

LET'S GO

SUMMER '13
NEWSLETTER

TRANSIT FOR A STRONGER ECONOMY

----- Building the movement for a transportation win. -----



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MAKING A DIFFERENCE TOGETHER

Thanks to all of the incredible members, allies, and colleagues who have partnered with TLC this year. At our July open house at our new office on the Green Line, I enjoyed the opportunity to connect with many of you in person. I talked with people who are new to TLC and others who have been fighting for transportation options for decades. The event reaffirmed my sense that now, more than ever, we have a huge opportunity to make a difference together.

Thanks especially for all the hard work this past legislative session to win increases in transportation funding. While we did not score the big victory—new revenue—to dramatically expand transit and connections by bicycling and walking, much was accomplished. It's clear there is a hunger to get the job done in 2014. TLC continues to lead these efforts with our coalition partners.

Many of you know that this is the last year of the Bike Walk Twin Cities federal nonmotorized transportation pilot program that TLC has administered since 2006. We are working to conduct our 2013 bike and pedestrian traffic counts, wrap up numerous planning studies, and open many new projects, including the Dinkytown Greenway and two bicycle boulevards. We are also reflecting on the many bicycling and walking gains achieved and lessons learned in these last seven years. TLC is excited to carry this work and expertise forward in new ways beyond the life of the pilot.

As we plan for the next chapter in our organizational life, TLC remains steadfast in our commitment to a balanced transportation system that encourages transit, walking, and bicycling. As always, we welcome your insights and your involvement. We also ask for your financial support. We can't do this work without your help—and there is still a lot of work to do. Minnesota needs a safe, well-connected transportation system that provides better access for everyone, makes our region competitive, and reduces impacts on air, land, and water.

Thank you!

Barb Thoman
Executive Director

COALITION BUILDING

The cover of this newsletter lists the members of the Transit for a Stronger Economy coalition. More than a year ago, TLC started meeting with a wide range of organizations to listen to their views about how our transportation systems work for them. And we asked them to consider joining us in changing the systems for the better.

By December, weeks before the 2013 legislative session, there were 25 in the coalition. Today there are 53. Representing labor, health, environmental, social service, faith-based, and community-based social justice organizations as well as developers and businesses, the coalition supports increasing funding by \$330 million per year for transit, bicycling, and walking. The campaign web site, www.transit4mn.org, captures the energy of the coalition. We continue to build for a transportation win! Please join us!

TLC has many partners in this work—from the long-standing members of the Transit Partners group to the many foundations and individuals who keep the faith with us every year. Thank you!



- Jan Lysen, Board Chair, Economic Development Services, Inc.
- Darren Tobolt, Board Vice Chair, Office of Ramsey County Commissioner Victoria Reinhardt
- Daniel C. Etling, Board Treasurer, Certified Public Accountant, D C Etling LLC
- Adam Welle, Board Secretary, Robins, Kaplan, Miller & Ciresi LLP
- Robert Aderhold, Federal Reserve Bank of Minneapolis
- Lars D. Christiansen, Augsburg College
- Yingling Fan, University of Minnesota, Hubert H. Humphrey School of Public Affairs
- Jill Johnson, Target
- Vayong Moua, Blue Cross Blue Shield of Minnesota, Center for Prevention
- Beth Pfeifer, The Cornerstone Group
- Ken Rodgers, Minnesota Department of Transportation
- Tom Welna, Macalester College, High Winds Fund

Thank you to retiring board members Jennifer Munt and Gregory Pratt.

Staff

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- Prescott Morrill
- Joan Pasiuk
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- Mary Rahrman
- Hilary Reeves
- Dave Van Hattum

TRANSIT FOR A STRONGER ECONOMY

Our amazing TLC members, alongside volunteers from partner organizations in the Transit for a Stronger Economy coalition, have been tireless advocates this year.

They were everywhere during the 2013 legislative session—phone banking, writing letters to the editor, rallying at the State Capitol, canvassing at bus stops and political events, and contacting their elected officials directly. The coalition led by TLC hosted numerous phone banks, generating more than 325 calls to legislators. We collected thousands of postcards reminding legislators why transit investments are essential to Minnesota’s future. And TLC members sent more than 525 emails urging their elected officials to fund transportation.

When calling and writing were not enough, we weren’t afraid to show up at the State Capitol! Hundreds of supporters attended the hearing for our bill in the Minnesota House in March, joined us for a rally in April, and turned out again in May to march at the State Capitol. Together we showed legislators that transit, bicycling, and walking are top-tier issues for Minnesotans. The bill we championed passed the Senate but not the full legislature in 2013. Onward!



“The proponents of the metro mass transit have done an excellent job of detailing their proposals and routes and timelines and costs.”
– Governor Mark Dayton

325+ called → 1500+ wrote → ← 300+ rallied ← 50+ testified



Mini Advocacy Day



Press Conference



Bill Hearing



Transportation Rally



Transportation Rally



Transit Action at the Capitol

Transportation on Tap

TLC members and allies got together for a little fun, too. Before the session, more than 60 people connected, ate, and talked about transportation’s role in climate change at the first event in TLC’s new Transportation on Tap series. This summer, we hosted another great conversation about the economics of bicycling. Watch the TLC calendar for the next Transportation on Tap!

ANNA SPRINGFIELD



“Transit has been one of my main interests for a while now, but TLC is my first real foray into transit activism.”

Like a growing number of young people, Anna Springfield buses, bikes, and walks to get where she needs to go. Anna also cares deeply about improving transportation options for others: “Modes of transportation other than private car ownership are more equitable and more sustainable. The cost

of owning a car is too high and a burden on too many families, and the effects of climate change disproportionately affect poor people globally,” she notes.

In support of the Transit for a Stronger Economy campaign, Anna was a super star at our regular phone banks, canvassed with other dedicated volunteers, and even organized a transit forum at Macalester College. Thanks, Anna—we are glad to have you on board!



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BIKE WALK TWIN CITIES



COMPREHENSIVE, STRATEGIC INVESTMENTS FOR ACTIVE TRANSPORTATION



Now in its final year, the Bike Walk Twin Cities (BWTC) federal nonmotorized transportation pilot program has made a lasting impact.

Under TLC's administration, BWTC took a comprehensive, strategic approach, focusing not only on improving infrastructure, but also on game-changing new initiatives, from Nice Ride Minnesota bike sharing to the Community Partners Bike Library. From planning to implementation to measurement, BWTC collaborated with neighborhoods, cities, and counties to build the institutional and public appetite for multimodal transportation. The results have been remarkable and correlate to significant gains for our health, safety, economy, and environment.

Key Outcomes:

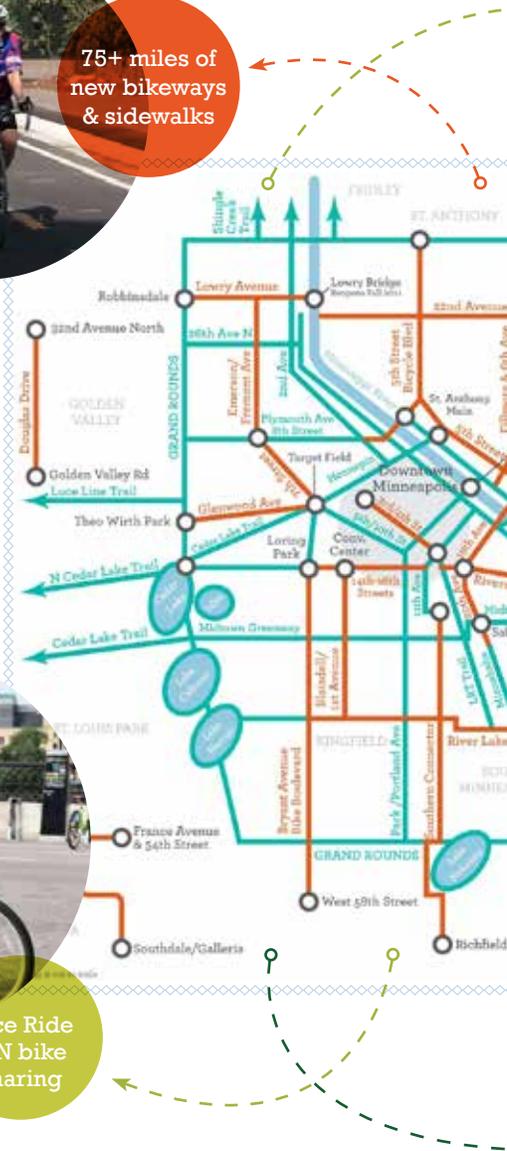
ACTIVE TRANSPORTATION

Data from annual counts at benchmarked locations in the Twin Cities show that bicycling increased 51% and walking 24% between 2007 and 2012. Other signs of more active transportation: 274,045 trips on Nice Ride Minnesota bicycle sharing in 2012 (a new record) and a 15.5% increase in bicycle loans through the Community Partners Bike Library at Cycles for Change.

Dinkytown Greenway



75+ miles of new bikeways & sidewalks



Nice Ride MN bike sharing



“I use my bike to go to work, meetings, go shopping. . . It's very frustrating to have to always ask others for a ride, but with a bike you feel independent. It doesn't matter the weather, you can just go, you know you can!”

patron, the BWTC-funded Community Partners Bike Library



FIRSTS IN MINNESOTA—THANKS TO BWTC!



Bicycle Boulevards



Bicycle Traffic Signal



Advisory Bike Lanes



Leading Pedestrian Interval



Bicyclists May Use Full Lane

Measurement



4000 NEW BIKE PARKING SPACES



Outreach



ECONOMY

Locally and nationally, businesses benefit with greater access by bicycle or walking. Businesses near Nice Ride Minnesota stations saw an estimated \$150,000 increase in spending over the course of a season, while a study from Oregon showed that for all businesses except supermarkets, bicyclists, transit users, and pedestrians spend more, on average, than those who drive.



HEALTH & ENVIRONMENT

Increases in bicycling resulted in \$6.9 million in savings in one year in the "economic cost of mortality" (reduced length of life), across the four pilot communities (Minneapolis area, MN; Sheboygan County, WI; Marin County, CA; and Columbia, MO). Here, more bicycling and walking meant 8,434,234 fewer miles driven in 2011, saving more than 373,000 gallons of gas and 6,861,000 pounds of CO2 emissions.

SAFETY

While rates of bicycling and walking increased, bicycle and pedestrian crashes remained about the same or decreased. New on-street bikeways led to a decrease in bicycle riding on sidewalks, making conditions safer for everyone. BWTC staff has trained more than 120 instructors of bicycle safety in Minnesota since 2007.

Planning Studies



Bike Walk Centers

HEALTH IS A KEY MOTIVATOR



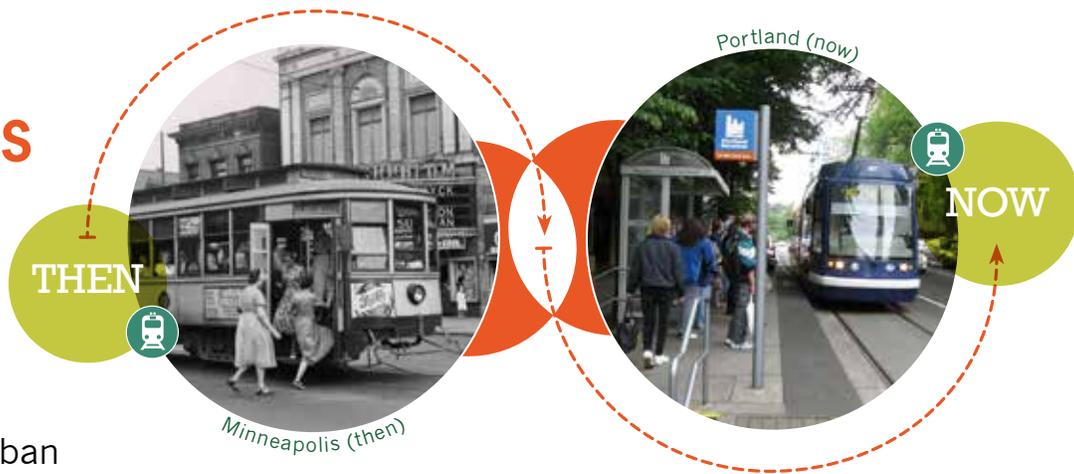
SHIFTING TRIPS WITH BENEFITS FOR ALL

What's Next?

Because of BWTC, the passion for active transportation is stronger than ever in communities across the metro. With the evidence of what dedicated funding can bring, communities are eager for more! Still to come from BWTC: the 2013 annual count of bicycling and walking, several planning studies, 12 exciting project openings, and our final report. As the BWTC pilot program comes to an end, TLC will build on its legacy, engaging with communities and institutional partners, advising on bike/walk best practices, and fostering the movement for active transportation in Minnesota.

STREETCARS IN THE CITY

A valuable transit option uniquely suited to dense urban settings.



With their high visibility, fixed routes, and frequent stops, streetcars offer strong opportunities for new commercial and residential development. At the same time, they are smaller and less expensive than light rail vehicles. For these reasons, cities from Salt Lake to Atlanta to Washington, DC, are embracing the modern streetcar.

Streetcar studies are underway in both Minneapolis and Saint Paul. Minneapolis hopes to start with a line running from downtown south on Nicollet Ave. to Lake St. and into Northeast on Central Ave. Connecting residents, workers, and visitors to a wide variety of restaurants, shops, and other attractions, this first line, if successful, could spark momentum for other promising routes, such as West Broadway or the Midtown Corridor. By the end of 2013, Saint Paul will identify one to two priority streetcar corridors. Routes under consideration include West 7th St., Rice St., Grand Ave., and others in neighborhoods all across town.

The catch: both cities still need to identify a funding source for any future streetcar lines. So far, Minneapolis has approved a plan to finance about one-fourth of the building costs for the Nicollet-Central route with projected local property tax revenue.

TLC continues to lead the charge for an integrated transit system with light rail, bus, streetcar, bicycling, and walking options all working together to better serve the metro region.

+ For more on streetcars and how to get involved in Twin Cities planning efforts, visit our blog at www.tlcmnnesota.org



COMPLETE STREETS

TLC was a leader in the coalition that helped pass Complete Streets in Minnesota in 2010. The law called for roadway design to “reasonably address the safety and accessibility needs of users of all ages and abilities” and consider the needs of transit users, bicyclists, people walking, and motorists.

Today, TLC serves on the committee advising the Minnesota Department of Transportation about putting



Complete Streets policy into practice. In late 2012, implementation recommendations went to MnDOT, including such elements as performance indicators and steps to meet state goals of increasing use of transit, bicycling, and walking.

MnDOT must report progress on implementation to the legislature in 2014.

Meanwhile, cities around the state are adopting Complete Streets or Living Streets policies of their own. Living Streets policies go one step farther than Complete Streets by integrating storm water and other environmental concerns into transportation design. Congratulations to Hopkins, Maple Plain, Maplewood, Ottertail, and Parkers Prairie on your new policies in 2013.

INTERVIEW WITH GRETCHEN MUSICANT

In early 2013, the Robert Wood Johnson Foundation presented a Roadmaps to Health Prize to the City of Minneapolis. This national award recognizes the City's commitment and innovative approach to building a healthy community, which includes collective efforts to increase bicycling and walking. We recently sat down with Gretchen Musicant, Commissioner of the Minneapolis Health Department (MHD), to discuss this connection between health and transportation options.

TLC: From a public health perspective, what are some of the specific linkages between transportation and health?

GM: We primarily look at transportation through the eyes of physical activity and the opportunity for people to be physically active during the day. The research says, if you can be active during the day doing your normal things, you are more likely to do that on a regular basis.

TLC: Why is the City of Minneapolis committed to active transportation?

GM: We place high priority on healthy living, so healthy transportation fits within that goal. One of our key objectives is to make healthy choices the easy choice. Our attention to [active] transportation is with that in mind—to make it right there and easy for you. Fighting the obesity epidemic is also one of our key challenges. Increasing physical activity—and active transportation—is a key component of doing that.

TLC: How have public investments in walking and bicycling in Minneapolis made an impact on health to date?

GM: We have worked quite a bit in North Minneapolis, which did not have the infrastructure and amenities and also did not have

a strong culture of biking as we might have found in other parts of the city. We worked with Nice Ride to bring kiosks into North Minneapolis. We helped develop a bike/walk center [called Venture North]—a store that would repair bikes and make bikes available. We worked with a PR firm [in collaboration with TLC/BWTC] to get a message out that people in North Minneapolis, yes, do use bikes. We have made a sustainable change that is being adopted.

TLC: What health outcomes related to active transportation will MHD be working on over the next two years?

GM: Equity is one of our dominant themes as we think about planning: How do we assure equity in the distribution of opportunities and amenities? And, beyond that, how do we continue to integrate physical activity and transportation? Our overall average as a city in terms of obesity is not bad. But we have very significant disparities within that measure.

TLC: How do you respond to those who question the value of using public funds to make bicycling and walking easier and safer?

GM: There were decades of policy decisions and financial investments that were car-centric. There were decades of policies that led us to the obesity epidemic we now have. We really do need to invest resources and time and pay attention to policies in order to reverse that trend. Or we will all suffer the consequences, because it increases health-care costs and affects productivity and well-being.



GRETCHEN MUSICANT



Read our full interview with Commissioner Musicant at www.bikewalktwincities.org

TRANSPORTATION OPTIONS

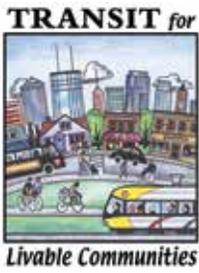
This spring, TLC launched a new Transportation Options program!

TLC piloted the new program with Neighborhood House (NH), a social service organization that uses a comprehensive approach to break the cycle of poverty in low-income families in Saint Paul. In May, TLC staff delivered two training sessions for NH staff to empower them with the information and resources NH can use to better address the transportation needs and challenges of the people they serve. The Transportation Options pilot workshop was highly experiential and informed by our recent focus groups with participants in NH programs. The training also expanded NH staff knowledge about the comparative costs of transportation options and the

positive impact that transit, bicycling, and walking can have on a family's financial well-being.

Later this year, TLC will reconnect with the NH staff who participated in this pilot workshop to see how they have applied the experience in their daily work. TLC also looks forward to leading additional Transportation Options trainings for similar economic empowerment organizations, service agencies, and other groups.





**WE'RE MAKING
PROGRESS—ARE
YOU ON BOARD?**

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////////// **TRANSITEERING TIPS**



The Red Line

Blue. Red. Green. The Twin Cities regional transit system is adding lines.

Though we're moving more slowly than other places, it's great to see progress, such as this June's launch of our first station-to-station Bus Rapid Transit line. On opening day, TLC led a group ride for members interested in trying the new service. Connecting Apple Valley, Eagan, and Bloomington, the Red Line has many features of light rail: board through either door; park your bicycle inside the bus; pay on the platform, at select stations. With frequent schedules seven days a week, the Red Line is the new option for getting to the airport, to the Zoo (via connecting MVTA bus), and to school and jobs. And next year...the Green Line!

HAVE A TRANSITEERING TIP?
Email it to us at tlc@tlcminnesota.org

