle and pedestrian safety enhancements.

5.6 Non-infrastructure capital project responsibilities need to be better shared between local agencies, city departments, and private groups.

Minneapolis Bicycle Master Plan: IMPLEMENTATION PLAN

Sharing responsibilities will allow for more collaboration and will result in less redundancy, therefore saving money. Sharing responsibilities will also result in a common message with regard to education and encouragement initiatives.

5.7 More leadership needs to come from other state/regional agencies with regard to capital and maintenance participation.

A regional bike plan needs to be developed that focuses on transportation needs not just on recreational corridors. Regional agencies need to focus limited resources on projects that will serve the highest number of people.

5.8 The City should pursue and advocate for additional State, County, Metropolitan Council, and Federal dollars to be spent on expanding and improving bicycling infrastructure in Minneapolis.

Each of these public agencies spend millions of dollars on other transportation modes within Minneapolis, and the City should advocate for proportional investment in bicycling..

5.9 The City should advocate for more flexibility in design of bicycle facilities.

In some cases, the restrictions associated with a specific funding source could needlessly add cost and complexity to projects. For example, the process of obtaining waivers so that a design can best meet the needs of a local context may add months to the timeline of a project.

6 Maintenance Program Implementation Strategies

As noted elsewhere, while long-term maintenance planning and funding is critical, bicycles facilities should be treated the same as other public investments, with facilities developed according to the needs and priorities and *not* rejected simply because long-term maintenance funds are not firmly secured in advance. The BAC recommends the following maintenance program implementation strategies:

- 6.1 Until other sources are secured, allocate at least 1%, of the Public Works operations and maintenance budget for maintaining bicycle facilities.**
- 6.2 Identify new revenue sources to help reduce pressure on the Public Works budget. Work with IGR team to lobby for new maintenance funding sources.**
- 6.3 Continue to work with Minneapolis Schools on the Safe Routes to School program using shared resources.**

- **DICTIONARY**

- **DPW** – City of Minneapolis Department of Public Works
- **DPW-BC** – City of Minneapolis Department of Public Works Bicycle Coordinator
- **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

- **Goal 1 - Bicycling is the preferred mode of travel for large and increasing numbers of people**
 - **Strategy 1.1 Encouragement - Encourage and facilitate bicycling as a important mode of personal transportation and recreation in Minneapolis**
 - **Objective 1.1.1 - Support programs that encourage people to bike to school, work, and other destinations.**

Benchmark	Performance Measure	Responsible Party
Increase programming beyond 2010 levels 10% by 2015, 20% by 2020	Number of programs implemented	Primary: DPW-BC Secondary: Non-profit & Advocacy Organizations

- **Objective 1.1.2 - Continue to support Bike Walk Week**

Benchmark	Performance Measure	Responsible Party
Increase the number of participants with destinations in Minneapolis 10% by 2015, 20% by 2020	Number of participants with destinations in the City of Minneapolis	Primary: TMO Secondary: DPW Non-profit & Advocacy Organizations

- **Objective 1.1.3 - Work with the organizations and business to promote and expand bicycle share/rental locations within the city**

Benchmark	Performance Measure	Responsible Party
Double the number of locations where bike share or rental bikes are available by 2015, triple the number 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

- **Objective 1.1.4 - Support policies that encourage students to bike to school (K-12 & Post-Secondary)**

Benchmark	Performance Measure	Responsible Party
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: DPW-BC MPS, Private/Charter Schools, Post-Secondary Schools

- **Strategy 1.2 Education - Educate Community Members and Visitors about the Benefits of Bicycling**
 - **Objective 1.2.1 - Establish a communication campaign to educate community members about the benefits of bicycling (health, environmental, economic, and others)**

Benchmark	Performance Measure	Responsible Party
Establish campaign by 2012	# of impressions on target	Primary:

	market	DPW-BC TMO DHFS
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- **Objective 1.2.2** - 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

Benchmark	Performance Measure	Responsible Party
Citywide bicycle map created and distributed by 2010 and updated every two years thereafter	# of entities distributing the map	Primary: DPW-BC
	# of maps distributed	

- **Objective 1.2.3** - Facilitate the creation of a bicycling tourism packet to be distributed by tourism organizations and businesses

Benchmark	Performance Measure	Responsible Party
Bicycling tourism packet created by 2012 and updated every two years thereafter	# of entities distributing the tourism packet	Primary: Meet Minneapolis
	# of packets distributed	

- **Objective 1.2.4** - Add bicycle parking to the citywide bicycling map

Benchmark	Performance Measure	Responsible Party
Bicycle parking added to citywide bicycling map by 2012 and updated every 2 years thereafter	# of entities distributing the tourism packet	Primary: DPW-BC
	# of packets distributed	

- **Strategy 1.3 Equity**- Ensure that bicyclists of different backgrounds and experiences feel safe and comfortable bicycling throughout the city

- **Objective 1.3.1** - Provide bicycle educational, informational, and promotional materials in multiple languages and formats

Benchmark	Performance Measure	Responsible Party
100% of city –produced bicycle educational, information, and promotional materials available in multiple languages and formats by 2012	% of city-produced materials available in multiple languages and formats	Primary: All city departments producing bicycle-related materials

- **Objective 1.3.2** - Facilitate inter-agency and inter-community cooperation through networking and collaboration in order to reach groups underrepresented in the bicycling world in a culturally appropriate way

Benchmark	Performance Measure	Responsible Party
Increase bicycle mode share among underrepresented	% modes share increase among underrepresented	Primary: DPW-BC

groups 5% faster than citywide bicycle mode share increases	communities such as (gender, socio-economic status, race/ethnicity, age)	
	% increase in citywide bicycle mode share	

- **Strategy 1.4 Evaluation-** Monitor, measure, and evaluate the implementation of the Minneapolis Bicycle Master Plan

- **Objective 1.4.1 -** Perform, analyze, and report regular bike count data

Benchmark	Performance Measure	Responsible Party
Report including bicycle count data and analysis is created annually	Complete report is shared with the BAC and available to the public on the City of Minneapolis website within 30 days of completion	Primary: DPW

- **Objective 1.4.2 -** Analyze and report available bicycle mode share data broken down by gender, race/ethnicity, and income when possible

Benchmark	Performance Measure	Responsible Party
Report including bicycle mode share data and analysis is created annually	Complete report is shared with the BAC and available to the public on the City of Minneapolis website within 30 days of completion	Primary: DPW

- **Objective 1.4.3 -** Publish annual report on the progress of the Bicycle Master Plan's implementation

Benchmark	Performance Measure	Responsible Party
Report of the Bicycle Master Plan implementation is created annually	Complete report is shared with the BAC and available to the public on the City of Minneapolis website within 30 days of completion	Primary: DPW & BAC

- **Objective 1.4.4 -** Task the bicycle advisory committee to evaluate the implementation, performance and completion of the Bicycle Master Plan and report progress to the City Council's Transportation & Public Works Committee (T&PW)

Benchmark	Performance Measure	Responsible Party
Complete comprehensive review of Bicycle Master Plan annually	Review completed and document. Findings reported to T&PW	Primary: BAC

→ Annual indicators } Implementation Plan

- **Goal 2 - Bicycling in Minneapolis is safe and comfortable for all travelers**
 - **Strategy 2.1 Education** - Disseminate information and support comprehensive education for bicyclists, motorists, professional motor vehicle operators, city engineers, elected officials, and the general public
 - **Objective 2.1.1** - Expand and maintain bicycle education curriculum in Minneapolis K-12 schools

100% of all schools

Benchmark	Performance Measure	Responsible Party
By 2020, increase by 25% the number of schools implementing the updated curriculum	Number of schools implementing the curriculum	Primary: PW Secondary: Minneapolis Public Schools Charter and private schools

- **Objective 2.1.2** - Establish and maintain a community bicycle education course available at no cost to participants

Benchmark	Performance Measure	Responsible Party
By 2020, increase by 25% the number of community bicycle education courses taught	Number of community bicycle education courses taught	Primary: PW Secondary: Non Profits

- **Objective 2.1.3** - City of Minneapolis and MPRB planners and engineers receive regular professional development on planning and design for bicycle facilities

Transportation
100%

Benchmark	Performance Measure	Responsible Party
50% City of Minneapolis and Minneapolis Park and Recreation board engineers and planners receive professional development on planning and design for bicycle facilities by 2015, and 100% by 2020	Percent of planners and engineers receiving professional development	Primary: PW Minneapolis Park and Recreation Board

- **Objective 2.1.4** - Assist entities that employ professional drivers (such as transit operators, ambulance drivers, taxi, and truck drivers) in developing and implementing training materials about safely sharing the road with bicycles

Benchmark	Performance Measure	Responsible Party
Develop and implement training materials by 2015	Number of entities implementing the training materials	Primary: PW and TMO Secondary: Entities that employ professional drivers

- **Objective 2.1.5** - Educate and encourage the use of helmets and other safety equipment by developing and distributing informational materials

Benchmark	Performance Measure	Responsible Party
Bicycle safety informational materials developed and distributed by 2015	Number of informational materials distributed	Primary: PW, TMO Secondary: nonprofit agencies, health care organizations, DHFS

- **Strategy 2.2 Enforcement** - Create an environment where all bicyclists and motorists follow the rules of the road and bicycles are safe from theft

- **Objective 2.2.1** - Establish a bicycle crash safety campaign targeted at bicyclists and motorists

Benchmark	Performance Measure	Responsible Party
Bicycle crash safety campaign established and launched by 2015	# of campaign impressions	Primary: PW, TMO Secondary: nonprofit agencies, health care organizations, DHFS

- **Objective 2.2.2** - Secure funding for and create an enforcement campaign for bicyclists and motorists to enhance bicycle safety

Benchmark	Performance Measure	Responsible Party
Funding secured and enforcement campaign implemented by 2015	Amount of funding secured Total police officer hours dedicated to the campaign	Primary: Minneapolis Police Department, other enforcement agencies in Minneapolis, DID

- **Objective 2.2.3** - Establish a bicycle anti-theft campaign including a bike bait program, anti-theft brochures, and press releases to reduce the number of bicycle thefts

Benchmark	Performance Measure	Responsible Party
Anti-theft campaign implemented by 2015	Total police officer hours dedicated to the campaign	Primary: Minneapolis Police Department, other enforcement agencies in Minneapolis, DID

- **Objective 2.2.4** - Encourage bicyclists to register their bicycle through the National Bicycle Registry by including registration information on city-produced bicycle-related materials and websites

Benchmark	Performance Measure	Responsible Party
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: PW, TMO

- **Objective 2.2.5** - Encourage citizens to call 311 to report behavior or conditions that endanger bicyclist by including a message about 311 on city-produced bicycle-related materials and websites

Benchmark	Performance Measure	Responsible Party
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: PW, TMO

- **Strategy 2.3 Engineering-** Develop and implement design, engineering, and maintenance strategies that ensure bicycling is safe, convenient, and comfortable for all travelers

- **Objective 2.3.1** - Incorporate into the Public Works road maintenance inspections provisions for visual inspections of all on- and off-street bikeways and develop a database to track observations

Benchmark	Performance Measure	Responsible Party
100% of bikeways annually and inspection data entered into a database	Inspection database created % of bikeways inspected and recorded in database annually	Primary: Public Works

- **Objective 2.3.2** - Ensure that all existing and future bikeways are safely marked, signed, appropriately lighted, and address personal safety as per the Minneapolis Bicycle Design Guidelines

Benchmark	Performance Measure	Responsible Party
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: Public Works Secondary:

- **Objective 2.3.3** - Make transit a bicycle friendly transportation option by ensuring that all major transit hubs in Minneapolis have adequate bicycle parking

Benchmark	Performance Measure	Responsible Party
50% of all major transportation hubs have adequate bicycle parking by 2015, 100% by 2020	% of major transportation hubs with adequate bicycle parking	Primary: Public Works, Metro Transit

- **Objective 2.3.4** - Update, repair, or adjust intersection signalization to accommodate bicyclists

Benchmark	Performance Measure	Responsible Party
25% of intersections updated, repaired, or adjusted by 2015, 50% by 2025, and 100% by 2040	% of intersections updated, repaired, or adjusted	Primary: Public Works

- **Objective 2.3.5** - Evaluate the use of diverters, medians, and other treatments in all road projects and on existing facilities and implement suggested improvements to make key intersections and mid block crossings safer for bicyclists

Benchmark	Performance Measure	Responsible Party
All bikeways and roads that allow bicyclists evaluated and key intersections and mid block crossings by 2015	% of bikeways and roadways evaluated	Primary: Public Works
All suggested improvements implemented by 2020	% of suggested improvements implemented	

- **Objective 2.3.6** - Develop and implement standard detour strategies for construction projects to ensure safe passage for bicyclists

Benchmark	Performance Measure	Responsible Party
Develop and implement a detour route standard/policy by 2012 that allows for all projects to provide a safe bicycle detour route	Standards/policy developed	Primary: Public Works
	% of detour routes that follow the standard and allow for safe passage of bicyclists	

- **Objective 2.3.7** - Secure funding and install comprehensive wayfinding and informational signage to indicate route turns, the presence of intersecting bikeways and streets and nearby destinations as per the Minneapolis Bicycle Design Guidelines

Benchmark	Performance Measure	Responsible Party
50% of miles of bikeways meet signage guidelines by 2015 and 100% of miles of bikeways meet signage guidelines by 2020	% of miles of bikeways meeting signage guidelines	Primary: Public Works

- **Objective 2.3.8** - Design bicycle facilities with bicycle lane widths, trail widths, signage and markings that meet or exceed Minnesota Bicycle Design Guidelines and AASHTO guidelines and apply innovative treatments where appropriate

Benchmark	Performance Measure	Responsible Party
50% of bikeway miles meet or exceed the guidelines and standards by 2015, 100% by 2020	% of bikeway miles meeting or exceeding guidelines and standards	Primary: Public Works
At least 5 experimental treatments tested by 2015,	# of experimental treatments tested	

at least 10 tested by 2020

- **Objective 2.3.9** - Encourage office building managers and owners to install shower/locker facilities and secure bicycle storage facilities

Benchmark	Performance Measure	Responsible Party
5 new shower/locker facilities and secure bicycle storage facilities installed annually in city office buildings	Number of facilities installed	Primary: CPED, Public Works Secondary: TMO

- **Objective 2.3.10** - Hold community meetings to gather community input and feedback on proposed bikeway plans

Benchmark	Performance Measure	Responsible Party
At least 2 public meeting is held for every bikeway plan prior to plan implementation.	Summary of the meetings and response to feedback is available to the public in the City of Minneapolis website within 10 days of a public meeting	Primary: Public Works

- **Strategy 2.4 Evaluation-** Monitor, measure, and evaluate the implementation of the Minneapolis Bicycle Master Plan

- **Objective 2.4.1** - Continue to collect, analyze and report crash statistics

Benchmark	Performance Measure	Responsible Party
Report containing crash statistics and analysis is compiled annually	Complete report is shared with the BAC and is available to the public on the City of Minneapolis website within 30 days of completion	Primary: Public Works Secondary: Minneapolis Police Department

- **Objective 2.4.2** - Collect, analyze, and report bicycle theft statistics

Benchmark	Performance Measure	Responsible Party
Report containing bicycle theft statistics and analysis is developed annually	Complete report is shared with the BAC and is available to the public on the City of Minneapolis website within 30 days of completion	Primary: Public Works Secondary: Minneapolis Police Department

- **Objective 2.4.3** - Collect, analyze, and report bicycle-related calls to 311

Benchmark	Performance Measure	Responsible Party
Report containing bicycle-related calls to 311 and analysis is developed annually	Complete report is shared with the BAC and is available to the public on the City of Minneapolis website within 30 days of	Primary: Public Works Secondary: Minneapolis 311

	completion	
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- **Objective 2.4.4** - Collect, analyze, and report current level of service for all bikeways and identify key indicators such as pavement condition, lighting, signage and others

Benchmark	Performance Measure	Responsible Party
Report of key indicators of bikeway level of service is developed annually	Complete report is shared with the BAC and available to the public on the City of Minneapolis website within 30 days of completion	Primary: Public works

- **Objective 2.4.5** - Track and report the number of bicycling education and outreach events in the city

Benchmark	Performance Measure	Responsible Party
Report of the bicycle education and outreach events in the city is compiled annually	Complete report is shared with the BAC and available to the public on the City of Minneapolis website within 30 days of completion	Primary: Public Works

- **Goal 3** - All destinations in Minneapolis are accessible by bicycle
 - **Strategy 3.1 Engineering-** Increase the number of miles and types of bikeways and ensure bikeway connectivity throughout the city
 - **Objective 3.1.1** - Increase the number of miles of on-street bikeways within the city

Benchmark	Performance Measure	Responsible Party
Add 45 miles of on-street facilities by 2015.	Number of lane miles	Primary: PW Secondary: Hennepin County MPRB

- **Objective 3.1.2** - Increase the number of off-street facilities within the city

Benchmark	Performance Measure	Responsible Party
Add 5 miles of off-street facilities by 2015.	Number of lane miles	Primary: PW Secondary: Hennepin County MPRB

- **Objective 3.1.3** - Maintain adequate maintenance funding for bikeways to keep pace with the construction of additional bikeways and to maintain arterial facilities year-round

Benchmark	Performance Measure	Responsible Party
Sufficient maintenance funding to correlate with the addition of 50 miles of bikeways between 2010 and 2015.	Revenue secured	Primary: PW Secondary: Hennepin County MPRB

- **Objective 3.1.4** - Complete all routes identified in the bikeway master plan map

Benchmark	Performance Measure	Responsible Party
25% of proposed improvements by 2020 50% of proposed improvements by 2030 100% of proposed improvements by 2040	% bikeway plan map complete	Primary: PW Secondary: Hennepin County MPRB

- **Objective 3.1.5** - Provide bicycle facilities such that all residents are within 1 mile of an off-street trail, within 1/2 mile of an on-street bike lane, and within 1/4 mile of a signed route

Benchmark	Performance Measure	Responsible Party
50% of residents within 1	% residents who have	Primary:

mile of a trail, 1/2 mile of a bike lane, and 1/4 mile of a signed route by 2020. 100% of residents meeting the same spacing by 2040.	access to off street trails w/in 1 mile % residents who have access to on street bikeway w/in 1/2 mile	PW Secondary: Hennepin County MPRB
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- **Strategy 3.2 Encouragement** - Encourage developers to evaluate the need for bicycle support facilities at new developments and construction projects and to install facilities where appropriate

- **Objective 3.2.1** - Encourage developers to evaluate the need for and to install trails or bike lanes that connect developments to citywide bicycle facilities where appropriate

Benchmark	Performance Measure	Responsible Party
In 100% of new developments, developers evaluate the need for bicycle support facilities and install them when appropriate by 2015	% of developments where bicycle support facilities are considered and installed as appropriate	Primary: CPED

- **Objective 3.2.2** - Encourage developers to install adequate bike parking (as per the bicycle parking rule) and other bicycle amenities

Benchmark	Performance Measure	Responsible Party
100% of developments comply with the bicycle parking rule by 2015	% of developments that comply with the bicycle parking rule	Primary: CPED

- **Objective 3.2.3** - Increase the amount bike parking available by continuing the 50% cost share bike rack program for schools, community groups, businesses, multi-unit residential properties, and places of worship

Benchmark	Performance Measure	Responsible Party
Increase bicycle parking by 300 spaces per year	Number of parking spaces	Primary: PW Secondary: Neighborhood Groups Business Groups

- **Objective 3.2.4** - Ensure that schools, parks, post offices, other public buildings and major business buildings have bike racks

Benchmark	Performance Measure	Responsible Party
100% of schools, parks, post offices, other public buildings, and major business buildings have bike racks by 2015	% of buildings with bike racks as measured through a bike rack inventory	Primary: Public Works

- **Strategy 3.3 Geographic Equity** - Ensure that bicyclists of different backgrounds and experiences feel safe and comfortable bicycling throughout the city

- **Objective 3.3.1** – Ensure that all city neighborhoods are connected to a bicycle facility

Benchmark	Performance Measure	Responsible Party
100% of neighborhoods connected to a bicycle facility by 2020	% of neighborhoods connected to a bicycle facility	Primary: Public Works

- **Objective 3.3.2** - Prioritize the installation of bikeways in city neighborhoods that have limited access to bicycle facilities

Benchmark	Performance Measure	Responsible Party
100% of neighborhoods connected to a bicycle facility by 2020	% of neighborhoods connected to a bicycle facility	Primary: Public Works

- **Strategy 3.4 Modal Equity** - Ensure that bicycling is fully integrated into the city's transportation system

- **Objective 3.4.1** - Consider installing bicycle facilities when retrofitting or designing new roadways, bridges, and transit project

Benchmark	Performance Measure	Responsible Party
Bicycle facilities are considered in 100% of roadway and transit projects and consideration is documented in final plans	% roadway and transit project plans that include documentation of bike facility consideration	Primary: Public Works

- **Objective 3.4.2** - Design every roadway taking into consideration the safety needs of bicyclists (e.g., 5 foot gutters, bicycle safe street grates, crossing)

Benchmark	Performance Measure	Responsible Party
100% roadways that meet bicycle safety design standards by 2040	% bike friendly streets completed	Primary: PW Secondary: Hennepin County

- **Objective 3.4.3** - Time traffic lights to give priority to bicyclists in central business districts (CBDs)

Benchmark	Performance Measure	Responsible Party
50% of traffic lights in CBDs give priority to bicyclists by 2015. 100% of traffic lights in CBDs give priority to bicyclists by 2020.	% of traffic lights in CBDs that give priority to bicycle traffic.	Primary: PW

- **Strategy 3.5 Economic Funding** - Assure that the city qualifies for and pursues the maximum amount of available funding for bikeways, other biking facilities, bicycle programming, and staffing
 - **Objective 3.5.1** - Maintain bicycle program staff that will develop and facilitate grant funding requests

*Establish
Secure*

Benchmark	Performance Measure	Responsible Party
Hire City Bicycle/Pedestrian Coordinator by 2015. Increase dedicated bicycle staff to 3 by 2020.	Number of staff	Primary: PW Secondary: CPED

- **Objective 3.5.2** - Maintain CIP funding in the City of Minneapolis budget for bikeways, bicycle facilities, bicycle programming, and staffing

*met
Council
1.4.12*

Benchmark	Performance Measure	Responsible Party
Maintain and expand current funding levels beyond 2015.	Dollars secured	Primary: PW Secondary: Mayor's Office

- **Strategy 3.6 Evaluation**- Monitor, measure, and evaluate the implementation of the Minneapolis Bicycle Master Plan
 - **Objective 3.6.1** - Track and report the number of and change in miles of on- and off-road bicycle facilities in Minneapolis and in each Ward

Benchmark	Performance Measure	Responsible Party
Report of the number of and change in bike facilities is compiled annually	Complete report is shared with the BAC and available to the public on the City of Minneapolis website within 30 days of completion	Primary: Public Works

- **Objective 3.6.2** - Track and report the number of and increase in secure bicycle parking spaces in Minneapolis

Benchmark	Performance Measure	Responsible Party
Report of the number of and change in secure bicycle parking spaces is compiled annually	Complete report is shared with the BAC and available to the public on the City of Minneapolis website within 30 days of completion	Primary: Public Works

- **Objective 3.6.3** - Conduct annual bicycle facility gap analysis

Benchmark	Performance Measure	Responsible Party
Report of bicycle facility gap analysis is compiled annually	Complete report is shared with the BAC and with T&PW and is available to the public on the City of	Primary: Public Works

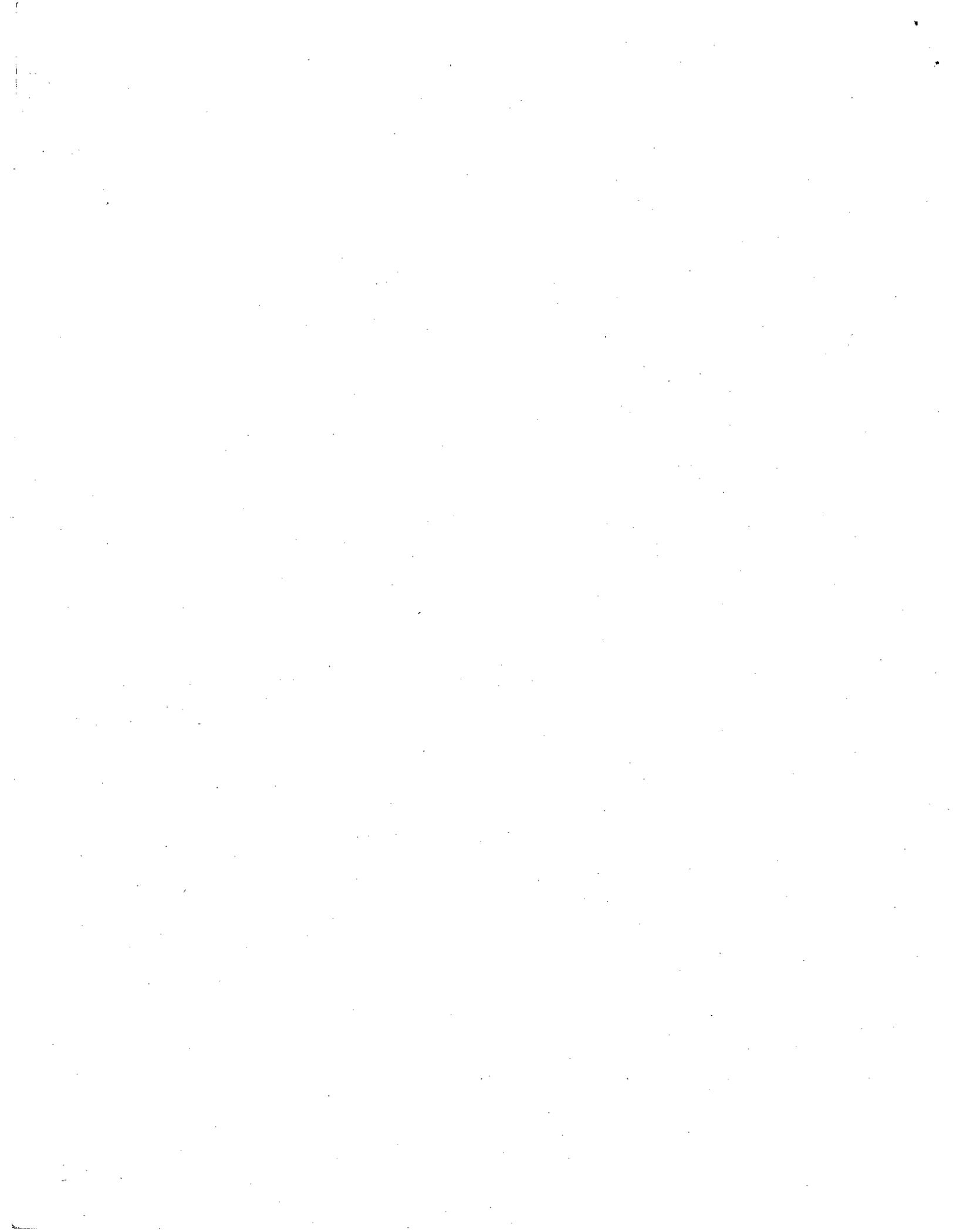
	Minneapolis website within 30 days of completion	
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- **Objective 3.6.4** - Track and report bicycle-related funds applied for and received by the city and partners

Benchmark	Performance Measure	Responsible Party
Report of the funds applied for and received is compiled annually	Complete report is shared with the BAC and available to the public on the City of Minneapolis website within 30 days of completion	Primary: Public Works

- **Objective 3.6.5** - Track and report the percentage of completed bicycle facilities identified in the Minneapolis Bicycle Master Plan

Benchmark	Performance Measure	Responsible Party
Report of the % of completed bike facilities is compiled annually	Complete report is shared with the BAC and with T&PW and is available to the public on the City of Minneapolis website within 30 days of completion	Primary: Public Works



Chapter 7 Project Identification and Prioritization

Minneapolis Bicycle Master Plan

projects, street reconstructions, availability of external funds and timelines from funding sources. Project readiness will depend on internal factors such as planning, design, right-of-way acquisition, and City funding.

- Cost Effectiveness: Is the project cost effective? How much will each project cost, how many users will it benefit and what level of safety and convenience benefit will it provide to users? Are the operations and maintenance responsibilities defined? Are there differences between projects in the ability to maintain the facility over time? Does the project leverage funding from external sources? *Does the project leverage secondary economic benefits*
- Adopted Plan: Is the project part of an approved regional, city, agency or neighborhood plan?
- Public Support: Has there been or is there public outreach planned for the project? What is the level of community support for the project? *community development*
- Innovation: Does the project allow the City to pilot a new approach or design element to improve safety, comfort and/or accessibility that is not currently used in Minneapolis? Does the project incorporate a successful approach that has been tried in other cities but not used in Minneapolis?

Does the project capitalize on existing opportunities

Economic impact

PROCESS

In order to aid the BAC in assessing these criteria, staff should present: a) a description of the anticipated planning, design, funding and construction schedules for each project, b) a summary of the projected cost for each project and a description of leveraged funding sources, c) a description of the approved regional, city, agency or neighborhood plans that each project appears in, d) a summary of planned or completed public outreach for each project and an assessment of the level of public support or opposition for each project, e) a description of any innovative features that have not been used in Minneapolis, including a description of their use in other cities.

Detail Implementation plan

Chapter 7 Project Identification and Prioritization Minneapolis Bicycle Master Plan

Prioritizing Criteria — On an annual basis, the Bicycle Advisory Committee should *review the CIP* recommend projects to be included in the City's 5-year Capital Improvement Plan. The BAC, City staff and policymakers should use the following criteria to prioritize projects. The first three criteria and related subsets reflect the goals of the Bicycle Master Plan, found in Chapter 4.

Goal 1: Increases Bicycling: Is the project expected to increase the number of people bicycling and/or increase the number of trips taken by bicycle?

- **Travel Demand:** Does the project meet or help create a demand for bicycling in population and employment concentrations, with a focus on high trip generation areas? Is the project anticipated to serve travel needs in all seasons?

I Plan [In order to aid the BAC in assessing these criteria, staff should present: a) the methodology used to determine projected use, b) describe how each project will achieve an increase in bicycle trips, and c) describe anticipated seasonal changes in use for each project.

Goal 2: Improves Safety and Comfort: Does the project provide a safer and more appealing alternative to what currently exists in a given corridor?

In order to aid the BAC in assessing this criterion, staff should present a description of the benefits of safety and perceived safety of the proposed projects, and a description of the appeal of the project for trip convenience.

Goal 3: Improves Accessibility: Does the proposed project supplement the existing bicycle system by removing barriers and closing system gaps?

- **Geographic Equity:** Does the proposed project close gaps in areas of the City that are underserved by bicycle facilities?
- **Demographic Equity:** Does the proposed project serve populations with lower than average rates of bicycling? Considerations will include race/ethnicity, class, gender and age.
- **Regional Benefit:** Does the project connect Minneapolis to surrounding communities and facilitate the ability to take longer trips by bicycle?
- **Access to Popular Destinations:** Does the project provide bicycle access to popular destinations such as schools, parks, and public spaces (such as museums, theatres, community centers, government buildings, and shopping districts)?

I Plan [In order to aid the BAC in assessing these criteria, staff should present: a) a map of the existing bicycle network, including barriers and gaps, proposed projects, and popular destinations, b) a description of how projects will serve populations from groups based on race/ethnicity, class, gender and age who are currently bicycle at relatively lower rates, c) a map of regional bicycle connections.

Additional Criteria:

- **Timeliness:** Is the project timely and will it be ready for construction in the funding cycle? Timeliness will depend on external factors such as redevelopment

BAC Policy Committee Recommendations:

The following policies should replace the "Bicycle Policy" language on page 3-27. However, these recommendations do not belong in Chapter 3, the vast majority of which is a description of the existing policy framework. Instead the "Intergovernmental Relations" and "Policy Recommendations" items should be included at the beginning of Chapter 4. The "Minneapolis Commitment to Bicycling" belongs at the beginning of the document with the Purpose and Vision.

Intergovernmental Relations

- 1) **Advocate for Municipal State Aid (MSA) standards that allow Minneapolis to design streets that safely meet Minneapolis needs.** Minneapolis uses MSA funding to reconstruct and renovate most arterial and minor arterial roadways. Current MSA standards include minimum lane widths, numbers of lanes and other requirements that often act as obstacles to new bicycle and pedestrian infrastructure in built-out communities like Minneapolis with constrained right-of-way widths. A number of studies indicate that narrower lanes and fewer lanes, in conjunction with bicycle facilities, may actually improve safety. Minneapolis should advocate for the capacity to build arterials using standards that make sense in an urban context.
- 2) **Advocate for increased funding for bicycle infrastructure and programming.** Much of the progress that has been made in Minneapolis over the last decade has been due to effective partnerships with the state and federal governments, such as the Non-Motorized Transportation Pilot (NTP) Program. Other existing federal and state transportation funding programs could be changed to better support non-motorized uses. Minneapolis should encourage transportation funders to prioritize funding for bicycle infrastructure and programming, continue to fund existing non-motorized programs, and create new non-motorized funding programs.
- 3) **Advocate that new State and Federal funding programs that seek to incentivize innovation in bicycling infrastructure not be required to meet certain existing State and Federal guidelines.** Some funding, such as the NTP program, has been constrained by a requirement to follow existing MSA standards. These standards have limited the innovation included in NTP projects, and have slowed implementation.
- 4) **Ask the State Legislature for permission for municipalities to create new dedicated funding mechanisms for capital and operations/maintenance for bicycle and pedestrian facilities.** Funding for bicycle infrastructure, especially operations and maintenance, is constrained. Minneapolis should seek to create a new dedicated source of funding for bicycle infrastructure, not dependent on bicycle user fees. The creation of certain new taxes or fees to create a dedicated revenue source for bicycling infrastructure will require state authorization.

- 5) **Encourage Hennepin County and the State of Minnesota to implement their Complete Streets policies.** Many of the busiest roadways in Minneapolis are under the jurisdiction of MSA standards and/or Hennepin County. The state and Hennepin County have passed Complete Streets policies, which could translate into revised MSA standards and County Highway policies, but these policies have not yet been fully implemented. In addition to passing its own Complete Streets policy, the City should advocate for the full implementation of policies at other levels of government.
- 6) **Advocate at the state legislature for speed limit reductions on City streets, and the capacity to further reduce speeds due to the presence of a bicycle facility.** Maximum speed limits are set by the state, and cities cannot deviate downwards. On many Minneapolis streets, the existing speed limits are higher than conditions safely allow. In addition, Minneapolis has an interest in reducing speed limits on bike/walk streets (low-volume streets with significant bicycle and pedestrian improvements).
- 7) **Continue to encourage the Metropolitan Council to create a regional bicycle plan that focuses on connecting routes across municipal and county boundaries.** The City of Minneapolis has already given comments to the Met Council that a regional bicycle plan is needed. The City should continue to advocate for such a planning process, and participate in it to ensure that it meets Minneapolis needs.
- 8) **Support a study on the economic impact of bicycling.** The Bicycle Alliance of Minnesota will be advocating at the Legislature for a study on the positive economic impact of bicycling in Minnesota. The City of Minneapolis should support this study.

Policy Recommendations

- 1) **Pass a Minneapolis Complete Streets policy.** A Complete Streets policy should define how the City will consider including dedicated bike facilities in new construction, reconstruction and renovation projects, and how the City will design streets without bicycle facilities to be bicycle friendly. This policy should encourage safe and convenient bicycle access to neighborhood commercial areas. It should include a new multimodal method for determining "Level of Service" at intersections and along corridors. As part of the policy, operations and maintenance prioritization and practices should be evaluated and updated as needed to ensure support for year-round bicycling. The policy should be used to update the Minneapolis Bicycle Design Guidelines as necessary.
- 2) **Minimize both travel lane widths and number of travel lanes where possible and desirable.** In order to accommodate dedicated bike lanes on designated bicycle corridors, and to calm traffic on streets without dedicated bike lanes, the right-of-way space set aside for vehicular traffic may have to be reduced. In some instances, reallocating space from

inside travel lanes to wide outside travel lanes may be the preferred solution.

- 3) **Include dedicated bicycle facilities on all downtown streets unless there are compelling reasons not to.** Due to the density of destinations in downtown, a greater density of dedicated bicycle facilities is necessary than in other parts of the city.
- 4) **Create a new full-time Bicycle Coordinator position within the department of Public Works.** This position should be created at a level that will allow the staff person coordinate the work of all appropriate Public Works departments. This staff person should not be responsible for specific engineering projects; rather, his or her tasks should include tracking projects with bicycle impacts, applying for external funding, staffing the Bicycle Advisory Committee, advocating for the bicycle program, and coordinating between Public Works and other Minneapolis departments and with other agencies.
- 5) **Review bicycle projects holistically.** For spot improvements related to bicycle facilities (such as traffic diverters, traffic signal or sign changes, etc), Public Works staff should no longer use the "To The Record" letter process, which gives individual City Council Members sole authority over proposed parking and signage changes. Instead, Public Works should bring proposed layouts for entire proposed bicycle facilities to the City Council.
- 6) **For street vacations requested as part of a bicycle/pedestrian project, use a 30% opt-out standard.** Off-street "bike highways" like the Midtown Greenway have proven very successful. Unfortunately, opportunities like unused, grade-separated rail rights-of-way are limited. Some neighborhoods are interested in creating Greenway-style facilities by closing existing low-volume streets to ^{motorized} vehicular traffic. There is currently no standard process for the City to respond to these requests.
- 7) **Continue to reduce regulatory barriers to new bicycle-related businesses.** Minneapolis has made recent changes that have dramatically increased the number of pedicabs, Pedal Pubs, and other bicycle-related businesses. When opportunities arise, Minneapolis should continue to craft regulations that make it possible for entrepreneurs to start small bike-related businesses.
- 8) **Adopt a comprehensive bicycle parking policy for City worksites.** Currently, there is no clear policy for bicycle parking and access to buildings owned or leased by the City. Such a policy should be created and implemented. It should adopt goals for the provision of bike racks, secure indoor parking, lockers, showers; uniform rules for bringing bicycles into City worksites; and the provision of bicycle parking spaces for the general public.
- 9) **Maintenance and operations needs should not be used as a hindrance to new on-street bicycle facilities.** Operations and Maintenance funding is constrained, and necessary maintenance on much of the city's infrastructure is being deferred. However, it would be

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incompatible with the City's adopted sustainability indicator targets and the goals of the Bicycle Master plan to cease investing in new bicycle infrastructure due to this global infrastructure maintenance funding shortfall. Instead, the City should prioritize maintenance of bike facilities and streets with bike facilities, and work to create dedicated funding mechanisms (not based on a bicycle user fee) to support bike infrastructure maintenance.

- 10) Support workplace bicycle commuting.** Minneapolis ordinance 549.170 requires secure bicycle parking, shower, and locker room facilities at office buildings above 500,000 square feet in downtown. These requirements should be strengthened by reducing the size of buildings covered by the requirement and expanding the requirement beyond Downtown to apply to developments citywide.
- 11) Create a specific permitting process for closing streets to motorized vehicles for "Open Streets" events.** Open Streets events temporarily create a continuous car-free length of urban roadway for people to use for bicycling and other community activities. Currently, they are being permitted as block events. The block event permit contains requirements that are not appropriate for Open Streets events, so a new permit type should be created.

Minneapolis Commitment to Bicycling

- 1)** The City of Minneapolis recognizes that bicycling is a mode of transportation that has many tangible benefits to the people of Minneapolis, including better health, a cleaner environment, less traffic congestion, and financial savings both to government and individuals.
- 2)** Minneapolis will continue to be a national leader in bicycle infrastructure and programming, investing in projects and initiatives that improve safety, increase the number of people who choose to bicycle and foster a bicycle friendly environment that supports a thriving bicycle culture.
- 3)** Minneapolis will use an integrated strategy that includes education, encouragement, enforcement, engineering, equity and evaluation to continue to make our communities more bicycle friendly and to judge our progress.

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Minneapolis Bicycle Master Plan

8.1 Chapter Overview

- 8.1.1 **Discussion**—The Minneapolis Bicycle Program has had tremendous success in attracting new bicyclists, which has brought our City and the region many benefits in the areas of personal health, air quality, reduced congestion, reduced traffic damage to roadways, reduced expenditures on imports such as motor vehicles and motor vehicle fuels, increased use and vitality of parks and trails, increased bicycle-related tourism, and increased national recognition as a great place to live. The City's past successes have been due in large part to the work of public agency staff assembling funding from a wide range of sources. To date, the bicycle program strategy has been to focus on arterial trails first with on-street connections to the arterials second. This strategy has produced significant results in terms of attracting new bicyclists and providing popular routes that are separated from motor vehicles.

Current economic conditions have resulted in revenue reductions, which have presented difficult choices for local communities, including Minneapolis. State cuts in Local Government Aid have resulted in significant maintenance budget reductions. Bicycling has the potential to reduce long-term infrastructure maintenance costs, and for this reason should be considered one of the solutions for adapting to shrinking budgets.

In the current climate of economic recession and focus on public spending, there has been some confusion about how the construction and maintenance of roads and highways are paid for. While the exact percentage varies by type of road and responsible jurisdiction, for all city streets the funding for operations, maintenance, and reconstruction includes significant contributions from people who don't have access to cars, or who choose not to drive for most of their trips. Revenues from sales tax, property tax, income tax, and property assessments all pay for transportation infrastructure. Fees and taxes on driving are not sufficient to maintain our roads. Those who drive less than average are subsidizing those who drive more than average.

Significant federal investment through the Non-Motorized Transportation Pilot (NTP) Program has supplemented the existing capital budget, resulting in several miles of new trails, bike lanes, and bicycle boulevards. In terms of capital funding, over \$50 million was spent between 2000 and 2009. This investment amounts to roughly \$1 per Minneapolis resident per month throughout the decade. From 2000 to 2009, total bikeway mileage in the city increased from 95.5 miles to 127.8 miles, contributing to bicycle commute work trips more than doubling from 1.9% in 2000 to 4.3% in 2008 based on Census statistics. In addition to City of Minneapolis projects, the accomplishments between 2000 and 2009 include projects from the NTP program, the U of M, the Minneapolis Park and Recreation Board, and Hennepin County.

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The implementation of this plan will include the funding and construction of a variety of new bike lanes, bicycle boulevards, and trails. The cost for these projects varies widely depending on whether they are completed in coordination with other maintenance and reconstruction efforts. Acquisition costs, unique engineering challenges, or unanticipated costs may drive the budget for a project beyond what was originally projected. The list below gives a general sense for the cost to implement various types of infrastructure:

- Off-street Trails – Approximately. \$3 million/mile
- Bicycle Boulevards – Approximately \$100,000 - \$500,000 per mile
- Bike lanes – Approximately. \$0 - \$50,000 per mile

~~\$30,000~~

Each type of infrastructure has advantages and disadvantages. For example, bike lanes can typically be created most quickly and with the least expense. Off-street trails by contrast take longer to plan and cost more, but appeal to a broader range of people, and can function as bicycle highways.

This chapter examines funding and implementation strategies that pertain to both capital and maintenance programs. The goals/objectives/benchmarks in Chapter 4 will only be met if the resources to pursue them are identified. Much of this chapter focuses on the identification of existing funding sources for both infrastructure and non-infrastructure capital projects.

8.2 Capital Program Funding

8.2.1 Infrastructure Funding Sources—Many infrastructure funding sources require a local match or have other conditions that go with the funding. It usually takes multiple funding sources to fully fund a bicycle infrastructure project. Some of the most common capital funding sources are:

Federal Funding—Federal SAFETEA-LU Surface Transportation Program (STP) funds and Federal Transportation Enhancement (TE) funds have been used to fund most major trail projects in Minneapolis. The program is administered by the Metropolitan Council and MnDOT. The Transportation Advisory Board of the Metropolitan Council awards projects on a bi-annual schedule and MnDOT supervises project construction. Most federal STP and TE projects in the Twin Cities region require a 20% match plus design/engineering fees to be paid with local sources. Based on past projects it takes 65 cents of local money to match a dollar in federal funding when factoring in all project costs. Once a project is awarded funding it is programmed 5 years into the future for construction.

Federal Earmarks—Members of Congress are currently allowed to set aside funding for special projects in their district. The amount of funding a member of congress receives depends on a number of factors including seniority and committee placement. The Midtown Greenway, Cedar Lake Trail, and Martin Sabo Bridge have all received earmarks.

Federal One-Time Programs—The Non-Motorized Transportation Pilot Program

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and TIGER grants are two examples of recent federal programs that have appropriated significant funding toward bicycle projects in a number of cities. Rules on how to spend the funds vary widely and the funding opportunities typically do not reoccur.

State Bonds—On a bi-annual basis, the State of Minnesota creates a bonding bill with specific projects and programs included. There is typically no funding match needed, however there may be other conditions applied to this funding by the legislature.

DNR Funding—The Department of Natural Resources (DNR) administers a number of grant programs including the Local Trail Connections Program and Regional Trail Grant Program. The DNR administers yearly solicitations for projects to be built within a year of the award date.

Legacy Funding—This new funding source was created when voters passed a sales tax referendum to improve the outdoors and the arts. There is a yearly solicitation for trails and the program is administered by the DNR.

Net Debt Bonds—Net Debt Bonds are local property tax funds managed by the City of Minneapolis. Perhaps the most flexible of the capital funding sources listed, these funds can be used for a local construction match, for design and engineering fees, and internal overhead. Net Debt Bond projects are determined as part of the annual city budget process.

Private and Corporate Donations—Private donation and corporate gifts can be accepted by the city for capital projects. These funds must be accepted by the City Council and Mayor.

8.2.2 Non-Infrastructure Funding Sources—There are several funding sources that are commonly used for education, enforcement, and encouragement initiatives in addition to infrastructure:

Health Industry and Public Health Funding—BCBS funding, HCMC, other health care organizations, CDC/US Department of Health and Human Services funding, Minnesota Department of Health funding.

Bicycle Industry Funding—Bicycle industry funding is often used to promote bicycling.

Safe Routes to School Funding—Federal funding that is passed through the states for education and infrastructure improvements. Many schools also dedicate staff time toward this effort.

Private and Corporate Donations—Funding from individuals and businesses.

Foundations and Industry Groups—Groups such as Bikes Belong and the McKnight Foundation often fund programming projects.

Fundraisers—Bike rides and bike races make excellent fundraisers for non-infrastructure projects.

NRP Funding—Neighborhood funds can be used for educational and enforcement

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initiatives.

8.3 Capital Program Implementation Strategies

8.3.1 Strategies—As the bicycle program advances there are several changes that could be made to the capital program to ensure success and stability:

- The capital program for bicycle projects needs a dedicated funding source. It is recommended that 2% of the City of Minneapolis annual capital budget be set aside for bicycling projects. Larger projects will require banking funds over several years, or finding matching funds from other sources. A program with a constant funding stream helps balance staff workloads and creates structure for implementing projects at a steady rate. [The Capital Long-Range Improvement Committee (CLIC) budget for the next five years totals just over \$100 million per year. Thus a 2% investment in bicycling projects will yield \$2 million per year for the next five years.] Because the current mode share for bicycling is roughly 4%, and the City's sustainability goals call for increasing that figure, the 2% allocation should be viewed as a minimum commitment, not a cap.

redundant A project must demonstrate increased mode share or improved safety in a cost effective manner. In some cases, improved capacity or reduction in delay will increase mode share by reducing a common barrier for bicycling; time.

- Property easements for trail projects should be acquired as opportunities arise in important corridors to prevent missed opportunities (ie. Upper River corridor, RR corridors, etc.). An opportunity fund could be set up to acquire needed parcels.
- More emphasis needs to be placed on new technology and innovation to help reduce costs without compromising the quality of facilities (ie. longer lasting signs/pavement markings).
- The Minneapolis capital program has begun to shift from large arterial trail projects to smaller on-street signage and striping improvements. However, major arterial trails in Minneapolis function as bicycle highways, and several key connections still need to be made before the system of arterial trails is complete. In particular, North Minneapolis and Northeast Minneapolis are in need of stronger connections to downtown and the overall trail network. In addition, it has been suggested that a north-south trail in the center of South Minneapolis would provide improved access between neighborhoods and downtown, and would complement the three east-west trails in the area: the Midtown Greenway, the River-Lake Greenway, and the Minnehaha Creek Trail.
- The Bikeways Master Plan Map should be consulted when roadway and bridge improvements are made. However, the map in the bicycle master plan should not be used to eliminate potential routes from consideration. Maintenance work on a street not shown on the map may present a low-cost opportunity to add much-needed bike lanes or other enhancements, and these opportunities should be evaluated on their own merits as they arise. In order to avoid missed opportunities, every ~~major reconstruction or maintenance project (any project with a budget of \$25,000 or more, and any project that~~

*2 of what
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in
current expenses
cost Annual
transportation
enterprise
capital
budget*

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could potentially impact lane configuration) should be reviewed for potential bicycle and pedestrian safety enhancements.

- Non-infrastructure capital project responsibilities need to be better shared between local agencies, city departments, and private groups. Sharing responsibilities will allow for more collaboration and will result in less redundancy, therefore saving money. Sharing responsibilities will also result in a common message with regard to education and encouragement initiatives.
- More leadership needs to come from other state/regional agencies with regard to capital and maintenance participation. A regional bike plan needs to be developed that focuses on transportation needs not just on recreational corridors. Regional agencies need to focus limited resources on projects that will serve the highest number of people.
- The City should pursue and advocate for additional State, County, Metropolitan Council, and Federal dollars to be spent on expanding and improving bicycling infrastructure in Minneapolis. Each of these public agencies spend millions of dollars on other transportation modes within Minneapolis, and the City should advocate for proportional investment in bicycling.
- The City should advocate for more flexibility in design of bicycle facilities. In some cases, the restrictions associated with a specific funding source could needlessly add cost and complexity to projects. For example, the process of obtaining waivers so that a design can best meet the needs of a local context may add months to the timeline of a project.

8.4 Maintenance Funding

Funding Sources—There are not as many maintenance funding sources as there capital funding sources for bicycle projects. The Minneapolis Park and Recreation Board and City of Minneapolis currently maintain trails, streets, and parkways with operating dollars that come from state and local sources. To ensure adequate upkeep over the long term, the City should pursue dedicated sources for the maintenance of off-street trails. In seeking funds, the City should follow two basic principles:

1. The revenues generated by a source should be significantly more than the administrative costs of collecting the fee. For this reason, the creation of a new fee that raises just enough revenue to pay for the collection itself should not be pursued.
2. The funding mechanism should not create a barrier to bicycling. Residents of Minneapolis pay for the maintenance of City streets largely through their property taxes, and every time a resident decides to make a trip by bicycle rather than in a motor vehicle, the City benefits from reduced road damage, reduced congestion and reduced pollution.

At this time, the most viable options for maintenance funding are as follows:

- Regional trail funding for eligible projects.

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- Parking Revenue Fund
- Dedicated proportion of Public Works Operations and Maintenance budget allocated to trails.

By way of background, the Public Works Operations and Maintenance budget is roughly \$20,000,000 per year, and involves maintenance of about 1,300 miles of streets. The maintenance of the 127 miles of existing bicycle facilities costs approximately \$100,000 per year. The average mile of bicycle facility costs \$800/year to maintain. The average city street costs roughly \$15,000/year to maintain.

In addition to securing funding for maintenance, another strategy for long-term performance of new projects is to build them so that ongoing maintenance needs are minimized. Below are some ideas for how to reduce maintenance without significantly reducing the level-of-service:

- Streamline routes to maximize efficiency by reducing travel times and using fewer pieces of equipment.
- Design projects to be more maintenance friendly. Snow plows, street sweepers, garbage trucks, and boom trucks require space to operate. Good design makes maintenance easier.
- Focus on a handful of routes in the network that will get a high level of service.
- Push better technology and better techniques/procedures to minimize expenses. Encourage innovative treatments and practices to reduce maintenance funding needs.
- Implement low-cost preventative maintenance projects that prolong the life of infrastructure.
- Reduce enhancements or other unnecessary project elements.
- Share equipment and resources with other agencies and departments.
- Allow volunteers and residents to help with basic infrastructure chores such as trash removal and sweeping glass. The Adopt-a-Greenway program has been a tremendous success along the Midtown Greenway.

8.5 Maintenance Implementation Strategies

8.5.1 Strategies—The following maintenance strategies could be implemented:

- Until other sources are secured, allocate at least 1%, of the Public Works Operations and Maintenance Budget to the maintenance of bicycle trails.
- Attempt to identify new revenue sources to help reduce pressure on the Public Works budget. Work with IGR team to lobby for new funding sources for maintenance.
- Continue to work with Minneapolis Schools on the Safe Routes to School program using shared resources.

Amend [2010 Floor Current Mode Share is goal]

*Cost to not implement plan 4/07

2010

Numbers

9% (informational)