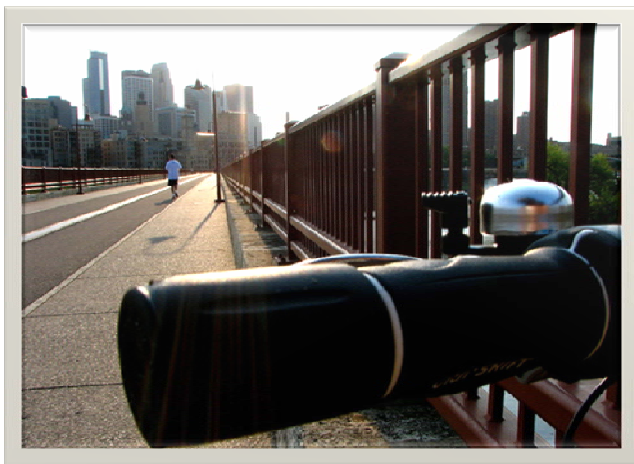
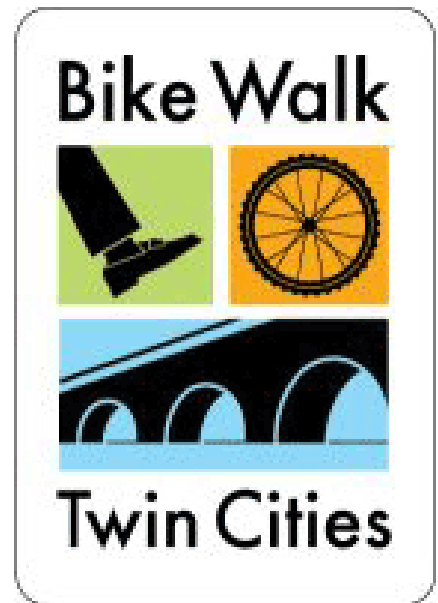


Bike Walk Twin Cities

A Non-Motorized Transportation
Pilot Program
2010 Campaign for Active
Transportation
Case Statement



Twin Cities of Minnesota – the Context of a Vibrant, Active, and Green Metro Area

The confluence of beautiful lake scenery, a long history of investment in parks and green-space, and the civic traditions of conservation and environmentalism have placed Minnesota on the map as one of the most vibrant and green states in the country. The Twin Cities metropolitan region, including Minneapolis, St. Paul and surrounding suburbs, add a significant youth population and a strong culture of outdoor recreation and physical activity to the mix. Minneapolis is located on a largely flat swath of land on both sides of the Mississippi River, with several lakes and parks dispersed throughout the city. Thanks to conservationist efforts, many of the lakes and rivers are preserved in the city's park system, connected by a series of off-road trails that entice bicyclists and pedestrians to enjoy scenic views and beautiful landscapes. The city's streets are laid out on a grid that, coupled with off-road trails



around lakes and rivers, is easily adaptable to a bicycle-friendly landscape that encourages cycling and walking for not only recreation, but also for commuting and accessing school, health care, and other services.



This combination of ingredients place the Twin Cities on the American map as a nexus of cycling culture in the Upper Midwest, and as a prime example of how national efforts to shift urban transportation patterns are demonstrating great success. Between 2006 and 2007, the mode share of commuters using cycling as their primary mode to get to work rose from 2.5 percent to 3.8 percent, almost approaching the top-ranked city of many years, Portland, which has a 3.9 percent share of bicycle commuters. In 2007, almost 40 percent of Minneapolis residents traveled to work without driving alone.

As a key economic, political, and cultural hub in the region-at-large, significant successful active transit investments in the Twin Cities will create new standards for livability and renewed interest in sustainable infrastructure in communities across the Midwest, and perhaps across the country. As the largest and densest of the four Non-Motorized Transportation Pilot Program communities, the Twin Cities region has leveraged existing infrastructure and community support to pilot innovative strategies to increase the share of transportation needs carried by biking, walking, and transit in a significantly urban environment. With continued active transportation investments in the Twin Cities Non-Motorized Transportation Pilot Program, the region will provide a blueprint of how to address challenges like congestion, energy independence, affordability, access, health, and activity with new and more efficient tools. As metro regions across the country attempt to rebuild outdated transportation systems to meet the demands of the 21st century, these forward-looking strategies and investments will be vital and in high demand.

The Twin Cities – Burgeoning Model for Alternative Transportation?

Like many growing Midwestern communities, the Twin Cities have been slower than some other regions to significantly commit infrastructure funding for alternatives to the single occupancy vehicle. This trend has been counterbalanced by very significant recent local funding commitments, and great success at attracting transit riders, bicyclists, and pedestrians when those investments are made.

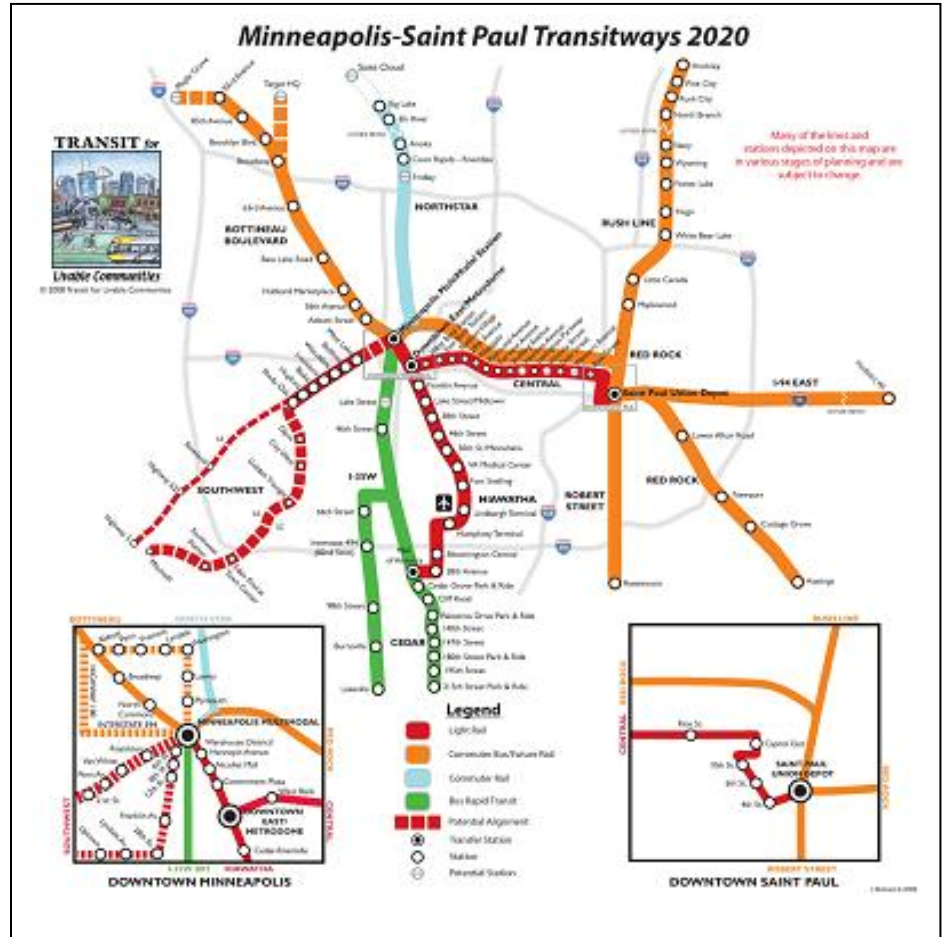


The Twin Cities' first fixed rail line in modern times, the Hiawatha light rail line, has seen ridership exceeding 2025 projections in its first four years of service. The 12-mile line extending from the airport and the Mall of America into downtown Minneapolis is now so full at peak periods, the transit agency is upgrading stations to add a third car to trains. Hiawatha's

successful launch in 2004 led directly to Minnesota voters passing the Minnesota Transportation Amendment in 2006, which changed the state constitution to create Minnesota's first dedicated funding for transit. In 2008, the state legislature authorized metro counties to levy a ¼ cent sales tax for additional transitway development, and also authorized the counties to use up to 2.5 percent of this funding to develop bicycle and pedestrian facilities.



The legislature has also committed matching local funds for the region's first commuter rail line, the Northstar Corridor (opening in 2009), and for the region's next light rail line, the 11-mile long Central Corridor, which will connect the downtowns of both Minneapolis and St. Paul. The Central Corridor, which will run along one of the most urbanized arterials in the region, will be completed in 2014 and is expected to open with one of the highest ridership levels in the country. The Metropolitan Council is planning other possible corridors for rapid bus and rail transit throughout the metro area



to meet a goal to double ridership on regular and express bus service. As gasoline tops \$4 per gallon, the Twin Cities metropolitan area has seen a surge in bus and transit ridership.

While the region's investment in transit is still catching up to that of peer regions, the Twin Cities and Minnesota have benefited from strong commitments by federal and local leaders to

develop many signature facilities for bicycling and walking. The centerpiece 5.5-mile Midtown Greenway, a "biking and walking highway" that stretches across south Minneapolis to various recreational, residential, and commercial destinations, is positioned to connect across the Mississippi River to join a future greenway through St. Paul and beyond. The new Martin Sabo bicycle bridge provides greater safety, access to new Greenway development, and adds striking architectural elements to the Hiawatha transit corridor. The Stone Arch Bridge revamped an outdated railroad bridge and helped revitalize the

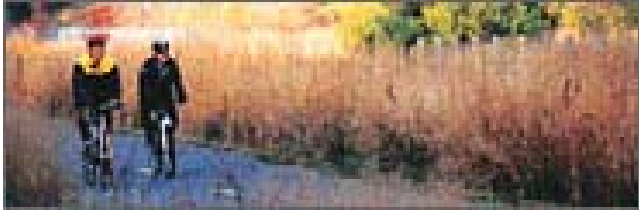
Cedar Bike Trail



core mill district of downtown Minneapolis, which is now experiencing tremendous new commercial and residential development. Bike and pedestrian trails (the Cedar Trail, Bruce Vento Trail, and the Luce Line Trail, to name a few) extend out from both downtowns and are

used for both recreation and transportation by commuters between suburban jobs and residences, to core business districts and housing enclaves.

The region has not gone unnoticed for its burgeoning commitment to alternative transportation. In May 2008, Minneapolis received the League of American Bicyclists' silver



level award as a Bike Friendly Community. Citing the Midtown Greenway and Midtown Bike Center, along with the city's policy of plowing all multi-use paths within a day of snowfall, the League stated that Minneapolis is "a national leader in urban trail infrastructure." The City of

Lakes was recognized as the fifth "cleanest" city by Forbes magazine in 2007, citing Minneapolis' commitment to transit and active transportation. Minneapolis boasts the second-highest tally of bicycle commuters in the nation (among largest cities) along with 57 miles of shared-use paths, 38 miles of bike lanes, and over 1,800 miles of sidewalks.

Challenges and Opportunities

Minneapolis and Saint Paul are two distinct, separate cities that form the core of a seven-county metro area with a population of nearly 2.4 million people (in 2006). The metro area includes 184 cities and townships in addition to the two core cities. The region is expected to gain over a million residents by 2030. While much of the job growth has been projected for suburban communities, downtown Minneapolis is especially experiencing growth for the first time in decades.

By and large, many Minneapolis neighborhoods exist as medium-level density single family dwellings, with the density drastically tapering off around surrounding newer suburbs. Out of the four NTP pilot cities, Minneapolis was the densest; the city's density was twice of its peers, at 6,957 people per square mile. The Minneapolis/St. Paul Urban Area has a population of 2,388,593 over 2,316 square miles, or 2,671.2 miles per person, as of 2006.



Demographic and market trends, the increasing costs of fuel and congestion, and a demonstrated strong demand for more transportation alternatives present tremendous opportunities for shifting travel mode share away from congestion-producing, single-occupancy vehicles. A 2006 study conducted by the University of Minnesota's Center of Transportation Studies found that current levels of biking and walking trips reduced driving in Minneapolis by 91 million miles. By leveraging past investments in transit, bike, and pedestrian facilities, and using new matching local funding sources, a continued investment of federal funds for bicycling and walking could allow the Twin Cities to provide a national model for efficient transportation systems in urbanized areas.

Leadership on Bicycling and Walking Grows at Many Levels in Region

Planning for the Twin Cities region is the jurisdiction of the regional government, the

Martin Olav Sabo Bridge



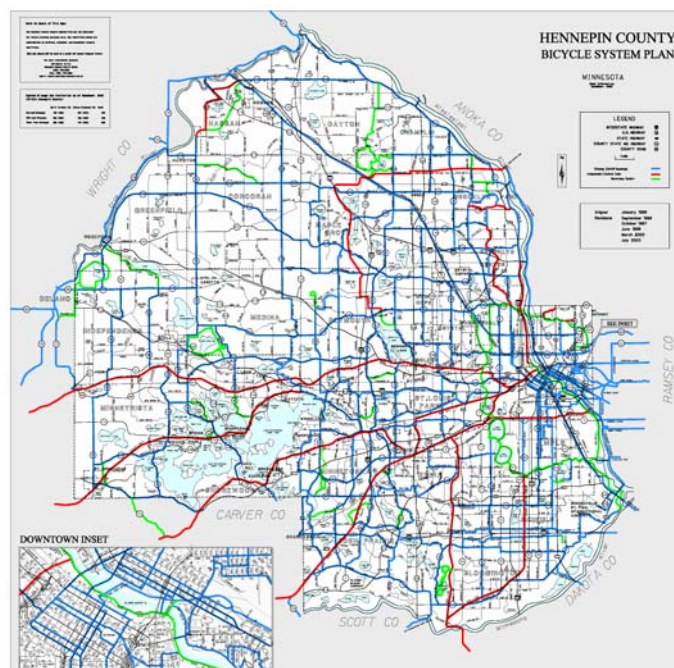
Metropolitan Council, currently updating its 2030 Transportation Policy Plan which includes specific language for non-motorized transportation. While the 2030 Regional Transportation Plan encourages planning at the local level for bicycle and pedestrian amenities, the Council plans for municipal coordination to ensure continuity of the bicycle and pedestrian networks, increased support for Transportation Management Organizations (TMOs), and proposals for up to 483 miles of regional trails in the future. The Metropolitan Council is supported at the regional and state level

by the Minnesota Department of Transportation and its Non-Motorized Transportation Program and Advisory Group.

A key agency leader in promoting non-motorized transportation in the region is Hennepin County, which covers Minneapolis and much of the West Metro area, including most jurisdictions eligible for funding from the Non-Motorized Transportation Pilot Program in the Twin Cities. Hennepin County has an Active Living program and has worked diligently on documenting known bicycle and pedestrian gaps within its jurisdiction. Created in 2001, The Hennepin County Bicycle System Gap Study was updated in 2007 to reflect the latest gaps and holes in the bicycle transit network.

Hennepin's Bike Plan was also updated in 2007. Based on physical barriers, traffic, and accidents, these gaps help influence where infrastructure should be implemented; amendments to certain gaps have been among possible candidates for NTP funding during the most recent round of solicitations. More broadly, with the Hiawatha Trail and the Midtown Greenway serving as spines throughout the southern half of Minneapolis, investment in Bike Walk Streets or Livable Streets could help promote multimodality around light rail as the "ribs" to gain extra users throughout the entire system.

Hennepin County Bicycle Plan



Central Corridor Light Rail Line



Investment in North/South routes through Saint Paul could also be encouraged to connect to the Central Corridor, the Twin Cities' planned second light rail transit (LRT) line. The majority of the Central LRT Corridor runs through Ramsey County, which is increasing its commitment to non-motorized transportation modes, especially with the creation of the Active Living Ramsey County program in 2005. Non-motorized facilities and programs developed to enhance the

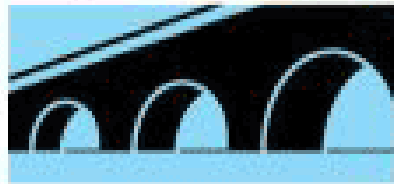
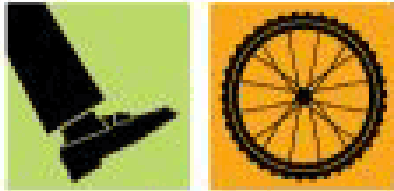
Hiawatha and Central light rail corridors will also impact additional transitway development, such as the Northstar Commuter Rail Corridor and the Southwest Light Rail Corridor, which is planned as the third light rail transitway in the region.

On a more localized scale, the city of Minneapolis launched a citywide master bike plan map in 2001, which Minneapolis Public Works continues to update and modify for increasingly larger mode share goals. The city of Minneapolis intends to finalize its Bicycle Master Plan report by November 2008 to be signed and implemented by the city council in December 2008. The plan calls for a thorough implementation of the established Bike Friendly Community's standard 5E criteria: engineering, education, encouragement, enforcement, and evaluation & planning. Goals include quantitative improvements and increases in bike lanes, mode shift, production of maps, bike parking, and helmet use. The City is also completing its first Pedestrian Master Plan with funds provided by the Bike Walk Twin Cities initiative (the local name for the NTP program). The Access Minneapolis study completed this year provides an overall framework for transportation improvements, including significant sections on bicycle and pedestrian improvements.



The Twin Cities area is increasingly well served by nonprofit organizations and business groups working to improve the environment and access for cyclists and pedestrians. The Downtown Minneapolis Transportation Management Organization and St. Paul Smart Trips (the St. Paul transportation management organization) run successful employer and community-based programs to encourage bicycling and walking in the region on

Bike Walk



Twin Cities

limited budgets. In addition to Transit for Livable Communities, which administers the Bike Walk Twin Cities initiative (BWTC), the region is served by many other community groups that provide education and advocacy for pedestrians and cyclists. These include the newly formed Bicycle Alliance of Minnesota, Walking Minneapolis, the Parks & Trails Council, Bike-On, and the Twin Cities Bicycling Club.

The Impact of the Non-Motorized Transportation Pilot

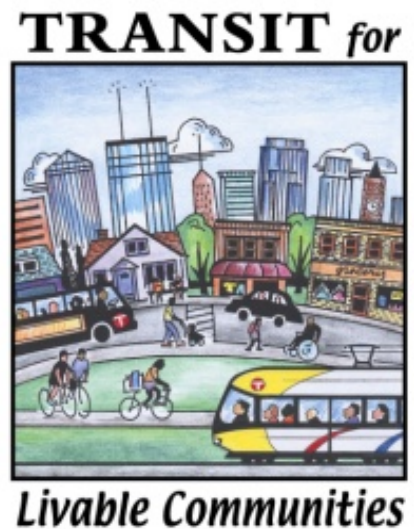
Program

As one of the four pilot programs authorized by the SAFETEA-LU bill in 2005, the Twin Cities region received \$21.5 million dollars for investments in infrastructure, operations, planning, and education to increase bicycling and walking and reduce driving. Along with mode share,

BWTC's success will also be measured by other quality-of-life features related to non-motorized transportation, such as air quality, citizen health, and reduced automobile traffic congestion.

The geographical boundaries for participation in the project were established as Minneapolis and corridors connecting contiguous jurisdictions. This includes Brooklyn Center, Columbia Heights, Edina, Falcon Heights, Fridley, Golden Valley, Lauderdale, Metropolitan Airports Commission, Fort Snelling State Park, Richfield, Robbinsdale, Roseville, St. Anthony, St. Louis Park, and St. Paul. Eligible jurisdictions also include Hennepin and Ramsey County, and park boards and school districts with contiguous corridors.

The non-profit community education group, Transit for Livable Communities (TLC), was designated by federal law to administer the Non-Motorized Transportation Pilot Project, which is locally referred to as the Bike Walk Twin Cities initiative. TLC works closely with the City of Minneapolis and other partner communities, and with the Federal Highway Administration, Minnesota Department of Transportation, and the Met Council. Final investment decisions are made by the TLC board of directors, but are largely informed by a Bike-Walk Advisory Committee established by the TLC board, which includes citizen advocates, neighborhood and community leaders, public officials, health and academic professionals, and public works and planning staff. The Bike Walk Twin Cities initiative also uses professional advisors and evaluators on technical matters. Transparency, diverse community input, and evaluation and measurement are key values of the Bike Walk Twin Cities program.



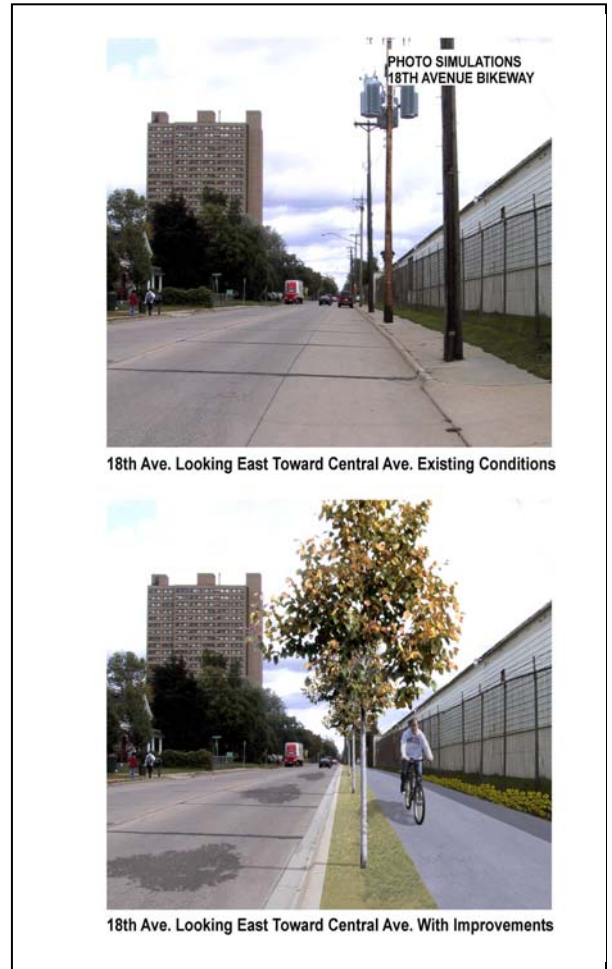
Principles

The TLC board and the Bike Walk Advisory Committee have established key criteria to measure success of the program and to establish investment priorities. These include:

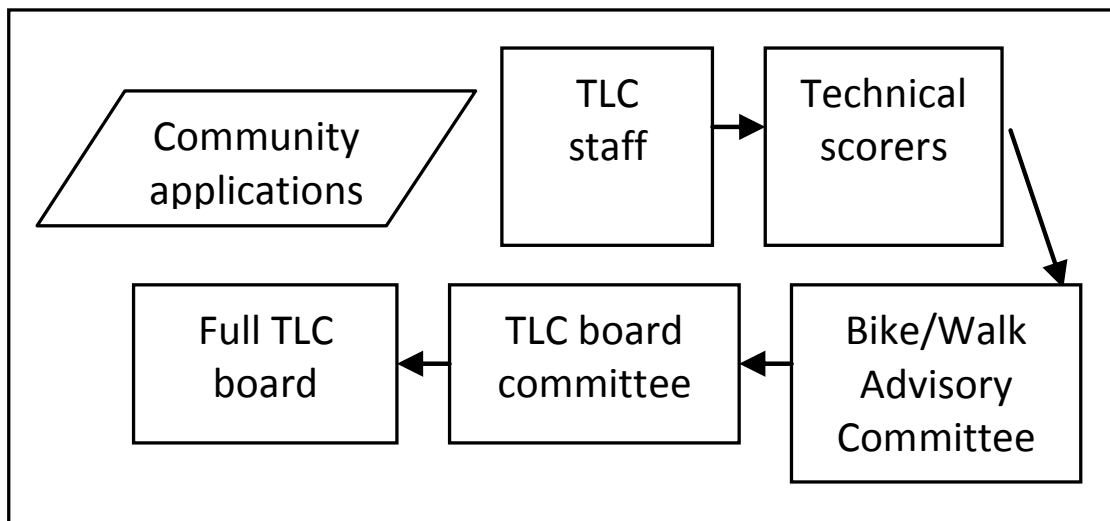
- maximum mode shift
- connectivity of existing facilities
- complete gaps in network
- cost effectiveness
- evidence-based
- best practices
- innovation
- attention on underserved communities
- major focus on short trips

Projects

Because of the multi-jurisdictional nature of this pilot site, Bike Walk Twin Cities funding was distributed in the first two years through a combination of solicitation processes and several direct awards. Solicitations for proposals from eligible jurisdictions in the spring of 2007 and 2008 resulted in 101 applications from 18 jurisdictions, totaling over \$39 million. Over two years, \$10.1 million has been awarded to 9 jurisdictions for 38 different projects.

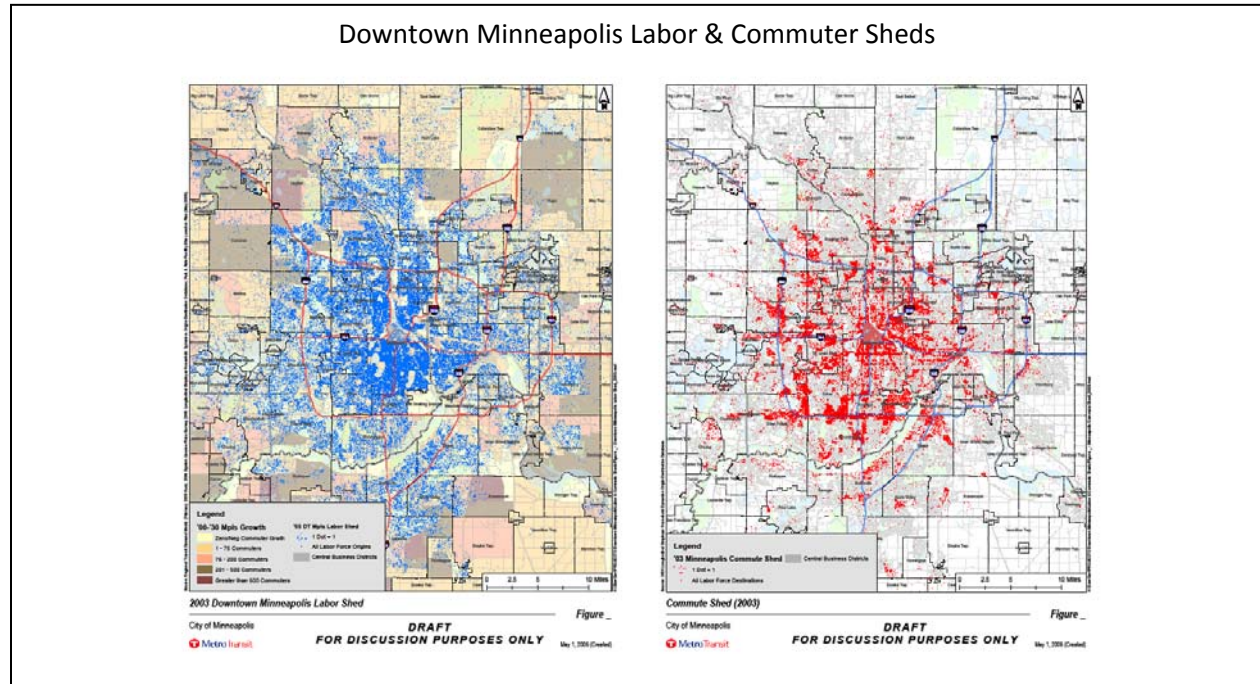


BWTC Process for Competitive Awards



Planning

Over \$500,000 has been invested in both corridor specific planning and community-wide planning, including the Central Corridor Pedestrian and Bicycle Plan, the Minneapolis Pedestrian Master Plan, and the Metro Transit Bike/Ped Improvements Study.



Infrastructure

In its first solicitation process in 2007, the Bike Walk Twin Cities initiative invested \$2.2 million in operations infrastructure projects, and \$3.3 million in off-road projects. These included the extension of the Hiawatha Trail, connection of the University of Minnesota trail, and 18 operations projects across Minneapolis neighborhoods. In 2008, the program focused investments on two innovative infrastructure programs: \$2 million was invested in

Marshall Ave Improvement Project



Marshall Ave Improvement Project



Livable Streets projects (for corridors with average daily traffic greater than 3,000); in addition, \$1 million was invested in Bike Walk Streets (for corridors with average daily traffic less than 3,000). Sample proposals recently approved include a Bike Walk Street along Fillmore and 6th Avenues in northeast Minneapolis into neighborhoods previously unconnected into the bike network, and a network of

Livable Streets connecting the University of Minnesota to the suburban communities of Falcon Heights and Roseville. The projects approved by Bike Walk Twin Cities over the past year have included newly designed treatments created on the West Coast, including colored bike lanes, bicycle boulevards, enhanced pedestrian crossings, and way-finding signs.

Education & Outreach

In addition to funding infrastructure projects and planning, the Bike Walk Twin Cities initiative also funds education and community outreach programs that leverage improvements in bicycling and walking networks. August 2008 marked the launch of the Bike Walk Ambassadors program, implemented by the City of Minneapolis for all eligible jurisdictions. Bike Walk Ambassadors serve as liaisons to the community and help spread the word about non-motorized transportation. As the counterpart to BWTC's investments in physical infrastructure, the Ambassadors play a part in teaching bicycle safety and promoting bicycle usage for short trips. Through events and group walks/rides, the Ambassadors play a crucial part in developing a bike/walk friendly culture cutting across social, economic, and racial lines within Minneapolis. The Ambassadors program is envisioned as a multi-year program.



Bike Walk Ambassadors
with Minneapolis Mayor RT Rybak

Livable Streets Workshop with Dan Burden



Additional educational opportunities include consulting resources provided to local communities, including planning experts such as Mia Birk and Dan Burden for design seminars; major exhibits on bicycling and walking, a safety and awareness campaign, as well as ongoing measurement and data collection.

Key Goals for Remaining Years of Non-Motorized Pilot Project

In the final two years of implementation, Bike Walk Twin Cities will focus on identifying key legacy projects that will serve as models for local communities participating in the program and as national models for improving mode share for bicycling and walking in an urban environment. As major communications projects such as the Bike Walk Ambassadors program and the safety and awareness campaign reach full speed, they will be leveraged to make both new and experienced cyclists and pedestrians aware of the new infrastructure and operations projects coming on line in the fall of 2008 and spring and summer of 2009. Continuing data collection and evaluation will demonstrate the impact of program investments. Trainings and technical assistance for local communities will share best practices from Bike/Walk Twin Cities projects, from projects at all other NTP pilot sites, and from innovative and model practices across the country. These investments will show results for years to come.



Key Unmet Goals of Non-Motorized Pilot Project as of 2010

While four years of significantly increased investments in local bicycling and walking



infrastructure, planning, and public awareness programming will show significant impact on mode share shift and other program goals, participants in all pilot programs and transportation professionals all agree that additional measurement time and investment activity will greatly enhance the impact of these initial funds. In the Twin Cities, especially in a pilot site covering 18 municipal, county and other jurisdictions and a population of approximately 3 million, additional investment would

allow the Bike Walk Twin Cities initiative to show more examples of successful mode share shift

through strategic investment in developing bicycle and pedestrian resources.

With additional funds, the following objectives could be more thoroughly addressed to complete key networks for cyclists and pedestrians:



- More comprehensive sidewalk completion across the area
- More comprehensive intersection improvements across the area (countdown signals, pedestrian refuge islands, automatic walk signals, curb extensions, HAWK signals, etc.)
- A regional bicycle sharing program
- Bike stations at key locations across the area

- More comprehensive bike parking across the area
- Completion of a network of bike/walk streets as safe routes for less experienced cyclists
- Comprehensive bike/ped amenities across the area – shade trees, benches, transit shelters, lighting
- Development of long multi-jurisdiction bicycle corridors – “green streets” to provide efficient cross-city and intercity travel
- Comprehensive way-finding signs across the area
- Individualized incentive program across the area – route finding and trip planning, behavior change support
- Easily accessible, comprehensive maps for pedestrian, bicycle, and transit connectivity
- Coordinated multi-agency bicycle/pedestrian planning across the area
- Comprehensive education and implementation of best practices in enforcement
- Adoption and implementation of a regional or state complete streets policy
- Availability of bicycle safety training for all users
- Expanded data collection, monitoring and tracking of bicycle and pedestrian activity and travel patterns
- Implementation of best practices in public participation for bicycle and pedestrian projects



Bus Stop with no Pedestrian Facilities – Roseville