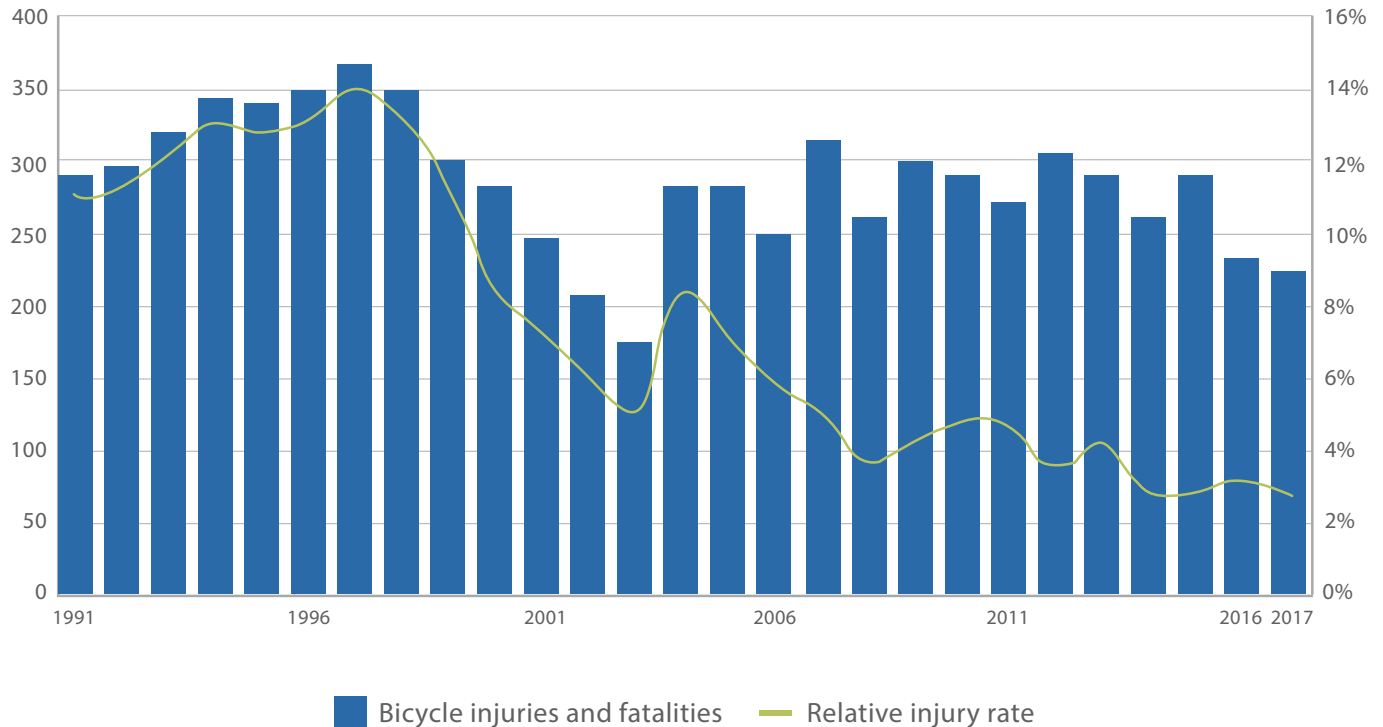


Bicycling snapshot in Minneapolis

BICYCLING IS GETTING SAFER

Bicycling in Minneapolis is safer than it was 25 years ago, in part due to more bikeways and more people bicycling. Between 1993 and 2017, the miles of bikeway have increased 199%⁵ and the average number of bicycle commuters increased 212%.⁶ During that same time, the bicycle crash rate decreased by 75%.⁷ While bicycling is getting safer, people biking are the most overrepresented in severe and fatal crashes in Minneapolis.

Figure 6: Bikeway miles vs bicycle crash rate



EXISTING BIKEWAY NETWORK

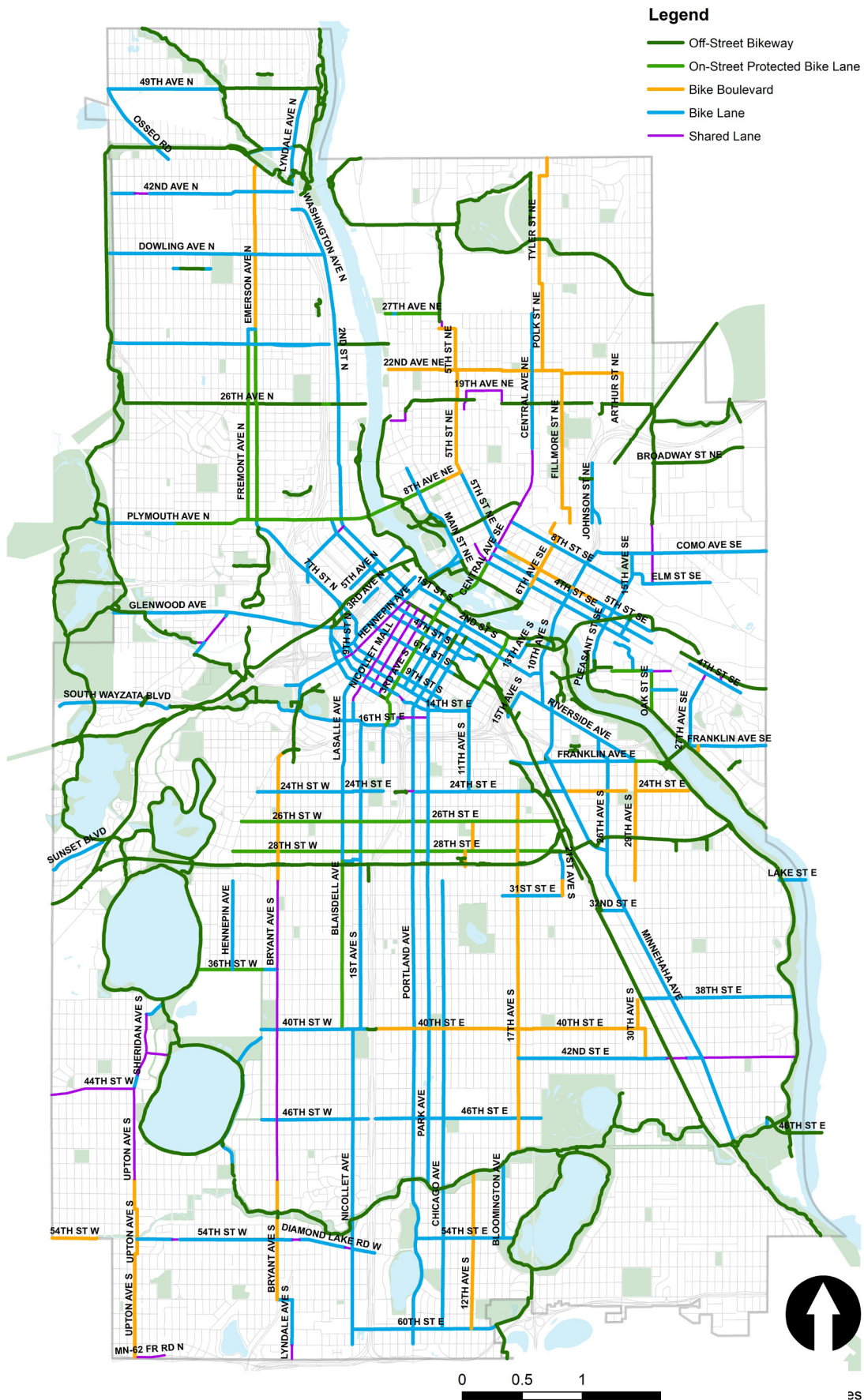
The existing bikeway network is not comfortable for all people. Over the last 10 years, the city’s bikeway network doubled in size to 255 miles of bikeways (through 2019). However, only 49% of this network meets the criteria of an all ages and abilities bikeway (protected bike lanes and trails) and most of this mileage does not connect to schools or commercial areas. To encourage people of all ages and abilities to bicycle, we must build a connected network of comfortable bikeways.

⁵ City of Minneapolis Department of Public Works.

⁶ [Means of Transportation to Work for Workers 16 Years and Over. U.S. Census Bureau, 1990-2000 Decennial Census](#)

⁷ As reported to Minneapolis Public Works by the Minneapolis Police Department and Minneapolis Park Police.

Figure 7: Existing bike network

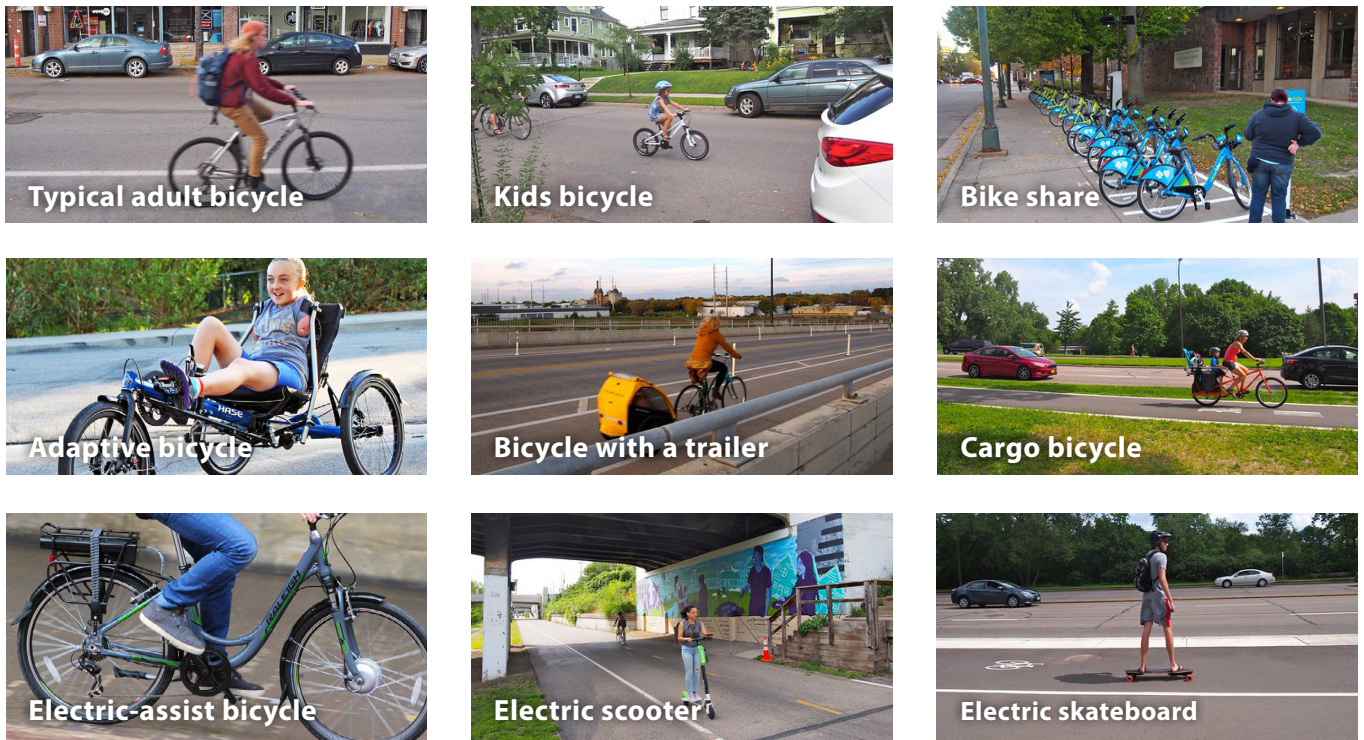


DESIGNING FOR NEW USERS

If we want bicycling an attractive transportation option for more people, it is important to consider how we can support more children, seniors, women, people of color, low-income people, people with disabilities and people with multiple passengers to bicycle as we design bikeways and streets.

We also need to support a growing fleet of low-powered vehicles. From cargo bicycles to adaptive bicycles, and electric assist bicycles to electric scooters, these new vehicles can expand who is able to bicycle and what trips bicycles can be used for.

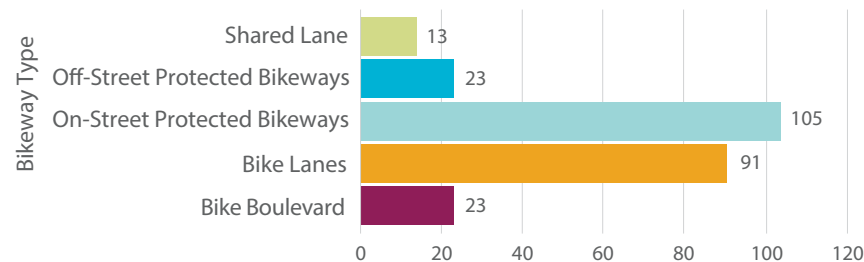
Figure 8: Types of bicycle and micromobility



DESIGNING FOR COMFORT

City of Minneapolis traffic counts show that bicycling is growing six times faster on protected bike lanes and trails than on other bikeway types.⁸ Conventional bike lanes and well-designed bicycle boulevards (also called neighborhood greenways) on less busy streets can also be attractive places to bike. Protected bike lanes and neighborhood greenways will be prioritized as a part of the All Ages and Abilities Network to improve and expand the existing network.

Figure 9: Existing bikeway mileage



⁸ [Minneapolis Public Works Pedestrian and Bicyclist Traffic Counts, 2007-2017](#)