



The City's Transportation Action Plan establishes an All Ages and Abilities (AAA) Bicycle Network to make bicycling a real possibility for more people.

BIKEWAYS INTRODUCTION AND GENERAL GUIDANCE

The City's [Transportation Action Plan](#) establishes an [All Ages and Abilities \(AAA\) Bicycle Network](#) to make bicycling a real possibility for more people. The goal for the All Ages and Abilities Network is for people on bikes to only share space with cars on quiet low-speed streets or on neighborhood greenways. This network will include protected lanes and trails that are physically separated from moving cars, trucks and buses, will feature improved intersection crossings, and be accessible year-round.

The All Ages and Abilities Network will include three primary bikeway types:

Protected bike lanes:

routes on relatively busy streets with some form of physical separation from motor vehicle traffic, such as bollards, concrete curbs, parked cars, and planters.

Trails/Shared Use Paths:

non-motorized paths for pedestrians and bicyclists, typically more separated from the street than protected bike lanes, and are typically located near rivers, lakes, parkways, and railroad corridors.

Neighborhood greenways:

routes that enhance local, low volume streets and give priority to people walking, biking, and rolling. This will include removing or significantly limiting motor vehicles along sections of the street.

There is an additional type of bikeway highlighted on the All Ages and Abilities Network called connector bikeways. Connector bikeways are standard or advisory bike lanes without physical separation from motor vehicles that may or may not meet the definition of an All Ages and Abilities bikeway depending on the context of the street (including volume, width and speeds).

To implement a AAA bicycle network by 2030 and meaningfully expand bicycling as an option for more people, non-AAA bicycle facilities should generally only be installed during street retrofit projects such as mill and overlays or spot improvement projects. Please reference Figure 3.4A.1 when considering when and what bicycle facilities to implement with street retrofit and reconstruction projects:

Figure 3.4A.1:

Bike lane implementation matrix

Bikeway Type	Street Retrofit Project	Street Reconstruction Project	AAA Bike Facility Type?
Shared Use Path	✓	✓	✓ Yes
Sidewalk-Level Bike Lane	✓	✓	✓ Yes
Neighborhood Greenway: Full Greenway	✓	✓	✓ Yes
Neighborhood Greenway: Bicycle Boulevard	✓	✓	✓ Yes
In-Street Curb-Protected Bike Lane	✓	✗	✓* Yes, for retrofits only
Delineator-Protected Bike Lane	✓	✗	✓* Yes, for retrofits only
Planter-Protected Bike Lane	✓	✗	✓* Yes, for retrofits only
Buffered Bike Lane, Unprotected	✓	✗	✗ No
Bike Lane, Unprotected	✓	✗	✗ No
Advisory Bike Lane, Unprotected	✓	✗	✗ No

The bicycle facility design recommendations included in this design guide are informed and supplemented by the following plans and design manuals. Please reference these guides for additional details specific to bikeway facility design standards, implementation considerations, and best practices:

- [Minneapolis Transportation Action Plan \(“TAP”\)](#)
- [The Minnesota Department of Transportation Bicycle Facility Design Manual](#)
- [Minnesota Manual on Uniform Traffic Control Devices \(“MnMUTCD”\)](#)
- [NACTO Urban Bikeway Design Guide](#)
- [FHWA Separated Bike Lane Planning and Design Guide](#)
- [American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities \(“AASHTO Bike Guide”\)](#)