



**Minneapolis**  
City of Lakes

**Office of the Mayor**

**R. T. Rybak**  
Mayor

350 South 5th Street - Room 331  
Minneapolis MN 55415-1393

Office 612 673-2100  
Fax 612 673-2305  
TTY 612 673-3187

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## **Endorsement of the NACTO Urban Bikeway Design Guide**

### **Background**

Minneapolis has a long history with planning for and constructing bicycle facilities. For the past five decades our city has invested in a well-connected network of off-street trails. More recently, the focus has shifted toward building on-street bikeways which connect with our world-class trail system.

Minneapolis has faced significant challenges in creating an on-street bikeway system. The culture of the City's roadway system has been premised by the automobile. As such, roadway operations and designs have catered to the needs of autos. Retrofitting City streets for bicycle travel has required sometimes difficult choices. At times these choices have created challenges with key constituent groups and their needs. Understanding these needs and creating balance has resulted in a steady increase in bicycling and bicycle infrastructure on City streets, while maintaining the values of the residents and businesses in the City.

With mode shift being a primary goal, the City of Minneapolis has taken significant steps to better meet the needs of all roadway users, including bicyclists. The City has gone through an extensive effort by preparing grant applications, engaging neighborhoods and businesses, completing operational evaluations, and ultimately construction of on-street bicycle facilities. These efforts have resulted in an on-street bike system that has doubled in the last three years. These accomplishments required creative solutions, extensive outreach, and stakeholder discussions to implement some unique bicycle treatments. A number of these bicycle treatments and facilities have been included in the National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*.

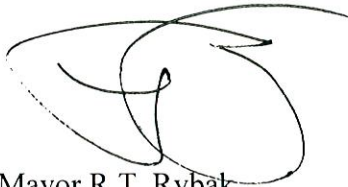
These bicycle treatments and innovations have also required collaboration among various jurisdictional agencies that have authority within the City. The City continues to foster existing and build new partnerships to help us build and operate one of the best and safest bicycling systems.

Minneapolis has realized the need to develop cost-effective, safe, and efficient solutions. We could not reach such solutions without the nation-wide knowledge and examples of our peer cities. At the same time, we use numerous other published standards, guidelines and resources. However, the growth in the bicycle aspects of these resources is somewhat slow in comparison to the growth of bicycling and the need to accommodate this mode of travel in a more immediate manner for particular circumstances.

That is why the City greatly values the NACTO *Urban Bikeway Design Guide*. This design guide provides an excellent tool box of applied practices from our national and international bicycling community. It will serve as a resource to the City, and will assist the City, especially when the City and other design standards cannot be applied. Also, the *Design Guide* documents well the applied practices by other cities which will save Minneapolis staff time previously spent researching and comparing various treatments. Obviously, extensive leadership and effort have been put in to the NACTO guide, which is very much appreciated by City of Minneapolis.

**Endorsement**

The City of Minneapolis endorses and will use the new NACTO *Urban Bikeway Design Guide* as a key tool in designing our bicycle-related projects, along with other manuals, resources and professional engineering judgment.



Mayor R.T. Rybak  
City of Minneapolis



Steven A. Kotke, Director  
Department of Public Works