

MINNESOTA STATE NON-MOTORIZED TRANSPORTATION ADVISORY COMMITTEE

Formerly the State Bicycle Advisory Committee

Annual Newsletter
2009

December 2009

The Minnesota State Non-motorized Transportation Advisory Committee

Irene Weis, 2008-2009 Committee Chair

Minnesota appropriation law instituted the State Bicycle Advisory Committee in the mid-1980s to advise the Commissioner of Transportation and other state officials on issues pertaining to bicycle transportation in Minnesota. Over the ensuing years, the committee has operated under its own by-laws and with registration by the Secretary of State. In 2008, the committee was defined in statute and directed to incorporate pedestrians as well as bicyclists. The committee was renamed the State Non-motorized Transportation Committee (SNTC) to reflect its expanded mission. The committee currently has fifteen citizen members and twelve agency members who meet 5 times annually. The executive committee and various short-term issue committees work on specific priority projects. The SNTC and Mn/DOT staff work together to coordinate committees' work plans and objectives. Please read on for an overview of the many activities and accomplishments SNTC members have initiated during the past year!

Perspectives from the Out-Going Chair

Irene L. Weis, 2008-2009 Committee Chair

The State Non-motorized Transportation Committee (SNTC) is an active and diverse group involved in many activities and issues throughout Minnesota. The primary focus areas of 2008-2009 included Pedestrian Issues, Outreach, Education, Policy and Research, and Facilities and Wayfinding. Under the mandate of the 2008 statute, our scope of work enlarged to include virtually all non-motorized modes. Everyone: pedestrians, bicyclists, persons with disabilities, young and old, has a right to travel safely and efficiently to their destinations.

I am finished with my term as Chair of the Committee, but will continue working with the other members to encourage change. Thank you.

Subcommittee Reports: Facilities and Wayfinding

Randy Perkins, District 6 Rep

The Facilities and Wayfinding Committee formed at the beginning of the 2008-2009 SNTC year. Michelle Musser, Grant Scholen, Randy Perkins and Ben Christiansen were part of

the committee. Goals of the committee included "supporting a new bike map, expanding the Share the Road program, and researching bike sharing programs."

Over the course of the year, much of the committee's attention focused on efforts to support a new bike map. Mn/DOT's last effort to produce a Minnesota bike map dates from 2001. To begin the discussion about a future bike map, the committee drafted a brief survey to find out exactly what Minnesota bicyclists want in terms of bicycle maps. At a recent SNTC meeting, Tim Mitchell noted that at the 2009 Minnesota State Fair, Mn/DOT heard loudly and clearly that the public wants an updated bike map. For the upcoming SNTC year, the Committee is concentrating on bicycle maps, be they paper, electronic, a combination, or in some other format.

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2009 Annual Planning Meeting

-Susan Koschak, 2009-2010 Chair

The annual meeting of the SNTC was held in St. Cloud on September 18-19, 2009.

The committee members were welcomed by Chair Irene Weis and Mn/DOT's Bicycle and Pedestrian Section Manager, Tim Mitchell. Irene and Tim launched the afternoon's presentations which included representatives from Mn/DOT District 3, the St. Cloud Bicycle and Pedestrian Advisory Committee, the St. Cloud APO, Minnesota State Council on Disability, Mn/DOT Complete Streets Feasibility Study Committee, Blue Cross Blue Shield Center for Prevention, Stearns County Parks and the Minnesota Department of Health. The presentations were informative and inspiring. By the end of the afternoon, committee members had renewed energy in working toward our mission: to promote non-motorized transportation in Minnesota.

A final action on the first day was to nominate and elect the Executive Committee members and officers. Using the accepted process, the current members of the committee were all re-elected to continue for another term. The group extended much appreciation to Irene Weis as she passed on the responsibilities of chair to Susan Koschak. Nick Mason will continue as vice chair. The next election will be in June 2010 in keeping with the by-laws.

Friday evening, the entire group enjoyed a short bicycle ride to dinner followed by a stop for dessert. Former committee member Kurt Frank prepared and served homemade apple crisp at his St. Cloud fire station. The return trip after dark reinforced our recognition that roads, streets and trails need to be

safe for non-motorized users and that education for all users continues to be a key strategy to achieve that safety.

Rested and ready the following morning, we dove into a strategic planning session intending to identify our values, assure alignment with Mn/DOT priorities, set major goals for the upcoming year and outline subcommittee action plans.



Above: SNTC members determine 2010-2011 priorities. Below: SNTC members explore their leadership styles. (Photos by Anna Kerr)



Mapping Subcommittee

Goal: Bicyclists can navigate anywhere in Minnesota.

Measure: Percent of miles of Minnesota roads that are mapped.

All Users Subcommittee

Goal: Minnesota transportation is

inclusive of all people.

Measure: (To be determined)

Safety and Education Subcommittee

Goal: Fewer crashes and injuries for cyclists and pedestrians.

Measure: MN Dept. of Health crash and injury rate data.

Discussions about strategies and action plans were begun and will continue as the subcommittees meet and work throughout the upcoming year.

Also included in the agenda was a leadership discussion led by Fay Cleaveland using the NOLS No Doze leadership exercise. Her exercise helped each of us identify our leadership style. We discussed leadership with others of the same style and then as a whole group. All agreed that the differences we bring to the committee add to our strength both as

individuals and as a group. We recognized that all styles are needed in order to succeed. We agreed that what sometimes seems like conflict is really just a difference in communication style that we need to be aware of and appreciate.

All who attended worked hard and contributed to our discussions and decisions. We are looking forward to our opportunities to support and advise Mn/DOT and to continue to work toward the vision of the SNTC: *Individually and collectively we will strengthen and encourage community support for non-motorized transportation throughout the state. We will do so through continuous and active participation with government agencies and allied organizations, through education, public affairs campaigns and political initiatives.*

Fourth Annual Bicycling Around Minnesota—BAM Tour



-Susan Koschak, 2009-2010 Chair

On August 19, nearly 200 cyclists gathered in Rochester for the Fourth Annual Bicycling Around Minnesota tour. BAM started as an initiative of the State Non-Motorized Transportation Advisory Committee and has since become a non-profit organization that carries on its mission to promote cycling across the state.

This year the ride took us from Rochester to Lanesboro to Winona to Wabasha and back to Rochester. Rides averaged 65 miles each day. The ride descriptions and route profiles promised scenic beauty, charming towns, good pavement, challenging climbs and thrilling descents. Each day the promise was fulfilled.



BAM riders take a lefse break. (Photo by Susan Koschak)

New to BAM this year was the opportunity to purchase a commemorative cycling jersey. Each day, several were visible on riders along the route and at breaks. Riders enjoyed group meals prepared and served by local caterers. Most camped each night and some opted for local hotels. All around, accommodations provided by BAM committee members were excellent. Any discomforts or difficulties of the daily ride became memorable stories to tell as we settled in each night to rest and refuel for the following day.

Anyone who took part in BAM, this year or in years past, will surely agree: Minnesota is a fantastic place to ride a bicycle. Those of us who live here get to experience the roads and sights of our beautiful state year round. Along with the BAM organization, we invite everyone to come get a taste of our treasures.

Planning has already begun for BAM 2010. For more information, visit bam-biketour.org.

National Bike Summit Report

Over 580 bicycling advocates from around the country attended ninth annual National Bike Summit in Washington, D.C. March 10 - 12, 2009. The event was presented by the League of American Bicyclists (LAB) and sponsored by the Bikes Belong Coalition. Minnesota was represented by 16 delegates from the bicycle industry, bicycling organizations and individual advocates.

The conference centered on the agenda of America Bikes, a national coalition of bike organizations focused on transportation policy. Major items of discussion were how to best communicate this agenda to congressional leaders. The International Mountain Bicycling Association was also a major sponsor and presented several workshops and a mountain bike agenda. Highlights of the conference included:

- ⊕ A rousing welcome from

Congressman Jim Oberstar, Chair of the Transportation and Infrastructure Committee. He is a true champion for bicycling and is proud to have The LAB's Safe Routes to School Award named after him.

- ⊕ Opening plenary comments from Ray LaHood Secretary of Transportation: "bicyclists have a full partner at DOT."
- ⊕ Congressman Earl Blumenauer (OR), cyclist and author of the CLEAN-TEA bill told the group "you are pedaling what America needs." CLEAN-TEA stands for Clean, Low-Emission, Affordable, New Transportation Efficiency Act.
- ⊕ Congresswoman Doris Matsui from California and author of the current Complete Streets bill said she was "constantly looking for new ways to encourage people to ride bikes."

-Nick Mason, Industry Rep

On March 12, citizen members of the Minnesota bicycle delegation visited with members and staff from the Minnesota Congressional Delegation. We were fortunate to meet in person with Congressmen Eric Paulson and Tim Walz and with Congresswoman Michelle Bachmann. This event was also an opportunity to meet with peers from other states and increase visibility for Minnesota. Next year's Summit is March 9th - 11th in Washington, D.C. and will celebrate 10 years of building on progress.



MN delegates at the Summit. From left: Jerry Hiniker, Dorian Grilley, Steve Flagg, Congressman Walz, Michael Huber, Paul Frenz (SNTC), Joan Pasiuk, Tom Reinke, Nick Mason (SNTC). (Photo from Nick Mason)

Stimulus Spending on Biking and Walking in MN

-Steve Sanders, Higher Education Rep

June 29th 2009 marked the deadline for states to allocate a minimum of 50 percent of their federal stimulus money under the American Recovery and Reinvestment Act. Minnesota received \$600 million in transportation funding, all of which was allocated by the June 29th deadline. Projects were selected by Mn/DOT and the Transportation Advisory Board of the Metropolitan Council through a truncated, streamlined solicitation process. According to a report on stimulus spending issued by Transit for Livable Communities (TLC), from which much of the information for this article was obtained, this process resulted in missed opportunities due to a lack of meaningful public input, especially in Greater Minnesota. There were nine goals for the stimulus transportation funds:

- ⊗ Create and save jobs
- ⊗ Fix crumbling infrastructure
- ⊗ Modernize the transportation system
- ⊗ Promote long-term economic growth
- ⊗ Improve public transportation
- ⊗ Reduce energy dependence
- ⊗ Cut greenhouse gas emissions

- ⊗ Not contribute to additional sprawl
- ⊗ Reduce commute times and congestion

So how well did Minnesota measure up to the stated goals of the program?

According to TLC, results were a mixed bag. More money could and should have been spent on job-creating maintenance projects, and a larger share of the funds should have been allocated to transit instead of metro-area road expansion. On the positive side, there was a strong investment in bicycling and walking. By statute, 3 percent of the funds were required to be spent on enhancement projects – the category that included biking and walking. Minnesota spent nearly 5 percent of its funding on trail and sidewalk projects. Many metro-area cities submitted bicycle or pedestrian projects as their highest priority. Some examples include:

- ⊗ A bicycle/pedestrian trail in Brooklyn Center along Cty 10

- ⊗ A pedestrian bridge in Columbia Heights over TH 65
- ⊗ Pedestrian medians and signals in Chaska located where a pedestrian was killed on his way to church

This raises interesting questions both about the current level of funding in the traditional federal transportation aid process and the observed increase in the demand for biking and walking facilities. While demand will surely outstrip funding for some time to come, the welcome infusion of nearly \$30,000,000 in stimulus funds, in addition to TLC's \$21,500,000 in funding through its Bike/Walk program have begun to redress some of the recent imbalances in federal funding for biking and walking. It's important for policymakers to recognize this demand and begin to address it through the biannual solicitation process. While helpful and important, one-time infusions of funds can in no way replace the consistent financial commitment to bicycling and walking that those modes deserve.

Data Analysis

In the eight-year period from 2000 to 2007, nearly 48,000 bicyclists sustained an injury severe enough to require hospital treatment – in the emergency department or as an in-patient admission. Of note, just over nine percent of these injuries (~4,500) occurred as a result of being hit by – or hitting – a motor vehicle. While the majority (~91%) of bike injuries occur on trails, streets and sidewalks and do not involve a motor vehicle, injury severity and cost are directly associated with being involved in a bicycle vs. motor vehicle collision. These 9 percent of injuries comprise 75 percent of the hospital charges!

Of all bicycle injuries occurring, 74 percent occur to males. Youth aged 11 to 15 sustained the greatest number of bike vs. motor vehicle injuries. Secondary peaks were noted in children 10 and younger and among older adolescents and young adults (16 – 25 years of age). Nearly three times as many bike injuries occurred in the seven county Twin Cities Metropolitan Area as in Greater Minnesota. The SNTC is committed to improving the bicycling experience of – and safety for – all Minnesotans!

-Mark Kinde, Dept of Health Rep



Data analysts extraordinaire, Mark Kinde.
(Photo by Anna Kerr)

Subcommittee Reports: Pedestrians

-Mark Kinde and Anna Kerr

Pedestrian issues became a topic of concern for SNTC in 2009 with the legislative mandate to create a non-motorized transportation committee. With this change came the necessity for existing members to become more aware of issues pedestrians face and, as a response to this need, a pedestrian work-group was formed. One of the group's first tasks was to educate other members of the larger group about what a pedestrian is and the issues they face.

Minnesota statutes define a pedestrian as anyone afoot or in a wheelchair; therefore, nearly everyone is a pedestrian at some point every day. Pedestrians, cyclists, and motorists each play an important role in the safety of our transportation systems for all users. Creating awareness of everyone's needs and understanding appropriate use and conduct are essential for this partnership to run smoothly.

Between 2000 and 2008, 420 pedestrians died in Minnesota and nearly 9,600 sustained an injury severe enough that hospital treatment – in the emergency department or as an in-patient admission

– was required. Minnesota's pedestrian death and injury rates are lower than the corresponding national rates. Pedestrian injuries in this nine year period resulted in total hospital charges of more than 86 million dollars. Of the injuries occurring, 54 percent were male; 73 percent of all pedestrian injuries occurred in the Twin Cities seven county Metropolitan Area. While pedestrian injuries occurred among persons of all ages, children, youth and young adults comprise the preponderance of those injured. When rates are calculated, however, Minnesota's senior adults aged 80 years and older have the highest pedestrian injury rates in the state. Fatal pedestrian injuries occur in two peaks: the greatest number of fatal events occurs between 6 and 9 p.m., followed by a lower peak between midnight and 3 a.m. The greatest number of nonfatal pedestrian injuries occurs between 5 and 6 p.m. Nearly one-quarter of pedestrian injuries were sustained by pedestrians doing the wrong thing in or on the roadway: crossing against a signal, playing or lying in the road, walking with traffic, or darting out from behind or between parked ve-

hicles. About one-third of pedestrian injuries were sustained as the pedestrian crossed the road where there was neither a crosswalk nor a signal.

Accessibility and safety are two of the key issues that need to be considered in facility management and daily usage. The pedestrian subcommittee recommended that the SNTC encourage Mn/DOT to develop a pedestrian planning technical document. (The subcommittee noted that there are currently parallel documents available for motor vehicles and bicycles; however, the pedestrian connection is lacking.) Ideally, the product would be integrated and cohesive and would include all aspects of transportation planning in one technical document, encompassing the ideas of "complete streets" or "universal design" and would be used by transportation planners and engineers as a design and operations manual.

In 2010, this group will continue to advance the creation of safe, pedestrian friendly facilities across Minnesota by broadening membership to include participation from the disability community.

Member Profile: Get to Know Randy Perkins

-Susan Koschak

What is your name?

Randall W. Perkins

What do you like to be called when you are transporting yourself without a motor? (You know, the Cool Cyclist name!)

The Masked Rider, which is the name of one of more unusual biking books I've read, the story of bike touring in West Africa. Of course, I've never told anyone I wanted to be called The Masked Rider....

Describe yourself as a Pedestrian and/or a Cyclist.

I'm not much of a pedestrian but I can ride my bicycle a long way because it doesn't bother my knees. Most of the riding I do is out in the rural areas of SE Minnesota. Nine or 10 years ago, I knew a woman who lived in Northfield and liked to ride 10-20 miles on the country roads on her old bicycle and I wondered if I could ever do that. Eventually, I decided biking was going to be my exercise of choice. I bought a decent road bike and began to explore the roads around Northfield and discovered a wealth of quiet country roads. My first "big" out-of-town ride was about 12 miles.

After a few years of riding solo, my wife joined me, and the two of us have been riding all over SE Minnesota

Randy Perkins Interview, cont'd.

ever since. We have ridden all of the decent cycling roads within 20-30 miles of Northfield. Now, it's not unusual for us to drive 50 or 75 miles before we begin riding. We do loop rides 30-60 miles long and we're not afraid of hills. At least 90% of my riding is with my wife, who loves to look at the countryside, but who cannot keep track of where she is or where she's going or how to get there. That's why she lets me come along – to prevent her from becoming hopelessly lost.

On a whim, I bought a book of maps of Minnesota and began keeping track of where I'd ridden. I figured out how to make bicycle maps and began doing it on a county-by-county basis in this area. I think I know as much about the roads in this area as anyone else.

What are some of the things you most appreciate about Minnesota's transportation facilities and accommodation for pedestrians and cyclists?

Minnesota has excellent bicycling roads, but that seems to be a fairly well kept secret. Some counties, with little else to draw tourists, may have a wealth of quiet country roads that are nearly perfect for bicycling. Any day of the week you can find nearly 'car free' cycling in Rice and LeSueur Counties, as well as others in SE Minnesota. There are communities and counties that could easily promote themselves as cycling destinations.

Lots of riders like trails and eschew public roads, but I don't think it takes a huge degree of skill or courage to ride on public roads. Not only are there a lot more miles of quiet country roads than there are trails, the roads go to places people really want to go.

Tell us a few of your wild ideas that would make Minnesota even better for non-motorized transportation.

(1) I'd like to see an organization of resorts/motel/hotels/B&Bs set up multi-day bicycle vacation tours. Luggage could be transported by the organization so that cyclists could ride unencumbered. Routes from one place to another could be recommended, and alternative routes suggested.

(2) I'd like to see the creation of a database of Minnesota bicyclists to permit rapid dissemination of bicycling related information and allow cyclists to express their points of view.

(3) I'm a road rider, not a trail rider, but I do know of one trail (the Cannon Valley Trail) that charges a user fee, not that it's rigorously collected. The money collected is used for trail maintenance and the trail is in pretty good condition, unlike some others I've seen. Paying a user fee isn't high on my fun list, but unless someone comes up with some way to fund trail maintenance, I think it should be mandatory.

(4) I'd like to see the creation of one or more cross-Minnesota hiking paths, with shelters established at convenient distances.

(5) I think BAM should be Minnesota's answer to RAGBRAI. Granted, RAGBRAI is an original and there's no way BAM is ever going to rival RAGBRAI in terms of size or notoriety. RAGBRAI manages to find room for thousands of people in small towns; why can't BAM? I think people would welcome a multi-day Minnesota ride that doesn't involve soliciting others for donations.



Meet the SNTC "Masked Rider,"
Randy Perkins

What makes being a member of the SNTC worth your time and energy?

One wonders what an ordinary citizen can do to improve our country, given the range of bewildering problems we face. In a perfect world, I would be promoting the use of photovoltaic panels, which could decrease the amount of coal burned to generate electricity and reduce our dependence on foreign oil. But the state of the photovoltaic art isn't yet sufficiently advanced to become mainstream. I think that's 5 – 10 years away.

Bicycling shares some of the positive aspects of photovoltaics – reduces the use of fossil fuels, requires people to take a more serious account of what they're doing and how they're doing it, creates a more livable world, and, in addition, has positive health benefits. On top of all that, it's fun and I know something about it. SNTC offers me an opportunity to promote something that will improve my world and my children's world.

When someone asks you "What is the SNTC, anyway?" what is your 30-second reply?

It's a Mn/DOT committee set up to advise Mn/DOT on bicycle and pedestrian matters.

Is there anything else you want us to know or messages you'd like to convey?

I believe in bikes.

Do Walk Do Bike: Conference Report

-Nick Mason, Industry Rep.

In September, Blue Cross Blue Shield hosted the first Do Walk Do Bike conference in Minneapolis at the Radisson University Hotel. This statewide conference was truly a landmark event that proved Minnesota's resources and expertise in non-motorized transportation are truly first class.

Perhaps the most enlightening part of keynote speaker, Gil Penalosa's talk was his emphasis on the "8/80" principle of design. This principle means that we should be building our streets and planning our communities so that both an 8-year-old child and 80-year-old senior can navigate them safely and easily. It sounds basic, but many communities have not been planned this way for more than a generation. President of the League of American Bicyclists, Andy Clarke, talked about building Bicycle Friendly Communities (BFCs). Currently in Minnesota, Minneapolis has received a Silver BFC designation while the city of Rochester already is working diligently on their own designation.

One of the biggest announcements by Blue Cross Blue Shield was their sponsorship of the Nice Ride Minnesota bike share program. Their \$1 million support will truly help Minneapolis launch the first world-class bike share system in the United States in late spring of 2010. Minneapolis Mayor R.T. Rybak and newly elected Senator Al Franken were on hand to share their thoughts on the impact of this and other initiatives to improve biking and walking here. Franken also took one of the Nice Ride bike share bikes for a test ride in the crowd.

Of course, the conference contained a great number of break-out sessions where presenters were able to share their knowledge and connect with attendees on specific topics. Topics included Safe Routes to School, Interventions that Work, Power of Partnerships and more made for a full and diverse schedule. Experts from Mn/DOT, Mary Jackson and Kristie Billiar, provided an introduction to the Bike/Ped Toolkit. Mobile workshops of planned bike boulevards and a walking session focusing on the issues faced by persons with disabilities were popular options too.

Complete Streets Update

-Tim Mitchell, State Bicycle and Pedestrian Coordinator

During the last legislative session, Mn/DOT was directed to develop a report related to the concept of Complete Streets. This legislation did NOT direct the Department to begin to develop a policy. Instead, it required that the costs, benefits and feasibility of implementing a Complete Streets policy be evaluated and provide some recommendations.

Before we get to the development process and current status of the report, you may ask, "What are Complete Streets?"

According to the National Complete Streets Coalition, Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Creating complete streets means transportation agencies

must change their orientation toward building primarily for cars. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for all users. Places with complete streets policies are making sure that their streets and roads work for drivers, transit users, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

In January, Mn/DOT began the process of developing its report focusing on the costs, benefits and feasibility of moving in the direction as outlined above. The Department convened two committees to assist in this work. One was focused primarily on policy related issues and provided direct input to the leadership team who were managing the project. This committee had broad representation including agencies and

elected officials from all different levels of government. The second committee was charged with providing technical input into the process as needed by the policy group. The representation again was broad, including agencies and advocacy organizations. The SNTC was included in this group and was represented by Irene Weis.

The report was developed after a number of meetings from both groups and many presentations from varied experts extending from city governments all the way to national perspectives. After many months of work and two rounds of public outreach, Mn/DOT has provided a final draft of the report which can be seen at <http://www.dot.state.mn.us/planning/completestreets/legislation.html#report/>

The study committee identified several key recommendations:

Complete Streets Update, cont'd.

Mn/DOT should build on existing CSS practices and develop and implement a statewide Complete Streets policy using the following phased sequential approach:

- Establish need.
- Develop a policy.
- Reconcile differences in planning and design policies, guidelines and manuals.
- Implement.
- Review/measure/refine.

Mn/DOT should review and revise conflicting information in Minnesota's design documents.

Mn/DOT should further explore the feasibility of integrating Minnesota's

existing planning and design manuals related to Complete Streets into one manual.

Mn/DOT should integrate Complete Streets into Mn/DOT's new [Scoping Process](#) model

Mn/DOT should identify ways to assist local governments in developing and understanding funding sources and the constraints related to these sources.

All agencies should develop an integrated transportation plan that addresses connectivity for all modes for all users of all ages and abilities.

Mn/DOT will serve as a resource to

assist local agencies in developing their own Complete Streets policies with the support of Mn/DOT's expertise in CSS, ADA, bicycle/pedestrian planning, design and funding strategies.

Mn/DOT State Aid should review the State Aid variance process and make it more accessible and transparent.

This process has created a buzz across the transportation community and other interests across the state. Discussions on how to move forward with this work on occurring now and will continue into the future. Stay tuned for future updates!

Subcommittee Reports: Education

-Jenny Smith, District 3 Rep

At the annual strategic planning meeting held Sept. 18-19 in St. Cloud, the subcommittees were reorganized. The new name for my subcommittee is Safety and Education. The goal of the committee is to "reduce injuries and crashes for bicyclists and pedestrians." We will strive to achieve this via these actions (strategies):

- ⊗ Write a communications plan with Mn/DOT staff
- ⊗ Conduct a "partner" search among: law enforcement agencies, TLC, Mpls. school ambassadors for SRTS
- ⊗ Define safety issues: use of lights and helmets, alcohol use, inattentiveness, etc.
- ⊗ Evaluate Mn/DOT's Share the Road campaign
- ⊗ Define gaps and develop and refine educational and advertising campaigns
- ⊗ Committee education: host a walkability workshop and MN Bikes Traffic Safety 101 training



SNTC members supported Bike Walk to Work Day in 2009. The All Users subcommittee hopes to be involved in planning efforts in 2010. (Photo by Nick Mason)

2009-2010 Meeting Schedule

- **9/19/09** Planning meeting—St. Cloud
- **11/05/09** Bi-monthly meeting—St. Paul
- **2/11/10** Bi-monthly meeting—St. Paul
- **4/8/10** Bi-monthly meeting—St. Paul
- **6/10/10** Bi-monthly meeting—St. Paul
- **8/18-8/21/10** Bicycling Around Minnesota Ride

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*Promoting non-motorized transportation in
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Under MN Statute 174.37, Mn/DOT has established an advisory committee on non-motorized transportation. The committee makes recommendations to the commissioner on items related to non-motorized transportation, including safety, education, and development programs. The committee reviews and analyzes issues and needs relating to operating non-motorized transportation on public rights-of-way, and identifies solutions and goals for addressing identified issues and needs. The committee considers bicycling issues, pedestrian activities, and other forms of non-motorized transportation. The committee currently has 15 citizen members and 12 agency members and conducts 5 meetings per year. The executive committee and various short-term issue committees work on specific priority projects. The SNTC and Mn/DOT bicycle and pedestrian staff work to coordinate work plans and objectives.