



To: MAYOR AND COUNCIL

Agenda Item #: VIII. B.

From: Mark K. Nolan, AICP, Transportation Planner

Action

Discussion

Date: June 3, 2014

Information

Subject: Ordinance No. 2014-09 Amending Chapters 24 and 26 Concerning Operation of Bicycles on Sidewalks

Action Requested:

Approve first reading of Ordinance No. 2014-09, amending Chapters 24 and 26 of Edina Code of Ordinances Concerning Operation of Bicycles on Sidewalks and waive second reading.

Information / Background:

At the August 16 and September 20, 2012 Edina Transportation Commission (ETC) meetings discussions were held regarding the status of the Edina ordinance prohibiting people from riding or parking a bicycle on a sidewalk in Edina. While at that time the ETC voted to revise the ordinance to permit bicycle riding on sidewalks, this motion was never forwarded to City Council for their consideration.

The final Edina Active Routes to School (ARTS) Plan recommends changing the ordinance to allow people to ride on sidewalks in Edina. Please recall that when this plan (in draft version) was presented to City Council at its February 3 meeting, several councilmembers expressed a desire to revisit this topic. The issue was discussed by the ETC at their February 27, 2014 special meeting and at their March 20, 2014 regular meeting, where a motion passed to draft an Advisory Communication recommending ordinance modifications to permit bicycling on sidewalks. At their April 17 meeting the ETC moved to forward the attached final Advisory Communication to City Council, recommending modifications to City Code to allow the operation of bicycles on sidewalks in Edina.

For the reasons stated in the ETC's Advisory Communication, engineering staff supports modifying City ordinance to permit bicycling on sidewalks as outlined in attached Ordinance No. 2014-09. Research conducted by the ETC (see attached) shows that Edina's neighboring cities all permit riding on sidewalks outside business districts or where prohibited by signage.

It should be noted that the Edina Police Department (EPD) does not support changing the ordinance to permit bicycling on sidewalks in Edina. EPD has discussed this issue with the ETC and engineering staff in the past, and they have stated that they believe the current ordinance provides a better atmosphere for enforcement for Police Officers. They are concerned that an ordinance change allowing more bicycling on sidewalks than the City currently allows will result in more personal injury bicycling accidents (particularly to

pedestrians) than we have with the current ordinance. Thus, The EPD's preferred approach is to keep the ordinance unchanged but perhaps permitting riding on sidewalks for children (age undetermined) and along some City streets with higher traffic volume and speed; the ETC's recommended policy approach is to allow the legal operation of bicycles on sidewalks but regulate sidewalk riding behavior and limiting riding in certain places.

Attachments:

Ordinance No. 2014-09

ETC Advisory Communication to Modify City Ordinance to Permit Bicycling on Sidewalks

ORDINANCE NO. 2014-09

**AN ORDINANCE AMENDING CHAPTERS 24 and 26 OF THE EDINA CITY CODE
CONCERNING OPERATION OF BICYCLES ON SIDEWALKS**

THE CITY OF EDINA ORDAINS:

Section 1. Section 26-6(c) of the Edina City Code is amended to read as follows:

Sec. 26-6. General Rules for Drivers

- (c) *Driving or parking on sidewalk.* No motor vehicle shall be parked or driven on or along a sidewalk.

Section 2. Section 24-255 (7) of the Edina City Code is amended to read as follows:

Sec. 24-255. Additional restrictions for parks and publicly owned properties

- (7) Drive or park a motor vehicle on any area not designated for parking or travel.

Section 3. The Caption of Chapter 26 Article 10 of the Edina City Code is amended to read as follows:

Article X. Bicycle Lanes Bicycles

Section 4. Chapter 26 Article 10 of the Edina City Code is amended by adding Section 20- 283 to read as follows:

Sec. 20-283. Rules for operating bicycles on public sidewalks

A person may operate a bicycle on a public sidewalk, including in a business district, subject to the following requirements in addition to those found in state statute. A bicyclist shall:

- (1) Ride at a speed no greater than is reasonable and prudent under the circumstances, and in no event at a speed greater than 10 miles per hour.
- (2) Slow to a walking pace when pedestrians are present.
- (3) Slow to a walking pace upon approach to and when crossing a driveway or intersection; enter driveway or intersection only when clear of traffic.
- (4) Not ride on sidewalks where the entrance or exit of a building abuts the sidewalk.
- (5) Not ride on sidewalks where posted.

Section 4. This ordinance is effective immediately upon its passage and publication.

First Reading: June 3, 2014

Second Reading: Waived

Published: June 12, 2014

Attest

Debra A. Mangen, City Clerk

James B. Hovland, Mayor

ETC Advisory Communication

Date: 4/23/14

Subject: Modify city ordinance to permit bicycle riding on sidewalks

Situation

Chapter 24, Article I, Section 26-6 reads: “No vehicle shall be parked or driven on or along a sidewalk.”

Chapter 24, Article VII, Division 2, Section 24-255 reads: “In addition to the requirements of section 24-254, no person shall, in any park or publicly owned property: ...(7) Drive or park a vehicle on any area not designated for parking or travel.”

The statutory definition of vehicle includes bicycles. The above ordinances make it illegal to drive or park a bicycle on a public sidewalk in Edina.

Background

Riding a bicycle on a sidewalk is legal in MN, except in a business district (unless permitted by local authorities) and except as prohibited by local authorities.

In August 2012, the ETC approved a motion to recommend that the city modify the above ordinances by inserting the word “motor” before “vehicle.” This would keep motor vehicles from driving or parking on sidewalks, but would permit other vehicles, such as bicycles.

The change would not have removed the prohibition against riding on sidewalks in business districts.

The ETC also recommended forwarding to the Council an advisory communication from the Bike Edina Task Force, which included additional background and analysis.

In January 2014, the Council reviewed the Edina Active Routes To School Plan. The plan includes a recommendation to modify city ordinances that prohibit sidewalk riding so that bicycling on sidewalks is permitted. The Council discussed this recommendation at their February 3, 2014 regular meeting and seemed supportive of an ordinance change.

Analysis

Sidewalk riding in general

The dangers of riding a bicycle on a sidewalk are well documented. These dangers are largely related to cyclist behavior—for example, riding too fast, not yielding to pedestrians, and not

pausing to look before crossing a driveway or entering a street. Because the dangers are related to behavior, they can be influenced through education.

The city has a role in providing bike safety education; however, the city is limited in its ability to teach safe sidewalk riding because sidewalk riding is illegal.

People of all ages and apparent abilities are observed riding on sidewalks in Edina. Edina residents, including children, ride on sidewalks in other communities where sidewalk riding is permitted. **It is critical that people be taught how to ride on the sidewalk safely. Changing the ordinance to permit riding on sidewalks will make it possible for the city to provide the safety education that is needed.**

Education should not only be aimed at bicyclists. In a community where sidewalk riding is illegal, motorists may not expect bicyclists to be on the sidewalk and so may not be looking for them. Not expecting, not looking increases the risk. In a community where sidewalk riding is legal, motorists are more likely to expect bicyclists to be on the sidewalk and so more likely to be looking for them. This decreases the risk of a collision. These safety skills can be taught.

Like streets, our sidewalks can connect us to other communities. Riding on sidewalks is legal in neighboring communities (please see attached ordinances). A person riding on a sidewalk in Minneapolis, for example, may not know when they've crossed over into Edina. They may continue to ride on the sidewalk, unaware that they are breaking the law. While that's not an excuse, it is understandable. We don't expect driving rules to change from one community to another, and so we may apply the same thinking to bicycling rules.

Safer or not, some people are more comfortable riding on the sidewalk. A City of Portland study found that about 60% of cyclists fall into the "interested but concerned" category. For these people, having to share a road with motor vehicles is the main reason they don't ride more often, or don't ride at all. Most streets in Edina have low traffic volumes and so are comfortable bicycling environments; however, some streets have both higher volumes and speeds. These streets are hard to avoid if you want to get anywhere and can be a barrier for people who want to bike but are not comfortable in traffic. If the choice is to ride on the sidewalk, or not ride at all, the city should support the choice to ride on the sidewalk, since that choice is consistent with the city's goals to encourage more bicycle trips.

As mentioned the Edina Active Routes To School Plan recommends changing the ordinance to make riding on sidewalks legal. The plan says:

Current city ordinance prohibits bicycle riding on sidewalks anywhere in the city. However, guidance by the National Highway Traffic Safety Administration (NHTSA) suggests that children aged 10 and under do not have the judgment and skills to ride on the roadway. Even many high school aged and adult bicyclists do not feel comfortable riding in an on-street facility, particularly on higher volume roadways or where there is not a dedicated bike facility. Most municipalities in Minnesota and nationwide do not

prohibit riding bicycles on sidewalks, except in specific areas with high pedestrian volumes such as central business districts. To improve the ability for bicyclist of all abilities to comfortably travel through the city, the existing ordinance should be modified to allow for bicycling on sidewalks subject to several conditions, including yielding to pedestrians, riding at lower speeds, and not riding on sidewalks where posted.

Very importantly, the ordinance prohibiting riding on sidewalks is not needed as an enforcement tool to use against unsafe sidewalk riding behaviors. As the below list shows, the majority of unsafe sidewalk riding behaviors are illegal and enforceable under state statute.

Riding recklessly on a sidewalk

Statute: 169.13, Subd. 1(a): Any person who drives any vehicle in such a manner as to indicate either a willful or a wanton disregard for the safety of persons or property is guilty of reckless driving and such reckless driving is a misdemeanor.

NOTE: per 169.011 a driver is anyone operating a vehicle, and bikes are vehicles.

Bicyclists not yielding to pedestrians on sidewalk

Statute 169.222, Subd. 4 (d): (d) A person operating a bicycle upon a sidewalk, or across a roadway or shoulder on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal when necessary before overtaking and passing any pedestrian.

Bicyclist startling a pedestrian on a sidewalk

Statute 169.222, Subd. 4 (d): (d) A person operating a bicycle upon a sidewalk, or across a roadway or shoulder on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal when necessary before overtaking and passing any pedestrian.

Bicyclist on sidewalk ignoring Walk/Don't Walk traffic signal

Statute 169.21, Subd. 1. Obey traffic-control signals. Pedestrians shall be subject to traffic-control signals at intersections as heretofore declared in this chapter.

NOTE: A person lawfully operating a bicycle on a sidewalk, or across a roadway or shoulder on a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.

Bicyclist darting into traffic suddenly

At intersection with marked or unmarked crosswalk: Statute 169.21, Subd. 2(a): No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield.

At other locations: Statute 169.20, Subd. 4: Vehicle entering roadway. The driver of a vehicle about to enter or cross a roadway from any place other than a roadway shall yield the right-of-way to all vehicles approaching on the roadway to be entered or crossed.

Bicyclist leaving roadway to ride on sidewalk to avoid stop sign or other traffic control device applying to vehicles on roadway

A bicyclist could do this, but only if safe and after signaling the turn (ss 169.19, subdivisions 4 & 5).

Conflicts between bicycle on sidewalk and motorist pulling out from driveway, alley, or building

Statute 169.31: The driver of a vehicle within a business or residence district emerging from an alley, driveway, or building shall stop such vehicle immediately prior to driving onto a sidewalk or into the sidewalk area and shall yield the right-of-way to any pedestrian and all other traffic on the sidewalk.

Conflict between turning vehicle (bicycle or motor) and bicyclist or pedestrian on the sidewalk or in crosswalk

Statute 169.19, Subd. 4: Change of course. No person shall turn a vehicle at an intersection unless the vehicle is in the proper position upon the roadway as required in this section, or turn a vehicle to enter a private road or driveway or otherwise turn a vehicle from a direct course or move right or left upon a highway unless the movement can be made with reasonable safety after giving an appropriate signal in the manner hereinafter provided.

A few concerns were raised in earlier discussions about changing the ordinance. These were:

- Concern that sidewalks have unsafe conditions, such as overhanging vegetation, dogs, uneven pavement, clear view obstructions. These unsafe conditions exist; however, where they exist, the city requires by code that they be addressed.
- Concern that pedestrians may feel threatened by bicyclists on the sidewalk, and so may be discouraged from walking. A bicyclist who is following the rules should not be threatening. A bicyclist who is not following the rules is breaking the law and the laws can be enforced. Most pedestrians also walk along the street, where there is both bicycle and automobile traffic. Because of this, there's no reason to think that sharing space with a bicycle is threatening enough to keep people from walking.
- Concern that if riding on sidewalks is permitted, more people will do it. This assumes that people want to ride on sidewalks and that they don't do it now because it's illegal. Some people may fall into this category, but we can't make assumptions.
- Concern that permitting sidewalk riding is the same as promoting it. There are important differences between permitting sidewalk riding and promoting it. While it is reasonable to ride on the sidewalk in some situations, the preferred place for bicyclists is on the road or on trails designed for bicyclists. The city's educational messages should make that clear. Along with educational messages, the city should continue to develop dedicated bicycle facilities. Minneapolis data (attached) shows that adding bike lanes can reduce the number of cyclists who ride on the sidewalk.

In addition, it was suggested that if sidewalk riding were to be permitted, it should be limited to children under a certain age or to people on bikes with a certain wheel size or less. As said above, people of all ages and apparent abilities ride on sidewalks now. Just as there are children who are not developmentally ready to ride on the street, there are teenagers whose parents won't let them ride on the street, and adults who are not comfortable riding on the street. If the city wants to encourage more people to ride bikes, it is important for people of all ages to be permitted to ride on the sidewalk along those stretches of road where riding on the street makes them uncomfortable.

Sidewalk riding in business districts

State statute prohibits riding a bicycle on a sidewalk in a business district unless permitted by local authorities. Business districts in Edina include the greater Southdale area, Pentagon Park area, Metro Boulevard area, Cahill, Valley View and Wooddale, Grandview, 50th & France, 44th & France, and Lincoln Drive area. Most of these districts, with the exception of 50th & France and, less so, 44th & France, have little to no pedestrian traffic. Buildings are set back from the sidewalk. Bicycling on sidewalks in these business districts would therefore create few conflicts with pedestrians.

In order to permit riding on sidewalks in business districts, the city needs to adopt an ordinance. This ordinance can include specific prohibitions, such as no riding on a sidewalk where a building entrance abuts the sidewalk and no riding on sidewalks where posted. This would prohibit bicyclists from riding on the sidewalk in congested areas, such as 50th & France, but permit them to ride on the sidewalk in areas without frequent pedestrian traffic, such as Cahill or Metro Boulevard.

Recommendation

1. Modify Chapter 24, Article I, Section 26-6 by inserting the word "motor" before "vehicle" so that it reads: "No motor vehicle shall be parked or driven on or along a sidewalk."
2. Modify Chapter 24, Article VII, Division 2, Section 24-255 by inserting the word "motor" before "vehicle" so that it reads: "In addition to the requirements of section 24-254, no person shall, in any park or publicly owned property: ...(7) Drive or park a motor vehicle on any area not designated for parking or travel."
3. Adopt the following ordinance:

A person may operate a bicycle on a public sidewalk, including in a business district, subject to the following requirements in addition to those found in state statute:

- Ride at a speed no greater than is reasonable and prudent under the circumstances, and in no event at a speed greater than 10 miles per hour
- Slow to a walking pace when pedestrians are present

- Slow to a walking pace upon approach to and when crossing a driveway or intersection; enter driveway or intersection only when clear of traffic
- No riding on sidewalks where the entrance or exit of a building abuts the sidewalk
- No riding on sidewalks where posted

Prepared by: Jennifer Janovy

Reviewed by: Emily Boettge and Tom LaForce

Adopted by ETC on April 17, 2014

Attachments:

City of Madison biking on sidewalks educational handouts

City of Edina sidewalks page from Understanding Bicycle Facilities in Edina handout

TLC article on sidewalk riding

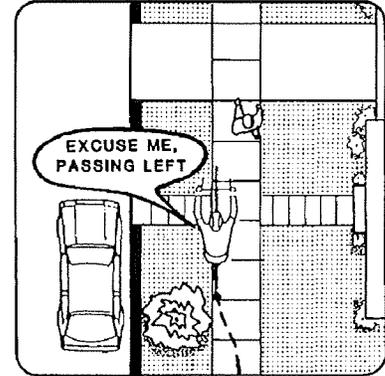
City code from surrounding communities

Information from Alberta Health Services

Bicycling on Sidewalks

Bicycling is permitted on sidewalks in Madison, except in areas where buildings abut the sidewalks. Although you have similar rights and responsibilities as pedestrians when riding on sidewalks, sidewalks are designed for pedestrian traffic, not bicycles. Ride at slower speeds than you would on the street and be prepared to stop at driveways and intersections. Obey WALK/ DON'T WALK lights at signalized intersections.

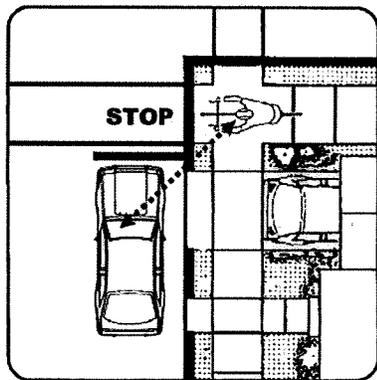
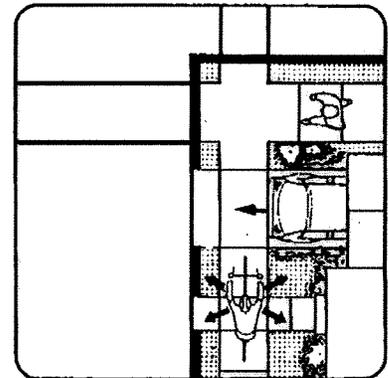
Pedestrians always have the right of way on sidewalks. When approaching pedestrians from behind, slow down, then let the pedestrian know you are there by either gently ringing a bell or saying something like "excuse me". Wait for the pedestrian to react before passing.



Some bicyclists feel safer riding on sidewalks than on the street. They want to be separated from cars and other motor vehicles. While the possibility of a crash occurring when a driver passes a bicyclist is eliminated when the bicyclist is on a sidewalk, *conflicts between bicyclists and motorists at intersections and driveways are compounded.* Between 20% - 30% of bicycle crashes in Madison each year involve a bicyclist who was riding on a sidewalk.

Ride defensively. Be aware of the inherent hazards of riding on sidewalks. Every driveway and intersection is a potential conflict point, and requires caution on your part.

Always check for cars that may be entering or exiting a driveway. Their drivers may not see you due to visual obstructions such as parked cars, buildings, fences, trees or shrubs.



Don't ride out in front of a car stopped at an intersection. The driver is looking for a gap in traffic and probably hasn't seen you approaching on the sidewalk. Slow down and make eye contact to be sure the driver has seen you. Riding in the same direction as traffic on the street will improve your chances of being seen by motorists.

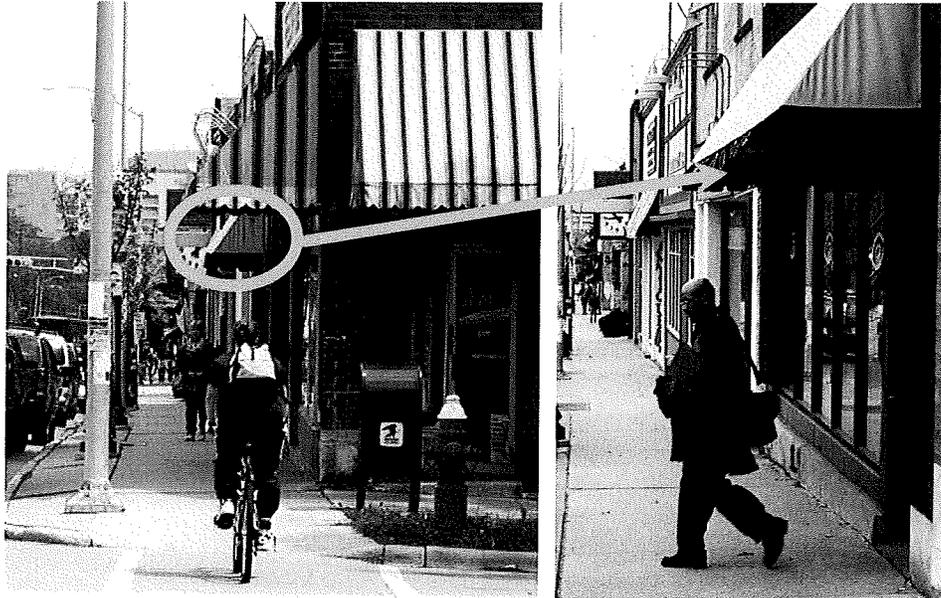
Motorists: Expand the area you normally scan for traffic to include crosswalks and sidewalks in all directions. Bicyclists on sidewalks may be traveling in the opposite direction of traffic on the street. Bicyclists on sidewalks and in crosswalks have similar rights and responsibilities as pedestrians. This means you must yield to both pedestrians and bicyclists who are on the sidewalk when you enter or exit a driveway and to pedestrians and bicyclists in marked or unmarked crosswalks.



For more information on bicycling in Madison see
www.cityofmadison.com/bikeMadison
or call 266-4761



Bicyclists - Don't ride in the "Door Zone"



You don't want to hit a pedestrian walking out of a door next to the sidewalk.

Bicyclists are generally allowed to ride on sidewalks in Madison except where buildings abut the sidewalk. This includes areas like State Street and the Capitol Square, University Ave, as well as many neighborhood business areas such as along Monroe St, Williamson St, Atwood Ave, E Johnson St, S Park St, and others. In addition to the "door zone" issue, these sidewalks tend to have a lot of foot traffic making it safer for everyone if bicyclists do not ride on these sidewalks. In these areas please either use the adjacent street, a parallel street or path, or dismount and walk your bicycle if you feel you must use the sidewalk.

Where bicyclists are allowed to use sidewalks, remember that you always have to give pedestrians the right of way on sidewalks. When approaching a pedestrian from behind, slow down, then let the pedestrian know you are there by either gently ringing a bell or saying something like "excuse me". Wait for the pedestrian to react before passing.



For more information
about bicycling in Madison see
www.cityofmadison.com/bikemadison



Other Facilities

Paved Shoulders

The shoulder is the part of the street that is contiguous to and on the same level as the part of the street that is regularly used for vehicle travel.

A shoulder may be paved, gravel or dirt.

The shoulder is typically separated from the traveled part of the street by a solid white line, called an "edge line" or "fog line."

Paved shoulders can look a lot like bike lanes, but differ from bike lanes in some important ways:

- Bike lanes have bicycle pavement markings and Bike Lane signs; paved shoulders do not.
- Bike lanes have been designed for cycling; paved shoulders have not.
- Parking is not permitted on bike lanes unless posted otherwise; parking is permitted on paved shoulders unless posted otherwise.
- Cyclists may use the shoulder, but are not required to.

Sidewalks

Edina City Code defines "sidewalk" as "an improved thoroughfare located in the public right-of-way or public easement limited to usage by pedestrians and non-motorized vehicles."

Edina City Code currently prohibits bicycle riding on public sidewalks.



paved shoulder



sidewalk



For more information, please call the Edina Engineering Department, 952-826-0371.



BIKE EDINA

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The Skinny on Sidewalk Riding

03/27/13

By Steve Clark, Bicycling and Walking Program Manager

One of the goals of Bike Walk Twin Cities has been to create safer conditions for both pedestrians and bicyclists. We heard loud and clear from people (especially seniors) that one of their greatest fears when using a sidewalk was being struck by a bicyclist. We also heard from people that there were many streets they would like to bike on, but were afraid for their safety, since there was no dedicated space for bicycling. So, early on, we set out to work with communities in addressing this situation by significantly expanding dedicated bicycle facilities for the benefit of both cyclists and pedestrians. Where bike lanes (a preferred treatment) were deemed infeasible, BWTC-funded projects included sharrows or advisory bike lanes.

The investments paid off

The table below includes all BWTC project locations in Minneapolis where we have before-and-after counts of on-street improvements for cyclists. All locations show an increase in number of bicyclists (14 percent total increase). All locations also show a decrease in sidewalk riding, with 6 of 7 locations demonstrating dramatic decreases, and a 58 percent total reduction for all locations.

Counts at on-street locations that have not seen improvements in bicycle infrastructure continue to reveal high amounts of sidewalk riding, especially on roads with high average daily traffic (ADT) and no safe space for cyclists to ride without taking the full lane. Examples include Lyndale Ave. North near Broadway (70 percent riding on sidewalks), University Ave. near Prior (66 percent riding on sidewalks), and Franklin Ave. West near Portland (66 percent riding on sidewalks).

The table below also provides additional support for the contention that share-the-lane markings (sharrows) are less effective in encouraging new riders than bike lanes, and also less effective in converting sidewalk riders to on-street riders. Other studies have seen similar results.

One of the year's big successes is that of the advisory bike lanes on East 14th Street. While bicycling nearly doubled on this street, there was an 81 percent drop in sidewalk use!

	New Treatment	2009 EDT	2012 EDT	2009 Sidewalk number (%)	2012 Sidewalk number (%)
10 th Ave. Bridge over Mississippi River	Marked Bike Lanes	870	1020	287 (33%)	41 (4%)
Central Ave. NE north of Lowry	Sharrows	330	360	198 (60%)	184 (51%)
Washington Ave. Bridge over 35W	5' Shoulders	620	770	335 (54%)	208 (27%)
East 14 th St. east of Chicago	Advisory Bike Lanes	240	400	36 (15%)	4 (1%)
7 th St. North over I-94	Bike Lanes	90	130	48 (53%)	16 (12%)
Franklin Ave. Bridge over Mississippi River	Buffered Bike Lanes	1600	1630	1008 (63%)	342 (21%)
42 nd St. west of Minnehaha Ave.	Sharrows, Bike Blvd	140	140	31 (22%)	21 (15%)
10 th Ave. SE north of 5 th St. SE	Road Diet, bike lanes	590	600	165 (28%)	42 (7%)
Oak Grove St. (West 15 th) east of Hennepin Ave.	Bike Lanes	250	360	118 (47%)	72 (20%)
TOTALS		4730	5410	2226	930

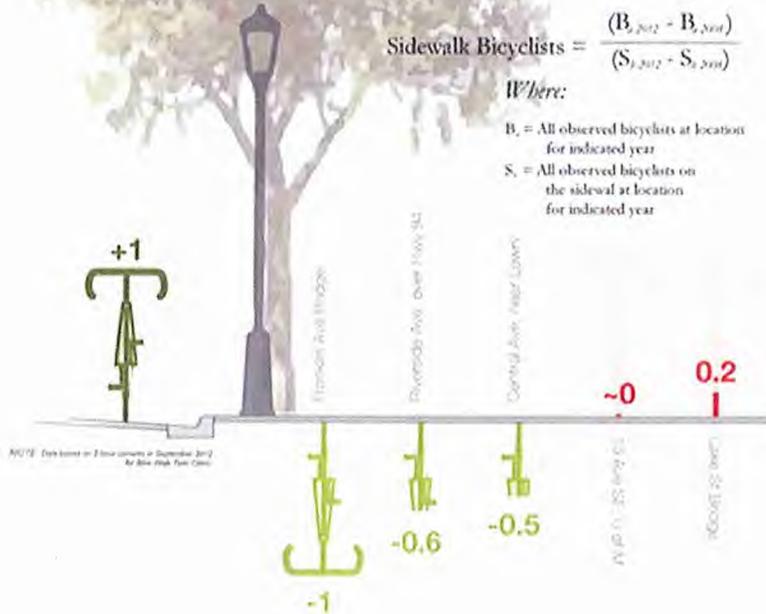
Why this is important

Sidewalk riding has been found to be a leading cause of bike/car crashes in most major cities. A crash analysis conducted for the City of Minneapolis for years 2006-2007 found that 39 percent of all crashes involved a cyclist entering traffic from a sidewalk or sidepath. This is far more crashes than occur from bicyclists riding the wrong way on the street (6 percent) or from blowing through red lights (7.5 percent) or stop signs (3.9 percent).

Equally revealing is that the roadways with the highest crash rates also have the highest percentage of sidewalk riders.

Interestingly, the main reason people give for choosing the sidewalk over the roadway is fear of being struck by an overtaking motorist. Yet, this type of crash (passing error by motorist) represented only 4 percent of all crashes in Minneapolis.

Sidewalk riding, per new cyclist on the street. 2008-2012



Why sidewalk riding can be unsafe

Though a cyclist might feel safer on a sidewalk, he or she is less visible to drivers. Motorists don't expect to see someone on a sidewalk at faster than a walking speed, and views are often obstructed where sidewalks meet the road by parked cars, bushes, signposts, and other structures. Motorists are generally looking for other motor vehicles as they enter an intersection, and do not turn to look also at what might be leaving the sidewalk.

It is especially unsafe to ride on the sidewalk in what would be considered wrong-way riding (opposite the flow of traffic) if you were on the roadway.

The many benefits of bike lanes

Adding bike lanes to a roadway are a low-cost way to create safer conditions for all road users. In all the examples in the table above, improvements were made without having to widen the road. Widening roads can be cost-prohibitive, environmentally detrimental, and makes crossing distances longer. By narrowing existing travel lanes, or removing a travel lane or parking lane, bike lanes can be added without any major costs. Bike lanes provide a buffer for pedestrians from motorized traffic, and tend to have a traffic-calming influence on motorized traffic in contrast to wider travel lanes.

In a study by Dr. Paul Moritz, bike lanes were found to be twice as safe for bicyclists as a minor street, and ten times safer than sidewalks! The graph below reveals the findings:

TABLE 2 Relative Danger Associated with Various Bicycle Facilities

FACILITY TYPE	FRACTION OF COMMUTING KM	FRACTION OF CRASHES	RELATIVE DANGER +
Major street *	35.4%	44.6%	1.26
Minor street *	31.0%	32.1%	1.04
Bike lane/route #	18.4%	9.2%	0.50
Bike path	14.4%	9.6%	0.67
Other &	0.8%	4.4%	5.30
TOTALS	100.0%	100.0%	

NOTES: + - Fraction of crashes/fraction of commuting km.

* - No specific bike facilities provided.

- Bike lane and bike routes combined.

& - Most frequently sidewalks.

Advisory Bike Lanes

More evaluation is being conducted for the new treatment called advisory bike lanes found on East 14th Street in Minneapolis and on Wooddale Ave. in Edina. But, in addition to decreased sidewalk riding, both facilities have also seen a decrease in crashes of all types. This will be covered in greater detail as the in-depth analysis from video recordings is completed. Stay tuned!

Looking forward

In subsequent years, BWTC expects to see significant drops in crashes on all streets where bike lanes have been added (not just on advisory bike lanes). We also anticipate increased volumes of bicyclists on these streets where improvements have been made, with the understanding that many people have yet to discover all the new facilities. As more and more people discover the joys of cycling, Twin Cities cyclists are like to experience an even greater safety benefit known as "safety in numbers." Already this phenomenon is beginning to take effect in Minneapolis. It's a simple but powerful principle backed by international research: the more bicyclists on the road, the safer it is to bike; and the safer bicycling is, the more bicyclists on the road. As BWTC count data shows, this is a win-win for pedestrians too.

comments

I am opposed to sharrows on a

Submitted by Anonymous (not verified) on Thu, 03/28/2013 - 8:15am.

I am opposed to sharrows on a street with a city bus route. In most every case a street parallel to the bus route street would serve better as the bike route. The reason for my opposition to sharrows on bus route streets is simply that sharrows are used on narrow streets without room for bike lanes, and inevitably, the bicyclists slow down the bus service and make it less attractive to ride. This is the last thing that TRANSIT for Livable Communities should support! The worst example of misrouted bicycles via sharrows is Bryant Ave. S. between 50th St. and 31st St. a busy bus route. Aldrich Ave. is where the bikes belong. The City of Minneapolis made a mistake here that should be corrected.

Real bicycle boulevards

Submitted by Donovan Hart (not verified) on Thu, 03/28/2013 - 12:42pm.

I agree with the above comment in some fashion. Aldrich Ave. would serve better as a bicycle boulevard, which is currently used as for slower and family riders. (I live on Aldrich and watch the bike parade- I love it.) But I disagree on one point: bikes belong on every street. I use the Bryant Ave. S route frequently on my bike commute and bus service is rather infrequent. Bicyclists just need to be aware to let buses pass them if they become a bottleneck.

Thank you for your leadership in the upper mid-west

Submitted by Justin Kristan (not verified) on Thu, 04/11/2013 - 11:43am.

Steve:

Wonderful to watch Minneapolis/St. Paul area work through its growth of bicycle facilities. Watching from Fargo/Moorhead area and using every ounce of information relating to on-road facilities to improve on-road network of bicycle facilities. Your efforts are greatly appreciated!

Sincerely,
Justin Kristan
Fargo, ND
LCI #1147

City Code From Surrounding Communities

MN law permits riding on sidewalks outside of business districts unless prohibited by local authorities. It prohibits riding on sidewalks in business districts unless permitted by local authorities.

Bloomington

Bicycles on Sidewalks. Pursuant to Minnesota Statutes, Chapter 169, and unless otherwise posted, persons may ride a bicycle upon a sidewalk in the City of Bloomington, but must yield right-of-way to any pedestrians on the sidewalk. Yielding the right-of-way shall mean leaving the sidewalk if necessary.

Eden Prairie

All public sidewalks, trails and paths, or parts thereof within the City having an improved surface of concrete, blacktop, bituminous or similar material but excluding therefrom all streets, roads, and highways are hereby designated bicycle ways pursuant to Minnesota Statutes, 1990, Section 160.263.

Hopkins

Regulations governing bicycles. The provisions of Minnesota Statutes Chapter 169, including any and all rules and regulations for the implementation and administration adopted and issued by the commissioner of public safety, are adopted by reference.

Riding on Sidewalks. No person shall ride or operate a bicycle, scooter, skateboard, nor shall any person roller skate upon a sidewalk within the B-2 District and that part of Mainstreet from Washington Avenue North to Shady Oak Road. Any violation of this subsection is a petty misdemeanor as defined in Minnesota Statutes 609.02, Subd. 4a.

Minneapolis

The operation of a bicycle upon any public street, alley, highway, sidewalk, or other public property in the city shall be governed by the provisions of Minnesota Statutes, Section 169.222 and this chapter.

Riding on sidewalk.

No person shall ride a bicycle upon a sidewalk within a business district or upon any sidewalk where prohibited by appropriate signage.

Minnetonka

Minnetonka code prohibits motor vehicles from driving on sidewalks; assumption is that bikes are allowed.

Except for crossing at an alley, driveway, building or other authorized crossing, a person must not ride or drive a motor vehicle, all-terrain vehicle, motorcycle, motorized scooter, or motorized bicycle upon a sidewalk or in a pedestrian bicycle safety zone.

Richfield

Restrictions on bicycle riding. The provisions of this section 1300, including the state laws adopted by reference therein, apply to bicycles and their operation in the city. Wherever the city has provided sidewalks and bituminous ramps adjacent to streets, such sidewalks and ramps, anywhere within the city, shall be regarded as usable paths for riding bicyclists.

St. Louis Park

No reference to bicycling on sidewalks found; assumption is that bikes are allowed.



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Bike & Wheeled Recreation Safety for Children

Child development factors and associated injury risk factors

- Most children are ready to ride a tricycle by age 3. With adult supervision, children can ride safely on pathways, sidewalks and in parks.
- The ability to judge traffic safety risks usually develops between the ages of 10 and 14.
- Children under 1 year of age do not have the neck and head muscles to ride in a bike carrier or trailer.

Key messages for client

- Many children will be able to ride a tricycle by age 3. A tricycle that is close to the ground and with large wheels will help prevent it from tipping. Children should ride tricycles in a fenced area such as a back yard or a park; tricycles should not be used in the street or driveway. Driveways are dangerous because you may not see a child when you are pulling into or backing out of the drive. Active supervision is extremely important while your child is riding a tricycle.
- Many children have the physical motor skills to ride a bicycle by age 5 or 6, but the ability to judge traffic safety risks develops much later – usually between the ages of 10 and 14. With adult supervision, children can ride safely on pathways and roads with little traffic and a low speed limit. Children under 10 should not be riding on the road without an adult. If your child is over 10, make sure that he has had lots of training and supervised practice before he rides on the road alone.
- Children under 1 year of age do not have the neck and head muscles to ride in a bike carrier or trailer.
- Bike helmets reduce the risk of head injury in a crash by up to 85% and are required by law in Alberta for children under the age of 18 (even babies riding in bike trailers and baby carriers).
- [Take the bike helmet YES test](#) to learn how to properly fit a bike helmet. The fit should be snug, and helmet should be level and stable.
- Ensure that everyone in your family wears a bike helmet for every ride, and uses a multi-sport or sport-specific helmet for other wheeled activities like skateboarding, inline skating, and riding a scooter.
- In addition to a helmet, those participating in other wheeled recreation should wear wrist guards, elbow pads and knee pads. Falls do occur and protective equipment can help prevent injuries thereby making a new activity more fun to learn and practice.

Resources for clients

- [Take the Bike Helmet YES Test](#)
- [Summer Safety Info Sheet](#)

Refer parents and other caregivers to www.albertahealthservices.ca/injuryprevention.asp for injury prevention information about priority child safety issues.

Web links

- [Alberta Transportation: Office of Traffic Safety](#) focuses on traffic safety issues in Alberta - the motorist, commercial vehicles, snowmobiles, motorcycles, bicycles and pedestrians. Site provides information and resources for health practitioners, teachers, other professionals and the public about transportation safety including [bicycling and skateboarding and inline safety](#). Free resources can be downloaded or ordered online such as the following free educational program:
 - [Is Your Class Street Safe](#) teaches school bus safety, pedestrian safety, and safety when riding in a vehicle or participating in wheeled recreation. Teacher resource guides and student activity books have been developed for kindergarten through grade 3. Materials identify curricular connections and provide grade-appropriate student activities. Additional resources – such as