



BICYCLING

Increase the availability and safety of bicycling and micromobility travel



Over 30% of the trips we take in Minneapolis are less than three miles.³⁷ Sometimes these trips feel a little too far to walk. Bicycles and other low-power micromobility options, such as electric-assist bicycles and scooters, can be ideal for these short trips. As more people use these new transportation options, the demand for safe and comfortable places to ride, charge and park these vehicles will increase.

Over two-thirds of residents say they often or sometimes ride a bicycle to get to school, visit parks or run errands.³⁸ And on average, over 4% of Minneapolis residents ride a bicycle to work (4.1%), which is one of the highest bicycle commuting rates in the country.³⁹

Options are expanding with new types of bicycles and low-powered vehicles:

- Nice Ride bikeshare increases access to a bicycle and can be used for one-way trips and connections to transit
- Adaptive bicycles improve access for people with disabilities
- Electric-assist bicycles help people ride up hills or in windy weather, go farther or carry more weight
- Cargo bicycles help people carry kids and groceries
- Shared scooters have quickly proven to be popular for many and are effective first and last connections for transit access

The City's growing bikeway network has encouraged more people to bike and use micromobility vehicles. Even with this progress, many people in Minneapolis do not see riding a bicycle or scooter as a routine way to get around. Narrow bike lanes, lack of physical separation from motor vehicles, challenging intersection crossings and snow or ice are just some of the reasons why people do not feel comfortable.

³⁷ Metropolitan Council Travel Demand Model, 2010.

³⁸ [City of Minneapolis Resident Survey, 2016](#)

³⁹ [Means of Transportation to Work for Workers 16 Years and Older, U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimate](#)

To make bicycling, in all its new forms, a real option for more people, the plan establishes an All Ages and Abilities Network to be constructed over the next ten years. This network will include protected lanes and trails that are physically separated from moving cars, trucks and buses, will feature improved intersection crossings and be accessible year-round. The goal for the All Ages and Abilities Network is for people on bikes to only share space with cars on quiet low-speed streets or on neighborhood greenways.

People biked for 4% of their trips in 2010; we've set a goal to increase that to 10% of trips taken by bicycle or micromobility by 2030.⁴⁰

The terms 'biking', 'bicycling' and 'bikeways' broadly refers to people who use any type of bicycle or micromobility vehicle like scooters or electric-assist bicycles.

Figure 47: Adaptive vehicle types



Micromobility includes various human-scale vehicles – like bicycles and scooters, which are typically shared and can be electric or human-powered.

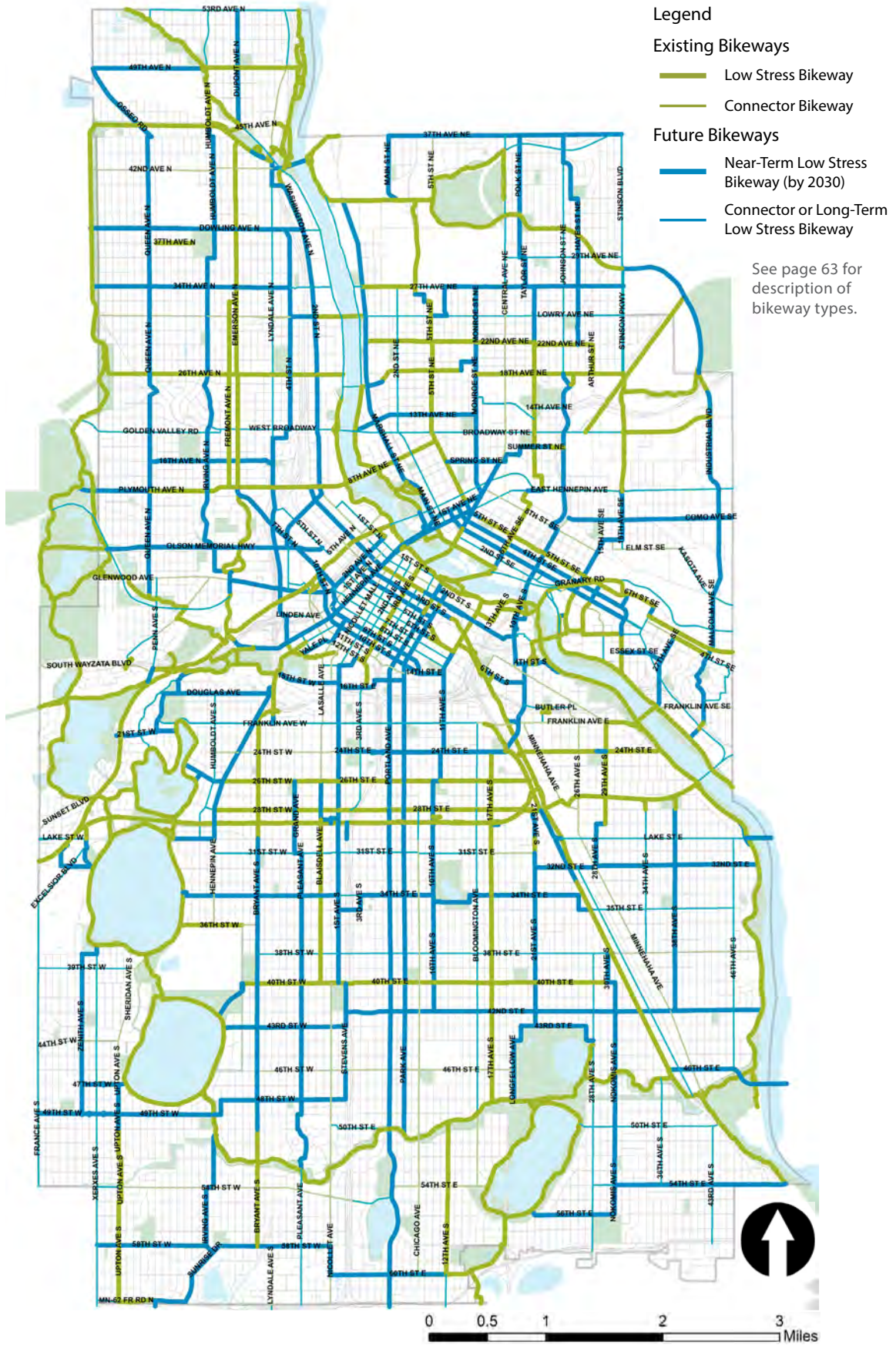


Source: Twin Cities Adaptive Cycling

⁴⁰ The 2010 data is anticipated to be updated by the Metropolitan Council by the time the TAP is adopted; the mode shift goal may be adjusted based on changes to baseline data; we understand that 2010 trip data may be significantly different than the forthcoming 2018-2019 dataset.



Figure 48: All Ages and Abilities Network





BICYCLING STRATEGIES

- 1** Complete the All Ages and Abilities Network.
- 2** Build bikeway connections that overcome significant physical barriers during the buildout of the All Ages and Abilities Network.
- 3** Prioritize a network of neighborhood greenways during the buildout of the All Ages and Abilities Network.
- 4** Enhance intersection design and safety during the buildout of the All Ages and Abilities Network.
- 5** Plan and implement bikeway connections to and between regional destinations and adjacent city networks.
- 6** Maintain the All Ages and Abilities Network to provide year-round access.
- 7** Provide wayfinding to help people navigate the All Ages and Abilities Network.
- 8** Design bikeways using best practices that reflect the community and serve as an asset to people who may not currently ride a bike or use micromobility.
- 9** Update bicycle and micromobility parking practices to support demand and diversity of vehicles to significantly expand bicycle racks in the right of way.
- 10** Expand safe biking and micromobility education and encouragement.
- 11** Measure biking and micromobility ridership levels and user comfort.

SEE ALSO STRATEGIES:

- **Street operations Strategy 3** — Plan for efficient and practical operations of people walking, biking and taking micromobility or transit throughout the street design process
- **Street operations Strategy 4** — Leverage City resources and partnerships to promote, educate and encourage walking, biking and transit as alternatives to driving
- **Street operations Strategy 5** — Price and manage use of the curb to encourage walking, biking and using transit, and to discourage driving alone
- **Street operations Strategy 6** — Induce regional mode shift by prioritizing pedestrian, bicycle and transit facilities and operations into capital transportation projects



STRATEGY 1

Complete the All Ages and Abilities Network

The All Ages and Abilities Network will include three primary bikeway types:

- **Protected bike lanes:** routes on relatively busy streets with some form of physical separation from motor vehicle traffic, such as bollards, concrete curbs, parked cars and planters.
- **Trails:** non-motorized paths for pedestrians and bicyclists, typically more separated from the street than protected bike lanes, and are typically located near rivers, lakes, parkways and railroad corridors.
- **Neighborhood greenways:** routes that enhance local, low volume streets and give priority to people walking, biking and rolling. This will include removing or significantly limiting motor vehicles along sections of the street.

There is an additional type of bikeway highlighted on the All Ages and Abilities Network called connector bikeways which are standard bike lanes without physical separation from motor vehicles that may or may not meet the definition of an All Ages and Abilities bikeway depending on the context of the street (including volume, width and speeds).

Figure 49: Multiple types of vehicles in bike lane





ACTIONS

Actions to complete the All Ages and Abilities Network.

Actions	Supports	Difficulty
<p>DO ACTION 1.1 Build all low-stress routes identified on the All Ages and Abilities Network by 2030, which will include a total of 136 miles of new or upgraded bikeways, including:</p> <ul style="list-style-type: none"> • 79 miles of protected bike lanes that provide a low-stress riding experience on high volume corridors. • 48 miles of new neighborhood greenways that manage motor vehicle volume and speed, improve safety at major crossings and reduce stopping at minor crossings. Start with the Northside Greenway and the Southside Greenway. • 9 miles of new trails that provide connections along the Mississippi River or along rail lines that could be converted to trails. 	Climate, Safety, Equity, Mobility	High
<p>DO ACTION 1.2 Consider building bikeways not included on the All Ages and Abilities Network to respond to development opportunities and changing transportation demands.</p>	Safety, Mobility	Low
<p>DO ACTION 1.3 Use design to build projects that prevent blocked lanes or conflicts with loading and parked vehicles.</p>	Safety, Mobility	Medium



STRATEGY 2

Build bikeway connections that overcome significant physical barriers during the buildout of the All Ages and Abilities Network.

Bikeways work best in a connected network; the existing network will be added to and improved over the coming decade. The network is funneled into more focused corridors as major natural and manmade barriers are crossed, including rivers, railroads and highways. This strategy focuses on capitalizing on opportunities to partner with the Minnesota Department of Transportation, Hennepin County, Minneapolis Park and Recreation Board and others to ensure any crossing of a major barrier includes a high-quality facility for people traveling on bike or other micromobility vehicle, as well as for pedestrians. These opportunities are most obvious when a project is active, but the actions detailed here include efforts to retrofit existing bridges with facilities for increased safety and comfort for people biking and using micromobility options.

Figure 50: Cyclists on Sabo Bridge



Figure 51: Protected bikeways





ACTIONS

Actions to build bikeway connections that overcome significant physical barriers during the buildout of the All Ages and Abilities Network.

Actions	Supports	Difficulty
<p>DO ACTION 2.1 Build protected bike lanes on existing motorized bridges over the Mississippi River, railroad corridors, freeways and expressways. <i>See walking Strategy 6</i></p>	Safety, Equity, Mobility	High
<p>DO ACTION 2.2 Partner with the Minnesota Department of Transportation to build a new non-motorized bridge over I-94 between Lowry Avenue North and Dowling Avenue North, connecting North Minneapolis to the Mississippi River. <i>See walking Strategy 6</i></p>	Equity, Mobility	High
<p>DO ACTION 2.3 Consider planning new crossings of Regional Bicycle Barriers (as defined in the Metropolitan Council’s Transportation Policy Plan) as project development opportunities arise.</p>	Safety, Equity, Mobility	Medium
<p>SUPPORT ACTION 2.4 Coordinate with Minneapolis Park and Recreation Board’s Neighborhood and Regional Park Capital Investment Projects to improve bikeway connections between parkway trails and City-owned bikeways.</p>	Equity, Mobility, Active partnerships	Low
<p>SUPPORT ACTION 2.5 Coordinate with the Minneapolis Park and Recreation Board to evaluate converting one-way trail operations to two-way, particularly around Bde Maka Ska, Lake of the Isles and Lake Harriet.</p>	Equity, Mobility, Active partnerships	High
<p>SUPPORT ACTION 2.6 Work with agency partners to evaluate opportunities to build new river crossings for the Midtown Greenway and Great Northern Greenway. <i>See walking Strategy 6</i></p>	Equity, Mobility, Active partnerships	High

SEE ALSO ACTION:

- **Street operations Action 6.2** — Advance the All Ages and Abilities Network through bridge maintenance and repair



STRATEGY 3

Prioritize a network of neighborhood greenways during the buildout of the All Ages and Abilities Network.

The City published a [Greenways Study](#) in 2019. The most significant outcome of the Greenways Study was the introduction of the concept of neighborhood greenways, which replaces the term bicycle boulevard that was used in the 2011 Bicycle Master Plan.

Neighborhood greenways are similar to bicycle boulevards, in that they will be installed on low volume residential streets that connect neighborhood destinations and manage motor vehicle volume and speed. Neighborhood greenways differ from bicycle boulevards because they will optimize travel for pedestrians and bicyclists by eliminating or significantly reducing motor vehicle use. Neighborhood greenways will also greatly improve the walking environment throughout the city by limiting interactions with motor vehicles and improving the experience of crossing the street.

Neighborhood greenways will be linear and have logical beginning and end points, typically connecting to other bikeways on the All Ages and Abilities Network as they are installed. Each block will be unique based on the context of the neighborhood, technical analysis and community engagement. Some blocks may fully remove motor vehicle access, others may narrow the vehicular travel space by half and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. All greenways will be designed and built to accommodate emergency vehicles. Neighborhood greenways may also be used for flooding and stormwater management mitigation.

Figure 52: Bicycle boulevard



Figure 53: Neighborhood Greenway



ACTIONS

Actions to prioritize a network of neighborhood greenways during the buildout of the All Ages and Abilities Network.

Actions	Supports	Difficulty
DO ACTION 3.1 Implement neighborhood greenways. In addition to building new greenways, this program should include improvements to 10 miles of existing neighborhood greenways (21 miles existing).	Climate, Safety, Equity, Mobility	High
DO ACTION 3.2 Include greening and stormwater infrastructure elements, public art and public realm improvements as standard in all greenway projects.	Climate, Safety, Equity, Mobility	High

SEE ALSO ACTIONS:

- **Bicycling Action 8.2** — Medians and intersection improvements
- **Bicycling Action 8.3** — Greening and stormwater infrastructure



STRATEGY 4



Enhance intersection design and safety during the buildout of the All Ages and Abilities Network.

Minneapolis crash data shows that 80% of bicycle crashes happen at an intersection – 48% at signalized intersections and 32% at stop signs.⁴¹ Focusing design strategies on the intersection to minimize exposure and risk from vehicles is key to improving safety and comfort for bicyclists. An added benefit is that improved conditions for bicyclists tends to increase comfort, reduce crossing distances and improve visibility for pedestrians. A key focus of this strategy is building protected intersections. Protected intersections better protect bicyclists traveling through the intersection through the inclusion of design treatments like vertical separation elements and turning wedges.

Figure 54: Protected intersections



Figure 55: Raised crossings



⁴¹ [Minneapolis Vision Zero Crash Study](#) (2018).



ACTIONS

Actions to enhance intersection design and safety during the buildout of the All Ages and Abilities Network.

Actions	Supports	Difficulty
DO ACTION 4.1 Build protected intersections along the entire bikeway network, prioritizing the All Ages and Abilities Network and High Injury Streets as identified in the Vision Zero Action Plan.	Safety, Mobility	High
DO ACTION 4.2 Build median islands, curb extensions, raised crossings, signals and/or reduce the number of travel lanes along the All Ages and Abilities Network on crossings of any street types other than low volume residential streets. <i>See bicycling Action 8.2</i>	Safety, Mobility	High
DO ACTION 4.3 Install transit islands where appropriate to ensure compatibility of protected bikeways, transit operations and people walking, with careful consideration for accessibility. <i>See design Strategy 5</i>	Safety, Equity, Mobility	High



STRATEGY 5



Plan and implement bikeway connections to and between regional destinations and adjacent city networks.

Connecting to the larger regional bike network is important as it allows regional commuters and other people living outside of Minneapolis to connect to destinations in the city. Coordinated regional connections also promote alternatives to driving for longer distances.

The actions below build upon several of our partner’s planning efforts. These include the Metropolitan Council’s long-term vision for the Regional Bicycle Transportation Network, which identifies regionally significant connections for bicyclists like the extension of the Midtown Greenway across the Mississippi River, as well as the Minneapolis Park and Recreation Board’s efforts to complete the Grand Rounds trail system, which will be a 50+ mile system of trails in Minneapolis.

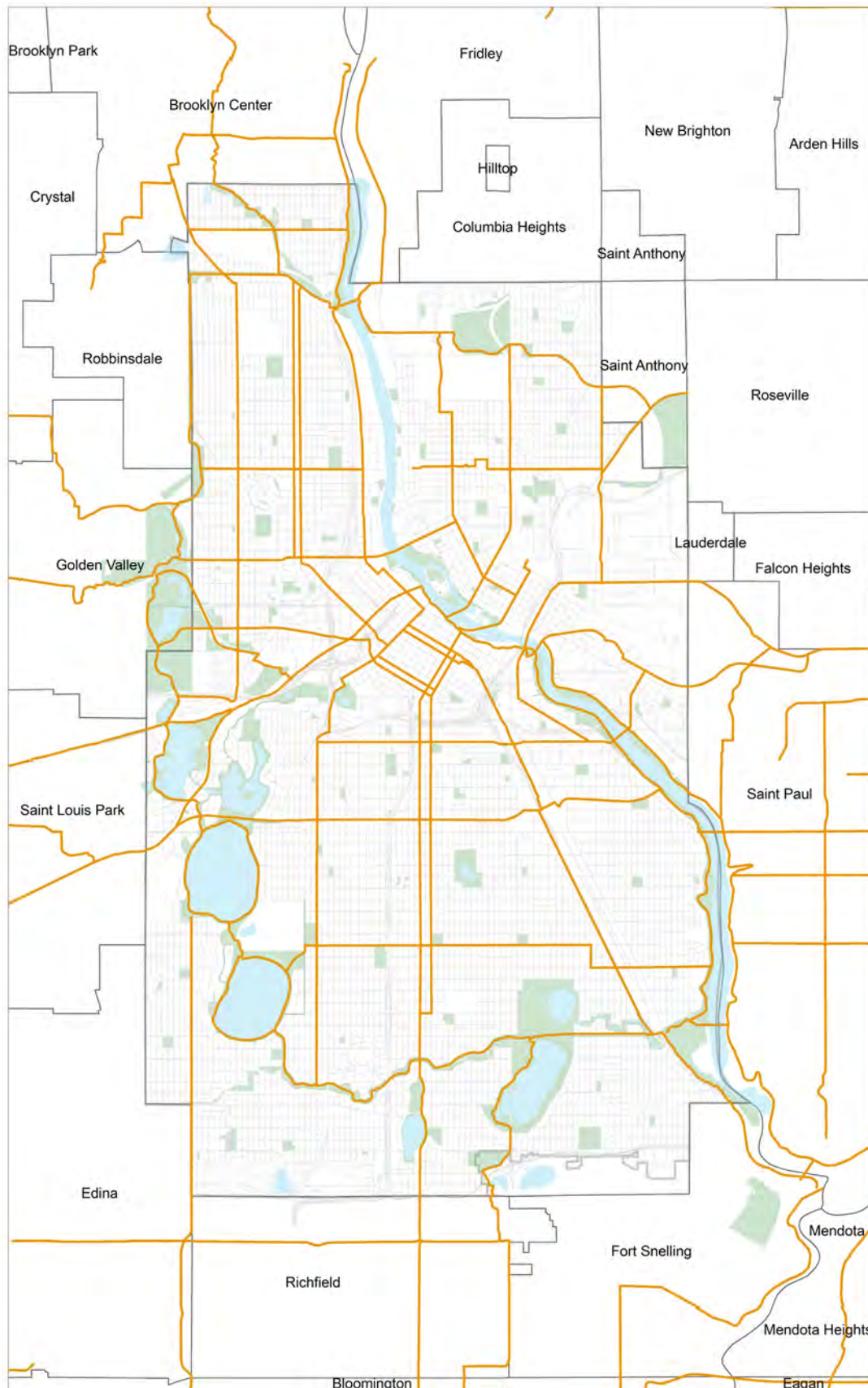
ACTIONS

Actions to plan and implement bikeway connections to and between regional destinations and adjacent city networks.

Actions	Supports	Difficulty
SUPPORT ACTION 5.1 Partner with the Metropolitan Council to identify opportunities to implement the Regional Bicycle Transportation Network, prioritizing the All Ages and Abilities Network and considering where the Regional Bicycle Transportation Network crosses regional barriers and/or provides direct connections to adjacent city bicycle networks. Potential example includes extending the Midtown Greenway across the Mississippi River into St. Paul.	Safety, Mobility, Active partnerships	Low
SUPPORT ACTION 5.2 Support the Minneapolis Park and Recreation Board in completing the Grand Rounds Missing Link, connecting Northeast and Southeast Minneapolis.	Mobility, Active partnerships	Low
SUPPORT ACTION 5.3 Work with partners to support bikeway connecting South Minneapolis directly to Minneapolis-St. Paul Airport Terminal 1 and Blue Line Light Rail stations.	Prosperity, Mobility, Active partnerships	Medium



Figure 56: Existing Regional Bicycle Trail Network





STRATEGY 6

Maintain the All Ages and Abilities Network to provide year-round access.

Maintenance of the All Ages and Abilities Network includes sweeping, replacement of bollards, repainting street lines, snow and ice clearance, maintaining smooth pavement and providing the same quality of access when detours are required along parts of the network.

Bicycle lanes are often impacted by construction, utility activities and development. There are obstructions, both planned and unplanned, that put bicyclists and other users into general traffic lanes. Depending on the confidence of the rider, this experience ranges from acceptable but inconvenient, to unacceptable, to terrifying. To preserve a network where people of all ages and abilities feel comfortable riding, we need to put practices in place that manage the right of way for these users and maintain predictable comfort measures along the All Ages and Abilities Network.

Figure 57: Well maintained winter bicycle facility

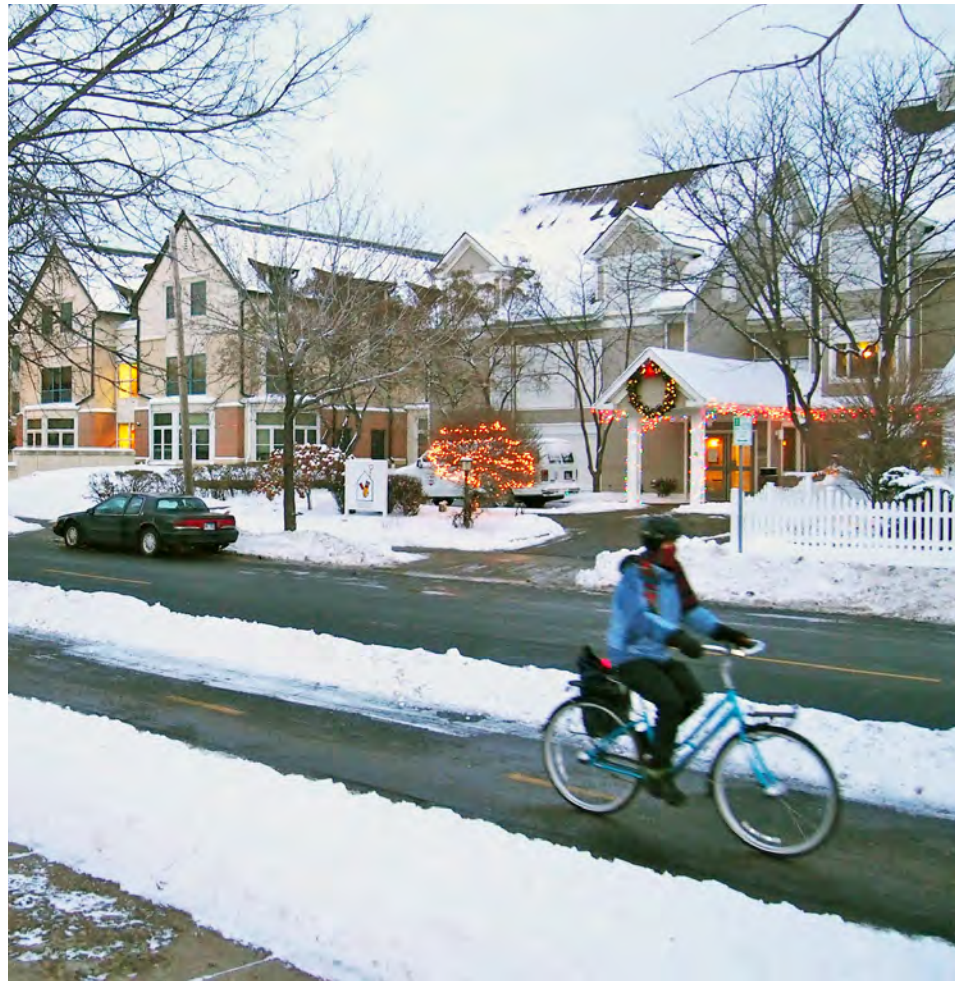


Figure 58: Bollard not maintained



Figure 59: Detour difficulty for bike lanes



Figure 60: Curb separated bike lane prevents temporary parking in lane





ACTIONS

Actions to maintain the All Ages and Abilities Network to provide year-round access.

Actions	Supports	Difficulty
DO ACTION 6.1 Develop and implement a written All Ages and Abilities Network Maintenance Plan that is regularly updated.	Safety, Equity, Prosperity, Mobility	Medium
DO ACTION 6.2 Require low-stress bikeway detours or temporary bike lanes in place of general travel lanes any time bike lanes are impacted due to construction closures and detours to ensure continuity, including during construction activities, utility projects and closures related to development projects; ensure restoration meets City standards. <i>See street operations Strategy 9</i>	Safety, Equity, Prosperity, Mobility	Medium
DO ACTION 6.3 Implement and fund proactive inspections of bikeway detour or temporary bike lane requirements around work zones and ensure compliance, issue fines for and eliminate non-conforming or non-existent bikeway detour or temporary bike lane routes. <i>See street operations Strategy 9</i>	Safety, Mobility	Medium
DO ACTION 6.4 Improve existing protected bike lanes with more permanent separation, such as curb barriers and planters or other green infrastructure. Consider opportunities to improve the pavement condition when selecting improvements as a part of retrofit projects.	Safety, Equity	Medium
DO ACTION 6.5 Replace all missing bicycle bollards on protected bikeways each spring by June 1st.	Safety, Equity, Mobility	Low
DO ACTION 6.6 Inspect and maintain trail and bike lane pavement condition in coordination with routine sidewalk and roadway pavement inventory cycle. <i>See walking Action 5.1</i>	Safety, Equity, Mobility	Medium
DO ACTION 6.7 Improve the pavement condition along the All Ages and Abilities Network with routine street and trail maintenance projects, including sealcoat and resurfacing projects.	Safety, Equity, Mobility	Medium

continued on next page



ACTIONS (continued)

Actions to maintain the All Ages and Abilities Network to provide year-round access.

Actions	Supports	Difficulty
DO ACTION 6.8 Sweep the All Ages and Abilities Network once a week during spring, summer and fall.	Safety, Equity, Mobility	Medium
DO ACTION 6.9 Prioritize clearing snow and ice on the All Ages and Abilities Network, including trails and protected bikeways within 24 hours of a snow event.	Safety, Equity, Mobility	Medium
DO ACTION 6.10 Determine best way to ensure existing and future neighborhood greenways have the same quality of snow and ice clearance as trails and protected bikeways.	Safety, Equity, Mobility	High
DO ACTION 6.11 Increase lighting on the All Ages and Abilities Network by installing standalone lighting where bikeways are not adequately lit by pedestrian or roadway lighting. <i>See walking Strategy 3</i>	Safety, Equity, Mobility	Medium

SEE ALSO STRATEGY:

- **Street operations Strategy 9** — Street detours and Complete Streets



STRATEGY 7

Provide wayfinding to help people navigate the All Ages and Abilities Network.

Bicycle wayfinding signage currently exists at several locations around Minneapolis, including the Midtown Greenway and at the newly installed mobility hub pilots. Providing a similar set of navigational wayfinding signs, designed for those using the All Ages and Abilities Network, will help provide direction to those on the network. An interconnected All Ages and Abilities Network with signage that shows users time or distance to certain destinations on a low-stress corridor will give users the ability to navigate the network, and the destinations it will serve, with assuredness.

Figure 61: Midtown Greenway wayfinding information



Figure 62: Mobility hub wayfinding signage



ACTIONS

Actions to provide wayfinding to help people navigate the All Ages and Abilities network.

Actions	Supports	Difficulty
DO ACTION 7.1 Develop a wayfinding plan for the All Ages and Abilities Network in the city and coordinate with neighboring jurisdictions and regional partners.	Mobility, Active partnerships	Medium
DO ACTION 7.2 Install wayfinding signs along the existing All Ages and Abilities Network and include signage as new projects are built.	Mobility	Low
DO ACTION 7.3 Promote the All Ages and Abilities Network with maps, educational materials and partnerships with community organizations.	Mobility, Active partnerships	Low

SEE ALSO ACTION:

- **Technology Action 3.1** — Implement mobility hub network



STRATEGY 8

Design bikeways using best practices that reflect the community and serve as an asset to people who may not currently ride a bike or use micromobility.

Bikeways provide clear benefits to the users of them, but often provide additional benefits to those who travel along the same corridor. Examples include traffic calming and reduced speeds of vehicles which lowers the risks and severity of crashes along those corridors. Including additional elements like greening along bikeways provides multiple benefits, like more protection to the bicyclists, helping to capture rainwater before it enters the stormwater system, creating habitat for birds and other small animals and providing visual interest for people traveling along the corridor, no matter the mode of travel.

Figure 63: 3rd Avenue bike planters

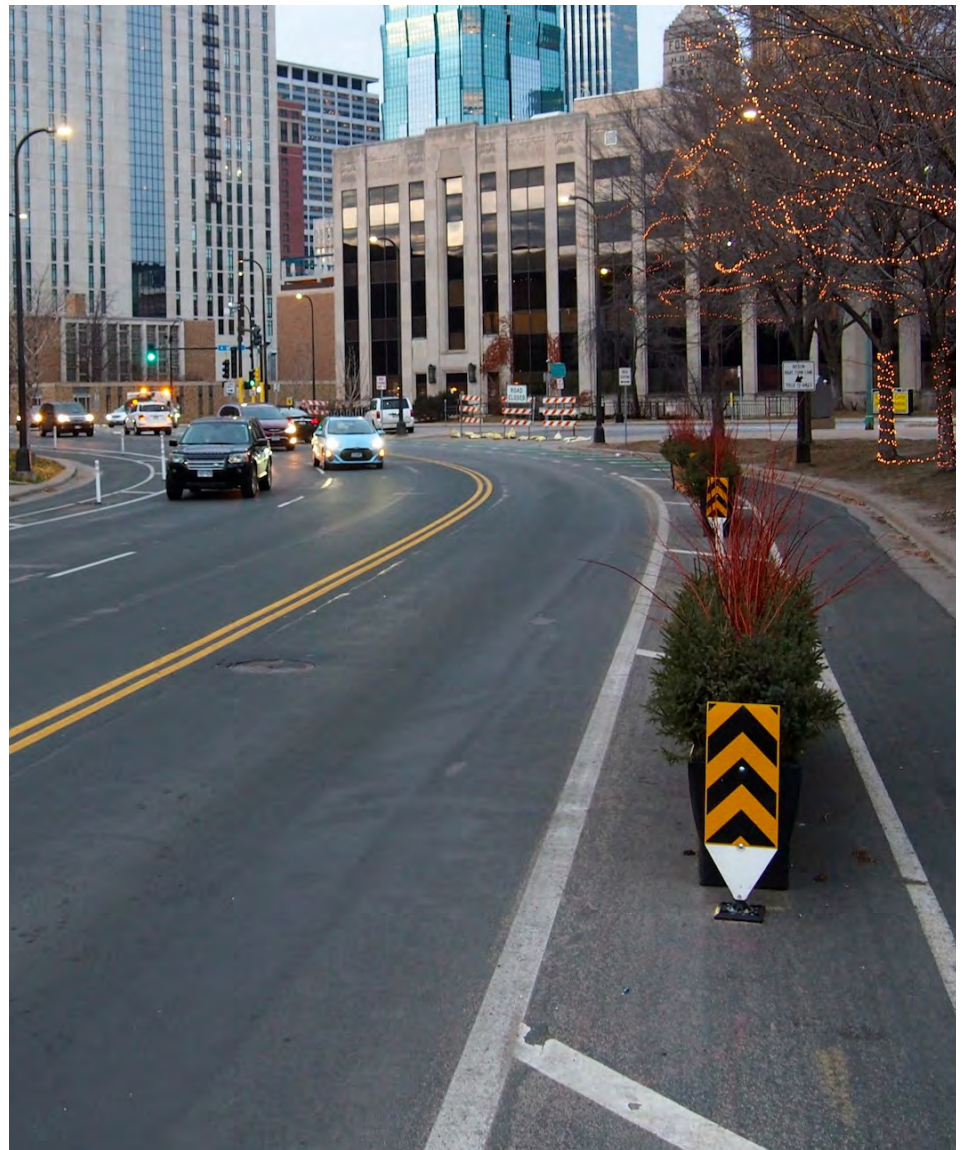


Figure 64: King Street jersey barriers



ACTIONS

Actions to design bikeways using best practices that reflect the community and serve as an asset to people who may not currently ride a bike or use micromobility.

Actions	Supports	Difficulty
<p>DO ACTION 8.1 Design protected bikeways to accommodate access to the curb for the mobility impaired, working directly with the Minneapolis Advisory Committee on People with Disabilities and the broader disability community to test and monitor designs.</p>	Safety, Equity, Mobility	Low
<p>DO ACTION 8.2 Incorporate median islands and intersection treatments into protected bikeways and neighborhood greenways that benefit people walking as they cross streets. <i>See bicycling Action 4.2</i></p>	Safety, Mobility	Medium
<p>DO ACTION 8.3 Install greening and stormwater infrastructure elements along trails, protected bike lanes and neighborhood greenways. <i>See design Strategy 4</i></p>	Climate, Prosperity, Mobility, Active partnerships	Medium
<p>DO ACTION 8.4 Integrate public realm or public art projects into bikeway features to reflect the community when appropriate.</p>	Prosperity	Medium

SEE ALSO ACTION:

- **Bicycling Action 1.3** — Use design to prevent blocked lanes



STRATEGY 9

Update bicycle and micromobility parking practices to support demand and diversity of vehicles to significantly expand bicycle racks in the right of way.

The rise of different types of vehicles, including scooters, bikeshare and other new vehicle types increase the need for safe spaces to park these vehicles. The City currently operates five accommodations for bike and micromobility parking:

Bike corral program

The Bicycle Corral Cost Share Program is designed for businesses with high bicycle demand and limited space in the boulevard or sidewalk area. It is a low-cost method to provide bicycle parking in the same space occupied by an on-street parked car. Businesses are reimbursed up to 50% of the bike corral cost.

Figure 66: Bike corral



Bike rack program

The Bike Rack Cost Share program allows eligible businesses to be reimbursed up to 50% of the bicycle rack cost and 50% of the installation cost. Schools, libraries, parks and other eligible public facilities can request to receive racks at no cost.

Bike lockers

Public bike lockers are available to rent at Ramp A, Courthouse Ramp, the University of Minnesota and at Metro Transit stations and transit centers.

Nice Ride station placement

Nice Ride has both stations for docked bicycles and painted spots on sidewalks for the dockless blue bikes.

Figure 65: On street custom bike racks

Figure 67: Nice Ride hub



Scooter parking zones

The City has created several on-street scooter parking zones to provide a designated space for scooters to be parked, out of the pedestrian clear zone and in a predictable manner for scooter users.

Figure 68: Scooter parking zone





ACTIONS

Actions to update bicycle and micromobility parking practices to support demand and diversity of vehicles to significantly expand bicycle racks in the right of way.

Actions	Supports	Difficulty
<p>DO ACTION 9.1 Develop approach and criteria to reserve curbside or furnishing zone space on all mixed-use block faces for seasonal on-street bicycle and micromobility parking at no charge. <i>See technology Action 2.1, street operations Action 5.11</i></p>	Equity, Mobility	Medium
<p>DO ACTION 9.2 Complete a citywide evaluation of bike rack installations and develop a process to identify locations to add bike racks across the city, including adding hitches to meter poles and stand-alone bike racks.</p>	Mobility	Medium
<p>DO ACTION 9.3 Install bike and micromobility parking with all capital projects, consistent with the Street Design Guide. <i>See design Strategy 1</i></p>	Equity, Mobility	Low
<p>DO ACTION 9.4 Expand the bicycle rack cost share and bicycle corral programs to make free for businesses and residences within ACP50 areas.</p>	Equity, Mobility	Low
<p>DO ACTION 9.5 Update the Zoning Code, which requires minimum bike parking for new developments, to accommodate increased demand and a range of vehicle types, including adaptive and cargo bicycles and electric charging needs.</p>	Equity, Mobility	Low
<p>SUPPORT ACTION 9.6 Work with Metro Transit to implement secure and covered bicycle parking at transit stations. <i>See transit Strategy 5</i></p>	Safety, Mobility, Active partnerships	Medium

SEE ALSO ACTIONS:

- **Technology Action 2.4** — Provide adaptive shared vehicles
- **Technology Action 6.2** — Electric charging infrastructure is compatible with bicycles and micromobility
- **Street operations Action 5.1** — Develop curbside management policy



STRATEGY 10

Expand safe biking and micromobility education and encouragement.

The City of Minneapolis partners with Minneapolis Public Schools on Safe Routes to School projects and planning efforts. This strategy focuses on that partnership as well as broader education efforts for residents and businesses.

Figure 69: Open streets Minneapolis



Figure 70: Pop up event





Actions to expand biking and micromobility education and encouragement.

Actions	Supports	Difficulty
<p>DO ACTION 10.1 Provide on-site education for bikeway projects post-installation to help people understand changes to street operations, particularly when an All Ages and Abilities project is implemented. This can include temporary visual materials and pop-up engagement in the neighborhood.</p>	Safety, Active partnerships	Low
<p>DO ACTION 10.2 Ensure that Open Streets Minneapolis continues to be a sustainable program and evolves. Explore different route types, lengths, frequency and repetition, including ideas like ‘car free Sundays’, low-programmed open streets, partnering with the Minneapolis Park and Recreation Board for events on parkways and finding other ways to encourage and give people the opportunity to envision Minneapolis streets in a different way.</p>	Safety, Prosperity, Active partnerships	Medium
<p>SUPPORT ACTION 10.3 Help Minneapolis Public Schools get to a universal bike education program for fourth and fifth grade students.</p>	Safety, Equity, Active partnerships	Low
<p>SUPPORT ACTION 10.4 Work with the Minnesota Department of Public Safety to add more bicycle, scooter and other new mobility options to the driver’s education curriculum.</p>	Safety, Mobility, Active partnerships	High

SEE ALSO ACTIONS:

- **Walking Action 2.6** — Use the Safe Routes to School program to encourage walking and biking
- **Technology Action 2.1** — Welcome and maintain bikeshare and micromobility option



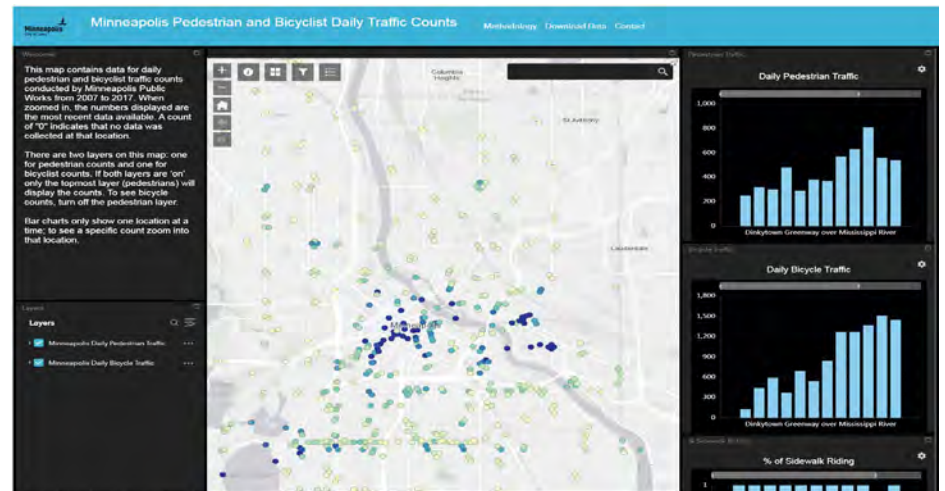
STRATEGY 11

Measure biking and micromobility ridership levels and user comfort.

Building out a safe and convenient bike network will require monitoring, including impacts of investments on perceptions and use patterns of existing and new riders. In so doing, we will be able to adjust our approach if needed in light of user preference and use patterns.

Being able to help public understanding of new micromobility options through data – including use data, crash data and travel behavior choices – will help the public better react to the changing mobility options as well as give people more information for their own journey.

Figure 71: Minneapolis of bike/walk counts program dashboard





ACTIONS

Actions to measure biking and micromobility ridership levels and user comfort.

Actions	Supports	Difficulty
<p>DO ACTION 11.1 Expand use of automated counters to measure seasonal traffic variation and integrate biking and micromobility count data into traffic databases.</p>	Mobility	Low
<p>DO ACTION 11.2 Require data sharing from micromobility service providers to understand travel behavior and inform infrastructure and policy changes. <i>See technology Strategy 4</i></p>	Mobility, Active partnerships	Low
<p>DO ACTION 11.3 Conduct a biennial survey in coordination with micromobility service providers to collect information on the perceptions of biking and micromobility including who is riding and the experiences of people riding. <i>See technology Strategy 4, technology Action 7.4</i></p>	Mobility, Active partnerships	Low