

1. How do we know when we get there? What would the outcome of this shift look like? In your vision, how would residents, business owners, and visitors experience the Twin Cities as more walkable and bikeable communities?

Biking and **Walking** would be prioritized equally to driving so it would be easy, **safe**, and fun to choose to **walk** or **bike** to your destination.

More **bike** specific signage and roadway/paths for **bikes**. Parking spaces for **bikes**. Human-scale (vs. automobile or large building/parking lot feel) pathways.

As a 1st ring suburb, [my community] has a strong **infrastructure** that supports **walking** and biking, as well as **bus** and (hopefully soon) LRT. However, we need more incentives - both sticks and carrots - for residents to use these. Creating gathering spots that naturally bring people together, rewarding **walking/biking/bus** and providing disincentives for driving.

Biking or **walking** are the obvious choices for most trips under 5 miles.

Businesses develop their **infrastructure** assuming that a large proportion of their visitors will be arriving by biking or **walking**.

Visitors will have easy access to **bikes** for the duration of their time here.

Transit will not usually carry **bikes** (not scalable) but all stops will have secure (enclosed) **bike parking**.

We will know when it's no longer instinctive for people to grab their car keys when they need to run an errand down the street. **Infrastructure** and policy changes can only get us so far. The larger issue is lifestyle change. We live in a car culture. Especially in the suburbs where parking is in abundance, there are time advantages to using a car, and gas is relatively cheap. That's the biggest issue preventing any type of fundamental shift outside of dense urban areas.

+increased **Bike/Walking** commuters

+increased pleasure Biking/**Walking**

+developers plan **bike racks/lockers** as part of build out

+rehab projects plan **bike racks/lockers** as part of build out

+ [cities build] currently planned/approved **bike** trail system

+Hospitality Industry promotes **bike** centered vacation packages.

(inclusive Hotel/Dining/**Bike** rental package)

+Once a month (warm season) celebrity **Bike** rides in Twin Cities promoting different **bike** trails.

When we get there, I would be employed at a **bicycle** shop selling and repairing tandem **bikes**, **walking** shoes and giving customers directions to **walk** to a path leading to a **business**, coffee shop or a **bus** stop. All streets would have fewer cars on them and bicyclists or **pedestrians** would not fear for their **safety** while travelling. More bridges would lead people over the streets on a **bike** and **bike** racks would be seen along our **busiest** thoroughfares. People would be the right size for their age and height according to medically established guidelines. Perhaps the evening news would talk of **bike**-jams rather than car accidents and overall, the city would be quieter and less smog-filled.

I think a lot about the issue of access; I think it is incredibly important to make sure that bicycling, **bicycles**, and the cycling community are accessible, open, welcoming to everybody. We must work to bring more people - immigrants, women, people of color, low-income residents - into the **bike** community. I believe that "a rising tide lifts all boats" to some extent; new **infrastructure** will make bicycling more accessible and available to everybody. But we also need grassroots programs, community organizations, neighborhood groups, invested in making **bikes** available. The biking/**transit**/advocacy community needs to be intentional about reaching out to and involving, organizing, under-served populations, instead of just lamenting that "they don't show up to advocacy meetings".

My vision, then, is to go to the Active Living **Bike** Expo, or any **bike** event, and see faces as varied as I would **walking** down Lake Street by Bloomington Avenue. My vision is to have grassroots community **bike** programs where people can access free maintenance and repair in every neighborhood in the city. I think that youth - who often lack transportation and mobility - should have the opportunity to have a **bike** and learn the skills necessary to keep that **bike** fixed and on the road.

Residents think first of **walking**, biking, or **transit** for a trip and then of the car. **Business** owners would actively accommodate **bike parking** at their **business**, reach out to **walkers**, **bikers**, and **transit** users via their advertising/marketing, and would be willing to pay more for real estate that has better access to those on foot or **bike**.
Visitors would seek out **walkable/bikable** locations over non-**walkable/bikable** locations, and would be able to visit without renting a car or make trips to the daily locations without use of a car.

More high quality* dedicated on street **facilities** that encourage more mothers and kids to be out cycling. **Bike parking** would be ubiquitous in Minneapolis and St. Paul.
*no more **facilities** with substandard designs (i.e. too narrow, incorporate gutter pan, end abruptly). **facilities** that are well maintained in all seasons (i.e. snow clearance, visible paint, smooth pavement).

When people are able to carry out all of their day-to-day and weekly tasks without feeling like they even need to own a car, including major grocery shopping, trips to the hardware store, children's school . . . everything, not just the work commute. This probably means more **walkable** and **bikeable** communities and more convenient services but it also might include more widespread use and availability of shared cars and small trucks. It certainly includes light rail in the mix but may also need to include a more fine-grained transportation system. Yes, we do have a **bus** system, but the general public does not seem willing to ride the **bus** as readily as light rail so that fine-grained portion of the **transit** system needs to change dramatically as we work to change those public perceptions.

Continued growth in **bike** and **ped** mode share. Decrease in VMT (total and per capita). Cleaner air. Lower needs for highway **infrastructure** investments. Lowered incidence of diseases related to obesity and inactivity.

Multiple Communities recognized national as BFC's [**Bicycle** Friendly Cities]
Mpls moves up from Silver BFC status
Measure: more women riding
Increased mode share in all communities
Safety: mode share increases while crashes (and crash rates) decrease
Businesses want to be seen as **bike** friendly
On-street **bike parking**
Protected **bike** lanes installed (cycle-tracks)- not like 1st Ave
Most downtown Mpls streets have **bike accommodations**
1,000's of trips per day on Nice Ride

How do we know when we get there?
When we stop talking about bicycling as an alternative mode of transportation.
What would the outcome of this shift look like?
Amsterdam or Copenhagen
How would residents et al experience the TC?
All bicyclists enjoy a welcoming environment; riding **safely**, efficiently, and conveniently within the city year-round.

"There" is subjective, but to me it means my children can **safely** ride to school, my wife can **safely** ride to the store and everyone can feel **safe** riding for recreation/transportation on the area streets and paths. What **safe** means is also subjective, in my mind it means with a reasonable amount of preparation and knowledge, a bicyclist or **pedestrian** can efficiently use the streets and trails to get around the area. Making our **transit** system multi-modal is key to increasing the number of trips taken by **bike/foot**.

When people of all classes, ages, and lifestyles take biking and **walking** for granted as the best way to move about the Twin Cities.
When **parents** encourage their children to explore the Twin Cities on foot or on **bike**.
When **transit** offers such desirable options to the automobile that most trips are made by **transit**.

More flexible public **transit**, perhaps with smaller vehicles which could open up new (branch) routes.
Safer bike routes, better separated from vehicle traffic.
Walking routes that employ shortcuts away from City streets, such as **pedestrian** bridges over barriers like rr tracks.

The system would be clearly defined and promoted through various media so that people not only feel comfortable with the system but become more aware of it. The primary routes would need to be seamless (both the **infrastructure** and information) so the system is clearly recognizable. There should be **safety** features (lighting, crosswalks) and **amenities** (**bike lockers**), where appropriate. The experience should also be enjoyable so that it's not just a commuting experience, but feel like the Twin Cities is a great place to **walk** and ride. Opportunities to experience great views, neighborhoods, cultural and natural resources will make people feel like getting out if the route is enjoyable.

The hope is that "there" doesn't exist, and our goals only become more ambitious and far reaching as progress is made. Our vision for the future should be fluid, and become more audacious with time. The simplest litmus test, may be how **safe** we feel having our children **bicycle** or **walk** to their schools. When the priority of our officials (in the mainstream) becomes the convenience and **safety** of cyclists and **pedestrians**, the shift has truly begun. Slowing traffic in **business** areas both increases local revenue and reduces fatalities. Replacing an automobile parking space (or lot,) with a **bicycle corral**, reduces upkeep costs significantly, and provides more potential customer parking. When this is recognized by our officials, the hurdles that we currently face will begin to erode.

We'll know we're there when we don't have to think about being "cyclists" or "**pedestrians**" - it will just be a natural way of moving around in our city ... it will require no special effort or commitment, and people will choose to **walk** or **bike** simply because it is the most convenient, most comfortable, **safest** and most enjoyable way of getting around.

When we can quantify significant proportion of discretionary **transit** riders, bicyclist and **walkers** (say 30-40%). Then we know we have succeeded in providing attractive alternative choices for travel.

We are there when biking and **walking** are considered normal to everyone, and when neighborhoods that don't have the density and vibrancy to support lots of **amenities** within **walking** distance are considered sub-standard. The resurgence of places like Uptown and NE Mpls shows that thousands of people are already voting with their feet (in more ways than one!), and we will know we have arrived when most neighborhoods have the vibrancy and life that comes from being **bikeable** and **walkable**.

Outcomes of the shift - better neighborhoods, more **walking**, more biking, better public health, less car ownership, and less land in the Twin Cities sacrificed to surface parking.

Residents would experience this as having more options, and for individual households the money saved on car usage (or even car ownership) could go towards all the other things that are actually a lot more fun to buy than gasoline and car insurance. For **business** owners, this means more discretionary spending by local residents, which gives **business** owners the incentive and opportunity to build a strong loyal local customer base. It should also mean more flexibility in providing parking spaces, so that spaces that are only actually used a few times per year can be converted to better uses, like additional commercial or residential development. For visitors, having vibrant **walkable** neighborhoods is a reason to explore, and being able to hop on a **bike** and see the great parks and trails and neighborhoods gives a much better impression of why Twin Cities residents love this place. The Midtown Greenway, Chain of Lakes, Summit Ave, Uptown, Grand Ave, Cathedral Hill, Grand Rounds, Downtowns, Lake Street and Northeast Minneapolis all make great places to visit after tourists have made their obligatory stop at the Mall of America.

The shift to sustainability is not a destination, but continuous movement towards making human powered **transit** easy, fun, popular, and functional.

In this future, residents will often find it easier and more enjoyable to **bike** or **walk** vs. drive. **Bike infrastructure** will provide them **safe** and easily navigable routes. Urban design will structure communities to be higher density and to locate around easily reachable commercial areas. Subsidies will shift away from the fossil fuel **infrastructure** and towards renewable **transit** and living.

Business owners would have **bike** racks for customers, commuter **facilities** for employees, and eventually locate within easy reach of all populations. Contemporary urban design will help coordinate this movement with changes in housing. Visitors will find clear **bike** lanes and paths that interconnect to all parts of the city, affordable **bicycle** rental.

Better marked **bike** routes with more signs, and more painted **bike** ways, and more **bike** only paths. Better **bike parking** locations, **bike** racks, MTC **bike** storage stations, **bike corrals**.

We understand it is not only **infrastructure** that gives people the cues that biking and **walking** are **safe** here. It requires a bigger shift, more color, more **amenities** like benches, gardens, beauty, enthusiasm. It requires more community and school based leadership and energy. Are we training enough people to lead on this? Are we raising expectations and giving them the visuals, great presentations, language to do it well? Are we creating an army of advocates within the mainstream of communities? Or is it the same old people saying it over and over? Telling the right story well is an art. We have to help people tell it.

Success is when **businesses** ask for **bike parking** because they know it brings in customers. They want it right out front instead of hidden in back. Chambers of Commerce see **walkable/bikeable** areas as good strategies to make more money and bring in more customers. Green spaces, public gardens, public art are everywhere because they are good for **business** and good for neighborhoods.

Parents see kids **walking** and biking to school and they participate too. They know how to get the resources they need to support this if their school is not participating. We **walk** and **bike** to school is the community culture, not just a program.

Parents choose schools closer to home; **busing** declines. Parent drop offs at schools are discouraged.

There are regular media stories about these issues in the mainstream press, **business** press, and specialty publications/outlets. We see the expectation that we **walk** and **bike** everywhere we go. We don't just rely on social media to tell the story. We speak the truth easily and often. We don't let people say terrible things and just shrug it off. Perhaps we make a joke of it, but we don't ignore it. For example: "We don't want to attract those lycra cyclists." Does wearing lycra make you a rude person? Or do more rude people wear lycra? Are you only a "good cyclist" if you ride in jeans? How much energy do we put into debunking bad image? I think we need to do more.

My vision for the Twin Cities is heavily favoured towards the **bicycle** because that's my main mode of transportation. I think that it provides the best of all options for people that choose to truly embrace it as a lifestyle.

I would love to see a city crossed by paired **bicycle** boulevards with larger through streets for auto and delivery traffic nearby providing a

We will know we have arrived when neighborhoods throughout Minneapolis have the same balance of movement as the best designed college campuses:

- Here, **walking** and bicycling is the primary mode of transportation and the transportation **infrastructure** is built around this understanding.
 - Sidewalks, **bike** lanes and streets are **bustling** with commuters and recreational **walkers** and **bikers**.
 - The **infrastructure** is profound - creating comfortable and intuitive spaces and trails for **ped/bike** movement.
 - **Bike parking** is abundant, with covered options, spaces for **bikes** with trailers, and changing areas for **bikers** in inclement weather.
 - The majority of parking is found at the periphery of the communities, requiring visitors and residents to exit their vehicles and interact with the landscape and each other in a more personal way.
 - Public plazas, parks and malls, monuments, banners, and greenery provide a sense of identity around and within neighborhoods, subconsciously signaling drivers to slow down while creating a great place to **walk** or **bike** through.
 - Crosswalks are generously placed with the appropriate signage that communicates to drivers that the road is meant to be shared.
 - Traffic and crossing signals are timed with a bias toward facilitating **pedestrian** movement versus deference toward motorized vehicles. Drivers know that they should take the highway if they are in a hurry.
 - Roads do not act as artificial barriers to **walking** or biking between neighborhoods. The region feels like a seamless patchwork of unique communities.
 - Investments in main streets result in a strong mix of neighborhood-serving goods and services and an interesting, attractive, engaging, **walkable** main street.
 - **Businesses** don't need and don't want massive parking lots because they are well patronized by **walkers** and cyclists.
 - Traffic engineers, car/truck drivers, police especially, but all members of society act with respect to **walkers** and **bike** riders, understanding and adhering to the rules of the road (like cars stopping for **ped** waiting to cross at an intersection - revolutionary!).
 - As a result of these changes, people in our communities are healthier, our cities are quieter and cleaner, we save tremendous tax dollars by not having to consistently expand and repair our roads, and there are greater opportunities for people to interact with each other because they are out of their cars.
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Major destinations and local commercial areas will be easily accessible by **bicycle**. A network of **bicycle** boulevards and protected **bicycle** lanes will allow people of all ages and lifestyles to **bicycle** safely and comfortably. Car parking spaces will be replaced by **bike parking** on-street because **business** owners and the city will want to provide a place for customers to park their **bicycles**. Traffic signals will be timed in a green wave to prioritize **bicycle** travel on major **bicycle** routes. Wide, comfortable **sidewalks** will invite people to **walk** in their neighborhoods.

Major thoroughfares like Nicollet (South of Franklin), Hennepin and Lyndale in Uptown, Lake Street will have parking removed from one side to allow room for **bike** lanes. **Sidewalks** will be wider and will contain more barriers/street furniture to make **sidewalks** look less barren and to provide for **safety** of **pedestrians**. Also helps to create more enjoyable public spaces where people actually want to **walk/bike**. **Bike** sharing program(s) will be expanded, especially for the sake of giving visitors the chance to experience the Twin Cities the way we do.

We envision a city where riding a **bicycle** is joyful for people of all ages and abilities. **Bicycles** are the easiest way to make most trips, and navigating Minneapolis on a **bicycle** is intuitive. Minneapolis neighborhoods are connected by a network of **safe** streets and trails that invite people to **bicycle** year-round. Bicycling ... See Moreplays a strong role in helping people stay healthy and connected to their neighborhoods, supporting vibrant commercial districts, and making Minneapolis a world-class city where people from all backgrounds want to live, work, shop, and play.

Visitors would see clumps of **pedestrians** at nodes throughout the urban areas, at **sidewalk** cafes, urban parks, and linear greenways. **Businesses** would cater to a **walk** up crowd with outdoor venues and see their sales rise. Residents would feel **safe** with additional "eyes on the street."

I don't think there's ever an end point. My vision is vibrant urban neighborhoods where **walking** and biking are the easiest choice. **Transit** and development are critical pieces of the puzzle. To focus on **walking** and biking initiatives alone won't do it.

Biking would become completely normal behavior. Bicyclists would become far less of a subculture, and more like **pedestrians**-- something almost everyone does.

Visitors and residents think first about **walking**, cycling, or using **transit** to get to destinations in the University District; driving alone is last resort.

Visitors, commuters, and residents look forward to the experience of **walking**, cycling, or using **transit** through the University District because it is interesting, stimulating, perceived as **safe**, and a more enjoyable experience than driving.

Visitors, commuters, and residents will be able to get multiple things done, and have a rich experience by **walking**, cycling, or using **transit** to get to or through the University District.

More empowerment of local residents toward **bike** options and **walking** options. Maybe northside residents currently **walk/public transit**, but they and others see it not as a choice but a necessity of circumstances. A shift toward recognizing those decisions as an asset would be huge.

There is not one answer to this question. It is a puzzle that has many, many, pieces - and we will get there when all of the the pieces are in place.

Some examples:

Metro **Safety** Town Facility for community use

Paid (not only volunteer) adult crossing guards & **walk/bike** group leaders
complete streets statewide

more enforcement - **bike** cops for all

Infrastructure

1. Macro-level: All residents live within 0.75 miles of an off-road regional, county or City multi-purpose trail. These facilities are where the majority of people will feel comfortable biking and walking until they become advanced in their skills, they will provide an active living component that also connects people to parks as well as retail and commuting destinations.

2. Neighborhood level: All residents live within 1 block (0.15 miles?) of pedestrian friendly streets, which contain sidewalks on both sides of the street, attract street design with plantings when feasible, and which connect to vibrant local neighborhood centers (retail, local parks, services such as libraries, etc). Basically the pedestrian portion of the complete streets concept but with a geographic goal.

3. Street design: Streets should be designated as shared routes with bikes at low AADTs, and have separate bike lanes at higher ADTs, with actual physical separation at intense areas of use (downtowns for example)

Policy:

Funding for multi-modal transit infrastructure needs to be significantly increased.

User-based funding to help off-set increased operations and maintenance costs (e.g. bike equipment tax) needs to be considered, especially as the trail network becomes the arterial routes for bike commuting.

Legislation regarding bikes, trails, pedestrian crossings needs to be cleaned up so that everyone agrees on interpretation of the law.

Lifestyle:

Significant investments in bike and driver education on bike/car safety, rights, rules, courtesies are needed.

It's an ongoing evolution - I don't think there will ever be a 'get there'. Compared to most of the US, we are there.

Ongoing progress indicators will be mode split, general attitudes in the media and among the public, tourism and relocation based on the transportation environment here, lower accidents per capita.

Biking and walking are the easy, healthy choice, and residents and visitors know they have the option to easily choose to bike or walk to destinations.

Through the National Household Travel Survey, MN Omnibus Survey, and Behavioral Risk Factor Surveillance Survey we can track how folks are traveling to destinations, their awareness of bike/ped laws, and how physically active they are.

Year 'round street vitality. Thriving community businesses that rely on biking/walking/transit patronage. Twin Cities a model of regional commitment to sustainable transportation. Denser land use. Platinum bike-friendly city. Bike parking everywhere. Drivers courteous of walkers and bicyclists. Bike trailers everywhere. A complete, integrated bicycle network. Strong policy and investment at all levels to encourage and support active transportation.

The general public will express an overwhelming preference for residential locations that allow for daily movements by foot/bike and minimized car use. Design standards will explicitly reflect public recognition that auto use should be rendered superfluous where possible. Each zoning and transportation authority will have planning/engineering capacity for non-auto-based community/transportation design as a matter of course. Outside of winter weather and apart from the elderly and infirm, local roads will carry only vehicles heading for or returning from highways and arterials.

Bicycling and walking will be socially accepted means of transportation for all ages, abilities and weather conditions. "Helmet hair" will be worn proudly. The biggest shift will be in attitudes between motorists and non-motorists. Motorists will drive defensively to avoid collisions with walkers and bikers, slowing down when bicyclists and walkers are present and not intentionally intimidating others with the power/size of their vehicle. Traffic control devices will be oriented to active transportation modes- walk lights and stoplights will be coordinated so that a 12-15 mph cruising speed can be maintained on major thoroughfares. There are mileage signs for bike destinations. Bicycle facilities are maintained better than vehicle lanes because safety demands it. There are bike corrals and businesses compete for how much accessible and properly located bicycle parking they can accommodate. Stop signs and stop lights are yield signs for bicyclists. There are both on-street bike lanes for local traffic and cycle paths for longer distance commuter traffic, similar to how vehicle trips are separated. Walkers do not have to scurry across intersections because vehicles are

inching forward, waiting for the light to change. People are more active, more fit, less obese and take more trips because obstacles to mobility are removed. People take more **transit** because there are **pedestrian facilities** to reach **bus** stops.

I envision a region where **walking** or riding a **bike** is joyful for people of all ages and abilities. People of all ages would easily and intuitively know how to **walk** and **bike safely** to their destinations year round.

This requires a combination of more and better **ped/bike facilities** and of better planning, connectivity, and signage (needs to be at regional level). There should be universal **pedestrian** access. To continue on next steps for the **bicycle** side, there'd be a focus on very high-quality (serves ages 8 to 80) connections between existing trail system and major destination points (i.e. you have to be able to get to downtown Minneapolis from all directions, the U of M, Uptown, and Downtown St. Paul, hell even malls would be nice).

Fewer cars and more **bikes** on the roads, more people **walking** to work, utilizing what public transportation we have.

We will know the shift has occurred when:

- * **pedestrian** and **bike facilities** are designed for year-round use.
 - * people are not shocked that I do not own a car.
 - * people are not shocked that I **bike** to work.
 - * large transportation investments automatically involve investments to improve **bicycle** and **pedestrian** accommodations. I'm looking at you, MARQ2 project and 35W BRT.
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I would love to see slower speeds everywhere, and the restoration of the original paradigm of what a public right of way is. Not just a way to move from point A to point B but as a commons, a place for celebration, a means to maximize the exchange of goods and services with the understanding that the most benign (least violent) modes of transport are the preferred modes of transport. We need to get to the point where driving is the exception and not the norm. That won't happen anytime soon, of course, but maybe we can begin to change the culture in that direction. One way for that to happen is to have a strong promotional program that celebrates bicycling and walking and at the same time shows the downside (and often absurdity) in a creative, humorous fashion of driving.

2. What is core of this type of change? What needs to shift culturally? Change physically? Shift politically? Change in terms of policy? How do we move the community to embrace a vision of transportation that addresses all users?

The **infrastructure** is the easiest thing to address and serves as the fundamental "carrot" for social change. It needs to be convenient & **safe**, and lead to destinations where people want to go.

The Vision needs to recognize that the majority of people live outside of the core cities, and that most suburbs face even greater alternative transportation challenges and urban design challenges than the core cities. The vision must provide goals and solutions for the cities, the suburbs, and the developing suburbs.

Community is at the core. Liveable communities with healthy and desirable destinations, (perceived) **safety**, schools and parks as social anchors, etc.

When we are making street and public realm improvements, we keep "walkability" as the top **priority**, even when one of our objectives is to move traffic or enhance the driving experience.

Both the actual experience and the perception of biking must be seen something **safe**, convenient and easy. No more macho points or halos for biking. It's viewed as a sensible, economical and logical way to get around.

I'm impressed with everything that's happening now - federal focus on land use/transportation/environment program integration, state complete streets initiative, state ADA compliance initiative, regional expansion of transit systems.

Shut down some secondary and tertiary streets to motorized traffic. Create greenways along these corridors for **safe** and easy bicycle and pedestrian traffic. Buy up surface parking lots, especially downtown, and turn them into urban parks. Promote local businesses that would thrive along these corridors and next to these parks.

Navigating the city by bike needs to feel **safe** and intuitive. Currently, you can successfully cycle around Minneapolis, but you have to have access to special maps, or just "know" how to do it. (And the special maps aren't the ones you can buy everywhere.)

Drivers need to be on the look-out for cyclists all the time, in all weather (unlike the one whom almost left-turned through me last night in the rain, despite my lights and reflectors.) Cyclists need to intuitively know where and how to **safely** ride - messages that will be communicated through good street design (like freeways communicate to drivers expectations intuitively.)

Stores will sell cycling-friendly clothing.

People won't feel a need to instinctively explain why they drove when they see someone else leaving a meeting put on a bike helmet.

The **community** at large must be made to understand the true costs of single occupancy vehicle travel. People must realize how much that mode is actually being subsidized, and the costs should be more transparent and should be borne by the user. This will make other modes (walking, biking, transit), more competitive once the price of each mode more accurately reflects the cost.

Policy and politics need to shift to accept the tradeoffs inherent in prioritizing bicycling and walking. In many cases, improvements will make things safer and better for all users, but in other contexts, we need to be able to accept some small inconvenience for drivers for a huge improvement for bicycling and walking. We can't expect people to choose to walk and bicycle unless the infrastructure really prioritizes it. If it is more convenient and a better environment to drive, people will drive. We need to empower more citizens to communicate the desire for good bicycling and walking environments.

Up until 50 years ago, cities were built primarily for walking. Older urban neighborhoods built before the days of highways and are ripe for this heritage to be reclaimed. Here, the economy of movement is much more tipped in favor of non-motorized transportation. With comparatively minimal investment, these neighborhoods can be converted into models of bicycle, walking, and transit oriented communities that are anchored by nodes or corridors that encourage active lifestyles.

There are pockets of residents in many of these communities who long to see this shift happen. Some of these folks are block captains, sit on neighborhood boards, or work in community development corporations. However, there is not yet a well known forum where these stakeholders can sharpen their expertise and coordinate neighborhood level grassroots planning to build a cohesive vision. There may be potential to build a coalition of neighborhoods that can generate community driven plans that are complementary. Together, these neighborhoods could push policy makers to set a new agenda that embraces the vision articulated above.

Their needs to be incentives for people to shift. Work places need encourage all forms of transportation and provide amenities for those that bike/walk. Flexible work/commuter schedules, places to store bikes.

The transportation chapter of local comprehensive plans should address this issue more comprehensively.

Health plans should give credit for biking/commuting to work as they do for joining the YMCA. Health partners gives a monthly discount if you workout at the Y 12 times/month.

Funding needs to be allocated towards relevant audits. When business owners begin to stand by these shifts they will become far less of a challenge. How many dollars are spent by cyclists in our community each year? How many within the cycling industry? How much would traffic reduction increase their potential revenue? This data has been assessed in other comparable cities, and has been pivotal to creating the atmosphere for swift change that we are currently missing.

Again, when the priority of our officials (in the mainstream) becomes the convenience and safety of cyclists and pedestrians, the shift has truly begun.

Slowing traffic in business areas both increases local revenue and reduces fatalities. Replacing an automobile parking space (or lot,) with a bicycle corral, reduces upkeep costs significantly, and provides more potential customer parking. When this is recognized by our officials, the hurdles that we currently face will begin to erode.

Similarly, we need to provide evidence of how a bicycle boulevard, or traffic calming methods will actually increase a home's value in a given community, when we begin to suggest such plans. Having the currently unavailable data present before we bring ideas to the table will only help our cause, and remove barriers to progress.

It is a change of culture that will need to touch on all aspects of how our society is organized now .. but I think the central challenge will be changing the framework that we currently follow when we develop the physical shape and mobility infrastructure of our cities ... people are smart, and choose what is most convenient and comfortable for them - we need to make walking and biking the most convenient and comfortable choices.

Core Behavior - People acknowledge that they had a choice of travel modes and used the non-single occupancy vehicle alternative.

Stop focusing on transit dependent communities; we should all be equally transit dependent.

Mature and complete transit network that has recognizable service hierarchy. Each City location within 150m of an accessible transit stop, max. 15 minute frequency and with direct and seamless transfers.

All major destinations directly served by transit and strategic ped/ bike network (i.e., high schools, Colleges/Univ, major employment/retail and leisure centers).

For biking: The core of this change seems to be: **infrastructure** + **culture/policy** support. We have a lot of both already, compared to other American cities, and the statistics suggest that our effort are getting results. However, there is still a gigantic untapped market of "interested but concerned" folks who will make the shift to biking if we build strategically from the great starting point we enjoy today. If we have **infrastructure** in place that makes the average mom pulling two kids in a trailer feel **safe** biking where she needs to go, then encouraging the **cultural** shifts will be much easier. In terms of **policy**, we need to see a shift in public spending. This year MN Dot announced \$1.3 Billion for highway construction/repair. If we spent 5% of that on bike **infrastructure**, with the logic that we're trying to be the undisputed #1 destination for bike tourism and bike-friendly neighborhoods, then we would have \$65 million to spend this year on new trails, lanes, education, **safety**, and promotion in Minnesota.

For walking: Density. As a pedestrian, if I can't walk to my destination in 15-20 minutes, I'm going to bike or drive. Neighborhoods with enough residents/square mile to support vibrant commercial corridors and nodes are walkable. Thinly populated neighborhoods and neighborhoods cut up by highways suffer accordingly. Transit-Oriented Development will help this along, as will programs to help neighborhoods recover from the foreclosure crisis. Walking is different from biking because almost every block has sidewalks (with some exceptions and gaps), and so proximity of destinations is the big issue for driving walking trips, rather than **infrastructure**.

Cars will reign supreme until gas is too expensive to allow frivolous driving, or when roadways are dedicated to transport that is functional and more efficient, such as freight or commercial uses. Roadway / vehicle taxes could also play an important role. Ceasing to **prioritize** cars in downtown zones, while increasing bike, ped, and mass transit. Restructure suburbs to be self sustaining with internal jobs and commercial zones to reduce the need for long commutes.

More signage, more maps showing alternative routes, more PR (e.g. bike friendly businesses).

Good grief. Should we also change the earth's axis? How about a simpler question.

The main thing that we need to do is get more people riding, and make sure that the driving force for this change is not the city putting down paint, advocates holding events or huge supported group rides, o

Car use for short local trips needs the same kind of treatment that smoking got 30 years ago. People need peer pressure that says using your car for every short trip is not acceptable.

I believe on-street bike lanes and sidewalks need to be featured in the design of public streets with connectivity assured throughout the metro area.

Sidewalks need to be added to streets in suburbs.

Culturally, people need to overcome their fear to allow children to walk and bike unsupervised to most destinations such as parks, shops and schools.

A public awareness campaign to inform motorists and cyclists the rules of the road is something that is lacking. Working with the Department of Education and driving schools to teach the next generation of motorists, working with elementary schools to reach children at a formative age about how to ride a bike safely is needed and a systematic change to law enforcement's view of cyclists as scofflaws and scourge that deserve to be removed from the road would all be tremendous improvements. Making the complete streets initiative a national model for how to build roads and highways in the future would make the reality of bike friendly commutes happen more quickly and much more cost effectively.

Start with the traffic engineers at MnDOT and in Public Works. The formal policies and practices in place are still focused on the automobile, to the point that in doing a "traffic study" these departments are not willing to take into account pedestrian traffic.

And, those larger entities, even city public works departments, tend to have a larger scale view of things that does not create a fine-grained enough system in any one neighborhood or area. Part of that has to do with the politics of City government where limited resources have to be spread relatively evenly across the entire City, so a fully implemented vision in any one area becomes financially and politically impossible. This is where TLC could play a role also.

State and local Complete Streets policies need passed
Reduction in residential speed limits (25mph)
Mapping for connections between transit and biking (ie Cyclopath connection)
state aid must accept narrower lane widths
biking & walking must achieve equity in county DOT's and MnDOT
Year round bike plans needed
bicycle master plans needed in all communities
need elected's to visibly (and happily support) bicycling- or get bike advocates in office

There definitely needs to be a political shift with leaders making decisions to encourage and implement bike/ped investments. But I think politicians tend to follow rather than lead, and the first change will have to be in consciousness. People's awareness of the environmental/health care/social externalities, as well as the direct economic costs, of our present transportation system must be heightened. And awareness of the benefits of alternatives must also become clearer.

This will require moving beyond the transportation debate and focusing on a holistic approach to community investment that focuses on the interdependence of jobs, housing, economic development, health, education, natural resources, cultural diversity and social connections that are essential to fostering ownership in community.

This means reconnecting ourselves and our community. Connecting at an institutional level through collaboration, connecting at a functional level through access and scale of infrastructure, connecting at a social level through spaces that allow interactions, planned and unplanned to occur at great frequency.

The community will not prosper if we continue to allow development to be disconnected with exclusive access predicated on the need for automobiles. The growing portion of our population being excluded from socioeconomic opportunities will continue to be marginalized. The result will be a decline in physical, social, emotional and psychological well being that first impacts the individual and quickly infects a community.

There is an urgent need to assess the political will, institutional capacity and social awareness and identify corrections to get us on the right path.

Strong grassroots networks that can turn out support. Solid education campaigns about the advantages of these investments. Knowledgeable city staff that can advocate for projects. Elected officials that aren't weenies.

Need more density in our core city areas, need more interconnectivity between the surrounding districts and neighborhoods with the business districts and transit and bike corridors. More people will support the goods and service providers that are critical to reducing auto trips to running errands. Increased costs of driving will also encourage a shift to biking and walking, however if our communities are not ready to accommodate those new users, few will likely stay once costs go down. But I really think we need to establish several areas within the Twin Cities that are great examples of the types of communities that can be walk/bike/transit focused...where owning a car is seen as a hassle and not a requirement or absolute necessity. We will need to work with the communities to get them behind it and to understand that parking isn't king. There's a lot of jaded **community** members in areas like Uptown that are weathered activists that think that until the transit comes, why should they continue to take growth. Many seem to think that new growth will bring lots of pollution, ignoring that development would just go elsewhere and probably be less efficient in land and transportation, leading to greater environmental impacts.

We need more investment in extremely local, on-the-ground programs aimed at broadening involvement in the biking **community**. I believe that biking has lots of potential to reach low-income and under-served communities; bikes are cheaper and, by-and-large, more available than cars, transit, or other forms of transportation.

I would love to see a significant, grassroots effort to reach out to neighborhood organizations, **community** development groups, affordable housing agencies, job placement centers, and more to promote biking. It has to be done in a way that is deeply respectful of **cultural** differences, norms, and practices. It has to be done in ways that also acknowledge other, interlinked issues: 'how can I show up to work slightly sweaty when, as a person of color, mainstream **culture** tends to already think I'm dirty and smelly?' I think we need more listening sessions, more outreach to understand how to make biking work for low-income communities.

Perhaps it is our children, who cannot drive, who thrive on a bike ride and who love to show off their cool bikes to their peers who will lead us to a shift in values/**priorities**. It seems to me we have to "build" our way to a new and more accessible Twin Cities for everyone. We can talk all we want to about living healthier with exercise but we are a rather strong-willed group. The car is king, or queen, as the case may be so how does an entire Metro area dethrone a dynasty? The same might be asked about changing our attitudes and misconceptions about people with disabilities. Many of the people with disabilities live here precisely BECAUSE there is a fairly decent transit system, skyways in which to walk, accessible housing in which to live, etc. The path to equal access is rocky, full of ruts, hills, steps, lack of accessible parking, unaffordable technology and unwillingness to believe that children or adults with disabilities have anything to contribute to society. When the stairs become ramps at the capitol and the parking lots become rows of bicycle racks, we have made a strident commitment to a more just social framework. If we had told people they couldn't smoke 50 years ago, we might have encountered violence in the streets. But the proof was in the cancer, the lung disease, the bold claims of medical science and now, the immense number of establishments where smoking is forbidden. What if, by some miracle, the governor proclaimed a "bike to work day" once a month? What if there was an incentive for people who actually DID bike to work, or biked and walked as time and energy allowed? Do we really WANT bicycle racks beside our big banks and our government buildings? Do we really WANT to plan more theatrical events flanked by bike racks and parking space for vans outdoors? We want to rush to work, beat the crowd to the grocery store, load our cars with fattening stuff we have to have to make it through the stressful evening or the ads on TV that command us to eat those Dove bars. Who in their right mind wants to have a snack of "carrots" before bed when there's ice cream in the freezer? But how many times do we say, "Oh, I can't make it tonight, my car broke down." Is your bike broken, too? Are you afraid you'll be sweaty when you get to the business meeting? Did you forget about that little commuter van that zips up and down the street a couple of blocks away that you might have to share with people of color? People who stutter? People who for whatever reason, will Never drive a car or pedal a bike? Is equality only for some who happen to be like-minded, look

alike, dress similarly, read with their eyes and not with their hands? It's funny, but over the last few months, I've heard of a lot of cars being recalled because of a faulty brake pad or whatever but I've never heard on the news that some huge company was recalling all the 2003 red-handled bicycles because the baskets were not sturdy enough!

I think it has to start with **infrastructure** and land development changes. When people see that they have **safe**, alternative options to a car they will be more likely to use them. Likewise, when areas are redeveloped, **priority** should be placed on reversing the current model. Put the building next to the sidewalk/street and place parking in back as opposed to how most places are now with parking front and center and the building separated from the street with a parking lot. That may be more **policy** related with changes to set backs and zoning/land use plans.

Core is the total and ongoing support by Federal, State, County and City elected officials and planning/public works staffs. Budget support and support nt TLC of politicians who are bike/walk friendly.

There is a lot of fear. Biking is dangerous. If I walk a mile I'll get sweaty and I can't go to work sweaty. Biking 5 miles on a dusty road will make me dirty and helmets make my hair look funny.

This needs to move to: Motoring is dangerous. Once I'm used to it walking a mile is relaxing and I'll get to work refreshed. Biking 5 miles is exhilarating and helmet-hair is sexy.

Cars are sometimes needed but are stinky and socially isolating. Biking and walking are fun and sociable.

Another thought on this:

There is a HUGE problem in terms of kids sports. Today, few student athletes live close enough to their fields/gyms to bike back and forth. For example, our community soccer teams play against teams from several other communities. The amount of driving that is required is ridiculous. It's a curiosity to me that we cannot find 13 kids to play soccer anywhere closer. This would be a **cultural** shift in how we design/plan for sports in the suburbs. (I'm not sure how this affects Mpls/St. Paul). In the end, we're driving up to two hours total, in order to play soccer for an hour. And nearly always this is done at rush hour. Urgh!

Fundamentally we need to push a message of conservation, health, and equal access as key issues for a vital society.

General public need to be aware through education and outreach of their role in conserving our resources fiscally, environmentally, and energy wise.

We need to embrace and promote an inclusive **culture** of biking and walking all ethnicities, genders, and life styles have a place and are welcomed to this liberating mode of transit.

Leaders of nonprofits, communities, and organizations have to make space for and ensure and inclusive effort.

Unfortunately, the vast proportions of people respond reliably only to definite, private economic signals. Therefore externalities of auto/hydrocarbon use would need to be internalized as much as possible and leaders need to signal that this is long-term. Gas at \$10/gallon would cause a lot of change. Otherwise, we need to (a) bring in people of good will who are reachable by normalizing compact communities, the desire for density, and biking as a mode of transportation for ordinary people; and (b) change the consciousness and increase the capacity of local planners and engineers to design from a standpoint of valuing compact communities. We need to battle the strongest of **cultural** messages favoring the "escape from urban danger to the low-density exurbs" and the strong and gaining psychological mechanism that causes those who feel oppressed or feel loss of control to respond by exalting bullying (including the bullying of nature by stomping on the Hummer pedal) and a general nihilism. Improving the feasibility of bike/walk must proceed in tandem with incrementally bringing more and more of the **community** into the mindset that this is a normal and preferred mode of getting

around. We need to get people to think longer-term: what does the region need to look like in 20-30 years in order for it to be sustainable and worth living in. Prepare the vision and a concrete plan to get there, and present that incessantly to both ordinary folks and those who make the investment/planning/legislative decisions.

We need a regional goal for bike/walk travel with commitment among elected officials and decision makers. More empowerment at the neighborhood level. Complete streets **policy** and design guidelines that help shift the balance. Maintenance of city streets year 'round. Motorist education of rules of the road that respect bicyclists and walkers.

This type of change needs to be presented as a balanced approach that makes our roads **safe** for all users.

Efforts should be made to moderate perceptions that all bicyclists wear spandex and don't follow the rules of road, and that motorists are the owners of the road that pay for its maintenance and upkeep.

Physically, more signage and paint indicating **safe** routes for walkers and bikers.

Politically, that this investment in our **infrastructure** will be beneficial long-term - economically, physically (in terms of health), and environmentally - and provide our residents with more options for transportation.

Policy, provide support and encouragement of local communities to pass Complete Streets **policies**.

Provide carefully thought through talking points for engineers, **community** organizers, and planners on the benefits of more walkable/bikeable communities to share with residents throughout.

Prepare a fact package that speaks to all public audiences - supporters and detractors alike. It would include information on health, environmental, public finances, business benefits, etc.

There needs to be an outbreak of civility among motorists. They need to stop seeing the non-drivers as obstacles to their progress. Politicians need to lead, knowing that if "they build it, they will come." A true Complete Streets **policy** must be implemented. We move the **community** to embrace a vision of transportation that addresses all users by continued education and outreach; raising awareness of how demographic shifts and aging in place will mean that many older people will remain in the **community** and will want transportation alternatives; we access government healthcare funds so that a major chronic disease prevention initiative focuses on active transportation- programs and **infrastructure** are implemented and constructed.

Culturally, we need to get passed walking or biking as "alternative" transportation and move to them as "normal." This is about messaging, education, and just time. I believe that many people just drive because they are used to driving, and if they can be inspired to try a new normal of walking and biking, many will stick with it, but we need to get them to try.

Physically, we need to address the key problems with bicycling access. I believe that bicycling has the greater potential than walking for most of the areas because the Twin Cities is fairly low density and destinations are typically more than a short walk away. The basic bicycling problem is that most of our larger roads are not bike friendly, making access to destinations challenging.

Politically, we need a real local leader to drive the agenda forward. Most Minneapolis elected officials support walking and biking in the abstract, but none of them seem to think that we have big problems that need to be addressed. We're too focused in basking as the #1 bike city and not focused enough on what we need to do to get to Copenhagen. We need to inspire our politicians to follow the Minneapolis version of the Copenhagen model rather than tiny steps.

Policy wise, we need to change our state manuals and standards to allow for more bike/ped-friendly design and we need to make sure that we are thoroughly planning and designing for all users on all projects.

To move the **community**, we need to work with engineers, planners, elected officials, and more with individuals at the local level.

I believe more and **safer** bike lanes along streets would be a big help. The cities have a great system of walking & biking paths, but more can never hurt. Also better and more available maps of the systems that we have already & what's to come.

The Twin Cities area has seen large population growth in the last 20 years, and much of this population lives in suburban sprawl. Many of my co-workers live in places like Forest Lake and Lakeville, then complain about traffic and the time/distance of their commute. People move far out thinking they are saving money on taxes, but clearly they are losing much of that money on having a car and hours spent behind the wheel.

High gas prices have shocked people along these lines a bit, but overall people do not seem to think about the impact of the ways they live. The Gulf Coast oil disaster is directly related to our seemingly unquenchable need for oil, yet it seems people in general are not outraged or rethinking where all of this oil is coming from.

Policywise, I would like to see much higher gas taxes. People cut back on driving when it costs more, but anyone who votes for this would be voted out of office. I don't know the answer, but I know this is a huge problem.

We do live in the coldest major metropolitan area in the United States, but I think people have a false sense of how badass we are. Let's use the example of Target Field. People keep complaining about how it doesn't have a convertible roof, but MSP is not much colder or wetter than other areas like Chicago and Boston. Maybe people need to be given more credit or showcased in some way for biking year-round. It is just a matter of planning and equipment.

In all of our educational efforts, policy matters and actual design elements we achieve consensus that: The safety and accessibility of bicyclists and pedestrians is more important than the convenience (or speed of travel) of motorists. That in fact, if we are to have a healthy community and not destroy the planet, we will need to overcome auto-dependency.

3. What is your role in these changes? What do you have the power or commitment to impact/change?

[My community] currently has 100 miles of regional trails open to the public with almost 3 million annual trail visits. These trails serve both a recreational and commuter function. Another 80 miles of trails are planned for development, and is beginning the process to consider an additional 100+ miles of trails to complete this arterial trail system that will be designed to work in conjunction with county trails and the local community trail networks.

[My organization] makes the decisions on what regional trails to fund for construction and for acceptance into the planned regional trail network. As a staff member, I make recommendations to the Board for their consideration.

[We are] also involved in collaborative planning efforts that address access to parks through the transportation network.

Personally, my commitment is being a good neighbor, teaching and role modeling active transportation to my kids.

Professionally, to work both at a system level and school level to further safe routes to school.

Citizen advocacy on a case by case basis both as an individual and as a member of organizations like TLC. In a professional role (in the near future) as a transportation planner that shares the goals of a more walkable and bikeable Twin Cities.

Power of coalition: University + city + county + citizens + businesses.

As a writer, speaker and communicator I hope to spread the vision of biking as completely sensible, normal activity.

Helping to ensure that bicycle and pedestrian needs are routinely considered in infrastructure projects - in terms of both official practices and in terms of professional culture. Continued work to advance transit projects.

I've been involved in developing phase one of the Cedar Lake Regional Trail (1995) and have played a role in getting the city to agree to CLPA's Preferred Alignment of the trail along the rail corridor to the Mississippi River. I favor off-road trails; however, I believe that bicyclists and pedestrians should be at the top of the transportation pyramid, especially in dense urban areas like downtown MPLS.

I can show people how to bike as a choice - in all weather, at all times, in all clothes, to almost all places.

I can help coordinate volunteers and cyclists to press those designing our streets to make streets that welcome everyone.

I see my role as someone who works to empower people with information and who works to encourage more people to get involved in the political and policy process around transportation decisions. I am also working in my own neighborhood to articulate the need for bicycle and pedestrian improvements. I contact my elected officials often to encourage them to support positive changes for bicycling and walking.

As a neighborhood based community development corporation, [my employer] is involved in portfolio of activities that span a range of community concerns. These include community based neighborhood planning, local business development and retention, housing development and rehabilitation, and infrastructure improvement. Such is the case, [my employer] is positioned to facilitate coordination between the way development and change happens in each of these areas. In addition to being a constant advocate for the neighborhood in regard to pressing the city to make enhancements that encourage biking and walking, [my employer] can work to attract businesses to the community that are complementary and allow residents to fulfill their needs within walking distance. [We] can also lead developments that are geared to leverage connections to transit (in this case light rail) and further restore the neighborhood to a non-motorized orientation.

In summary, [we] can work within the neighborhood to "connect the dots" between land use, transit, and infrastructure. We

are able to implement projects in the community that range from small, grass-roots projects (like landscaping around [a] parking lot, or getting a wagon set up for check out at the Co-op and hardware (store) to encourage people to walk to shop), to large-scale projects, and things in-between. What makes our work distinct from what a private entity would do implementing, is that we always involve the community - in planning and implementing. Through this involvement, these projects have more impact: they are shaped differently, in a way that is more responsive to the community and its goals, but also because through this involvement people become personally invested in these projects.

[We] plans to work in the following areas in the coming year:

- Pedestrian safety crossing guards - passing out information to motorists and walkers about the pedestrian's rights and responsibilities;
 - Work with the City on planning and implementation of improvements to Riverside Avenue, esp. where it crosses I94 and intersects Franklin Avenue;
 - Implement streetscape improvements to add visual interest to the streetscape, including façade improvements, façade lighting, street benches, and sandwich boards.
 - Coordinate with the City and County on plans for pedestrian streetscape improvements to Franklin Ave in the LRT station area (to be implemented in 2010-2011);
 - Coordinate with the City and County on the realignment of 22nd Street to connect with Cedar Avenue (to create truck access and allow for phase II changes at Franklin and Minnehaha);
 - Improve access for pedestrians and bikes from the neighborhood through the Seward Commons site to the Hiawatha LRT bike lane and LRT station.
-

Pictures, messages, reframing, confronting negative stereotypes, teaching people to tell the story.

Help get businesses involved through business associations (Midway, Highland, Grand Ave, Selby Dale, etc).

I educate new and existing cyclists about their options for all types of biking. This includes choice of bikes, routes, clothes, security, riding technique, repair and more. There are a wide range of areas that can be shared and expanded upon such winter riding, cargo transport, touring, and commuting. This is commonly with the goal of introducing bikes as a fun, comfortable, and easy form of transport for all uses.

My work is done largely at a personal level, helping change individuals perceptions of biking. I also work for change at an organizational level keeping bicycle advocacy as a constant focus of the business.

Together as citizens, we own the public right-of-way that is currently used for streets, and many folks who have heard about the Greenway concept would rather live on a linear park than a linear parking lot. (Does this mean that every street should be converted to a park? Of course not, but even converting a tiny percentage streets would allow for the creation of a functional network of Greenways that could serve as bicycle highways.)

In making this shift, there will be a lot of details to sort out, and many stakeholder concerns to address. Our goal is to facilitate a process that is respectful to all parties and gets the best possible Greenway network for the Twin Cities.

Also, on a personal scale, I love biking in Minneapolis St. Paul, and am deeply grateful to all the people and organizations that have done tremendous work in the past and continue to do great work. We are so fortunate to have the infrastructure we have today, and sometimes it is easier to take things for granted than to stop and appreciate all the effort that went into them.

Use the system, educate, design.

Through my work for TLC and in my practice, I share, with citizens and designers, other ways of addressing our place and mobility needs.

As a citizen I need to feel comfortable contacting my council member/Mayor's office regularly, and providing them with information that otherwise may not reach their eyes. While my organizational goals will vary drastically, I'm committed to investing time and energy into helping collect data that will help remove the current perceptual barriers.

There is federal funding available through the National Park Service's Alternative Transportation in Parks Program. This funding could contribute towards projects that are within or that connect to the Mississippi National River and Recreation Area and leverage additional funds. The MISS extends from Dayton/Ramsey in the north to just south of Hastings. An alternative transportation plan currently under development for this area could identify projects that benefit both the MISS and NMTP Project areas.

Personal example: use the car as little as possible for local trips -- turn up with bike helmet in hand; refuse the validated parking, saying you walked or came by bus; invite others who are going to the same meeting to join you on the bus; etc.

I like to point out the advantages of increasing transportation choices that improve public health and protect the earth's resources.

I am available to speak to public groups on various transportation issues including biking walking and complete streets.

I am changing the world one bike at a time. Doing outreach to corporate campuses to provide the training and infrastructure to wipe away all of the excuses of why people don't commute. By providing financial incentives for staff to ride instead of drive to work. Lobbying Congress for additional \$\$ and recognition in the transportation funding bills.

We can mobilize residents and businesses around a vision and action plan to transform the community into a neighborhood where people can easily choose to live without a car.

With the help of TLC, we can also create and implement a model for how a development project can be as walkable, bikeable and transit-friendly as possible.

Advocates hold both the power and the commitment, but we need to get our neighbors (non-cyclists and non-walkers) interested in active transportation.

Also, we need to address the "concerned" in the "interested but concerned" demographic- our biggest slice of the mode share gain potential

This is an important issue to me. I also try to model my personal views in the lifestyle choices I make.

My personal role is to be the change I would like to see. My professional role is to focus on the role transportation plays in the well-being of our community and identify and implement strategies that result in more healthy and sustainable outcomes. It is my professional responsibility to continue to work toward these goals in the best way possible.

Access to a constituency of residents that care about these issues. Monthly newsletter for education and advocacy. Growing reputation as an expert on biking and walking issues. Growing relationships with elected officials and staff.

My role is to be a community leader, to promote the vision, to push on government on both large and small scale issues, to organize people behind the vision. My role is and has been to question government studies that have terrible ridership studies because of their assumptions (re: SW LRT C3/C3A).
I also work for a developer and push for projects that support the vision.

Community organizing around bicycles is a long, slow process. Changing people's deep-seated habits takes lots of time, conversations, and trust.

I personally spend my organizing time and energy with a small non-profit community bike shop in St. Paul. I am seeing us reaching more people each year; I see us slowly opening up to reach more diverse community members, providing bikes -

and education around bike maintenance, repair, safety, etc - to more people. I love that we can bring different people together - building community - around bicycles as a form of transportation. To me, bicycles are a way to pedal our way towards the broader vision of a just, equitable society. I want more than just a 30% mode share; I want livable communities with local, green jobs that can't be outsourced. I want education to be available to everybody, and for everybody to have a greater understanding of the impact we're making on this planet. I want to create community space where youth teach adults bike maintenance, and where wealthy businessmen learn commuting tips from homeless folks who use their bikes to get everywhere.

OK, OK, I'll give up the car I have never driven! I'll eat smarter. I'll take the stairs to my 8th floor office! But...I won't give up the wonderful walks with my dog or the bus trips for which I can substitute a subsidized cab ride. I can continue serving on committees. I can talk about the walk instead of taking pride in the ride! I can help advocate for more parking for people who use wheelchairs or scooters. I can write to my congresspeople about the dreadful car fumes I inhale from their cars each day or the rough sidewalks that make people fear to leave their homes because road and sidewalk maintenance is meant for cars. I can show others what accessibility looks and feels like and I can munch on those carrot sticks and wear a sign that brags, "Walk more, feel more, bike more, live more fully."

In my role I can influence a lot of the changes. More so in infrastructure than development. However if there is no support by the elected officials that need to approve the changes then nothing happens.

As a community advocate....communicating to residents the ongoing plans of the build out of the bike system, working with elected officials to fund new trails and maintain current trails. Residents are the ultimate power source for elected officials.

role model.

I do other things too but mostly that's it: role model.

Second to that, I teach bicycling. I suppose that's an adjunct to the role model thing.

I do some work to improve bike infrastructure. I do wonder how useful a lot of this is though. I am convinced that adding bike parking makes a difference.

I am initiating an "environmental stewardship" process this month in my community. This would be a resident-driven task force that would look at the range of ways that our city/community can continue to be better environmental stewards of our resources. Creating more incentives for walking/biking, planning for our three SWLRT station areas, and looking at our city planning processes will all be a part of this initiative. The process is broader than walking/biking, but this is a piece of it.

Anything that money and power structure supports or will allow.

[My employer] can provide background information on the health benefits of more walkable and bikeable communities. And, further assist communities in building capacity to engage key stakeholders through walkable community workshop trainings.

In my professional role, I can't be an advocate except for providing facts as they relate to the transportation system. I have the power to impact how information is presented to the public.

My role is to knit together the programs and infrastructure that promotes more walking and biking. This is finding a common language between the Health, Public Works, and Planning Departments at the local, county and state levels of government. As a professional consultant and private citizen I can offer my technical and personal experience to influence policy, conduct outreach, and promote the cultural change among residents and governments to see walking and biking as normal transportation modes for all ages and income levels.

I have the power to lobby elected officials and relevant organizations on behalf of active transportation users; to model walking and biking as a primary means of transport to my family, friends and community.

I'm dedicated to Minnesota Complete Streets work and Minneapolis bicycle issues.

I have the power to get the word out to residents and try to get them involved.

I will foster friendlier streets -- a safer and more pleasant environment for all people.

4. What investments will best position the Twin Cities region for long-term bike/walk transportation vitality? Please comment on strategy, criteria and goals. You may want to consider: geographic concentration vs. geographic breadth; small scale vs. large scale projects; partnerships/collaborations; infrastructure vs. communication/education; messages; planning; measurement; etc

Measurement of the economic development impact of the bicycling/walking culture here

Community-generated neighborhood projects

Investment in creating local knowledge/capacity among planners/engineers and all those on whom the decisionmakers rely to tell them what should and can be implemented on the ground.

Investment in permanent **infrastructure** and planning/zoning/public financing frameworks (infill, mixed use) that send long-term signals that the region will support folks' personal decisions to arrange lifestyles that will work in a supported bike/walk environment.

The complete answer would require a major white-paper to address this complex of a question. Here is my executive summary of an executive summary:

Infrastructure development is the first priority - people need to have the network in place before they will start to use it.

There needs to be a logical set of geographic goals (e.g. all residents within 0.75 miles of an off-street trail, all residents within 0.15 miles of a sidewalk network, all arterial roads with ADTS between X & Y with bike lanes, etc).

The geographic breadth should incorporate the entire metro area. The Core cities are actually pretty well set up. The majority of people and the majority of fundamental issues for the future lie in the **suburbs**. The Vision and plan must be geographical comprehensive for it to be effective.

Large scale projects should have the initial focus first, as they will serve as the arteries to which the smaller scale projects will connect. However, the comprehensive vision should show both levels of projects, and provide a logical justification of prioritization .

There is a current **education** crisis regarding bike/car safety. This is an issue that must be addressed immediately, with a secondary benefit of promoting the future development of the alternative transportation **infrastructure**.

All of this is beyond the scope of any one agency or organization. Success will hinge on the effective **collaboration** at all levels. However, a strong champion, a visionary with the time and energy, is needed to really make this successful. Leadership though committee is often ineffective.

Pedestrian and Bike Safety Curriculum for schools
Safety Town facility

For a local example:

The University District, at the heart of the metro region, has major regional transportation channels going through and around it: at the intersection of two interstate highways, a state highway feeder (280), county routes, rail corridors, river. Because of our location and land uses, there will always be a need to move people and goods through and around the University District. Amid these layers of regional transportation, then, there is a greater imperative and opportunity to create a layer of local walkability, bikeability, and transit use--a zone where it is desirable to shed the SOV and arrive and move about at the scale of walking and bicycling, because there is so much interesting here to see and do.

I think that more off-road and Copenhagen-style separate bike paths will have the most impact on changing people's behavior. This is what gets more women, children and middle-aged riders out of their cars and into the streets. Community **education** and marketing are an essential component of this.

Infrastructure improvements will best position the Twin Cities region for long-term bike/walk vitality. Require a strong and innovative public participation process that will serve as an **education** and promotion opportunity during planning for **infrastructure** improvements. The geographic focus should be on short trips - either in the central cities or within **suburban** communities - rather than large regional connections. Connect obvious destination centers - i.e. the University of Minnesota to downtown and uptown.

Education and promotion activities should focus on ensuring sustainability -- Nice Ride, for example, which is a permanent tool to attract new bicycle riders, or Ciclovía events, which can become ongoing events that build public support for bicycling and walking. **Partner** with organizations that will sustain the work after the NTP project is over. Help build a stronger non-motorized planning and engineering **program** at the University of Minnesota. Invest **education** and promotion dollars in institutions that will continue to do the work long-term, not on short-term giveaways or ads.

People need to have positive bike/walk experiences. I don't think there's been enough emphasis on **communications**, **program**ming and **education**. We need a bike map, ciclovía type of **program**ming, and **education** in the schools in particular.

Buy up any available land, NOW. It only gets more expensive. Promote acquisition as land becomes available along the Mississippi River north of Hennepin Ave. Promote policies that have buildings front streets to create a more enjoyable urban environment for pedestrians (ala Jane Jacobs). Promote the dispersed (sp) spread of arts and commerce throughout the city.

Anything that will get people out of their cars.

Infrastructure-wise, connections for longer (i.e. 3-4 mile) destinations. For example, getting from anywhere in SW Mpls to the U of M is by bicycle hard, and takes a lot of thinking - even for the experienced cyclist. The same thing is true for SW to North for SW to NE. And from North to NE. One thing the major freeway system (94/35/169/100/55) creates is a system of connections between various parts of the city that makes it intuitive for people to navigate. It's an agreed-upon set of landmarks. Cyclists need something similar -- the Greenway is one excellent first piece of that network, but it wouldn't have to be so big and ambitious -- it just needs to be obvious.

The relationship that has formed between Redesign and TLC may provide a prime example of what can be start to get accomplished when a regionally focused advocate **partner**s with a neighborhood level actor. Redesign came to TLC with transportation related goals that had been articulated by the neighborhood through community planning efforts. TLC has served as an advisor as Redesign has worked with the county, the city, and the neighborhood to shape a new vision for a critical section of Franklin Avenue between the light rail and Mississippi. TLC staff have provided valuable technical assistance as Redesign worked to collect pedestrian crossing data to inform this vision. They have also encouraged Redesign staff and community members to think progressively about how to address the transportation issues that created the need for additional community planning. More than that, by working with Redesign, TLC has had a literal seat at the table in conversations between city and county staff and the neighborhood, providing critical expertise and a depth of knowledge about what is possible and what has been tried elsewhere. With more **partner**ships like this, TLC can serve as a connector between neighborhoods and help shape a detailed and democratic regional agenda that is reflective of the unique goals of each neighborhood throughout the metropolitan area.

Develop some critical bike/walking corridors and focus **education**, and resources there. Over time these corridors will expand.

More direct, small scale funding would be useful. This could be at the neighborhood or **suburban** level. It seems that there is already considerable focus on the downtown and urban areas, but not in the **suburbs** where most of the excessive driving originates from. Providing **suburbanites** with easy walking and biking options would be one step. The culture of cars runs deep there so fuel surcharges, roadway taxes, and subsidies for human powered and mass transit would help push and pull folks away from their cars.

Integrating biking into schools is important for the longterm. Offering class credit, or extra credit for commuter and/or repair courses could be one step. Providing secure storage would be key in these areas so students can confidently ride nice and functional bikes without worry of damage. Making sure bike vandalism is treated with the same concern and car

vandalism would be. Continuing the **program** of safe routes to school everywhere. It would be also be great to start working with National Interscholastic Cycling Association's (NICA) to make bikes fun and to teach riding skills here in MN (they aren't currently active here).

Investments that will have an impact in the long-term:

1. Greenways. As the Midtown Greenway has demonstrated, high-quality bike trails that provide an environment separated from cars and with relatively few stops are optimal for bicyclist of all levels and abilities. Greenways are also enough of an amenity to spur high density mixed-use development, which is good for pedestrians. Greenways are not the cheapest investment, but their impact is profound and lasting.
2. Bike Lanes. Although not quite as effective as Greenways in winning over tentative bicyclists, I personally don't think we should back away from adding bike lanes wherever possible. Bike Lanes are relatively inexpensive, and make roadways attractive to a significantly larger group of potential bicyclists than when they are missing.
3. Bike Boulevards. I'm really glad to see the inclusion of Bike Boulevards in the mix of projects getting implemented in this Summer. I think it provides a great opportunity to see how they work in our environment, make adjustments, and install more Bike Boulevards in other parts of the Twin Cities.
4. **Education/Encouragement**. The work of the Bicycle Alliance, Minneapolis Bike/Walk Ambassadors, and St. Paul Smart Trips **programs** seems really important to me. I'm curious to hear more about what they are seeing work best in the realm of **Education/Encouragement**, and see what can be done to expand and build on the impacts they are having.
5. **Measurement**. Seems necessary to track impacts and allocate investments strategically. Glad to know its being done, and I wouldn't want to see this piece neglected.
6. Expanded access to Bike Sharing. I am thrilled to see that the Nice Ride launch is happening this summer. I own 5 bikes of my own, and I have already signed up for a Nice Ride membership because I think it is going to be a catalytic amenity and I want to support it and have access to it. I understand that the Phase I service area must be focused on the highest density locations, but it will be vital to expand the service area as much as possible and as quickly as possible to help the **program** succeed and grow. This is where I think **partnerships/collaborations** could work very well, in signing up local destinations (colleges, businesses, neighborhood groups, etc...) who can sponsor new Nice Ride Kiosk locations to fund the rapid expansion of the system.

Strategy - for me a big piece is making connections between where people live, and where they are trying to go. Trip generation should be one of the criteria for evaluating new routes, as well as how well the new route makes connections to existing trails, or fills in important gaps in the trails. I can think of a few places in Minneapolis where a facility of less than a mile would make a great connection between trails/lanes that already exist.

Criteria - the main criteria should be impact, innovation and equity. Impact for obvious reasons, and innovations because the NTP funding provides a unique opportunity to try new models and **programs** that might not be funded by local jurisdictions until they are tried and proven to work. Equity is important in considering which areas of Minneapolis and St. Paul have historically been overlooked in creating bike/walk connections and amenities. Public funding should not be disbursed without a strong emphasis on geographic equity.

I don't see the world as **infrastructure** vs. **communication/education**. To me that would be sort of like asking whether to build the theater or hire the actors. Neither one is as useful without the other. The creation of **infrastructure** seems to be the prerequisite to a mode shift; I don't know of any major city that has seen a significant mode shift without **infrastructure**. However, the cultural/**communication/education/promotion** aspects seem important in getting the most possible impact out of the **infrastructure** that is built, and to help people try out the bike **infrastructure** who otherwise might stay in their cars.

Thanks for soliciting the feedback - looking forward to a great meeting on the 19th!

We need a metro-wide (as a start) comprehensive strategic plan based on an honest assessment of current facilities. An action plan with clear needs to address and projects to implement. Prioritise the missing links in the network.

Introduce new strategies via well publicised short-term demonstration projects and closely monitor and document scheme performance. Be ready to adopt as required.

School/University **programs** -Educate early, effectively and timely.

My opinion on where we need to focus:

- Substantive **educational** opportunities for the people who are currently designing our transportation systems
 - Development of **infrastructure** that is safe and comfortable for ALL users (yes, on-street bike lanes are good, but cycletracks (Copenhagen has 200 miles) are better - if we want similar mode shift, we need to make similar investments
 - Real power in directing investments and specifying the type of **infrastructure** that gets build with TLC's funds
-

The cycling community has largely felt let down by the lack of consistent and clear **communication** on the progress, or lack thereof, of uncompleted projects passed their "completion date." If we expect to draw new advocates, and help from the community we must first reach out to our community. Here we have largely failed the people that we each work for. When we let them know what barriers we face, they can assist us in overcoming them.

Funding needs to be allocated towards relevant audits. When business owners begin to stand by these shifts they will become far less of a challenge. How many dollars are spent by cyclists in our community each year? How many within the cycling industry? How much would traffic reduction increase their potential revenue? This data has been assessed in other comparable cities, and has been pivotal to creating the atmosphere for swift change that we are currently missing.

Again, when the priority of our officials (in the mainstream) becomes the convenience and safety of cyclists and pedestrians, the shift has truly begun.

Slowing traffic in business areas both increases local revenue and reduces fatalities. Replacing an automobile parking space (or lot,) with a bicycle corral, reduces upkeep costs significantly, and provides more potential customer parking. When this is recognized by our officials, the hurdles that we currently face will begin to erode.

Similarly, we need to provide evidence of how a bicycle boulevard, or traffic calming methods will actually increase a home's value in a given community, when we begin to suggest such plans. Having the currently unavailable data present before we bring ideas to the table will only help our cause, and remove barriers to progress.

The Mississippi River, lakes, regional parks and neighborhoods are unique to the Twin Cities area. Much of the recreational transportation systems for these areas are in place but should be evaluated for commutability. Making adjoining neighborhoods more bikeable and walkable will add to the attractiveness of living in the Twin Cities. Again, the Comprehensive Planning process provides the opportunity for policy change, planning, **collaboration**. This planning process is overseen by the Metropolitan Council.

Issues that need to be addressed are planning for a regional bike/walk system, long-term maintenance of these facilities, and **education**/messaging.

Collaboratives/Partnerships work well for achieving mutually beneficial goals, measuring success and developing strategies for achieving goals.

Can't comment in any detail; don't have enough background

I am most intrigued by the challenge of retrofitting existing transportation **infrastructure** to accommodate biking and walking.

I believe that it is best to focus on entire neighborhoods to promote a major shift in travel patterns. Neighborhoods must be created that are desirable to live in and offer a range of services that can be easily accessible by walking or biking as well as supported by good transit service.

Without being pious, tell the story of why it is such a great thing - get healthy, save money, reduce stress, increase productivity, live longer - too many people think of this as a fringe lifestyle and that they couldn't ever picture themselves doing it. The message needs to be similar to the DO campaign, little hinges swing big doors - you can and here is how marketing messages. Enlist the front line help of retailers and distributors in the crusade, enlist health care and large companies to invest in this sea change, it will move the needle faster and will garner organic political support for the cause. **Infrastructure** improvements need to be advertised, great trails are wonderful for us 4.5% that know about them and use them, but for the other 95.5% that don't, a large percentage of them probably don't know these great resources are right in their back yards. Build it and they will come is fine, but tell them and they will come sooner!

I am convinced that the best way to implement change is to engage people in their own community, not in acting at a city-wide or regional level.

I am also convinced that change is fundamentally about shaping habits. While we can change some people's developed habits, the most fruitful area for long-term change may be students and new immigrants who do not already have well-formed habits around the use of the automobile. Developing a curriculum for all levels of elementary and secondary **education** would be helpful. Providing free transit passes to students and new immigrants also seems like a good idea.

An easy **measure** in targeted areas would be to track the number of licensed vehicles over time.

Vastly increased Share the Road outreach: especially to motorists

Regular frequency and varied curriculum of bicycle **education** classes with market outreach

Invest in an economic impact study to show dollars saved and earned

Geographic breadth is less important than overall project value and community commitment

Bike Plans need to be written well and plans for funding should be included where possible

It is so hard to make these kinds of choices. We truly need to forge ahead on all of these fronts at once. Of course with limited resources we need to prioritize. So far, in the short term, I think that **communication** and **education** (social marketing) have been the most effective strategies. Eventually, I think there will be a backlash against this strategy if **infrastructure** investments are not implemented. So a longer term strategy must also involve **infrastructure**. The NTP money alone, cannot do the job, it is merely a small baby step. In the long run, government at all levels needs to re-prioritize their transportation investments in line with the NTP goals.

There are many barriers to address and many of these our not remedied by investments alone. I think there are any number of great projects or **programs** that could benefit from modest investments, but I have more concern about how to effect the process for sustained changes. There should be greater efforts to develop political will, institutional capacity and social awareness that will yield far greater benefits than any amount of funding can achieve.

A comprehensive bike route network in St. Paul and Minneapolis including north/south and east/west routes that address barriers. Need to fill the gaps so that we can step in with **education**/encouragement campaigns in any part of these two cities and direct people to good facilities.

I'm a true believer that certain concentrations are necessary to accomplish the vision of a successful high- bike/walk community. It needs to be easy and preferable to bike or walk, which means that origins/destinations should be nearby, that it is safe and quick to get there, and that it is easy once you get there (and easy at home) to lock up your bike or to walk to your destination (i.e. not walking through a huge parking lot).

I think critical investments in less dense/well connected areas would include missing links in access to nearby areas where the demographics or community layout would support walking and biking if the missing link was inserted. This would also include critical safety enhancements if a few investments could drastically increase the accessibility of the area.

Small scale projects can be useful in areas where some tweaking may result in strengthening the district. Large scale can be useful in drastically transforming a corridor or district to make a major point that it is a bike/walk area or where more direct results can be projected. For example, I think that many people look at communities where there are already bikers and walkers as some how being in good shape rather than looking at the opportunity to further it and take it to the next level. Places like Uptown and Midtown have high amounts of non-auto trips but it could be substantially more. And there are ways to do so.

I'm uncertain of the effectiveness of **education** unless it's about trying to help people understand how to make the switch. **Education** on how to be a safe biker or how to follow the rules seem like wasted opportunities. I think dealing with barriers on the **education** side is the way to go.

Measurement: I think making sure the right locations are looked at and for the appropriate period of time for that location is critical. For example, in Uptown, the **measurement** time for ped/bike counts at Henn/Lake ended in the early evening.

Uptown has high ped volumes well into the evening and into the late night hours. As a result of not counting them, it may make it seem like the area has fewer peds than they actually do. But I do agree that measuring is critical and that a system needs to be in place to fairly count all locations and not favor one location over another in a count setting.

In planning, I think we need to establish the vision and understand that there may need to be smaller steps to get there. We're seeing that on the Bryant Ave Bike Blvd, where really it should have bike lanes (well, in my opinion) south of Lake to 38th or 40th, but we can't right now due to budget. That and the City Council Member has made it clear that no parking will be removed in another location on the corridor because of the lack of parking in that area. We need to better educate our politicians on the real safety concerns and issues and what the end goal is.

That's all for now.

I believe that we need projects that operate at each of the many levels at which change occurs. Clearly we need the city, state, and federal advocacy - bringing Complete Streets to MN, getting federal funding for the Twin Cities, influencing federal transit policy to allow states more freedom to then implement innovative local projects. We also need city advocacy groups to push council-members, elected officials to make changes.

I personally spend my energy at the community **education** and outreach level, and I (naturally) think that level needs more investment. "If you build it, they will come" cannot be our model for getting people on bikes. We need lots of local organizations providing **programs** around bikes. We need lots of spaces for people to fix their flat tire for free. We need lots of places people can take free bike repair classes. We need lots of places - schools, community center, and more - where youth can get a free or reduced price bike, and also be engaged in **program**ming around biking.

The Twin Cities has an incredibly vibrant community of non-profits. I would love to see funds - small grants (\$1,000, \$20,000) - available to lots of non-profit housing agencies, community centers, and more, to implement small-scale **programs** around biking. We need to work with organizations that reach specific communities - and find people within those community who will become the "salesmen" of biking to their unique circles. The bike advocacy community - and the mainstream "Bike Culture" does not reach lots and lots of people. And those cultural relationships/connections travel along certain lines; all my 20-something friends, recent college grads from the last 5 years, have bikes/ride bikes/know about bikes.

I think that as we build a stronger, more diverse grassroots community of people who identify with the bicycling movement - we'll have a better time working with, as well as forcing, elected officials to make bike-friendly choices.

Partner with Farmers Markets and food co-ops so that if we bike to the market, we get a reasonably-priced ride home by carpooling with others who live near us. Start with places and events that are already useable by everyone and see if we can add a ramp or elevator because there are apartments above the establishment. It's one thing to build something that's useable by everyone but it's another to make certain by way of public radio, the internet or phone that the most likely users know about it. Gain support of the small weekly newspapers and concentrate on featuring one part of the community whether it is very inaccessible for bikers and walkers or it's the best space in town! I can help my church become more accessible and make sure the improvement gets in the newsletter or is spoken from the pulpit. I guess I've not walked or biked enough because my brain is tired. Oh, by the way, my dog is the one with the ears that stand up and my shoes are the ones that don't hurt my feet!

Infrastructure is an obvious priority, both new construction and maintenance. Additionally, **programs** such as Commuter Challenge, Greenlight, and Guaranteed Ride Home help to encourage people to choose an alternative to their car.

The best investment strategy is to focuss on gaps in the current trail system begining in the core cities and expanding to the 1st and 2nd ring cities. Building a "hub and spoke " system based in the two downtown cores. **Education**al messages to both residents and employers as to the benefits of walking and biking should be ongoing, especially in schools. **Education** is also very important for elected officials and staffs...qtrly sessions on what other American and World cities are doing to move its transportation efforts to biking/walking.

Minneapolis is really coming along. A few other metro towns are trying. More separated regional trails (like the Southwest LRT trails) would be nice and connections between those trails. I'd like to see a metro-wide bike plan with routes that connect metro cities.

There may be a trend where people are moving in from the exurbs toward the core cities. This will make biking and walking easier because people will be closer to their destinations.

I really wish the Metro Council was on board with these kinds of transportation projects.

High quality 7 county metro area wide visible promotion, campaigns, **education** tools, and accessible resources for the before mentioned. Capacity building in the agencies that work with the people AAA, Health departments, Schools, and ped/bike generators (e.g. campuses work or school, stores/malls, dense housing...)

Investment in creating local knowledge/capacity among planners/engineers and all those on whom the decisionmakers rely to tell them what should and can be implemented on the ground.

Investment in permanent **infrastructure** and planning/zoning/public financing frameworks (infill, mixed use) that send long-term signals that the region will support folks' personal decisions to arrange lifestyles that will work in a supported bike/walk environment.

Measurement of the economic development impact of the bicycling/walking culture here

Community-generated neighborhood projects

Winter maintenance of biking and walking facilities is a huge need to promote year-round activity and change the perception that walking and biking isn't for everyone or anytime. (not to be insensitive to those mobility-challenged individuals though)

Safety issues have to be resolved- lighting, path design, etc. need to be improved so that women feel more comfortable riding/walking.

Units of government need to negotiate contracts with health care providers so that some payments are funneled into prevention funds that are utilized to promote more biking and walking.

Local governments need to mandate that employers and landlords must supply adequate bike parking in accessible and safe locations

I prefer:

--more geographic concentration to start

--I'm agnostic on scale, but I'd prefer to see a couple really high-quality facilities that can work for everyone

--**partner**ships are great, especially with grassroots advocacy groups that can help build community support to push for innovative facilities

--both, **communication** and **education** is especially important for kids and low-income communities (any chance for **partner**ships with schools on **education** for bike/ped?)

I like the notion of micro or small grants to innovative non-profits and grass roots groups as the most cost-effective way to create long lasting change. Ultimately we need to empower people and the best way to empower people is with direct contact: classes, making bikes available, fun events, social gatherings. I also think we should identify one or two signature projects that could truly be transformative -- something that would definitely give cyclists and walkers advantages over motorists in reaching key destinations. Can we inspire Minneapolis and/or other cities to create auto disincentives? Can we think of a way to allow guilty motorists to pay a carbon tax at the pump and have that money go towards exciting new projects? Can we truly push the envelope in a way that will capture the attention of the public and compel them to think about these issues and think positively about solutions to the problem of cars.

I would like to see some small projects that fit together more gaps between existing infrastructure. For example, the addition of the 35W BRT station at 46th Street should include better accommodations for pedestrians and cyclists, and one way to do this would be to add bike lanes on 46th from Nicollet to the Park/Portland pair, which would help solve the "last mile" problem of how to get people to transit. I have more thoughts but I realize this should've been submitted last week, so I'm skipping it for now...