

Community Based Participatory Research 2015

Active Transportation

From our own perspectives and voices

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Community Based Participatory Research Summary

The Minnesota Healthy Kids Coalition Transportation Equity Research Project in partnership with Healthy Connections and Summit Academy OIC has taken the lead in assisting agencies to better understand the need to support local communities of color as they seek opportunities that enable them to determine their own priorities, interests and preferred method of engagement and communication within the emerging active transportation equity movement.

Bike and pedestrian investments are not only critical for the economically privileged to use at their leisure, but provide healthy active mobility options for communities of color that more often rely on low cost mobility options to travel. However, policy makers and key institutional stakeholders typically lack a clear understanding of the perspectives, priorities and preferred engagement strategies and methods of these communities most often left out of the transportation conversation. We believe that by investing in more engaged qualitative research methods that aims to understand communities of color as stakeholders in transit we can successfully shift transportation discourse and integrate their needs into policy decisions and investments. This approach is also key in sustaining engaged cross-racial dialogues between investors and planners of transit projects. Through increased understanding and partnership, we can help avoid negative outcomes for communities of color.

Furthermore, we believe that there is a more fruitful, less painful way for communities of color and transit authorities to work together on projects to build infrastructure and increase access to transportation through inclusive governance models that respect and support cultural interest and priorities. This active transportation report enable us to identify best practices for community-centered engagement, investments and partnership in the active transportation discussions and decisions now and in the future. We solicited up to 10 community leaders and service based agencies of color by direct contact, email and phones calls seeking partnership on this project.

Five of Ten community leaders and agencies responded and agreed to act as focus group facilitators, cohost and to recruit participants from within their communities and programs. This report is reflective of a total of 58 hours of community-centered focus group conversations and planning with 82 participants and cohosts. 57 of focus group participants responded directly to our survey, which focused primarily on built environments and active transportation usage within communities of color

In these focus groups we explored the direct experiences and perspectives of communities of color as bike activists, pedestrians, bus riders, families, community leaders, parents and youth. In addition this report also provides a racial analysis of the purpose, usage and benefits of built environments, the aspirations and active transportation interest and needs of communities of color while examining what the levels of connectivity or lack thereof that communities of color have to local transportation resources and affluent leadership within the Active Transportation Movement



Community Centered Focused Conversation Summary Community

Photo: Healthy Connections Coalition members

Number of focus Groups: 7

Number of Participants: 82

Convened Communities: Hispanic, American Indian, African American women, multi-cultural community leaders, Youth, African American Muslims

Focus Group Partners: Healthy Connections Coalition members- Neighborhood Hub, Masjid An-Nur, Minneapolis Youth Coordinating Board, Summit Academy OIC, Sammie Ardito Rivera & Eduardo Rivera and North Minneapolis Bicycle Advisory Council (NMBAC)

Healthy Connections Leaders: Juliann Lerressen, Makram El-Amin, Alexis Pennei, Bill Dooley, Ebony Adedayo, John Jameson, Kenya McKnight

The community centered focus conversations were well attended, convened over dinner for approximately 2 hours per group session. Each group was co-led by cultural community leaders from each group in partnership with Summit Academy OIC Vista Staff and Consultant. The focus groups began with icebreakers and an introduction of focus group purpose, roles of facilitator, scribes and opened the door for questions and answers which we found to be very key in building on basic trust and openness within the group conversation.

Each focused conversation began by the facilitator sharing with the community how their input would be used. This was a clear concern and interest of the majority of community participants and yet seemed to be less of a factor for the younger participants. The majority of the groups spent nearly 10-15mins investigating the purpose, intent and usage of the community based research, community members stated that they wanted transparency and to be attached to the outcomes of their input. We saw a shift in the community's willingness to share and have candid conversation after we explained the leveled partnerships, how their input would be used and explored ways in which community members can remain involved. In short, transparency was key. While each focus group discussion ranged based on their cultural communities, experiences within built environments and active transportation and their general experiences with the active transportation movement. However, there were some common themes throughout each group



Common Roots Café/Book Store: American Indian Community

The Majority of the community members were women most of whom worked as community practitioners in the areas of education, community organizing, public health and environmental justice. These community members are actively engaged and connected to their community interest.

While the American Indian women and men participated in smaller numbers, these members of community appeared to be well informed about the impact, needed resources, practice of community research standards, community leadership and land-use/ownership compared to other community focus groups. The American Indian community sees the value in respectful community based research yet were very clear about the need to establish respectable boundaries to protect the interest and sacred cultures. They spoke of historical experiences of allowing white researchers to document American Indian history and experiences where the data was often negatively betrayed and misrepresented. In fact several members of this focus group were skeptical of how their insight would be used, it took well over 30 minutes before community members felt comfortable enough to share openly.

The community also expressed the need to be more engaged in the active transportation movement to ensure that the American Indian transit dependent populations gain access to transit and improved bicycle and pedestrian systems and decision making. The community talked a lot about their experience in taking initiative to create community programming to encourage biking and their experience in redeveloping the Franklin Ave Corridor into an American Indian cultural corridor. They also talked about the challenges working with government to establish legal agreements supporting their reclaiming ownership of once American Indian lands.

The redevelopment of the Franklin Corridor also created an active living environment with destination places for nearby American Indians could walk and bike to cultural community clinics, grocery stores, coffee shops, community centers, bakery, small retail and other community owned businesses. Establishing destination places were key to increasing mobility within the American Indian community that once seemed hidden behind the Franklin Ave Corridors.

The community also talked about the challenges in promoting walking as an activity opposed to a necessity for errands or to travel to nearby destination places. The challenge with walking is due to the fear that many American Women have of being victims of sex trafficking which has recently gained national attention. It is unclear what solutions are appropriate to encourage more active walking in the American Indian community given the realities women are faced with.

The community did however note that encouraging more active bicycling was of interest yet having access to bikes has been a challenge. One community member talked about the need to have more targeted bike programming as it once existed. The American Indian community at one point created a pilot community bike share program that was led by a collaboration of American Indian community

agencies and leaders who set out to remove economic, accessibility and education barriers to community biking. This initiative was modeled similar to the MN Nice Ride bike system yet there are key difference in both programs. For example, the American Indian community provided free and refurbished bikes that were built, owned and managed by community members verses Nice Ride providing new and used rental Nice Ride bikes at a cost of a daily user or subscription fee that is owned and managed by a private company. Unfortunately the community bike share program is no longer in existence primarily due to loss of bikes in mass numbers and the lack of capacity to maintain the growing needs and program at that time.

The American Indian community remains a bit engaged in the Active Transportation movement continuing to find ways to connect their cultural interest and needs, yet would like to increase their participation. The American Indian community recently collaborated with several community based groups and agencies to create public education tools focused on safe routes to school, community engagement and cultural interest. These tools are used to influence active transportation policy and investments within the Little Earth, Cedar Riverside and the GLBT communities. The public education tools were provided to the University of Minnesota and the state legislature and included recommendations that addressed identified problems and concerns around Pedestrian safety, crime, education, socioeconomic, assets and community resources.

Key Discussion Point

- Walking is a safety issue for American Indian girls and women due to fear of solicitation and sex trafficking
- Trust must be established between white researchers and the American Indian community due to historical misuse of community based research data
- We are experienced, we are watchful, we are leaders of our own lands and we are still here



Masjid An-Nur: African American Muslim Community

The majority of the community members were men with families, business owners, community development practitioners and members that are actively engaged within the Islamic community. While the community's women were not largely represented, they however remain the majority population of the Masjid An Nur community and lead Masjid An-Nur's health, food and active living programs/services among other things.

The African American Muslim community appeared to be the most interested in community economic development or built environments and political engagement compared to other focus groups. The conversation ranged from community ownership, direct community benefit, understanding the Active Transportation landscape and movement, policy implications, connectivity between the various proposed multimodal transportation systems impacting the larger African American community and capacity support resources to implement their ideas and leadership. The community sees the benefit of having improved built environments that provided access to more green space, scenic routes, and more family friendly environments that promote more active living. In addition, this community believes it is equally important to improve the physical natural environment by increasing access to the Mississippi river, creating more community ponds, building more open community sitting space and more therapeutic scenes with trees and flowers to help elevate mental health while biking and walking.

The number one concern with biking and walking for this community is the lack of personal safety within their geographical community environments. The men expressed concern with traveling through and along certain streets or neighborhoods where community violence or crimes are more apparent. The women expressed concerns with sexual harassment by being directly and openly approached, derogatory language often used that vilifies their bodies and physical appearance. The women also expressed that they preferred walking and biking in groups where there was good lighting and clear pathways, trails or lanes.

The community also felt that many of the community development discussions and engagement processed have existing plans and outcomes that do not include retaining their cultural environments nor their economic interest. The community believes that there is a clear interest to repopulate North Minneapolis with a younger white population as a method to replace or balance the racial inequities by attracting higher incomes. There was a sense of frustration and anxiety around how the community can remain in their cultural environments given their current social economic situation. The community sees the massive transportation projects impacting North Minneapolis as a benefit and a challenge at the same time because it is not clear as to what it truly means for the African American community- it will both help and hurt.

The community expressed their concerns with not having the full capacity to attend the multiple transportation policy and leadership community meetings and while maintaining their existing services to the broader community- The planning processes needs is greater than the community's capacity to be fully engaged. The community expressed the need for local government to have a more integrated and clear community engagement strategy with clear timelines of the policy and decision making processes. The community also expressed the need for financial resources to assist them with long-range planning of their continued engagement through the transportation processes and beyond. Currently they rely on good faith of volunteers and small grants from foundations who may not always see the value of your work especially with so many competing interest from multiple groups within and those working within North Minneapolis- It's a race to the bottom type of environment, yet if we are not present our voices are not heard.

The community feels over processed at times and would like their efforts to be valued and would like to see more progress being made beyond massive community meetings and processes. The community noted that they are expected to participate in processes based on morality yet that they giving free labor of time, training and educating majority white government transportation planners, community outreach specialist and other staff on how to work with communities of color. In addition, community is charged to work with the often white consultant firms that are hired to facilitate the broader community engagement processes- where the community offers the same cultural competency free labor training. This experience feels disrespectful to community and has become a standard practice within government lead community engagement processes, simply the community wants professional, experienced and culturally competent staff who are also from their cultural communities.

The community also sees the need for government to expand its community partnerships to culturally specific groups and agencies that also provide direct human and business services to residents as a strategy to better maximize on broader engagement and outcomes.

Masjid An-Nur is the oldest Muslim community within Minnesota and is home to the first U.S. Muslim Congressman Keith Ellison, Masjid An-Nur also has a long standing history of business, community development and programing within North Minneapolis where they have been located for some time. Masjid An-Nur is also engaged in some local transportation planning efforts focused on bus, light rail, street car and housing redevelopment.

Key Discussion Point:

- Personal safety is vital to increasing biking and walking
- Community ownership and direct community benefit is center to this community's interest
- Political landscape, policy, leadership and real impact is a high interest and priority



Common Roots Café/Book Store: Hispanic Community

There was a good balance of Hispanic men and women represented in the focus group. A majority of the community members were community practitioners, active bikers, bike advocates, healthy food advocates and public health specialists who are well connected and engaged in their community.

The Hispanic community was outspoken about race and class exclusion they felt from the Caucasian community, in addition this community had a sense of pride and awareness of their community's bike and walking usage patterns across the nation and would like to see their community more involved within transportation activism. Safety and education were the two top discussion points, community members would like to see more protected bike lanes, trails and improved sidewalks in their community to better protect bikers and walkers and specifically their children.

One community member described seeing Latino youth ride bikes on the sidewalks without helmets, he feared the danger of children bumping their heads on the sidewalks which is more harmful than bumping their heads on the street pavement. He also noted that biking on sidewalks is more dangerous due to the close proximity of the roads, vehicles and narrow sidewalks which poses a potential hazard. There was a general sense that biking does not feel safe to this community due to the lack of bike and pedestrian infrastructure.

The community stated that there is not enough bike and pedestrian education being provided to their community nor are they being engaged in the active transportation planning and decision making processes. The community feels left out of the conversation and economic opportunities similar to their experience of feeling excluded from Midtown Alternative Analysis study of street cars being placed on the Midtown Greenway which impacted their cultural environments.- simply the community would like to see clearer pathways to being involved within the active transportation planning and decision making processes.

The community recognizes their participation on government councils, committees and work with some of the mainstream advocacy groups however broader engagement is needed in order to reach the broader Hispanic community. Connecting to their cultural institutions and language is key to increasing their access, understanding and community engagement.

The community talked about a racial and class divide they experience along the Midtown Greenway and how racial boundaries are visibly clear between where communities of color use the Greenway within the Phillips neighborhoods compared to the uptown neighborhoods where the Caucasian community use the Midtown Greenway more frequently. Community members also felt that classism plays a role in how their community uses the Greenway where they are often looked down upon and made to feel as if they do not belong. The community further stated that the Greenway is dominated by Caucasians who wear expensive bike gear, ride expensive bikes which also makes them feel as if biking on the greenway is a wealthy sport or hobby that does not welcome low wealth populations who cannot afford fancy or expensive active gear nor top of the line bikes.

Rather the Hispanic and communities of color often wear their general clothing to bike and walk and use less expensive bikes including nice ride bikes. The community also noted that in some cases using the Nice Ride Bike system identifies them as non-bike owners who are less serious bikers within in the bike community. The community says that Hispanic families can easily be seen using the Greenway walking and engage in activities with their children yet the greenway does not have family friendly facilities or infrastructure.

The community expressed that the few Hispanic activist and advocates within the active transportation movement often feel tokenized and see white supremacy as being a core element of the active transportation movement- Communities of color are often the face of color that is marketed to show diversity/inclusion, asked to recruit more people of color to venues and meetings and in general provide free labor as a collaborative partner who is not compensated. While many communities of color engage for social and political inclusion of their communities, it is not without frustrations and the desire to strengthen their own community's capacity to be as stable and impactful within the active transportation movement.

The community further discussed the need to gain access to political relationships and build more awareness and awareness of the political process for support of community programing. One example discussed was the Hispanic Cinco De Mayo annual celebration VS the Open Streets Bike event. The Hispanic community has made several attempts to temporary close off at least 3 blocks on the East Lake St corridor to hold the Cinco De Mayo celebration- to date the Hispanic community's request has been denied by the City of Minneapolis. In 2015 the City of Minneapolis partnered with the Minneapolis Bike Coalition and other primarily white bike advocate groups and partners to host the Open Streets event along the East Lake Street Corridor which will temporarily close up to 40 blocks along the Est Lake Street corridor.

While the decision to hold an Open Streets event along the East Lake Street is an excellent and noble idea that will benefit every community, clearly the understanding and access to the political process is different and in this case the decisions and process taken by local government continues to perpetuate the perception or reality of racial divides and advancing white privilege. Simply this is not fault of the predominately white bicycle advocacy group yet it is a clear indicator that the political process is flawed and lacks clear pathways for all communities to access.

The Hispanic community continue to be engaged in the Active Transportation movement and developing their community programming that includes a build a bike program and bicycle lessons offered for free to low wealth members of their community and remains in leadership roles on community boards, the Minneapolis Bicycle advisory council and the City of Minneapolis Bike Advisory Council.

Key Discussion Points

- Intentional and targeted community engagement
- Race, Class, and Active gear Affordability impacts community participation in biking and walking on the Greenway
- Safety is a high community priority that requires bike and pedestrian infrastructure investments



Mpls Downtown Library: Mpls Youth Congress and Minneapolis Youth Coordinating Board

The Minneapolis Youth Congress (MYC) is a diverse group a youth between the ages of 13-23yrs of age that live and work throughout Minneapolis. The Coordinating Board (YCB) provides staff support to the MYC social and civic activities around housing, transportation, health, education and youth violence that influences citywide policies, resources and foster youth engagement.

The MYC youth transportation committee led the general group discussion and facilitated this focus group engaging more than 35 youth. The youth appeared to be most aware of the need for increased bicycle and pedestrian education for motor vehicle drivers. The youth also demonstrated the strongest interest in wanting to be more involved in decision making and engaged in planning processes around active transportation.

Biking and walking appeared to be woven throughout their daily activities of work, school, events and general social venues with friends yet not so much with family. Safety was the top issue discussed as youth felt that biking in their communities is not very safe due to the lack of infrastructure, signage, and biking alongside vehicle drivers on narrow roads. The youth stated that drivers simply do not share the road enough nor respect biker's rights and that stronger enforcements for bikers rights should exist as well as more emphasis placed on educating drivers about biker's rights.

There was not much discussion about personal safety as a barrier to biking or walking although some youth noted that their parents did not allow them to walk or bike in certain areas or neighborhoods due to community violence and the fear of them being personally harmed. A Somali young lady

stated that Somali women biking in her community is considered inappropriate and that they are often looked down upon for biking, yet many women tend to walk as their form of exercise and transportation. Biking is seen as a male activity.

The majority of the youth stated that biking and walking is not a common family activity although they would like to bike and walk with their families more. Many youth stated they do not own nor have access to a bike in their homes yet the youth use walking and public transportation as their primary travel options to work, school, business and leisure.

The MYC Transportation Committee is currently engaged in location active transportation projects such as the Northside Greenway and formerly participated in the Move MN day of the Hill to influence legislative decision making, MYC also assisted Met Council and the Minneapolis public School district with transitioning High School youth from Public School bus system to the Metro Transit public bus system by administering a citywide vote across all high school students to decide upon school or general public bus transportation. The MYC also created the Youth are here Bus that functioned as an after school transportation system for youth escorting youth to Public libraries and youth centers Monday-Friday up until 10pm.

Key Discussion Point

- Would like to be more engaged in the Active Transportation movement and future decisions
- Would like to see active transportation infrastructure investments
- Would like to increase access to biking and more family biking and walking activities



Pillsbury United Community Centers/Neighborhood HUB: African American Women

The Neighborhood HUB facilitated two focus groups of African American women who participates in the Neighborhood Hub weekly Zumba classes. Both groups were comprised of different participants who share some commonalities around safety and the desire to have more infrastructure to support family orientated active living. The majority of these women are single parents who work and are very engaged in their children's recreational activities and programs. The focus groups were conducted immediately after Zumba and chose not to have photos taken.

The community from group I discussed their concerns for their personal safety when walking, these women expressed concerns of being sexually harassed when traveling within specific areas of their community as well as the time of day they chose to travel. The risk of walking or biking around the north Minneapolis neighborhoods meant that they would be subjected to sexual harassment and possible community violence which meant that for these women walking and biking was more than a health benefit rather it is also a public safety risk that they dread to take.

The culture of violence was another key factor in the hesitation these women felt towards walking—simply where you walk matters and in some cases you can never be sure as to where to walk to avoid public disputes that may result to violence that could possibly injure innocent bystanders.

The community also discussed the need to have more destination places to travel to within their community. Some of the women stated that they travel outside of their community to take walks because the only walking options in North Minneapolis is to corner stores, gas stations, fast food restaurants and some small retail that is a bit distant from their homes. The community expressed that the existing destination places are not very desired and are only visited out of necessity.

The majority of these women spend time in the park systems with their children for sport programs and say they much rather engage in walking and riding bikes in the parks while waiting for their children. The challenge for these women is that the parks do not provide family programming that engages parents in active living activities nor does the park system have formal infrastructure to support the bicycling or walking activities outside of the general pedestrian walk trail that leads to the park facility and the outside recreation spaces.

The North Minneapolis YMCA at one point was a family centered facility that offered childcare services for adults using the facility to exercise—The North Minneapolis YMCA has now become specifically youth orientated removing the family element.

Group II also focused on safety as their top priority echoing the exact sentiments of group I. One community member described her experience of being sexually harassed as she walked to the park to pick up her children. She stated that she wore her walking gear and men young enough to be her children or younger brothers approached her asking for her number while complimenting her body figure. While she felt insulted by the idea of such at the same time she felt compelled to assert herself as an adult who was old enough to be their mother, she engaged in conversation with the young men who eventually backed off and went their own way.

After sharing her story other women in group II cautioned her to not engage in dialogue in the future because of the potential harm it could bring her. The woman admitted that she had not previously thought about being harmed yet after listening to the other women she realized that she put herself at risk although she believed she was doing the right thing. This is the complexity of the issues these women face when walking or biking in their community.

The community was also concerned with how their input from the focus group and survey would be used. They expressed that giving input is easy yet making a meaningful impact is something different and something they have yet to see but would like to see as well as remain involved in the active transportation movement and stated that North Minneapolis has a lack of viable and safe places to walk and bike to. Community member asked a lot of questions about how collected data Community be used, how collected data Community support their continued involvement. It is important to these women for their views and interests to be truly reflective in the outcomes this study.

Key Discussion Points

- Personal safety, sexual harassment and community violence
- Increased family friendly environments and quality activities and programs
- Making a real difference and impact from community input and feedback



Summit Academy OIC/North Minneapolis Bicycle Advisory Council: Community Leaders

The community leaders within this focus group were primarily bike advocates, neighborhood planning leaders, community activist and business leaders. Members of the Hispanic, Somali, Caucasian and African American communities participated. This group convened well into 3 hours with a lively discussion focusing primarily on the need to invest in bike and pedestrian systems that promoted active transportation activities within communities of color.

Community members discussed the need to create a stronger pedestrian friendly environment on major intersections that have heavy vehicle traffic located in the middle of residential areas.

The community also discussed some of the challenges they face with elected policy makers supporting active transportation investments that would better support bikers and pedestrians. There seems to be a disconnect between policy makers and the cultural communities they serve, where the community feels policy makers are deciding on behalf of the community rather than working with communities of color to realize their own community visions. Community leaders feel that their efforts to advance more bicycle and pedestrian systems in communities of color have not been prioritized with the City of Minneapolis nor Hennepin County.

The community also talked about the need to develop the community leadership capacity of the growing bike advocacy and activity groups within communities of color. While the growing leadership is needed and desired, it is critical to ensure a broader analysis of the Active Transportation movement, the political process and the community cultural

perspective and interest to better ensure that the community's interest can be represented. Currently some of the emerging leaders appear to be highly engaged in active transportation activity yet lack community analysis beyond their personal interests and views and do not seem to be as connected to policy and financial resources aspect of the active transportation movement.

This reality has created growing tension within communities of color that eventually results in a divided community agenda and benefit. While complete agreement is not required, community connectivity and cultural perspective is vital in being a community leader of color.

An example is the Penn Ave N Community Works project that focuses on the redevelopment of Penn Ave that also includes new bicycle and pedestrian infrastructure along the corridor. There are several complexities and even more great opportunities this project will bring North Minneapolis.

The Bike Ped improvements included changes to the roadway which would also impact the parking, restructure sidewalks and remove part of the front yard of many homes along the corridor. While this project is long-term where local governments continue to study the corridor and remain engaged in the planning processes with community residents- the bike ped improvements were proposed to happen in the very near future.

North Minneapolis Bike Advocates of color were excited about the idea of Bike Lanes being placed along Penn Ave and actively engaged in advocating for the bike lanes through public testimony, advisory committee meetings etc which is great. The challenge with the advocacy from leaders of color is that they did not have the support from the larger community and especially the residents that live along the corridor which are primarily people of color. The community was not engaged by the very people who sought to advocate for bike lanes in front of their homes which would impact not only their property yet their property taxes, handicap parking needs etc.

The community also discussed the need to increase more bike activity lead by people of color in order to help motivate and inspire others to bike and walk more. One important activity is the Major Taylor 2015 National Bike conference to be held in Minneapolis, where hundreds of African American and other communities of color bikers Community exchange ideas, trends, education and activities.

One community member noted that the active transportation issues, policies and discussions is greatly disconnected from communities of color that depend on biking, public transportation and walking as part of their everyday lives which isn't a choice. Simply many people within communities of color do not have cars and cannot afford them- this population is being left behind in the Active Transportation Movement. By far the people who are intentionally choosing to bike, walk or use public transportation is leading and shaping the entire movement – both communities should be supported.

Key Discussion Points

- Intentional investments in bike and pedestrian infrastructure
- Racial political and power dynamics
- Increased Active Transportation investment gap between depended populations and non-dependents



Community Survey Summary

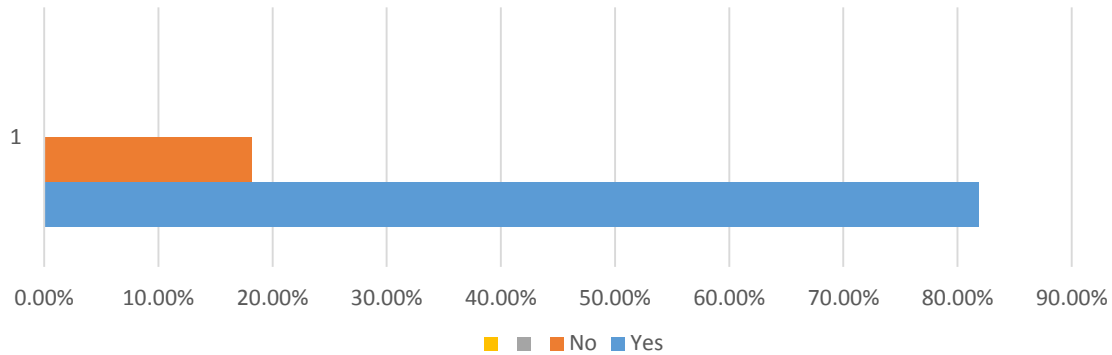
The purpose of the community survey was to examine and capture the perspectives and interests of people of color around bike and pedestrian usage, barriers and opportunities to increase active transportation and the impact of community engagement/outreach. The survey summary is not reflective of the full survey results and is intended to highlight key areas. The full survey results can be accessed upon request and through the link listed

Community Survey Results

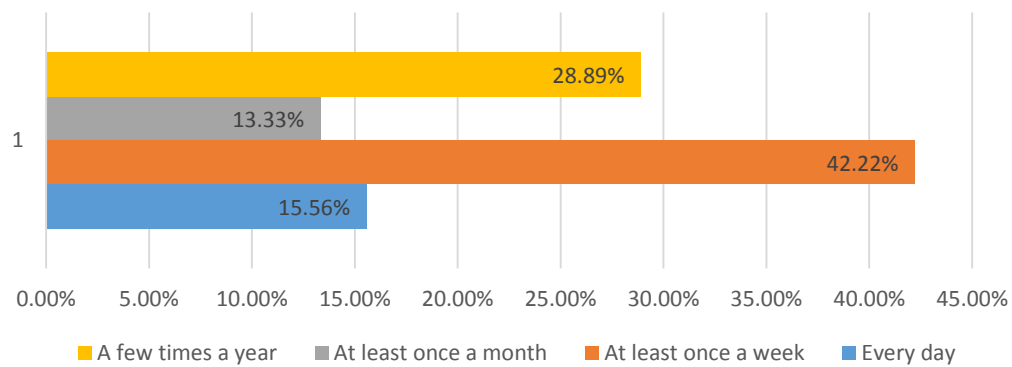
- 57 Survey Respondents
- Nearly 50% of respondents were African American
- Nearly 58% of respondents were women
- Majority of respondents were between the ages of 0-44
- Majority of respondents see biking as a transportation option, health benefit and recreational hobby
- More than 81% of respondents bike at least once a week
- More than 92% of respondents primarily walk daily

Community Bicycling

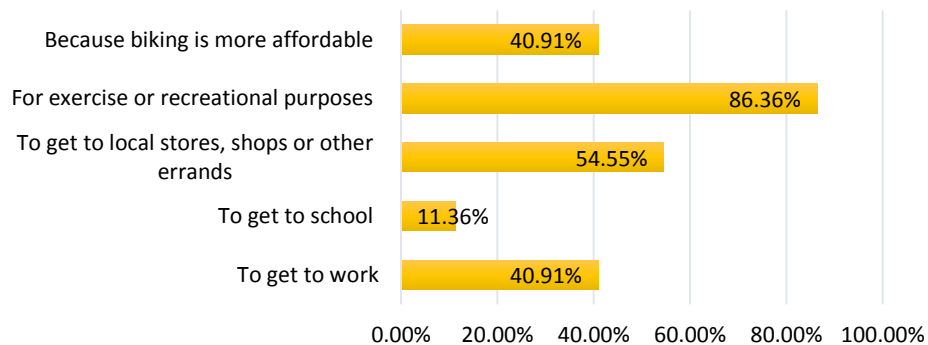
Do you Bike?



How often do you bike? (n = 45)

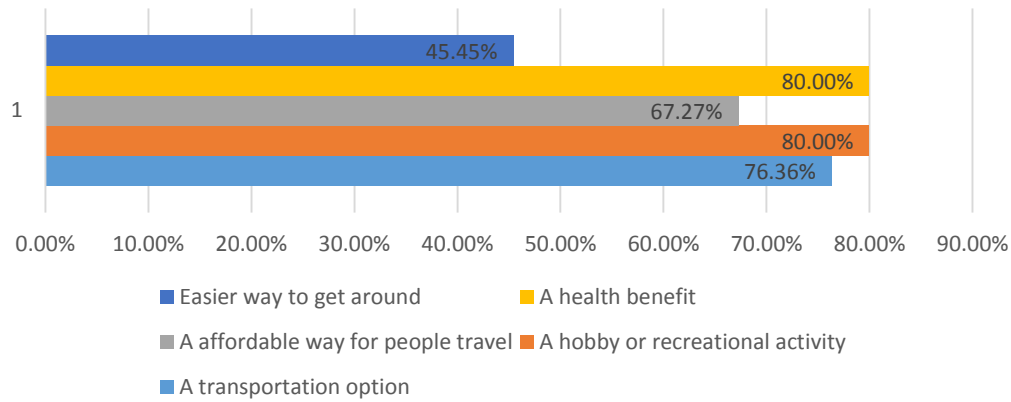


Why do you bike? (n = 44)

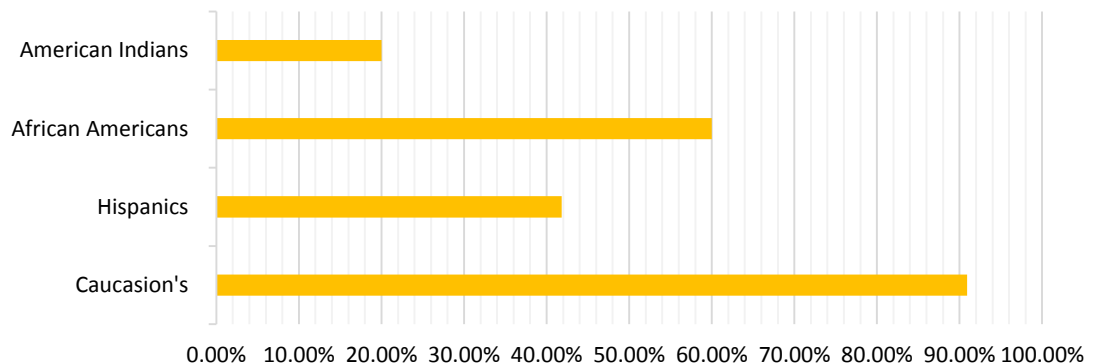


Community Bicycling

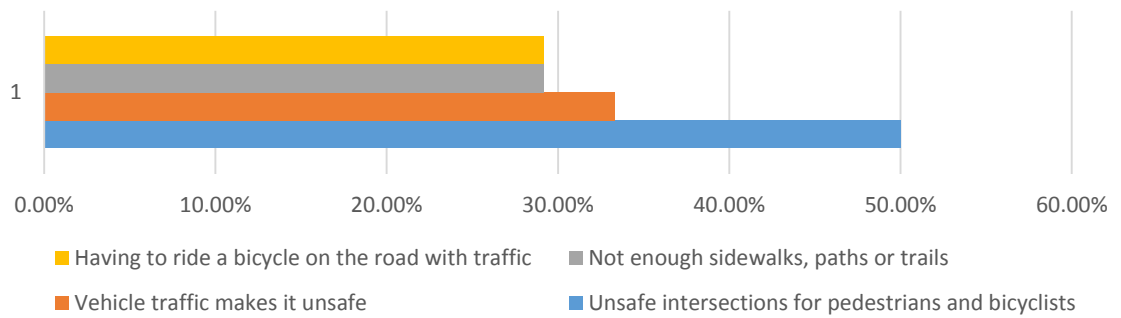
How do you see biking in your community?



Who do you see biking in your community? (n=50)



Barriers to Biking

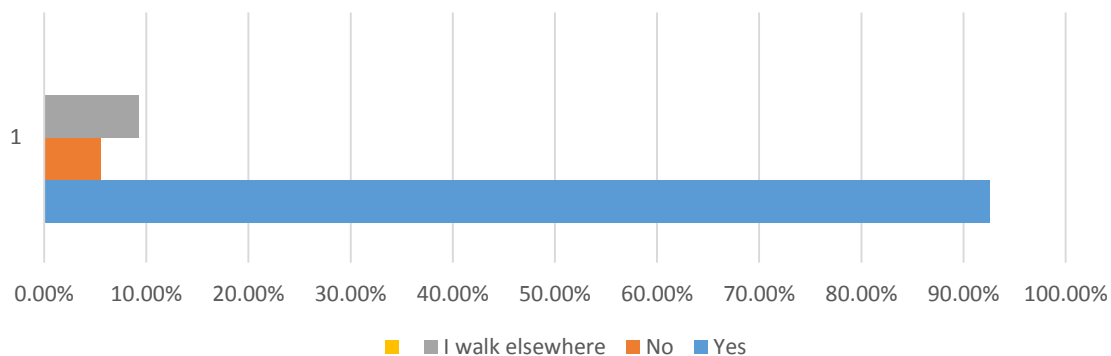


If you do not bike, what will help you bike more?

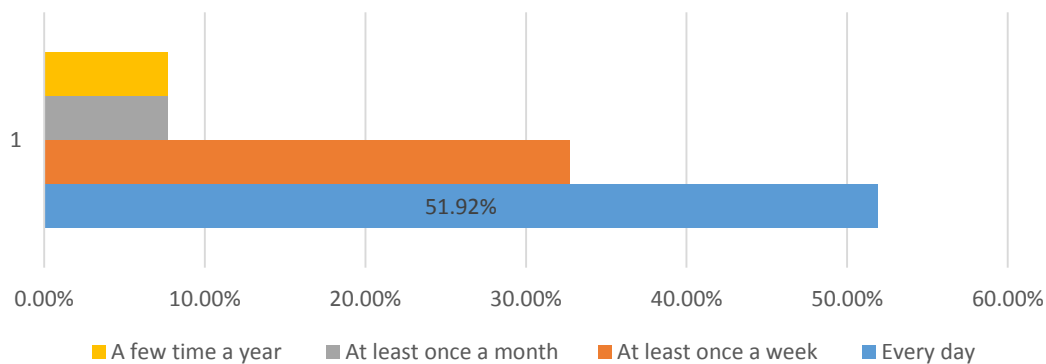
Answer Choices	Responses
— Having access to a bike	34.62% 9
— Additional bicycle lanes, paths or trails	53.85% 14
— Improved safety of intersections or street crossings	46.15% 12
— Having friends or a club to bike with	46.15% 12
— More destination places to bike to	34.62% 9
— Improved street lighting	30.77% 8
— Improved road or street maintenance	23.08% 6
— Bicycle lanes or paths separated from vehicle traffic	50.00% 13
— Implement traffic calming measures, such as speed bumps and signs	30.77% 8
— Better enforcement of speeding and traffic laws	

Community Walking

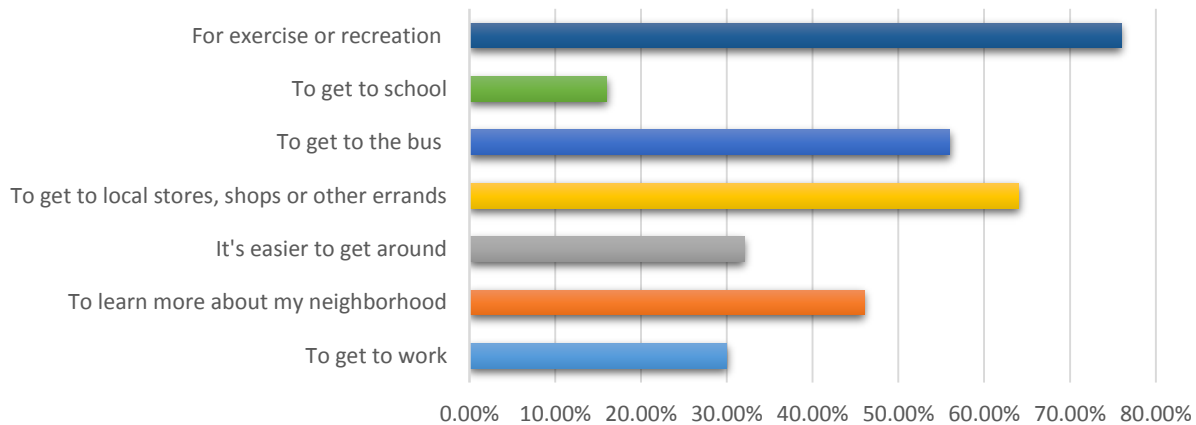
Do you take walks in your community? n=54



How often do you walk? (n = 52)

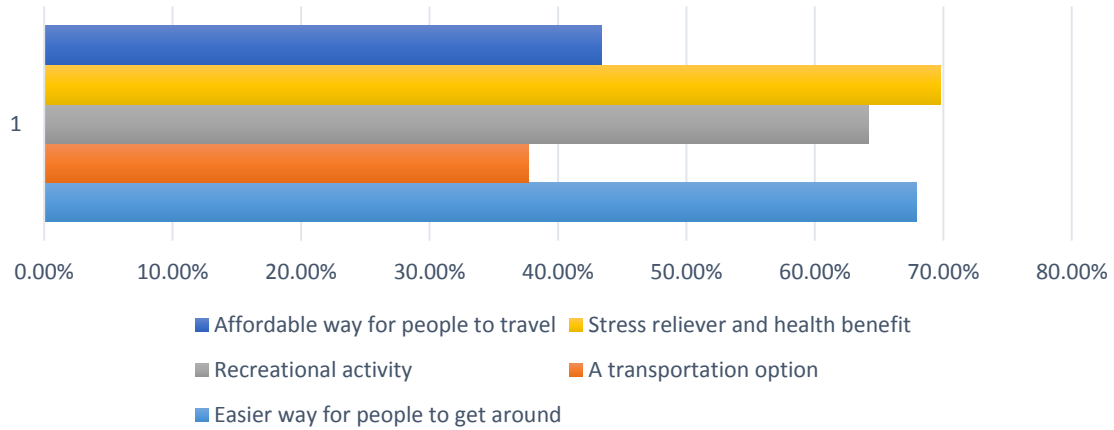


Why do you walk? (n = 50)

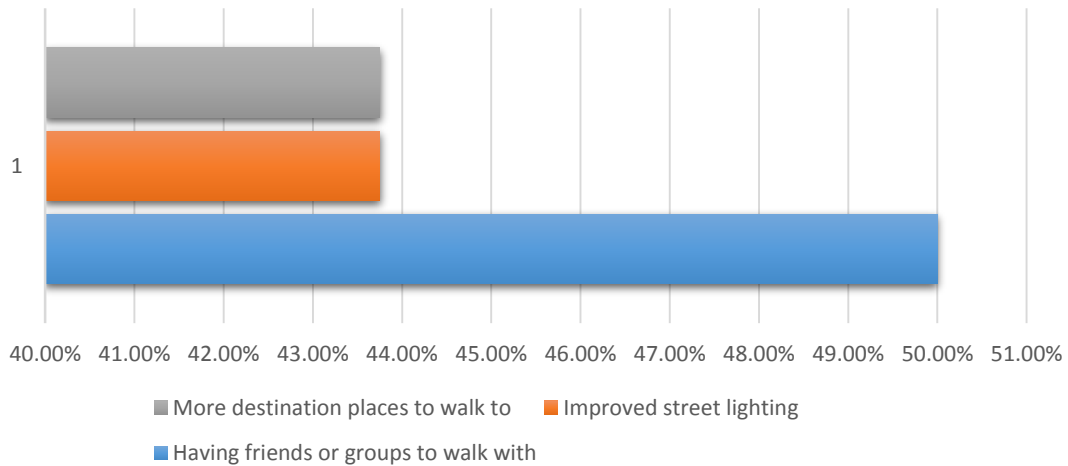


Community Walking

How do you see walking in your community? n=53



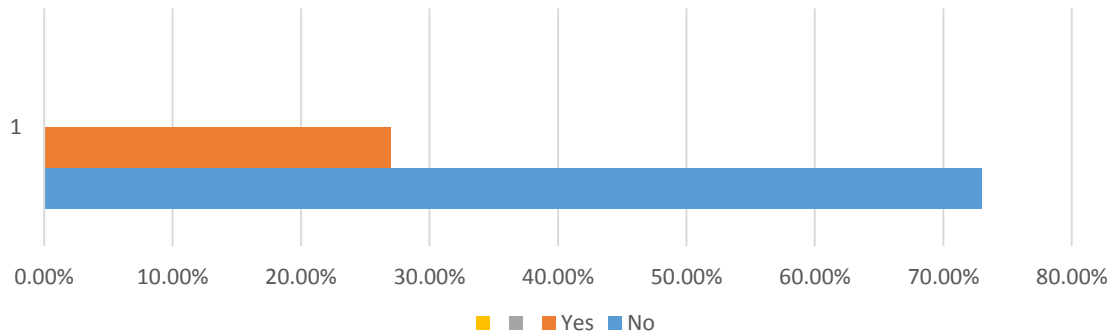
Opportunities to Encourage Walking n=16



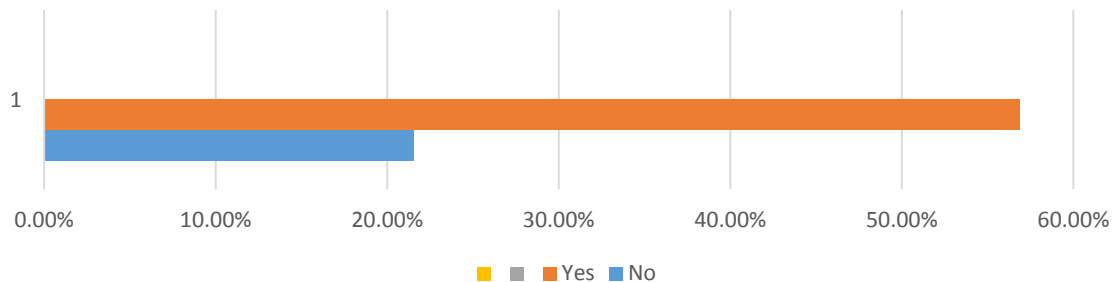
Education

Bike and Pedestrian Education

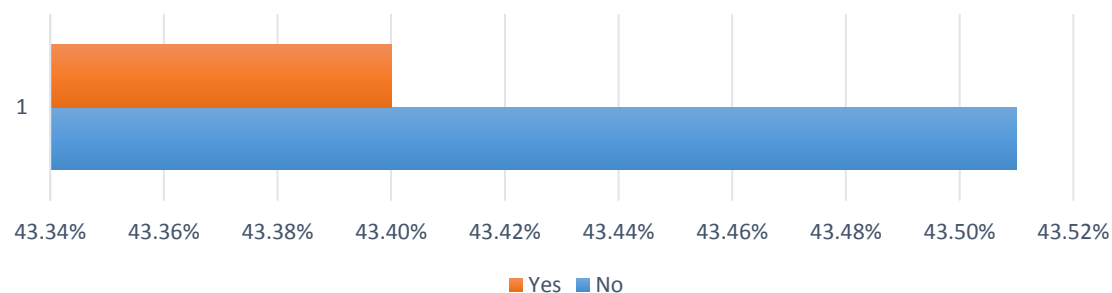
Do you think drivers are cautious and drive with the safety of bicyclist and pedestrians in mind? n=44



Do you think bicyclist in your community are cautious of bicycle safety, rules and laws? n=51

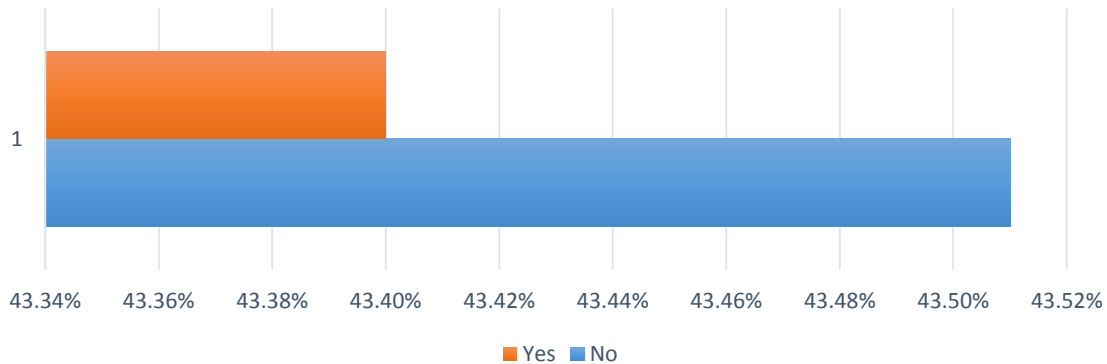


Do you think pedestrians in your community walk and cross streets in a safe and appropriate manner? n=53

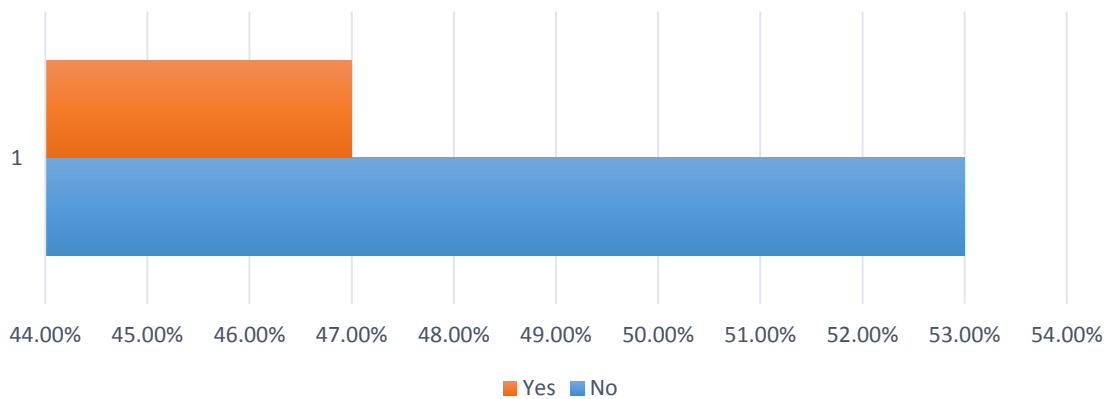


Education

Is there enough signage, stop signs and traffic calming signs that warn vehicles of pedestrians and bicyclists? n=50

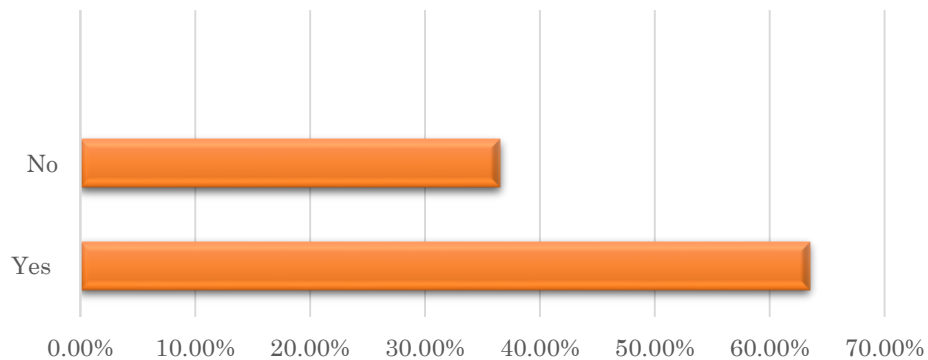


Is there enough signage directing pedestrians and bicyclists to biker lanes or trails? n=45

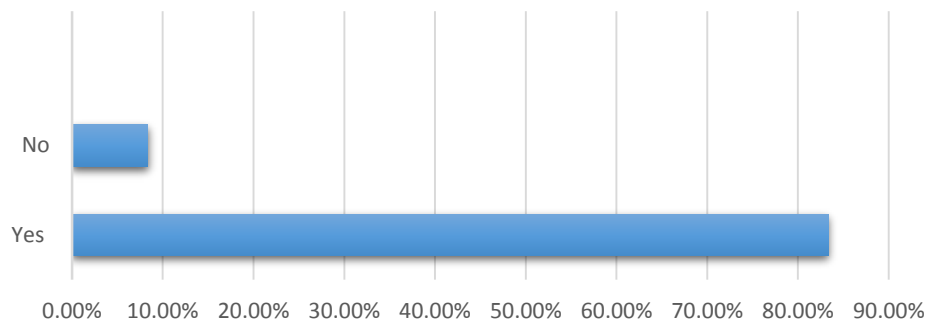


Community Engagement

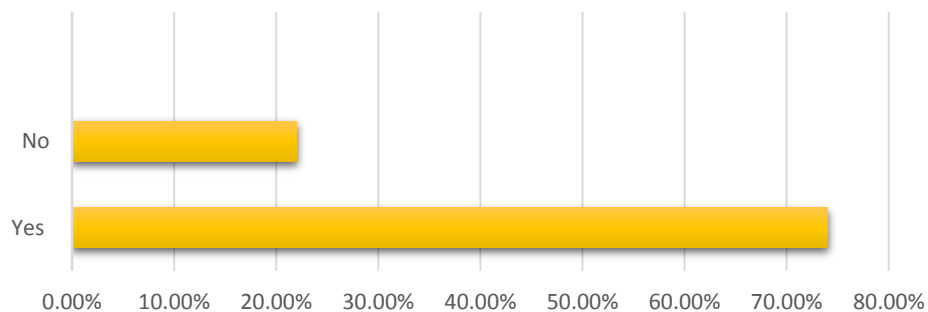
Have you ever been engaged around biking and walking in your community? n=52



Do you think that your input made a difference? n=36



Would you like to be engaged around biking and walking policies and projects in your community? n=50



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Acknowledgement

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Tyler Hubler: Summit Academy OIC

Alyson Shaw: Summit Academy OIC

George Garnett: Summit Academy OIC

Evan Barnett: Youth Coordinating Board

Sammie Ardito Rivera: American Indian community leader

Alexis Penne: North Minneapolis Bicycle Advocacy Council

Makram El-Amin: Masjid An-Nur

Julianne Learson: Neighborhood HUB

Akisha Everett: Neighborhood HUB

Dr. Brittany Lewis: BL Consulting

Bill Dooley: Major Taylor Bike Club of MN

Ebony Adedayo: The Alliance for Metropolitan Stability

Kenya McKnight: The K'MA Group

Community Centered Focus Conversations notes

Leader: Sammie Ardito Rivera

Project Coordinator: Community McKnight

2 Scribes

Community centered focused conversation: Hispanic Community

Scriber I

Why we're here:

Community: I love to bike. From Mexico originally.

Community: Enjoy biking to work.

What does walking and biking look like in our communities:

Community: I see a mixture in the corridor in Phillips and along the greenway. I see Latino families riding bicycles. I see more people doing it because they need to in order to get around. Less people are doing it for sport.

Sammie: How do you tell if they're doing it for sport?

Community: They have really expensive gear and bikes.

Community: Out towards Lake Nokomis and Calhoun, I see less people of color.

Community: I have a daughter with me and it is difficult to transport her.

Community: I typically don't bike. I usually take public transit. I don't feel competent biking in the winter especially. I see more people.

Community: I see education around safe biking lacking. I notice people biking on the sidewalk and without helmets. It's not safe to do that. I think there are ways we can connect with other organizations that do education around safe biking. I know Nice Ride gives out free helmets.

Community: That communication between these groups and the community is important and I don't always see that.

Community: I worry about car drivers texting and (hitting you) while you are biking.

Community: I know a lot of high school students bike because they can't get a Go Card to get on the bus for free or don't have another way to get to school. Sometimes we are concerned about safety too. There are some streets with bike lanes but not always. Sometimes we bike on the sidewalks even though we're legally supposed to bike on the street.

Community: I'll use Google Maps to look at safer back streets to bike on. People texting is a concern of mine. On Marshall cars are going too fast.

Community: I know boulevards are the safest, Eldridge is a bike boulevard I use. I wish more would have medians.

Sammie: What are devices that would make it safer? What corridors would we want to have protective infrastructure? Some places have special medians or separators between cars and bicyclists.

Community/Community/Community: Cedar, 28th, 26th, and Franklin. Down in Edina on 36th they put in a nice wider lane similar to the ones on the Greenway.

Community: The greenway depending on where you are going is out of your way. I haven't used it in a while.

Community: Hennepin, Portland and Park downtown would be good.

Community: The city investing in more infrastructure. In Amsterdam they have walls that separate bikers from cars. Instead of investing in bridges that don't work or companies that don't build them well (e.g., I-35 bridge collapse) and in better bike infrastructure as well.

Community: What groups have you pulled in for focus groups?

Community: Minneapolis Bicycle Coalition, Minnesota statewide coalition of bikers

Community: Do we need to have a coalition?

Community: Yes, other groups doing this advocacy work but need resources as well. MnDOT has grants process for bike/walking routes that cities and counties can apply for safe routes to school funding, but these applications should be informed by our communities.

Gave example of Nice Ride to changes being made. Offered example of Major Taylor Bike Club:

Chapter here in Minneapolis to encourage black people to bike being engaged in Nice Ride program pilot- concerns about groups like this being tokenized.

Community: Encouraging people to use bikes by dropping one off and taking one as they need a bike.

Community: Sees connection between Lake Street/Hiawatha development and new housing built without taking in community input around what is needed

Community: Neighborhood associations being pretty white dominated even in areas with more people of color live.

Sammie: Asked if there was work in the community around biking.

Community: Knows of work of the Alliance, Owen Duckworth is doing.

Sammie: Conversation around walking. Who do we walking. Community's mom would walk every day around the house. She feels more comfortable in walking some areas than in others.

Asked about people's walking tendencies.

Community: I walk a lot. I just moved to Grand and haven't walked around there much. I have to drive to places like Nokomis or Boom Island (Park) to walk. Concerns around walking include lack of lighting or not sidewalks present.

Community: I walk a lot and take public transit. I feel that cars are less aware of pedestrians. (On busy streets it can be difficult to walk around).

I take the 2 to work and haven't had a bad experience in the bus in terms of safety.

Community: There is a higher death rate for pedestrians from communities of color.

Community: Whittier 46% people of color, and it is currently trying to eliminate public housing from the neighborhood.

Community: Housing being made for transitional folks for people from outside of the city and not people here.

Sammie: Lots of one bedrooms.

Community: Low income housing portion placed towards the back of the building.

Community: Connection between housing, walking, and biking. What is the access to these and to things like grocery stores.

Sammie: Out in outer ring suburbs, there's not sidewalks. Kids are walking out in the street.

Community: In Columbia Heights more car centric. Fast food restaurants that require driving through, not connected by sidewalks.

Community: All of the subtleties happen in assumptions. There is the assumption that you have a car.

Community: Always little kids walking around in neighborhoods. Poles to protect bikers could also protect people walking on sidewalks.

Community: I deliberately think about what I am wearing when I am biking. I've heard of people getting robbed that have nicer gear or bikes and if you aren't wearing nice clothing you may get harassed. I wonder how it is for men who are brown or black biking.

Community: I feel like on the Greenway I may get looked at. There's a feeling like you may have to have a nice bike to be on the Greenway. In Phillips/Midtown area you see more families.

Community: Once you get towards West River Parkway and Lake Calhoun it's fewer people of color.

Sammie: Intense cyclers may make you feel not welcome by zooming past you or looking mad at you for being in their way.

Sammie: Anything else you want to share or discuss something that showed up in the survey?

Community: It is hard to find the time to get on boards because they don't pay. I think as people of color we need to strategize to get on boards to shape it. Between multiple jobs and children.

Sammie: There's boards I am on that don't provide childcare or food as part of participation.
 Community: In North Minneapolis we've had problems with people standing up as leaders and not being connected to the community and speaking up and talking about desire for bike lanes.
 Community: There's a women's group in the Waite (sp?) House that did work around the Greenway. They're all Spanish speaking women.
 Community: Could be Mesa La Community.
 Community: Engaging groups like this in work going forward and looking at what outcomes they have had in past work and making it known. Making a central place for information so people are aware of it.
 Community: Active implementation of activities around biking through the school system. And you don't necessarily have to own a bike, we could have organizations sponsor purchasing of bikes and then bike education.

Scriber II

This conversation is missing from Latino and native communities

What does biking and walking looks like in our communities?

- Mixture of Latino families walking on the greenway
- we bike and walk because we have too mostly
- people who bike for sport have expensive gear and bikes. Poor or lowest people do not have expensive bike or walking gear
- biking downtown is hard, scary for me with my child
- people bike in the parks
- not enough education about how to bike in the community- biking on sidewalks without helmets
- there's ways to connect with other organizations to help provide free training, helmets or support for safe biking
- some of the lack of education for safe biking is because our communities are not being engaged
- it's scary biking to commute alongside drivers, people are on phone texting and talking
- lack on bike lanes, streets are tight making it tight where only one car can fit on the road which is scary
- I try to bike on back roads or the greenway when biking with my family p
- drivers drive faster than the speed limit
- bike BLVD's are the safest- I let me children bike on BLVD
- drivers drive in bike lanes
- need protected bike lanes in the Bloomington, cedar lake area, 26th,28th Nicollet area
- the greenway is not always connected to important routes relevant to where I travel
- the city should invest in infrastructure to divide roads from bike lanes to better protect bikers
- priority investments should be made
- different ideas to encourage biking

Walking

- don't walk as much, not enough lighting for safety
- cars are less aware of pedestrians
- cars make me feel less safe, on busy streets
- Whittier neighborhood is trying to cut all of their affordable housing
- seems like we are being pushed out of our communities through these types of project

- all of these issues are connected
- people being pushed into the suburban areas where public transit isn't good, no bike lanes, no sidewalks, no bike racks, no good bus stops...
- we are being pushed into areas that don't have transportation systems that we actually use
- children walk alone on the sidewalks- having boarders from bikers would also protect the children.
- many children walk in the streets also because they sidewalks are broken up
- classism is real- it's almost as if you have to have an expensive bike to ride on the greenway
- people stare at your bike- makes you feel like you're not good enough

Community Centered Focus Conversations notes

Leader: Sammie Ardito Rivera

Project Coordinator: Kenya McKnight

2 Scribes

Community centered focused conversation: American Indian Community

Scriber I

Why we're here:

Community: Works for a organization on bike advisory committee for Minneapolis, Chicano community,

Community:, grew up in Minneapolis, teaches yoga.

Community: Raised in Northern Minnesota, from Anishinaabe (or Anishinaabeg) community, came here in early 2000s for school, community public health work, ED at Native Youth Alliance for Minnesota, lives in south Minneapolis. Sees interest from youth in discussion around active transit.

Community: Raised in East Phillips, from Anishinaabe (or Anishinaabeg) community, lives in Northeast Minneapolis, works for MPS and Indian Education program. Family recently purchased bikes.

Discussion:

Community: Explained the grant work, why she is here, her background, and goals of these focus groups.

Community: He's been biking in Minneapolis since there were no bike lanes and people would say homophobic slurs. Looking at how communities of color have been engaged in biking and how youth

are being prepared to take over around biking. Biking is a huge industry with a lot of money spent on it. Latinos have the highest percentage of bikers around the country. There are other aspects around obesity that are important to factor into biking as well.

Wants to stress that infrastructure and _____ should not be catalysts for gentrification in our communities. Two higher wealth communities could be connected by the Greenway through East Phillips.

Community: Biking can be a gentrification tool. Gave example of Penn Avenue and land being taken and causing prices for homeowners to rise in taxes. Homeowners not being engaged around changes being pushed along Penn Avenue.

Community: The Native American community health clinic has diabetes awareness programs. Community clinics have focused on utilization of biking and not really taken on policy arguments around infrastructure investments. Nice Ride has been used to partner with some community programs. Little Earth has developed a bike sharing program, but there was an issue around bikes disappearing.

Safety has been a priority issue. There can be random acts of violence on public transit, and women can face solicitation for prostitution and be susceptible to sex trafficking. Broadening issue of health (within discussion of active transit) around staying and feeling safe.

A lot of youth in South High School use public transit around Lake Street and need to feel safe when they are using different modes of transportation.

Traffic calming efforts are necessary for walking and biking and youth feeling safe in using these forms of transit. Speed bumps and signage is important to slow cars down.

Bikes are expensive and can be prohibitive for youth. Some likely have to steal them in order to get them.

Community: There was a free bikes for kids program in an inner-ring suburb that was too far away. They had a lot of extra bikes because people could not get out there to get to them. They should have programs like that here in Minneapolis for native youth.

Community: Education and awareness around how to use bike paths. Not everyone knows about or has access to online resources. Distributing bike maps and information about how to use bike trails and where they are located.

Indian Health Board was talking about doing bike tours out to different farmers markets.

Community: In high school we have drivers ed classes but not biking education classes. I've never felt safe biking. I learned how to bike but my family did not really use it as a form of transit.

Taking a build-a-bike class at Spokes flipped her perspective. These would be great programs for more youth to be engaged in.

Community: I feel that drivers have a culture of being aggressive around bikers.

Community: A lot of people don't know about biking rules and that bikers can take up a full lane. Tamales y Biciciletas has used biking as an avenue of empowerment and have people of color working with youth of color.

Community: Having a Spokes class was a lot of a learning through donated bikes to understand how bikes should operate and be repaired.

Community: Cycles for Change has a bike borrowing program.

Community: Cycles for Change is also helpful around bike information and finding the right-size bike or using good bike locks.

Community: Enforcement of traffic laws for bikers and cars is also important. Other places have yielding around yellow lights for cars and that is not the same here.

Community: The central lane on Minnehaha is a key piece of bike and pedestrian infrastructure that helps save lives. 28th and 26th Community now have bike lanes going east and west and they want to do parties and events to get people engaged in infrastructure improvements. There is a need to be engaging communities in advance and not coming out much later to speak to them about changes.

Community: There are statistics around the highest percentage of pedestrians being killed by cars being from communities of color.

Community: I never have really heard an equity lens to Move Minnesota's work before. Looking at equity in work is important (gave example of a Community like swimming education being required in school).

Community: I was involved in some participatory research around the experience of a youth walking to school from East Phillips. It showed that a lot of lack of infrastructure was providing a negative impact on that youth and their educational experience. Infrastructure investments are key.

Community: Last year we did a NACDI bike tour to UMN. Doing a more collaborative class around bike safety would be good for the community.

Community: In a class that I do, voice is the first part around safety that we teach. People using their voice is key to being safe on bikes and can be a way of friendly social interaction too.

Community: Community ed classes (MPS) and other groups having classes around safety would be beneficial.

Community: This discussion around safety framed around biking could also apply to issues around solicitation.

Discussion on safe routes to school funding.

Community: Could community groups pressure MPS around applying for funding and how it should be used?

Community: MPS only has a couple of staff (both white women) that is working in this area and we have tried in the past to talk to them about their strategies.

Community: Policy change happens from the top down in Minnesota.

Community: Tamales y Biciciletas (E. Lake Street, center Community be at 16th and Lake)

and is currently working on a \$2 million campaign around a youth empowerment center serving youth in the Chicano community, not just focused around biking or being called a bike shop even if it Community be present (Youthprise is looking at funding it).

Community: Connecting to funding at the Capitol and pushing how it is spent is important.

Community: There is not staying power in RFPs to rely on for money. Indigenous people have been looked at as recipients of charity versus being seen as a community to be made an investment in (experience in working with funders). Gave example of institutions with large budgets for research not having members of the community conducting research. Getting enough funding for the work is important.

Community based participatory research has become more trendy and popular. Danger in partnership or collaboration being on a checklist, and just a focus group Community not suffice for reaching communities.

Sammie: (Research organizations should also look at how they are) deciding what are the qualifications for working with communities. Not just a degree but unpaid experience and work in the community should count as well.

Community: Has looked at community based participatory research and how authentic it is in determining graduate school options in public health.

Community: There has been a major shift in community based participatory research becoming accepted as an approved practice for research.

Community: It has the potential to help communities do their own research about their community and create their own data.

Community: The Phillips Indian Educators: They created their own research protocol that has to be followed before other groups can work with them.

Community: We are creating a memorandum of understanding in my organization around how research should be conducted if others want to come in speak with/collect data on our participants.

Community: Some tribes have developed their own research review boards that researchers must work with in order to conduct their research.

SCRUBER II

- **Biking Is a billion dollar industry**
- **biking and infrastructure improvements should not be tools that gentrifying our communities**
- Native**
- **needs to be connected to health**

- the conversations in the native community is around biking, safety
- safety is the number one issue on public transit, walking in community- sex traffic, being approached in native community
- started a bike share program to make biking more affordable- bikes disappearing
- started a partnership with Niceride, looking at options now
- cars speeding a lot, need signage, speed bumps, lighting
- scared to
- bikes are not affordable- makes us steal them, we want nice bikes
- opportunities or events to promote biking, giving free bikes to youth and kids- big bike give away in new hope, was too far to travel without cars. Lots of bikes left over
- we have drivers Ed, we need s bike Ed
- build a bike class in community- need more
- need resources to identify bike paths, walking paths
- one central place where community can access
- traffic terrifies me, am scared knowing that it's illegal to bike on sidewalks
- biking is not an activity in my family, I did not grow up biking
- biking is also an environmental issues
- drivers need to be more educated, very aggressive towards bikers
- use education as cultural empowerment- not just talking at us
- S.P.O.K.E.S program- quarterly build a bike program
- equity, cultural empowerment, policy
- needs to be more enforcement on traffic laws for all Modes of transportation
- a group of bikers can take up a whole lane for safety- drivers are not educated about this
- traffic lights are also connected to infrastructure improvements within communities of color
- Racism, white supremacy is all connected to this bike movement
- Move MNDOT doesn't have an equity agenda, I have never heard an equity agenda the two years they have been at the capital
- it's important for us to continue pushing the issue of infrastructure needs in our community
- voice is the first ave for safety
- cultural presentations from communities of color on biking
- conducting safety workshops-using community Ed through the
- u of m and my women environmental
- resources matter, we need resources to do our work
- we are expected to talk about ourselves in negative ways
- us talking about ourselves in positive empowering ways threatens the white power structures which creates more barriers
- we are expected to work for moral purposes, for free, it's the right thing to do
- we are not in the work to make lots of money
- evidence based practice disenfranchises native communities
- we are after thoughts on partnerships, mpls bike coalition wants to reach out to Latino community for open streets
- community based research is dangerous because it's controlled by purse strings
- we need to set up our process, protocols and expectations
- we need to control our processes, we are experts of ourselves
- we are expected to create collaborations, groups ect which is all controlled by the

purse string

- community leadership/representation has to be carefully gauged, we have lots of perspectives and not one leader of us as a whole
- we don't want to be used as tokens
- exploited research practices that impact communities of color
- cannot come into communities of color and talk about disparities from a place a privilege
- buzz words like equity, community base participatory
- we have to create our own data to prove what we want and to create
- research protocols- the America Indian community established this.
- establishing research review boards- tribal research review (people need permission on how data/research is used) many cases of how research/data has been misused from Indigenous community...

Community Centered Focus Conversations notes

Leader: Makram El Amin

Project Coordinator: Community McKnight

1 Scribe

Community centered focused conversation: African American Muslim Community

Scribe I

- Connect the dots on the multiple projects happening around the community
How Community these projects impact property values?
What are the current property values?

What would you like to see?

- Housing development
- A pathway to sustain communities in affordable housing
- More beautification- flowers, lights, make it look appealing
- own the projects- have real stake in these projects. We must be the developers and businesses to develop and own these projects
- home ownership, business owners
- accountability with home owners who lease their property
- active renters who are vested within their communities
- connecting to neighborhood groups, agencies
- having resources available to residents to engage and take care of their communities
- destination places- attraction factors for people to come to visit
- increasing park amenities

Why we don't walk as much as we need to?

- not enough lighting
- sidewalks are not wide enough
- no security patrols
- weather- don't want to walk in the cold
- mentality changed as I grew older, would walk anywhere as a child
- my children do not walk as much as I walked when I was their age
- my children do not see walking as a real option, they jump on the bus
- I fear for my children going in certain areas
- walking or biking isn't always convenient- I. An drive to a bike station the.
- walking isn't always convenient
- safe and security is a big problem- not sure who to trust
- when people have stake in something, they Community do everything in their power to protect it
- not convenient, needs to be more efficient
- no destinations places to walk to
- don't want to walk through certain areas
- safety- may look different for women to men based on the types of safety threats
- limited access, need credit cards but many people within our communities don't have and can not get bank accounts- we use prepaid loaded cards a lot

We are impacted by Predetermined plans to push black people out of our communities

How to increase active living within our community

- increasing affordable health facilities and activities
- ice skating rink that offers an indoor walking facility

Activities we would like to do

- racing for bikes
- walking club
- relay racing
- walking groups
- Breakfast walking club

Community Centered Focus Conversations notes

Leader: Alexis Penne

Project Coordinator: Kenya McKnight

2 Scribes

Community centered focused conversation: Community Leaders

Scriber I

Purpose of Meeting and Objectives

Active Transportation Initiative Overview

Discussions Questions

Do you consider yourself a bicyclist? Or just someone who bicycles?

- i. Community: I have never really considered myself as cycling for transit, but I would call myself a cyclist. However I cannot give up my car for work.
- ii. Community: I am getting back into biking, but right now I am too tired after work to bike regularly. I would consider myself a bicyclist.
- iii. Community: I consider a bicyclist someone who rides on a daily basis and does so for transit.
- iv. Community: but someone who rides for recreation is still a cyclist
- v. Community: Once people can get winter bikes for a cheaper price, it Community become more popular everywhere.
- vi. Community: One of the biggest challenges to winter biking is finding the right clothes to wear. A lot of winter biking clothes are expensive.
- b. How could we get the African American community more into winter biking?
 - i. Community: Thrift stores are the best place to get wool, winter biking gear and they are not expensive.
 - ii. Community: Reasons to bike in the winter:
 - 1. Cars treat you better in the winter
 - 2. It is not as cold as you think
 - 3. Fat tires are more stable or just as stable as summer bikes
 - iii. Community: we could host winter events, like winter biking clothing swaps. And get Venture North involved.
 - iv. Community: Since Venture North is the only bike shop in North Minneapolis, it only has so much capacity

- v. Community: the biggest factor for me and winter biking is the time it takes to get to work, and looks (hair, showering, clothing change, etc.). All of that takes a lot of time and energy.
 - vi. Community: we would need a Bike Center, where you could park your bike safely and have stalls to change in.
 - vii. Community: downtown is looking to put in more Bike Centers. It is at least trending in that direction.
 - viii. Community: ABC ramps downtown have bike parking and showering for an annual fee
 - ix. Community: one way to start winter biking or biking to work is to take the bus to work (with your bike on the rack), and then bike home
 - x. Community: People in our community just need to try these things and then it Community grow in popularity
- c. Bikers and Pedestrians in Communities of Color
- i. Don: There needs to be better traffic control or better pedestrian infrastructure for walkers
 - ii. Community: North Minneapolis is catching up with the rest of the city in terms of this infrastructure, in terms of biking and walking
 - iii. Community: Driver's should have to take anger management or road safely courses if they do not follow laws on the road
 - iv. Community: walkers and bikers also have to learn the rules of the road, it is a two way street
 - v. Community: Bike/car etiquette is better in other neighborhoods outside of North Minneapolis. When cars are not driving safely, it means it is not safe for bikers/walkers. They should have to pay fines for driving in the bike lanes, or there should be signs saying not to drive in the bike lane.
 - vi. Community: I've gotten tickets before for not having lights on my bike at night and riding on the sidewalk, which I didn't know I couldn't do here.
 - vii. Community: the only way to get driver's on the North Side to change their etiquette is to have more bikers on the road
 - viii. Community: some cars let you go, and some don't so it's dangerous because you don't know what the cars Community do each time
 - ix. Community: we just need to organize a ride around high traffic areas of our neighborhoods to raise bike awareness
 - x. Community: we need a critical mass, or a movement of bikers in North Minneapolis
 - xi. Also, in North Minneapolis there is a culture of stopping your car to talk to people
 - xii. Community: a bike parade would be a fun way to raise awareness
 - xiii. Community: we just need to build off of existing resources in North Minneapolis to organize that type of thing
 - 1. Community: Bike groups in North Minneapolis:
 - a. Major Taylor
 - b. North Minneapolis Bike Riders Group
 - 2. The National Brotherhood of Cyclists is coming to Minneapolis in July
 - a. Community: could they possibly ride through North Minneapolis?
 - 3. Community: last year we organized a small bike race/ride in North Minneapolis
 - xiv. Community: I am thinking about the youth and elders and how we get them involved.
 - 1. We can empower kids by letting them own their own bikes and teaching them how to fix their own bikes

2. We can also create a space for elders to feel comfortable riding bikes (Slow Rollers)
3. Community: I am working on building a bike sharing program for teens in North Minneapolis. Students could ride them home after school instead of walking or waiting for the bus. The bikes would be the colors of each school.
4. Community: Get the YN Rich Kids involved in outreach
5. Community: there Community be an emphasis and education on the safe bike routes to schools
6. Community: the kids Community also learn how to fix them. Venture North already does something like that.
7. Community: do something like Earn a Bike
 - a. Programs like this just need to outreach to people of color better.
8. Community: if you get teen girls on bikes, guys Community follow
9. Community: fixing your own bike, and knowing how to fix your own bike, can be really empowering for women and girls/kids. Classes like that for women can help with getting everyone involved.

Scriber II

Ice breaker-

Community- first experience with bikes was fixing a bent rim

Community- used bike as a child for paper route, no buses in Kankakee until 8yrs ago

Community- biking up and down hills

Community- rode bike as a child, uses bike now to control diabetics blood sugar levels

Community- lots of trauma as a child being hit by cars while biking that caused serious physical lifetime damage. Recently ride bikes again

- angelic: Didn't have access to bikes as a child do to family fear of fast cars

- used Niceride bikes to attend northern lights arts festival with 9 friends who hadn't rode bikes since childhood.

- bike for health reasons

- rode bikes with family up and down hills and to parks as middle age adults

- Bill: grew up biking on sidewalks because streets were too dangerous. As an adult got into biking do to family reduction from 2 cars to 1 car- decided to try biking and loved it, have been biking ever since

- ficial- grew up biking in California, biking in Minneapolis is scary because it lacks the infrastructure for Bikers like in Santa Barba California...

- would like hard data focusing on how many people ride bikes, will their be anyone tracking people who ride bikes in the community

- society is so geared towards cars that drivers are not respecting pedestrians

- lots of children in my community and mothers with strollers, cars drive very fast which creates more fear for pedestrians

- we need enforced traffic laws for drivers

- I feel unsafe driving downtown, speeding cars, scared to

- blvd for walkers only

- need stop lights that turn red at all four lights yielding to pedestrians
- city claims the systems are costly, but if enough citizens advocated we can have more pedestrian systems out in
- expensive bikes are thief targets
- want a bike but don't have places to safely store bikes
- we want hard data that tracks how we bike and walk in our community
- need plowing for bike lanes
- biking clothes are expensive, I'd like to bike the correct way but can not always afford it
- how do you get African Americans biking in the winters- people think you will be cold, people think you will fall, people think cars will run you over... The biggest barrier is getting people to try biking in the winter. More public education is needed
- create events in the winter to promote biking in the winter
- use bike gear clothes drive
- vanity and time management are barriers to biking in the winter. We live different lifestyles nor flexibility to be a work. You have to change your clothes redo your j
- Hair after biking to work. It's not convenient, too much preparation before, during and post work.
- create a north side bike center where bikers can change up, freshen up, fix bikes ect while on their bike rides. Downtown mpls is looking into this
- lots of barriers for women
- need more places to store your bikes
- ramp ABC downtown mpls have showers and lockers
- it's not easy crossing the streets, lots of children crossing the streets and it's not safe
- need more infrastructure to support pedestrians and bikers
- there's a need for bikers and pedestrians to be educated on bike n pedestrian adequacy, more eye contact, yielding when necessary, stop weaving in and out of traffic
- bikes are now treated like cars by law, bikes can get tickets
- the culture of biking is different in south mpls than north mpls. There are more bikers in south mpls- the culture of biking is stronger which increases drivers education on bikers and bikers education on drivers-
- organize rides that bring more visibility on main streets
- the Orange bikes helped create visibility
- there were bike parades in south mpls south where youth would come to get their bikes painted
- north mpls black biking club
- 300 black Bicyclist coming to mpls in July 15-18th, national brotherhood of cyclists event. Umbrella group of predominately African American bikers from across the country. Will provide lots of public education and training to bikers in Mn
- what about the young people and our elders in our communities? How do we make biking and walking work for them? This doesn't have to be just about high profile bikers and walkers but how do we make it work for the everyday life of people in our community
- slow roll movement in Chicago and in Detroit.
- north side community bike share between high schools
- youth need to see more people of color riding bikes
- we need to make biking more appealing and artistic
- safe routes to school connecting need to be made in north Minneapolis
- need more advocates
- need more bike mechanics, create programs to help youth fix up bikes to make biking more accessible

- bikes are very expensive these days
- learn and earn a bike program, volunteer time- spoke
- how do we make these programs and systems accessible to the people in my community? I know about these programs because I am in the know but my community isn't, why?
- the cost of living

This data will do more to create opportunities for bike and Ped investments in communities of color

We want our city to be connected and have the same multi modal infrastructure

Would be cool, to have a north side map app- put it on website etc

North side is not a destination for people yet

We have to make it a destination

We need more options in north mpls

How do we connect to our existing amenities, parkways, Trails

We need to incentivize biking by crafting a coupon book with local businesses

Open streets is driven by merchants- business associations are key to demanding open streets... We have to get our businesses involved

How do get flow involved with biking

We get more people to bike the What? Do we have infrastructure to make biking and walking safe?

How do we keep people more involved?

We should customize bikes?

What's going to happen with Olsen Memorial HWY? Pedestrians are not safe traveling across Olsen, lots of accidents often there

Met Council did a study revealing the many hwy and roads in north mpls have not been invested in over years

- Olsen has many opportunities for pedestrians improvements

- pedestrian bridges at van white and a

Penn ave lrt station stops- we need more pedestrian options

Bridge by 94 by 55 will be painted

THANK YOU!