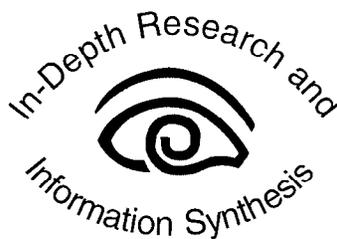




A Guide to Bicycle Transportation
in the Twin Cities Metropolitan Area:
The Processes, The Players, The Potential

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**A Guide to Bicycle Transportation
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The Processes, The Players, The Potential**

Prepared by

Mary Elizabeth Jackson

Office of Environmental Services
Minnesota Department of Transportation
St. Paul, MN 55155

Pamela Newsome

Office of Research Services
Minnesota Department of Transportation
St. Paul, MN 55155

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St. Paul, MN 55155
www.dot.state.mn.us

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Cover photo by David Gonzalez, Minnesota Department of Transportation



Executive Summary

The transportation future of the Twin Cities seems to be set for traffic jams, longer commute times, and road rage. Twin Cities metropolitan residents are searching for alternatives, and bike transportation can be a part of the package of solutions. This guide 1) describes the potential for improving bicycle transportation in the Twin Cities metropolitan area, 2) identifies the common barriers and limitations to bike transportation as described by metro area transportation officials and bicycle advocates, and 3) provides an overview of the organizations involved. The cities of Boulder, Colorado; Madison, Wisconsin; and Toronto, Ontario, Canada have built reputations for being bicycle friendly and were reviewed to provide examples of innovative bicycle programs. This guide serves as a starting point in describing bicycle transportation in the Twin Cities metropolitan area.

Managing the transportation system in the Twin Cities metropolitan area is based on a multi-agency, regional approach. The Metropolitan Council, as the metropolitan planning organization, has the role of coordinating the development of transportation for seven-county metropolitan area, as well as coordinating the transportation plans of the cities and counties. As the transportation agency for the state of Minnesota, the Minnesota Department of Transportation (Mn/DOT) has responsibilities in planning, developing, and maintaining major parts of the region's roadways for bicycles as well as motorized vehicles. Counties and cities also have responsibilities in maintaining and developing the roadways in their jurisdictions.

While rail and bus transit have received the most visibility, the overall political environment seems to favor searching for good alternatives to driving. Bicycle transportation fits well into that environment. Bicycling provides health benefits that most other forms of transportation cannot. With the growing interest and need for physical exercise, bicycling provides an inexpensive and easy way to get physically conditioned. Bicycling also provides a non-polluting way to get to work.

Bicycle facilities are important in making bicycling a viable transportation choice. In the *1999 Statewide Transportation Tracking Study*, a statewide survey of Minnesota residents, support was shown for commuting to work by bicycle. Although only about 4 percent of working Minnesotans commute by bicycle at least a few days a year, 18 percent of working Minnesotans said they live close enough to their workplace that they would consider commuting to work by bicycle. Of those who would consider bicycling to work or bike already, the majority said that bike lanes on roadways (79%), separate bicycle paths (73%), and secure bike storage at work (72%) are very important or somewhat important in increasing the likelihood they would bike to work or bike more often (Minnesota Center for Survey Research, 1999). Bicyclists have the same rights as drivers of automobiles, except when provisions in law address bicyclists specifically (see Minn. Stat. 169.222, Subd. 1).

Transportation officials and bicycle advocates, among others, are looking for leadership in developing an effective regional bicycle transportation network infrastructure. Mn/DOT, the Metropolitan Council, and county and city public works departments need to lead the effort to create a coordinated bicycle transportation network. Communication links between and among jurisdictions need to be encouraged to develop natural partnerships. Bicycling facilities should be included at the outset of planning a transportation project as well as in roadway construction, maintenance, and preservation projects. Priority should be given to a bicycle transportation system that connects activity centers such as employment centers, business, shopping, and residential areas rather than to individual projects that do not connect activity centers.

Metro area residents' preferences, needs, attitudes and travel behaviors need to be assessed and incorporated into government decision-making processes. The process and criteria used to determine how projects are funded should be examined for consistency with appropriate design manuals, traffic engineering principles, current research, and community needs. The process and criteria should also be based on a regional bicycle transportation network infrastructure approach. The University of Minnesota, the City of Shoreview, Dakota County, and the City of Minneapolis could serve as models and mentors in bike facilities planning.

Bicycle facilities are an important element in encouraging metropolitan area residents to commute to work by bike. The Metropolitan Council, Mn/DOT, the counties and cities would serve metro area residents well by developing bike facilities to include bike storage, lockers, bicycle lanes, and destination signing. We hope that the information in this guide will encourage discussions among citizens, public officials, and legislators about ways to improve the bicycling transportation system, with the goal of making bicycling a viable transportation choice in the Twin Cities metropolitan area.



Photo by David Gonzalez

Chapter 1 Introduction

As a metropolitan area with seven counties and two central cities, the organization of the Twin Cities transportation system is complex. The players in the planning, funding and implementation of bicycle programs and facilities include cities, counties, park districts, state and federal agencies, and the metropolitan planning organization. Various boards and advisory groups are involved. This guide serves as a starting point in providing an overview of bicycle transportation in the Twin Cities metropolitan area. In this guide, you will find a summary of the responsibilities of the different jurisdictions and a list of contacts for the organizations involved.

The Twin Cities has great potential in improving the metro area transportation system for bike commuting. Metro area residents show interest in bicycling and bike commuting. They also show their concern and dissatisfaction with increasing congestion and its byproduct, road rage. They are concerned about air quality. At the same time, traffic congestion has grown and shows no signs of decreasing or leveling off. As a result, many Twin Cities metropolitan residents are searching for alternatives to driving alone to work. In 1999, Metro Transit ridership grew 8.8 percent, the fastest growth in 24 years. "In fact, through the first three-quarters of 1999, Metro Transit had the fastest growing bus ridership among the 25 largest transit systems in the nation," stated Robert J. Gibbons, Director of Customer Services & Marketing, Metro Transit. He added, "Over the past two years, ridership has grown 70 percent faster than service has been expanded" (personal communication, April 14, 2000).

An increase in bike commuting will not in itself solve our transportation problems, of course. Bike commuting is a part of a package of solutions and is one piece in the overall transportation picture. Emissions control and cleaner fuels help address air quality issues. Modified travel behavior such as trip reduction and timing more trips for nonpeak hours address both air quality and congestion.

This guide describes the potential for improving bicycle transportation in the Twin Cities metropolitan area. The guide also identifies the common barriers and limitations to bike transportation as described by metro area transportation officials and bicycle advocates, and provides an overview of the organizations involved. Specifically, the objectives of this guide are to:

- **Outline** the benefits of bicycling
- **Provide** a background on the Twin Cities transportation organizational structure and how bicycle transportation planning and programs fit into that structure
- **Describe** some of the bicycle facilities in the Twin Cities and highlight recent developments
- **Provide** examples from other cities with success in improving bicycle transportation and increasing bike commuting
- **Encourage** exploration of new ways to improve bicycle transportation by describing successful programs or projects in the Twin Cities
- **Present** some of the problems and solutions Twin Cities transportation officials have identified in bike transportation.

To obtain information for this report, we first investigated other cities with innovative bike programs - Boulder, Colorado; Madison, Wisconsin; and Toronto, Ontario, Canada -- cities that have a reputation for being bicycle friendly. After going over their transportation plans, searching their web sites, and conducting interviews via phone or e-mail with city bike program officials, we summarized some of their programs and initiatives that may be applicable to the Twin Cities. Secondly, we interviewed Twin Cities metropolitan area transportation officials from a variety of jurisdictions to get a summary of their views on what has been successful and what they think could be done to improve bike transportation. Bicycle advocates from bicycle organizations were also consulted. These interviews identified some of the barriers and solutions in creating a bicycle-friendly transportation system.

The metro area transportation system involves several levels of government - federal, state, county and city - that are responsible for some part of the overall transportation system. The Metropolitan Council, as the metropolitan planning organization, has the role of coordinating the development of transportation for the Twin Cities, as well as coordinating the transportation plans of the cities and counties in the metro area. As the transportation agency for the state of Minnesota, Minnesota Department of Transportation (Mn/DOT) has responsibilities in planning, developing, and maintaining major parts of the region's roadways for bicycles as well as motorized vehicles. Counties and cities also have responsibilities in maintaining and developing the roadways in their jurisdictions.

Because all these government units are involved in some aspect of the transportation system, improving the transportation system for bicycling can be a complex endeavor. We hope that the information in this guide will encourage discussions among citizens, public officials, and legislators about ways to improve the bicycling transportation system, with the goal of making bicycling a viable commuting option in the Twin Cities metropolitan area.



Dinkytown Bikeway Connection near the University of Minnesota Minneapolis campus. Photo by Michael Jackson.

Chapter 2

The Benefits of Bicycling

Bicycling is one of the most popular outdoor activities in Minnesota. Bicycling was the top recreational activity of four out of six Twin Cities regional trails in a recent study about trail use (Vlaming, 1999). Besides being one of Minnesota's favorite recreational activities, bicycling has many other benefits. Bicycling can be used to run errands for shorter trips, and may also provide the quickest way to a destination without being a part of the growing automobile traffic. In fact, the Federal Highway Administration estimates that since "60 percent of all automobile trips are under five miles in length, it appears that the public misses a great many opportunities in which bicycling and walking could be substituted for driving" (United States Environmental Protection Agency, 1997). In fact, bicyclists have the same rights as drivers of automobiles, except when provisions in law address bicyclists specifically (Minn. Stat. 169.222, Subd. 1).

Bicycling can be a pleasant experience, allowing you to connect, interact, and experience your neighborhood. Bicycling also provides health benefits that most other forms of transportation cannot. With the growing interest and need for physical exercise, bicycling provides an inexpensive and easy way to get physically conditioned.

Bicycling also provides a non-polluting way to get to work. According to the Environmental Protection Agency, bicycling is underutilized as a transportation choice, and offers "the potential for significant reductions in transportation emissions while also reducing traffic congestion and demand on petroleum" (United States Environmental Protection Agency, 1997). In contrast to driving a car, bicycling to work is pollution-free. Every trip by a bike instead of a car reduces the negative environmental impacts associated with automobiles (Gardner, 1998).

The Twin Cities has a variety of bikeways that provide access to shopping areas, parks, and work centers. Several trails in the metro area receive high use because of their proximity to residential areas, scenic parks and woodlands. The Gateway State Trail and the Cedar Lake Trail are two examples of trails that provide both transportation and recreational opportunities.

Now there is an even greater incentive to provide environmentally-sensitive transportation choices. A report released by the Minnesota Pollution Control Agency (PCA) states that several surveys conducted on environmental issues show that Minnesotans, especially in the Twin Cities, are concerned about air quality (<http://www.pca.state.mn.us/air/airtoxics.html>).

The Environmental Protection Agency reports that bicycling offers the opportunity to reduce transportation emissions and demand on petroleum. The EPA reports that:

Additional benefits of using these options [bicycling and walking] include making neighborhoods safer and more friendly as well as reducing other environmental impacts of motorized transportation, such as solid and hazardous waste production, water pollution, greenhouse gases, noise, and the destruction of open space, wetlands, and other habitats (United State Environmental Protection Agency, 1997).

Bicycling can become a realistic and enjoyable commuting choice for many metro area residents. The trails and bikeways already constructed, Minnesotans' interest and enthusiasm, and new investments in bicycle facilities, all contribute to creating a sound, convenient, and environmentally-sensitive transportation system.



A bike commuter on John Ireland Boulevard in St. Paul.
Photo by Mary E. Jackson

Chapter 3 Transportation Trends in the Twin Cities

The public responds to growing congestion

Twin Cities residents have already responded to growing congestion. In the second half of 1998, ridership on the Metro Transit bus system experienced the largest turnaround in two decades. Although annual trips had dropped by 12.3 percent between 1987 and 1997, the second half of 1998 showed an increase of 6.4 percent from the year before (www.metrocouncil.org/Region/ri41.htm).

According to the Metropolitan Council, the planning agency for the Twin Cities area, increased transit use is due to two factors: public response to the region's growing highway congestion and transit service expansion. Metro Transit has improved vehicles, developed employer outreach programs and begun providing round-trip transfers. Increased transit use is a hopeful sign that the public is willing to change transportation choices to respond to growing traffic problems (www.metrocouncil.org/Region/ri41.htm).

Significant increase in travel demand and reduced roadway capacity

Despite the growth in transit use, the future is set for traffic jams, longer commute times, and road rage. From 1970 to 1995, the Twin Cities metropolitan area population increased by half a million people, or by 26 percent. In the next 25 years, the population is projected to increase by 650,000, or 27 percent. The Metropolitan Council states:

A major issue with the highway system today is that total travel will increase and accessibility will decline. Fewer new metro highways are being built so road capacity will not increase to meet travel demand. Even if funds were unlimited, the social and environmental constraints are too great to continue with large highway expansion programs to escape congestion (Metropolitan Council, 1996).

In the past 20 years, travel demand has increased faster than population growth and is expected to continue (Mn/DOT, Metro Division, 1997). Daily travel has increased in the metropolitan region. In 1970, a third of the households had two or more cars. By 1990, 58 percent had two or more cars. There are 600,000 more licensed drivers in 1990 than in 1970, even though the population grew by only 414,000. In addition, vehicle occupancy rates have decreased, from 1.4 persons per vehicle in 1974 to 1.11 in 1997.

Land use patterns also influenced traffic growth. In 1970, 54 percent of the region's population lived outside Minneapolis and St. Paul. By 1990, 69 percent lived outside the cities. More jobs are in the suburbs than in 1970, resulting in changing commuting patterns. Now, metropolitan area residents commute suburb to suburb, not only suburb to city (Metropolitan Council, 1996).

The costs to expand, repair and maintain the transportation system have increased as well. Transportation funding levels are only expected to keep pace with inflation, while the infrastructure will continue to need repairs and improvements (Mn/DOT, Metro Division, 1997).

The highway system's capacity is challenged most during peak-traffic periods (Metropolitan Council, 1996). While metropolitan residents value mobility and flexibility in home and job locations, mobility

is expected to decrease significantly (Mn/DOT, Metro Division, 1997). Road rage is the unfortunate by-product of decreased mobility and increased congestion. Teresa Callies, Information Officer, Mn/DOT Traffic Management Center, states, "One key thing we've found is that there is an overall feeling of frustration with the lack of driver courtesy on the freeways. People are angry about other drivers being in a hurry, not using their turn signals, violating HOV lanes, tailgating, speeding, etc." (Callies, 2000).

The Metropolitan Council outlined some measures to reduce peak-period employee vehicle trips. Some of these measures include modified work hours, telecommuting, transit-pedestrian friendly mixed-use development, promotion of ridesharing, carpool/vanpool matching, and bicycling.

In view of the growing congestion, bicycling is one part of the transportation mix that can improve the efficiency of the region's overall transportation system. Twin Cities residents need viable commuting alternatives to the single occupant vehicle. As recreational bikers know, bicycling can be a pleasant experience, which also provides health benefits that most other forms of transportation cannot. All the more reason to incorporate bicycle transportation into the region's overall transportation system.



A bike commuter on the Cedar Lake Trail in downtown Minneapolis. Photo by Mary E. Jackson

Chapter 4

Political Climate Conducive to Alternative Transportation

Transportation alternatives to the single occupant vehicle have received a good deal of attention in Minnesota State government under the current administration. When Governor Jesse Ventura took office in January 1999, he appointed a new Commissioner of the Minnesota Department of Transportation and a new Chair of the Metropolitan Council. Governor Ventura, Mn/DOT Commissioner Elwyn Tinklenberg, and Metropolitan Council Chair Ted Mondale are all strong supporters of improved mass transit. They all talk of wanting to reduce urban sprawl, revitalize inner cities and inner-ring suburbs, and reduce road congestion. The 1999 Minnesota State Legislature also supported increased transportation options. The Legislature authorized a \$60 million bonding bill for the proposed Hiawatha Avenue light rail transit (LRT) line in Minneapolis, which will be the Twin Cities' first LRT line. They also allocated \$110 million for bus transit and Metro Mobility service in the Twin Cities area, and \$32.4 million for Mn/DOT to support transit programs in Greater Minnesota.

While rail and bus transit have received the most visibility, the overall political environment seems to favor searching for good alternatives to driving. Bicycle transportation fits well into that environment.

When Ted Mondale was appointed to head the Met Council, he said that his top priorities would be expanding transit options, reducing urban sprawl, and developing affordable housing (*Star Tribune*, 1/27/99). He has talked about a "network of solutions" to congestion that focuses on rail and buses (*Pioneer Press*, January 27, 1999). Bicycle transportation could be a part of that network, too.

When Elwyn Tinklenberg was appointed Transportation Commissioner, he said, "I think that we need to do a much better job of creating and articulating a comprehensive plan for transportation for the state" (*Star Tribune*, January 14, 1999). Bicycle transportation needs to be a part of that comprehensive plan. Indeed, the mission statement in Mn/DOT's *Strategic Plan 2000: Moving Minnesota*, describes the agency's fundamental purpose this way:

*"To develop a coordinated transportation network that allows people and goods to move efficiently across the state. Through such a network, Mn/DOT preserves, manages and improves the state's highway, transit, air, rail, waterway, **bicycle**, pedestrian and non-travel alternative systems and supports connections among all these transportation options"* [emphasis added].

Commissioner Tinklenberg appeared on the *Almanac* program on public television on June 11, 1999, and spoke again of the need to change our transportation infrastructure to be more multimodal. In addition to supporting rail, bus, and new technology solutions, he also supports integrating walking and biking into the landscape more appropriately.

Governor Ventura spoke at a conference on "Smart Growth" in Minneapolis on the same day, June 11, and endorsed ten growth principles of Minnesota's Smart Growth Network. One of those principles is to "promote the safety, livability and revitalization of existing urban and rural communities" (*Star Tribune*, June 12, 1999). Bicycle transportation fits beautifully into that principle. Governor Ventura's strategic plan for the state, released in October 1999, includes using smart growth principles to restrain urban sprawl and protect the environment and open spaces.

"Smart Growth" and "anti-sprawl" have become much-discussed and controversial topics in the Twin Cities area. Smart growth proponents envision more high-density, mixed-use neighborhoods that

encourage walking, biking and transit use. Critics see that concept as opposing suburban growth and limiting the choice for a suburban lifestyle. Supporters see it as encouraging growth on a different scale that would provide additional choices in suburban areas. They advocate more compact, village-style development including houses, shops and offices that are within walking or biking distance, green space, and transit hubs.

The Metropolitan Council has anticipated that the proposed new bridge across the St. Croix River at Stillwater could easily generate sprawl in that region. In August 1999, the Council hired a design consultant to work with Washington and St. Croix Counties on ways to minimize that sprawl and to encourage the clustering of mixed-use development as described above.

Another example of a "smart growth" initiative is the North Metro I-35W Coalition Build-Out and Transportation Study. This group of seven communities is located in the northern part of the metro area along the I-35W corridor. They are participating in a long-range build-out and alternative transportation study to determine how smart growth strategies can be used to accommodate the amount of growth and change that they expect over the next 20 years. The study is partially funded by a grant from the Metropolitan Council's Livable Community Demonstration Account. Details on the initiative are available on its web site at http://www.cala.umn.edu/design_center/projects/i35w/dcaulbuildout.html.

Bicycle transportation also fits well with Minnesota's commitment to sustainable development as stated in its "Declaration of State Environmental Policy," *Minnesota Statutes 1998*, Chapter 116D, Section 116D.02. The overall goal of the policy is to "create and maintain conditions under which human beings and nature can exist in productive harmony...." Under this statute, state government is responsible for: encouraging, through education, a better understanding of natural resources management principles that will develop attitudes and styles of living that minimize environmental degradation; practicing thrift in the use of energy; and reducing the deleterious environmental impact due to operation of vehicles with internal combustion engines in urbanized areas. Bicycle transportation improvements can help achieve these policy goals.

The climate is right for an increased emphasis on bicycle transportation as a part of the overall transportation mix. Congestion is a concern; environmental issues are a concern; urban sprawl and livability issues are a concern; and state government leaders are united in a search for transportation solutions.

Chapter 5

The Importance of Bike Facilities in Choosing to Bike to Work

Overview

Bicycle facilities are a critical part of a bike transportation system. Bicycle facilities are provisions made by public agencies for bicycling, including bike parking and storage areas, bikeways, bikeway maps, and shared roadways not specifically designated for bicycle use. There are specific definitions for types of bicycle facilities. A *bicycle lane* is a portion of roadway or shoulder designed for exclusive or preferential use by bicyclists. A *bicycle trail* is a bicycle route or path developed by the Department of Natural Resources. The term "trail" is also used to describe an off-road path developed to accommodate bicyclists. The most general term to describe a facility for bicycling is a *bikeway*. This term describes a bicycle lane, bicycle path, or bicycle route, regardless of whether it is designated for the exclusive use of bicycles or is shared with other transportation (Mn/DOT, 1996).

According to the *Minnesota Bicycle Transportation Planning and Design Guidelines* (Mn/DOT, 1996):

Bicyclists and pedestrians value the same travel features as when driving motor vehicles (e.g., accessibility and directness), yet they also value characteristics such as designated facilities, low traffic volumes and speeds, in general, an attractive and comfortable environment.

Bike lanes, bike paths, and secure storage at work

In the *1999 Statewide Transportation Tracking Study*, a statewide survey conducted of Minnesota residents, support was shown for commuting to work by bicycle. Although only about 4 percent of working Minnesotans commute by bicycle at least a few days a year, 18 percent of working Minnesotans said they live close enough to their workplace that they would consider commuting to work by bicycle. Of those who have never used a bicycle for transportation purposes in place of driving, 29 percent said they would consider bicycling for transportation purposes occasionally (Minnesota Center for Survey Research, 1999).

The *1999 Statewide Transportation Tracking Study* results showed that more research is needed into designing bikeways that simultaneously address safety and efficiency concerns and encourage bicycling for transportation purposes. While the survey does not address whether there are sufficient bicycle facilities to accommodate the current level of bicyclists, it does suggest that those who would consider biking to work do not because of a lack of bicycle facilities. Specific facilities, such as bike lanes on roadways could increase the number of people deciding to commute to work by bicycle. Of those who would consider bicycling to work or bike already, the majority said that bike lanes on roadways (79%), separate bicycle paths (73%), and secure bike storage at work (72%) are very important or somewhat important in increasing the likelihood they would bike to work or bike more often. Table 5.1 shows respondents' views on the importance of various bike services and facilities in increasing their likelihood of biking to work.

Table 5.1. Minnesota responses to “Would this facility be very important, somewhat important, not very important, or not at all important in increasing the likelihood you would commute to work by bicycle?”

Bicycle facility or service	Very important	Somewhat important	Not very important	Not at all important
Bike lanes on roadways	56%	23%	6%	15%
Separate bike paths	44%	29%	12%	15%
Secure bike storage at work	47%	25%	12%	15%
More “share the road” signs	35%	29%	25%	27%
Showers and lockers at work	23%	25%	16%	36%
Snow and ice removal from trails in the winter	36%	13%	12%	38%
More information on how to commute by bicycle	22%	18%	26%	34%
Bike racks on buses	10%	19%	22%	48%

Only those who said they lived close enough to their workplace that they would consider commuting to work by bicycle even a few days a year (or already bike to work) were asked these questions. Number of respondents ranged from 116 to 120.

Source: Minnesota Center for Survey Research, *Statewide Transportation Tracking Study: Minnesota Department of Transportation Research Summary*, June 1999.

Bike advocates, transportation officials, and the public often debate the type of bikeway that would most benefit bicyclists and the traveling public in a specific location. There are many different ways to accommodate bicyclists. Jim Dustrude, transportation strategist with Mn/DOT with expertise in bike facilities design, emphasizes the importance of bike lanes to allocate a safe space on the street. He stated that lanes encourage biking and also serve to alert motor vehicle drivers of bicyclists on the road (personal communication, December 9, 1999). The degree of support for bike lanes and separate bike paths in the statewide survey supports his view that bike lanes may encourage more people to commute by bicycle.

Richard Arey, bicycling advocate in the Twin Cities area and author of *Twin Cities Bicycling*, outlines the same theme. He stated that people want off-road trails, dedicated bike lanes, smooth pavement, and also destination signing. “Part of biking to work is the enjoyment of it,” Arey added (personal communication, June 22, 2000).

The statewide survey also showed that those who currently do not bike would consider bicycling if bicycle facilities were improved: 76 percent said that safer bike crossings would increase the likelihood they would bike to a destination. In addition, 73 percent said that more or better bike trails would increase the likelihood they would bike to a destination (Minnesota Center for Survey Research, 1999).

Table 5.2 shows Minnesotans' comfort level in various situations. Almost all of those who said they have used their bicycle for transportation purposes are comfortable biking on "multi-use paved path separated from roads." About two-thirds of the respondents are comfortable biking on sidewalks and two-thirds are also comfortable biking in marked lanes on roadways.

Table 5.2. Minnesota bicyclists responses to "How comfortable do you feel riding a bike [in this situation]?"

Situation	Comfortable or Very comfortable	Neither	Uncomfortable or very uncomfortable
On multi-use paved paths separated from roads	83%	2%	5%
On sidewalks	67%	6%	26%
In marked lanes on roadways	66%	4%	30%
On roads with "bike trail" or "share the road" signs, but no bike lane designation	49%	10%	42%
On road shoulders	40%	6%	55%

Only those who said they have biked to a destination instead of driving to that destination were asked these questions.

Number of respondents ranged from 199 to 212.

Source: Minnesota Center for Survey Research, *Statewide Transportation Tracking Study: Minnesota Department of Transportation Research Summary*, June 1999.

The percentage of respondents who are comfortable biking on sidewalks indicates that most perceive that sidewalks are a safe place to bike. However, research suggests that biking on the sidewalk increases the bicyclist's accident risk. On the sidewalk, the bicyclist is out of the flow of traffic and consequently neither seen nor expected by motorists (Schimek, 1997).

Ultimately, bike safety research, state laws, and public perceptions must be considered in the design, construction, and maintenance of high quality and functional bike facilities.



Filled bike racks are a common site at the University of Minnesota Minneapolis campus. Photo by David Gonzalez

Rules of the road

As with any means of transportation, bicyclists need to follow the rules of the road and take proper precautions. These rules include riding with the flow of traffic, obeying traffic control devices, using lights at night, and being especially cautious at intersections. When bicyclists behave in a predictable manner, they are less likely to collide with motorists (Michael Jackson, State Bicycle Coordinator, personal communication, July 13, 2000).

One of the primary precautions to take is to always wear a bicycle helmet. Mark Kinde, an epidemiologist, is in charge of the Injury and Violence Prevention program at the Minnesota Department of Health. He stated, "All bicyclists should wear a bike helmet. The data are clear: wearing a helmet while biking reduces the risk of brain and spinal cord injury. In fact, in a scientific study on bike helmet use (Rivara *et. al.* 1988), researchers reported that wearing a helmet reduces risk of injury by 85 percent. Wearing a helmet saves lives, reduces the risk of injury and is just the way to bike" (Mark Kinde, personal communication, May 21, 2000).

Bicyclists' rights and duties are found in the *Minnesota State Statutes*, sections 169.01, 169.222, and 169.305 (www.leg.state.mn.us). Bicyclists have the same rights as drivers of automobiles, except when provisions in law address bicyclists specifically (Minn. Stat. 169.222, Subd. 1). Bicyclists are allowed to bicycle on any public street and highway in the state, except on limited-access freeways (Minn. Stat. 169.222, Subd. 1 and 169.305, Subd. 1c). In the Twin Cities, the limited-access freeways include I-35W, I-35E, I-94, I-394, I-494, and I-694. On all other roads, you may bike unless the road segment specifically prohibits bicycling. Bicycles are not allowed on sidewalks in a business district unless authorized by local authorities. Local authorities may prohibit bicycling on any sidewalk under their jurisdiction. Bicyclists must yield to the right-of-way of pedestrians on sidewalks or in crosswalks (Minn. Stat. 169.222, Subd. 4d).

To obtain additional information on Minnesota's traffic signals and pavement markings, see the Minnesota Driver's Manual, a free booklet from the Minnesota Department of Public Safety's Driver and Vehicle Services Division. You can also obtain a booklet through www.dps.state.mn.us/dvs/DLmanual/DLmanual.htm. To register your bike or order this booklet, call the Department of Public Safety at 651.282.6555.

Bicycles can be registered at any motor vehicle deputy registrar or at specified bicycle shops around the state. However, you cannot register your bicycle through the mail. You can also get an application for bicycle registration at www.dps.state.mn.us/dvs/PDFForms/MVforms.htm. For additional information, contact Driver and Vehicle Services, 445 Minnesota Street, Suite 175, St. Paul, Minnesota 55101-5175 or by phone at 651.296.6911; TTY: 651.282.6555. More information can be found at the web site: <http://www.dps.state.mn.us/dvs/Bike/Bikereg.html>.



Wearing a bike helmet while biking is essential. Photo by David Gonzalez



Filled bike racks in downtown Minneapolis. Photo by Mary E. Jackson

Focus on the University of Minnesota: A Bike commuter's Campus with Growing Needs

If you take a walk around the Minneapolis campus of the University of Minnesota, you might get the impression that most students bike to their classes. Bikes are everywhere, and the mild 1999 winter gave students a chance to bike throughout the winter season. As with other student areas and campus towns such as Madison, biking to school is commonplace at the University. And the University has provided for bike commuting: all University streets that are wide enough to accommodate bike lanes are striped and signed for bicycling. All University buses have bike racks (Steve Sanders, personal communication, December 7, 1999). However, several developments in the past few years at the University have made bike commuting even more convenient for students and faculty. These developments include:

- increasing information available to students and faculty on biking to and from campus
- increasing information collected on biking on and around campus to target and meet bikers' needs
- developing a partnership with other governments and business owners to solve a challenging parking/bicyclist/car transportation conflict
- installing bike racks on all University buses
- dedicating an annual source of funding for campus bicycle facilities
- increased parking needs

Steve Sanders, Campus Bicycle Coordinator with Parking and Transportation Services at the University of Minnesota, heads up the bicycling program. He stated that students depend on biking to campus because driving a car is not efficient and it is expensive, and biking to and from classes saves time. Being able to bike to classes is essential when a student may have to commute to and from the West Bank or the St. Paul campus.

Students, staff, and faculty can get information on University biking on the University web pages. Maps showing University bike routes, as well as access routes to the University are widely available. The *Minnesota Daily* also serves as an information source for bicycling news. The University also promotes bicycling to class in new student and new employee orientations. It is one way of reducing the demand for car parking spaces. A recent project mapped University tunnels and skyways for pedestrians, followed by distribution of 25,000 pocket guides and maps of the system (Steve Sanders, personal communication, December 7, 1999).

To assess the number of bike commuters, Parking and Transportation Services conducted a bike count in the fall of 1999. The department counted bikes parked on campus during a class period. This method was used because it is a much more difficult task to count bike trips to an area with as many entry points as the University.

Four years ago, \$100,000 was dedicated annually from parking receipts to provide for bicycling facilities on campus. This was essential in developing bike commuting on campus. The goal was to "improve facilities enough that people see biking as a real option." It is estimated that bike commuting is up an estimated 85 percent from 5 years ago. Currently, 10 percent of the University commutes by bike to the University, and the goal is to reach 20 percent. When asked what was one of the most important funding priorities, Sanders

responded, "Providing bike racks on all buses." He said this is important because students cannot bike everywhere, and if they can't take their bikes on the buses, they can't bike.

The University of Minnesota collaborates with the City of Minneapolis and Hennepin County. For example, the county added arrows on University Avenue at the University's request to decrease the number of wrong-way bicyclists. Improved bicycle signage is in the works for the area. The county, city and the University came up with the idea to add a concrete apron curb to Fourth Street to promote a safe space for bikes in an exceptionally busy traffic area. These efforts helped resolve parking/bicyclist/car transportation conflicts.

Sanders believes that governmental units need to spend more of their effort on bike commuting issues and less time on recreational biking issues. Also, government agencies need to have a system approach to building bicycle facilities, and for this to happen, the metro area needs champions for bicycle transportation.

What can other cities and counties learn from the University? Cities and counties could try programs that have worked at the University. Also, the bike commuting population at the University serves as a good source for finding out more about bike commuters' motivations to bike instead of drive. This information could be applicable to some population groups in cities and counties. The University also showed that accommodating bikers' needs means providing information on biking routes, providing a safe place to store bikes, and coordinating with other businesses and governmental units to promote a system approach to bicycling. For more information, check the web site: <http://www.umn.edu/parking>.



At the University of Minnesota, all campus buses have bike racks. Photo by David Gonzalez

Chapter 6

The Twin Cities Transportation System: A Multi-Agency Approach

Overview

Managing the transportation system in the Twin Cities metropolitan area is based on a multi-agency, regional approach. The metro area transportation system involves the efforts of several levels of government - federal, state, county and city. On the federal level, the Transportation Equity Act for the 21st Century (TEA-21), signed into law in 1998, authorizes highway, transit and other surface transportation programs for the next 6 years. TEA-21 builds on the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last authorizing federal legislation for transportation. TEA-21 assures a guaranteed level of federal funds for surface transportation, continuation of federal programs for highways and transit, and investments in transportation research (<http://www.fhwa.dot.gov/tea21/sumover.htm>).

On the state and local level, the Metropolitan Council, Mn/DOT, and the metro area counties and cities have a role in planning, designing, constructing, maintaining, and preserving the transportation system for the metropolitan area. The Metropolitan Council, as the metropolitan planning organization, has the role of coordinating the development of transportation for the seven-county region, as well as coordinating the transportation plans of the cities and counties in the metro area. As the transportation agency for the state of Minnesota, the Minnesota Department of Transportation has responsibilities in planning, developing, and maintaining major parts of the region's roadways for bicycles as well as motorized vehicles. Counties and cities also have responsibilities in maintaining and developing the roadways in their jurisdictions.

The Metropolitan Council

The Metropolitan Council is the designated metropolitan planning organization (MPO) for the seven-county metropolitan area, including Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties (Metropolitan Council, *Prospectus*, 1996). Its authority is derived from Minnesota legislation and federal rules and regulations. ISTEA and the Metropolitan Reorganization Act of 1994 strengthened the role of the Metropolitan Council to develop and implement plans and programs. "ISTEA advocates that the planning process now consider multimodal approaches to transportation issues and problems related to transit, bicycle and pedestrian and goods movement" (Metropolitan Council, *Prospectus*, 1996).

The Metropolitan Council is responsible for ensuring that regional investments in the highway system provide the greatest benefit for the greatest number of metro area residents, regardless of mode (Metropolitan Council, 1996). It also operates regional services, establishes policies for regional parks, highways and transit, and provides planning and technical assistance. County and city comprehensive plans must conform to the Metropolitan Council's comprehensive plan (Metropolitan Council, 1996). The Metropolitan Council also advises local governments, regional railroad authorities and other public agencies (Metropolitan Council, *Prospectus*, 1996). The Metropolitan Council guides the development of the 3,000 square mile seven-county metropolitan area with the other 300 governing units (Metropolitan Council, *Prospectus*, 1996). The Metropolitan Council reviews applications for federal and state funds to assure consistency with regional development goals, policies and programs in the *Regional Blueprint*, which is a comprehensive development guide for the metropolitan area.

This guide outlines a growth strategy and priorities for regional facilities and services (Mn/DOT, Metro Division, 1997).

The Metropolitan Council's planning process must consider all transportation modes and also support community development and social goals. Federal legislation requires that the designated MPO develops transportation projects based on a continuing, comprehensive transportation planning process carried on cooperatively by the state and local communities (Metropolitan Council, *Prospectus*, 1996).

The *Transportation Development Guide/Policy Plan*, prepared by the Metropolitan Council, describes all the responsibilities for transportation planning for the metro area and includes the Metropolitan Council's transportation investments between now and 2015. This document is required by both federal regulations and by Minnesota law (Metropolitan Council, *Prospectus*, 1996). This plan must "identify pedestrian, walkway and bicycle transportation facilities" and "reflect multimodal evaluation of transportation, socioeconomic, environmental and financial impact of overall plan" (Metropolitan Council, *Prospectus*, 1996).

The Transportation Advisory Board (TAB) is a forum within the Metropolitan Council where different interests can participate in discussions. TAB advises the council in preparing transportation plans, which satisfies federal requirements of providing "the forum for cooperative decision-making by principal elected officials of local government" (Metropolitan Council, *Prospectus*, 1996). The TAB is responsible for assigning funding priorities and adopting programs.

The transportation planning process includes cooperation with the TAB and the Technical Advisory Committee (TAC), Mn/DOT, PCA, the Metropolitan Airports Commission, transit operators, counties and municipalities, private citizens, and the U.S. Dept. of Transportation (Metropolitan Council, *Prospectus*, 1996).

The Metropolitan Council, along with TAB, is responsible for preparing the Transportation Improvement Program (TIP) in consultation with Mn/DOT and the PCA. The TIP is a 3-year program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding in the seven-county area (Metropolitan Council, *Prospectus*, 1996).

Focus on Metro Commuter Services: One-Stop Shopping for Bike Commuters

Metro Commuter Services (MCS) wants to be your one-stop shop for bike commuting information. Operating within the Metropolitan Council, the mission of MCS is to reduce dependence on the single occupant vehicle by offering programs and information on car and vanpooling, park-and-ride locations, transit, and bicycling.

MCS develops programs to encourage and support bicycle commuting and also manages The Chain Gang Bicycling Club. Through the club, you get information on bike commuting and updates on the latest changes in bicycle facilities and services offered specifically to bikers. MCS sends you a packet of information on bike commuting, coupons for bike products and services, and a list of bike events. If you are a Chain Gang member and you commute by bike at least 3 days a week, you can also participate in the Guaranteed Ride Home Program. This program assures you that if you bus or bike to work, you won't be stuck at work if you need to get home early or if you need to work late.

There are 1600 members currently in The Chain Gang, and about 50 new members join each year. Members will be encouraged in the future by focusing on employer programs. Employers are interested in offering greater commuting choices and are less interested in providing more parking spaces. MCS enrolls members in The Chain Gang at work place presentations.

Other projects are in the works. Currently, MCS and its partners are developing a Twin Cities bicycle commuter guide and the "Bike Buddies" program, which matches up experienced bike commuters from the same neighborhood with those just starting. This helps take the fear of the unknown out of bike commuting. MCS is developing a brochure on the economic benefits of bike commuting for employers. MCS hopes to establish bike user groups at employer sites to encourage biking. The bike user groups would teach how to change a tire, wear the right gear, and maintain a bike. MCS plans to survey Chain Gang members to find out how it can better serve member needs and also collaborate with other units at the Metropolitan Council that have responsibilities with bicycle system development. For example, MCS will work more closely with Community Development, the department that puts the metro area trail system map together. MCS would also make a clear distinction between recreational biking and bike commuting in designing programs and services. For more information about Metro Commuter Services, see www.metrocommuterservices.org or call 651.602.1217.

A similar service in the Twin Cities is the Downtown Minneapolis Transportation Management Organization (612.370.3987). This organization offers one-stop commuting information, specifically for Minneapolis. Managed by Teresa Wernecke, it is located at 220 South 6th Street, Suite 230, with walk-in service. St. Paul also has a transportation management organization. For more information on their service, contact Cami Zimmer at 651.265.2782.

The Minnesota Department of Transportation

The Minnesota Department of Transportation is responsible for providing a balanced and coordinated multimodal transportation program and system for Minnesota (Metropolitan Council, *Prospectus*, 1996). Mn/DOT is also responsible the operation and maintenance of the freeway and highway systems for the entire state. Mn/DOT prepares the State Transportation Improvement Program (STIP), a short-range list of planned and funded transportation projects (Mn/DOT, Metro Division, 1997).

Mn/DOT collaborates in the metropolitan planning process with the following responsibilities:

- develops the statewide transportation plan, including coordinating the planning for statewide rail, waterway, freeways and highways, bike and transit activities
- prepares a Metro Division transportation system plan consistent with the Metropolitan Council and long range transportation plans (*Prospectus*, page 24)
- participates in the Twin Cities metropolitan planning process, including participation in corridor studies and multimodal activities
- serves as a liaison between the United States Department of Transportation and the Metropolitan Council
- participates in the air quality conformity process

Mn/DOT's mission is to develop a coordinated transportation network. Part of this mission is to promote bicycle and pedestrian systems and non-travel alternatives such as telecommuting, and to promote and support connections among transportation systems (*Mn/DOT Strategic Plan*, 2000).

Mn/DOT Metro Division

Mn/DOT's Metro Division is responsible for the freeways and highways in Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, and Washington counties. The goal of the Metro Division is to serve all modes of transportation in the metropolitan area (Mn/DOT, Metro Division, 1997). The Metro Division produces the Metro Division Transportation System Plan, which is the plan for maintaining and improving the freeway and highway system for the years 2001 to 2020. The plan is consistent with federal policy, Mn/DOT's State Transportation Improvement Plan, and the Metropolitan Council's Transportation Policy Plan.

Mn/DOT's Metro Division participates in planning for all modes of transportation that have a direct relationship to highway right-of-way, including bikes and pedestrian areas:

Bikeways are an important element within the transportation system, providing an alternative to the single occupant vehicle and linking other modes of transportation. Currently, bicycles are legal on all public streets and highways in the state, except on limited-access freeways. Bicyclists are accommodated on Mn/DOT roads either by a paved shoulder or an off-road facility. Mn/DOT's bikeways are part of a region-wide system of bikeways constructed by the counties and municipalities (Mn/DOT, Metro Division, 1997).

The Metro Division has developed a partnership structure for coordinating plans and programs with cities and counties (Mn/DOT, Metro Division, 1997). Planning, implementation, and maintenance of bikeway facilities on roadways not in Mn/DOT's jurisdiction are typically the responsibility of counties and municipalities.

Sustainable Transportation at Mn/DOT

Mn/DOT's Office of Environmental Services houses the Sustainable Transportation Initiatives (STI) section, which focuses on developing and promoting bicycling, walking, and telecommuting as part of a convenient and environmentally-sensitive transportation system. The State Bicycle Coordinator, Michael Jackson, resides in this section. Part of the duties of the State Bicycle Coordinator is to serve as a voting member of the State Bicycle Advisory Committee (SBAC). His goal is to emphasize the "4 Es" of bike transportation: education, encouragement, engineering, and enforcement.

Jackson outlined some of the tasks to improve bike transportation: "One urgent task is to change long held false assumptions by both members of the public in general and transportation officials in particular regarding encouraging the use of bicycling on public roadways." He stated that these false assumptions include a belief that the most bicyclists are children and that bikeways are unsafe unless they are suitable for use by young children. He stated, "Another false assumption is that agencies who install bikeway signing, striping, and pavement markings on public roadways, despite compliance with relevant design manuals, are opening themselves up to damaging tort liability due to negligent design in the event a bicyclist is injured on such a facility" (personal communication, July 29, 2000).

He recommends more research and evaluation into determining the rate, severity, and type of bike crashes and injuries in the Twin Cities metropolitan area. This research would compare crash and injury rates on different types of bicycle facilities. This would aid government decision-makers in determining the type of bicycle facility to construct. He is an advocate for destination signing for bicyclists for both on-road and off-road bicycle facilities. One of the latest projects is the *Safe Bicycling in Minnesota Guide*, available in the fall of 2000. For more information, contact him at 651.296.9966 or michael.jackson@dot.state.mn.us.

STI has recently initiated a bicycle transportation network strategy group that is made up of a number of metro area governmental agencies and advocacy groups. The goal is to identify a comprehensive bicycle network of existing bicycle facilities and roadways for the seven-county metropolitan area. The group will begin working with various bicycle planners to identify candidate bicycle facilities which, when designated and built, would constitute a system of on- and off-road bike facilities. For more information about this work, contact Bob Works at 651.296.2533 or bob.works@dot.state.mn.us or STI at 651.297.1664.

The state bike maps are also created by STI. For more information about these maps, contact Mark Fiers at 651.297.1568 or mark.fiers@dot.state.mn.us or Sustainable Transportation Initiatives at 651.297.1664.

State Bicycle Advisory Committee

The Minnesota State Bicycle Advisory Committee, funded by Mn/DOT, promotes the acceptance and use of bicycles in Minnesota. The State Bicycle Coordinator, Michael Jackson, serves as a voting member of the committee. The SBAC is made up of citizen representatives and representatives from several state agencies including Mn/DOT. Mn/DOT's agency representative on the committee is Ron Erickson. He can be reached at 651.296.3049 or ron.erickson@dot.state.mn.us. Mark Fiers, in STI, serves as staff person to the committee. He can be reached at 651.297.1568 or mark.fiers@dot.state.mn.us.

Julie Cuchna, the SBAC chair through September 2000, believes that the metropolitan area needs an information network, a source of current information on new or proposed bicycle facilities, funding opportunities, and citizen concerns and needs. In addition, those involved with transportation planning need a better understanding of how to get funding for their projects. According to Cuchna, SBAC is in a good position to serve as a conduit to encourage citizens to participate in transportation decision making processes as well as encouraging them to commute to work by bike. Successful programs and projects in the Twin Cities metropolitan area could serve as a model for other metropolitan areas in Minnesota (personal communication, July 7, 2000). She can be reached at 218.765.2425 or jcuchna@hotmail.com.

Kristine Poelzer is a citizen representative for the SBAC. She sees the SBAC as a group that can offer information and ideas to communities and serve as champions for bicycling. It is critical, according to Poelzer, that the different bicycle entities, advocates and public agencies collaborate with each other, not necessarily form an alliance. For example, she would like to see the sharing of information about bicycling use, citizen concerns, and future transportation plans among advocates and government officials. She emphasizes the importance of bike racks and bike lockers, and their placement at businesses, parks and schools, in making bicycling a more viable choice (personal communication, July 6, 2000). Kristine Poelzer can be reached at 651.633.1127 or at pinkroom@aol.com. For more information about the committee, see the SBAC web site at www.dot.state.mn.us/sbac/.

County and City Governments

Counties have jurisdiction over the county state aid highways and county roads (Mn/DOT, Metro Division, 1997). Counties participate in the planning process through the Metropolitan Council's TAB and TAC, and through the development of the TIP. Counties also review Mn/DOT's Transportation System Plan and the Metropolitan Council's Transportation Development Guide/Policy Plan, and submit their transportation plans to the Metropolitan Council. Cities have jurisdiction over local streets. Cities also submit their transportation plans to the Metropolitan Council.

Focus on Road Maintenance for Bikes: Sweeping, Snowplowing, and Shoulder Repair

Maintaining roads for bicycling is a critical element in making bike transportation a realistic choice. Roads need to be swept periodically so that glass, sand, and other debris do not interfere with safe and efficient biking. Snowplowing bike lanes and trails used for bike commuting are also critical. The state, counties, and local municipalities need to maintain roads for bicycling as well as for automobiles.

Mn/DOT's Metro Division, through the Office of Traffic and Maintenance Operations, is responsible for operating and maintaining interstate freeways, US highways, and state roads in the eight-county metropolitan area. Gary Workman, Director of the Office of Traffic and Maintenance Operations, stated, "Maintenance covers a whole range of activities." These activities include paving operations, slurry crew, shoulder and pothole repairs, drainage and ditch restoration, pond maintenance, drainage repair crews and culvert inspections. The Metro Division also is responsible for clearing roadways of snow and ice, sweeping, debris and road kill removal, repairing and maintaining bridges, inspecting structures and roadside lighting, removing graffiti, striping, pavement messaging, signing and work zone traffic control.

"We occasionally do some specific bike related activities, but they are either in conjunction with regular activities or as a specific request," Workman said. The Metro Division does not provide maintenance for county or city roads in the metro area but sometimes swaps services that are mutually beneficial. Cities classified as first class in size provide maintenance for freeway and highway routes (normally in Mn/DOT's jurisdiction) within their own city limits. For example, Mn/DOT has maintenance agreements with the cities of St. Paul and Minneapolis for those cities to maintain some of the freeways and highways within their own city limits. Robert Street in St. Paul, for example, is a highway but is maintained by the City of St. Paul under an agreement between Mn/DOT and the City of St. Paul. Highways 5, 61, 149 are also all or partially maintained by the cities where they are located (Gary Workman, personal communication, April 26, 2000).

The county state aid highway (CSAH) system is established by law. CSAH and regular county highways are maintained by each county. In cities over 5,000 in population, a similar system to the CSAH system exists, called the Municipal State Aid Highway (MSAH) system. Both cities (over 5,000) and counties may have roadways eligible for federal aid funding for highway improvement projects (Gary Workman, personal communication, April 26, 2000).

Maintenance standards vary according to not only the jurisdiction but also the traffic and level of services needed for a specific roadway. Snow and ice removal standards vary significantly among the state, counties, and the cities. For more information about metro area road maintenance, contact Gary Workman at 651.582.1163. For more information about county road maintenance, contact the county where the road is located. For city street maintenance, contact the city where the street is located. See figures 6.1 and 6.2 for examples of route markers and how to identify the agency responsible for road maintenance.



U. S.
highway
route marker
example



Interstate freeway
route marker
example



State road
route marker
example

Figure 6.1. Examples of route markers. Bicycling is allowed on U.S. highways and state roads unless posted as bicycling prohibited. **Bicycling is NOT allowed on interstate freeways in Minnesota.** Maintenance of these routes is performed by Mn/DOT's Metro Division maintenance department.



Examples of county road route markers

Figure 6.2. Bicycling is allowed on county roads unless posted as bicycling prohibited. Maintenance of county roads is generally performed by the county where the road is located. Bicycling is allowed on all township roads and city streets unless posted as bicycling prohibited. Township road and city street maintenance is performed by the appropriate local road authority.

Chapter 7

Bicycle Facility Planning and Development

Overview

The administrative structure for bicycle facility planning and development varies from city to city and from county to county. The responsibilities of bicycle transportation planning and management are often split between the recreation department and the public works department. For example, trail management staff is often within the parks and recreational department while the maintenance and bicycle facility planning staff may reside in the public works department.

Some jurisdictions have a staff member designating part of their time to bike transportation, while others have several people involved in some aspect of the bike transportation process. Each jurisdiction has a comprehensive plan, which includes transportation. The comprehensive plan shows vision and mission, and strategic directions and goals, as well as proposed projects.

Funding Bicycle Facilities

The Transportation Equity Act for the 21st Century (TEA-21) describes how federal funds may be used for bicycle projects. Bicycle projects are eligible for all the federal transportation funding programs, which includes the Surface Transportation Program (STP), Congestion Mitigation Air Quality Program (CMAQ), National Highway System Program, and the Transportation Enhancements Program. Proposed bicycle projects compete with other transportation projects for the available funding at the state and the metropolitan planning organization levels (www.fhwa.dot.gov/tea21/factsheets/b-ped.htm). The Metropolitan Council, the MPO for the Twin Cities region, administers federal funds for bicycle and pedestrian improvements on a competitive basis according to the goals of the Regional Blueprint and the TPP (Metropolitan Council, 1996). The Transportation Advisory Board of the Metropolitan Council is the decision making body for federal funded transportation projects.

Typically, STP has the largest amount of funding available. When a governmental unit applies for funding, the proposed bicycle facility must be a part of the city or county's comprehensive plan or part of their capital improvement program to be eligible for funding. A proposed bike facility must also have a transportation purpose, not for recreational use, to be eligible for STP or CMAQ funds. Mn/DOT's role is to check design standards of bike projects and manage contractors (Kevin Roggenbuck, personal communication, April 20, 2000).

The Metropolitan Council's criteria for bike project selection favor projects that connect two end points of other bikeways, create larger segments, and overcome transportation barriers such as bike and pedestrian bridges. The funding allocation is competitive. There are always more projects than there is money to spend on them. For more information about bicycle program funding, contact Kevin Roggenbuck, Metropolitan Council, at 651.602.1728 or kevin.roggenbuck@metc.state.mn.us.

Communities may also be eligible for funding through the Legislative Commission on Minnesota Resources (LCMR) and the Department of Natural Resources (DNR). The Federal Highway Administration also has ample information about federal funding programs for bicycles at www.fhwa.dot.gov/environment/bikeped/BP-Broch.htm.

Bicycle transportation administrative structure

The bicycle transportation administrative structures for some of the largest metro area public agencies are described below. Some of the notable on-road and off-road bicycle facilities managed by these jurisdictions are also described.

Hennepin County

Hennepin County works closely with Suburban Hennepin Regional Park District (Hennepin Parks) and individual cities on bicycle facilities. Bob Byers, Hennepin County, is a transportation planner with part of his time dedicated to bicycle facility planning. The Hennepin County Bicycling Advisory Committee (BAC) has the role of bicycle advocacy. Each of the seven county commissioners appoints a representative to the BAC. Byers serves as the staff support person to the BAC. Milt Schoen is chair of the BAC. He can be reached at 612.348.3300 or milton.schoen@co.hennepin.mn.us.

Hennepin County bases implementation of bicycle facilities on origin-destination potential. The county now considers bicycle transportation in the initial phases of a road construction project instead of as an add-on in construction and retrofitting. Recently developed communities have put in bicycle facilities; older cities have less opportunity because there is not room to add facilities.

Byers says that the county role is to get over barriers because there are so many cities and agencies involved. "Bike issues are very complex," Byers states, "because they affect a lot of different public participants, they often have difficult design issues, and the funding is not certain" (Bob Byers, personal communication, December 9, 1999). He said that the BAC would like employers to provide showers and lockers for bike commuters. This may be facilitated by city ordinances or county policy. In addition, he said that coordination of construction between the county and the state needs to be improved because freeways and highways, under Mn/DOT jurisdiction, sometimes create barriers to implementing bike facilities.

Hennepin County's goal is to provide "full accommodation" of bicycles on roadways and to close gaps in different systems to have a regional system. Hennepin County's definition of full accommodation means providing a system of on-road and off-road bikeways that serve all types of bike riders regardless of their levels of rider expertise or travel destinations. They will not sign a route for bicycling unless it meets their guidelines as described in the *Hennepin County Bicycle Transportation System Plan*. The bike plan incorporates Mn/DOT's *Minnesota Bicycle Transportation Planning and Design Guidelines* (1996) by reference.

Hennepin Parks has operations and maintenance jurisdiction of all trails located on former railroad corridors. Hennepin County, through the Hennepin County Regional Rail Authority (HCRRA) which acquired the land for eventual use for Light Rail Transit (LRT), owns most of these corridors. Snowplowing is not done on trails. Hennepin Parks turns winter maintenance over to the cities, and the cities vary with their maintenance activities.

For more information about bicycle facilities planning in Hennepin County, contact Bob Byers at 763.745.7633 or robert.byers@co.hennepin.mn.us. The *Hennepin County Bicycle Transportation System Plan* can be viewed at www.co.hennepin.mn.us/transp/bikeplan.html. The bicycle system map is also available at this web site.

Suburban Hennepin Regional Park District (Hennepin Parks)

Hennepin Parks manages park reserves, regional parks, and regional trails. It works closely with the Metropolitan Council in implementing the Recreation and Open Space Development Guide/Policy Plan (Suburban Hennepin Regional Park District, 1998). The mission is to “promote environmental stewardship through recreation and education in a natural resources-based park system.” Although Hennepin Parks is primarily focused on planning and developing recreational opportunities, they recognize that trails serve transportation purposes as well. Hennepin Parks has made it an objective to provide a system of trails that:

... would provide both recreational and transportation purposes with provisions for commuters with linkage between residential communities and primary employment centers or public institutions (Suburban Hennepin Regional Park District, 1998).

Hennepin Parks manages five regional multiuse trails. The North Hennepin Regional trail is about 38 miles long. The Northwest Hennepin Regional trail is about 37 miles long. The Southwest Hennepin Regional trails include both a north segment and a south segment for a total of 27 miles. These trails are located on abandoned railroad corridors acquired by the Hennepin County Regional Rail Authority to convert to light rail transit in the future. Once the segment that runs from Hopkins to Minneapolis, about five miles long, is developed, the trail will connect to Minneapolis trails near Cedar Lake. Hennepin Parks anticipates this segment to be heavily used, so a 12-foot wide asphalt trail is planned. See further description of the Southwest Hennepin Regional LRT trail below. Hennepin Parks is proposing a trail starting in Minneapolis and going through Richfield and Bloomington on a Soo Line Railroad corridor (Suburban Hennepin Regional Park District, 1998).

Del Miller, Intergovernmental Relations Manager at Hennepin Parks, says that they collaborate with Hennepin County on trail system management. He states, “If you build it, people will come” (personal communication, January 21, 2000). Although trails have bike commuter potential, Miller says there are several barriers. Lack of bike lockers, at-grade crossings at rush hour, and poor weather all have negative impacts on bike commuting potential. Other barriers exist as well, according to Miller. For example, the grant process is difficult at times. He said there is significant lag time before an entity can actually implement a project. In addition, during the construction phase of the project, there is often significant added expense. For more information about Hennepin Parks, contact Del Miller, at 612.559.6754.

Southwest Regional LRT Trail

The Southwest Regional LRT trail is actually two trails: the north corridor and the south corridor. Both originate in Hopkins and used to be Chicago and Northwestern rail lines. The north corridor trail passes by Minnehaha Creek, Lake Minnetonka, Excelsior Commons Park and Carver Park and ends in the town of Victoria. The south corridor passes by Miller Park, Lake Riley Park, the Minnesota River Valley and Minnesota River Valley bluffs. The trail ends at the Minnesota River Valley National Wildlife Refuge near Chanhassen. The multiple-use trails are 10 feet wide with a crushed limestone surface. They are not snowplowed in winter. The Suburban Hennepin Regional Park District manages the trails. For more information, contact Del Miller, Hennepin Parks, at 612.559.6754.

Ramsey County

Tim Mayasich, Ramsey County Public Works, says that Ramsey County Board of Commissioners is supportive of multimodal initiatives. The primary barrier to metro area bike transportation, according to Mayasich, is that a regional system perspective doesn't exist. In addition, no entity "has stepped up in taking a lead role in a system plan for bike trails" (Tim Mayasich, personal communication, February 17, 2000).

One of Ramsey County's transportation strategies is to:

... Emphasize and encourage modes of transportation that are convenient and safe. This idea involves creating and promoting design standards that accommodate alternate modes, and supporting and maintaining facilities for alternate modes such as bus shelters, bike paths, parking, etc. The county could lead this strategy with support from the state, the Department of Transportation, and the Metropolitan Council (Ramsey County, Office of the County Manager, 1998).

Ramsey County's strategy is to also clarify the "consequences of travel decisions." The county does not apply for bicycle facility funds through the Metropolitan Council. The county also does not install bike route signs or stripe county roads for bike lanes. However, the 2000-2002 Ramsey County cost participation policy states that the county will pay for 25 percent of multiuse paths, including sidewalks, on new road construction on county-state aid highways and county roads. For more information about Ramsey County, contact Tim Mayasich, Ramsey County Department of Public Works, 651.482.5207 or timothy.mayasich@ramsey.mn.us.

The Ramsey County Parks and Recreation Department is involved in several trail projects, notably the Burlington Northern Trail, the Rice Creek Trail, and the Highway 96 Trail which is halfway completed. Larry Holmberg, a planner at the Ramsey County Department of Parks and Recreation can be reached at 651.748.2500 or larry.holmberg@co.ramsey.mn.us. For information about Ramsey County trails, see their web site www.co.ramsey.mn.us/parks/.

City of Minneapolis

The City of Minneapolis encourages bike commuting and takes an active role in making sure bicycle facilities exist to make bike commuting possible. In 2000, the city earned the "Bicycle Friendly Community" award from the League of American Bicyclists. This award is given to cities that have a written policy on developing and maintaining bicycle-safe streets and bikeways, allocate funds for bike facilities and activities, and have a citizens' board to address bicycling issues, among other criteria. The city's commitment to bicycling is evident. In 1998, the City Council adopted a zoning code that requires any downtown development of 500,000 square feet or greater to provide bicycle parking and shower facilities. The city also supports Metro Transit's expansion of the availability of bike racks on buses. There are about 250 bike storage lockers throughout the city and 100 more were recently installed along the Nicollet Mall (City of Minneapolis, Office of Public Affairs, 2000).

Minneapolis has more than 49 miles of separate or off-road bikeways and about 21 miles of dedicated on-street bike lanes in the downtown area. The plans are to have a total of 30 miles of bike lanes in the near future (City of Minneapolis, Office of Public Affairs, 2000). Minneapolis encourages its employees to commute by bike.

Members of the Minneapolis Bicycle Advisory Committee (MBAC) are appointed by the mayor and the city council. The MBAC works to “create a shared vision for future bike routes, recreational trails and bike policies” (City of Minneapolis, Office of Public Affairs, 2000). Jon Wertjes, chair of the MBAC and also a city transportation planner, says that part of that vision is year-round bike commuting, and integrating bike commuting with transit. Wertjes says that it helps that the mayor and city council members are bike advocates (personal communication, December 15, 1999).

A bicycle station project for the proposed Great Lake Commercial Center was submitted to the Metropolitan Council for TEA-21 2004 Enhancement funding. This center is estimated to hold approximately 4,000 employees in 1.9 million square feet of retail and office and development space. The plans are to accommodate 500 bicycle parking spaces at the center. The project has been approved by the Metropolitan Council for funding in year 2004 (Bob Works, personal communication, June 9, 2000).

Bike transportation planning is within the Department of Public Works. For more information on the city’s bike transportation plan or the MBAC, contact Jon Wertjes at 612.673.2411 or jon.wertjes@ci.minneapolis.mn.us.

Cedar Lake Trail

The Cedar Lake trail serves as a bike commuter route to downtown Minneapolis and is probably the most used bike route in Minneapolis according to Jon Wertjes, transportation planner for the City of Minneapolis. The City of Minneapolis took the lead in developing this trail and the Minneapolis Parks and Recreation Board provides trail maintenance. It is 3.5 miles long and has access points to Kenilworth Trail and the future Bassetts Creek Trail. Snow is plowed from the trail in winter. For more information, contact Jon Wertjes, City of Minneapolis, at 612.673.2614 or jon.wertjes@ci.minneapolis.mn.us.

Minneapolis Central Business District

The bike facilities in downtown Minneapolis may be a big reason why Minneapolis received honorable mention in *Bicycling* magazine’s list of the ten best cities for bicycling in 1999. Many streets have bike lanes including Hennepin, Portland, Park, Marquette and 2nd Avenues, 9th through 12th Streets, and 2nd, 4th, and 5th Streets. There are over 45 bike rack locations available to the public and 15 bike lockers for rent. For information on renting a bike locker, call 612.339.2560. For more information on downtown bike facilities, call the City of Minneapolis, Department of Public Works, 612.673.2411 or Jon Wertjes, City of Minneapolis, at 612.673.2614 or jon.wertjes@ci.minneapolis.mn.us.

Kenilworth Trail

The Kenilworth Trail is now completed, linking the Uptown area of Minneapolis with the Cedar Lake Trail on the western edge of downtown. This 1.5 mile paved trail allows bicyclists to bike between downtown Minneapolis and the lakes parkway without going through the local streets. This trail runs from east to west from Chowen Avenue to 5th Avenue South, near I-35W. It will eventually link up with the Midtown Greenway, which is now under construction. For more information, contact Jon Wertjes, City of Minneapolis, at 612.673.2614 or jon.wertjes@ci.minneapolis.mn.us.

Midtown Greenway

The Midtown Greenway will run along the 29th Street corridor from east to west in south Minneapolis, and will be completed in 2000. The City of Minneapolis developed this project. The first phase of development will provide 2.8 miles of paved trail from Chowen Avenue (near Lake Calhoun) to 5th Avenue South (near I-35W). Phase II will continue the trail to Hiawatha Avenue, and Phase III will take the trail to the Mississippi River trail system. When finished, the trail will be 5.6 miles total. For more information, contact Jon Wertjes, City of Minneapolis at Jon Wertjes, City of Minneapolis, at 612.673.2614 or jon.wertjes@ci.minneapolis.mn.us.

Dinkytown Bikeway Connection

The Dinkytown Bikeway Connection is a pathway that provides a link between Dinkytown in Minneapolis and the University of Minnesota. Formerly known as Bridge Number 9, the City of Minneapolis converted this abandoned railroad bridge to develop a bike and pedestrian pathway. The Connection is a bicycle and pedestrian route over the Mississippi between the 10th Avenue and Washington Avenue bridges. The Office of Public Affairs, City of Minneapolis, predicts that thousands will use the pathway per day.

This connection is important because it gives students options for going to and through campus and also provides a connection between the east and west banks of campus. The next step for this trail development is to build a trail along the railroad tracks running through Dinkytown. Then, the trail will link with the University's bike route along the transitway between Minneapolis and St. Paul campuses.

City of St. Paul

The City of St. Paul outlined its bicycle policies in the St. Paul Transportation Policy Plan. The overall objective is to:

Develop a convenient, safe and attractive system of bicycle routes and facilities, integrated with other transportation systems, that serves the needs of commuting, utility, recreational and touring bicyclists of all ages (City of St. Paul, 1997).

The City of St. Paul Bicycle Advisory Board makes recommendations to the mayor on bike transportation. St. Paul does not have a staff position dedicated to bicycle and pedestrian facility development. Therefore, the Bicycle Advisory Board is working on establishing a full-time city staff position to take lead on bike transportation (Allan Torstenson, personal communication, January 19, 2000).

The city has several bike facilities that receive high use. Two examples are the Mississippi River Boulevard and Summit Avenue bike lanes. The Summit Avenue bike lanes provide a model of an on-road bicycle facility that attracts more and more cyclists each year.

The Gateway State Trail is a multiuse trail that runs from Cayuga Street in St. Paul, just north of the State Capitol complex, to Park Point, in Stillwater Township. The DNR manages this trail and reports

that the Gateway has had increasing rates of use in the past few years. A group of bicycle advocates and government representatives met to discuss future plans for bike transportation in the Twin Cities in February 2000. They suggested that the Gateway could be another model for successful trail investments. Extending the Gateway south to connect with Summit Avenue would be an important next step (Bob Works, memorandum, March 9, 2000).

Other projects that have been completed in the past year in St. Paul include the Trout Brook Corridor from McCarron's Lake to the Gateway State Trail, and the Swede Hollow Trail from Phalen Park to 7th Street. A group of St. Paul bicycle advocates is applying for Legislative Commission of Minnesota Resources (LCMR) funding to extend the Swede Hollow Trail into Lowertown and eventually to the Mississippi River. The contingent includes the Upper Swede Hollow Neighborhood Association, the Dayton's Bluff Community, the Lowertown Redevelopment Corporation, St. Paul's Division of Parks and Recreation, and the St. Paul Riverfront Corporation (Bob Works, memorandum, March 9, 2000).

One of the major St. Paul projects includes installing bike lanes on Como Avenue and the Grand Round Bike Route, which circles the city and connects St. Paul's neighborhoods, and goes by Lakes Como and Phalen and along the Mississippi River. There have been a few setbacks in completing this; one barrier is the relatively narrow street widths in some sections, which make it more difficult to have striped on-road bike lanes (Allan Torstenson, personal communication, January 19, 2000). In the summer of 2000, the city will install 130 bicycle lockers and racks.

Mississippi River Boulevard and the West River Parkway

The Mississippi River Boulevard runs along the Mississippi River from St. Paul to Minneapolis close to the University of Minnesota campus. In St. Paul, the boulevard has bike lanes and is signed and striped for bicycle traffic. It runs from Emerald Street to Crosby Farm and Hidden Falls Regional Park. In Minneapolis, the West River Parkway runs from Minnehaha Falls to downtown Minneapolis, along the Mississippi River. The parkway has both bike lanes and a trail. The Minneapolis Parks and Recreation Board maintains the parkway. Both these routes serve recreational and commuting purposes for Minneapolis and St. Paul. For more information, contact the Minneapolis Parks and Recreation Board at 612.661.4875 or Greg Reese, City of St. Paul, at 651.632.5129, extension 430.

Summit Avenue

Summit Avenue in St. Paul has signed and striped lanes for bicycle use. This 5-mile stretch began as an experimental project, but the lanes proved popular enough to become a fixture. Summit Avenue runs between the Mississippi River and the St. Paul Cathedral, and is lined with historic homes and other sights such as the Governor's mansion and the James J. Hill home. The bike lanes also parallel Grand Avenue and connect to several schools in the area. This route is a scenic yet vital part of a commuter route between St. Paul and Minneapolis because it connects to the Mississippi River Boulevard. For more information, contact the City of St. Paul at www.stpaul.gov or Greg Reese, City of St. Paul, at 651.632.5129, extension 430.

The Department of Natural Resources

The Department of Natural Resources manages several multiuse trails in the metropolitan area that have developed immense traffic in the past few years. Dan Collins, DNR, states that providing

multiuse trails for citizens “feeds their appetites” for using and supporting more trails in the metro area (personal communication, November 30, 1999). User surveys support this view. For example, biking is the primary activity on the DNR-managed Gateway State Trail. In fact, bikers spent almost 108,000 seasonal hours on the Gateway, while the second most popular activity was in-line skating with about 35,000 seasonal hours. Most trail users (91 percent) said they come to the trail to enjoy the scenery and wildlife (DNR, Trails and Waterways Unit, 1998). For more information on DNR trails in the Twin Cities area, contact Dan Collins at 651.296.6048 or dan.collins@dnr.state.mn.us.

The Gateway State Trail, an 18.3-mile long paved multiple use trail, runs from downtown St. Paul, at Cayuga Street west of I-35E to Pine Point Park in Washington County. The trail runs through urban areas, parks, and wetlands on a former Soo Line Railway grade and has an adjoining unpaved trail for horseback riding between I-694 and Pine Point Park. It is also a bicycle commuting route, providing access to downtown St. Paul and the State Capitol Complex from the St. Paul suburbs. The trail is plowed from Cayuga Street to I-694 in winter. Motorized vehicles are not permitted. The Luce Line State Trail also runs through the metropolitan area. It is a 63 mile long former railroad grade developed for hiking, horseback riding, biking, and snowmobiling. The trail runs from Winsted to Plymouth (www.dnr.state.mn.us/trails_and_waterways/state_trails/luce_line/). For more information or a map of these trails, see www.dnr.state.mn.us or call the DNR information Center at 1-888-646-6367, TDD at 651.296.5484 or 1.800.657.3929.



Bike lane on St. Paul's Summit Avenue. Photo by David Gonzalez

Focus on the City of Shoreview: Neighborhoods Linked by Trail System

The City of Shoreview, a suburb of St. Paul in Ramsey County, provides an example of how bicycle facility planning works at the city level. According to Larry Holmberg, Ramsey County Parks and Recreation Department, Shoreview has one of the best trail systems in Ramsey County. In 2000, the city earned the "Bicycle Friendly Community" award from the League of American Bicyclists. This award is given to cities that have a written policy on developing and maintaining bicycle-safe streets and bikeways, allocate funds for bike facilities and activities, and have a citizens' board to address bicycling issues, among other criteria.

One of Shoreview's transportation goals is to "continue to develop a trail and walkway system that links all city neighborhoods to transit routes, important community destinations, parks, schools, and regional trails and open space." The city plans to continue to build a system that provides "trails along most collector and arterial roadways in the community."

Although there are gaps in service to some neighborhoods, the trail system should meet community needs when complete (www.ci.shoreview.mn.us/commdev/compplan/otherexecsumm.htm). Gene Kruckenberg, Environmental Officer, oversees Shoreview's bicycling program and states that 80 percent of its trail system is now complete.

Shoreview's bicycle and pedestrian transportation planning is located within the Department of Public Works. Currently, there are 40 miles of bituminous paths in the city, including trails in County Parks and Open Space properties. About 70 percent of the trails built by the city are 8 feet wide, and regional trails and trails constructed on county property (the remaining 30 percent) are 10 feet wide.

The regional trail along Highway 96 is nearing completion. When complete, the trail will extend from Long Lake Regional Park in New Brighton to White Bear Lake. Future plans include a connection to the Gateway State Trail near Mahtomedi. Kruckenberg said that the most popular routes in Shoreview are the Snail Lake Regional Park trails and the Rice Creek Regional Trail corridor (personal communication, January 11, 2000).

In planning and developing trails, Kruckenberg said that it is essential to actively pursue grant opportunities, make use of citizen and advisory committee interest, and dedicate staff time to trail oversight and the grant application process.

Kruckenberg stated that the ISTEA grants administered through the Metropolitan Council have been instrumental in the success and accomplishment of the community trail system. Having staff available to take advantage of the grant opportunities is important, as the time and process can be overwhelming.

He added that smaller communities might be restricted when it comes to grant opportunities. The community may lack the staff to prepare an application or the matching funds may

simply not exist. He suggests that the Metropolitan Council and Mn/DOT examine the process and streamline it so that it is an efficient and inclusive process.

Shoreview residents have shown their interest and concern for trail facilities. Residents initiated the drive to connect the southern portion of the city (south of I-694) with the north. With the assistance of ISTEPA funding, a pedestrian/bicycle overpass was constructed. In addition, Shoreview residents were instrumental in the construction of a bicycle and pedestrian underpass connecting the Highway 96 regional trail to the Community Center Complex. According to Kruckenberg, community and citizen participation is critical because without their support these projects may not happen.

Locating bicycle and pedestrian transportation planning in the Public Works Department is important, according to Kruckenberg, because it allows for coordination with the other duties within public works such as snowplowing and street sweeping. Dedicating staff time to bike facility planning, construction and maintenance also helps to keep bicycling issues in the forefront of discussions. In addition to staff, the city has an active Bike and Trailways Committee to advise the city council in matters concerning the development and implementation of trails.

Other bike facilities and services are available in Shoreview, including bike lockers and bus shelters along Highway 49, and winter snow removal on most city trails. In addition, the Roseville Circulator, a transit service that runs through Roseville and Shoreview, has installed bike racks on all its buses.

While many of the trails serve recreational purposes, Kruckenberg stated that the city is interested in biking and hiking for wellness, community connections, and transportation. He stressed the importance of serving the non-driving public, including youth. While the trails in Shoreview get recreational use, they also make it easier and safer for children to bicycle to the library, schools, community center, parks and open spaces.

For more information on the City of Shoreview, see www.ci.shoreview.mn.us or contact Gene Kruckenberg at 651.490.4665 or gkruckenberg@ci.shoreview.mn.us.

Focus on Dakota County: Connecting County Activity Centers with Bikeways

The Dakota County philosophy towards bikeway design and planning is to connect major activity centers that the county supports, to connect trails, and to encourage bicycling instead of driving a car whether the trip has a utilitarian or recreational purpose. According to the Dakota County Bikeways and Parks map, the County has 240 miles of off-street bike paths. The eight-foot wide (or wider) bikeways are parallel to the county roads. The County also has 145 miles of paved shoulders rated suitable for biking.

Lynn Moratzka, Director, Office of Planning, Physical Development, provided a background on bicycle planning in Dakota County. In the 1980's, Dakota County added bikeways to its county transportation system. Since then, county road construction or reconstruction projects include an evaluation of bikeway development. The County builds the roads and bikeways while the cities maintain the bikeways (Lynn Moratzka, personal communication, July 20, 2000).

The County provides cost sharing with all cities in the county. The County pays 55 percent of any bikeway project along a county road. In reconstruction, the county cost-shares if the city has maintained the bikeways. The County has also initiated partnerships with the Minnesota Valley Transit Authority, the local transit system. The County provided funding for the initial installation of bike racks and bike lockers at key transit hubs (Lynn Moratzka, personal communication, July 20, 2000).

Another component of their philosophy is to ensure that all residents have access to the information about upcoming bikeway projects. In this way, a wider range of opinions is received, including opinions of those who live close to a proposed bikeway as well as those who would most likely use the bikeway once complete.

Dakota County recently released its County Bikeways and Parks map. Funded by a Legislative Commission of Minnesota Resources (LCMR) grant, the map is four-color with terrain features and shows off-street bike paths and paved shoulders suitable for biking.

The County Bikeways and Parks map includes city bikeways if they meet county guidelines for biking suitability. The map serves to educate residents on biking etiquette as well as the rules of the road. The map is especially good for inexperienced bicyclists: they can know what to expect as far as terrain and bikeway type before they set out. If a bicyclist wants to determine the road conditions, they can get an idea from the map and choose a route that appeals to them (Adam Snegasky, Dakota County, personal communication, July 20, 2000). The map appears on the Dakota County web site:
<http://www.co.dakota.mn.us/planning/bike/index.htm>.

The County sees the map as a way to advertise the bikeway system and encourage bicycling. For that reason, the County made sure that Dakota County residents had several ways to access the map. Besides the web site, the county installed three kiosks in shopping areas with a copy of the map, and the city of Eagan installed four kiosks. Maps were also

distributed to bike shops, public libraries, and cities and parks in the county. You can request a map by calling the Dakota County Office of Planning at 952.891.7030.

To learn about citizens' needs and concerns, the County conducts a citizen survey every other year. The survey includes questions about parks, transportation, bikeways, road crossings and other safety concerns. In the most recent survey, the county found out that residents feel that bikeway connections should be improved and that trails and bikeways should have better signing (Jade Templin, Dakota County, personal communication, July 20, 2000).

The surveys guide the transportation planners in responding to county residents' concerns and also help to determine the types of projects to pursue. However, according to Moratzka, surveys do not replace the need for citizens' participation in the decision-making processes.

What could be done to encourage bicycling in the Twin Cities metropolitan area? According to Moratzka and Templin, the transportation system planning and design criteria need to be consistent across jurisdictions. Mn/DOT can help by taking the lead in incorporating the needs of bicycling from the initial concept and design of the project, not after the construction has been done. And since Dakota County boundaries are set by the Mississippi and Minnesota rivers, pedestrian and bicycling access for bridge crossings is a major consideration in planning and constructing road projects.

For more information about Dakota County, see their web site:
<http://www.co.dakota.mn.us/planning/index.htm>.

The Dakota County comprehensive plan can be accessed through
<http://www.co.dakota.mn.us/planning/dc2020.htm>. Highway project information can be accessed through <http://www.co.dakota.mn.us/highway/index.htm>.

For more information, contact Jade Templin at jade.templin@co.dakota.mn.us or 612.891.7039.

Chapter 8

Madison, Boulder, and Toronto: Examples of Successful Bicycle Transportation Systems

There are several cities in North America with high levels of bicycle transportation activity that have reputations for being good bicycle cities. It is useful to look at their programs in order to identify some of their successes and learn from them. Three northern cities that are similar in climate to the Twin Cities were chosen for this comparison. They are Boulder, Colorado; Madison, Wisconsin; and Toronto, Ontario, Canada. All three have reputations as biking cities. When *Bicycling* magazine did its first ranking of the best cities for bicycling in April 1990, Boulder was ranked fourth and Madison was ranked ninth. When *Bicycling* did its second ranking in November 1995, they limited it to cities with populations of 100,000 or more, so Boulder no longer qualified. Madison, however, moved up to fourth place and Toronto was first place. Toronto was also featured as a city where bicycling is a way of life in the September/October 1998 issue of the Sierra Club's magazine *Sierra*.

Bicycling raised the population minimum to 200,000 for their latest ranking in March 1999, in order to focus their rankings on true urban, big-city cycling. Madison's population was slightly under the minimum, so they were not included this time. Toronto underwent a huge transition effective January 1, 1998, when Ontario amalgamated the six metro area cities to form the New City of Toronto with a population of 2.4 million and an area of 632 square kilometers; but it still was ranked fifth. Now that Toronto includes the entire metro area, it is similar in population to the Twin Cities seven-county metro area, which has a 1998 estimated population of 2.5 million. The 1998 estimate for Minneapolis is 360,591 and for St. Paul is 268,776. Madison's population is just under 200,000, and Boulder is the smallest of the cities with a 1998 population estimate of 92,823.

These cities share with us the challenges of a northern climate. Temperatures in the Twin Cities range from a normal high of 20 F in January to 84 F in July. Average annual precipitation is about 28 inches, with an average annual snowfall of about 57 inches. Madison's temperatures range from a normal high of 16 F in January to 71 F in July. Average annual precipitation is about 31 inches, and average annual snowfall is about 43 inches. Toronto averages 26 F in the winter and 69 F in the summer. Average annual precipitation is 32 inches, and average snowfall is 53 inches. Boulder does not get as cold in the winter, but gets more snow. Temperatures range from a normal high of about 45 F in January to 88 F in July. Average annual precipitation is 19 inches, and average annual snowfall is 80 inches.

Organizational structure

Madison

Wisconsin DOT

The Wisconsin Department of Transportation (WisDOT) has completed a bicycle plan titled *Wisconsin Bicycle Transportation Plan 2020* (1998). It addresses three levels of system ownership: state-owned, state-supported, and state-interest. The state-owned system is the State Freeway and Highway System. The state-supported system includes connecting highways and locally-owned roadways that receive state and federal funding. WisDOT's policies and decisions govern bicycle facilities on these two systems. The state-interest system includes the local streets and county and

town roads. WisDOT has no oversight responsibilities for this system, and can only recommend, not require, bikeway improvements and programs.

WisDOT emphasizes that an interconnected bicycle transportation network across jurisdictional boundaries is extremely important to the success of the state plan. The state will work with local units of government to encourage them to use the recommended goals, objectives, and actions when they do their own planning. Also, Wisconsin statute requires that WisDOT provide direct technical assistance to local governments in the development of bicycle facilities. The WisDOT District that includes the City of Madison has a full-time staff member working on alternative transportation programs, including bicycle programs. According to the state plan, all of the metropolitan planning organizations (MPOs) in the state have either produced a bike plan or prepared a bike element as part of their overall transportation plans. WisDOT sees implementation of the MPO plans as providing the greatest opportunity to achieve the increased bicycle usage goals of the state plan.

The "Implementation" chapter of the state plan includes a list of the most prominent groups that are called upon to help implement the plan, with statements of responsibilities. WisDOT has a long list of responsibilities including:

- planning and designing the freeway and highway system with a strong consideration of bicycle accommodation and providing liaison and coordination with federal agencies, regional planning commissions (RPCs), MPOs and local governments
- providing safety education
- encouraging public transit systems to provide bicycle accommodations
- developing a marketing strategy to increase bicycle use

The state plan also calls on the MPOs, RPCs, counties, communities, school districts, DNR, tourism interest groups, shopping centers, developers, employers and bicycle groups/clubs to participate in implementation of the plan.

Madison Area Metropolitan Planning Organization

The Madison Area Metropolitan Planning Organization has completed a draft bicycle transportation plan, *Bicycle Transportation Plan for the Madison Urban Area and Dane County, Wisconsin*, June 2000. The final copy will be released in fall 2000. It will update and replace the 1991 *Bicycle Transportation Plan for Madison and Dane County*. The new plan focuses on bicycling for transportation purposes as opposed to recreational bicycling. It is intended to serve the following purposes:

- Refine the Bicycle Plan Element of the adopted Vision 2020 *Dane County Land Use & Transportation Plan* (1997)
- Fulfill the requirements of the Transportation Equity Act for the 21st Century (TEA-21), requiring MPOs to undertake bicycle transportation planning
- Serve as a blueprint for continuing to improve bicycling conditions and safety and increase bicycling levels in the Madison area and countywide
- Identify desirable bicycle routes within Dane County, including linkages between communities
- Serve as a framework for cooperation between state agencies, the county, and local governments in planning for and developing bicycle facilities
- Provide information to citizens interested in bicycle transportation
- Provide guidelines for planning, designing, and maintaining bicycle facilities

City of Madison

Bicycle planning is part of the city's Traffic Engineering Office. There is a Bicycle/Pedestrian Coordinator working out of that office. In 1990, the last time Madison did a bicycle plan, the city worked with the MPO to roll it into the 1991 city/county plan mentioned above. The new, updated plan includes the Bicycle/Pedestrian Coordinator and one of the city traffic engineers on its Technical Advisory Committee.

Toronto

The city of Toronto has bicycle staff in two departments, the Transportation Department and the Planning Department. Within the Transportation Department there is a section called Pedestrian and Cycling Infrastructure, which is mandated to design, implement and maintain cycling facilities within road rights-of-way. Within the Planning Department there is a Bicycle Safety and Education Coordinator, and a Bicycle Planner who does site plan review and long range planning for cycling facilities and policies.

The City Council is also involved through its Toronto Cycling Committee (http://www.city.toronto.on.ca/cycling/committee_terms.htm), a committee set up to advise the City Council on the design, development and delivery of bicycle policies, programs and facilities to promote and enhance cycling within the city of Toronto. The committee members include: one city councilor; fifteen citizens representative of all geographic districts of the city, including one cycle courier representative; and one representative each from the Toronto Pedestrian Committee, the Toronto Bicycling Network, the Community Bicycle Network, the Toronto District School Board, and the Toronto Catholic District School Board. The committee also encourages the creation of, and will work with residents to establish, Community Cycling Advisory Groups to focus on local needs and priorities within communities. The Toronto Cycling Committee focuses on the following:

- representing cyclists' interests within the city
- physical infrastructure
- education, safety and security of cyclists and other road users
- promoting bicycle use
- environment, air quality and economic development issues related to cycling
- better integration of transit-bicycle trips
- coordinating initiatives with cycling interests outside the City of Toronto

Unlike in the United States, where government agencies at all levels have roles to play in bicycle planning and projects, the provincial government of Ontario does not play an active role in bicycle initiatives. There is no bike coordinator or bike plan in the Ontario Ministry of Transportation, and no federal funds are available to municipalities for transport infrastructure (Dan Egan, Toronto Bicycle Planner, personal communication, September 21, 1999).

Boulder

Colorado Department of Transportation

At the state level, bicycle/pedestrian programs are part of the Planning Branch of the Division of Transportation Development in the Colorado Department of Transportation (DOT). There is a State Bicycle/Pedestrian Coordinator. There is not currently a state bicycle plan, but intermodal policy statements are included in the overall state transportation plan. The state DOT also works with the regional planning organizations in Colorado to help them develop bike/pedestrian advisory committees (Gay Page, Colorado DOT Bicycle/Pedestrian Coordinator, personal communication, April 2, 1999).

In the fall of 1998, the Colorado DOT commissioned a statewide survey on biking and walking in Colorado. The results analyze the economic impact of bicycling in Colorado as well as bicycling behavior and opinions about bicycling (CRESP, 2000). A full technical report is due out later in 2000.

Denver Regional Council of Governments

The MPO for the Boulder region is the Denver Regional Council of Governments. That group has membership from cities and counties, and has developed priorities for major regional bicycle corridors.

City of Boulder

The City of Boulder has an extensive, detailed *Bicycle System Plan* (1996) that is a component of the *Transportation Master Plan Update for the Boulder Valley*. The purpose of the bike plan is to help the city achieve the stated goals of the Master Plan, which include increasing the bicycle mode share by four percent from the 1994 level by 2020. That translates into doubling the total number of bicycle trips per year from 80,000 to 160,000. The plan addresses the need to develop a complete bicycle system based on the corridor concept in order to realize the potential for bicycling as a mode of travel. It states that a continuous and well-connected bicycle system, which extends through the City of Boulder and the region, is fundamental in order to maintain a healthy future for bicycling in Boulder.

Similarities and Differences with the Twin Cities Metropolitan Area

As described in previous chapters, the transportation system in the Twin Cities is based on a multi-agency, regional approach. The Metropolitan Council, Mn/DOT, and the counties and cities all play major roles in managing transportation, including bicycle transportation, for the metro area. A complete list of transportation-related organizations in the Twin Cities that include a bicycle component can be found in Appendix C.

At the state level, the bicycle program is part of the Sustainable Transportation Initiative, which is located in the Office of Environmental Services. The State Bicycle Coordinator works out of that office. The last *Comprehensive State Bicycle Plan* was done in 1992. Current state guides include the *Minnesota Bicycle Transportation Planning and Design Guidelines* (1996) and Technical Memorandum 99-04-ES-01 (January 19, 1999), "Mn/DOT Policy on Bikeway and Other Non-Motorized, Multi Use Trail Accommodation Within Trunk Highway Right-of-Way." Both are available on the Mn/DOT's Sustainable Transportation Initiative's web site at

www.dot.state.mn.us/sti. There is also a group called the Minnesota State Bicycle Advisory Committee that has citizen representatives and members from several state agencies. It works to promote the acceptance and use of bicycles in Minnesota.

The Metropolitan Council is the metropolitan planning organization for the seven-county metropolitan area. It prepares a *Transportation Development Guide/Policy Plan* that includes bicycling elements. It also administers federal funds for bicycle projects and prepares the *Transportation Improvement Program* of highway, transit, bike, pedestrian, and enhancement projects proposed for federal funding.

In Minneapolis, bike transportation planning is a function of the city's Department of Public Works. Minneapolis also has a Bicycle Advisory Committee with members appointed by the mayor and the City Council. Minneapolis is located within Hennepin County. Hennepin County has a transportation planner who devotes part of his time to bicycle facility planning, and a County Bicycling Advisory Committee with the role of bicycle advocacy. The Suburban Hennepin Regional Park District collaborates with the county on bikeways management.

The City of St. Paul, located within Ramsey County, has a Bicycle Advisory Board that makes recommendations to the mayor on bike transportation. The Ramsey County Parks and Recreation Department is involved in several trail projects, and the Ramsey County Public Works Department is the contact for information on bike transportation.

Bikeway systems, parking, and snowplowing

Madison

The city of Madison wraps around two large lakes, Lake Mendota and Lake Monona. The center of the city, where the State Capitol is located, is on a narrow strip, or isthmus, between the lakes. The University of Wisconsin-Madison is along the south shore of Lake Mendota, just off the isthmus. Government workers and university students and staff form a large pool of actual and potential bicycle commuters. There are approximately 100 miles of bike paths, bike lanes, and shared-use streets assigned as designated bike routes in the city. All new arterial roadways are being built with bike lanes.

The 1990 census showed 3.3 percent of Madison residents commuting by bike during census week, which was the last week of March. Since it is usually still wintry in March, levels would logically be higher during the warmer months. April through October are considered peak biking months, and the Bicycle/Pedestrian Coordinator for the city estimates that during the winter season they retain 20 percent of their peak biking activity.

Various estimates from other sources are that 13 percent of Madison residents either bike or walk to work, and that citywide, 6 to 10 percent commute by bike. The University of Wisconsin-Madison annually surveys students and employees and has consistently found that about 10 percent of all employees and about 25 percent of off-campus students commute to the university by bicycle during good weather months.

Madison has a program call Red Bikes that offers hundreds of used bicycles (painted red for recognition) for free use each spring. They are maintained through the fall using donated materials and labor, and are then retrieved and stored for the winter. The program has been operating since

1996. Information about the Red Bikes is available on the Bicycle Community Page serving Madison and Dane County (<http://danenet.wiclip.org/bcp>.)

The Bicycling Community Page is itself a service to bicycle commuters. It is produced by the bicycle advocacy group Bicycle Transportation Alliance of Dane County. The site includes news about proposed road projects that impact bicycling, a link to the magazine *Wisconsin Bicyclist*, and sections on all aspects of bicycling. The "Commuting" section includes "Bicycle Commuting in Madison: A Guide" by Arthur Ross, the city's Pedestrian/Bicycle Coordinator, as well as tips on winter riding, commentary on the state of bike commuting issues in Madison, and links to other information.

A new service that bicycle advocates have been pushing for and that is finally being implemented is bike racks on buses in Madison. The Metro system hopes to have its entire fleet of buses equipped with bike racks by the end of September 2000. The racks are mounted on the front of the vehicles, with room for two bikes on each rack. The official "kickoff" of the program was scheduled to occur during the annual Bike to Work Week on May 22, 2000.

Bicycle advocates in Madison have also had an impact on improved snow removal on bicycle paths in recent years. As winter biking increased, bicyclists demanded better plowing and communicated their priorities for plowing to the city. The Madison Parks Division is responsible for plowing the bike paths. A series of downtown bicycle paths run through the isthmus, and bicycle commuters who work downtown use those paths to get to work. The Parks Division has reassigned plowing to give those paths a high priority; the goal is to have them clear by 7:30 or 8:00 a.m. after a snowfall the previous night. The on-street bicycle lanes, on the other hand, get clogged when snow from the auto lanes is pushed to the curb, so the dedicated bike paths are important to winter commuters (Jon Sundby, Madison Parks Division, personal communication, February 12, 1999).

Toronto

Toronto has about 72 kilometers of bicycle lanes, 40 km of signed bicycle routes, 16 km of "share the road" routes, and 150 km of bicycle trails. The city now comprises the entire metropolitan area that used to be six separate municipalities, so there are not yet good ridership figures for the new city. A figure for the central downtown that has remained fairly constant for the past few years is that there are about 30,000 bicycle trips to and from the central area on an average summer day.

The last travel survey that was done in the old city of Toronto before the amalgamation was in 1991. At that time, 7 percent of people age 15 or older biked to work or to school. The figure for bike transportation for any type of trip (work, school, shopping, errands, etc.) was 9.2 percent. The bike to work trip was growing at a faster rate than other trips. Between 1985 and 1991 the number of people age 15 or older biking to work increased by 50 percent and the number of bike to work trips increased by 77 percent, as people were also biking to work more often. Of the 140,000 people who both lived and worked in the central downtown area in 1991, 8 percent used bicycles as their main means of transportation to work (Dan Egan, personal communication, March 16, 1999).

A bicycle facility that is somewhat unique to Toronto is the contra-flow bike lane. Toronto's first two contra-flow bike lanes were approved in 1998. These lanes enable bicyclists to travel in both directions on streets that are one-way for motor vehicles. That way, there can be bike routes in neighborhoods where the one-way street pattern would ordinarily prevent convenient bicycle access. The design is used in some European cities, but is rare in North America.

Toronto has also designed its own parking device for bicycles, known as the “post-and-ring,” and has installed about 4,000 of them throughout the city. Bike parking is also available at 46 of the city’s 66 subway stations. Bikes are allowed in city buses, streetcars, and subway trains during non-peak hours. Another city initiative to aid bicycle commuters has been the painting of white dots on the pavement at intersections to indicate where the traffic signal sensor is. Stopping on the dots turns the light green.

Bicycle lanes are plowed within 48 hours of a snowfall, with the goal of maintaining at least a one-meter-wide clear lane. After regular street plowing is completed, bicycle lane conditions are monitored and additional plowing or salting is done as needed. Winter bicycle traffic is variable, depending on snow and ice conditions. A general estimate is that bicycle counts in June would be expected to be between six and seven times as high as January counts, but bicycling does continue through the winter (Dan Egan, personal communication, March 25, 1999).

The Community Bicycle Network in Toronto runs a BikeShare program that makes bikes available for people to borrow in the city. Information on the program is at www.web.net/~detour/cbn. Bicycling information and maps are available through the city’s web site at www.city.toronto.on.ca/cycling/index.htm.



“Post-and-ring” bike parking in Toronto. Photo courtesy of the City of Toronto

Boulder

The city of Boulder has about 80 miles of multi-use trails and bike lanes and paths. Bicycle commuting has increased during the 1990's; in 1990 bike trips accounted for 11 percent of all trips, and 10 percent of trips to work. In 1996, bike trips still accounted for 11 percent of all trips, but increased to 14 percent of trips to work (Noreen Walsh, Denver Regional Council of Governments, personal communication, October 5, 1999).

Boulder's free bike program, sometimes referred to as the Green Bike program since their bikes are painted green, is called "Spokes for Folks," and is sponsored by the Downtown Management Commission and the City of Boulder. Bicycles are donated and made available for free use, and are restored and maintained by local high school students. Information is available on the Getting There By Bike web site at http://bcn.boulder.co.us/boulder/gettingthere/bike/bike_index.html.

Getting There By Bike also describes a parking scheme developed in Boulder which uses recycled automobile steering wheels attached to parking meters for bicycle parking. The steering wheels aid in keeping bikes upright and out of the pedestrian right-of-way when they are locked at parking meters. About fifty of them have been placed in the downtown area; funding for the program comes from parking meter revenues.

Boulder is ahead of many cities in allowing bikes on buses; all Boulder local city buses have bike racks. Buses are limited to two bikes per vehicle. An average of 2,500 cyclists per month uses the racks in summer and 1,600 per month in winter. Regional buses have luggage bays and allow bikes in the luggage compartment.



The City of Boulder recycles old steering wheels from cars to create bike parking. Photo courtesy of the Downtown Management Commission, City of Boulder

Similarities and Differences with the Twin Cities Metropolitan Area

The City of Minneapolis has 21.1 miles of striped, on-street bike lanes, 49.3 miles of off-street bike paths, and 9.2 miles of signed, "share the road" routes. Minneapolis has about 250 bike storage lockers throughout the entire city. St. Paul plans to install 130 bike lockers and racks during the summer of 2000. A 1999 statewide transportation survey indicated that about four percent of working Minnesotans commute by bicycle at least a few days a year (Minnesota Center for Survey Research, 1999).

The Twin Cities also has a free bike program, "Yellow Bikes," operated by the nonprofit organization The Yellow Bike Coalition. When the program began in 1995, the yellow bikes were simply scattered around the downtown areas for people to use and then leave when they were through. Many of the bikes disappeared. The program changed its focus in 1997 to more of a bicycle "lending library." Various local businesses and community centers have been designated as "hubs" for storing the bikes, which are locked. Borrowers can get a Yellow Bike Card for a \$10 refundable deposit, and can then check out a bike for a day from any hub. Long term loans can also be arranged. The Coalition also provides bikes to organizations for special events, and has a Corporate Fleet program that can provide companies with a fleet of bicycles for employee use during the workday.

The Coalition maintains a repair shop where volunteers and Coalition members maintain the community bikes. Volunteers and holders of Yellow Bike Cards can also use the shop to work on their own bikes. Training is available for people interested in becoming volunteers. The Yellow Bike web site is <http://www.yellowbike.org>.

Twin Cities residents will start seeing more bike racks on buses, too. The Metropolitan Council announced in May 2000 that all new Metro Transit buses will be ordered with bike racks on the front. The racks, which each hold two bikes, were used during a two-year test period on a route that serves the University of Minnesota and several other neighborhoods in Minneapolis. Metro Transit typically orders about 100 new buses each year. They estimate that it will take about 12 years to achieve system wide availability.

Snow plowing varies with jurisdiction throughout the Twin Cities. In Minneapolis, the City plows all on-street bike lanes. The Park Board is responsible for trail plowing, and plows a single path along the trails. St. Paul streets with dedicated, striped bicycle lanes are plowed curb to curb. About half of the off-road trails that are under Ramsey County jurisdiction are plowed for both bike and pedestrian use.

Bike promotion programs

Madison

Madison's Bike to Work Week is an annual event that began as Bike to Work Day and expanded to a full week of activities in 1998. The 1999 event, May 22-28, was the 18th annual Bike to Work event in Madison. Participation has grown tremendously. In 1996, about 275 people participated; in 1997 it grew to over 800. In 1998, when it was expanded from one day to a whole week, about 1500 people and 100 businesses participated, and in 1999 about 1700 people participated.

The event includes a variety of activities, which are summarized on their web site at <http://www.btww.org>. They include some purely fun things like an opening parade of decorated bicycles and a closing fiesta with free food and entertainment. They also include services like

personalized route maps from home to work for commuters, a bicycle commuting handbook for participating employers, and commuting information and maps that can be downloaded from the web site. The 2000 event included a Bike to School Day, a Bike with your Legislator event, and the kick-off of the new bikes on buses program, "Rack-N-Roll."

Toronto

Toronto's annual Bike Week, held at the end of May or beginning of June, is less of a commuter event and more of an all-around bicycle celebration. It features guided bike tours of the city, family and children's events, programs on safety and bike mechanics, and social events. It offers Bicycle Friendly Business Awards for businesses and organizations that help make Toronto bike friendly.

The Road and Trail Safety Ambassadors is a program administered by the city that sends groups of young, experienced cyclists throughout the city from May to September to do community outreach (<http://www.city.toronto.on.ca/cycling/rtsembassadors.htm>). Their goals are to:

- reduce the number and severity of cycling injuries and fatalities
- increase compliance with traffic laws by all road users
- reduce conflict between different road users and foster cooperation on the roads
- promote safe and responsible trail use in parks and environmentally sensitive areas

The Bicycle User Group Program is a network of workplace bike user groups, formed to promote bicycle commuting. In addition, transportation management associations within workplaces are being formed, which focus on bicycling as well as other transportation management techniques.

Toronto has information on the World Wide Web about bicycling programs and issues, as do Madison and Boulder. The city's page at <http://www.city.toronto.on.ca/cycling> is one source. A graduate student at the University of Toronto has put up a "Toronto Bicycle Commuter's Handbook" at <http://www.sunnybrook.utoronto.ca/~macgowan/cycling> which contains tips for cyclists aimed at making it easier to commute by bicycle.

Boulder

Most of the programs designed to promote and encourage bicycle transportation in Boulder are coordinated by GO Boulder. GO Boulder was established after the Transportation Master Plan of 1989 was adopted, with the mission of fostering greater use of alternative modes by providing programs, products and facilities which encourage the use of alternative transportation. GO Boulder publishes the *Alternative Transportation Newsletter*, which is available on the World Wide Web at http://www.go.boulder.co.us/news/newsletter_menu.html, and sponsors programs that involve transit, bicycles and pedestrians. One of GO Boulder's programs is the annual bike to work event.

Like Madison, Boulder has built on and expanded its annual bike to work event. It began as Bike Week, but was expanded to include pedestrians in 1997 and became Walk & Bike Week, with a Walk & Bike to Work Day during the week. In 1998 it became part of a larger community outreach and educational program called Walk & Roll, which runs from May through September. The Walk & Roll Business Challenge is a friendly competition in which Boulder companies compete for the most walking, biking and transit participants. Originally it was only held during Walk & Bike Week, but

beginning in 1998 businesses were given the option of competing in the challenge for one week or for three months, June through August.

Similarities and Differences with the Twin Cities Metropolitan Area

The Twin Cities also has an annual bike to work event, sponsored by the Bike, Bus or Carpool Coalition, which includes the following organizations:

- Minnesota Department of Transportation
- Metropolitan Council
- Metro Commuter Services
- Metro Transit
- Minnesota Department of Administration
- Pro Events International
- 3M
- Quality Bicycle Products
- Hennepin County
- Downtown Minneapolis Transportation Management Organization (TMO)
- St. Paul Transportation Management Organization (TMO)

This event began in 1991 as B-BOP Day, short for Bike, Bus or Pool. In 1999, it expanded to three days and was renamed Commuter Choice Week. Events included “group bike commutes” from several locations to each of the downtown areas; displays, music, games and prizes in each downtown; and discounted bus passes.

Starting in 1996, some members of the State Bicycle Advisory Committee decided to bike to their final meeting of the year connected with the B-BOP day event. The first ride was from Virginia, MN, a distance of over 190 miles. This first long distance ride that ended at the State Capitol in St. Paul spawned other long distance group rides, from Duluth, Mankato, and Rochester. The Rochester ride in May of 2000 included more than 20 riders during B-BOP.

In 2000, more emphasis was placed on working with employers, giving them information and materials ahead of time to help them plan their own events and incentives for employees to commute by bicycle or other alternatives to the single occupancy vehicle. Mn/DOT employees were encouraged to use alternative means of transportation during B-BOP Week, May 15-19. Events included Commuter Choice Day, Telework Day, Car Pool to Work Day, Transit (bus) to Work Day, and Bike to Work Day. Online information is available at <http://www.bbop.org/main.cfm>.

Grass roots support and activism

Madison

Madison’s Bicycling Community Page on the Internet shows a strong activist community. There is a large “Advocacy” section on the page that includes commentary on proposed projects, hot issues, links to all kinds of biking organizations and articles, and information on state legislation. It is also at times an angry activist community. The opening graphic is titled “Cars Are Death.” There is a serious concern for the safety of bicyclists sharing the streets with a lot of traffic. The “Local Interest” section

criticizes city departments for not taking bicycle transportation seriously enough, and describes poor relations between area cyclists and the sheriff's department.

Bike activists have made some progress. It was grassroots lobbying for better snow removal that influenced the Parks Division to give a high priority to clearing bike paths. The lack of bike racks on buses was a sore point for a long time, but finally resulted in the "Rack-N-Roll" project to equip buses with bike racks in 2000. The people involved in bicycle issues all seem to know each other, and to be committed to improving bicycling in Madison.

Toronto

Toronto also has a strong activist community. "Critical Mass" rides that take place on the last Friday of each month at 5:30 p.m. are one activity that they use to increase visibility of cycling among motorists (and give motorists a hard time while they're at it). It is an informal activity where groups of cyclists ride around in a big pack together. They ride slowly, block quite a bit of traffic, and inspire drivers to do some honking and yelling. They say that it feels good to be the dominant force on the road for a change. Critical mass is a worldwide movement that was mentioned on several web sites.

Toronto has a formal advocacy group called Advocacy for Respect for Cyclists (ARC) that works to improve safety for bicyclists. The organization was formed in 1996 after two cyclists were killed during one of the Critical Mass rides. ARC was instrumental in getting the coroner's office to report on cycling death in Toronto, which led to the report *The Regional Coroner's Report on Cycling Fatalities in Toronto 1986-1996*. That report made a number of recommendations for improving bicycle safety. One was to amend Ontario's Highway Traffic Act to give cyclists precedence over motorists where the right of way would otherwise be ambiguous. Another was to require sideguards on heavy trucks to keep falling cyclists from being swept under the wheels.

Now ARC is working to see that the safety recommendations in the report are acted upon. Additional bike lanes are being planned for dangerous traffic areas where bicyclists have been killed. ARC has written a guide to making effective complaints against speeding and aggressive drivers, and is compiling a list of bike friendly lawyers who are interested in taking on cycling cases. ARC also maintains a site called "BikeWatch" which collects cycle-related accident data for Toronto. Through their web site, you can report an incident or view a list of incidents. The ARC Home Page is at <http://www.web.net/~detour/arc>.

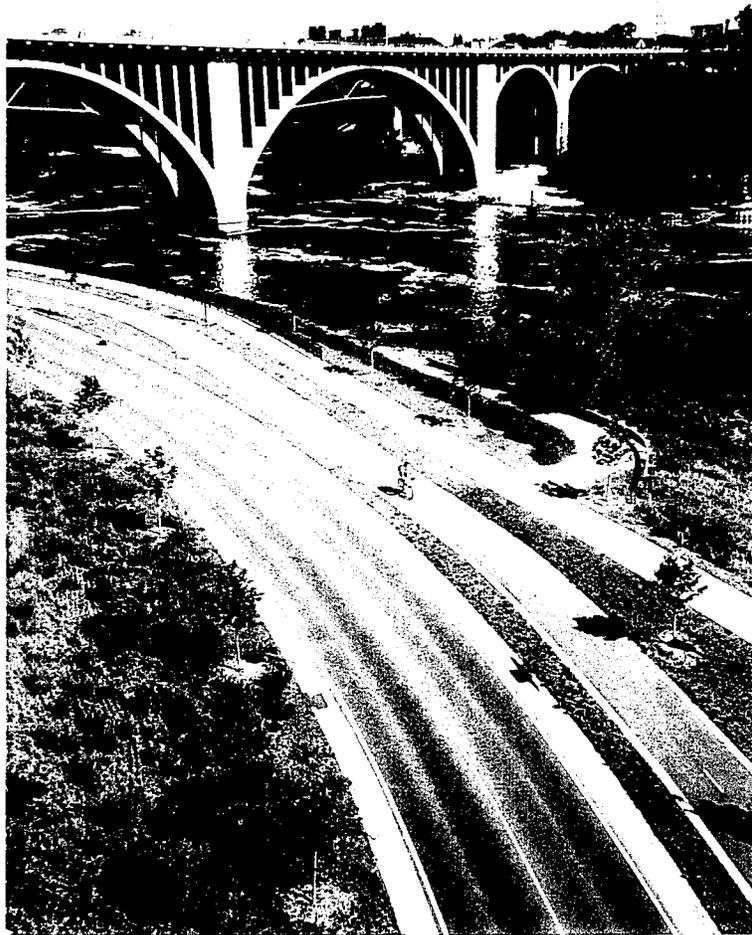
Two other programs in Toronto created by bicycle activists are Intersection and the Community Bicycle Network. Intersection trains bike activists, houses a sustainable transportation library, and publishes materials on cycling. The Community Bicycle Network provides bike trailer rental, operates a bike delivery program and coordinates a network of bike recycling and repair centers run by volunteers (Pucher, 1999).

Boulder

Boulder does not have as obvious a grass-roots presence on the Internet as do Madison and Toronto. There is less evidence of the anger and frustration that showed through in some of the advocacy sites from Madison and Toronto. There is extensive cycling information available, however, on the City of Boulder and Go Boulder sites.

Similarities and Differences with the Twin Cities Metropolitan Area

The Twin Cities is similar to Boulder, in that bike advocacy is more mainstream and less angry than in Madison or Toronto. The county and city advisory boards advocate for better bike facilities and work to ensure that bike facilities are included in road and bridge projects. The Yellow Bike Coalition, described earlier, works to connect people and places through bikes. A citizen group called Transit for Livable Communities advocates greater use of transit, bicycling and walking, and land use patterns that make that possible.



The West River Parkway Bike Trail runs along the Mississippi River. Photo by Michael Jackson

Focus on the Madison Bicycle Commute Project: Discovering What Potential Bike Commuters Need

The Madison Bicycle Commute Project was a 1.5-year-long pilot project that was conducted in 1998-99 by the Bicycle Federation of Wisconsin. The project was also sponsored by the Wisconsin Department of Transportation and the Dane County Bicycle Association. Four Madison companies set up bicycle commuting programs for their employees. They began by conducting employee commuting surveys, holding focus group sessions, and assessing the availability of and need for, facilities such as parking, showers and bike lockers.

Then they offered incentives such as prizes to bicycle commuters, and provided educational materials about bike commuting, installing or improving bike facilities, staging promotional events and publicizing the program.

At the end of the pilot, they conducted another employee survey to find out what worked and what didn't, and to assess changes in commuter habits or awareness. The post-project surveys indicated an average increase of five percent in the number of bicycle commuters at each business. The surveys also showed that the most important incentives for biking to work were parking facilities, showers and changing rooms, and a casual dress code.

Other important factors were bicycle-friendly routes and emergency transportation options. The biggest deterrents to bicycle commuting were before- and after-work errands, taking children to and from daycare, distance from home to work, and weather.

Another outcome of this project was a bicycle commuting handbook for employers. *Parking for Free: A Bicycle Commute Program Guide for Madison Area Employers* is a tool for promoting bike commuting and for helping employers to design and implement long-term bicycle commute programs.

For more information, contact the Bicycle Federation of Wisconsin at 608.251.4456, email info@bfw.org, or web site <http://www.bfw.org>.

Chapter 9

Conclusions

The Twin Cities metropolitan area has many opportunities to increase bicycle transportation and to create a viable bicycle transportation network. The metropolitan area has already shown signs of becoming bike friendly. The number of bicycle facilities is steadily increasing, and there are enthusiastic public officials, bicycle advocates, and citizens as well. Furthermore, the political climate in the state is favorable toward alternative forms of transportation. Through the interviews and literature review on bicycle transportation in the metropolitan area, we present the following conclusions and recommendations:

1. **Leadership:** Transportation officials and bicycle advocates, among others, are looking for leadership in developing an effective regional bicycle transportation network infrastructure. Agencies involved in transportation including Mn/DOT, the Metropolitan Council, and county and city public works departments need to lead the effort to create a coordinated bicycle transportation network.
2. **Communication:** Communication links between and among jurisdictions and public agencies need to be encouraged and enhanced to foster natural partnerships. Solid communication among and between the following groups are critical:
 - Federal Highway Administration regional office, Mn/DOT, and the Metropolitan Council
 - Metropolitan Council, Mn/DOT Metro Division, and Mn/DOT Office of Environmental Services
 - Metropolitan Council offices that are involved in alternative transportation (for example, Community Planning, Metro Commuter Services, and Metro Transit)
 - Ramsey and Hennepin Counties
 - St. Paul, Minneapolis and the University of Minnesota
3. **Planning:** Bicycling needs should be included at the outset of planning a transportation project. They should also be included in roadway construction, maintenance, and preservation projects.
4. **Network:** Priority should be given to a bicycle transportation system that connects employment centers, commerce, and residential areas rather than to individual projects that do not connect these areas. This requires unity and cooperation among many jurisdictions. Connections between residential areas and downtown areas are also important.
5. **Research:** Metro area residents' preferences, needs, attitudes and travel behaviors need to be assessed and incorporated into government decision-making processes. An understanding of travel behaviors is important in designing bike facilities to meet the needs of current and potential bike commuters. This information helps to document the importance of bikeways that may not be generally recognized by the public or by government decision-makers. Research should also be conducted on the rate, severity and type of bicycle crashes and injuries to incorporate this information into transportation planning decisions.
6. **Measurement:** Jurisdictions should inventory existing bike facilities and identify gaps in the roadway and trail system. They should prioritize needs for where facilities should be built, repaired, or updated and identify where bike storage and lockers areas should be installed.

7. **Partnerships:** The Twin Cities metropolitan area has a large number of governmental units, including cities, counties, park districts, and state and regional agencies. Bicycling will benefit from strengthening the formal and informal partnerships among jurisdictions to share information, plan bikeways, identify barriers, and find solutions. This has shown to be effective in carrying out bike projects in the metropolitan area.
8. **Funding:** The Metropolitan Council's grant funding process has been called confusing and difficult to understand. The process and criteria that are used to determine how projects are funded should be examined for consistency with appropriate design manuals, traffic engineering principles, current research, community needs, and based on a regional bicycle transportation network infrastructure approach.
9. **Information sharing:** Jurisdictions can look to other communities and jurisdictions within the metropolitan area for good examples of bike facilities and planning. The University of Minnesota, the City of Shoreview, Dakota County, and the City of Minneapolis could serve as models and mentors. Formal and informal communication tools could be used to generate conversations on how to best serve metropolitan residents. For example, e-mail discussion lists, Internet web sites, and conferences may enhance the sharing of ideas.
10. **Customers:** Bicycle facilities are an important element in encouraging metro area residents to commute to work by bike. The Metropolitan Council, Mn/DOT, counties and cities would enhance service to metro area residents by focusing in on bike commuting needs by developing bike facilities to include bike storage, lockers, bicycle lanes, and destination signing.

The *1999 Statewide Transportation Tracking Study* indicated an interest among Minnesota citizens in bicycle transportation, and a willingness to try bicycle commuting if the facilities are in place. When transportation agencies in the metropolitan area improve their collaboration and communication, consider ideas that have worked well in other cities, and enhance the bicycle facilities, bicycle transportation will become a viable and enjoyable way to commute to work.



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Photo by David Gonzalez

APPENDIX A

**Bibliography
Minnesota Bicycle Documents**



Bibliography

Minnesota Bicycle Documents

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APPENDIX B

Internet Web Sites for Bicycling in the Twin Cities Metropolitan Area



Internet Web Sites for Bicycling in the Twin Cities Metropolitan Area

These web sites are provided as a potential resource for more information about bike transportation and are not intended as an endorsement or advertisement for any product or service. Because we are not responsible for their accuracy or content, please check the accuracy of any information obtained from these sites.

Bike, Bus or Carpool Coalition <http://www.bbop.org/main.cfm>.

City of St. Paul, Bike Trail map <http://www.stpaul.gov/depts/parks/maps/index.html#bhjmap>

Dakota County Bikeway map <http://www.co.dakota.mn.us/planning/bike/index.htm>

Federal Highway Administration <http://www.fhwa.dot.gov/tea21/sumover.htm>

Hiawatha Bicycling Club <http://www.hiawathabike.org/>

Metro Commuter Services <http://www.metrocommuterservices.org/>.

Minnesota Rail Trails <http://www.railtrails.org/states/mntrails.htm>.

Minnesota State Bicycle Advisory Committee <http://www.dot.state.mn.us/sbac/>.

Mn/DOT Sustainable Transportation Initiatives (alternative transportation programs, including bicycles) <http://www.dot.state.mn.us/bike.html>

Mn/DOT map sales <http://www.dot.state.mn.us/mapsales/>

Minnesota Department of Natural Resources state trail maps
http://www.dnr.state.mn.us/trails_and_waterways/state_trails/maps/index.html

Minnesota Department of Public Safety (to report any unsafe driving incidents you have witnessed) <http://www.dps.state.mn.us/patrol/unsafe/>

Mountain bike trails in the Twin Cities <http://www.visi.com/~tam/mtb.html>

Phil Wagner's Bike Trails in Minnesota <http://www.users.uswest.net/~pgwag/mnbiktrail.html>

PioneerPlanet Bicycling Guide <http://www.pioneerplanet.com/archive/bike>

Ramsey County Parks and Recreation (trails information) <http://www.co.ramsey.mn.us/parks>

Saint Paul Bicycle Advisory Board
<http://www.geocities.com/Heartland/Meadows/8553/bicycle.htm>.

St. Paul Transportation Management Organization (TMO)
http://www.saintpaulchamber.com/commute_bicycling.htm

Sibley Bike Depot, bicycle transit station in downtown St. Paul,
<http://www.campunited.com/zevworkssibleydepot.htm>

Star Tribune Biking information <http://www.startribune.com/biking/>

Twin Cities Bicycling Club <http://www.biketcbc.com>

University of Minnesota biking information <http://www.umn.edu/parking>

Yellow Bike Coalition <http://www.yellowbike.org/>

APPENDIX C

**Bicycle Transportation-Related Organizations in the
Twin Cities Metropolitan Area**



Bicycle Transportation-Related Organizations in the Twin Cities Metropolitan Area

Federal

Federal Highway Administration
David Kopacz
Galtier Plaza, Box 75, Suite 500
175 5th Street
St. Paul, MN 55101
651.291.6126
General Information: 651.291.6100
david.kopacz@fhwa.dot.gov
www.fhwa.dot.gov/environment/bikeped/index.htm

State

Minnesota State Bicycle Advisory Committee

Michael Doyle
P.O. Box 322
St. Joseph, MN 56374-0322
320.363.1311
Fax: 320.363.1333
mdoyle1957@hotmail.com
Serves as Chair for the State Bicycle Advisory Committee and citizen representative from Mn/DOT district 3.

Department of Transportation

Mark Fiers
Committee staff person
395 John Ireland Boulevard, MS 315
St. Paul, MN 55155
651.297.1568
Fax: 651.296.0590
Mark.fiers@dot.state.mn.us
www.dot.state.mn.us/sbac/
Serves as Mn/DOT staff to the State Bicycle Advisory Board.

Michael Jackson
Sustainable Transportation Initiatives
395 John Ireland Boulevard, MS 315
St. Paul, MN 55155
651.296.9966
Fax: 651.296.0590

Michael.jackson@dot.state.mn.us
www.dot.state.mn.us/sti

Serves as State Bicycle Program Coordinator.

Agency representatives to the State Bicycle Advisory Committee

Department of Administration

Connie Koski
117 University Avenue
St. Paul, MN 55155
651.215.1895
Fax: 651.297.5158
Connie.koski@state.mn.us

Department of Children, Families, and Learning

Robert W. Fischer
1500 Highway 36 West
120 Transportation
Roseville, MN 55113
651.582.8776
Fax: 651.582.8873
Bob.w.fischer@state.mn.us

Department of Health

Mark Kinde
PO Box 64882
St. Paul, MN 55164-0882
651.281.9832
Fax: 651.215.8959
mark.kinde@health.state.mn.us

Metropolitan Council

Don Koski
Mears Park Centre
230 East 5th Street
St. Paul, MN 55101-1626
651.602.1217
Fax: 651.602.1200

Department of Natural Resources

Dan Collins
Box 52 DNR Building
500 Lafayette Road
St. Paul, MN 55155
651.296.6048
Fax: 651.297.5475
dan.collins@dnr.state.mn.us

Pollution Control Agency

Charlie Kennedy
520 Lafayette Road North
St. Paul, MN 55155
651.297.8615
Fax: 651.297.8676
charlie.kennedy@pca.state.mn.us

Department of Public Safety

Sharon L. Johnson
444 Cedar Street #150
St. Paul, MN 55101-5150
651.215.9092
Fax: 651.297.4844
sharon.l.johnson@state.mn.us
Bicycle registration: www.dps.state.mn.us/dvs/Bike/Bikereg.html

Minnesota Office of Tourism

Dave Vogel
PO Box 286
Mankato, MN 56002
888.975.6766
Fax: 507.389.2685
dave.vogel@state.mn.us

Department of Transportation

Ron Erickson
395 John Ireland Boulevard, MS 676
St. Paul, MN 55155
651.296.3049
Fax: 651.282.9834
ron.erickson@dot.state.mn.us

Metro area Citizen Representatives to the State Bicycle Advisory Committee

Lynn Moratzka
PO Box 483
Hastings, MN 55033
651.437.7869
lynn.moratzka@co.dakota.mn.us

Kristine Poelzer
1870 Indian Place
Arden Hills, MN 55112
651.633.1127
pinkroom@aol.com

Two additional positions currently vacant for metro area.

Other State Agencies and Offices

Metro Commuter Services
Tina Hoschette
Mears Park Centre
230 East 5th Street
St. Paul, MN 55101-1626
TDD/TTY 651.602.1253
651.602.1217
Fax: 651.602.1200
www.metrocommuterservices.org/

Information on bicycling programs and contact for the Chain Gang program.

Metropolitan Council
Community Development
Arne Stefferud
230 East 5th Street
St. Paul, MN 55101-1626
651.602.1360
arne.stefferud@metc.state.mn.us
www.metrocouncil.org

Metropolitan Council Information Line
651.602.1888

Pre-recorded information on Council meetings and actions.

Bike Map Sales
Minnesota Dept. of Transportation, MS 260
395 John Ireland Boulevard, Room G-19
St. Paul, MN 55155
651.296.2216
www.dot.state.mn.us/mapsales/

Michael Jackson
State Bicycle Coordinator
Minnesota Dept. of Transportation
Sustainable Transportation Initiatives
395 John Ireland Boulevard, MS 315
St. Paul, MN 55155
651.296.9966
Fax: 651.296.0590
michael.jackson@dot.state.mn.us
www.dot.state.mn.us/sti

University of Minnesota
Parking and Transportation Services
Steve Sanders
300 Transportation and Safety Building
511 Washington Avenue SE
Minneapolis, MN 55455
612.625.1333
612.626.7275
Fax: 612.624.8899
sande017@tc.umn.edu
www.umn.edu/parking

County

Anoka County Highway Department
Lyndon Robjent
550 Bunker Lake Boulevard NW
Andover, MN 55304
612.862.4237
www.co.anoka.mn.us

Anoka County Department of Parks and Recreation
John K. VonDeLinde,
Director
550 Bunker Lake boulevard NW
Andover, MN 55304
763.757.3920
Info Line: 763.767.2820
Fax: 763.755.0230
www.co.anoka.mn.us

Carver County Department of Public Works
Roger M. Gustafson, Director
600 East 4th Street
Chaska, Mn 55318
612.361.1010
www.co.carver.mn.us

Chisago County Highway Department
Mic Dahlberg,
County Engineer
313 North Main Street
Room 400
Center City, MN 55012
651.213.0769
651.674.4433
From outside metro: 888.234.1246
www.co.chisago.mn.us

Dakota County Highway Department
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
952.891.7030
www.co.dakota.mn.us

Dakota County Office of Planning
Lynn Moratzka, Director, Physical Development
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
952.891.7030
lynn.moratzka@co.dakota.mn.us
www.co.dakota.mn.us

Dakota County Parks Department
8500 127th Street East
Hastings, MN 55033
TDD 651.438.4668
Information Line: 651.438.4671
651.438.4660
parks@gsc.co.dakota.mn.us
www.co.dakota.mn.us

Hennepin County Bicycle Advisory Committee

Milt Schoen, Chair

Hennepin County Government Center

Mail Code 013

300 South 6th Street

Minneapolis, MN 55487

612.348.3300

Fax: 612.348.3932

milton.schoen@co.hennepin.mn.us

Advises county on bicycling needs for county highway projects

Hennepin County Transportation Department

Robert Byers

1600 Prairie Drive

Medina, Minnesota 55340-5421

763.745.7633

robert.byers@co.hennepin.mn.us

www.hennepin.mn.us

Suburban Hennepin Regional Park District

Del Miller, Intergovernmental Relations Manager

12615 County Road 9

Plymouth, MN 55441-1299

763-559-6754

Fax: 763.559.3287

www.hennepinparks.org

Ramsey County Department of Parks and Recreation

Larry Holmberg, Planner

2015 North Van Dyke Street

Maplewood, MN 55109

651.748.2500

larry.holmberg@co.ramsey.mn.us

www.co.ramsey.mn.us

Ramsey County Department of Public Works

Timothy Mayasich, Senior Transportation Planner

3377 North Rice Street

Shoreview, MN 55126

651.482.5207

Fax: 651.482.5232

timothy.mayasich@co.ramsey.mn.us

www.co.ramsey.mn.us

Ramsey County Regional Railroad Authority

Kathryn DeSpeigelaere, Director

50 West Kellogg Boulevard, Room 665

St. Paul, MN 55102

651.266.2760

Owns right-of-way of Burlington Northern line to preserve corridor for future light rail transit, and currently accommodating a paved multi-use trail.

Scott County Department of Public Works
Brad Larson, Director
600 Country Trail East
Jordan, MN 55352-9339
blarson@co.scott.mn.us
www.co.scott.mn.us

Washington County Department of Transportation and Physical Development
Sandra Cullen
Transportation Planning
11660 Myerson Road North
Stillwater, MN 55082-9573
651.430.4300
Fax: 651.430.4350
www.co.washington.mn.us

City

(For a complete list of cities, please see government section of telephone directory.)

City of Minneapolis
Department of Public Works
Jon Micheal Wertjes,
350 South 5th Street, Room 233
Minneapolis, MN 55415-1314
612.673.2614
Fax: 612.673.2149
jon.wertjes@ci.minneapolis.mn.us
www.ci.minneapolis.mn.us

Minneapolis Bicycle Advisory Board
Tom Becker, Chair
Room 233 City Hall
350 South 5th Street
Minneapolis, MN 55415
612.673.2411
Fax: 612.673.2149
www.ci.minneapolis.mn.us

Minneapolis City Council
Room 307, City Hall
350 South 5th Street
Minneapolis, MN 55415
612.673.3000
www.ci.minneapolis.mn.us

Minneapolis Park and Recreation Board
Edward Salomon, President
400 South 4th Street
Minneapolis, MN 55415
612.661.4800
www.ci.minneapolis.mn.us

City of Minnetonka
Dean Elstad, Recycling/Trails Coordinator
14600 Minnetonka Boulevard
Minnetonka, MN 55345
612.939.8217
Fax: 952.939.8244
delstad@ci.minnetonka.mn.us

City of Saint Paul
Department of Planning and Economic Development
Allan Torstenson,
Senior Planner
1400 City Hall Annex
25 West 4th Street
St. Paul, MN 55102-1634
651.266.6579
Fax: 651.228.3341
allan.torstenson@ci.stpaul.mn.us
www.stpaul.gov

City of St. Paul
Public Works Department
Tom Eggum, Director
651.266.6099
Fax: 651.292.7857
www.stpaul.gov

City of St. Paul
Division of Parks and Recreation
300 City Hall Annex
25 West 4th Street
St. Paul, MN 55102
www.stpaul.gov

St. Paul Bicycle Advisory Board
Greg Reese, City Staff Representative
1120 North Hamline
St. Paul, MN 55108
651.632.5129, extension 430
Fax: 651.642.0525
greg.reese@ci.stpaul.mn.us
www.stpaul.gov

St. Paul City Council
City Hall
15 West Kellogg Boulevard
St. Paul, MN 55102
651.266.8500
www.stpaul.gov

City of Shoreview
Gene Kruckenberg
4600 North Victoria Street
Shoreview, MN 55126
651.490.4665
Fax: 651.490.4699
gkruckenberg@ci.shoreview.mn.us
www.ci.shoreview.mn.us

Private or nonprofit

Downtown Minneapolis Transportation Management Organization (TMO)
Teresa Wernecke, Director
220 South 6th Street, Suite 230
Minneapolis, MN 55402
612.370.3987
twernecke@uswest.net
www.mplstmo.org

Commuter connection. One-stop commuting information.

Hiawatha Bicycling Club
President, Bob Dean
PO Box 24920
Edina MN 55424-0920
612.823.4924
www.hiawathabike.org

Organizes bike rides and safety programs.

I-494 Corridor Commission
Lisa Raduenz, Director
1425 Sargent Avenue
St. Paul, MN 55105-2330
651.227.1905
Fax: 651.690.4094
ljrlnc@aol.com

7 cities joint-powers organization to increase the moving capacity of I-494 working with employers and residents.

Major Taylor Cycling Club of Minnesota
c/o Louis J. Moore
4433 Columbus Avenue South
Minneapolis, MN 55407
612.822.8070

Bicycling touring club focusing on the African-American community.

Midtown Greenway Coalition
Tim Springer, Director
2801 21st Avenue South, Suite 230
Minneapolis, MN 55407
612.278.7170, Fax: 612.278.7172

Promotes the development of the Midtown Greenway.

Minnesota Coalition of Bicyclists (MCB)
Brian Rosenthal, President
PO Box 75452
St. Paul, MN 55175
651.452.9736
rtandems@winternet.com
Bicycling advocacy.

Pro Events International
77 – 13th Avenue NE, Suite 204
Minneapolis, MN 55413
612.378.5714
Fax: 612.378.2841
toms@pro-events.com
www.pro-events.com

Provides calender and organizes bicycling events.

St. Paul Transportation Management Organization (TMO)
Cami Zimmer, Director
332 Minnesota Street, Suite N205
St. Paul, MN 55101
651.265.2782
cami@saintpaulchamber.com
www.saintpaulchamber.com/commute_bicycling.htm

Private/public partner to promote and coordinate an efficient and environmentally sound transportation network.

Transit for Livable Communities
Barb Thoman
Co-Executive Director
624 Selby Avenue
St. Paul, MN 55104
651.644.6856
barbt@spnec.org

Nonprofit citizens advocate group for walking, biking and transit use.

Twin Cities Bicycling Club (TCBC)

PO Box 131086

Roseville, MN 55113.

Hotline: 612.924.2443

www.biketcbc.com

Conducts and promotes recreational bicycle rides.

Yellow Bike Coalition

1101 Cedar View Drive

Minneapolis, MN 55405

612.222.2080

ycb@yellowbikes.org

www.yellowbike.org

Repairs and recycles donated bikes and organizes bike-lending program.



University of Minnesota, St. Paul campus.

Photo courtesy of Parking and Transportation Services, University of Minnesota.