

3.1 Benchmarks: What does success look like?

Establishing benchmarks for implementation will help measure whether progress in developing Edina's bicycle infrastructure is being made and help direct efforts to areas that need increased attention.

Two types of benchmarks are recommended for consideration: implementation benchmarks (which focus on how much of the recommended bicycle network is actually developed from year to year) and ridership benchmarks (how many riders does Edina's bicycle attract). It is important that the goals indicating satisfactory progress not be set so high that success is unattainable nor so low that no meaningful change is required to declare improvement.

A number of benchmark measurements are provided for consideration below; these are meant to be used in concert with the timelines for implementation provided in Chapter 3.3.

IMPLEMENTATION BENCHMARKS

Given that Edina's bicycle network does not at present contain many elements, realistic goals should be established to determine progress towards improving the physical condition and provision of Edina's bicycle infrastructure. An important component of addressing improvement will be the implementation and functioning of the City's Bicycle Facility Maintenance Request Program, which will be especially helpful in decreasing current hazards in Edina's system.

REMOVING HAZARDS

Within one year

- No unsafe drainage grate designs are present on Edina's streets
- All unsafe shoulder and gutter conditions (gutters more than a quarter inch below adjacent pavement, deteriorated shoulders, or degraded curb-pavement joints) on designated Primary routes are repaired

Within two years

- All unsafe shoulder and gutter conditions on designated Secondary routes are repaired

INCREASING SAFETY AND CONVENIENCE

Within one year

- Existing loop detectors along designated Primary routes where they cross multi-lane roads are tuned to better detect cyclists

Within three years

- New bike loop detectors are installed along designated Primary routes where they cross multi-lane roads and where existing detectors could not be modified to detect cyclists
- Blue bike lanes are installed at all recommended locations along designated Primary routes

DESIGNATING AUTOMOBILE SPACE

- On streets that are designated Primary routes, stripe the “fog line” (right edge of automobile travel lane) at 10 or 10.5 ft width depending on conditions. Goal is to stripe a minimum of 10% of total road miles on designated Primary routes per year.

DEVELOPING BIKE FACILITIES

Within one year

- Install bike route signs including distance, direction and destination information on all Primary bike routes (except for those streets, like 77th Street, that currently present other issues that must be addressed first before they are comfortable for cycling)

Within two years

- Install bike route dots along designated Primary and Secondary routes in Edina
- Complete striping bike lanes on designated Primary streets

IMPROVING BICYCLE PARKING

Within one year

- Bicycle parking facilities are provided in all Edina public schools and parks

Within two years

- Adequate number and type of bicycle parking facilities are provided at all major Edina commercial and retail destinations, including 70th and Cahill, 50th and Vernon, and others

Within three years

- All Edina public schools and parks have bicycle parking facilities of a recommended type (“inverted U” or “post and loop”)
- The number of bicycle parking facilities provided at Edina public schools and parks meet the recommended guidelines specified in Appendix A.3
- All transit stops in Edina include parking space for at least two bicycles

RIDERSHIP BENCHMARKS

Establishing effective benchmark ridership levels to ascertain improvement or increase in facility use requires the availability of baseline data. Unfortunately not much information on existing bicycle ridership levels in Edina is currently available.

Nonetheless, a preliminary benchmark base level can be established using the recently completed bike counts taken in September 2007 as part of a larger, coordinated base level bike count effort coordinated by Transit for Livable Communities. This was the first time that bicycle counts were conducted in Edina simultaneously with counts throughout our region. Counts were conducted by BETF volunteers at two locations, from 4:00 to 6:00 p.m., over two days. In that time period an average of 21 bikers and 35 pedestrians were counted at 44th Street and Brookside Avenue while 17 bikers and 14 pedestrians were counted at 70th Street and Cahill Road. These numbers can be carried forward as representative cycling usage at those locations, and can be used to compare progress. It is recommended that this bike count practice be continued and expanded, perhaps with the support of the City’s Bicycle Coordinator (as recommended in Chapter 3.2).

A yearly growth of 10% in the number of riders at each location (and at new ones as this data collection effort expands) will indicate satisfactory progress for this Plan.

MOVING FORWARD

New benchmarks should be set up as this Plan is adopted and implemented, and experience guides new directions and issues relevant for implementing the vision behind this Plan. It is recommended that this Plan and its recommendations be revisited, at the latest, three years after adoption.