

## **Minneapolis Bicycle Advisory Committee Resolution supporting a Downtown Minneapolis Bicycle Center Initiative:**

*Whereas*, the role of the Minneapolis Bicycle Advisory Committee (BAC) is to promote both commuter and recreational bicycling, to advocate for bicycling infrastructure improvements, to encourage safe riding, and to involve people interested in bicycling issues throughout the city, and to advise the Mayor and City Council on these matters;

*Whereas*, the 2011 Minneapolis Bicycle Master Plan (the “Master Plan”) expresses the primary goals of (1) increasing bicycle mode share, (2) making bicycling in Minneapolis safe and comfortable, and (3) making destinations in Minneapolis reasonably accessible by bicycle;

*Whereas*, of the approximately 160,000 people who work in downtown Minneapolis, it is believed that many who do not currently bike to work would like to do so, but are inhibited from doing so by the lack of facilities for secure bike storage, showers, lockers, changing rooms, and repair service reasonably near their downtown work sites;

*Whereas*, the BAC is aware that the central business districts of several other cities (including Chicago, Cleveland, Cincinnati, Indianapolis, and St. Louis) currently have bicycle center facilities, which are open to the public and offer secure bike storage, showers, lockers, changing rooms, and repair service, along with other services and amenities, established for the purpose of encouraging bicycle commuting in their cities;

*Whereas*, the BAC is aware that similar bicycle center facilities are currently being planned for Madison, WI; Miami, FL, and St. Paul, MN;

*Whereas*, the BAC is aware that the majority of the bicycle center facilities in other cities have resulted from city-driven initiatives, with those cities often partnering with other governmental bodies, as well as the local business and nonprofit communities, who can pool resources to gather public grants and private donations needed for capital and start-up costs;

*Whereas*, the BAC is aware that the operations of a bicycle center facility can be funded by a combination of user fees, revenue sharing with affiliated retail operations, and ongoing nonprofit fundraising;

*Whereas*, the BAC believes that Minneapolis and its surrounding communities would greatly benefit from the establishment of a bicycle center in downtown Minneapolis;

*Whereas*, the establishment of a bicycle center in downtown Minneapolis would advance the primary goals of the Master Plan referenced above, and in keeping with the “promise” referenced in the Master Plan that “Minneapolis will continue to be a national leader in bicycle infrastructure and programming, investing in projects and initiatives that improve safety, increase the number of people who choose to bicycle and foster a bicycle friendly environment that supports a thriving bicycle culture;”

*Whereas*, the establishment of a bicycle center in downtown would help to fulfill a specific objective of the Master Plan, to wit, the goal of establishing five new public shower/locker facilities by 2020 (see Master Plan, at page 135, Table 6.7);

**Therefore, let it be resolved the following:**

That the BAC strongly recommends and urges that the Mayor and City Council take the following actions:

1. Resolve to establish and open a full-service, public bicycle center in downtown Minneapolis by the spring of 2016;
2. Appropriate sufficient funds to conduct a comprehensive feasibility study and site analysis for the proposed bicycle center, in an amount of at least \$75,000.00;
3. Direct staff from the relevant city departments, including the Department of Public Works (DPW) and the Community Planning and Economic Development (CPED)

department, to carry out the tasks necessary to complete the feasibility study and site analysis, including, but not limited to:

- a. outlining the scope of the feasibility study and site analysis,
  - b. gathering existing data relevant to the proposed bicycle center project,
  - c. contacting potential partners for the bicycle center project (e.g., Hennepin County, the Metropolitan Council, the Downtown TMO, the Downtown Council, the Minneapolis Coalition of Bicyclists, and Transit for Livable Communities, etc.),
  - d. engaging the public in the feasibility study and site analysis process, and
  - e. obtaining the services of necessary outside consultants; and
4. Establish a realistic timetable for the completion of the feasibility study and site analysis phase of this bicycle center initiative, preferably before the end of 2014, with regular status reports provided to the Mayor and City Council.