



MINNEAPOLIS, MN

TOTAL POPULATION

400,070

TOTAL AREA (sq. miles)

58.4

POPULATION DENSITY

7088.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES **18**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Minneapolis
Arterial and Major Collector Streets with Bike Lanes	78%	26%
Total Bicycle Network Mileage to Total Road Network Mileage	45%	17%
Public Education Outreach	EXCELLENT	EXCELLENT
Share of Transportation Budget Spent on Bicycling	INSUFFICIENT DATA	5%
Bike Month and Bike to Work Events	EXCELLENT	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	MEETS MONTHLY OR MORE
Bicycle-Friendly Laws & Ordinances	VERY GOOD	FEW/GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 20K	1 PER 9.4K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	6 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	4 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 /10

KEY OUTCOMES

	Average Platinum	Minneapolis
RIDERSHIP <i>Percentage of daily bicyclists</i>	12%	3.8%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	90	338
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	0.5	1.8



KEY STEPS TO PLATINUM



» Adopt a Complete Streets policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

» Expand Safe Routes to School or other bicycle-safety education programming to more schools so that all students, at every level of public education, are provided with opportunities to learn how to safely bike and how to safely share the road as they get older.

» Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or

trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.

» Congratulations on your Protected Bikeways Update to your 2011 bicycle plan. Continue to ensure that state-of-the-art bicycle facilities are reflected in your bicycle plan as designs for those facilities become more established and backed by research. Consider whether intersection designs and standards may be helped by a similar update.

» Consider a network analysis to identify problematic intersections, barriers to bicycling, and the overall functionality of your current bicycle infrastructure and planned infrastructure for specific demographic groups.