Bike/Walk Twin Cities
Minneapolis Area, Minnesota

TRANSPORT for Livable Communities

Bike Walk Twin Cities
Transit for Livable Communities

• Transit for Livable Communities is a regional, nonprofit, nonpartisan organization working to reform Minnesota’s transportation system.

• Through research, organizing and advocacy, TLC promotes a balanced transportation system that encourages transit, walking, bicycling, and transit-oriented development.
Non-Motorized Transportation Pilot Program
(Bike/Walk Twin Cities)

• Language from the federal law...
  “Demonstrate the extent to which bicycling & walking can carry a significant part of the transportation load…”
Building Livable Communities with Transit

Goals

• Modal shift from driving to walking and bicycling
• Less traffic congestion
• Reduced energy use
• Cleaner air
• Healthier people
The Four Pilot Communities

• Marin County, California
• Sheboygan County, Wisconsin
• City of Columbia, Missouri
• Minneapolis and adjoining communities, Minnesota
Program Area

• City of Minneapolis, 14 other cities, the Minneapolis/St. Paul Airport, and Fort Snelling
The NTP Program in Minneapolis Area

• Needs Assessment
• Education/Promotion
• Grants: Direct and Competitive
• Measurement and Evaluation
Gathering Information

• Prepared a “Needs Assessment” to inform decision-making.

• Interesting finding: Mode share for Minneapolis: 13 percent walk, 4 percent bike, 4 percent transit = 21 percent total non-auto

Source: Metropolitan Council Travel Behavior Inventory
Bicycling and Walking Substituting for Driving

- The Center for Transportation Studies at the University of Minnesota estimates that **91 million miles** of auto travel is avoided because of the trips made on bicycle and foot in Minneapolis for one year.
## Average Trip Length - Minneapolis

<table>
<thead>
<tr>
<th>Mode</th>
<th>Minneapolis Mean Trip Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Vehicle</td>
<td>6.0 miles</td>
</tr>
<tr>
<td>Public Transit</td>
<td>3.7 miles</td>
</tr>
<tr>
<td>Bicycle</td>
<td>2.2 miles</td>
</tr>
<tr>
<td>Walk</td>
<td>1.0 miles</td>
</tr>
</tbody>
</table>

Source: Metropolitan Council Travel Behavior Inventory, 2001.
### Interesting Findings from Phone Survey

**Percentage Sidewalk Coverage**

<table>
<thead>
<tr>
<th>City</th>
<th>Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minneapolis</td>
<td>95</td>
</tr>
<tr>
<td>St. Louis Park</td>
<td>60</td>
</tr>
<tr>
<td>St. Paul</td>
<td>50</td>
</tr>
<tr>
<td>Richfield</td>
<td>100/5</td>
</tr>
<tr>
<td>Robbinsdale</td>
<td>42</td>
</tr>
<tr>
<td>Brooklyn Center</td>
<td>25</td>
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<tr>
<td>Golden Valley</td>
<td>20</td>
</tr>
<tr>
<td>Roseville</td>
<td>20</td>
</tr>
<tr>
<td>St. Anthony</td>
<td>14</td>
</tr>
<tr>
<td>Lauderdale</td>
<td>10</td>
</tr>
<tr>
<td>Fridley</td>
<td>8</td>
</tr>
</tbody>
</table>
Bicycling and Walking Have Historically Been Regional Priorities

• Minneapolis has 38 miles of on-street bike lanes, 57 miles of off-street trails, and hundreds of miles of local streets that are adequate for cycling. The City’s sidewalk network is 95 percent complete.
Premiere Facilities

- Grand Rounds system of off-road trails
- Bridges over the Mississippi River
- Cedar Lake, Kenilworth, and other trails
Desired Improvements

• More destinations close to home
• Areas free from crime
• Less traffic/slower traffic
• More bicycle lanes and trails
• Better/more lighting
• Better/safer bicycle parking
• Fewer, more expensive vehicle parking spaces
• Safer intersections

Education and Promotion

• Bicycle and Pedestrian Ambassador Program

• Safety/Awareness Campaign

• Workshop, Seminars and Special Events
Direct Awards

- Pedestrian Plan for Minneapolis: $150,000
- Bicycle Parking: $200,000
- Bicycle and Pedestrian Ambassadors: $900,000 over three years
- Bicycle and Pedestrian Connections to Transit: $100,000
First Funding Round
Grants for Planning and Operations

Planning grants: For development of a plan to improve bicycle and pedestrian access at a specific location. Maximum grant $50,000. Funded 5 projects.

Operations grants: Lower cost projects including striping of bike lanes, new signage, signal improvements, bike parking, painted crosswalks. Maximum grant $150,000. Funded 18 projects.
Types of Operations Proposals

- Lane conversions, narrowing, parking removal to allow for bike lanes
- Bicycle boulevards
- Special markings and signage
First Funding Round
Grants for Infrastructure

- **Livable Streets**: Development of or redevelopment of a street to make it work better for all users. Funded two.

- **Pedestrian Districts/Plazas**: Improvements of an area to increase pedestrian activity. Funded 0.

- **Off Road Facilities**: New off-road sidewalks, paths, and trails. Funded four.

**Largest grant awarded**: $2.5 million.
Extensions of Rail Trails

U of MN Trail Extension

LRT Trail Extension
Measurement and Evaluation

• Before and after phone survey
• Project specific
• Annual bike and pedestrian counts

Fall 2007 counts at 80 locations.
Columbia, Missouri

- 10–30 percent of funding for education/promotion, including community based social marketing and a high quality web site
- Triple miles of bike lanes, double miles of off-road paths, pilot bike boulevards, add sidewalks.
Sheboygan County, Wisconsin

- Comprehensive bike/pedestrian plan
- County-wide “Safe Routes to School” program
- New/expanded infrastructure
- Bike racks on buses
Marin County, California

- Great community process
- North south corridor improvements
- Filling gaps in network
- County commute program
Transit for Livable Communities
www.tlcminnesota.org
651-767-0298

Bike/Walk Twin Cities initiative website
www.bikewalktwincities.org