Bicycle Planning at MnDOT

- Statewide Bicycle System Plan sets policy
- Work plan in SBSP identified need for district-level plans
- District Bicycle Plans are a collaborative effort between MnDOT District planning staff and Office of Transit + Active Transportation
District Bicycle Plan Goals

- Support local bicycle networks
- Prioritize MnDOT’s bicycle investments in each District
- Identify actions for MnDOT District staff to take in advancing bicycling
- Provide support to advance one bicycle project identified through prioritization analysis

Prioritizing Bicycle Investments

- SPACE (Suitability of Bicyclist and Pedestrian Environment)
- Leverage internal and external data to minimize maintenance
- Choose topics of interest from available data sets
- Develop a framework to estimate bicycle need and activity
Analyzing Minnesota

- Minnesota split into 500,000+ hexagons (about ½ mi across)

Hexagon Aggregation

Example (pop 65 and older)

- 55130 = 20%
- 55101 = 15%
- 55130 = 10%
- \((0.2 \times 0.617) + (0.15 \times 0.208) + (0.1 \times 0.174) = 17.2\%\)
What did we score?

- Connects to transit/multimodal hubs
- USDA Urbanized Areas
- 25+% of people live within 0.5 mi of a supermarket
- Serves areas with significant poverty
- Connects to existing state trail or USBR
- Population density is greater than state average
- Serves children and youth
- Serves older adults
- Serves people with disabilities
- Serves Native American populations or Tribal reservations
- Serves immigrant populations
- Growth in business over last 5 years
- Workers with 0 vehicle access
- MnDOT District Safety Plan Bike/Ped High Risk Intersection

What did we (try) to score?

- Activity Generators
  - Community Centers
  - Recreation Centers / Parks
  - Restaurants / Cafes
  - Tourist Attractions
  - Shopping Centers
  - Senior Centers
- Gaps or connections in local system
- Future infrastructure improvements
- Consistency with local plans

*Attempted to score these with a subjective process – the level of effort required was far greater than the return*
What does it look like?

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What does it look like on a map?
How are we applying this?

- District Bicycle Investments – Prioritizing investments in locations where the potential benefit is high

How else are we applying this?

- Bike/Ped Project Field Walks – Identifying locations for pre-scoping field walks
- Bike/Ped Counting Locations – Where should we be counting people?
- Considering priority for US Bicycle Route designations