

### @ St. Paul, Minnesota

#### Project in Brief

<b>Project:</b>	<b><i>Creating a More Heavenly Commute with Bicycle Parking</i></b>
<b>Location:</b>	City of St. Paul, Minnesota
<b>No. of Locations with Cycle-Safe Lockers:</b>	30 Cycle-Safe Lockers
<b>Total no. of lockers on city routes:</b>	175
<b>Total no. of lockers recently installed:</b>	120
<b>Reasons for Specification:</b>	To encourage bike commuting / Best quality for the price / Track record of performance
<b>Metro Transit Facts:</b>	Ridership has been on the increase for five consecutive years. Transit use is at its highest level in 15 years - 73.5 million riders per year.

It may be the lesser known of Minnesota's Twin Cities, but St. Paul has no reason to feel inferior. With a population of 288,000, it trails only its twin as the state's largest city. Together, Minneapolis and St. Paul constitute the 15th most populous area in the U.S. - and both cities suffer from the traffic and congestion problems associated with population density.

St. Paul has taken the lead in trying to alleviate these problems. One of its tactics has been the development of a sophisticated, well-marketed mass transit system. With 939 buses carrying 73.5 million riders each year, the St. Paul bus system is the nation's 13th largest. And transit use is the highest it's been in 15 years.

Why the dramatic rise in riders? It's because St. Paul has made a substantial effort to make its transit service convenient, safe, and affordable. Buses take people where they want to go, when they want to go there. And the city has instituted innovative programs and services - such as Dial-a-Ride and Metro Mobility (for people with disabilities) - to encourage ridership among diverse populations.

One of St. Paul's most progressive efforts to promote alternative transportation has been the installation of bike lockers at 30 locations around the city, many of them Park-and-Ride lots. This placement is critical to help reduce the 51 billion in-state miles traveled annually by Minnesota residents - and to reduce the financial impact of road repairs, pollution, & traffic accidents.

According to Lisa Falk, a Civil Engineer with the St. Paul Public Works Department, the city was able to purchase additional bike parking because of a one-time opportunity to use Federal Aid Preservation Funds to subsidize the entire installation. Falk, an avid cyclist herself, was the one responsible for recommending that the city dedicate the money to additional bike parking in an effort to "encourage bike commuting."



2 M/6 Cycle-Safe Lockers

#### Why Cycle-Safe?

One of the primary reasons St. Paul selected Cycle-Safe lockers over other types of bike parking was the urging of Metro Commuter Services (MCS), the group responsible for maintaining the units. MCS personnel were quite pleased with the first set of Cycle-Safe lockers that were installed in 1995 - not a single one had been broken into - and made it clear that they preferred to continue with the same type of locker. This recommendation was echoed by Tracey Jackson, Public Facilities



St. Paul has made a substantial effort to make its transit service more convenient, safe, and affordable for bicyclist.

Administrator with the Metropolitan Council - Metro Transit. Jackson affirmed that the original lockers are still in "excellent shape," and noted the ability of Cycle-Safe lockers to "stand up to the elements." It's the "quality (you get) for the price you pay" that tilts the scale to Cycle-Safe, says Jackson.

The Cycle-Safe lockers have been widely used in all the areas they have been installed, including county government buildings, state office facilities, the St. Paul Parks office complex, Metro State University, and the city's new museum. Downtown sites report a 100% occupancy rate. The lockers along the Metro Transit's bus line have also been well received. "Customers appreciate bike lockers," Jackson added, "they feel more secure leaving (their) bikes at bus stops (with bike lockers) in comparison to those that just have racks."

Lockers are currently being offered for long-term use only, and can be rented from April 1 through November 30th for \$40.00 plus a refundable \$25.00 damage deposit. For those who wish to commute year round, the discounted fee is \$60.00.

## Leave Your Cars At Home

George Serumgard is a Project Manager in the Engineering Department for Metro Transit. He's been using one of the four lockers at Metro Transit's main office facility for nearly a year now. "The lockers encourage me to use my bike, because it is protected from the elements, and I know I will always have a dry seat," he said.

Serumgard, who makes a nine-mile commute four days a week, adds, "It's an easy way to get exercise, and it is often the best part of my morning. If the lockers weren't there I would probably still commute, but not as much."

While the city doesn't plan on installing any additional lockers right now, Serumgard believes the lockers have helped encourage people to "leave their cars at home." He also contends that new lockers at his location and around the city

"would definitely get used" especially since all the lockers at his work site are currently occupied. With experts predicting that greater St. Paul will gain up to 500,000 residents in the next two decades, the city is exploring new ways to encourage mass transit. Plans are underway to integrate a light commuter rail system with the bus service. And by 2003 all Metro Transit buses will have bike racks on them, allowing commuters to bike to the bus stop and ride the rest of their trip with their bike on the bus rack, or secure it in a bike locker for their return trip home. The overall goal is to double transit capacity by the year 2020.



If people like Lisa Falk, Tracey Jackson, & George Serumgard have their way, Cycle-Safe will play an integral part in achieving that goal.



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RESOURCE INFORMATION	WEB SITE ADDRESSES
<b>St Paul, MN Web Sites</b>	<ul style="list-style-type: none"> <li>● <a href="http://www.metrocouncil.org/transit/biklckrs.htm">http://www.metrocouncil.org/transit/biklckrs.htm</a></li> <li>● <a href="http://www.mnsbac.org/agencyreps.html">http://www.mnsbac.org/agencyreps.html</a></li> <li>● <a href="http://b-bop.org/mbike_info.html">http://b-bop.org/mbike_info.html</a></li> <li>● <a href="http://www.mnsmartgrowth.org">http://www.mnsmartgrowth.org</a></li> </ul>
<b>Other Minnesota Bike Sites</b>	<ul style="list-style-type: none"> <li>● Minnesota State Bicycle Advisory Committee <a href="http://www.dot.state.mn.us/sbac/agencyreps.html">http://www.dot.state.mn.us/sbac/agencyreps.html</a></li> <li>● Bike League Minnesota <a href="http://www.bikeleague.org/mediacenter/medprs23.htm">http://www.bikeleague.org/mediacenter/medprs23.htm</a></li> <li>● Univ. of Minnesota <a href="http://www.umn.edu">www.umn.edu</a></li> </ul>

## Visit these Bicycle Advocacy Sites on the World Wide Web

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| Assoc. of Pedestrian & Bike Professionals . . . . . <a href="http://www.apbp.org">www.apbp.org</a> | National Bicycling and Walking Clearinghouse . . . <a href="http://www.bicyclinginfo.org">www.bicyclinginfo.org</a>                |
| Bikes Belong Coalition . . . . . <a href="http://www.bikesbelong.org">www.bikesbelong.org</a>      | Bike Alliance of Washington . . . . . <a href="http://www.bicyclealliance.org/promote.htm">www.bicyclealliance.org/promote.htm</a> |
| League of American Bicyclists . . . . . <a href="http://www.bikeleague.org">www.bikeleague.org</a> | Bicycle to Work Site . . . . . <a href="http://www.bikecommute.com">www.bikecommute.com</a>  |
| Bicycling Life . . . . . <a href="http://www.bicyclinglife.com/">http://www.bicyclinglife.com/</a> | National Trans. Enhancements Clearinghouse . . . <a href="http://www.enhancements.org">www.enhancements.org</a>                    |
| Bike Map . . . . . <a href="http://www.bikemap.com">http://www.bikemap.com</a>                     | US Department of Energy Sustainability . . . . . <a href="http://www.sustainable.doe.gov/">www.sustainable.doe.gov/</a>            |

For more bicycle planning links visit <http://www.cyclesafe.com/Links>



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