



Building a
Bicycling
Community
for Everyone



MN Towards Zero Deaths
2017 Conference

October 27, 2017

1



Building a
Bicycling
Community
for Everyone



MN Towards Zero Deaths
2017 Conference

October 27, 2017

2

Building a bicycling community for everyone – steps towards success



1. **Policy:** Know what you are trying to achieve and why you are trying to achieve it



2. **Try:** Start with low-hanging fruit



3. **Try again:** Learn what works best and adjust accordingly to meet your goals



4. **Tell your story:** Track your progress and report back to users and decision makers

3



1. Policy

Know what you are trying to achieve and why you are trying to achieve it



Sustainability



Access and Mobility



Equity



Safety



Tourism and Recreation



Bicycling means different things to different places – What is most important to your community?

4



2. Try

Start with low-hanging fruit

Consider projects based on:

- Need for awareness
- Extra space
- High demand
- Address documented safety issues
- Potential for broader benefits
- Community support



5



2. Try

Need for awareness



LaSalle Ave S

Limited effectiveness at achieving goals, but sometimes a necessary first step



6



2. Try

Extra space



Hennepin Ave Bridge

Wide travel lanes and a narrow shoulder can be reimagined as a buffered bike lane



7



2. Try

High demand



Pleasant Ave SE

Focusing on high demand areas allows for early success stories



8



2. Try

Address documented safety issues



Green pavement markings used to highlight observed conflict locations



9



2. Try

Potential for broader benefits



It's not just about bikes. This protected bike lane was packaged with a 4-3 conversion, posted speed limit reduction, and interim sidewalk gap project.



10



2. Try

Community support



It's important to work with community members on common goals. This protected bike lane design helped address long-standing speeding concerns from the community.

11



3. Try Again!

Learn what works best and adjust accordingly to meet your goals



First green markings used latex paint that faded quickly.

We are now using durable thermoplastic throughout the city that is more visible and longer lasting.



12





3. Try Again!



Striped bike lanes are good for some – installed from 2011-2015.

Protected bike lanes that are separated from moving traffic are good for most – installed in 2016.



13



3. Try Again!



Delineators are easy to deploy quickly, but are not necessarily long-term solutions.

We are testing various curb treatments to separate people biking and driving.



14





3. Try Again!



Stripe a bike lane when you can – installed from 2011-2015.

Seize big opportunities and make something great – protected bike lane installed with 2016 bridge redecking.



Franklin Ave Bridge



3. Try Again!



Winter bike lane maintenance was lacking



New infrastructure requires new ways of thinking (new training and operations)

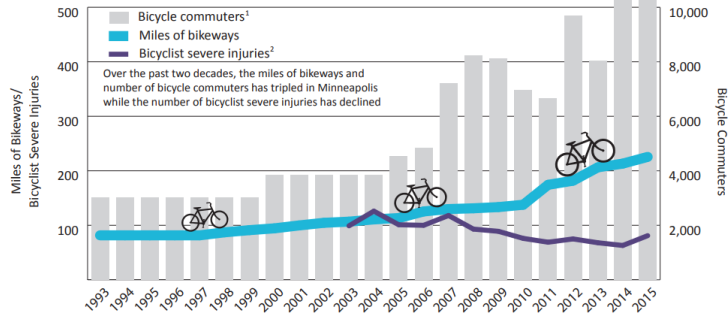




4. Tell your story

Track your progress and report back to users and decision makers

Miles of Bikeways, Bicycle Commuters, and Bicyclist Severe Injuries
Minneapolis 1993-2015



¹ 1993-1999 data based on the 1990 Decennial Census, 2000-2004 data based on the 2000 Decennial Census, 2005-2015 data based on American Community Survey 1-year estimates, "Bicycle Commuters" refers to Minneapolis workers aged 16 or older who commute primarily by bicycle.

² Total of Fatal, Type-A, and Type-B injuries as reported to Minneapolis Public Works, by the MPD and Minneapolis Park Police, data available 2003-2015



4. Tell your story

Successful projects in one neighborhood can spark interest elsewhere

Proposed project

Local Examples of Similar Designs
32' wide streets with bike lanes

Dowling Ave N
• Thomas Ave N to Xenos Ave N
• Installed in 2014

South Wayzata Blvd
• France Ave S to Penn Ave S
• Installed in 2015

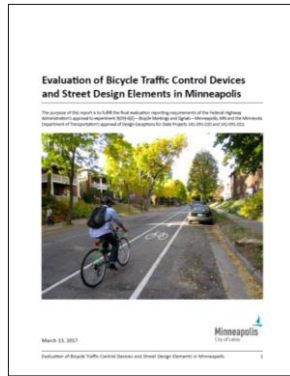
That looks pretty nice...

If it worked there, I guess it could work here...



4. Tell your story

2017 report documenting on-street bikeway designs tested in constrained environments



Full report is online:
www.minneapolismn.gov/bicycles/res/WCMS1P-135618



Building a bicycling community for everyone – steps towards success



1. **Policy:** Know what you are trying to achieve and why you are trying to achieve it



2. **Try:** Start with low-hanging fruit



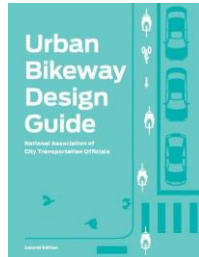
3. **Try again:** Learn what works best and adjust accordingly



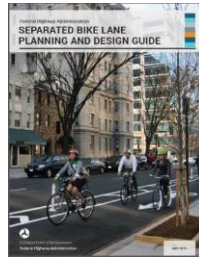
4. **Tell your story:** Track your progress and report back to users and decision makers



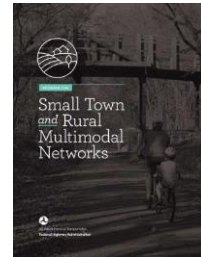
Design guidance for all types of communities:



NACTO Urban Bikeway Design Guide



FHWA Separated Bike Lane Design Guide



FHWA Small Town and Rural Multimodal Networks



Thank you

Simon Blenski, Minneapolis Public Works

simon.blenski@minneapolismn.gov

612-673-5012