

Background:

- The City of Minneapolis continuously works to improve the efficiency and safety of our street layouts and designs to provide safer and more comfortable travel for all users. This is supported by the City's [Complete Streets](#) policy and aligns with the City's efforts to create a [Vision Zero](#) policy.
- The City's Bicycle Master Plan, most recently updated in 2011 and amended in 2015 to include a near-term network of protected bike lanes, provides a map of how the bikeways system in Minneapolis may look fully built out. Connections to regional and neighboring communities are incorporated into the expansion of the bicycle network, which occurs through ongoing coordination with partner agencies.
- Since 2001 a large portion of the bicycle network was added through low-cost methods such as re-striping streets for bicycle lanes or adding shared-use marking. The City has taken advantage of street dimensions that allowed for bicycle lanes to be added without eliminating driving lanes or on-street parking, while shared-use routes such as bike boulevards were added to streets with lower traffic volumes.
- As street construction projects arise, the City looks at ways to incorporate the long-term bicycle network with those projects. This approach streamlines implementation of the Bicycle Master Plan in a cost-effective manner by taking advantage of planned construction and coordinating with other pedestrian or intersection safety improvements.
- There's a significant amount of technical analysis and community engagement that goes into Bicycle Master Plan implementation. This evaluation guides the appropriate lane spacing and design, with strong consideration for connections to transit service, existing bicycle routes, access to popular destinations, barriers to biking, and a network that was well-connected to other regional facilities.
- As the bicycle network expands, each corridor is evaluated independently within its own context to understand operations, uses, demands, land use and other unique characteristics. Design concepts are guided by data collection, traffic studies, community input and an understanding of the tradeoffs necessary to accommodate competing uses. This process may result in changes to the number travel lanes or parking lanes, as well as design of the bikeway.
- All bicycle network projects are shared publicly. Public Works provides project information and seeks input from the community in a number of ways:
 - Community mailers and postcards to homes and businesses within a certain radius of a project.
 - Multiple Neighborhood and Business Association meetings for each project.
 - Specific project Open Houses and Community events.
 - Supplemental one-on-One meetings with businesses, residents, property owners and students/schools.
 - Online surveys and polls.
 - Distribution of flyers at community events, including Open Streets, Farmers Markets and other pop-up events.

- Social Media notification.
 - Presentations to Bicycle and Pedestrian Advisory Committees.
 - Project websites.
 - Direct email and phone correspondence with businesses, residents and property owners.
 - Media interviews.
 - Project walks, rides and tours.
- Mileage and map summaries are provided to align with the publication of the two iterations of the City's Bicycle Master Plan (2001 and 2011), as well as the 2017 and long-term network totals.

Bikeway Type	2001	2011	2017	Long-term Planned
On-Street Shared Lanes	1	18	37	125
% of Street Network	0.1%	1.7%	3.4%	11.4%
On-Street Dedicated Lanes	28	65	108	143
% of Street Network	2.5%	5.9%	9.9%	13.1%
Trails and Protected Bikeways	71	92	104	134
% of Street Network	6.5%	8.4%	9.5%	12.3%
Total Bikeway Network	100	174	249	402

Note: There are a total of 1,093 miles of streets in Minneapolis.