DATE: Monday, June 17, 2019
TIME: 4 to 6 p.m.
LOCATION: Nice Ride HQ
2030 Elm St SE
Minneapolis, MN 55415

Committee Members:
Tammy McLemore, Dist. 1
Dave Carlson, Dist. 3
Judy Jones, Dist. 5

Alternates:
Gilbert Odonkor, Dist. 1
Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4

Ex-Officio Members:
Jordan Kocak, HC Public Works
Emily Kettell, HC Public Works

Guests:
Michele Molstead, Nice Ride
Bill Dossett, Nice Ride
Arman Rajaeian, Metro Transit
Joshua Johnson, Minneapolis Public Works

• Approval of the May 2019 minutes
  4:00 – 4:05
  Pending two updates, the May 2019 minutes were unanimously approved.

• Minneapolis Scooter Share Program Overview
  4:05 – 4:40
  Joshua Johnson, City of Minneapolis – overview of Minneapolis scooter share program

  Joshua is the advanced mobility manager for the City of Minneapolis. Part of his job includes
  harnessing new and emerging technologies to meet the city’s goals of climate action and equity. His
  presentation focused on Minneapolis’ motorized foot scooter pilot program, including 2018 project
  milestones and an update on the 2019 pilot.

  • 2018 was the first year of motorized scooter share in Minneapolis, and at the end of the 2018
    pilot, Lime and Bird (operators of motorized scooter programs) had a combined total of up to
    600 scooters available for use each day.

  • The City of Minneapolis is actively collecting data about the scooter pilot program and Joshua
    discussed how the city ensures data privacy to users. Joshua noted that raw data is not saved,
    data is anonymized, trip data is rounded to the nearest quarter hour, and scooter locations are
    saved to the centerline.

  • Highlights from July 10-November 30, 2018 pilot program:
    o Total of 225,543 total rides
    o Average of 1,566 rides per day
    o Average ride is 1.34 miles
    o Almost 93% of streets and off-street trails saw were utilized as part of a scooter trip
    o The high for number of trips for a scooter in one day was 39
The City also conducted a survey to better understand how the scooters were being utilized. They received 987 responses, and the results confirmed that scooters were being used for meaningful transportation purposes rather than as a novelty form of transportation.

- Highlights from the survey include:
  - 35% of respondents were non-bikers, meaning these people are likely unfamiliar with the bikeway network so there is lots of room for education and encouragement.
  - 42% of respondents noted a decreased use in personal vehicles, TNCs or taxis.

- Joshua noted that the survey revealed that scooters tend to be utilized for a short distance, and he inferred that people are replacing modes rather than using scooters to connect to other modes. The goal for this year’s pilot program is to better connect scooter share with other modes of transportation.

- Dave Carlson asked how the survey was administered. Joshua said that the scooter companies (Lime and Bird) sent the survey via email.

- Michele noted that when scooters first appeared, she noticed that people would connect to a Nice Ride bike via scooter or vise versa.

- Joshua noted that another goal for the pilot this year is to understand the details of how people are using the scooters and what they are connecting to. He noted that 61% of scooter share users live in Minneapolis.

- Jordan asked if the results were representative of all scooter share users given that a certain type of person might be more likely to take an opt-in survey. Joshua noted that the results do show an over-representation of certain household incomes, race, age and gender.

- Joshua added that companies have alternative access plans to better reach low-income populations this year.

- Dave Carlson asked about the 14% of users from outside of the Twin Cities, but Joshua noted that the city does not have more specific details about these users.

- Joshua stated that the city received 85 complaints, though he suspects that the low number is because many people did not know that there was a system for reporting scooter violations.

- In 2018, there were six reported crashes and nine reported near misses that involved scooters. There may have been more, but the data is limited at this time.

- Hokan asked if the reported crashes involved motor vehicles. Joshua said that the crashes didn’t necessarily involve a motor vehicle – one involved a person biking and a few involved the scooter users losing control. He noted that the city is still looking into the benefits versus the hazards for scooters in order to develop a longer-term plan for scooter use in Minneapolis.

- In 2019, there will be up to four companies allowed to participate in the pilot (right now Lyft, Lime and Spin are part of the pilot). Interested vendors need to share a safe riding and parking compliance plan with the city, address local education and outreach, and have a scooter availability and distribution plan. Additionally, alternative access programs and pricing for low income individuals are also required.

- In 2019, the maximum number of total scooters allowed is 2,000 and at least 30% of scooters need to be placed in areas of concentrated poverty. The vendor is required to pay $100 per scooter to support infrastructure improvements and to support regulation of the pilot.

- The city is also looking at dedicated scooter parking spaces on-street, which will likely be implemented in the next month.
• Billy asked if scooters are encouraged to use the bike lanes. Joshua noted that people using scooter share are encouraged to ride in the bike lanes and are not allowed to ride on the sidewalk.
  o Billy asked if you can use the scooter on a sidewalk if in a residential district. Joshua said that sidewalk scooter riding is not allowed anywhere.
• Judy asked if scooters are identified as a vehicle. Joshua said that they are a vehicle per state statute. Jordan asked if the statute just applies to electric scooters, and Josh clarified that it just applies to motorized foot scooters.
• Hokan noted that scooters are not allowed to make vehicular left turns (and must complete box turns).
• Judy asked if the $100 per scooter fee is unique to scooters, or if Nice Ride is charged a fee as well. Joshua said that there is a fee, though it’s not quite the same.
• Judy asked if there are on-street corrals for scooters. Joshua said there is an on-street bike corral program, and a separate scooter corral program will be implemented shortly.
• Dave Carlson asked if you should move a scooter parked in the middle of the sidewalk. Joshua said that scooters should be parked in the furnishing zone. While they can be moved, it would be best to call 311.
• Dave Carlson also asked if the GPS functions are accurate enough to tell if scooters are parked in the proper zone on the sidewalk. Joshua said the GPS units are not accurate enough to do so.
• Gilbert asked how a person can access the scooters and if a credit card is needed. Joshua stated that after downloading the app, you would locate the scooter on the app’s map, then use the app to unlock it. Some companies require money to be preloaded, but there are alternative access programs that utilize Paypal. There are also various low-income plans (the plans vary between companies).
• Erin asked if prices are similar across brands or if price is influenced by other trends. Joshua noted that the city does not regulate the price of scooter share.
• Tammy asked if a person has to sign a waiver each time to reserve a scooter. Joshua noted that you agree to the terms and conditions when signing up for the app.
• Dave Carlson asked if Minneapolis will collaborate with adjacent cities. Joshua said that Minneapolis has been talking to other suburbs, St.Paul, the U of M, and the Minneapolis Park and Recreation Board.
• Judy asked if Zap can play a role in understanding trends. Josh said that interns are currently conducting field observations to observe behaviors and validate existing data.

2. **Broadway St NE Repaving Project**  
   4:40 – 5:10
• Emily Kettell, Hennepin County

Emily presented an overview of the Broadway St NE repaving project. Broadway St NE, between Marshall St NE and Stinson Blvd, will be repaved this fall. The county is working with the city and a neighborhood task force to improve safety and comfort for all users, and is developing a short and long-term action plan for the corridor.

• The mill and overlay will be completed at the end of summer or early fall.
• ADA ramps will be upgraded this summer along the corridor between Main St NE and Cleveland St NE.
Hennepin County
Bicycle Advisory Committee

- Potential striping revisions are being driven by the neighborhood task force who would like to see improved crossings, a four-to-three conversion, and limited left turns on and off of Broadway St NE.
  - The task force was the driving force behind the city and county’s decision to make short-term improvements in coordination with the mill and overlay. The task force created a survey and received nearly 1,000 responses, with most people noting that they do not feel safe on Broadway St NE, including people who drive.
- The city and county held an open house in early May and some of the key comments include:
  - Improved crossings (safer crossings, longer time to cross the street)
  - APS at all signals
  - Improved bike crossings
  - Four-lane to three-lane conversion at select locations
- As a result, the county will be reviewing locations for no left turns, continuing an analysis for a four-to-three lane conversion at different locations throughout the corridor, evaluating striping under the Buchanan railroad bridge, and reviewing parking data.
- The county completed an analysis of parking along the corridor and it revealed that parking is not utilized along Broadway St NE, except in front of Spyhouse coffee.
- Judy asked if there is a viable east-west route on a parallel neighborhood street. Jordan noted that there is not.
- Billy asked if the four-to-three lane conversion would work if vehicle volumes were higher and if the county has completed a four-to-three lane conversion with volumes this high?
  - Emily noted that the vehicle volumes are on the higher end of what the county is comfortable with for a four-to-three lane conversion. As a result, not all segments may be converted at this time – more analysis is needed.
- Hokan asked about local versus regional trips along the corridor.
  - Preliminary data from Streetlight reveals that approximately 30% of trips are local and 70% are regional (greater than five miles).
- Dave Carlson noted his support for a four-to-three lane conversion.
- Billy made a motion to support Hennepin County’s investigation and implementation of a four-to-three lane conversion along the Broadway St NE corridor. Gilbert seconded the motion, and it was unanimously approved.

3. Nice Ride program update and facility tour  5:10 – 5:45
- Michele Molstead, Nice Ride – Nice Ride program and equipment update and new facility tour

  Michele and Bill provided updates about the launch of the new Nice Ride system, which now includes dockless bikes. They provided a tour of the warehouse and new equipment.
  - After the tour, Michele noted that Nice Ride now has a Nice Ride for all program, which provides recipients of TAP or SNAP with a $5 annual membership. So far, over 100 people have signed up for the program.
  - Nice Ride has to meet certain equity requirements including the creation of an annual report, hiring of outreach ambassadors, advertisement in multiple languages, and coordination with the Equity Committee of the Shared Mobility Committee.
  - Bill noted that while the initial roll-out of dockless bikes did not go as planned, over 500 permits have been recently issued by the city to establish new hubs for the dockless bikes.
Michele encouraged BAC members to get in touch if they have location suggestions for hubs.

Jordan asked what happens to the bikes if people do not park at an officially designated hub. Bill said that crews will pick up the bikes and transfer them to a hub. He noted that many people return the dockless bikes next to an existing station.

Bill added that Nice Ride expected 1,800 e-bikes this year, but they cannot be used due to a braking issue. He expects e-bikes to be released by April. Bill also said that there is potential for new equipment such as a combination of docked/dockless bikes and access to Nice Ride via the Lyft app.

Dave Carlson asked if existing bikes are allowed in parks, trails, and bike lanes. Bill noted that they are because the e-bikes are just pedal-assist.

4. Member Announcements 5:45 – 6:00

- Dave noted that the detour routes are in place for the SWLRT. Construction affects the Cedar Lake Trail and Kenilworth Trail.
- Billy noted the success of Bike to Work Day in Golden Valley.
- Billy provided an update of the Glenwood Ave study group.

Next meeting:

Monday, July 15th
4 – 6pm,
Location: North Regional Library – 1315 Lowry Ave N, Minneapolis, MN 55411