



Hennepin County, MN



Award: Silver | Spring 2023
Award History: Silver since 2015;
 Previously Honorable Mention in 2003.

Hennepin County's BFA Program Stats

of Local Bicycle Friendly Businesses: **24**
 # of Local Bicycle Friendly Universities: **1**
 # of Local League Cycling Instructors: **20**
 Minnesota's Bicycle Friendly State Ranking: **#5**

The 5 Es Category Scores	Hennepin County	Max Score this round
Engineering	49%	53%
Education	56%	56%
Encouragement	64%	68%
Evaluation & Planning	28%	42%
Equity & Accessibility	37%	37%

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Hennepin County's subcategory points earned within each Category.

Community Profile

Population: 1,281,565
 Area: 554 square miles
 Population Density: 2313 people/square mile
 Land Classification: Mixed Suburban/Urban/Rural
 Poverty Rate: 9.7%*
 Median Household Income: \$84,244*
 Percent of the Population that Speaks a Language Other Than English at Home: 17%*
 Percent with Disability: 11%*
 Percent of Households with No Vehicle Available: 9%*
 *Source: https://data.census.gov/profile/Hennepin_County,_Minnesota?q=0500000US27053

Key Outcomes

Overall Commuter Ridership: 1.2%
 Male Commuter Ridership: 1.5%
 Female Commuter Ridership: 0.9%
 (Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown
 (Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 294
Annual Average Bicyclist Fatalities in last 5 years: 1
 (Crashes and Fatalities both reported by applicant)

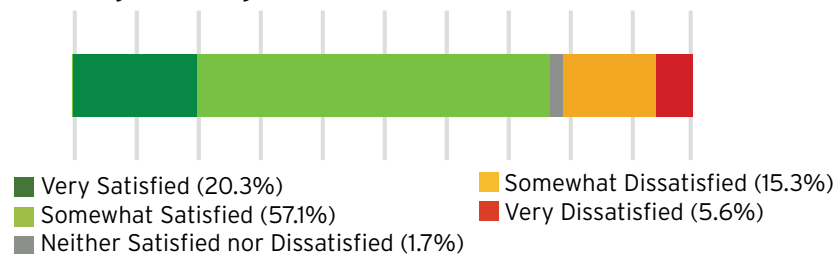
Hennepin County's Bike Links

Bike Network Map, if available:
<https://hennepin.maps.arcgis.com/apps/webappviewer/index.html?id=89b4fc93062f4db2a7fe6840ffe04ba5>

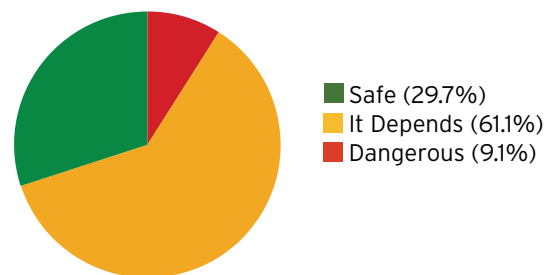
Bike Plan, if available:
<https://www.hennepin.us/-/media/hennepinus/residents/transportation/biking/bicycle-transportation-plan.pdf?la=en&hash=26ABAFD2C3476F5AD2CADF6EEB7D-CDD509DE6295>

Spring 2023 BFC Public Survey Response Summary for Hennepin County, MN

How satisfied are you with how this community is designed for making bike riding safe? (n = 177)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 175)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 176)

1. Improve existing bike lanes to protected bike lanes (30.1%)
2. More bike paths (21.6%)
3. Reduce speeds through traffic calming and/or road diets (13.6%)
4. More bike lanes (9.1%)
5. Improve public decision-making processes for transportation improvements, including bicycling improvements (6.8%)

About this Report Card

The following scores are based on the online application submitted by Hennepin County in the Spring 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Spring 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Hennepin County earned 49% of the points available in the Engineering Category. Below is the breakdown of points that Hennepin County earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Engineering Subcategories	Hennepin County's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	13 / 41 pts
	End-of-Trip Facilities	32 / 44 pts
	Bicycle Network	46 / 128 pts
	Network Maintenance	20 / 32 pts
	Bicycle Access to Public Transportation	16 / 23 pts
	Bike Sharing	9 / 21 pts
	Other Bicycle-Related Amenities	3 / 6 pts
	Regional Coordination	18 / 23 pts
Engineering Bonus Points	4 / 10 pts	

EDUCATION	<i>Hennepin County earned 56% of the points available in the Education Category. Below is the breakdown of points that Hennepin County earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Education Subcategories	Hennepin County's Subcategory Points in Education
	Youth Bicycle Education	38 / 69 pts
	Adult Bicycle Education	34 / 47 pts
	Motorist Education	11 / 28 pts
	Bicycle Safety Education Resources	11 / 16 pts
	Inclusive Education	11 / 26 pts
Education Bonus Points	4 / 7 pts	

ENCOURAGEMENT	<i>Hennepin County earned 64% of the points available in the Encouragement Category. Below is the breakdown of points that Hennepin County earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Encouragement Subcategories	Hennepin County's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	6 / 17 pts
	Route-Finding Support	5 / 10 pts
	Bicycle Culture and Promotion	64 / 91 pts
	Access To Bicycle Equipment and Repair Services	29 / 35 pts
	Reducing Work-Related/Fleet VMT	2 / 11 pts
	Encouragement Bonus Points	2 / 7 pts

EVALUATION & PLANNING	<i>Hennepin County earned 28% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Hennepin County earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Hennepin County's Subcategory Points in Evaluation & Planning
	Staffing And Committees	21 / 40 pts
	Public Engagement for Bicycle Planning	23 / 35 pts
	Planning, Funding, And Implementation	12 / 46 pts
	Evaluating The Bicycle Network	6 / 24 pts
	Evaluating Ridership	11 / 20 pts
	Evaluating & Improving Safety Outcomes	-15 / 42 pts
Evaluation & Planning Bonus Points	2 / 7 pts	

EQUITY & ACCESSIBILITY	<i>Hennepin County earned 37% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Hennepin County earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Hennepin County's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	4 / 24 pts
	Equity Data Collection & Goals	8 / 12 pts
	Equity & Accessibility Policies & Plans	9 / 31 pts
	Equity & Accessibility in Engineering	14 / 44 pts
	Equity & Accessibility in Education	22 / 52 pts
	Equity & Accessibility in Encouragement	29 / 42 pts
	Equity & Accessibility in Evaluation & Planning	14 / 58 pts
Equity & Accessibility Bonus Points	0 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Hennepin County's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Increase the percentage of roads in Hennepin County that are either low speed or have low-stress bike facilities. Hennepin County should continue to develop and maintain physically separated bike facilities on roadways with speed limits at or above 25 MPH. It is exciting to hear that several future roadway construction projects (Franklin, Lowry, Minnetonka) are intended to satisfy this critical need and hopefully the same holds true for the future design of Park/Portland. Continue working to build support for 4- to 3-lane conversions and work with local jurisdictions to make them happen everywhere across the county!
- » Continue to prioritize and find solutions for snow and winter maintenance of countywide bike facilities, including protected bike lanes. Work with the state and local jurisdictions to establish funding and consistent maintenance policies to keep Hennepin County's bikeways useable and in good condition year-round.
- » Encourage every municipality within the county's limits to improve their bicycling-related policies, plans, programming, and infrastructure. Build coalitions to increase consistency in policies and offerings, and to raise standards across the entire county, particularly on issues where the cities have more authority than the county to make improvements, such as around bike parking and parking-related policies. Encourage the communities that haven't yet applied to the BFC program to use the BFC program's framework to expand and improve their efforts.
- » In addition to evaluating your network quality and Bicycle Level of Traffic Stress, conduct a connectivity analysis of the county's existing bicycle network, and work to identify and fill any gaps. Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs.
- » Work with local agencies to create a permanent public bike share program in the Twin Cities region to replace NiceRide. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations. (Note that Hennepin County's 2023 BFC scores reflect that NiceRide was still operating when Hennepin County applied, however reviewers have noted that the bike-share program has since announced that it will not return in 2023.)
- » Improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities (with bikes provided) and by expanding the program to all K-12 schools across the county. There are several successful models in Hennepin County that should be replicated by neighboring communities. For example, encourage other cities to replicate Richfield's equity efforts around in-school education, including offering adaptive cycles for on-bike programming for children with disabilities, and offering multilingual support for students who speak English as a second language. Minneapolis' Safe Routes To School programming and Safe Routes to School Strategic Action Plan can also serve as a model for other cities in the county. Consider how the County can better facilitate regional collaboration to help every school and school district to learn from each other's successes.
- » Continue to expand your bike count program to be able to establish a reliable bicycle modeshare estimate for the county, as well as for each community within the county to inform their work as well.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Establish and adopt a measurable goal to eliminate all traffic fatalities and serious injuries by a specific timeframe. Continue working to develop a Toward Zero Deaths plan or similar to support this goal and to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.
- » Work with local law enforcement agencies across the county to improve data collection around traffic stops and citations – including the collection and transparency of racial and demographic data for drivers, cyclists, and other roadway users who are stopped for any traffic enforcement-related reasons. Ensure there is consistent methodology used by all agencies across the county.
- » Consider what other local groups exist in Hennepin County who may be good potential partners to reach new audiences and build on existing bike education, encouragement, and engagement efforts. Question F4 on the BFC application provides a wealth of suggested community partners for you to consider, beyond the existing agencies, clubs, and organizations that are already active in this space.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Sp23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:**
<https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:**
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>