Building a Bicycling Community for Everyone

MN Towards Zero Deaths 2017 Conference

October 27, 2017
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

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1. **Policy**

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

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

2. **Try**

Need for awareness

Limited effectiveness at achieving goals, but sometimes a necessary first step
2. **Try**

Extra space

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

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2. **Try**

High demand

Focusing on high demand areas allows for early success stories.
2. **Try**

Address documented safety issues

Green pavement markings used to highlight observed conflict locations

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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.
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.

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.
3. Try Again!

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

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

Blaisdell Ave S

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.

Oak St SE
3. Try Again!

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

Franklin Ave Bridge

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

Winter bike lane maintenance was lacking

New infrastructure requires new ways of thinking (new training and operations)
4. **Tell your story**

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

![Graph showing trends in miles of bikeways, bicycle commuters, and bicyclist severe injuries over time.](image)


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

4. **Tell your story**

Successful projects in one neighborhood can spark interest elsewhere.

**Local Examples of Similar Designs**

- 32’ wide streets with bike lanes
- Proposed project

- 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

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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

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