



UNIVERSITY OF MINNESOTA
TWIN CITIES

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May 14, 1993

Dear MPIRG Members:

Thank you for the excellent survey and report about bicyclists the Twin Cities campus.

The report was discussed at the March 15th meeting of the University Bicycle Advisory Committee, at which MPIRG was represented. It was agreed at the meeting that a response should be sent to you regarding implementation of the recommendations in the report. I have not responded before this time because we wanted to get some things rolling and be able to report some progress. Response to recommendations listed on page 11 of the MPIRG report are as follows:

- 1.) In order to develop a long-term institutional structure we have assigned responsibility for bike program coordination to the University Transit Division. This will provide on-going staff to the Bicycle Advisory Committee and will also serve as a statement to the community that biking is regarded as a part of the transportation system, not merely a recreational function.
- 2.) The transit staff has begun surveys and compilation of information about numbers, types and location of bike racks on campus. We are preparing a budget request for funding in the 1993-94 fiscal year and in the meantime are seeking to identify remaining monies from past allocations so that work can begin as soon as possible. We agree that older racks should be replaced with U-shaped racks.
- 3.) We have asked safety experts from Environmental Health & Safety to analyze and recommend what might be done about the Pleasant Street/bridge location which is recognized as a problem area.
- 4.) During Earth Week in April, students participated with Facilities Management staff in repainting bike lanes on the West Bank. We are working with Master Planning and hopefully with Landscape Architecture to develop a plan for bike lanes on the East Bank. Because of the make-up and congestion on the East Bank this will require thought and planning and may take some time.

- 5.) We will explore the possible closing of Pleasant Street to through traffic, but this must be coordinated with the City of Minneapolis and general traffic patterns for the campus.
- 6.) We have contracted with an architectural engineering firm to develop plans for a bike path along the University Transitway. We are joining with Minneapolis in a request for federal funding through the Metropolitan Council for construction of the bike path. That process is under way.
- 7.) As a part of traffic movement studies and the view of bikes as transportation we will explore ways to deal with the pedestrian/bike mix in areas such as the Mall. Roller-blades must also be considered.
- 8.) With the likely potential of light rail transit under and along Washington Avenue within several years, we will be looking into the entire traffic mix and what might be done to reduce congestion through the campus as that develops. Light rail transit, other transit and bicycles will hopefully reduce the amount of cars, especially single occupancy vehicles.
- 9.) We are only at the beginning of growth in bicycle use to and around the campus. New thinking and much education will be needed for all elements of traffic mix. As bicycles are recognized as an integral part of people movement, and for a longer period of the year, we want to work with all interested parties to encourage and better understand the implications of this movement.

Regarding the off-campus recommendations, we are pleased to see the growing interest about biking in the Minnesota Department of Transportation, the Metropolitan Council and Regional Transit Board. We are asking to include the University in all appropriate boards, committees and planning. On the basis of our community interest, bike usage and concerns for health and the environment the University should be a leader, not a follower, in this area. We look forward to working with you and other campus groups to make that a reality.

Sincerely,



Paul Tschida
Asst. Vice President
Campus Health & Safety

PT/dm

**A Survey of Bicyclists
at the University of Minnesota**

Minnesota Public Interest Research Group

Energy Task Force -- University of Minnesota, Twin Cities

January 1993

TABLE OF CONTENTS

I. Executive Summary.....	1
II. Introduction.....	3
III. Results	
A. Ridership.....	3
B. Safety.....	5
C. Parking.....	8
D. Frequently Mentioned Problems.....	9
IV. Conclusions and Recommendations.....	10
Appendix A. Relative route ridership frequency.....	12
Appendix B. Problems specifically commented on by respondents.....	3

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I. EXECUTIVE SUMMARY

In October and November of 1992, the Energy Task Force of the Minnesota Public Interest Research Group (MPIRG) conducted a random survey of 198 bicyclists at the University of Minnesota in Minneapolis and St. Paul. The primary purpose of the survey was to determine particular problems which bicyclists face when riding on or to campus. Bicyclists were asked questions about ridership habits, safety (with respect to both security and riding safety), and ease of parking, and were also asked to comment specifically on problems they face and to indicate their normal route.

The results of the survey show that the University is seriously lacking in four key areas for bicyclists:

- **Safety.** Fourteen percent of respondents reported having had a bicycle stolen while on campus, and 38 percent reported having been in an accident. The University needs safer parking facilities, and should also investigate ways to increase safety for bicyclists and pedestrians on campus. One dangerous spot deserves particular mention: the intersection of Pleasant Street with the bike path to the West Bank. Many respondents commented that the combination of crossing bicycle and pedestrian flows, automobile and bus traffic, and limited visibility make the area a "death trap" and an extreme safety hazard.
- **Parking.** The University has a serious lack of adequate parking facilities for bicyclists, particularly in areas such as the West Bank Plaza and the Williamson/Jones Hall area. In order to increase both parking capacity and safety, more U-shaped racks should be installed, and older one-piece racks should continue to be replaced.
- **The Physical Infrastructure.** Numerous respondents mentioned conflicts with pedestrians and automobiles on campus, as well as with automobiles off campus, as a serious problem. Well over 60 percent felt either "not at all" or "somewhat" unsafe in terms of pedestrians and automobiles. Many respondents also noted that there are few good bicycle routes around or to the University, and that there are no routes on the East Bank campus. Bicyclists were also concerned about poor pavement and other surface problems in many places.
- **Education and Awareness.** One of the most frequent complaints dealt with an ignorance or lack of respect by automobile drivers, pedestrians, and even other bicyclists. Drivers often fail to yield the right-of-way to bicyclists, pedestrians walk in the bike lanes, and bicyclists themselves fail to observe traffic laws or common courtesy.

Strong leadership and definitive action is needed by the University to address the problems faced by bicyclists. MPIRG recommends that the University develop a specific plan of action to address these needs. Bicycling is one of the most popular modes of commuting to the University,

and for this reason alone deserves more than cursory attention. Even more importantly, however, bicycling is one of the most desirable transportation forms available, and should therefore be actively promoted rather than simply tolerated. The University, as the largest destination for bicycle commuters in the Twin Cities, can serve as an example for how to promote and enhance the bicycle as a mode of transportation. Encouraging people to bicycle to campus, by improving the infrastructure for bicyclists and increasing safety, can reduce pollution and congestion and help ease parking problems, and can help society meet long-term goals of reducing the environmental impact of our transportation system.

The bicycle as a form of transportation has been neglected long enough. Bicyclists should not have to experience an unsafe, uninviting environment. The benefits of promoting the bicycle are numerous, and the time to act is now.

II. INTRODUCTION

In October and November of 1992, the Energy Task Force of the Minnesota Public Interest Research Group (MPIRG) conducted a random survey of 198 bicyclists at the University of Minnesota in Minneapolis and St. Paul. The Energy Task Force was composed of eight students, all undergraduates at the University, who drafted, administered, and analyzed the survey.

The primary purpose of the survey was to determine particular problems which bicyclists face when riding on or to and from campus. The survey asked specific questions in three areas: ridership, including frequency of riding, length of trips, routes taken, and alternate modes of transportation; the availability of parking; and safety, including whether a theft or accident has occurred, whether a bike is registered or insured, and how safe riders feel regarding road surface, debris, pedestrians, and automobiles. In addition, respondents were asked to comment on specific problems which they experience both on and off campus. These comments have been tabulated and categorized. Finally, respondents were asked to trace their normal route on a map. The relative ridership frequencies for various route segments in the University area have been tabulated and diagrammed (see Appendix A).

When appropriate, questions about ridership and safety were asked twice, for both on-campus and off-campus bicycling.

III. RESULTS

A. Ridership

Questions which fall under "ridership" give answers to when, how often, and where people bike, as well as how people travel when they don't bike. The survey showed that bikes are used on a daily basis in spring and fall, with over half the respondents biking six or seven days a week. Even in winter, many people are diehard bicyclists; 55 percent of respondents ride at least three days a week and 23 percent ride six or seven days a week during the winter quarter. The average trip length is approximately 10 minutes on campus, while off-campus trip length averages about 15.5 minutes, with 45 percent of trips between 10 and 20 minutes.

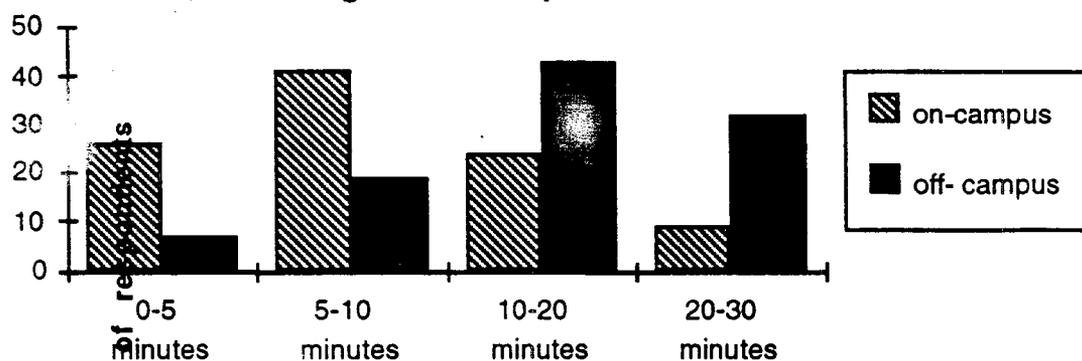
Respondents were also asked which mode of transportation they use when they don't bike. As may be expected, the vast majority walk on campus. Off-campus, the results are somewhat more surprising: 58 percent drive when they can't bike, while 51 percent take the bus and 48 percent walk (some respondents indicated more than one alternate mode). The high percentage of people who drive indicates that many bicyclists may have access to a car and that a significant number of automobile trips are possibly being avoided due to bicycle use.

Ridership Data Summary

Question #2. How many days a week do you bike?

	Fall (n=191)	Winter (n=176)	Spring (n=188)
0-2 days	5% (n=9)	45% (n=79)	5% (n=9)
3-5 days	42% (n=80)	32% (n=57)	43% (n=80)
6-7 days	53% (n=102)	23% (n=40)	53% (n=99)

**Questions #8 and 17.
Average time of trip**



Question #8. Average length of bike trip on campus:

Minutes (n=177)		(or)	Miles (n=76)	
0-5	26% (n=46)		0-2	43% (n=33)
5-10	41% (n=72)		2-5	38% (n=29)
10-20	24% (n=43)		5-10	13% (n=13)
20-30	9% (n=16)		10+	5% (n=4)

Question #17. Average length of bike trip off campus:

Minutes (n=136)		(or)	Miles (n=81)	
0-5	7% (n=9)		0-2	9% (n=7)
5-10	19% (n=26)		2-5	21% (n=17)
10-20	43% (n=58)		5-10	38% (n=31)
20-30	32% (n=43)		10+	32% (n=26)

Question #9. When you can't bike while on campus, what form of transportation do you use? (Check any that apply) (n=198)

Walk:	84%	(n=166)
Bus:	14%	(n=28)
Drive:	42%	(n=84)
Rollerblade:	5%	(n=10)
Other:	5%	(n=9)

Question #18. When you can't bike while off campus, what form of transportation do you use? (Check any that apply) (n=166)

Walk:	48%	(n=80)
Bus:	51%	(n=85)
Drive:	58%	(n=96)
Rollerblade:	2%	(n=4)
Other:	5%	(n=8)

Question #12. Of the time you spend riding on campus, what percentage of that time is on:

	Sidewalks	Street/ Roadway	Bike Lanes (Painted)	Separate Bike Paths
No Response	11% (n=22)	12% (n=23)	20% (n=39)	55% (n=109)
0-20%	33% (n=66)	13% (n=25)	28% (n=55)	33% (n=66)
20-40%	29% (n=57)	31% (n=62)	32% (n=63)	6% (n=12)
40-60%	17% (n=33)	21% (n=41)	14% (n=28)	3% (n=6)
60-80%	9% (n=18)	19% (n=37)	5% (n=10)	2% (n=4)
80-100%	1% (n=2)	5% (n=10)	2% (n=3)	0% (n=1)

Question #21. Of the time you spend riding off campus, what percentage of that time is on:

	Sidewalks	Street/ Roadway	Bike Lanes (Painted)	Separate Bike Paths
No Response	40% (n=80)	23% (n=45)	56% (n=111)	
0-20%	35% (n=69)	3% (n=6)	25% (n=50)	24% (n=48)
20-40%	15% (n=29)	9% (n=17)	12% (n=24)	10% (n=20)
40-60%	7% (n=13)	13% (n=26)	5% (n=10)	4% (n=7)
60-80%	3% (n=6)	31% (n=61)	1% (n=2)	3% (n=5)
80-100%	0% (n=1)	23% (n=45)	0% (n=1)	

B. Safety

Questions regarding safety fall into two major categories. The first deals with the bicycle itself: whether the bike is registered or insured; what is the value of the bike, and whether the respondent has had his or her bicycle stolen. The second category deals with safety while riding: how safe the respondents felt regarding traffic, pedestrians, and riding surface, and whether the respondent had been in an accident.

Overall, theft seems to be a high concern among bicyclists--a warranted concern, given the number of thefts which occur and the high values of many peoples' bicycles. An astounding 15 percent reported having had a bicycle stolen while on campus, and a relatively large percentage either had their bicycle insured (33 percent) or registered with the police department (28 percent). The high number of bicycle thefts points to the need for secure parking facilities on campus as well as for education of bicyclists about how to prevent theft.

Also surprising--and extremely high--was the number of bicyclists who have been in an accident: 38 percent. Of these, 56 percent had been in an accident with a motorized vehicle, 24 percent with a pedestrian, and 35 percent with another bicyclist (some respondents indicated more than one answer). Again, this points to the need for safer bicycle routes as well as for better education of automobile drivers, pedestrians, and bicyclists about both the rights and responsibilities of the bicyclist.

These safety concerns while riding are reflected in bicyclists' perception of their safety in relation to pedestrians and automobiles. On campus, less than ten percent of bicyclists felt "very safe" in terms of pedestrians and automobiles, while most felt either "not at all" or "somewhat" safe in terms of pedestrians (63 percent) and automobiles (69 percent). Off-campus, bikers did not feel any safer in terms of automobiles, although pedestrians became considerably less of a concern, as would be expected.

Many bicyclists are also concerned about poor pavement and debris, although not as much as about pedestrian and auto traffic. On campus, about 30 percent felt "not at all" or "somewhat" safe in terms of both debris and road surface, while off-campus, about 38 percent fell into these two categories; few respondents felt "totally safe". In addition, many people commented about poor pavement conditions in bike lanes near campus (especially on University and 15th Avenues) as well as elsewhere.

Safety Data Summary

Question #3. *Is your bike registered? (n=197)*

Yes: 28% (n=55)
 No: 72% (n=142)

Question #5. *Is your bike insured? (n=195)*

Yes: 33% (n=65)
 No: 66% (n=130)

Question #6. *Have you had your bike stolen while on campus? (n=198)*

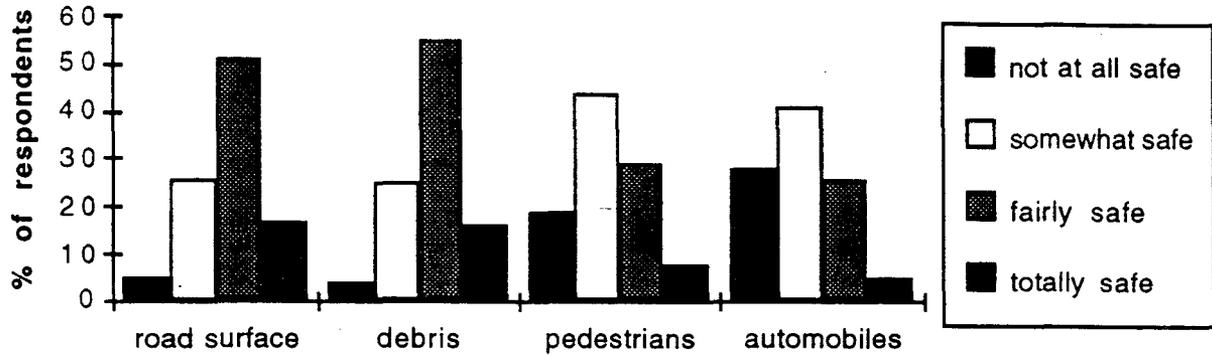
Yes: 14% (n=28)
 No: 86% (n=170)

Question #7. *Have you been in a bike accident? (n=195)*

Yes: 38% (n=75)
 No: 61% (n=120)

	Of those in accident		Of total respondents
<i>If so, with a:</i>	Vehicle:	56%	22% (n=42)
	Pedestrian:	24%	9% (n=26)
	Bicycle:	35%	13% (n=26)
	Other:	9%	4% (n=7)

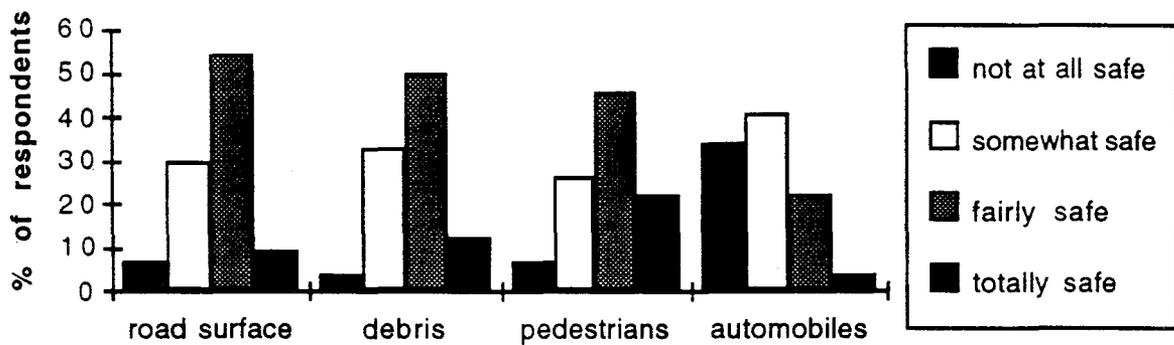
Question #10. Perceived safety of various hazards (on campus)



Question #10. (On-campus) How safe do you feel on an average ride in terms of: (n=195)

	Not at all	Somewhat	Fairly	Totally
Road Surface	5% (n=10)	26% (n=51)	51% (n=101)	17% (n=33)
Debris	4% (n=7)	25% (n=49)	54% (n=107)	16% (n=32)
Pedestrians	19% (n=36)	44% (n=86)	29% (n=57)	8% (n=15)
Automobiles	27% (n=54)	41% (n=80)	26% (n=51)	5% (n=9)

Question #19. Perceived safety due to hazards (off-campus)



Question #19. (Off-campus) How safe do you feel on an average ride in terms of: (n=158)

	Not at all	Somewhat	Fairly	Totally
Road Surface	7% (n=11)	30% (n=47)	54% (n=86)	9% (n=14)
Debris	4% (n=7)	33% (n=53)	50% (n=80)	19% (n=32)
Pedestrians	7% (n=11)	26% (n=41)	46% (n=72)	22% (n=34)
Automobiles	34% (n=53)	41% (n=64)	22% (n=35)	4% (n=6)

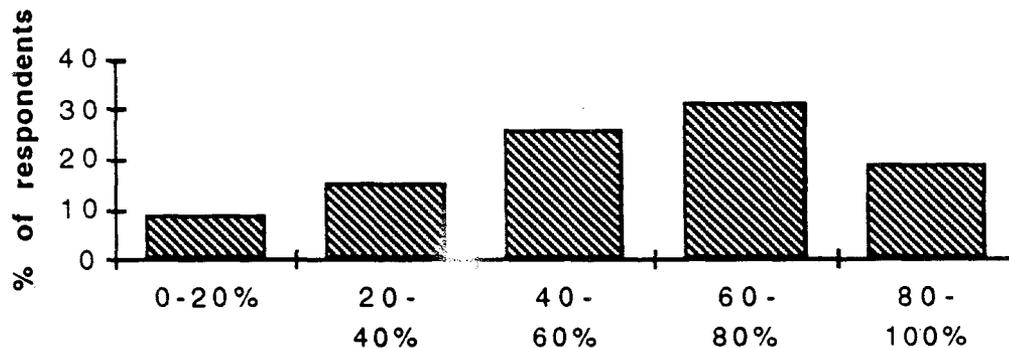
C. Parking

As expected, finding adequate and safe parking is a problem for many bicyclists. Forty-nine percent said that a bike rack was available less than 60 percent of the time on campus, and 37 percent had trouble finding rack space within one building of their destination at least 40 percent of the time. Also, 76 percent answered that having more bike racks was a specific concern to them; and 11 people specifically commented about a lack of bicycle parking, primarily on the West Bank Plaza, near Williamson Hall, and in the vicinity of the Pleasant Street Circle.

A lack of adequate parking can lead to a number of side-effects in addition to inconvenience to bikers. If no racks are available, bikers may be tempted or forced to lock their bikes to railings, which can interfere with use by the handicapped or by others; to signs, which may make the bicycle an easier target for theft; or to other objects (such as trees) which are not designed to accommodate bicycles. In addition, many of the one-piece racks which remain around campus are not designed to be used with U-shaped locks and therefore may increase the risk of theft when bikers are forced to improperly lock their bikes.

Parking Data Summary

Question #15. Percentage of time a bike rack is available when locking bike on campus.



Question #15. Of the times you lock your bike on campus, what percentage of that time is a space on a bike rack available? (n=176)

0-20%:	9%	(n=16)
20-40%:	15%	(n=26)
40-60%:	26%	(n=45)
60-80%:	31%	(n=55)
80-100%:	19%	(n=34)

Question #16. What percentage of the time is there no rack space available within the distance of one building? (n=173)

0-20%:	34%	(n=58)
20-40%:	29%	(n=51)
40-60%:	20%	(n=34)
60-80%:	12%	(n=20)
80-100%:	6%	(n=10)

D. Frequently Mentioned Problems

A tabulation of the problems on which people specifically commented is given in Appendix B. The primary comments on campus centered around pedestrian conflicts, traffic, and safety. Off-campus comments primarily focused on traffic and a lack of good routes.

Numerous (62) people mentioned conflicts with pedestrian traffic on campus, especially on the Washington Avenue Bridge, the West Bank bike lanes, and the Mall area of the East Bank. Many of these conflicts may be unavoidable due to the difficulty of accommodating both pedestrian and separate bicycle traffic in many places on campus. Where bike lanes exist, however, better maintenance of lane striping and signage may help, as would education of pedestrians about bicycle right-of-ways and of bicyclists about being more courteous to pedestrians.

Specific areas of concern on campus also include Pleasant Street and Washington Avenue, where a mixture of cars, buses, pedestrians, and bikers in a limited right-of-way causes numerous conflicts. Again, this may be a difficult problem to solve physically, although closing Pleasant Street off to automobile traffic (which is already a goal in the University's long-range planning) would help clear up at least one problem area. A final specific problem is the intersection of the bike path from the Washington Avenue Bridge and Pleasant Street. The combination of crossing bicycle and pedestrian flows, as well as heavy traffic and limited visibility, leads to what more than one cyclist referred to as a "death trap" and an extreme safety hazard. At a minimum, signage warning of conflicts for all parties and stop signs for bikers should be considered for this area.

The dominant area of concern off campus was traffic, particularly at intersections. A number of respondents mentioned failure to yield the right-of-way and a lack of respect for bicyclists as common occurrences with automobile drivers. The intersections of 15th Avenue and University and 4th Streets in Dinkytown, as well as other intersections on or near campus, were noted as particular problem areas. A lack of good routes, particularly in Downtown Minneapolis and between the Minneapolis and St. Paul Campuses, was also a primary concern among off-campus bicyclists. Other problem routes were also mentioned, but farther from campus ridership density was too low to discern any outstanding problem areas. Finally, a number of bicyclists

commented that bikers themselves are a problem, particularly riding the wrong way in one-way bike lanes along University avenue and showing a lack of respect for pedestrians on campus.

Problems Data Summary

Question #14. Which aspects of biking while on campus concern you? (any that apply) (n=198)

Completely separate bike lanes:	48%	(n=96)
More painted bike lanes:	54%	(n=107)
More bike racks:	76%	(n=151)
More night lighting:	25%	(n=50)
Surface improvements:	29%	(n=58)

Question #23. Which aspects of biking while off campus concern you? (any that apply) (n=161)

Completely separate bike lanes:	52%	(n=84)
More painted bike lanes:	62%	(n=100)
More bike racks:	35%	(n=56)
More night lighting:	30%	(n=48)
Surface improvements:	42%	(n=67)

IV. CONCLUSIONS AND RECOMMENDATIONS

In recent years, the University has failed to maintain bicycle routes on or near campus and has failed to meet a growing demand for bicycle parking in many areas. Also, many commonly used routes in the University area are poorly designed for bicyclists. The results of MPIRG's survey reinforces these conclusions, showing that many bicyclists feel that both the physical infrastructure of the campus area and the behavior and attitudes of drivers, pedestrians, and even other bicyclists are not conducive to safe and pleasant bicycling in the University area.

This situation is highly unfortunate. Bicycling is one of the most popular modes of commuting to the University, and for this reason alone the University should be paying more attention to the needs of the bicyclist. Furthermore, given the environmental and social benefits of bicycling (a bicycle creates no pollution, is very energy-efficient, and creates very little traffic congestion), the University should make every attempt to make bicycle commuting as attractive as possible, rather than simply allowing it. As one survey respondent put it, "with the U's parking problem, I can't believe more attention isn't being paid to bikers."

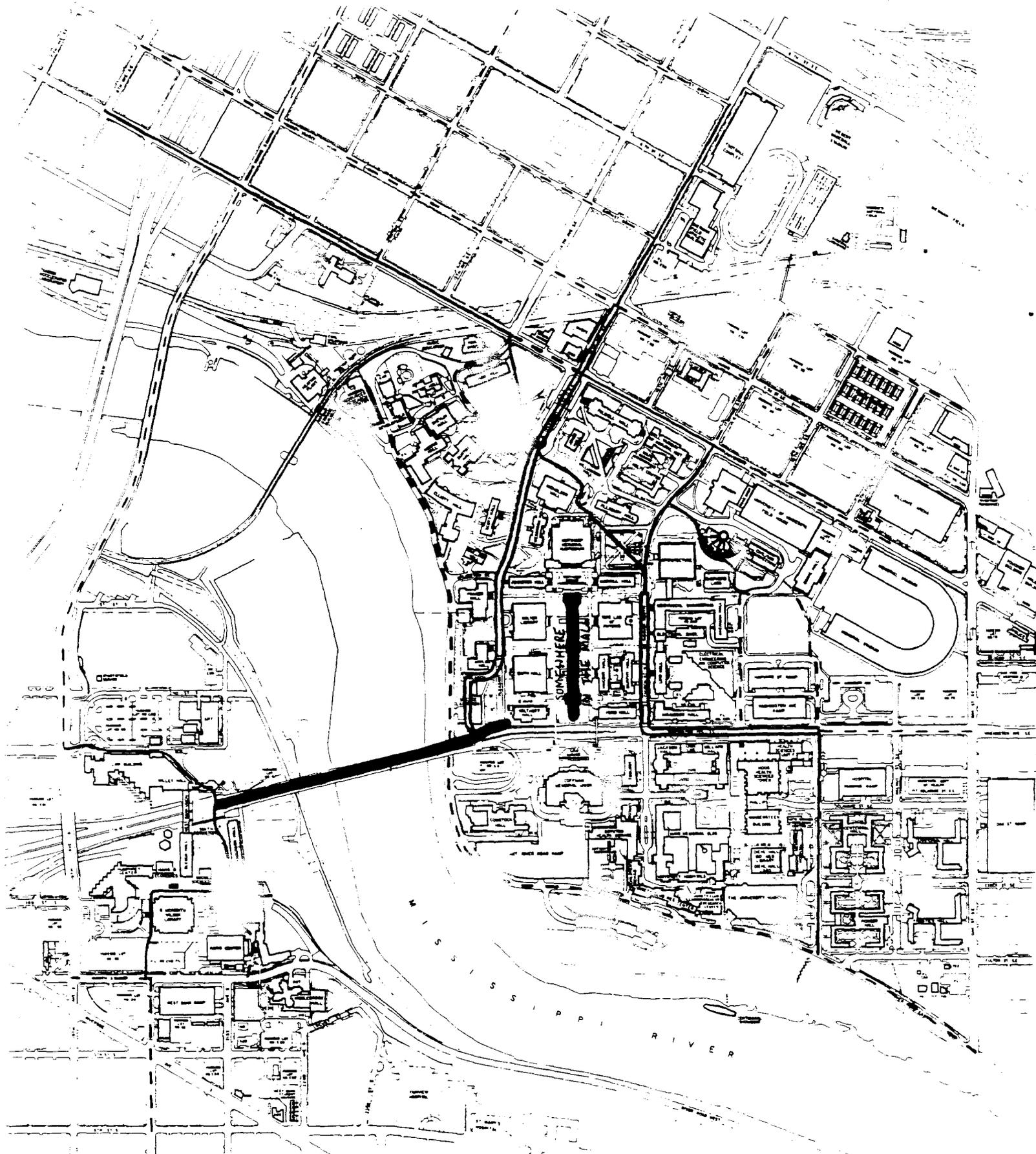
Bearing this in mind, MPIRG's Energy Task Force makes the following recommendations in order to make the campus a safer, more friendly environment for bicyclists and other members of the campus community:

On-Campus Recommendations

- (1) Develop a long-term institutional structure for ensuring that the needs of bicyclists on campus are met and that bicycling is actively promoted rather than simply permitted.
- (2) Install more U-shaped bicycle racks, in particular on the West Bank Plaza, near Williamson Hall, in the Pleasant Circle area, and elsewhere as needed to meet parking demand. Also, continue to replace the older one-piece racks with more secure, more accommodating U-shaped racks.
- (3) Install warning signs at the intersection of Pleasant Street and the bicycle path to the West Bank. Also investigate other solutions to the safety hazard created by this area.
- (4) Maintain and expand lane and route markings for bike trails on campus. This can encourage separation of bicycle, pedestrian, and automobile traffic.
- (5) Pursue the goal of closing off Pleasant Street to through automobile traffic. This would make the campus more pleasant for pedestrians as well as for bicyclists. Also, repaint the northbound bike lane at the south end of Pleasant Street and repave this area.
- (6) Create a complete bike route from the Minneapolis to the St. Paul campus, including a bike path along the Transitway and bike lanes along Raymond and Cleveland Avenues, possibly by restricting parking along these roads.
- (7) Investigate long-term solutions for reducing pedestrian-bicycle conflicts in high-traffic areas, particularly the West Bank, the ends of Washington Avenue Bridge, and the Mall area.
- (8) Investigate long-term solutions to the bike-bus-auto-pedestrian conflicts on Washington Avenue through campus.
- (9) Work to educate pedestrians about respecting bicycle right-of-ways; automobile drivers about respecting a bicyclist's right to the road; and bicyclists about following traffic rules and about being considerate of pedestrians.

Off-Campus Recommendations (in conjunction with Minneapolis and St. Paul)

- (1) Work to expand and improve the network of routes to campus and in other areas of the city. This can be a good way to increase the number of people who bike to campus.
- (2) Install more signs and conduct education programs reminding drivers to respect the rights of bicyclists.
- (3) Maintain the pavement in bicycle lanes, particularly on heavily-traveled routes.
- (4) Explore ways of combining bicycles with transit, such as bicycle parking at bus stops off-campus or bicycle racks on buses.
- (5) Develop and implement long-term plans to make the metropolitan area as a whole more bicycle-friendly and to promote rather than simply allow bicycle use.



**university of minnesota
minneapolis**

Appendix A.
Relative Route
Ridership Frequency

KEY	
---	LIGHT
— — —	MEDIUM
====	HIGH
████	HEAVY

APPENDIX B.

Problems specifically commented on by respondents

Number Problem area

On Campus

- 20 Traffic and Pedestrian Conflicts: bad combinations of cars, buses, pedestrians, and bikers
- Washington Avenue through campus (11)
 - Pleasant Street through campus (8)
 - St. Paul Student Center-Buford Avenue (1)
- 55 Pedestrians: students walking in bike lanes on campus
- in general (24)
 - Washington Ave. Bridge (20)
 - West Bank Plaza (11)
- 20 Pedestrian conflicts/lack of bike paths:
- Northrop Mall (7)
 - Church Street (3)
 - East Bank in general (8)
 - Crossing to Coffman Union (2)
- 11 Parking: lack of good racks/parking facilities
- by Pleasant Street Circle (3)
 - by Williamson Hall (2)
 - West Bank Plaza (2)
 - Health Sciences area (1)
- 16 Safety: Corner of Pleasant Street and bike path by Science Classroom Building
- comment: "I almost always kill/be killed there"
- 3 Safety: Blind corners on West Bank bike path
- 3 Security: general concerns with bicycle security on campus
- 4 Surface: Pleasant Street--bad pavement at South end
- 4 Surface: Washington Ave. Bridge--icy in winter
- 11 Driver Awareness: drivers need education; failure to respect bicyclists; failure to yield right-of-way
- 12 Biker awareness: failure to follow rules; riding wrong way in one-way bike lanes; inconsiderate of pedestrians

Near/Off Campus

- 5 Routes: Lack of bicycle path on Transitway
- 5 Routes: Lack of bicycle lane on Cleveland/Raymond to St. Paul Campus
(suggestion: ban parking and move the median over)
- 34 Intersections: Specific intersections near campus that create traffic conflicts:
 - University/4th and 15th Avenue (10)
 - University/4th and 35W (4)
 - Seven Corners area (4)
- 5 Traffic: Other traffic problems near campus
 - Dinkytown in general
 - Cars parked in bike lanes in Dinkytown (2)
 - 10th Avenue bridge (peds on sidewalk, shoulders narrow) (1)
 - U buses on St. Paul campus (1)
- 9 Traffic: miscellaneous traffic conflicts
- 11 Surface: Pavement poor in bike lanes near campus
 - 15th Avenue (3)
 - University/4th Streets (4)
- 13 Surface: Miscellaneous problems, including bumpy pavement, sand in the spring, glass on road, potholes, no curb cuts
- 13 Routes: No good routes in/to Downtown Minneapolis
- 33 Routes: Other specific areas off campus which need routes or have bad traffic conditions*
- 3 Routes: "The entire city problem"

** Contact the MPIRG-UMTC Office for a more detailed listing of comments*